



**WORK SESSION MEETING
AGENDA
CITY OF CREVE COEUR
CITY COUNCIL
300 NORTH NEW BALLAS RD
MARCH 27, 2023
6:00 PM**

CALL TO ORDER

ROLL CALL

DISCUSSION ITEMS

- 1. Approval of March 13, 2023 City Council Joint Work Session Minutes**
- 2. FY2024-FY2028 Capital Improvement Program Follow Up**
Summary: Staff will review changes to the proposed Capital Improvement Program and answer any questions.
- 3. Retirement Plan Follow-Up Discussion**
Summary: Continue Discussion of Moving the Legacy Pension Plan to LAGERS, Closing the Legacy Plan and Transitioning Administration to LAGERS, Upgrading the Existing LAGERS Plan and Providing a COLA to Legacy Plan Retirees. Will Also Provide an Update Summarizing the Pension Board and Finance Committee Review of this Matter.

ADJOURNMENT

Pursuant to Section 610.022 RSMo., the City Council could, at any time during the meeting, vote to close the public meeting and move to closed session to discuss matters relating to litigation, legal actions and/or communications from the City Attorney as provided under Section 610.021(1) RSMo. and/or personnel matters under Section 610.021(13) RSMo. And/or employee matters under Section 610.021(3) RSMo. and/or real estate matters under Section 610.021(2) or other matters as permitted by Chapter 610.

Posted by: _____

Date/Time posted: _____



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6:00 PM**

If you need special accommodations to attend a meeting, services may be arranged by contacting the Office of the City Administrator in advance.



**JOINT WORK SESSION MEETING
MINUTES
CITY OF CREVE COEUR
CITY COUNCIL & FINANCE
COMMITTEE
300 NORTH NEW BALLAS RD
MARCH 13, 2023
6:00 PM**

DRAFT

CALL TO ORDER

A Joint Work Session meeting of the City Council and Planning and Finance Committee of the City of Creve Coeur was called to order by Mayor Robert Hoffman at the City Council Chamber, 300 North New Ballas Rd, City of Creve Coeur Government Center, Creve Coeur, MO 63141 on Monday, March 13, 2023 at 6:00 PM.

ROLL CALL

Mayor Robert Hoffman
Council Member, Ward 1 Mark Manlin
Council Member, Ward 1 Heather Silverman
Council Member, Ward 2 Tim Carney
Council Member, Ward 2 Nicole Greer
Council Member, Ward 3 Sari Neudorf
Council Member, Ward 3 David Hoffman
Council Member, Ward 4 Joseph Martinich
Council Member, Ward 4 Dan Tierney

Finance Committee Members Present: Luis Ortiz, Betty Kagan, Cynthia Jordan and Tim Smith

Staff Present: City Administrator Mark Perkins, City Attorney Carl Lumley, Director of Community Development Jason Jaggi, Director of Finance Lori Obermoeller, Director of Public Works Jim Heines, Assistant City Administrator/ Acting City Clerk Sharon Stott, Director of Recreation Jason Valvero, Chief of Police Jeffery Hartman, Senior Accounting Associate Tracy Brothers, Accounting Associate Krista Akers, Project Manager- Engineering Tom Delia, and Public Information Officer and Management Analyst Melissa Bradford.

DISCUSSION ITEMS

1. Approval of February 27, 2023 City Council Work Session Minutes

RESULT: APPROVED

MOVER: Council Member Ward 4 Tierney



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SECONDER: Council Member Ward 2 Greer

AYES: Tim Carney, Nicole Greer, Joseph Martinich, David Hoffman, Mark Manlin, Sari Neudorf, Daniel Tierney, Heather Silverman

NAYS: None

The vote on the motion being 8 ayes and 0 nays, motion carried.

2. FY2024-FY2028 Capital Improvement Program Recommendations

City Administrator Mark Perkins presented the Capital Improvement Program (CIP) for Fiscal Years (FY) 2024-2028 which included a city fund summary, the CIP schedule, organization of the CIP, and project account summaries (see Exhibit A).

Council Member Tierney asked whether the Parks and Stormwater Tax produced more revenue than originally anticipated, and Mr. Perkins confirmed revenues were higher.

Council Member Silverman asked whether the Parks and Stormwater Tax could be used for Dielmann Recreation projects, to which Mr. Perkins responded that while the tax itself has a broad permitted use, the City has adopted a policy focusing these revenues on the needs in parks and addressing stormwater issues and not the Dielmann Center.

Council Member Martinich asked about the bond term for the Police Building Project Bond Fund, to which Mr. Perkins responded it was 20 years and expires in 2038.

Mr. Perkins discussed government facility projects.

Council Member Martinich asked if the electric vehicle charging stations planned for the Police Building and Government Center would be Level 2 or Level 3, to which Mr. Heines responded that both levels are included in the plan.

Council Member Silverman asked if the electric vehicle charging stations would be for public use, to which Mr. Heines responded that Level 2 would be for public use and Level 3 would be for City staff use.



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Mr. Perkins provided proposed projects for park and recreation facilities, including the Dielmann Recreation Complex.

Council Member Silverman asked when the Ice Arena floor replacement would be done, to which Mr. Valvero responded it would be done during the time the Ice Arena is closed for the refrigerant switchover.

Council Member Tierney asked if the brush alongside the golf course where the new fence is all planned consists of honeysuckle bushes, to which Mayor Hoffman replied it was on the east side of the golf course but the other areas included vines and removal would change the landscape and privacy for adjacent homeowners.

Council Member Tierney inquired about any design work planned for the Tappmeyer House for ADA compliance, to which Mr. Delia responded an ADA ramp will be part of the design work for the Tappmeyer House to eliminate the need for the ADA lift and will be included in different phases of the Millennium Park renovations.

Mr. Perkins and Mr. Delia discussed the phases of Millennium Park improvements.

Council Member Martinich asked if the Tappmeyer stormwater drainage issues would be included in Phase 1 of Millennium Park improvements, to which Mr. Delia confirmed they would.

Mr. Perkins discussed the CIP stormwater projects and stated a public meeting would be held next week on the Watershed Management Plan. Mr. Heines stated staff is receiving feedback from the public through the City website reporting various stormwater issues and data gathering will continue until mid-summer, followed by evaluation and prioritization of projects.

Council Member Martinich asked if Deer Creek Watershed Alliance could help offset any costs associated with the lake dredging or bioswale planting at the Golf Course, to which Mr. Heines replied that some grant funds could be used. Mr. Perkins clarified that the lakes on the golf course are also for stormwater drainage from the office park north of the golf course.



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Mr. Perkins discussed street and road projects included in the CIP.

Council Member Carney asked if the City received any resident support for the Fernview Sidewalk project, to which Mr. Heines responded that most are in support with only a few opposed.

Council Member Tierney asked if bus shelters were included in New Ballas Road improvements, to which Mr. Heines responded they are not included because grant funding focuses on road and sidewalk improvements.

Mr. Perkins added the inclusion of bus shelters would not increase the City's access to more grant monies but that the City could always pay additional funds to have bus shelters installed.

Council Member Tierney stated that more bus shelters would be hospitable to visitors along Olive Boulevard and New Ballas.

Council Member Carney asked if Mercy Hospital could help pay for a bus shelter on New Ballas Road, to which Mr. Heines stated staff have not asked and easements would be necessary.

Mr. Heines presented the capital equipment included in the CIP.

Mr. Heines stated the City has experienced significant delays in recent years in obtaining any trucks, the City is behind on its replacement schedule due to the delay, and staff recommends trying to catch up in the current fiscal year 2023.

Council Member Carney asked if vehicle costs are up 20 percent, would the annual average of \$451,000 for vehicle replacement be sufficient for upcoming years, to which Mr. Heines replied it is unknown whether vehicle costs will stabilize, reduce or increase.

Council Member Martinich asked if staff had considered sharing equipment such as the salt conveyor equipment, to which Mr. Heines replied there are risks to damaging equipment associated with sharing and transporting to various locations.



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Mr. Perkins stated there are three full-time staff salaries – two civil engineers and one project manager – which are charged to the Capital and Parks and Stormwater funds to help administer CIP projects.

Mr. Perkins asked if there were any additional questions, to which Mr. Tierney asked why there was red text on the spreadsheets, and Mr. Delia responded that the red text reflects those changes from the original draft of the CIP.

Mr. Tierney stated the Parks and Historic Committee has requested \$25,000 for ongoing maintenance at the Tappmeyer House, which, when left unattended, had created bigger problems, to which Mr. Heines replied that funds are earmarked into the operating budget. Mr. Perkins added, the delay in ongoing maintenance repairs is related to finding a contractor that will do small maintenance projects and staff has been working on finding one. Mr. Delia added that once a reliable skilled contractor is found, there will be other opportunities for minor projects at other locations such as Lake School House.

Mayor Hoffman thanked the Finance Committee for attending and stated there would be a follow-up work session on March 27 with more opportunities for CIP discussions.

ADJOURNMENT

RESULT: ADJOURN

MOVER: Council Member Ward 2 Carney

SECONDER: Council Member Ward 1 Manlin

AYES: Tim Carney, Nicole Greer, Joseph Martinich, David Hoffman, Mark Manlin, Sari Neudorf, Daniel Tierney, Heather Silverman

NAYS: None

The vote on the motion being 8 ayes and 0 nays, motion carried.

The meeting adjourned at 7:20 p.m.



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Submitted by:

Sharon Stott
Acting-
City Clerk

Dr. Robert Hoffman
Mayor

EXHIBIT A



**FY2024-FY2028
CAPITAL IMPROVEMENT PROGRAM**

JOINT CITY COUNCIL & FINANCE COMMITTEE WORK SESSION

MARCH 13, 2023

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**CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
DISCUSSION OUTLINE**

1. Introduction to the CIP
2. CIP Schedule
3. Organization of the CIP
4. Fund Summaries
5. Project Account Summaries



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**FY2024-FY2028
CAPITAL IMPROVEMENT PROGRAM
INTRODUCTION TO THE CIP**

**CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
INTRODUCTION TO THE CIP**

What is the CIP?

The CIP is the City's five-year plan for major improvements to its facilities, infrastructure, and equipment. It is able to be modified as time passes and conditions change.

**GOALS
NEEDS
RESOURCES
OPPORTUNITIES**

➔

**CAPITAL
IMPROVEMENT
PROGRAM**



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**CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
INTRODUCTION TO THE CIP**

CIP Criteria

- Project Cost - \$20,000 or more
- Lifespan – 5 years or more

Basis for Recommendations

- Availability of Outside Funding
- Beautification
- Community Demand
- Condition of Existing Facility
- Coordination
- Economic Growth
- Operating Efficiency
- Protection and Conservation
- Public Safety



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**CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
INTRODUCTION TO THE CIP**

The purpose of the CIP is to provide:

1. A road map for funding the City's capital investments for the next five years
2. A process for public involvement in how public funds are used
3. An easy-to-read document for public use
4. Transparency for the City's use of public funds



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FY2024-FY2028
CAPITAL IMPROVEMENT PROGRAM

CIP SCHEDULE

CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
CIP SCHEDULE

December - Citizen and committee recommendations
January
February Staff prepares draft of CIP
February 20 Draft CIP submitted to City Council



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
CIP SCHEDULE

March 8 Parks and Historic Preservation Committee
March 13 City Council and Finance Committee
March 15 Stormwater Committee
March 20 Planning and Zoning Commission
March 21 Finance Committee



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
CIP SCHEDULE (CONTINUED)

March 27 City Council Work Session
• CIP revisions, Questions & Answers if necessary
April 10 City Council
• Public hearing
• Adoption of the CIP



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
CIP SCHEDULE – WORK SESSIONS

Work Session #1 – March 13

- CIP Overview
- Fund Summaries
- Account Summaries
 - Government Facilities
 - Park & Stormwater Programs
 - Streets & Sidewalk Programs
 - Capital Equipment and Admin



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Work Session #2 – March 27

- Updates and recommendations from meetings (IF NEEDED)



FY2024-FY2028
CAPITAL IMPROVEMENT PROGRAM

ORGANIZATION OF THE CIP

CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028 ORGANIZATION OF THE CIP

CIP Report

- Funds – Capital, Parks and Stormwater, Building Project
- Appendix A – Spreadsheets
 - Accounting by fund
 - Summaries by account
- Appendix B – Ten-year summary
- Appendix C – Community suggestions



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028 ORGANIZATION OF THE CIP

Three Funds

- Capital Fund
- Parks-Stormwater Fund
- Building Project Bond Fund



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FY2024-FY2028 CAPITAL IMPROVEMENT PROGRAM FUND SUMMARIES

CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028 FUND SUMMARY – CAPITAL FUND

Funding Sources

Half-Cent Sales Tax
Grants and Outside Funding
Transfers from the General Fund
ARPA funds

Categories Financed

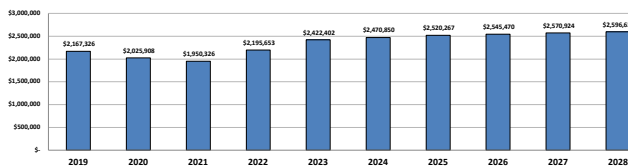
Government Facilities
Parks (Dielmann Recreation Complex)
Streets and Sidewalks
Capital Equipment
Capital Project Administration



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028 FUND SUMMARY – CAPITAL FUND

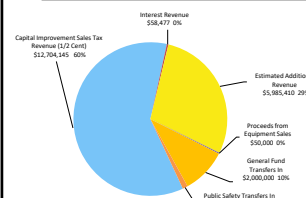
Ten-Year Half Cent Sales Tax
FY2019 - FY2028



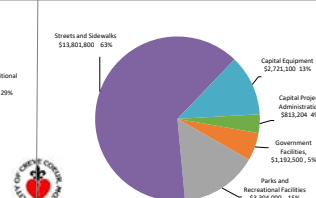
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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028 FUND SUMMARY – CAPITAL FUND

FY2024-FY2028 Revenue
\$21.0 million

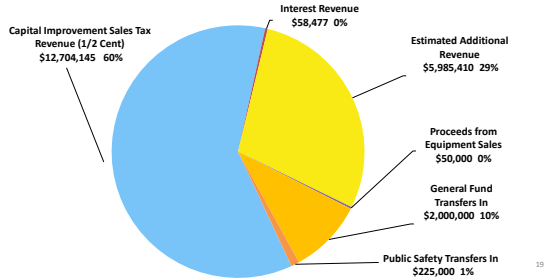


FY2024-FY2028 Expenditure
\$21.8 million

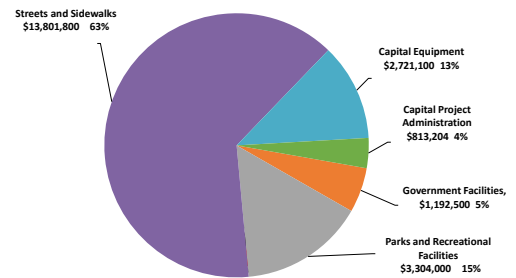


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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028 CAPITAL REVENUE FUND SUMMARY – \$21.0 MILLION



CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028 CAPITAL EXPENDITURE FUND SUMMARY – \$21.8 MILLION



CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028 FUND SUMMARY – PARKS-STORMWATER FUND

Voters' approval of Prop. C created parks-stormwater tax

Tax revenue is supplemented by MSD reimbursements

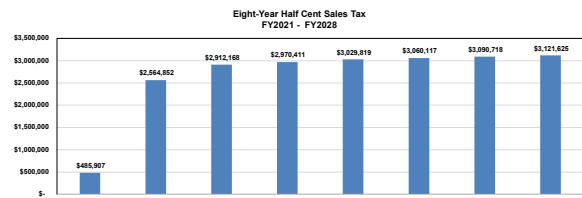
Proposed tax allocation:

- 48% Parks Projects
- 28% Stormwater Projects
- 20% Parks/Stormwater Operations & Maintenance
- 4% Capital Project Administration



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028 FUND SUMMARY – PARKS & STORMWATER FUND

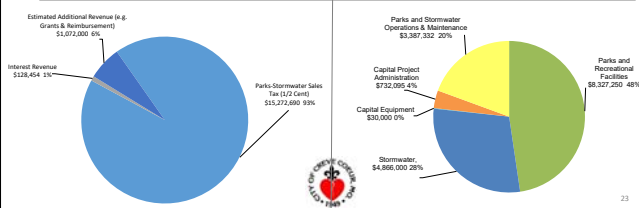


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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028 FUND SUMMARY – PARKS-STORMWATER FUND

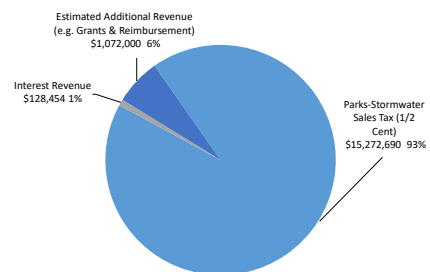
FY2024-FY2028 Revenue
\$16.5 million

FY2024-FY2028 Expenditure
\$17.3 million

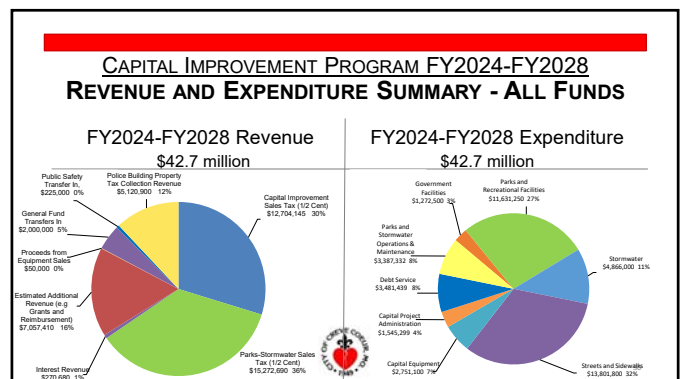
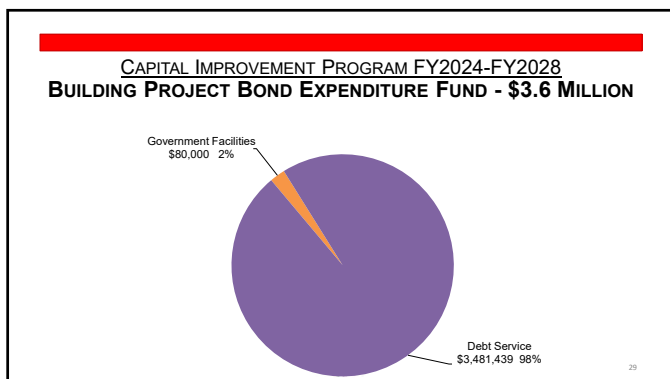
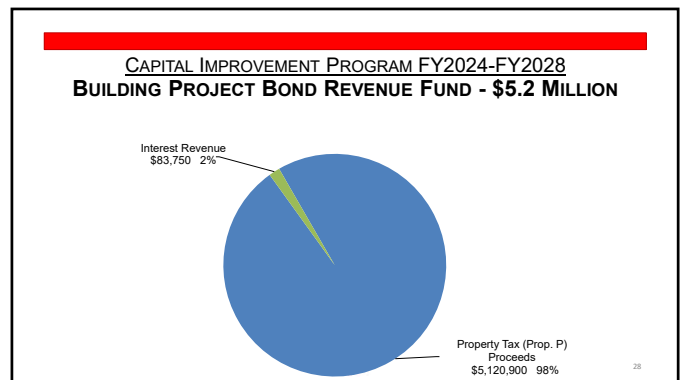
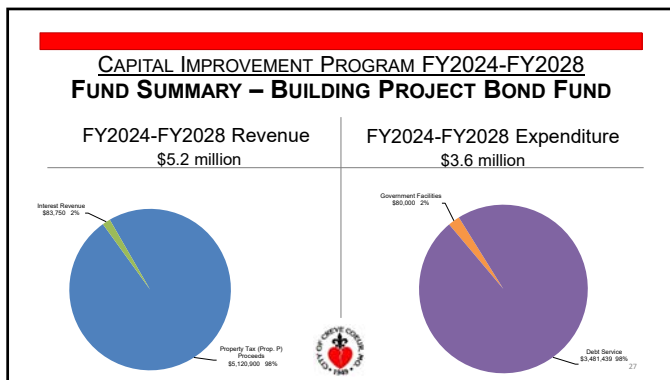
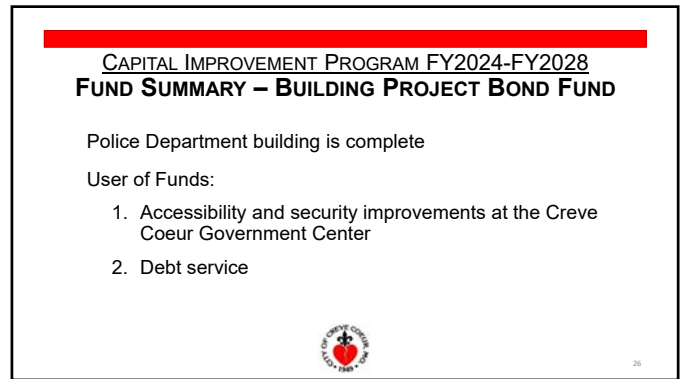
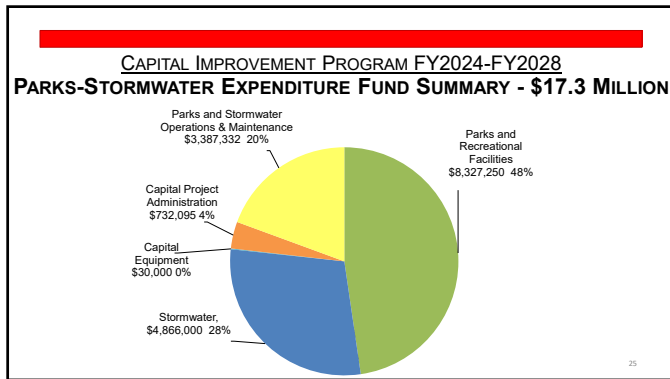


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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028 PARKS-STORMWATER REVENUE FUND SUMMARY - \$16.5 MILLION



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FY2024-FY2028
CAPITAL IMPROVEMENT PROGRAM
ACCOUNT SUMMARIES

CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARIES

Six main accounts in the CIP:

1. Government Facilities
2. Parks and Recreational Facilities
3. Stormwater
4. Streets and Sidewalks
5. Capital Equipment
6. Capital Project Administration



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – GOVERNMENT FACILITIES

Primary funding through Capital Fund

Reimbursements from \$2.2 million set-aside reserves in General Fund



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – GOVERNMENT FACILITIES

Project Highlights

Accessibility Improvements Capital Fund

- FY2025-FY2028 - \$20,000 annually
- Funded through CDBG program

Government Center Renovations Capital Fund

- FY2024-FY2028 - \$30,000 annually



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – GOVERNMENT FACILITIES

Project Highlights (Continued)

Salt Dome Roof Repairs Capital Fund

- FY2024 - \$60,000

Government Center Roof Repairs Capital Fund

- FY2024 - \$250,000



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – GOVERNMENT FACILITIES

Project Highlights

Demo of 1030 N Lindbergh Building Capital Fund

- FY2024 - \$40,000

EV Charging Stations @ Police & Govt Ctrs Capital Fund

- FY2024 - \$112,500
- Partially funded from Ameren Grant Match



CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – GOVERNMENT FACILITIES

Project Highlights

Police Parking Lot Security Fence Building Project Fund

- FY2024 - \$80,000



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – PARKS AND REC. FACILITIES

Fund division:

- Capital Fund – Dielmann Recreation Complex
- Parks-Stormwater Fund - Parks

Three focal points:

1. Dielmann Recreation Complex Projects
2. Implement Parks Master Plan Projects
3. Deferred Parks Maintenance



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – PARKS AND REC. FACILITIES

Dielmann Recreation Complex Projects

Goal: Improve Ice Rink features

CIP includes the following to achieve this

- FY2024 – Ice Arena Floor Replacement
- FY2024 – Concession Area Renovation
- FY2024 – 2025 – Ice Arena Refrigerant Switchover
- FY2026 – Ice Arena Roof Replacement



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – PARKS AND REC. FACILITIES

Implement Parks Master Plan

Some of the master plan projects can begin now

Projects identified in the CIP:

- Park restroom conversion for winter use
- Millennium Park Phase 1
- Venable Park Memorial

CIP also identifies \$2.8 million for implementing park preliminary designs in FY2024



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – PARKS AND REC. FACILITIES

Project Highlights

Ice Arena Refrigerant Switchover Capital Fund

- FY2024 & FY2025 - \$2,200,000
- Municipal Park Grant and American Rescue Plan Act (ARPA)

Dielmann Complex Roof Drainage Capital Fund

- FY2024 - \$93,000



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – PARKS AND REC. FACILITIES

Project Highlights (Continued)

Ice Arena Flooring Replacement Capital Fund

- FY2024 - \$200,000
- Rubber covering for flooring ancillary to Ice Arena

Golf Course Perimeter Fencing Replacement Capital Fund

- FY2024 - \$40,000
- FY2026 - \$70,000



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – PARKS AND REC. FACILITIES

Project Highlights (Continued)

Dielmann Rec Complex Capital Fund

- FY2023 - \$20,000 Concession Renovation (Planning & Design)
- FY2024 - \$20,000 Structural Repairs (minor)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – PARKS AND REC. FACILITIES

Project Highlights (Continued)

Historical Building Rehabilitation & Preservation PSW Fund

- FY2024 - \$100,000
- FY2025 – FY2028 - \$25,000 annually

Park Restroom Renovations PSW Fund

- FY2023 - \$23,500 (design)
- FY2024 - \$120,000 (construction)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – PARKS AND REC. FACILITIES

Project Highlights (Continued)

Park Furniture Replacement PSW Fund

- FY2024 – FY2028 - \$20,000 annually

Millennium Park Improvements PSW Fund

- Phase 1: FY2024 - \$2,300,000 (construction)
- Phase 2: FY2026 - \$100,000 (design) & FY2027 - \$850,000 (construction)
- Phase 3: FY2027 - \$70,000 (design) & FY2028 - \$400,000 (construction)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – PARKS AND REC. FACILITIES

Project Highlights (Continued)

Venable Park Improvements PSW Fund

- Venable Park Memorial: FY2024 - \$288,500 (\$100,000 HDR Grant & \$50,000 Private Donations)
- Phase 1: FY2024 - \$125,000 (design) & FY2025 - \$2,000,000 (construction)

Playground Safety Surface Replacement PSW Fund

- Venable Park: FY2023 - \$131,270
- Conway Park: FY2026 - \$125,000



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – PARKS AND REC. FACILITIES

Project Highlights (Continued)

Lake School Park Improvements PSW Fund

- Phase 1: FY2023 - \$39,100(prelim design), FY2025 - \$75,000 (final design), FY2026 - \$350,000 (construction)
- Phase 2: FY2028 - \$1,000,000 (design/construction)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – PARKS AND REC. FACILITIES

Project Highlights (Continued)

39N Greenway Connection to Centennial Trail PSW Fund

- FY2024 - \$33,750 (Design)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STORMWATER

Project Highlights

Watershed Management Plan PSW Fund

- FY2023-FY2024 - \$500,000 (Planning & Implementation)
- Provides prioritized list of projects based upon objective criteria
- Conceptual designs
- Allows for accurate and proactive planning



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STORMWATER

Project Highlights (Continued)

Stormwater Improvements per Master Plan PSW Fund

- FY2024-FY2028 - \$2,200,000 (design, construction)
- Projects to be identified by Stormwater Management Plan

Stormwater Improvements (Deer Creek) PSW Fund

- FY2025-FY2028 - \$224,000/year (design, construction)
- Deer Creek projects eligible for reimbursement by MSD property tax



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STORMWATER

Project Highlights (Continued)

Hibler Roadside Drainage PSW Fund

- FY2022-3 - \$70,673 (design)
- FY2024 - \$339,000 (construction)

Alden Lane Drain Replacement PSW Fund

- FY2023 - \$39,533 (design)
- FY2024 - \$67,000 (construction)
- Eligible for MSD Deer Creek OMCI reimbursement



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STORMWATER

Project Highlights (Continued)

Ballas Culvert Erosion Rehab PSW Fund

- FY2023 - \$84,947 (design)
- FY2024 - \$380,000 (construction)
- Deer Creek OMCI Funding

Hibler Woods Drain Replacement PSW Fund

- FY2024 - \$30,000 (construction)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STORMWATER

Project Highlights (Continued)

Golf Course Pond Aeration PSW Fund

- FY2023 - \$13,000 (design)
- FY2024 - \$64,000 (construction)

Stormwater Concept Plans PSW Fund

- FY2024 - \$150,000 (Design)



CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STORMWATER

Project Highlights (Continued)

Lake Dredging PSW Fund

- FY2024 - \$40,000 (design)
- FY2025 - \$450,000 Golf Course (construction)
- FY2026 - \$200,000 Conway Park (construction)



CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STREETS AND SIDEWALKS

Proposed CIP includes:

- \$13.7 million for roadway and sidewalk improvements
- \$ 6.8 million in grant reimbursement & ARPA funds

Street and Sidewalk Maintenance program

- \$1.4 to 1.5M Annually



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STREETS AND SIDEWALKS

Project Highlights

Street and Sidewalk Maintenance Program Capital Fund

- FY2024 - \$1,421,000

Street Reconstruction/Rehabilitation Capital Fund

- FY2024 - \$300,000 (construction)
- FY2026 - \$300,000 (construction)
- FY2028 - \$300,000 (construction)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STREETS AND SIDEWALKS

Project Highlights (Continued)

Fernview Sidewalk Concept Plan – Phase 1 Capital Fund

- FY2022 – \$34,765 (design) – expand concept plan
- FY2024 – Anticipated grant application
- FY2024 – \$50,000 (design grant match)
- FY2025 – \$60,000 (ROW grant match)
- FY2026 – \$160,000 (construction grant match)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STREETS AND SIDEWALKS

Project Highlights (Continued)

Fernview Sidewalk Concept Plan – Phase 2 Capital Fund

- FY2026 – \$80,000 (Concept Design)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STREETS AND SIDEWALKS

Project Highlights (Continued)

Lindbergh-Old Olive Intersection Project Capital Fund

- FY2023 – \$460,000 (design & easement acquisition)
- FY2024 – \$2,045,500 (construction)
- FY2023-FY2024 – \$1,164,200 Federal STP grant reimbursement
- FY2023-FY2024 – \$925,050 State Cost Share grants reimbursement



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STREETS AND SIDEWALKS

Project Highlights (Continued)

Lindbergh-Olive Enhancements Capital Fund

- FY2024 – \$30,000 (landscape design)

Olive Median Exchange Stock Capital Fund

- FY2024 – FY2028 – \$20,000 (annually)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STREETS AND SIDEWALKS

Project Highlights (Continued)

New Ballas Improvements – Phase 1 Capital Fund

- FY2023-FY2024 - \$1,136,600 (easement acquisition & construction)
- FY2023-FY2024 - \$960,000 Federal STP grant reimbursement



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STREETS AND SIDEWALKS

Project Highlights (Continued)

Craig Road Improvements Capital Fund

- FY2022 Federal STP grant award
- FY2023 – \$225,600 (design)
- FY2024 – \$100,000 (easement acquisition)
- FY2025 – \$1,300,000 (construction)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STREETS AND SIDEWALKS

Project Highlights (Continued)

New Ballas Improvements – Phase 2 Capital Fund

- FY2023 Federal STP grant application
- FY2024 – \$150,000 (design)
- FY2025 – \$20,000 (easement acquisition – 20% grant match)
- FY2026 – \$250,000 (construction – 20% grant match)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STREETS AND SIDEWALKS

Project Highlights (Continued)

New Ballas Improvements – Phase 3 Capital Fund

- Anticipated FY2024 Federal STP grant application
- FY2025 – \$150,000 (design)
- FY2026 – \$20,000 (easement acquisition – 20% grant match)
- FY2027 – \$250,000 (construction – 20% grant match)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STREETS AND SIDEWALKS

Project Highlights (Continued)

New Ballas Improvements – Phase 4 Capital Fund

- Anticipated FY2025 Federal STP grant application
- FY2026 – \$125,000 (design)
- FY2027 – \$25,000 (acquisition)
- Future – \$250,000 (construction – 20% grant match)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – STREETS AND SIDEWALKS

Project Highlights (Continued)

Olive-270 Overpass Cleaning & Paint Capital Fund

- FY2024 – \$80,000 (Painting)

Old Olive Sidewalk Extension Capital Fund

- FY2024 – \$25,000 (design)
- FY2025 – \$60,000 (construction)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – CAPITAL EQUIPMENT

Most equipment is funded through the Capital Fund

Purchases follow planned replacement and equipment deterioration



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – CAPITAL EQUIPMENT

Project Highlights

Public Works Capital Equipment Capital Fund

- Average \$451,220/year for vehicle and equipment replacement

Golf Course Capital Equipment Capital Fund

- FY2024-FY2028 – \$225,000 (golf course maintenance)
- Existing equipment is beyond recommended lifespan



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – CAPITAL EQUIPMENT

Project Highlights (Continued)

Police Department Capital Equipment Capital Fund

- FY2024 – FY2028 - \$240,000 (administration vehicles)
- Existing vehicles beyond recommended lifespan

Parks Capital Equipment Parks-Stormwater Tax Fund

- FY2024 - \$30,000 (sprayers and drop spreader)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – CAPITAL PROJECT ADMINISTRATION

Time and attention is required to ensure that projects are designed and constructed correctly

Capital Fund provides for 1.5 full time employees.

Parks-Stormwater Fund provides for 1.5 full-time employees.



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
ACCOUNT SUMMARY – CAPITAL PROJECT ADMINISTRATION

Highlights

Capital Project Administration

- FY2024-FY2028 – Capital Fund and Parks-Stormwater Tax Fund each support project manager (total of two)



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CAPITAL IMPROVEMENT PROGRAM FY2024-FY2028
REVISIT CIP SCHEDULE

Next week	Review with Stormwater, P&Z
March 21	Finance Committee
March 27	Work session #2 (Review Revisions – Q&A)
April 3	Planning & Zoning Commission
April 10	Public Hearing at City Council Meeting



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QUESTIONS AND DISCUSSION

CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2024–2028



CAPITAL FUND

PARKS AND STORMWATER FUND

BUILDING PROJECT BOND FUND

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Draft

EXECUTIVE SUMMARY

The Capital Improvement Program (CIP) is the City's long-range plan for improvements to infrastructure, parks, and other community facilities. The CIP is a tool to assess the long-term capital needs, values, and desires of the City and to establish funding of high-priority projects in a timely and cost-effective manner. This plan is a living document and is subject to amendment by the City Council.

The CIP is intended to ensure that policy makers are responsible to the Creve Coeur community with respect to the expenditure of City funds for capital improvements.

CIP Goals

The following are goals of the CIP:

- Provide a plan for the improvement or replacement of deteriorating infrastructure
- Improve operational or functional aspects of existing infrastructure
- Add new facilities and improve the community's infrastructure to enhance the quality of life in Creve Coeur
- Provide for the planned replacement of major equipment required for the City's operations

CIP Criteria

To be considered a capital improvement, projects or equipment must have a useful life of at least five years and have a minimum cost of \$20,000.

A special set of criteria has been identified to assist in assessing and prioritizing CIP projects. Proposed projects reflect the goals of the Comprehensive Plan through their demonstration of these criteria:

- *Availability of Outside Funding*: higher priority is given to projects that are eligible for and are likely to be considered for grant funding or shared-cost programs, which would reduce the City's investment.
- *Beautification*: aesthetic improvements to natural habitats or frequently traveled or visited areas within the City for public enjoyment, such as the use of public art on public lands
- *Community Demand*: projects that have received a level of demonstrated resident support or demand, including support of City departments, boards, committees, and commissions.
- *Condition of Existing Facility*: improvements that replace or maintain the City's infrastructure, facilities, or equipment so that it remains in a serviceable, safe, and efficient condition.
- *Coordination (projects, regulations, City-adopted plans)*: projects that fit within planned coordination between multiple projects or agencies to reduce costs or minimize disruption to services, meet state or federal law requirements, or projects that are identified in other City-adopted plans.
- *Economic Growth*: projects focused on maintaining housing values and attracting businesses, residents, or visitors to the City. Projects supporting private development must include return on investment ratios or a fully documented cost/benefit analysis.
- *Operating Efficiency*: equipment or facilities improvements to streamline work processes or benefit from technological advancements. Projects that reduce the cost of operations will receive priority, but those that will increase the cost of operations must identify trade-offs to support those additional costs.

- *Protection & Conservation*: improvements to the City’s park system or historical landmarks that allow these facilities to be enjoyed by future generations or projects that reduce the City’s environmental impact.
- *Public Safety*: improvements that focus on preserving and protecting the general public from harm and reducing the City’s risk exposure.

Relationship between the CIP and the Creve Coeur 2030 Comprehensive Plan

According to the Creve Coeur 2030 Comprehensive Plan:

Within the Creve Coeur 2030 Comprehensive Plan Update, many projects are identified or implied, as specific projects or as conceptual ideas. These projects and others, resulting from recommendations of the Comprehensive Plan, should be developed and incorporated in the City’s annual CIP review process. Further detail and refinement of identified and conceptual projects, facilities, or infrastructure improvement needs will be required as the implementation of the Comprehensive Plan occurs.

Development and Adoption of the CIP

According to the City Charter, a draft of the five-year CIP shall be proposed by the City Administrator to the City Council no later than the second regular meeting in February of each year. Prior to the submittal of the draft CIP to the City Council, public input is obtained through the City newsletter, website, and the City’s boards, committees, and commissions.

Before the City Council’s adoption of the CIP, and as required by City Charter, the CIP is submitted to the Finance Committee for recommendations and comments. The Planning & Zoning Commission also reviews the plan emphasizing the location, extent, and character of the proposed projects before City Council review, approval, and adoption. A public hearing is held each spring (typically in April) by the City Council prior to adoption.

The CIP includes a description of each proposed project and equipment with details regarding justification, cost estimate, operating and maintenance budget impact, and funding sources.

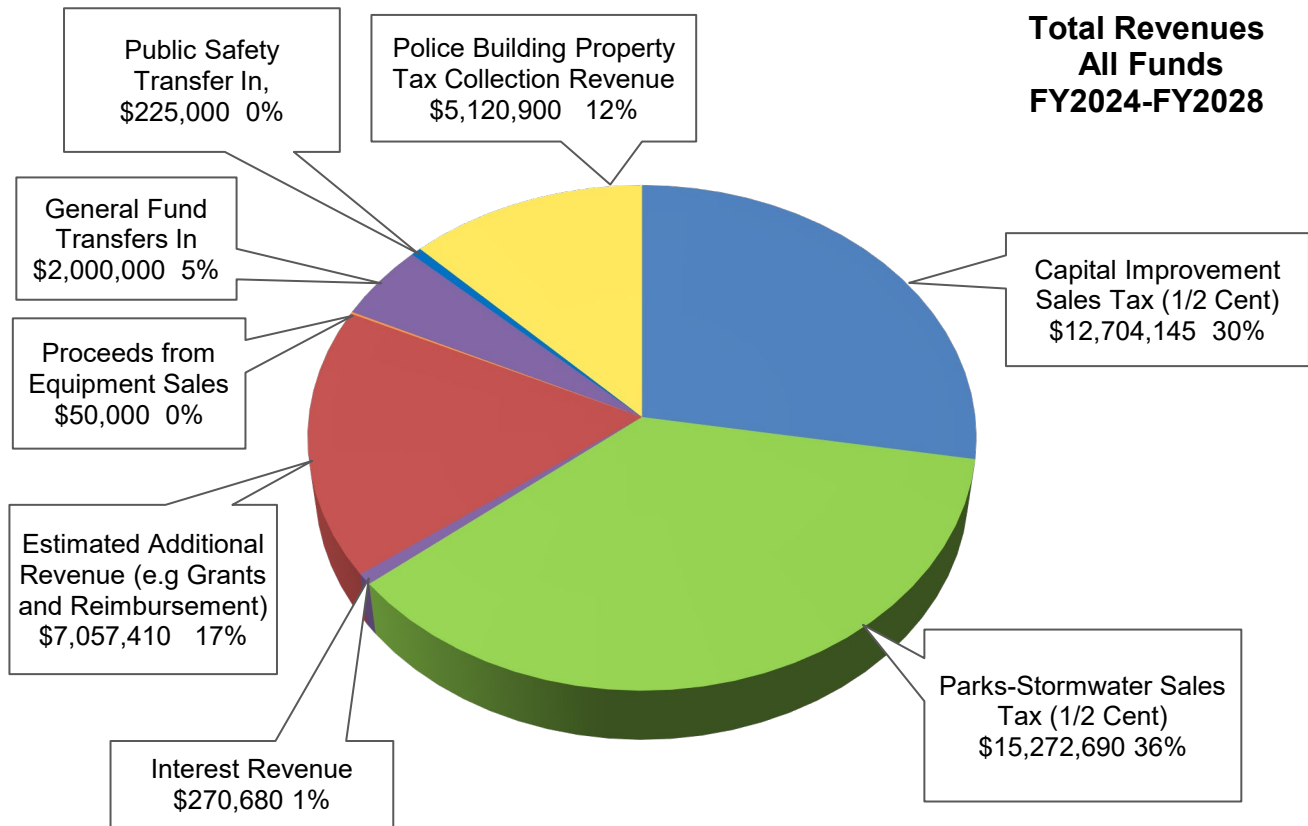
Funds in the CIP

There will be three funds that contribute to the FY2024-FY2028 CIP. These funds are:

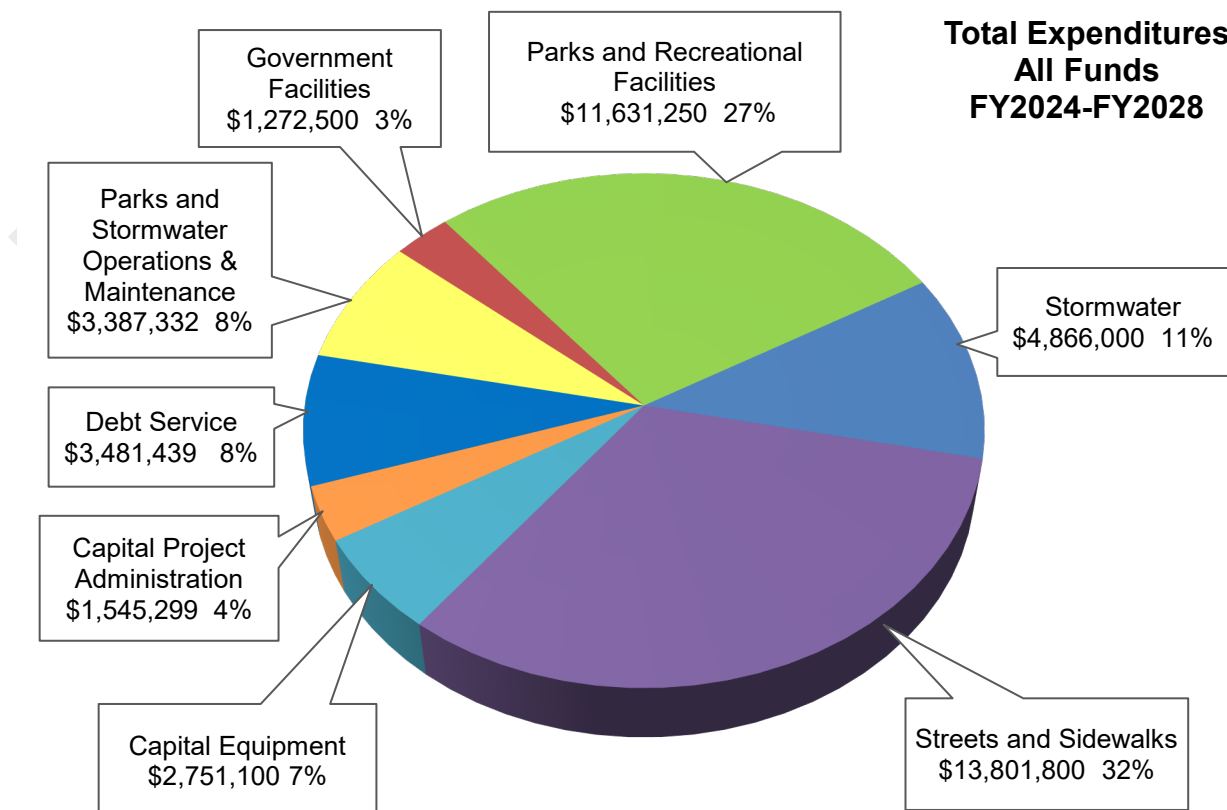
1. Capital Fund. This fund is financed by a half-cent capital improvement sales tax, which is supplemented by annual transfers from the General Fund and project-specific grants.
 - Total Capital Fund revenues: \$21.0 million
 - Total Capital Fund expenses: \$21.8 million
2. Parks and Stormwater Fund. In November 2020, voters in Creve Coeur approved a half-cent sales tax that is dedicated to finance operations, maintenance, and capital improvements for the City's parks and stormwater infrastructure. This fund will be supplemented by grants and other outside funding related to parks and stormwater.
 - Total Parks-Stormwater Fund revenues: \$16.5 million
 - Total Parks-Stormwater Fund expenses: \$17.3 million
3. Building Project Bond Fund. In November 2016, voters in Creve Coeur approved a bond measure to build a new police station and to make security and accessibility improvements to the Creve Coeur Government Center. The police station was completed in 2020, so the majority of this fund's project-related expenses is complete. Most of the activity in the FY2024-FY2028 CIP is related to the fund's debt service.
 - Total Building Project Bond Fund revenues: \$5.2 million
 - Total Building Project Bond Fund expenses: \$3.6 million

Combined, these three funds have a projected revenue of \$42.70 million and projected expenses of \$42.74 million for the FY2024-FY2028 CIP. The charts below break down these revenues and expenses into the general categories that are found in the CIP.

**Total Revenues
All Funds
FY2024-FY2028**



**Total Expenditures
All Funds
FY2024-FY2028**



More detail is provided for each of the three funds in the sections that follow. Each fund is briefly described, and the revenues and expenses for each fund are summarized for the duration of the FY2024-FY2028 CIP. Project-specific summaries and financial projections are included for each line item that appears in the five-year CIP. Projects that are expected to be completed in FY2023 are not included in this report.

Appendix

This report is one of several documents that forms the CIP. Appendices to this report include:

- Appendix A: FY2024-FY2028 CIP Spreadsheets
- Appendix B: FY2019-FY2028 CIP 10-Year Summary
- Appendix C: Community Comments and Requests

The latest version of these documents can be found on the City's website at:

<http://www.creve-coeur.org/95/Capital-Improvement-Program>

Questions and Comments

If you have any questions or comments about the CIP, please contact Mark Perkins, City Administrator, at mperkins@crevecoeurmo.gov or (314) 872-2511.

CAPITAL FUND

The City's Capital Fund has served as the primary mechanism for funding capital projects in the CIP for many years. The Capital Fund finances investments into the City's government facilities, parks and recreational facilities, stormwater infrastructure, streets and sidewalks, capital equipment, and project administration.

Capital Fund Revenues

The City's Capital Fund has three main funding sources: a half-cent capital improvement sales tax, grants and other outside funding, and transfers from the General Fund. Together, these funding sources are projected to generate \$21.02 million over the FY2024-FY2028 CIP.

Half-Cent Capital Improvement Sales Tax. Projected sales tax revenues are approximately \$12.70 million for the FY2024-FY2028 CIP, which averages out to approximately \$2.54 million per year in the plan.

Sales tax revenue projections have improved significantly since the uncertainty and economic downturn associated with the COVID-19 pandemic forced the City to reduce its revenue estimates. Sales tax revenues for FY2023 are projected to increase by ten (10) percent. The FY2024-FY2028 CIP include an estimated 2% increase in FY2024 & FY2025 and a 1% increase in projected sales tax each year going forward from FY2026, which will return sales tax revenues to the FY2020 level by FY2025.

Grants and Outside Funding. Federal grants for roadway projects and accessibility improvements will provide approximately \$5.99 million over the FY2024-FY2028 CIP.

Staff will seek additional grant funding during for this period, but applications for that funding are either in the evaluation process or not yet available. For projects that anticipate grant funding that has not yet been awarded, the City's matching funds are shown as the project costs in the fiscal years when the phases of the project are planned to occur. The full cost of the project and the associated grant funding will be programmed into the CIP upon notification of award of the grant.

Transfers from the General Fund. The total transfer from the General Fund and the Public Safety Fund to the Capital Fund over the proposed FY2024-FY2028 CIP is \$2.23 million.

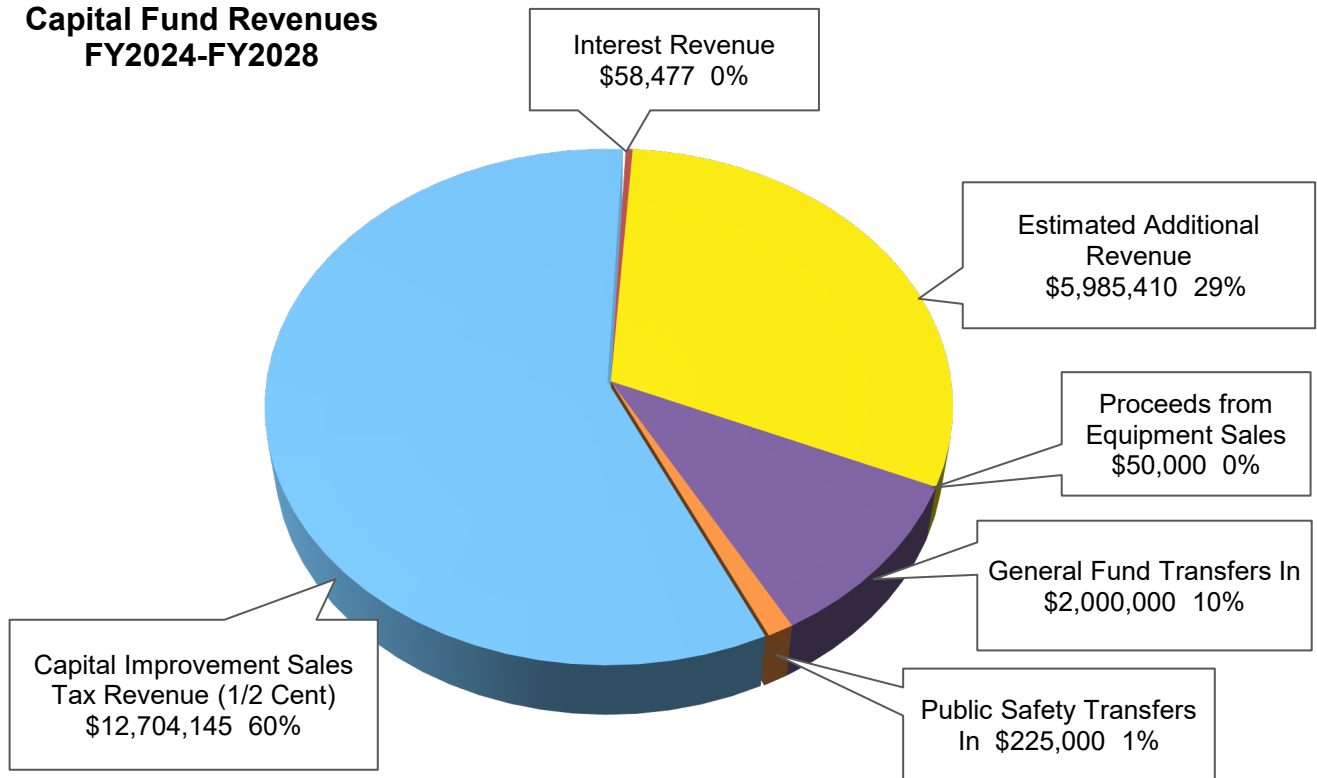
A transfer from the General Fund and Public Safety Fund to the Capital Fund is proposed for each fiscal year in the proposed CIP. The General Fund transfers to the Capital Fund of \$400,000 will be made in most years and are appropriately based on the transportation-oriented revenue sources of the General Fund which include the County road and bridge tax revenues. The Public Safety Fund will transfer \$45,000 each year to the Capital Fund to purchase administrative vehicles for the Police.

The City has set aside \$2.0 million in the General Fund, directed towards future Government Center.

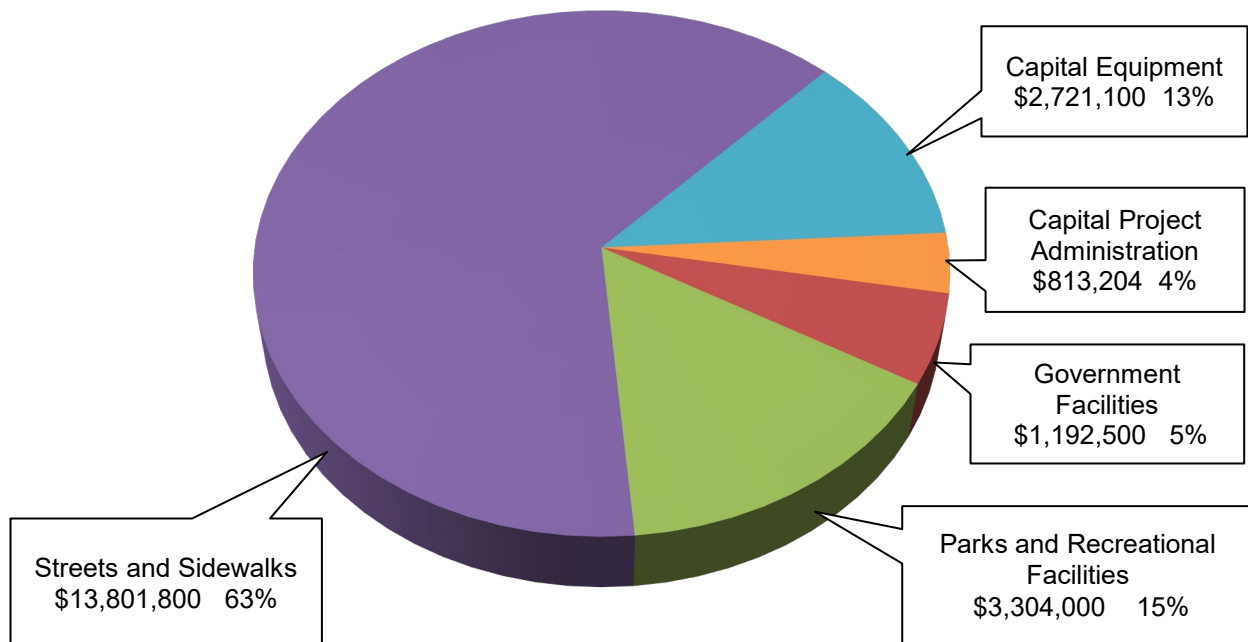
Capital Fund Expenses

Capital expenditures from the Capital Fund are projected to be approximately \$21.83 million over the proposed FY2024-FY2028 CIP, with a maximum annual expense of \$7.06 million in FY2024. Details about these expenses can be found in the project summary sheets that follow.

Capital Fund Revenues FY2024-FY2028



Capital Fund Expenditures FY2024-FY2028



ACCESSIBILITY IMPROVEMENTS (CDBG)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0**	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000

** Accessibility Improvements in FY2024 will fall under 9506 Parks and Recreational Facilities.

Project Description:

The City of Creve Coeur is typically eligible for \$20,000 each year for accessibility improvements through the Community Development Block Grant (CDBG) program. In FY2024 this program will be used to improve accessibility improvements at the Dielmann Recreation Center and is reflected as such under 9506 Parks and Recreational Facilities. Several projects are being considered for the FY2025 to FY2028 grants including the access ramp at the Tappmeyer House in Millennium Park; the accessibility sidewalk at the Lake School House located at Lake School Park; and bus stops along Ballas Road.

Existing Conditions:

Projects are designed to improve facilities that are out of compliance with the current Americans with Disabilities Act (ADA) regulations.

Justification: *Public Safety; Coordination; Availability of Outside Funding; Public Safety*

Each project seeks to improve ADA compliance through accessibility improvements to government facilities and along public pedestrian routes. The focus of these projects is to provide public safety and upgrade existing facilities.

Operating Budget Impact:

None. Projects that are undertaken as part of this program are relatively small in scope, and the City typically is 100% reimbursed for the project costs through the CDBG federal grant.

Comments:

The City is designating this funding with the anticipation of receiving grant funding in the amount of \$20,000 from the CDBG Commission. This annual grant is available to municipalities to address accessibility projects. Scheduling of this project is subject to a successful grant application and availability of grant funding.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 20,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 20,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 20,000
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 20,000

Summary	Amount
Total Expenditures	\$ 20,000
Total Funding	\$ (20,000)
City's Contribution	\$ 0

GOVERNMENT CENTER RENOVATIONS

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$98,128	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$0

Project Description:

Proposed projects in FY2024 will focus on needed repairs and renovations that will make the Government Center more inviting to residence and staff. Project will likely include improvements to the Multipurpose Room (such as new flooring); painting offices and common areas; and updating lighting to be more energy efficient with the help of an Ameren grant.

Existing Conditions:

The Creve Coeur Government Center has inadequate space for staff, meetings, archives, and storage. Renovations are also needed to make the Government Center more accommodating, helpful, and useful for both residents and staff. For example, the former Police Department and other areas of the Government Center will require extensive renovations before departments can be moved to more accessible locations.

Justification: *Operating Efficiency; Condition of Existing Facility*

The proposed projects for FY2024 will include lighting efficiencies that will help to lower energy cost and provide a well lit environment for various meetings and work areas.

Operating Budget Impact:

The proposed renovations will improve energy efficiency and replace aging systems that need frequent and costly maintenance.

Comments:

The City has set aside \$2.0 million in the General Fund, directed towards future Government Center facility needs.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 98,128
Land Acquisition	\$ 0
Construction	\$ 150,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 248,128

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 248,128
Total Funding	\$
City's Contribution	\$ 248,128

SALT DOME ROOF REPAIRS (INSURANCE CLAIM)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$60,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The Salt Domes are located at the Public Works Facility. The shingle roofing material and metal roof vents were damaged by a hailstorm and need to be replaced. Without replacement, the roof may not be able to provide adequate protection to the City's road-salt supply.

Existing Conditions:

The existing Salt Dome roofing and metal vents are damaged. Many of the asphalt shingles are missing or damaged, and the metal vents are dented.

Justification: *Operating Efficiency; Condition of Existing Facility*

Safely storing the City's road-salt is important in ensuring the Public Works staff has the materials they need to quickly clear roads of ice and snow.

Operating Budget Impact:

Insurance will likely cover the cost of replacing the metal vents, but it is unclear if insurance will pay for the replacement of the shingle roofing.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 60,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 60,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ TBD
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 60,000
Total Funding	\$ (TBD)
City's Contribution	\$ 60,000

GOVERNMENT CENTER ROOF REPAIRS (INSURANCE CLAIM)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$5,653	\$250,000	\$0	\$0	\$0	\$0	\$0

Project Description:

At the Government Center, the existing shingle roofing material and metal roof vents were damaged by a hailstorm and the building is experiencing several roof leaks. This project proposes placement of a single-ply roofing membrane (Thermoplastic Polyolefin). The placement of the single-ply roofing membrane will help mitigate water leaks and structural effects to the building until a more permanent solution is determined for the Government Center.

Existing Conditions:

The existing Government Center has a shingled roof that was initially installed in the 1990s and was subsequently layered over by a three (3) ply roof installed in 2008. In 2021, the roof was damaged from a hailstorm, which resulted in water infiltration at multiple locations throughout the building.

Justification: *Operating Efficiency; Condition of Existing Facility*

The proposed projects for FY2024 are necessary to keep the leaking roof from potentially creating new damage that could be costly to repair.

Operating Budget Impact:

Insurance will likely cover the cost of installing the single-ply roofing membrane.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 255,653
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 255,653

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ TBD
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 255,653
Total Funding	\$ (TBD)
City's Contribution	\$ 255,653

DEMO OF 1030 NORTH LINDBERGH BLVD BUILDING

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$40,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The City owns the site at 1030 North Lindbergh Boulevard. The site has a house near the roadway on the western side of the lot, and the eastern side of the site is used to store leaf piles, wood from chippers, and Public Works equipment. The house is currently not used by City staff. This project would demo the home and replace it with visually-appealing, low-maintenance vegetation; a gate; and fencing. Modifications will be made to the water and electric service. Future construction projects will possibly include a butler building to house construction equipment to better protect these capital investments from weather and public risk.

Existing Conditions:

The home requires repairs, and the heater needs to be replaced. The home is aging, and additional repairs beyond what is now known will likely be needed in the near future.

Justification: *Operating Efficiency; Condition of Existing Facility; Beautification*

Rather than pay the cost to maintain a structure that is not in use, City staff recommends deconstructing the home. After the structure is removed, trees and bushes will be planted, and the vegetation will shield drivers from viewing the leaf piles and equipment. A fence will be installed to keep the area safe.

Operating Budget Impact:

Removing the existing, aging structure will save the City from future maintenance and repair costs.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 40,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 40,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 40,000
Total Funding	\$
City's Contribution	\$ 40,000

ROOFING FOR THE PUBLIC WORKS GARAGE

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0	\$0	\$500,000	\$0	\$0	\$0

Project Description:

The Public Works garage roof was damaged during a hailstorm, and an infrared roof moisture inspection showed that water is leaking under the roof's waterproof membrane. This project proposes a tear-off and replacement of the roof. Project costs may be covered by insurance.

Existing Conditions:

The existing roof was damaged by hail. Inspections show that the roof is leaking.

Justification: *Operating Efficiency; Condition of Existing Facility*

The Public Works garage houses Public Works equipment and is where City-owned equipment is repaired and maintained. This structure is vital in keeping the Public Works fleet in good working order. Replacing the roof now will keep City-owned equipment from water damage and possibly prevent roof leaks from causing more damage in the future that may be even more costly to repair.

Operating Budget Impact:

Replacing the roof now will keep City-owned equipment from water damage and possibly prevent roof leaks from causing more damage in the future that may be even more costly to repair.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 500,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 500,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ TBD
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 500,000
Total Funding	\$ (TBD)
City's Contribution	\$ 500,000

EV CHARGING STATIONS AT THE POLICE DEPARTMENT AND GOVERNMENT CENTER

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$112,500	\$0	\$0	\$0	\$0	\$0

Project Description:

The automotive market is rapidly moving towards electric vehicles (EVs). An August 8, 2022 article in *Car and Driver* states that EV registration increased by 60 percent in the first quarter of 2022 while overall new car registration dropped by 18 percent. IHS Markit estimates that by 2035, 45 to 50 percent of all passenger car sales will be EVs. Similarly, Police Departments are increasingly seeking to add EVs to fleets. Installing EV charging stations at the Police Department and Government Center would be the City's first step towards accommodating residents' changing vehicle preferences and adapting to market trends. The charging ports at the Government Center would be available for residents to use (for a fee) and, in the future, used to charge Public Works fleet EVs. The stations at the Police Department would allow the Police force to take advantage of fast accelerating vehicles that will also reduce fuel costs. This project is eligible for rebates under an Ameren Missouri program that covers up to half the cost of EV charging station equipment and installation.

Existing Conditions:

The City does not have public EV charging stations or stations available for City-owned fleet vehicles. Before the City can add EVs to the Police Department and Public Works fleets, EV chargers need to be installed.

Justification: *Availability of Outside Funding, Coordination, Operating Efficiency, Protection & Conservation*
EVs offer many benefits including:

- Savings on fuel costs as compared to gas-powered vehicles. Savings increase when vehicles are charged during off-peak hours.
- With fewer moving parts, electric motors have lower maintenance needs, and the cost of ownership of EVs is often less than the total cost of ownership of gas-powered vehicles.
- Quick acceleration, an important performance measure for Police Department vehicles.
- Zero tailpipe (greenhouse gasses) emissions.

Operating Budget Impact:

As more EVs are added to City fleets, maintenance and fuel costs should decrease.

Comments:

None

EV CHARGING STATIONS AT THE POLICE DEPARTMENT AND GOVERNMENT CENTER

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 225,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 225,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 112,500
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 112,500

Summary	Amount
Total Expenditures	\$ 225,000
Total Funding	\$ (112,500)
City's Contribution	\$ 112,500

PARK OR DIELMANN COMPLEX IMPROVEMENTS (GRANT MATCH)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0	\$30,500	\$0	\$30,500	\$0	\$0

Project Description:

Funds listed in this account represent the City's anticipated matching funds for projects funded through Municipal Park Grants. To remain competitive, the City can only apply for Municipal Park Grants every other year. The 2022 grant application was awarded to assist with the cost improvements to the Dielmann Recreation Complex including the refrigerant switchover and mechanical equipment replacement.

Existing Conditions:

Many aspects of the City's ice arena, golf course, and parks (including tennis courts, playgrounds, walking paths, pavilions, and other amenities) require maintenance, improvements, or replacement.

Justification: *Availability of Outside Funding; Condition of Ex. Facility; Others Depend Upon the Project*

By budgeting for the local match, a grant application can be completed without searching for available funds or making amendments to the program. Available grants may help to address any number of CIP criteria including, but not limited to, improving condition of existing facilities, operating efficiency, beautification, and protection and conservation of the park system or historical landmarks. These projects are supported by the needs assessments of the Dielmann Recreation Complex (FY2014) and Golf Course (FY2016) and the Parks and Recreation Master Plan (FY2019-FY2020).

Operating Budget Impact:

The improvements brought by these projects typically replace old or failing systems that require significant maintenance. These improvements should reduce operating costs.

Comments

The current maximum amount of funding that the City is eligible for through the Municipal Park Grant program is currently \$525,000 per project. These grants are competitive, and the City's contribution to the project affects the project application score and likelihood of a funding award. The City plans to provide a 6% grant match for its projects in order to maximize the number of points related to the City's contribution, which would make the grant match about \$30,500 for a project that receives the maximum grant funding.

PARK OR DIELMANN COMPLEX IMPROVEMENTS (GRANT MATCH) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 30,500
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2025)	\$ 30,500

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ TBD
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding (FY2025)	\$ 0

Summary	Amount
Total Expenditures	\$ 30,500
Total Funding	\$ (TBD)
City's Contribution (FY2025)	\$ 30,500

ICE ARENA REFRIGERANT SWITCHOVER (MUNICIPAL & ARPA GRANT)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$254,450	\$1,110,000	\$1,100,000	\$0	\$0	\$0	\$0

Project Description:

The Ice Arena's refrigerant system is nearly 20-years old and past its useful life. The system uses the refrigerant, R-22, which is a source of hydrofluorocarbons and, therefore, no longer produced. This project will replace the existing system with a more reliable, environmentally-friendly equipment.

Existing Conditions:

The existing system is past its useful life and requires R-22, a refrigerant that is not EPA-approved.

Justification: *Availability of Outside Funding; Condition of Ex. Facility; Protection & Conservation*

This project directly affects operational efficiency. As of January 1, 2020, the U.S. no longer allows the production or import of R-22 refrigerant, any repair or system failure could result in the City being unable to recharge to maintain cooling. In 2022, the City applied for and received a Municipal Park Grant of \$525,000 for the project. These funds, as well as, American Rescue Plan Act (ARPA) funds will be utilized to cover the cost of the project.

Operating Budget Impact:

The improvements brought by these projects typically replace old or failing systems that require significant maintenance. These improvements should reduce operating costs.

Comments

The City received both a planning grant and construction grant from the Municipal Park Grant Commission to assist with design and construction costs associated with this project.

ICE ARENA REFRIGERANT SWITCHOVER (MUNICIPAL & ARPA GRANT)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 254,450
Land Acquisition	\$ 0
Construction	\$ 2,200,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 2,454,450

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 531,400
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 1,909,450
Total Funding	\$ 2,440,850

Summary	Amount
Total Expenditures	\$ 2,454,450
Total Funding	\$ (2,440,850)
City's Contribution	\$ 13,600

DIELMANN RECREATION COMPLEX ROOF DRAINAGE

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$42,355	\$93,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project includes the design and construction of improved drainage systems. The system will capture stormwater from a portion of the Dielmann Recreation Complex roof and then convey the water through new stormwater pipes that will be installed in the east parking area. Flows will discharge into an existing stormwater manhole.

Existing Conditions:

Much of the roof above the Ice Arena and warming room at the Dielmann Recreation Complex drains towards the administrative offices. The gutters near the administrative offices are not capable of handling typical flows from most rain events. As a result, stormwater spills down the side of the building and onto the ground outside of the offices where the ground is slightly sloped toward the building. This has caused several leaks and water entering the structure during moderate and heavy storms.

Justification: *Condition of Existing Facility*

Controlling the roof drainage and surface drainage near the offices will help prevent future leaks into the building.

Operating Budget Impact:

Correcting drainage issues could prevent damage to the offices and office equipment.

Comments

None

DIELMANN RECREATION COMPLEX ROOF DRAINAGE

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 42,355
Land Acquisition	\$ 0
Construction	\$ 93,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 135,355

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 135,355
Total Funding	\$ 0
City's Contribution	\$ 135,355

ICE ARENA FLOORING REPLACEMENT

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$200,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will replace the rubberized flooring that is around the ice rink, in the player's locker rooms, and in the referee's changing room.

Existing Conditions:

Most of the flooring is the original to the 2003 major renovation project and is near the end of its useful life. Some smaller, high-traffic areas have been replaced including the areas beneath the player's benches and near the public entrance gate leading onto the ice rink.

Justification: *Public Safety; Condition of Existing Facility*

The project will focus on preserving and protecting the public from harm when using the ice rink for public skating, special events, or ice rentals and will reduce the City's risk exposure. The project will update the aging flooring and aesthetically match the rest of the facility.

Operating Budget Impact:

To warranty the installation, the rink's ice will need to be taken out to allow the concrete floor temperature to rise to the manufacturer's recommendation. The ice rink will be closed to the public for approximately six weeks. The Ice Arena will schedule the replacement of the flooring to coincide with a shutdown of the ice in order to limit the construction impact on ice users and possible revenue losses. After the floor is installed, there will be minimal upkeep involved.

Comments:

None

ICE ARENA FLOORING REPLACEMENT

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 200,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 200,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 200,000
Total Funding	\$ 0
City's Contribution	\$ 200,000

GOLF COURSE PERIMETER FENCING REPLACEMENT

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$40,000	\$0	\$70,000	\$0	\$0	\$0

Project Description:

The existing perimeter fence that runs east-west along the southern border of the Golf Course is at the end of its useful life and in need of replacement. City staff propose replacing the perimeter fence in two phases. In phase one (FY2024), approximately 450 linear feet (LF) of existing fencing would be replaced with new 6-foot-tall black vinyl chain link fencing. In the second phase (FY2026), approximately 885 LF of existing fencing would be replaced with the same 6-foot black vinyl chain link fencing.

Existing Conditions:

The existing fencing is at the end of its useful life and looks unsightly. Neighbors south of the Golf Course have requested that the City replace the fencing.

Justification: *Condition of Existing Facility, Beatification*

Replacing the fencing will improve the appearance of the south side of the course and maintain a clear boundary between the public Golf Course and private property.

Operating Budget Impact:

None

Comments

None

GOLF COURSE PERIMETER FENCING REPLACEMENT

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 110,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 110,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 110,000
Total Funding	\$ 0
City's Contribution	\$ 110,000

GOLF COURSE MAINTENANCE BRIDGE

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0	\$0	\$0	\$0	\$200,000	\$0

Project Description:

The existing maintenance bridge is located on the southeast corner of the Golf Course near the maintenance shed. The bridge was constructed from wood planks that appear to be degraded and in poor condition. Over time, the bridge approach has sunk by approximately three feet. This project will include the construction of abutments and replacing the existing bridge with a new prefabricated bridge rated to withstand the typical loadings of Golf Course equipment.

Existing Conditions:

Creve Coeur Golf Course staff is concerned that the existing maintenance bridge lacks the structural integrity to withstand repeated loadings from equipment and machinery. In 2015, the City of Creve Coeur hired Michael D. Vogt to create *The Golf Course Needs Assessment Report*. Page 5 of the report lists the maintenance service bridge as a safety issue. The report recommends that the bridge be repaired or replaced as soon as reasonably possible. On page 24, the report restates the conclusion that the bridge is sinking and should be completely replaced as soon as practical and notes a secondary safety issue that the bridge does not have guardrails.

Justification: *Condition of Existing Facility, Public Safety*

The existing maintenance bridge was identified as a safety issue in the 2015 report. Replacing the bridge would reduce risks to staff and the City. Alternative paths between the maintenance shed and the wooded area have been considered. If Golf Course staff used the alternative route, golfers' play would be disrupted. Additionally, using an alternative route would increase the wear on the existing asphalt trails.

Operating Budget Impact:

None

Comments

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 200,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 200,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 200,000
Total Funding	\$ 0
City's Contribution	\$ 200,000

DIELMANN STRUCTURAL REPAIRS

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$3,600	\$20,000	\$0	\$0	\$0	\$0	\$0

Project Description:

A structural evaluation of the Dielmann Recreation Center was conducted in FY2023. The intent of the study was to identify if the structure had any structural deficiencies or needed structural updates. The evaluation found no major structural issues and concluded that the structure, overall, is in good condition for its age and use. Minor issues were identified, and this project proposes to repair the problems listed in the evaluation report.

Existing Conditions:

Minor issues identified in the structural evaluation include: a crack in the header beam for a maintenance door located on the northeast wall of the ice rink; damaged drywall in the ceiling of the basement garage; exterior joints and cracks in need of tuckpointing; and damaged railings. The evaluation also recommended plumbing, mechanical, and electrical consultants visit the site to identify any potential issues with these systems.

Justification: *Condition of Existing Facility, Public Safety*

The Dielmann Recreation Center is a popular destination for many residents. The proposed repair work would help extend the safe, useful life of the building.

Operating Budget Impact:

None

Comments

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 23,600
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 23,600

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 23,600
Total Funding	\$ 0
City's Contribution	\$ 23,600

ACCESSIBILITY IMPROVEMENTS (CDBG)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0**	\$20,000	\$0**	\$0**	\$0**	\$0**	\$0

** Accessibility Improvements in Prior Years or FY2025 -2028 will fall under 9501 Government Facilities.

Project Description:

The City of Creve Coeur is typically eligible for \$20,000 each year for accessibility improvements through the Community Development Block Grant (CDBG) program. In FY2024, the City proposed a project to improve accessibility at the Dielmann Recreation Center with features like automatic opening devices for doors. For the FY2025 to FY2028 grants, several locations for accessibility improvements are being considered including: the access ramp at the Tappmeyer House in Millennium Park; the accessibility sidewalk at the Lake School House at Lake School Park; and bus stops along Ballas Road. These projects fall under 9501 Government Facilities and are shown in that section.

Existing Conditions:

Projects are designed to improve facilities that are out-of-compliance with the current Americans with Disabilities Act (ADA) regulations.

Justification: *Public Safety; Coordination; Availability of Outside Funding*

Each project seeks to improve ADA compliance through accessibility improvements to government facilities and along public pedestrian routes. The focus of these projects is to provide public safety and upgrade existing facilities.

Operating Budget Impact:

None. Projects that are undertaken as part of this program are relatively small in scope, and the City typically is 100% reimbursed for the project costs through the CDBG federal grant.

Comments:

The City is designating this funding with the anticipation of receiving grant funding in the amount of \$20,000 from the CDBG Commission. This annual grant is available to municipalities to address accessibility projects. Scheduling of this project is subject to a successful grant application and availability of grant funding.

Comments:

None

ACCESSIBILITY IMPROVEMENTS (CDBG)

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 20,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 20,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 20,000
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 20,000

Summary	Amount
Total Expenditures	\$ 20,000
Total Funding	\$ (20,000)
City's Contribution	\$ 0

ROOFING FOR ICE ARENA (INSURANCE CLAIM)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0	\$0	\$400,000	\$0	\$0	\$0

Project Description:

The Ice Arena's roofing was damaged during a hailstorm. This project proposes a tear-off and replacement of the roof. Project costs may be covered by insurance. The project will also require that the existing solar panels be removed and then reinstalled after the new roof is in place.

Existing Conditions:

The existing roof was damaged by hail, which has resulted in leaks at various locations in the building. Follow up inspections verified that the roof is leaking and will need to be replaced to prevent more expensive damage to the structure.

Justification: *Operating Efficiency; Condition of Existing Facility*

The Ice Arena houses expensive equipment. A roof that is in good repair is essential to protect the investments the City has made at this facility.

Operating Budget Impact:

Replacing the roof in FY2026 will help prevent water damage that may add repair costs.

Comments:

None

ROOFING FOR ICE ARENA (INSURANCE CLAIM)

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 400,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 400,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ TBD

Summary	Amount
Total Expenditures	\$ 400,000
Total Funding	\$ (TBD)
City's Contribution	\$ 400,000

STREET AND SIDEWALK MAINTENANCE PROGRAM

Estimated Annual Costs						
Prior Year	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$1,899,992	\$1,421,000	\$1,442,300	\$1,463,900	\$1,485,900	\$1,508,200	\$0

Project Description:

The project includes concrete pavement replacement, asphalt pavement resurfacing, asphalt pavement maintenance, microsurfacing, roadway striping, and sidewalk replacement for the annual maintenance of the City's roadway and sidewalk networks.

Existing Conditions:

While the majority of the City's pavement network is in good condition, annual and on-going evaluation of pavement and sidewalk conditions find aging and failing pavement and sidewalks that need to be addressed.

Justification: *Public Safety; Condition of Existing Facility; Coordination; Community Demand*

The City's street and sidewalk network form the City's largest asset that serves all of the City's residents and visitors. Annual maintenance of streets and sidewalks is required to preserve their functionality and to limit future repair costs. The City uses a pavement management system to track pavement conditions, and the City aims to evaluate the condition of each street on a four-year rotation. The pavement condition data assists with the prioritization of pavement repairs and maintenance and helps the City preserve its existing infrastructure as efficiently as possible. Federal regulations require that sidewalks meet accessibility standards so that all users have an opportunity to travel safely. The City's sidewalk maintenance program follows the federal regulations and supports the City's Pedestrian Plan.

Operating Budget Impact:

Pavement and sidewalk maintenance programs will improve and preserve the infrastructure and will result in a reduction in the number of pothole repairs and other on-going maintenance needs.

Comments:

Approximately 10% of the annual street and sidewalk improvements is typically directed toward accessibility improvements to the City's sidewalk network in support of the accessibility transition plan. Larger projects, such as grant-funded improvements, are stand-alone projects that are described in separate project sheets.

STREET AND SIDEWALK MAINTENANCE PROGRAM

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 30,000
Land Acquisition	\$ 0
Construction	\$ 1,869,992
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2024)	\$ 1,899,992

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
American Rescue Plan Act (ARPA)	\$ 1,714,485
Total Funding	\$ 1,714,485

Summary	Amount
Total Expenditures	\$ 1,899,992
Total Funding	\$ 1,714,485
City's Contribution (FY2024)	\$ 185,507

STREET RECONSTRUCTION / REHABILITATION

Estimated Annual Costs						
Prior Year	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$482,085	\$300,000	\$0	\$300,000	\$0	\$300,000	TBD

Project Description:

The City plans to fully or substantially replace sections of failed residential roadways through this project. The various needs of the pavement network are evaluated each year to determine which streets need to be reconstructed. The City plans to replace the pavement on Conway Gardens Court in FY2024, but later projects will be determined by future reviews of pavement conditions.

Existing Conditions:

Residential streets that are considered for reconstruction have reached the end of their useful lives and are generally in too poor of condition to gain long-term benefits from the City's typical pavement maintenance programs. Most of the streets that have been included in this program were older concrete streets that were overlaid with asphalt decades ago.

Justification: *Public Safety; Condition of Existing Facility; Community Demand*

All of the City's streets will eventually reach the end of their useful lives, fail at a structural level, and require reconstruction. This program provides the City with a tool to address some of its residential streets that are in poor or failing condition that typical maintenance programs can no longer improve.

Operating Budget Impact:

Streets with failing pavement typically require frequent maintenance in the form of pothole patching and emergency pavement repairs, which City staff often performs to address the issues as quickly as possible. Allocating funds for reconstruction also allows for more of the maintenance budget to be used for maintaining and preserving streets that are in better condition, which means more streets and sidewalks will be addressed, reducing the number of calls for City staff to make repairs.

Comments:

The City has invested more than \$2 million into street reconstruction projects during the past ten years

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 900,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2024-FY2028)	\$ 900,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source ()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 900,000
Total Funding	\$ 0
City's Contribution (FY2024-FY2028)	\$ 900,000

FERNVIEW SIDEWALK CONCEPT PLAN**PHASE 1 – OLIVE TO GALAGHER (DESIGN & GRANT MATCH)**

Estimated Annual Costs						
Prior Year	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$64,166	\$50,000	\$60,000	\$160,000	\$0	\$0	\$0

Project Description:

The City developed a concept plan to add a sidewalk along Fernview Drive (between Olive Boulevard and Gallagher Road) and along the side streets to connect with the existing sidewalk networks on each side of Fernview. The result of this project would be a unified collection of subdivision sidewalks that are currently not connected. Funding in FY2024 and FY2025 represents the City's matching funding for design, easement acquisition, and construction for a federal Transportation Alternatives Program (TAP) grant, the application for which could become available in FY2024.

Existing Conditions:

Fernview Drive is a collector roadway that serves several of the residential subdivisions in Ward 4. Sidewalks were constructed throughout most of the subdivisions to the east and west of Fernview, but not along or adjacent to Fernview itself. The result is a series of sidewalks without connections to each other or to Olive Boulevard.

Justification: *Community Demand; Public Safety; Availability of Outside Funding*

Increasing the walkability of Creve Coeur is a common request from residents and a goal outlined in the City's Strategic Plan. Creating a sidewalk along Fernview that connects to the adjacent existing sidewalks will make progress toward this goal.

Operating Budget Impact:

None

Comments:

The City's anticipated portion of a grant-funded project are included in FY2024 and FY2025. The actual cost and schedule for the project will be incorporated into future capital improvement program plans if the City successfully obtains a federal grant for the project.

FERNVIEW SIDEWALK CONCEPT PLAN**PHASE 1 – OLIVE TO GALAGHER (DESIGN & GRANT MATCH)****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 64,166
Land Acquisition	\$ 50,000
Construction (Grant Match)	\$ 220,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 334,166

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ TBD
State Cost-Share Program	\$ 0
Outside Funding Source:()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 334,166
Total Funding	\$ (TBD)
City's Contribution	\$ 334,166

NEW BALLAS SIDEWALK EXTENSION

PHASE 3 – (FEDERAL TAP GRANT)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$6,322	0	\$0	\$100,000	\$0	\$0	\$0

Project Description:

This project involves relocating a retaining wall and underground utilities to accommodate a new sidewalk along the west side of North New Ballas Road between Magna Carta Drive and Rocky Drive. Constructing this sidewalk will connect two sections of sidewalk to create a continuous pedestrian path along the west side of New Ballas from Conway Road to Old Ballas Road. The City was awarded a federal grant for this project through the Transportation Alternatives Program (TAP), but a water main relocation will be required which caused the project to exceed the City's budget. The City will apply for another TAP grant for this project, with the water main relocation cost included, in FY2024.

Existing Conditions:

No sidewalk currently exists at this site, but pedestrians commonly use the small grass strip nonetheless. The property's retaining wall has been a barrier to constructing a sidewalk here.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding; Resident Request*

Completion of this sidewalk will provide a more suitable pedestrian route for those wishing to walk north along the west side of New Ballas Road.

Operating Budget Impact:

No significant maintenance is anticipated in the near future. The new retaining wall will be located outside of the right of way and will be maintained by the property owner.

Comments:

This project will complete the sidewalk improvements envisioned in a sidewalk concept study from 2008. The conceptual plans from that study provided the basis of the design for a portion of the Ladue Road Sidewalk Project in 2013 and for the New Ballas sidewalk improvements between Ladue Road and De Smet Jesuit High School in 2019.

Funding shown for "prior years" includes a preliminary design and preparation of easement documents that were completed to coordinate with the property owners and to prepare for the grant application

NEW BALLAS SIDEWALK EXTENSION**PHASE 3 – (FEDERAL TAP GRANT)****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 6,322
Land Acquisition	\$ 0
Construction	\$ 100,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 106,322

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ TBD
State Cost-Share Program	\$ 0
Outside Funding Source	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 106,322
Total Funding	\$ (TBD)
City's Contribution	\$ 106,322

LINDBERGH-OLD OLIVE INTERSECTION (STATE COST-SHARE/STP GRANT)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$571,758	\$2,045,500	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves the partial reconstruction of the intersection of Lindbergh Boulevard and Old Olive Street Road to add a traffic signal that will provide full access in all directions. This signal will allow for a pedestrian/bicycle crossing across Lindbergh and will connect the two halves of Old Olive, both of which are critical steps toward implementation of the Old Olive Great Street plan and the 39 North Master Plan. The City will use federal Surface Transportation Program (STP) grant funding and State Cost-Share Program funding to finance approximately 83% of the project.

Existing Conditions:

The existing intersection of Lindbergh Boulevard and Old Olive Street Road allows only right-in, right-out access for Old Olive on both sides of Lindbergh. A concrete barrier along the Lindbergh median prohibits any east-west vehicular or pedestrian crossing of this intersection.

Justification: *Public Safety; Availability of Outside Funding; Coordination; Beautification*

The proposed improvements to this intersection are supported by the Comprehensive Plan Creve Coeur 2030, the 39 North Master Plan, and the Old Olive Street Road Great Street Plan. These improvements provide the best chance for a pedestrian or bicycle crossing of Lindbergh Boulevard in that area.

Operating Budget Impact:

The City will most likely need to take over the maintenance of Old Olive Street Road from the Missouri Department of Transportation in return for the funding for this project. The ongoing maintenance cost for Old Olive Street Road could be significant.

Comments:

Conceptual plans for this intersection were developed as part of the Old Olive Street Road great street plan, which was completed through a partnership of St. Louis County, the St. Louis Economic Development Partnership, and the City of Creve Coeur. Funding in "prior years" includes concept development and design costs in FY2019-FY2021 to prepare for the grant applications and to design the project. Additional funding for the project may be available through the Governor's Transportation and MODOT Cost Share Program.

LINDBERGH-OLD OLIVE INTERSECTION

(STATE COST-SHARE/STP GRANT)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 201,758
Land Acquisition	\$ 370,000
Construction	\$ 1,870,500
Equipment	\$ 0
Other (Construction Inspections)	\$ 175,000
Total Expenditures	\$ 2,617,258

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 1,164,200
Federal Transportation Alternative Program Grant	\$ TBD
State Cost-Share Program	\$ 925,050
Outside Funding Source	\$ 0
Total Funding	\$ 2,089,250

Summary	Amount
Total Expenditures	\$ 2,617,258
Total Funding	\$ (TBD)
City's Contribution	\$ 528,008

OLIVE-LINDBERGH INTERCHANGE ENHANCEMENTS

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$30,000	\$0	\$0	\$0	\$0	TBD

Project Description:

The City has partnered with the St. Louis Economic Development Partnership (SLEDP) and the Missouri Department of Transportation (MoDOT) to add decorative elements to the planned reconfiguration of the interchange of Olive Boulevard at Lindbergh Boulevard. The enhancements include black powder coat and illuminated street name signs to two new traffic signals on Olive and decorative median, pedestrian-scale lighting, and bridge treatments along Olive over Lindbergh. The project is managed by SLEDP and was completed in spring 2022. The funding identified in FY2024 is for the design of landscaping for the Olive-Lindbergh interchange.

Existing Conditions:

The existing cloverleaf interchange is outdated and was reconfigured to a more compact, pedestrian-friendly design. In FY2024, the design for landscaping will be created and then executed.

Justification: *Coordination; Condition of Existing Facility; Beautification*

The Olive-Lindbergh interchange serves as one of the main entry points to the City and is located in the middle of the emerging 39 North District. Visual improvements in this area promote the City and encourage growth.

Operating Budget Impact:

The City will be responsible to maintain the signal and bridge enhancements and landscaping. The costs associated with the bridge and signal enhancements is expected to be minimal for the foreseeable future. Landscape maintenance costs could be limited if native grasses and other low-maintenance plants are used in the landscaping design and will be evaluated during landscaping design and selection.

Comments:

The cost to construct the landscaping at this interchange will not be known until the design is complete.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 30,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other (Construction Inspections)	\$ 0
Total Expenditures	\$ 30,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source ()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 30,000
Total Funding	\$ 0
City's Contribution	\$ 30,000

OLIVE MEDIAN ENHANCEMENT STOCK

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$59,105	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$0

Project Description:

The median on Olive Boulevard has concrete, decorative planters. If the planters are hit during a traffic accident, often the entire median planter needs to be replaced. The construction and delivery for concrete planters takes months. Rather than wait months at a time for replacement planters, the City maintains a supply. Additionally, the City pays a lower cost per unit by buying several planters at one time. The cost of the planters is reimbursed later through insurance.

Existing Conditions:

Olive Boulevard is one of the City's busiest streets, and median enhancements with well-maintained vegetation can have a traffic calming effect while promoting the City as a place that takes pride in making public-facing spaces aesthetically pleasing.

Justification: *Condition of Existing Facility; Operating Efficiency; Beautification*

In most years, the concrete decorative planters have needed to be replaced several times. By buying ahead and in bulk, the City pays less per unit and has planters ready to be installed when needed.

Operating Budget Impact:

The cost per unit is lower when the City buys median enhancements in bulk.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 20,000
Equipment	\$ 0
Other (Construction Inspections)	\$ 0
Total Expenditures (FY2024)	\$ 20,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:(Insurance)	\$ 20,000
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 20,000
Total Funding	\$ (20,000)
City's Contribution (FY2024)	\$ 0

CRAIG ROAD IMPROVEMENTS (STP GRANT)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$225,600	\$100,000	\$1,300,000	\$0	\$0	\$0	\$0

Project Description:

The project involves improvements to the intersection layout, resurfacing pavement, and reconstructing and expanding sidewalks along Craig Road and Olde Cabin Road between Old Ballas Road and Office Parkway. The City has been awarded a federal Surface Transportation Program (STP) grant for this project. The grant will reimburse the City for approximately 60% of the total cost of the project.

Existing Conditions:

The pavement of Craig Road is currently in fair condition, but sections of the pavement have failed. The traffic flow along Craig is hampered by non-standard intersections with Olde Cabin Road and Office Parkway, and the sidewalks along Craig Road are generally inadequate and have poor accessibility at the intersections.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding; Resident Request*

Portions of Craig Road are in poor condition, and the City has provided increasing attention to pavement repairs and pothole patching. Improvements to the intersections along Craig Road are recommended to improve traffic flow and safety and to provide safe and accessible sidewalk crossings at these intersections.

Operating Budget Impact:

The pavement and sidewalks of Craig Road are in increasing need of maintenance. Roadway resurfacing and sidewalk reconstruction will reduce future maintenance costs.

Comments:

Funding in "Prior Years" was for a conceptual design plan for this project, which the City used to evaluate its options and to support its application for grant funding.

CRAIG ROAD IMPROVEMENTS (STP GRANT)

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 225,600
Land Acquisition	\$ 100,000
Construction	\$ 1,300,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 1,625,600

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 960,000
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source	\$ 0
Total Funding	\$ 960,000

Summary	Amount
Total Expenditures	\$ 1,625,600
Total Funding	\$ (960,000)
City's Contribution	\$ 665,600

NEW BALLAS IMPROVEMENTS**PHASE 2 – S NEW BALLAS (DESIGN AND GRANT MATCH)**

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$150,000	\$20,000	\$250,000	\$0	\$0	\$0

Project Description:

The project includes pavement resurfacing, concrete curb and sidewalk replacement, and accessibility improvements along New Ballas Road from Conway Road to Ladue Road. The project will also include a pedestrian connection to the bus stop near Mercy Hospital along the east side of New Ballas. Staff applied for a federal grant for this project in early 2023. The grant match for Phase 2 includes 100% of the design costs and 20% of the estimated land acquisition and construction costs. The full project cost will be included in the appropriate fiscal years if the City is successful in obtaining a grant.

Existing Conditions:

The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Although areas of the sidewalk and curbing were replaced in FY2019, areas still fall short of the current accessibility standards. South New Ballas Road was found to have an average pavement condition index (PCI) of 47 in 2023, which indicates that the pavement is generally in “marginal” condition and that is currently an appropriate candidate for pavement preservation. The pavement will be 20 years old at the time of the anticipated construction for this project, the pavement joints are cracking, and the overall pavement condition is expected to continue to decline such that repairs and resurfacing are necessary.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

New Ballas Road is the City's largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street's pavement is a high priority, both for the traveling public and to control future costs. The deteriorating pavement joints, sidewalks, and curbs require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable.

Operating Budget Impact:

This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

Comments:

This project is the second of what is expected to be four phases of work along New Ballas Road.

NEW BALLAS IMPROVEMENTS**PHASE 2 – S NEW BALLAS (DESIGN AND GRANT MATCH)****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 150,000
Land Acquisition	\$ 20,000
Construction	\$ 250,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 420,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ TBD
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source ()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 420,000
Total Funding	\$ (TBD)
City's Contribution	\$ 420,000

NEW BALLAS IMPROVEMENTS**PHASE 3 - LADUE TO MAGNA CARTA (DESIGN AND GRANT MATCH)**

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0	\$150,000	\$20,000	\$250,000	\$0	\$0

Project Description:

The project includes pavement resurfacing, concrete curb replacement, illuminated street name signs, traffic signal improvements, and accessibility improvements along New Ballas Road from Ladue Road to Magna Carta Drive. Staff plans to apply for federal grant assistance for this project in FY2024. The grant match for this phase includes 100% of the design and 80% of the land acquisition and construction costs. The full project cost will be included in the appropriate fiscal years if the City successfully obtains a grant for this work.

Existing Conditions:

The asphalt pavement along New Ballas Road is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Much of the existing sidewalk falls short of the current accessibility standards. North New Ballas Road was found to have an average pavement condition index (PCI) of 53 in 2022, indicating the pavement was generally in “fair” condition at that time. New Ballas Road was last resurfaced in 2008, meaning that it will be more than 20 years old and will need to be resurfaced when project moves to construction.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

New Ballas Road is the City's largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street's pavement is a high priority, both for the traveling public and to control future costs. The deteriorating sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable.

Operating Budget Impact:

This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

Comments:

This project is the third of what are expected to be four phases of work along New Ballas Road.

NEW BALLAS IMPROVEMENTS**PHASE 3 - LADUE TO MAGNA CARTA (DESIGN AND GRANT MATCH)****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 150,000
Land Acquisition	\$ 20,000
Construction	\$ 250,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 420,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ TBD
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source ()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 420,000
Total Funding	\$ (TBD)
City's Contribution	\$ 420,000

NEW BALLAS IMPROVEMENTS**PHASE 4 - MAGNA CARTA TO OLIVE (DESIGN AND GRANT MATCH)**

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0	\$0	\$125,000	\$25,000	\$250,000	\$0

Project Description:

The project includes pavement resurfacing, concrete curb and sidewalk replacement, and accessibility improvements along New Ballas Road from Magna Carta Drive to Olive Boulevard. Staff plans to apply for federal grant assistance for this project in FY2025. The grant match for Phase 4 includes 100% of the design costs and 20% of the estimated land acquisition and construction costs. The full project cost will be included in the appropriate fiscal years if the City is successful in obtaining a grant for the work.

Existing Conditions:

The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. The City has improved the accessibility features at the signalized intersections, but improvements remain. This portion of North New Ballas Road was found to have an average pavement condition index (PCI) of 53 in 2022, which indicates that the pavement is generally in “fair” condition and that is currently an appropriate candidate for pavement preservation. The pavement will be more than 20 years old at the time of the anticipated construction for this project. While the pavement is currently in good condition, the age of the pavement and its heavy use are expected to continue to contribute to the pavement’s rapid deterioration during the next 5-7 years.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

New Ballas Road is the City’s largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street’s pavement is a high priority, both for the traveling public and to control future costs. The deteriorating sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable.

Operating Budget Impact:

This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

Comments:

This project is the last of what is expected to be four phases of work along New Ballas Road.

NEW BALLAS IMPROVEMENTS**PHASE 4 - MAGNA CARTA TO OLIVE (DESIGN AND GRANT MATCH)****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 125,000
Land Acquisition	\$ 25,000
Construction	\$ 250,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 400,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ TBD
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source ()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 400,000
Total Funding	\$ 0
City's Contribution	\$ 400,000

LADUE ROAD IMPROVEMENTS

PHASE 1 (DESIGN & GRANT MATCH)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0	\$0	\$0	\$150,000	\$0	\$275,000

Project Description:

This project will include pavement resurfacing and sidewalk accessibility improvements along Ladue Road, from Emerson Road to Ladue Estates Drive and would be the first of two phases of work to repave Ladue Road. Staff plans to apply for a federal grant for this project in FY2026. If successful, construction would be in FY2029. The grant match shown above includes 100% of the design costs and 20% of the estimated land acquisition and construction costs. The full project cost will be included in the appropriate fiscal years if the City is successful in obtaining a grant for the work.

Existing Conditions:

Ladue Road's pavement is nearly ten years old and is beginning to show its age. Multiple utility projects and failing repairs from the previous paving project have given Ladue Road an uneven ride.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

Ladue Road serves approximately 10,000 vehicles per day and is one of the City's most-traveled streets. Preservation of the Ladue Road pavement should be a high priority for the City. According to the proposed plan, construction of this project would take place when the pavement is 16-17 years old. At that age, Ladue Road will likely need pavement resurfacing.

Operating Budget Impact:

A newer road surface will require few (if any) repairs by the City's staff.

Comments:

None

LADUE ROAD IMPROVEMENTS**PHASE 1 (DESIGN & GRANT MATCH)****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 150,000
Land Acquisition	\$ 25,000
Construction	\$ 250,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 425,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ TBD
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 425,000
Total Funding	\$ (TBD)
City's Contribution	\$ 425,000

OLIVE-270 OVERPASS CLEANING & PAINTING

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$80,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will involve nighttime cleaning and/or repainting of the exterior (i.e., facing Interstate 270) faces of the Olive Boulevard bridge over Interstate 270. Although the bridge is owned by the State of Missouri, the City of Creve Coeur is responsible for the maintenance of the decorative elements that the City added to the bridge. Among those elements are the decorative bridge faces, which have begun to show some wear. Access to these bridge faces will need to be from Interstate 270, so a significant portion of this project will be traffic control to close several lanes of the highway during each night of work.

Existing Conditions:

What appear to be water stains or peeling paint are evident in several locations along both faces of the Olive overpass. The white stains detract from the tan and beige tones of the bridge face.

Justification: *Beautification; Condition of Existing Facility*

The decorative elements of the Olive overpass promote awareness to drivers that they are in Creve Coeur. The decorative elements also promote the City as a beautiful, well-maintained place to work, shop, and live. Stains or peeling paint detract from the positive image of the City as a desirable destination.

Operating Budget Impact:

None

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering (FY2023)	\$ 0
Land Acquisition	\$ 0
Construction	\$ 80,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 80,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 80,000
Total Funding	\$ 0
City's Contribution	\$ 80,000

OLD OLIVE SIDEWALK EXTENSION (DESIGN)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$25,000	\$60,000	\$0	\$0	\$0	\$0

Project Description:

This project will involve installing a new concrete sidewalk on Old Olive Street Road (west), near Laverne Collins Park. Constructing this sidewalk will connect two sections of sidewalk to create a continuous pedestrian path along the west side of Old Olive from Olive Blvd to north of King Henry Court.

Existing Conditions:

No sidewalk currently exists at this site, but pedestrians commonly walk through the grass.

Justification: *Community Demand; Public Safety; Resident Request*

Completion of this sidewalk will provide a safer, more suitable pedestrian route for those wishing to walk along the west side of Old Olive Street Road.

Operating Budget Impact:

No significant maintenance is anticipated in the near future.

Comments:

The proposed project site is in MoDOT right-of-way. Staff has reached out to the MoDOT Area Engineer asking what requirements MoDOT would have for the project. Staff anticipates that engineered design plans will be required, and has included those costs in FY2024.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 25,000
Land Acquisition	\$ 0
Construction	\$ 60,000
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 85,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ TBD
State Cost-Share Program	\$ 0
Outside Funding Source:	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 85,000
Total Funding	\$ (TBD)
City's Contribution	\$ 85,000

FERNVIEW SIDEWALK**PHASE 2 GALLAGHER TO LeHAVRE (DESIGN & GRANT MATCH)**

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0	\$0	\$80,000	\$0	\$0	\$0

Project Description:

The City developed a concept plan to add a sidewalk along Fernview Drive (between Olive Boulevard and Gallagher Road) and along the side streets to connect with the existing sidewalk networks on each side of Fernview. This project would be a continuation of this sidewalk network along Fernview / Bellerive Estates from Gallagher to LeHavre. The result of this project would be a unified collection of subdivision sidewalks that are currently not connected. Funding in FY2026 represents the City's matching funding for design, easement acquisition, and construction for a federal Transportation Alternatives Program (TAP) grant, the application for which could become available in FY2026.

Existing Conditions:

Fernview Drive / Bellerive Estates Drive is a collector roadway that serves several of the residential subdivisions in Ward 4. Sidewalks were constructed throughout most of the subdivisions bordering Fernview and Bellerive Estates, but not along or adjacent to Fernview or Bellerive Estates. The result is a series of sidewalks without connections to each other or to Olive Boulevard.

Justification: *Community Demand; Public Safety; Availability of Outside Funding*

Increasing the walkability of Creve Coeur is a common request from residents and a goal outlined in the City's Strategic Plan. Creating a sidewalk along Fernview that connects to the adjacent existing sidewalks will make progress toward this goal.

Operating Budget Impact:

None

Comments:

The actual cost and schedule for the project will be incorporated into future capital improvement program plans if the City successfully obtains a federal grant for the project.

FERNVIEW SIDEWALK**PHASE 2 GALLAGHER TO LEHAVRE (DESIGN & GRANT MATCH)****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 80,000
Land Acquisition	\$ TBD
Construction	\$ TBD
Equipment	\$ 0
Other ()	\$ 0
Total Expenditures	\$ 80,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ TBD
State Cost-Share Program	\$ 0
Outside Funding Source:	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 80,000
Total Funding	\$ (TBD)
City's Contribution	\$ 80,000

PUBLIC WORKS CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$408,355	\$619,000	\$401,800	\$398,800	\$408,500	\$428,000	TBD

Project Description:

This project is dedicated to replacing older equipment used by the Department of Public Works. Equipment replacement is based on a scheduled rotation that helps limit the financial impact on any one year. The focus will be on replacing equipment that will be about ten years old.

Existing Conditions:

Some Public Works equipment has reached the end of useful and dependable life. Significant maintenance costs can be expected if this equipment is kept in service.

Justification: *Public Safety; Operating Efficiency; Condition of Existing Facility*

Replacement of the equipment noted above is necessary to provide services to the residents and repair the City's infrastructure. Without replacement, it will not only have an effect on public safety, it will also affect the City's operating efficiency due to down time for equipment repairs.

Operating Budget Impact:

Replacement of older equipment helps reduce the overall annual maintenance costs of the Public Works fleet. Using older equipment can result in significant increases in repair bills and increased equipment downtime, which reduce staff's ability to operate efficiently to provide services to the residents.

Comments:

Capital equipment includes equipment costing more than \$20,000 and having a useful life of at least five years. Public Works staff plans to sell the replaced equipment at auction after the new replacement vehicle arrives. The amount of revenue from the auctioned equipment helps to offset the cost of new equipment.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 2,256,100
Other	\$ 0
Total Expenditures (FY2024–FY2028)	\$ 2,256,100

Funding Type	Amount
Outside Funding Source ()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 2,256,100
Total Funding	\$ 0
City's Contribution (FY2024–FY2028)	\$ 2,256,100

GOLF COURSE CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$55,000	\$65,000	\$0	\$65,000	\$40,000	TBD

Project Description:

The following major equipment purchases are planned at the Creve Coeur Golf Course as replacements for older equipment:

• FY2024 – Greens Mower	\$ 55,000
• FY2025 – Rough Mower	\$ 65,000
• FY2027 – Fairway Mower	\$ 65,000
• FY2028 – Compact Tractor	\$ 40,000
	\$ 225,000

These vehicles are used to maintain the fairways, rough, and greens at the golf course. The equipment that will be replaced will range in age from 14-25 years old at the time of replacement.

Existing Conditions:

The golf course staff uses a small fleet of equipment to maintain the golf course. Some of the existing equipment has begun to wear out with age, resulting in limited use, declining performance, and/or increased repair costs. Certain equipment, like the turf vehicles, are used for a variety of tasks. Other equipment, like the rough mower, has no back-up for its function.

Justification: *Condition of Existing Equipment; Operating Efficiency; Coordination*

Properly functioning and reliable equipment is needed for the effective maintenance of the golf course. The 2015 *Analysis of Golf Course Existing Conditions for Needs Assessment* report found that all of the equipment that is proposed for replacement has exceeded its useful life. The report recommended that all of this equipment be replaced by 2019.

Operating Budget Impact:

New equipment will be expected to require less maintenance than the current equipment, which should result in lower operating costs.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 225,000
Other ()	\$ 0
Total Expenditures (FY2024–FY2028)	\$ 225,000

Funding Type	Amount
Outside Funding Source ()	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 225,000
Total Funding	\$ 0
City's Contribution (FY2024–FY2028)	\$ 225,000

POLICE DEPARTMENT CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$41,530	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000

Project Description:

The Police Department plans to replace one aging administrative vehicle per year. The administrative fleet includes detective and command vehicles several which are nearing the end of economical service life.

Existing Conditions:

Vehicles in the administrative fleet are aging, and the costs for maintenance are increasing while reliability is decreasing.

Justification: *Condition of Existing Equipment; Operating Efficiency*

The Police Department typically keeps its investigations vehicles in service for 6-8 years before maintenance costs and general wear begin to add up. The vehicles that will be replaced each year will be vehicles that are beyond the average life span.

Operating Budget Impact:

A new vehicle should have fewer maintenance needs than a ten-year-old vehicle, so a slight reduction in operating costs will be expected.

Comments:

A hybrid vehicle is often a consideration for new police vehicles, but a hybrid would not be a cost-effective option for an investigation vehicle, due to the limited amount of idling time expected for this vehicle. After the electric vehicle charging stations are installed at the Police Station, the administrative fleet may begin transitioning to electric vehicles.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 240,000
Other	\$ 0
Total Expenditures (FY2024-FY2028)	\$ 240,000

Funding Type	Amount
Federal Surface Transportation Program Grant	\$ 0
Federal Transportation Alternative Program Grant	\$ 0
State Cost-Share Program	\$ 0
Outside Funding Source:(Insurance)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 240,000
Total Funding	\$ 0
City's Contribution (FY2024-FY2028)	\$ 240,000

PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Year	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$138,542	\$153,104	\$157,700	\$162,500	\$167,400	\$172,500	TBD

Project Description:

This line item includes the costs associated with the full-time salary and benefits for two engineers to help oversee the design and construction of projects outlined in the Capital Improvement Program: One engineer will be 100% funded through the Capital Fund; the second engineer will be 50% funded through the Capital Fund and 50% funded through the Parks and Stormwater Fund.

Existing Conditions:

Engineering staff assists the Director of Public Works with monitoring construction activity, preparing contract documents, performing design surveys, and the overall management of the Capital Improvement Program.

Justification: *Operating Efficiency*

The responsible and effective administration of the City's capital improvement projects, and grant-related projects in particular requires expertise and significant staff time. Projects often have similar schedules, and multiple projects can require immediate attention at the same time. The City's Public Works Administrative staff is too small to consistently accommodate the demands of these projects while also meeting the expectations for the various other services provided by the Department of Public Works.

Operating Budget Impact:

Annual costs for this position include salary and benefits plus ongoing employee training, city equipment, cell phone, and general supplies, which are anticipated to be approximately \$1,000 per year.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 813,204
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 813,204

Funding Type	Amount
Outside Funding Source	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 813,204
Total Funding	\$ 0
City's Contribution	\$ 813,204

PARKS AND STORMWATER FUND

In November 2020, Creve Coeur voters approved a half-cent sales tax, the revenue from which is dedicated to the operations, maintenance, and improvements needed for the City's parks, recreation, and stormwater infrastructure. Most of the City's projected investments into parks and stormwater are proposed to be financed through this fund.

Parks and Stormwater Fund Revenues

The City's Parks and Stormwater Fund has two main funding sources: a half-cent parks and stormwater sales tax and reimbursement from grants and other outside funding. Together, these funding sources are projected to generate approximately \$16.47 million over the FY2024-FY2028 CIP.

Half-Cent Parks and Stormwater Sales Tax. The projected sales tax revenues are approximately \$15.27 million for the FY2024-FY2028 CIP, which averages out to approximately \$3.05 million per year in the plan.

Grants and Outside Funding. There are two primary outside funding sources for parks and stormwater improvements: the Municipal Park Grant and MSD OMCI reimbursement program.

- *Municipal Park Grant.* The City can seek Municipal Park Grant to supplement up to \$525,000 for parks improvements about every other year. This funding source will be shared with the Capital Fund.
- *MSD OMCI Reimbursement.* The Metropolitan St. Louis Sewer District (MSD) offers a reimbursement program for stormwater-related operations, maintenance, and construction improvements (OMCI) expenses in the Deer Creek watershed, which is generally the area in Creve Coeur east of Interstate 270 and south of Olive Boulevard. The City plans to seek approximately \$1.07 million in reimbursement from this program over the five-year CIP.

Parks and Stormwater Fund Expenses

Parks and Stormwater expenditures from the Parks and Stormwater Fund are projected to be approximately \$17.34 million over the proposed FY2024-FY2028 CIP, with a maximum annual expense of \$4.93 million in FY2024. Details about these expenses can be found in the project summary sheets that follow.

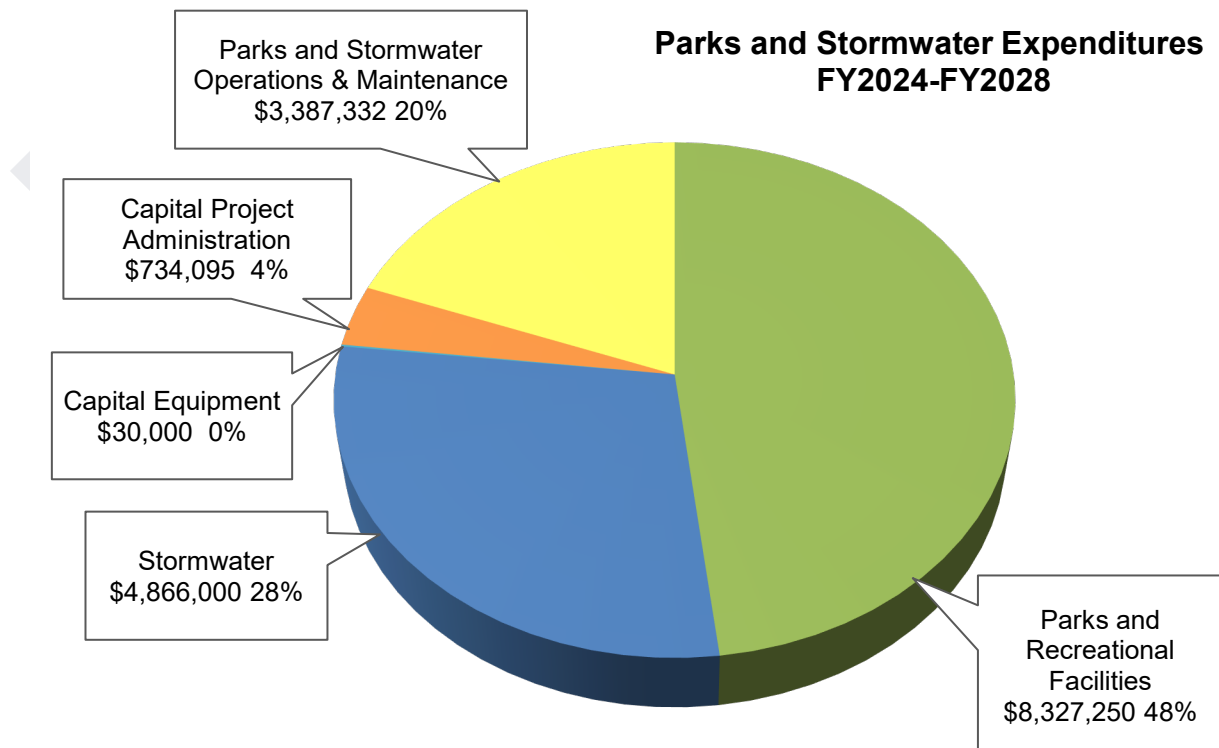
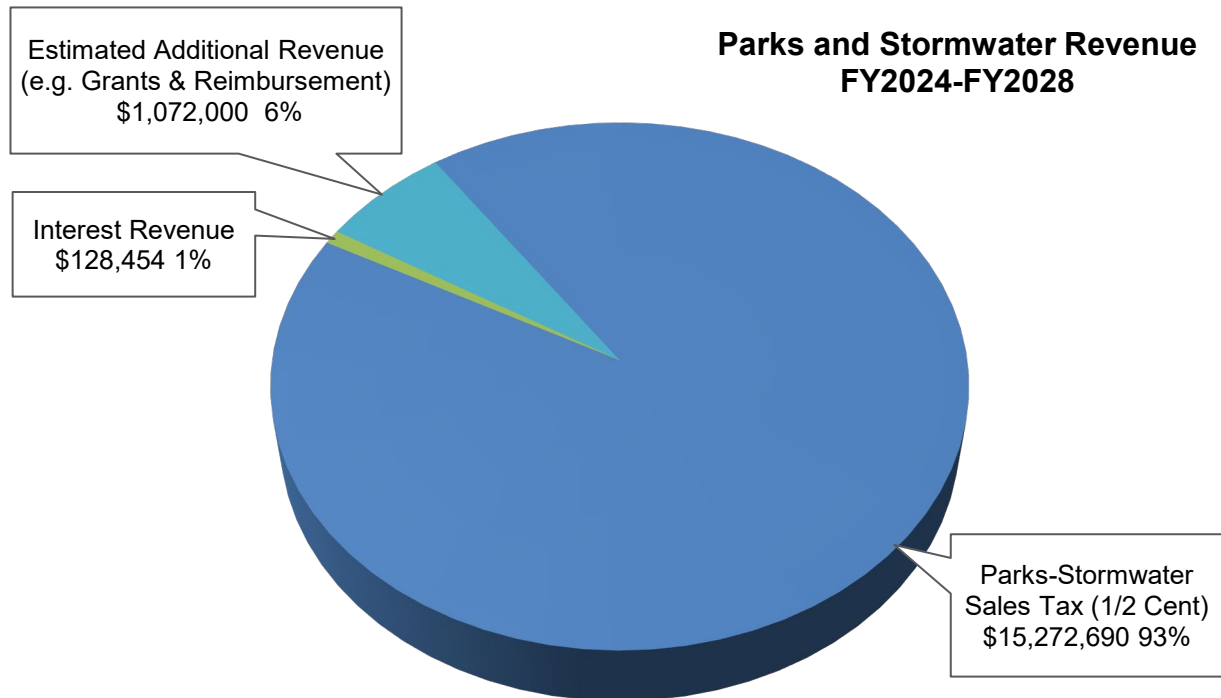
This sales tax revenue does not have a designated division of how it will be spent, but the City Council can decide to set the allocation amounts or to evaluate the division of funds through each CIP process. The proposed five-year CIP includes the following allocation of the sales tax revenue:

- | | |
|---|-----|
| • Parks Projects | 48% |
| • Stormwater Projects | 28% |
| • Capital Project Administration | 4% |
| • Parks and Stormwater Operations & Maintenance | 20% |

Funding for parks is proposed to be the greatest portion due a backlog of deferred parks maintenance, the improvements envisioned through the Parks and Recreation Master Plan, and the initial stormwater focus on smaller projects and the development of a Stormwater Management Plan.

At this time, the proposed CIP does not include investment into the Dielmann Recreation Complex or the Creve Coeur Golf Course through the Parks-Stormwater Tax Fund. Projects involving this property are included in the Capital Fund.

Summaries of the projected revenues and expenses for the Parks and Stormwater Fund are included below, and details about the projects and other expenses that are proposed to be financed through this fund can be found in the project summary sheets that follow.



HISTORIC BUILDING REHABILITATION AND PRESERVATION

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$25,000	\$100,000	\$25,000	\$25,000	\$25,000	\$25,000	TBD

Project Description:

This project sets aside annual funding for repairs and improvements to the Lake School House at Lake School Park and to the Tappmeyer House at Millennium Park. In FY2024, the focus will be on repairing the front porch and stabilizing the structural support, cleaning up the basement, and repainting at Lake School. Future funding years could be combined to allow for a larger project, such the installation of rear ADA ramp into the Tappmeyer House and eventual painting.

Existing Conditions:

The front porch of the Lake School House needs to be stabilized to correct its sagging roof, some of the wood on the front of the building needs to be replaced, and a support column in the school's basement needs to be upgraded and/or replaced. The accessible lift and other aspects of the Tappmeyer House need regular maintenance and will eventually require replacement.

Justification: *Condition of Existing Facility; Protection and Conservation*

Like any of the City's buildings and facilities, the Lake School House and Tappmeyer House will need regular routine maintenance and improvements to remain structurally sound and attractive.

Operating Budget Impact:

Improvements to the locally historic buildings will help reduce the maintenance needs and costs for these buildings.

Comments:

None

HISTORIC BUILDING REHABILITATION AND PRESERVATION

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 200,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2024-FY2028)	\$ 200,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 200,000
Total Funding	\$ 0
City's Contribution (FY2024-FY2028)	\$ 200,000

PARK RESTROOM RENOVATIONS

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$50,088	\$120,000	\$60,000	\$60,000	\$0	\$0	TBD

Project Description:

This project involves further investigation into and design of renovations for the parks' seasonal restroom facilities to allow these restrooms to remain open for the entire year.

Existing Conditions:

The restroom facilities at Conway Park, Lake School Park, Malcolm Terrace Park, and Venable Park were constructed about 20 years ago and are substantially similar buildings based upon a common design. That design includes cinder block walls and an open-air roof meant for warm-weather, seasonal operation. The buildings do not have temperature controls, insulation, or buried water service lines.

Justification: *Community Demand; Coordination*

One of the primary user requests in the Parks and Recreation Master Plan was to offer year-round restroom facilities in the parks.

Operating Budget Impact:

Having the restrooms open for more or all of the year will generate more utility costs than the City currently pays. However, the main impact to the operating budget will be the need to staff the daily cleaning of the restrooms between the months of October and April when the restrooms are currently closed. The City will need to evaluate whether the restrooms can be cleaned effectively with the current staffing levels during labor-intensive operations, such as fall leaf collection and winter snow removal.

Comments:

Renovation or replacement of the restrooms at Lake School Park, Malcolm Terrace Park, and Venable Park will be evaluated based upon the FY2023 design and may be planned for future years, likely to be completed in conjunction with other improvements in these parks.

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 50,088
Land Acquisition	\$ 0
Construction	\$ 240,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 290,088

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 290,088
Total Funding	\$ 0
City's Contribution	\$ 290,088

PARK IDENTIFICATION SIGNAGE MASTER PLAN

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0	\$20,000	\$0	\$0	\$0	\$0

Project Description:

This project includes the City contracting with a consultant to review and assess the effectiveness of the signs that identify and lead visitors to the City's parks and recreational facilities. The consultant would then provide recommendations for improved or new signs.

Existing Conditions:

The signs that identify City parks and facilities are of varying styles and are aging, and some are damaged and in need of replacement.

Justification: *Condition of Existing Facility; Coordination; Beautification*

Development of a Sign Master Plan for the City's parks and recreational facilities was included as an action item in the FY2018-2021 Strategic Plan and is supported by the Park and Historical Preservation Committee.

Operating Budget Impact:

This is a design and cost estimate for the purchase and construction new signage. While this design is not expected to have an effect on the operating budget, the eventual replacement of the signs could reduce maintenance costs.

Comments:

The goal is to create a signage theme so that there are similarities with all City signs, thus creating sign branding unique to Creve Coeur.

PARK IDENTIFICATION SIGNAGE MASTER PLAN**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 20,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 20,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 20,000
Total Funding	\$ 0
City's Contribution	\$ 20,000

PARKING LOT SEALING

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0	\$0	\$0	\$25,000	\$0	\$0

Project Description:

This project involves pavement repairs, crack sealing, seal coat, and restriping lines and arrows for the parking lot at Conway Park.

Existing Conditions:

Most of the asphalt pavement in the parking lot at Conway Park is in good condition, but over time, all paved surfaces begin to crack and the parking lot lines fade. Regular pavement maintenance such as sealing prolongs the life of the paved surface.

Justification: *Condition of Existing Facility; Operating Efficiency; Beautification*

Repairs, crack sealing, and a seal coat for the asphalt pavement combine to provide good preventive maintenance for asphalt pavement, and such preventive maintenance will delay more intense and more costly repairs. Newly painted lines will clarify the parking spaces and will make the lots easier to use. In addition, the parking lot is one of the first things that most park visitors see, and the sealing and repainting will have an element of park beautification to help make that first impression a good one.

Operating Budget Impact:

Sealing pavement helps prevent the need for maintenance activities such as filling pot holes.

Comments:

None.

PARKING LOT SEALING**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 25,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 25,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 25,000
Total Funding	\$ 0
City's Contribution	\$ 25,000

PARK FURNITURE REPLACEMENT

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$0

Project Description:

This project involves the regular replacement of park furniture that is at the end of its useful life. Replacement will involve benches, trash receptacles, and picnic tables.

Existing Conditions:

The City offers dozens of benches, trash receptacles, and picnic tables. Park furniture is exposed to the elements year-round and over time, paint fades, materials degrade, and the furniture becomes unsightly and perhaps even unsafe. Further, the style of the furniture is inconsistent with in a particular park.

Justification: *Condition of Existing Facility; Operating Efficiency; Beautification*

Sharp edges and other hazards can develop on park furniture that is detreating with age and wear from the elements. Replacing park furniture that is past its useful life keeps the City's parks safer and makes them more inviting, enjoyable, and beautiful.

Operating Budget Impact:

Replacing park furniture decreases the amount of time and effort Parks staff needs to expend on repairs. New furniture will be expected to be virtually maintenance free for the next 5-10 years.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 100,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2024-FY2028)	\$ 100,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 100,000
Total Funding	\$ 0
City's Contribution (FY2024-FY2028)	\$ 100,000

MALCOLM TERRACE PARK TRAIL IMPROVEMENTS

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$93,194	\$0	\$0	\$25,000	\$0	\$0	\$0

Project Description:

In FY2022, the wooded trails in Malcolm Terrace Park were re-established as rock trails, trail markers were installed along each trail, protective railings were installed along areas bordering Deer Creek, and trail maps were installed at each entrance to the trail system. This project plans for rock and drainage repairs along these paths in FY2026.

Existing Conditions:

Over a mile of nature trails weave through the woods of Malcolm Terrace Park. These trails are currently in good condition.

Justification: *Community Demand; Operating Efficiency*

One of the goals set out in the City's Strategic Plan was to establish a more options for pedestrians. The Parks and Recreation Master Plan also called for the expansion of the parks trail network. Planned maintenance for the trails will help keep the trails in good condition and in service.

Operating Budget Impact:

Clearing the brush and other growth along the paths has been added to the City's annual parks mowing services contract.

Comments:

None

MALCOLM TERRACE PARK TRAIL IMPROVEMENTS**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 25,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2024-FY2028)	\$ 25,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 25,000
Total Funding	\$ 0
City's Contribution (FY2024-FY2028)	\$ 25,000

MILLENNIUM PARK IMPROVEMENTS – PHASE 1

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$198,831	\$2,300,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves a site design for the west half of Millennium Park and the replacement of the playgrounds, splash pad, and connecting walkways in this section of the park. The new playground will be larger than the existing two playgrounds, and the new splash pad will offer additional features from what is in place today. Both the playground and the splash pad will be partially shaded by fabric shades that will be constructed as part of this project. All of the benches in throughout the park will be replaced through this project

Existing Conditions:

The playground and splash pad at Millennium Park have served the City well, but both are about 20 years old and are wearing out. The playground equipment has begun to fail, and some elements have been removed or replaced in recent years. Although the larger safety surface continues to provide the required fall protection for the playground, this surface is beyond its recommended lifespan.

Justification: *Community Demand; Condition of Existing Facility; Coordination, Beautification*

These improvements to Millennium Park are the first phase of the implementation of the City's Parks and Recreation Master Plan and of the Millennium Park Master Plan. The playground and splash pad were selected as the first phase of improvements due to their popularity as the central features of Millennium Park and due to their age and deteriorated condition.

Operating Budget Impact:

New parks features are expected to require much less maintenance than the existing features.

Comments:

None

MILLENNIUM PARK IMPROVEMENTS – PHASE 1**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 198,831
Land Acquisition	\$ 0
Construction	\$ 1,700,000
Equipment	\$ 600,000
Other	\$ 0
Total Expenditures	\$ 2,498,831

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 2,498,831
Total Funding	\$ 0
City's Contribution	\$ 2,498,831

MILLENNIUM PARK IMPROVEMENTS**PHASE 2: TRAILS AND RIDGEMOOR FOREST CONNECTION**

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$	\$0	\$100,000	\$850,000	\$0	\$0

Project Description:

This project involves the design and construction for three new pedestrian bridges and a new trail through the woods along the south side of Millennium Park. One of these bridges would create a new connection between Millennium Park and the Ridgemoor Forest subdivision at the north end of Deland Drive. Additionally, this project will involve improvements around the Tappmeyer House.

Existing Conditions:

Informal, dirt trails currently exist where the proposed subdivision connection and wooded trails would be located.

Justification: *Community Demand; Condition of Existing Facility; Coordination*

The most popular improvement that residents requested during the development of the Parks and Recreation Master Plan and the Millennium Park Master Plan was expanded trails in the parks. The proposed project would replace informal, uneven, dirt trails with gravel trails and would replace the informal creek crossings with pedestrian bridges that can provide easy access to the park and its trails.

Operating Budget Impact:

Maintenance of these bridges and trails is expected to be minimal at first, but it may become necessary to routinely trim back the brush along the new trails.

Comments:

None.

MILLENNIUM PARK IMPROVEMENTS**PHASE 2: TRAILS AND RIDGEMOOR FOREST CONNECTION****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 950,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 950,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 950,000
Total Funding	\$ 0
City's Contribution	\$ 950,000

VENABLE PARK IMPROVEMENTS**PHASE 1: TRAIL, BRIDGE, TENNIS COURTS, & SPLASH PAD**

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$125,000	\$2,000,000	\$0	\$0	\$0	\$0

Project Description:

The exact scope of this project has not yet been determined, but it could include elements from the Parks and Recreation Master Plan, such as the renovation of the restroom building for year-long operation, replacement of the tennis courts, replacement of pavilion, improved parking, a memorial to Dr. H. Phillip Venable, new furniture, the addition of a splash pad, and improved accessibility.

Existing Conditions:

Several of the facilities at Venable Memorial Park are aging and require updates or replacement. The asphalt tennis courts have been overlaid multiple times and can no longer be reliably repaired, and facilities like the pavilion, asphalt paths, and connector bridge have not been updated in the past ten years.

Justification: *Community Demand; Condition of Existing Facility; Coordination*

The project will coordinate with the recommendations of the Parks and Recreation Master Plan and the preliminary planning efforts for Venable Park. The tennis courts were selected as the first phase of improvements due to their popularity as the central features of Venable Park and due to their age and deteriorated condition. Additionally, bridge access to the park was singled out due to its age and deteriorated condition.

Operating Budget Impact:

New facilities are expected to require less annual maintenance and fewer funds than the existing equipment.

Comments:

In FY2023, the City plans to work with a national design firm to begin planning out improvements to Dr. H. Phillip Venable Memorial Park that are consistent with the Parks and Recreation Master Plan.

VENABLE PARK IMPROVEMENTS**PHASE 1: TRAIL, BRIDGE, TENNIS COURTS, & SPLASH PAD****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 125,000
Land Acquisition	\$ 0
Construction	\$ 2,000,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 2,125,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 2,125,000
Total Funding	\$ 0
City's Contribution	\$ 2,125,000

PLAYGROUND SAFETY SURFACE REPLACEMENT

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$131,270	\$0	\$0	\$125,000	\$0	\$0	TBD

Project Description:

This project involves the replacement of damaged areas and rejuvenation or replacement of the rubberized safety surface beneath the City's playground at Conway Park.

Existing Conditions:

The rubberized surfaces beneath the City's playgrounds provide the required protection for children and other users against injury from a fall from the playground or swing set. These surfaces lose their flexibility over time, and generally need to be rehabilitated or replaced within 12-15 years. The safety surface at Conway Park was installed in 2011 and will be about 15 years old in FY2026. Staff will continue to evaluate the surfaces at Conway Park, Millennium Park, and Venable Park and will recommend repairs or replacement to these surfaces accordingly.

Justification: *Condition of Existing Facility; Coordination; Operating Efficiency, Public Safety*

The safety surface at Conway Park playground is nearing the end of its life cycle and will see increased operational cost to maintain safety performance. Keeping the safety surface of the City's playgrounds in good condition is required for the continuing use of the playgrounds and the safety of the playgrounds' users.

Operating Budget Impact:

None.

Comments:

The safety surface beneath the primary playground at Millennium Park is scheduled for replacement in FY2024 as part of the Millennium Park Phase 1 project, and the safety surface for the playground at Venable Park will be replacement in FY2023.

PLAYGROUND SAFETY SURFACE REPLACEMENT**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 125,000
Equipment	\$
Other	\$ 0
Total Expenditures	\$ 125,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 125,000
Total Funding	\$ 0
City's Contribution	\$ 125,000

LAKE SCHOOL PARK**PHASE 1: MASTER PLAN, GRADING & PLAYGROUND**

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$39,100	\$0	\$75,000	\$350,000	\$0	\$0	TBD

Project Description:

Due to unsafe equipment and surrounding surfaces, a 20+ year old playground was removed from Lake School Park in FY 2020. This project involves development of a long-range detailed site development plan and the subsequent construction of a new playground at Lake School Park.

Existing Conditions:

This existing site is a southern sloping hillside just south of the parking lot and east of the tennis courts. The surface is a grass lawn under several shade trees.

Justification: *Condition of Existing Facility; Coordination; Community Demand;*

Currently there are tennis courts, restrooms, picnic areas, and a historic one room school house. However, there are no play structures, swings or slides for children to play on at Lake School Park. Residents have requested a new playground addition to the park, which will compliment the tennis courts and allow full family enjoyment. This project will coordinate with the recommendations of the Park Master Plan and the preliminary designs for Lake School Park

Operating Budget Impact:

None.

Comments:

None.

LAKE SCHOOL PARK**PHASE 1: MASTER PLAN, GRADING & PLAYGROUND****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 114,100
Land Acquisition	\$ 0
Construction	\$ 350,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 464,100

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 464,100
Total Funding	\$ 0
City's Contribution	\$ 464,100

MILLENNIUM PARK IMPROVEMENTS**PHASE 3: PARK ENTRANCE & PARKING LOT IMPROVEMENTS**

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0	\$0	\$0	\$70,000	\$400,000	\$0

Project Description:

The Millennium Park Master Plan envisions several reconfiguration and improvements to the park entrance and parking lot. This project would involve the design and construction of parking lot improvements, lighting improvements, reconfiguration and improvement of the park entrance plaza.

Existing Conditions:

Access from the parking lot to the park, as well as, pedestrian connections from BJC hospital is limited. Lighting in the parking lot and in the park is non-existing and does not offer a safe environment or park visitors. The entrance plaza is dated in appearance, offers little room for social gatherings and vegetation limits view into the park.

Justification: *Beautification, Community Demand, Condition of Existing Facility*

This project will coordinate with the recommendations of the Park Master Plan and the preliminary designs for Millennium Park. Improvements to the park entrance will offer improvements to safety to park guest and provide increased accessibility. In addition, the park entrance is one of the first things that most park visitors see, and elegant park entrance will have an element of park beautification to help make that first impression a good one.

Operating Budget Impact:

The main impact to the operating budget will involve additional electrical cost for lighting and staff effort to maintain the lights.

Comments:

None.

MILLENNIUM PARK IMPROVEMENTS**PHASE 3: PARK ENTRANCE & PARKING LOT IMPROVEMENTS****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 70,000
Land Acquisition	\$ 0
Construction	\$ 400,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 470,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 470,000
Total Funding	\$ 0
City's Contribution	\$ 470,000

LAKE SCHOOL PARK**PHASE 2: TENNIS COURT COMPLEX**

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0

Project Description:

This project involves the design and construction of a tennis court complex at Lake School Park. Complex would look to expand the existing three (3) courts to add additional pickleball courts, tennis shack and associate restroom facilities.

Existing Conditions:

The current tennis courts are nearly 20 years old and are nearing the end of their life expectancy. Existing restroom facilities are likewise 20 years old and in need of updates to allow access year-round by visitors.

Justification: *Condition of Existing Facilities; Community Demand*

One of the primary user requests in the Parks and Recreation Master Plan was to offer year-round restroom facilities in the parks and update of tennis facilities with pickleball. Existing courts will be good candidates for replacement in 5 to 7 years, and will reduce the maintenance associate with older facilities to keep them open for public use.

Operating Budget Impact:

The main impact to the operating budget will involve additional electrical cost for lighting and staff to man the shack. We will see a reduction in staff maintenance to address cracking and tennis court related issues.

Comments:

The creation of a tennis shack with associated restrooms would have an impact on the park restroom project that looks to rehabilitate the existing restrooms. This project would eliminate the need to update the existing restrooms at Lake School Park.

LAKE SCHOOL PARK**PHASE 2: TENNIS COURTS COMPLEX****CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 50,000
Land Acquisition	\$ 0
Construction	\$ 950,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 1,000,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 1,000,000
Total Funding	\$ 0
City's Contribution	\$ 1,000,000

39N GREENWAY CONNECTION TO CENTENNIAL TRAIL

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$33,750	\$0	\$0	\$0	\$0	\$0

Project Description:

The Great Rivers Greenway (GRG) is the public agency connecting the St. Louis region with greenways. The concept calls for a 600 mile network of greenways connecting St. Louis City, St. Louis County and St. Charles County. The next phase of this trail network is the Centennial Trail plan, which will connect Forest Park and Creve Coeur Lake Park, coming from Warson Park in Olivette to the east, working its way through our light industrial / 39 North district before moving into unincorporated St Louis County.

Existing Conditions:

GRG plans to move forward with preliminary design identified in the 39 North Greenway Plan in 2023 with construction projected for 2025-2027. However, segments that would allow better connectivity and access to the Centennial Trail for Creve Coeur businesses, institutions and residents are not included in the trail plan. As a result, a collaborative approach between the City of Creve Coeur, other stakeholders and GRG could enable these connections to be made.

Justification: *Community Demand; Coordination; Economic Growth; Protection & Conservation*

The GRG with willing to fund (subject to approval of their board) up to 50% of the cost in developing a preliminary design, estimated at \$300,000. In addition, the Donald Danforth Plant Science Center, St. Louis Economic Development Partnership, the City of Olivette and Bayer Global are willing to partner with the City in funding the remainder of the design cost. The project will further support one of the goals set out in the City's Strategic Plan to establish more options for pedestrians and provide expansion of the parks trail network. A robust trail network will attract more business to the community and make Creve Coeur a desirable place to live.

Operating Budget Impact:

None

Comments:

None

39N GREENWAY CONNECTION TO CENTENNIAL TRAIL

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 33,750
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 33,750

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 33,750
Total Funding	\$ 0
City's Contribution	\$ 33,750

VENERABLE PARK MEMORIAL (HDR FOUNDATION GRANT)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$11,500	\$288,500	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves creating a lasting memorial to honor Dr. Venable. The goal is to have commemorative artwork that will engage visitors in the Venable's story. Through design elements, signage and future programming, this project will help inform visitors about the life and character of Dr. Venable as well as educate generations to come on what he faced in Creve Coeur. The memorial will be woven into the park master plan so it will be part of the overall aesthetics of the park.

Existing Conditions:

The park does not currently have a memorial to honor Dr. Venable or tell of his story.

Justification: *Community Demand; Coordination; Economic Growth; Protection & Conservation*

Community demand for this project has existed for quite some time. In 2019, Dr. Venable's story was brought to light to the Mayor and City Council.

Operating Budget Impact:

None

Comments:

None

VENERABLE PARK MEMORIAL (HDR FOUNDATION GRANT)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 11,500
Land Acquisition	\$ 0
Construction	\$ 288,500
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 300,000

Funding Type	Amount
Community Development Block Grant (CDBG)	\$ 0
Municipal Park Grant	\$ 0
Outside Funding Source	\$ 0
American Rescue Plan Act (ARPA)	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 300,000
Total Funding	\$ 0
City's Contribution	\$ 300,000

WATERSHED MANAGEMENT PLAN

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$448,026	\$50,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will create an in-depth study of stormwater behavior and needs throughout Creve Coeur and provide a sound, clear, and prioritized basis for the City's stormwater management program. The Watershed Management Plan will include a review of existing studies and resident concerns plus investigations of the creeks and stormwater infrastructure. From the Watershed Management Plan will come a prioritized, coordinated list of defined stormwater projects that will be listed as line items in future Capital Improvement Plans.

Existing Conditions:

The last City-wide watershed study was completed in the 1990's and was updated with additional project reviews in 2012. The study is outdated and does not provide a comprehensive list of issues and improvements that could guide a stormwater program.

Justification: *Community Demand; Condition of Existing Facility; Coordination; Operating Efficiency; Protection & Conservation*

In previous years, the City's capital improvement budget allowed for a small stormwater program that could only fund small or emergency projects. With the residents' approval of the parks and stormwater sales tax, the City is now able to have a planned, proactive stormwater program that will be logically and efficiently guided by the comprehensive Watershed Management Plan. A completed Watershed Management Plan will also help qualify the City for grants and other funding opportunities.

Operating Budget Impact:

None

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 448,026
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 50,000
Total Expenditures (FY2024-FY2028)	\$ 498,026

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 0
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 498,026
Total Funding	\$ 0
City's Contribution (FY2024-FY2028)	\$ 498,026

IMPLEMENTATION OF THE WATERSHED MANAGEMENT PLAN

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0	\$500,000	\$500,000	\$600,000	\$600,000	TBD

Project Description:

This line item represents the City's planned investment into the stormwater projects identified and prioritized by the Watershed Management Plan. The locations and types of the projects are not yet known, but it is expected that the design of the highest priority projects in the Stormwater Management Plan will begin in FY2025 and that construction of these projects may begin as early as FY2026. The actual schedule will depend on the complexity of the highest-priority projects. The projects and their associated costs will become specific line items in the CIP as they are defined, so this line item may not be necessary in future versions of the CIP.

Existing Conditions:

The creeks that run through Creve Coeur have locations with stream bank erosion. Some streets are served by outdated or deteriorating stormwater infrastructure, and some streets have few, if any, stormwater inlets and conveyance. Residents throughout the City have reported issues with street and yard ponding.

Justification: *Community Demand; Condition of Existing Facility; Coordination; Operating Efficiency; Protection & Conservation*

The residents of Creve Coeur approved the parks and stormwater sales tax in late 2020, which gives the City the ability to create a planned and proactive stormwater program.

Operating Budget Impact:

Calls for staff to investigate stormwater concerns are expected to decrease as capital projects address stormwater issues.

Comments:

None

IMPLEMENTATION OF THE WATERSHED MANAGEMENT PLAN CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 2,200,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2024-FY2028)	\$ 2,200,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 0
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 2,200,000
Total Funding	\$ 0
City's Contribution (FY2024-FY2028)	\$ 2,200,000

STORMWATER IMPROVEMENTS (DEER CREEK – DEER CREEK OMCI)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$0	\$224,000	\$224,000	\$224,000	\$224,000	TBD

Project Description:

This project is similar to the Implementation of the Watershed Management Plan line item. Both projects represent planned investment into the City's public stormwater infrastructure following the completion of the Watershed Management Plan. The distinction of this line item is for investments in the Deer Creek watershed that will be at least partially funded through MSD's Operations, Maintenance, and Construction Improvement (OMCI) reimbursement program that applies only to the Deer Creek watershed. The actual projects in FY2024 and beyond will depend on the project ranking in the Watershed Management Plan. Projects and associated costs will become specific line items in the CIP as they are defined, and this line item may not be necessary in future versions of the CIP.

Existing Conditions:

The Deer Creek watershed generally includes the portion of Creve Coeur that is east of Interstate 270 and south of Olive Boulevard. Stormwater-related improvements within this area are eligible for reimbursement through MSD's OMCI program, which is funded through property taxes in the Deer Creek watershed.

Justification: *Condition of Existing Facility; Coordination; Availability of Outside Funding; Protection & Conservation*

MSD offered to allow the City to seek reimbursement for the City's stormwater priorities within the Deer Creek watershed so that taxes paid in Creve Coeur will help make improvements in Creve Coeur. Improvements will follow the priorities set by the Stormwater Management Study.

Operating Budget Impact:

Capital improvements to the City's stormwater infrastructure are expected to reduce operating expenses for site reviews, maintenance, construction of repairs, and stabilization efforts.

Comments:

None

STORMWATER IMPROVEMENTS (DEER CREEK – DEER CREEK OMCI)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 896,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2024-FY2028)	\$ 896,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 896,000
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 896,000

Summary	Amount
Total Expenditures	\$ 896,000
Total Funding	\$ 896,000
City's Contribution (FY2024-FY2028)	\$ 0

HIBLER ROADSIDE DRAINAGE

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$70,673	\$339,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will re-establish and improve roadside drainage along Hibler Road east of Falaise Drive to west towards Mason Road. Improvements will include new and improved roadside drainage swales, removing and replacing curb and gutter, and adding inlets and stormwater conveyance. Design will be completed in FY2023, and construction is planned for FY2024.

Existing Conditions:

Sections of Hibler Road do not have curbing and use roadside swales and the adjacent grades to carry stormwater runoff. City staff have received reports of ponding and large volumes of sheet flow during warmer weather and icy conditions during freezing temperatures. Staff has also observed that the street has insufficient drainage to safely convey stormwater.

Justification: *Community Demand; Condition of Existing Facility; Operating Efficiency; Public Safety*

This project aims to address residents' concerns about flooding and safety by improving stormwater management along Hibler Road.

Operating Budget Impact:

Addressing this concern through capital improvements will eliminate the need for City staff to attempt to address the situation through maintenance operations.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering (FY2023)	\$ 70,673
Land Acquisition	\$ 0
Construction	\$ 339,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 409,673

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 0
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 409,673
Total Funding	\$ 0
City's Contribution	\$ 409,673

ALDEN LANE DRAIN REPLACEMENT (DEER CREEK OMCI)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$39,533	\$67,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will replace a small storm drain system that serves a section of Alden Lane. The project will also repair a sinkhole that has formed near one of the failing inlets. Design will be completed in FY2023, and construction will take place in FY2024.

Existing Conditions:

The drain system includes two small inlets – one on each side of Alden Lane – that carry stormwater from the street and the north side of Alden Lane to a small creek on the south side of the street. The drains are not standard and easily clog with mulch and leaf debris. The clogged drains cause roadway flooding. An apparent failure of the drainage pipe has also created a large hole near the roadway. This hole is a potential hazard and has been filled with rock as a temporary safety measure. In addition to the hole near the existing inlet, the project will also repair a sinkhole that has formed in the road west of the drain system.

Justification: *Community Demand; Condition of Existing Facility; Operating Efficiency*

Replacing the existing stormwater inlets and pipes will improve the capacity and performance of this small stormwater system and help prevent the hole that formed near the creek from reappearing. The new drains will have larger openings that will make them much less likely to clog.

Operating Budget Impact:

Replacing non-standard drains will eliminate the need for staff to monitor the inlets for clogs during typical rain storms, and replacing the pipes will eliminate the need for staff to monitor the area to see if the hole has formed again.

Comments:

This project is located within the Deer Creek watershed, and the City will be eligible for reimbursement of design and construction costs through MSD's Operations, Maintenance, and Construction Improvements (OMCI) reimbursement program.

ALDEN LANE DRAIN REPLACEMENT (DEER CREEK OMCI)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering (FY2023)	\$ 39,533
Land Acquisition	\$ 0
Construction	\$ 67,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 106,533

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 67,000
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 106,533
Total Funding	\$ 67,000
City's Contribution	\$ 39,533

BALLAS CULVERT EROSION REHABILITATION (DEER CREEK OMCI)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$89,887	\$380,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will replace a failing road culvert and stabilize a section of the creek east of South New Ballas Road that flows behind the homes on Tarrytown Drive towards the City line. Design will be completed in FY2023, and construction is planned for FY2024.

Existing Conditions:

A stormwater culvert runs beneath South New Ballas Road just south of Tarrytown Drive, and water flows from west to east through this culvert. Replacing the culvert is necessary to keep one of the busiest roads in Creve Coeur from failing. In addition to the failing culvert, significant erosion has been observed downstream (east) of the culvert. Residents have voiced concerns about erosion, poor drainage, and flooding.

Justification: *Community Demand; Condition of Existing Facility; Operating Efficiency*

Improvements to address erosion downstream of the culvert will help prevent the situation worsening and potentially impacting South New Ballas Road, the most heavily traveled section of road that the City maintains. Addressing the creek downstream as part of this project should be less expensive and less intrusive to the neighboring properties than if the two projects were completed independently.

Operating Budget Impact:

None

Comments:

This project is located within the Deer Creek watershed, and the City will be eligible for reimbursement of design and construction costs through MSD's Operations, Maintenance, and Construction Improvements (OMCI) reimbursement program

BALLAS CULVERT EROSION REHABILITATION (DEER CREEK OMCI)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering (FY2022 & FY2023)	\$ 89,887
Land Acquisition	\$ 0
Construction	\$ 380,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 469,887

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 285,000
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 469,887
Total Funding	\$ 285,000
City's Contribution	\$ 184,887

GOLF COURSE POND AERATION (DEER CREEK OMCI)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$13,000	\$64,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will add an aeration system in the Creve Coeur Golf Course's southernmost pond. Installing the aerator was originally intended to be part of the 2017 dam stabilization project. At that time, it was discovered that the existing electrical power feed needed to be upgraded to accommodate the aerator, and due to cost restraints the City was forced to remove this item from the scope of the dam project.

Existing Conditions:

A small electrical supply is located on the west side of the pond, slightly north of the #5 green. This electric supply currently powers the fountain in the pond. To add an aerator, the electrical needs to be upgraded. The 2017 dam project removed the built-up silt from the pond, which made the pond deeper, and the pond now has significant algae growth. An aerator will help circulate the water and control algae growth in the pond while reducing the possibility of odors from organic materials.

Justification: *Condition of Existing Facility; Beautification; Availability of Outside Funding*

The aerator will help the City extend its 2017 investment into the pond. Less algae will help make the pond water clearer and more aesthetically pleasing to golfers, enhancing their enjoyment of the course.

Operating Budget Impact:

The cost for the electricity for the aerator is expected to be negligible compared to the overall electricity needs of the Golf Course.

Comments:

This project is located within the Deer Creek watershed, and the City will be eligible for reimbursement of design and construction costs through MSD's Operations, Maintenance, and Construction Improvements (OMCI) reimbursement program.

GOLF COURSE POND AERATION (DEER CREEK OMCI)**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering (FY2023)	\$ 13,000
Land Acquisition	\$ 0
Construction	\$ 64,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 77,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 64,000
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 64,000

Summary	Amount
Total Expenditures	\$ 77,000
Total Funding	\$ 64,000
City's Contribution	\$ 13,000

HIBLER WOODS DRAIN REPLACEMENT

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$30,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will replace the failing trench drain that extends across Hibler Woods Drive. Both the metal grates and the supporting concrete shelf that supports the grates are deteriorating. Additionally, the grade of the asphalt approach is higher than the grate, which causes unsmooth and potentially unsafe driving conditions. When replacing the failing structure, the asphalt road before and after the drain will be milled and overlaid to create a smooth transition and even slope for a smoother, safer driving experience.

Existing Conditions:

A resident in the Mason Forest Subdivision reported that one of the grates of this trench drain was broken in 2020, and City staff welded a repair for this grate as a temporary measure. As has been the case with several other trench drains in Creve Coeur, roadway trench drains are considered part of the street and are not maintained by MSD.

Justification: *Condition of Existing Facility; Public Safety*

The trench drain will need to be replaced to provide a stable, structurally sound structure for vehicle and pedestrian traffic.

Operating Budget Impact:

Replacement of the drain should eliminate the need for additional repairs to the drain for at least ten years.

Comments:

None

HIBLER WOODS DRAIN REPLACEMENT**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 30,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 30,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ 0
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 30,000
Total Funding	\$ 0
City's Contribution	\$ 30,000

STORMWATER CONCEPTUAL PLANS (DESIGN)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$150,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The Stormwater Committee identified seven stormwater concerns that will be evaluated before the completion of the Watershed Management Plan. This evaluation will help the City understand the scope, cost, and public support for each potential project. Projects that score high enough on the risk registry and cost/benefit analysis will move into preliminary design and possibly construction in FY2024. Projects that do not move forward to design at this time will be incorporated into the Watershed Management Plan.

The following are the sites the Stormwater Committee recommended for evaluation:

1. **Magna Carta at Runnymede and Templar** – Storm drain improvements
2. **13105 D'Artagnan Ct** – Stream bank erosion along the creek corridor
3. **Ferntop Lane** – Storm channel erosion
4. **Deer Creek in Malcolm Terrace Park** – Creek bank erosion & a possible bridge project
5. **Cuiseaux Court** – Subdivision drainage
6. **Beaver Drive** – Corrugated metal road culvert is past it's useful life
7. **Broadview Farm** – Road drainage and ponding at various locations in the subdivision

Existing Conditions:

Some of the issues that potential projects will work to solve include: stream bank erosion, insufficient or failing stormwater infrastructure, and yard ponding. Many of the above listed sites are within the City's right of way or parks, which reduces the likelihood that easements will be required.

Justification: *Condition of Existing Facility; Community Demand, Protection & Conservation*

The Stormwater Committee has recommended that the City pursue the design and construction of stormwater improvements before the Watershed Management Plan is completed.

Operating Budget Impact:

None

Comments

None

STORMWATER CONCEPTUAL PLANS (DESIGN)**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 150,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 150,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ TBD
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ TBD

Summary	Amount
Total Expenditures	\$ 150,000
Total Funding	\$ TBD
City's Contribution	\$ 150,000

LAKE DREDGING – CONWAY PARK & GOLF COURSE (DESIGN & CONSTRUCTION)

Estimated Annual Costs						
Prior Years	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$40,000	\$450,000	\$200,000	\$0	\$0	TBD

Project Description:

The lakes at Conway Park and the Golf Courses have received a large volume of sediment, and the depth of the lakes and water quality has greatly decreased. In the design phase, the depth of sediment will be measured, and then the amount of dredging required and the dredging methodology can be determined. The dredging itself will span two years. FY2025 will focus on Conway Park Lake, and in FY2026 the Golf Course lakes will be dredged. A forebay will be added to lake near green 9 to help keep suspended solids from flowing into the other lakes.

Existing Conditions:

Golfers have reported that the lakes at the Golf Course have a strong, unpleasant odor. Dredging the lakes will remove the organic material that is causing the odors. Currently, each of the lakes has a decreased storage capacity and are less effective at stormwater management.

Justification: *Community Demand; Condition of Existing Facility, Protection & Conservation, Beautification*

Dredging the lakes will improve stormwater management performance. Dredging Conway Lake to a suitable depth may make it possible to stock the lake with fish. After the lakes are dredged, fountains and aeration systems can be installed, which will help improve water quality and prevent odors.

Operating Budget Impact:

For the forebay to be effective, deposited sediment will need to be regularly removed. This regular maintenance will help prolong the amount of time until the lakes will need to be dredged again. Delaying the cost of another full dredging effort will be cost-effective in the long-term.

Comments:

None

LAKE DREDGING – CONWAY PARK & GOLF COURSE (DESIGN & CONSTRUCTION)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 40,000
Land Acquisition	\$ 0
Construction	\$ 650,000
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 690,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	\$ TBD
DNR Section 319 Grant	\$ 0
Outside Funding	\$ 0
Total Funding	\$ TBD

Summary	Amount
Total Expenditures	\$ 690,000
Total Funding	\$ TBD
City's Contribution	\$ 690,000

PARKS CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$0	\$30,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The Department of Public Works proposes to purchase various park equipment to assist in the maintenance of the city parks. Items include sprayers, drop spreaders and aerator.

Existing Conditions:

Sprayers and drop spreaders are aged and in need of replacement. The aerator will be a new additions to the department and will greatly assist in lawn maintenance.

Justification: *Condition of Existing Equipment; Operating Efficiency*

The City prides itself on the appearance of its parks, and the athletic fields and green spaces of the parks are significant passive amenities. New equipment is needed to adequately and efficiently service these areas.

Operating Budget Impact:**Comments:**

None

PARKS CAPITAL EQUIPMENT**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 0
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 30,000
Other	\$ 0
Total Expenditures	\$ 30,000

Funding Type	Amount
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 30,000
Total Funding	\$ 0
City's Contribution	\$ 30,000

PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Year	FY2024	FY2025	FY2026	FY2027	FY2028	Future
\$132,035	\$137,795	\$142,000	\$146,300	\$150,700	\$155,300	TBD

Project Description:

This line item includes the costs associated with the full-time salary and benefits for two Public Works staff members to help oversee the design and construction of projects outlined in the Capital Improvement Program. A project manager will be 100% funded through the Parks and Stormwater Fund, and a civil engineer will be 50% funded through the Capital Fund and 50% funded through the Parks and Stormwater Fund.

Existing Conditions:

The City's Department of Public Works manages the implementation of most of the Capital Improvement Program, and the Public Works staff needs the capacity to responsibly manage the additional projects and programs made possible by the parks and stormwater sales tax.

Justification: *Operating Efficiency*

The responsible and effective administration of the City's capital improvement projects requires significant staff time. Projects often have similar schedules, and multiple projects often require immediate attention at the same time. The project management and engineering staff provided for in this item will be critical for the parks and stormwater projects to be able to be completed successfully and on time.

Operating Budget Impact:

Annual costs for each position include salary and benefits plus ongoing employee training, city equipment, cell phone, and general supplies, which are anticipated to be approximately \$1,000 per employee per year.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 732,095
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures (FY2024-FY2028)	\$ 732,095

Funding Type	Amount
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 732,095
Total Funding	\$ 0
City's Contribution (FY2024-FY2028)	\$ 732,095

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BUILDING PROJECT BOND FUND

In November 2016, Creve Coeur voters approved a ballot measure that authorized the issuance of general obligation bonds of \$10.69 million for the purpose of constructing, furnishing, and equipping a new police station on the existing Government Center property and making safety, security, and accessibility renovations to the existing Government Center.

Building Project Bond Fund Expenses

The expenses for the police building project began in FY2018 and continued through FY2020. This project was completed slightly below budget.

Now that the police building project is complete, the remaining balance of this fund will be allocated to safety, security, and accessibility improvements to the Creve Coeur Government Center and the Police Station. Planning and design for the renovation of the Government Center are identified as a project in the Capital Fund. Renovations of the Government Center are planned for each year FY2024 through FY2028. Future Capital Improvement Programs will program the contribution from the Building Project Bond Fund for the Government Center project.

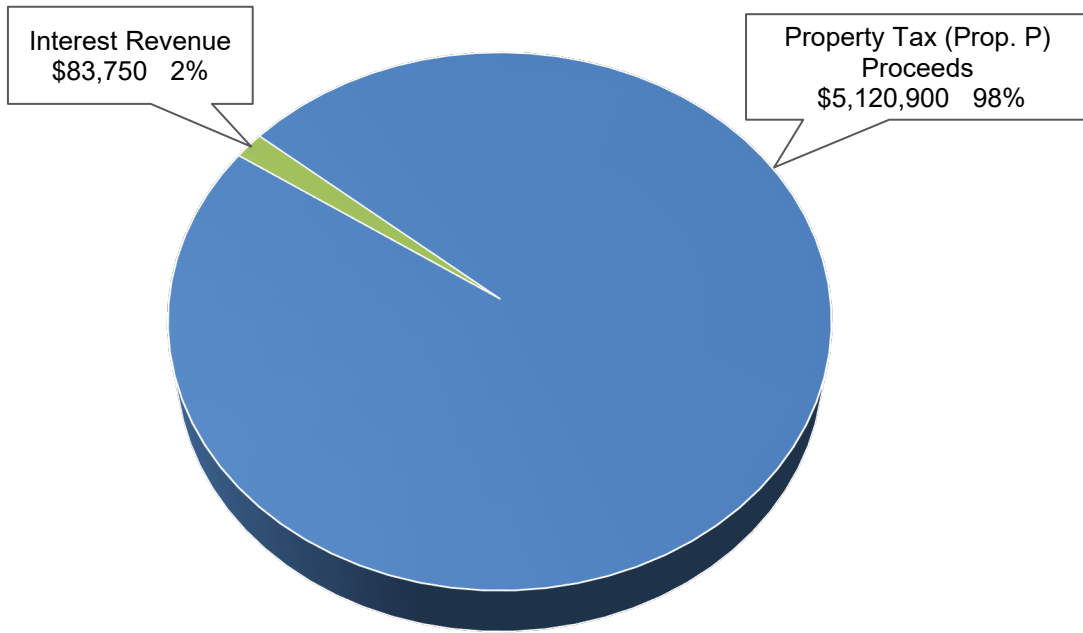
Debt Service

Most of the remaining revenues and expenses for the Building Project Bond Fund involve the debt service for the bonds. The debt service for the Building Project Bond Fund will be paid through a 20-year real estate and personal property tax levy, which is anticipated to sunset in 2037.

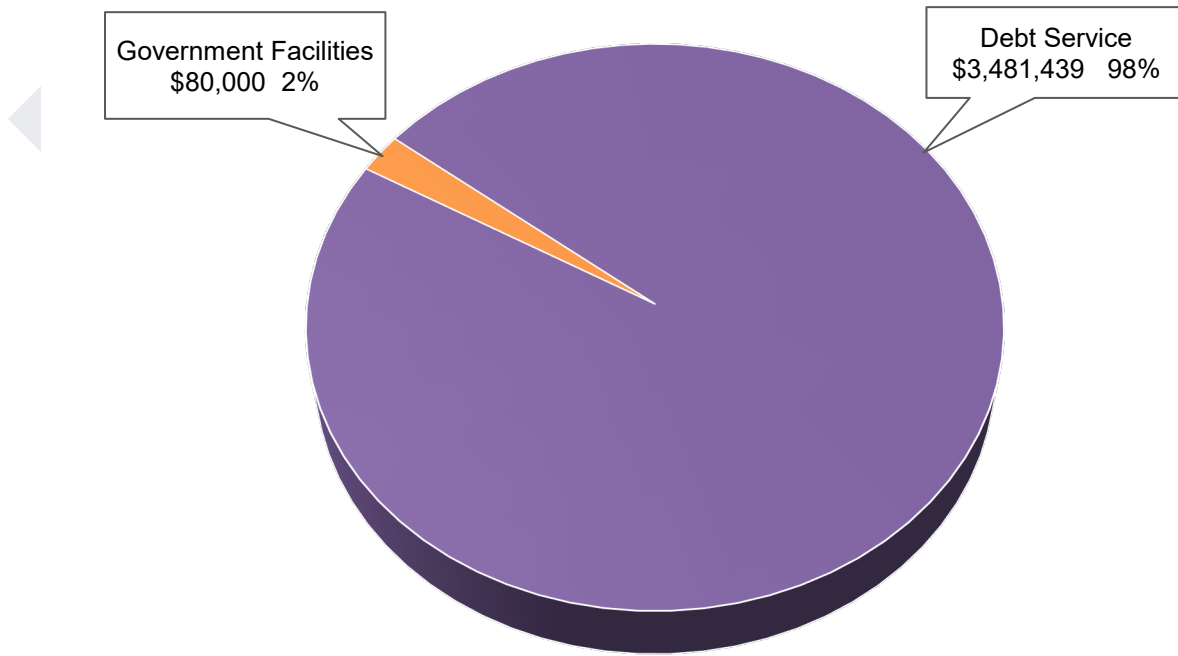
The property tax that funds the debt service was increase by approximately 24% in FY2023 and is proposed to increase through the five-year capital plan.

Summaries of the projected revenues and expenses for the Building Project Bond Fund are included on the next page, and details about the two projects that are proposed to be financed through this fund can be found in the project summary sheets that follow.

**Building Project Bond Fund Revenues
FY2024-FY2028**



**Building Project Bond Fund Expenses
FY2024-FY2028**



POLICE PARKING LOT SECURITY FENCE

Estimated Annual Costs						
Prior Year	FY2023	FY2024	FY2025	FY2026	FY2027	Future
\$0	\$0	\$0	\$80,000	\$0	\$0	\$0

Project Description:

The Police Department's vehicle fleet parking lot is located on the east side of the Police Building. Access to this lot is controlled along the driveways with vehicle security barriers, but the lot is otherwise open for pedestrians to enter. This project would construct a fence and automated gates to secure this parking lot.

Existing Conditions:

The parking lot for the City's police vehicles currently limits vehicular access through the use of vehicle security barriers at both entrances to the area. A pedestrian, however, would have only minimal restrictions from entering this parking lot.

Justification: *Public Safety*

The City's police vehicles need to be located in a secure area so that they are most likely to be available to respond to calls for service and emergencies. Although there are not specific CALEA requirements for the proposed fence, there are generally accepted practices in the field of security and emergency management that fencing, barriers, and other "target hardening" methods should be used to protect critical facilities, including police departments, emergency operation centers, and jails – all of which are functions of the Creve Coeur police building.

Operating Budget Impact:

The proposed gates would require electricity to operate, but the additional cost to the City is expected to be negligible.

Comments:

None.

POLICE PARKING LOT SECURITY FENCE**CONTINUED**

Expenditure Type	Amount
Planning, Design, and Engineering	\$ 80,000
Land Acquisition	\$ 0
Construction	\$ 0
Equipment	\$ 0
Other	\$ 0
Total Expenditures	\$ 80,000

Funding Type	Amount
Outside Funding	\$ 0
Total Funding	\$ 0

Summary	Amount
Total Expenditures	\$ 80,000
Total Funding	\$ 0
City's Contribution	\$ 80,000

CAPITAL FUND

9501 GOVERNMENT FACILITIES	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Accessibility Improvements (CDBG)	-	-	20,000	20,000	-	20,000	20,000	20,000	20,000
02 Government Center Renovations	250,000	56,949	400,000	38,317	30,000	30,000	30,000	30,000	30,000
03 Government Center Parking Lot Repairs	25,000	9,930	-	-	-	-	-	-	-
04 Salt Dome Roof Repairs (Insurance Claim)	60,000	-	-	-	60,000	-	-	-	-
05 Police Department Repair (Insurance Claim)	-	32,826	-	-	-	-	-	-	-
06 Government Center Roof Repairs (Insurance Claim)		-		5,653	250,000				
07 Demo of 1030 N Lindbergh Blvd Building					40,000				
08 Roofing for Public Works Garage					-		500,000		
09 EV Charging Stations at the Police Station and Government Center (Grant Match)					112,500				
Subtotal (Government Facilities)	335,000	99,705	420,000	63,970	492,500	50,000	550,000	50,000	50,000
% of Total Capital Fund Outlay	7%	4%	8%	1%	7%	1%	13%	2%	2%

9506 PARKS AND RECREATIONAL FACILITIES	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
02 Park or Dielmann Complex Improvements (Grant Match)	-	-	30,500	-	-	30,500	-	30,500	-
14 Ice Arena Refrigerant Switchover (Municipal & ARPA Grant)	20,000	20,000	100,000	234,450	1,100,000	1,100,000	-	-	-
15 Malcolm Terrace Parking Lot Improvements (CDBG Grant)	-	35	-	-	-	-	-	-	-
16 Dielmann Recreation Complex HVAC Replacement - Phase 2	110,000	-	110,000	110,000	-	-	-	-	-
17 Dielmann Recreation Complex Roof Drainage	50,000	-	30,000	42,355	93,000	-	-	-	-
18 Ice Arena Flooring Replacement	-	-	-	-	200,000	-	-	-	-
20 Park Preliminary Design - Millennium Park (Park Planning Grant)	-	7,000	-	-	-	-	-	-	-
21 Ice Arena Dehumidification System Repair (ARPA)		45,729	-	75,000	-	-	-	-	-
22 Ice Arena Evaluation	-	30,960	-	-	-	-	-	-	-
23 Dielmann Complex Concessions Area Renovation (Planning & Design)			30,000	20,000	-	-	-	-	-
24 Dielmann Recreation Complex Fire Alarm Repair (Insurance Claim)	-	19,760	-	4,834	-	-	-	-	-
25 Golf Course Perimeter Fencing Replacement			-	-	40,000	-	70,000	-	-
26 Golf Course Maintenance Bridge			-	-	-	-	-	-	200,000
27 Dielmann Structural Repairs			-	3,600	20,000				
28 Accessibility Improvements (CDBG)					20,000				
29 Roofing for Ice Arena (Insurance Claim)							400,000		
30 Dielmann Compressor Repairs (ARPA)				99,390					
31 Temporary Portable Ice Rink Refrigerant System					120,000				
32 Golf Course Maintenance Building Replacement					30,000				
Subtotal (Parks and Recreational Facilities)	180,000	123,484	300,500	589,629	1,623,000	1,130,500	470,000	30,500	200,000
% of Total Capital Fund Outlay	4%	4%	6%	8%	23%	23%	11%	1%	7%

9510 STREETS AND SIDEWALKS	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Street and Sidewalk Maintenance Program	1,375,000	1,395,564	1,400,000	1,899,992	1,421,000	1,442,300	1,463,900	1,485,900	1,508,200
02 Street Reconstruction/Rehabilitation	-	-	300,000	482,085	300,000	-	300,000	-	300,000
04 Fernview Sidewalk Concept Plan - Phase 1 Olive to Gallagher (Design & Grant Match)	35,000	34,765	-	1,534	50,000	60,000	160,000	-	-
05 New Ballas Median Plantings	-	8,800	-	-	-	-	-	-	-
06 Signal Enhancement Projects	180,000	272,843	-	-	-	-	-	-	-
07 Emerson Road Improvement Project (STP Grant)	-	23,353	-	-	-	-	-	-	-
09 Mosley Road Improvement Project (STP Grant)	1,340,000	203,199	-	1,124,563	-	-	-	-	-
10 N Ballas Road Improvements - Phase 1 - Olive to Craig (STP Grant)	180,000	108,796	1,136,600	1,136,600	-	-	-	-	-

11 N Ballas Sidewalk - Phase 3 (TAP Grant)	-	5,472	210,000	-	-	-	100,000	-	-
12 Lindbergh-Old Olive Intersection (State Cost-Share; STP Grant)	25,000	70,615	460,000	460,000	2,045,500	-	-	-	-
13 Olive-Lindbergh Interchange Enhancements	30,000	-	-	-	30,000	-	-	-	-
14 Pavement Condition Ratings Update	45,000	24,785	-	27,962	-	-	-	-	-
15 Olive Median Enhancement Stock	75,000	22,997	-	59,105	20,000	20,000	20,000	20,000	20,000
16 Craig Road Improvements (STP Grant)	-	-	150,000	225,600	100,000	1,300,000	-	-	-
17 N Ballas Road Improvements - Phase 2 S. New Ballas (Design & Grant Match)	-	-	-	-	150,000	20,000	250,000	-	-
18 N Ballas Road Improvements - Phase 3 - Ladue to Magna C (Design & Grant Match)	-	-	-	-	-	150,000	20,000	250,000	-
19 N Ballas Road Improvements - Phase 4 - Magna C to Olive (Design & Grant Match)	-	-	-	-	-	-	125,000	25,000	250,000
20 Ladue Road Improvements - Phase 1 (Design & Grant Match)	-	-	-	-	-	-	-	150,000	-
21 Olive-270 Overpass Cleaning & Painting	-	-	-	-	80,000	-	-	-	-
22 Old Olive Sidewalk Extension (Design)					25,000	60,000			
23 Fernview Sidewalk - Phase 2 Gallagher to LeHavre (Design & Grant Match)							80,000		
Subtotal (Streets and Sidewalks)	3,285,000	2,171,189	3,656,600	5,417,441	4,221,500	3,052,300	2,518,900	1,930,900	2,078,200
% of Total Capital Fund Outlay	71%	79%	73%	77%	59%	63%	61%	73%	70%

9516 CAPITAL EQUIPMENT	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Public Works Capital Equipment **	532,690	186,035	331,000	408,355	619,000	401,800	398,800	408,500	428,000
02 Golf Course Capital Equipment	25,000	23,486	-	-	55,000	65,000	-	65,000	40,000
03 Police Department Capital Equipment	42,000	-	42,000	41,530					
04 Phone System Replacement	52,000	42,434	-	-	-	-	-	-	-
05 Public Works Facility Gasoline System Replacement	-	-	-	-	-	-	-	-	-
06 Permitting Software	70,000	-	70,000	156,649	-	-	-	-	-
07 Meeting Management Software	-	-	20,000	13,128	-	-	-	-	-
08 Active Net Software		16,027							
09 Capital Equipment Back Order				241,520					
Subtotal (Capital Equipment)	721,690	267,982	463,000	861,182	674,000	466,800	398,800	473,500	468,000
% of Total Capital Fund Outlay	16%	10%	9%	12%	9%	10%	10%	18%	16%

**** Current projections show that equipment may take up to two years between ordering and delivery. Payment for equipment occurs upon delivery, so the actual amounts shown may misleadingly suggest that no equipment was ordered.**

CAPITAL PROJECT ADMINISTRATION	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Project Management	93,082	93,634	145,258	138,542	153,104	157,700	162,500	167,400	172,500
Subtotal (Administration)	93,082	93,634	145,258	138,542	153,104	157,700	162,500	167,400	172,500
% of Total Capital Fund Outlay	2%	3%	3%	2%	2%	3%	4%	6%	6%

TOTAL CAPITAL FUND OUTLAY	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
	4,614,772	2,755,994	4,985,358	7,070,764	7,164,104	4,857,300	4,100,200	2,652,300	2,968,700

9514 DEBT SERVICE	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
N/A	-	-	-	-	-	-	-	-	-
Subtotal	-	-	-	-	-	-	-	-	-
% of Total Year End Figures	0%	0%	0%	0%	0%	0%	0%	0%	0%

TOTAL YEAR END FIGURES (Capital Outlay & Debt Service)	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
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(Capital Outlay & Debt Service)	4,614,772	2,755,994	4,985,358	7,070,764	7,164,104	4,857,300	4,100,200	2,652,300	2,968,700
CAPITAL FUND REVENUES	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	2,062,368	2,052,949	2,620,094	2,620,094	1,719,724	1,299,455	517,730	300,572	680,539
Estimated Capital Improvement Sales Tax Revenue (Half-Cent Sales Tax)	1,911,932	2,195,653	2,206,608	2,422,402	2,470,850	2,520,267	2,545,470	2,570,924	2,596,634
Estimated Interest Revenue	4,000	6,166	2,150	28,468	17,575	9,773	7,572	11,342	12,214
Estimated Additional Revenue (Grants, Reimbursement, and Other)	839,000	718,220	1,448,346	3,302,524	3,845,410	1,135,535	920,000	40,000	40,000
Proceeds from Equipment Sales	10,000	3,100	10,000	17,000	10,000	10,000	10,000	10,000	10,000
General Fund Transfers In	650,000	400,000	800,000	400,000	400,000	400,000	400,000	400,000	400,000
Total Revenues & General Fund Transfers In - Capital Fund	3,414,932	3,323,139	4,467,104	6,170,394	6,743,835	4,075,575	3,883,042	3,032,267	3,058,848
Total Anticipated Year End Expenditures	4,614,772	2,755,994	4,985,358	7,070,764	7,164,104	4,857,300	4,100,200	2,652,300	2,968,700
Ending Fund Balance (Cash Basis) - Capital Fund	862,528	2,620,094	2,101,840	1,719,724	1,299,455	517,730	300,572	680,539	770,686

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
ADA Improvements (Community Development Block Grant)	-	-	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Insurance Proceeds - Public Works Gate	-	177,802	-	6,345	-	-	-	-	-
Emerson Road Improvement Project (STP Grant)	-	444,000	-	-	-	-	-	-	-
Mosley Road Improvements - North Phase (STP Grant)	676,000	54,694	705,306	680,014	-	-	-	-	-
New Ballas Improvements - Phase 1 (STP Grant)	144,000	-	144,000	144,000	816,000	-	-	-	-
Park Path Improvements (Municipal Park Grant)	-	-	-	-	-	-	-	-	-
Lindbergh-Old Olive Intersection (State Cost-Share Program)	15,000	-	95,200	50,000	875,050	-	-	-	-
Lindbergh-Old Olive Intersection (STP Grant)	-	-	229,840	229,840	934,360	-	-	-	-
New Ballas Sidewalk - Phase 3 (TAP Grant)	4,000	-	4,000	4,000	-	-	-	-	-
Signal Enhancement Reimbursement (MoDOT)	-	-	-	-	-	-	-	-	-
Ice Arena Refrigerant Switchover (Municipal Park Grant)	-	-	-	-	-	525,000	-	-	-
Millennium Park Preliminary Design (Municipal Park Planning Grant)	-	-	-	-	-	-	-	-	-
Craig Road Improvements (STP Grant)	-	-	-	-	80,000	-	880,000	-	-
Olive TDD Closeout	-	-	250,000	250,000	-	-	-	-	-
Misc.	-	41,724	-	-	-	-	-	-	-
Olive Median Enhancement Stock (Insurance Proceeds)				20,000	20,000	20,000	20,000	20,000	20,000
Ice Arena Refrigerant Switchover (ARPA)				234,450	1,100,000	570,535			
Ice Arena Dehumidification System Repair (ARPA)				75,000					
Dielmann Compressor Repairs (ARPA)				99,390					
Street and Sidewalk Maintenance Program (ARPA)				1,489,485					
Subtotal	839,000	718,220	1,448,346	3,302,524	3,845,410	1,135,535	920,000	40,000	40,000

PARKS AND STORMWATER FUND

9501 GOVERNMENT FACILITIES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal (Government Facilities) % of Total Parks-Stormwater Tax Fund Outlay	N/A	-	N/A	-	N/A	-	0%	-	0%	-	0%	-	0%

9506 PARKS AND RECREATIONAL FACILITIES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Park Preliminary Designs	-	-	-	-	50,000	-	-	-	-	-	-	-	-
02 Implementation of Park Master Plan	-	-	-	-	500,000	-	-	-	-	-	-	-	-
03 Historic Building Rehabilitation and Preservation	-	-	-	-	25,000	-	25,000	25,000	100,000	25,000	25,000	25,000	25,000
04 Conway Park Cabins Relocation	-	-	-	-	-	-	75,000	65,012	-	-	-	-	-
05 Park Restroom Renovations	-	-	-	-	110,000	26,588	40,000	23,500	120,000	60,000	60,000	-	-
06 Park Path Improvements (Municipal Park Grant)	-	-	-	-	680,000	481,532	-	163,952	-	-	-	-	-
07 Malcolm Terrace Parking Lot Improvements (CDBG Grant)	-	-	-	-	50,000	74,584	-	-	-	-	-	-	-
08 Park Identification Signage Master Plan	-	-	-	-	20,000	-	-	-	-	20,000	-	-	-
09 Park Parking Lot Sealing	-	-	-	-	50,000	15,570	-	-	-	-	-	25,000	-
10 Park Furniture Replacement	-	-	-	-	80,000	-	-	-	20,000	20,000	20,000	20,000	20,000
11 Malcolm Terrace Park Trail Improvements	-	-	-	-	150,000	66,179	-	22,044	-	-	25,000	-	-
12 Repaint & Restripe Conway Park and Lake School Park Tennis Courts	-	-	-	-	75,000	115,170	-	-	-	-	-	-	-
13 Remove Small Playground at Millennium Park	-	-	-	-	20,000	-	-	-	-	-	-	-	-
14 Millennium Park Improvements - Phase 1	-	-	-	-	-	66,901	1,590,000	61,630	2,300,000	-	-	-	-
15 Millennium Park Improvements - Phase 2 - Trails & Ridgemoor Forest Connection	-	-	-	-	-	-	100,000	-	-	-	100,000	850,000	-
17 Venable Park Improvements - Phase 1 - Trail, Bridge, Tennis Courts & Splash pad	-	-	-	-	-	-	-	-	125,000	2,000,000	-	-	-
19 Playground Safety Surface Replacement (Venable 2023 & Conway 2026)	-	-	-	-	-	-	-	131,270	-	-	125,000	-	-
20 Lake School Park - Phase 1 - Master Plan, Grading & Playground								39,100		75,000	350,000		
21 Millennium Park - Phase 3 - Park Entrance & Parking Lot Improvements												70,000	400,000
22 Lake School Park - Phase 2 - Tennis Court Complex													1,000,000
23 39N Greenway Connection to Centennial Trail									33,750				
24 Venable Park Memorial (HDR Foundation Grant)								11,500	288,500				
Subtotal (Parks and Recreational Facilities) % of Total Parks and Stormwater Fund Outlay	N/A	-	N/A	-	1,810,000	846,524	1,830,000	543,008	2,987,250	2,200,000	705,000	990,000	1,445,000

9509 STORMWATER	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Watershed Management Plan	-	-	-	-	15,000	-	200,000	448,026	50,000	-	-	-	-
02 Implementation of the Watershed Management Plan	-	-	-	-	-	-	-	-	-	500,000	500,000	600,000	600,000
03 Stormwater Improvements (Deer Creek - Deer Creek OMCI)	-	-	-	-	-	-	-	-	-	224,000	224,000	224,000	224,000
04 Hibler Roadside Drainage	-	-	-	-	50,000	-	25,000	70,673	339,000	-	-	-	-
05 Alden Lane Drain Replacement (Deer Creek OMCI)	-	-	-	-	35,000	9,700	20,000	39,533	67,000	-	-	-	-
06 Ballas Culvert Erosion Rehabilitation (Deer Creek OMCI)	-	-	-	-	75,000	4,940	50,000	84,947	380,000	-	-	-	-
07 Golf Course Pond Aeration (Deer Creek OMCI)	-	-	-	-	25,000	-	25,000	13,000	64,000	-	-	-	-
08 Hibler Woods Drain Replacement	-	-	-	-	-	-	20,000	-	30,000	-	-	-	-
09 Stormwater Concept Plans (Design)	-	-	-	-	-	-	175,000	-	150,000	-	-	-	-
10 Middlebrook Stormwater Restoration - Tree Plantings	-	-	-	-	-	13,400	-	-	-	-	-	-	-
11 Lake Dredging - Conway Park & Golf Course (Design & Construction)									40,000	450,000	200,000		
12 Millennium Park Detention Emergency Repair								241,200	-				
Subtotal (Stormwater) % of Total Parks and Stormwater Fund Outlay	N/A	-	N/A	-	200,000	28,040	515,000	897,379	1,120,000	1,174,000	924,000	824,000	824,000

9510 STREETS AND SIDEWALKS	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal (Streets and Sidewalks) % Total Parks-Stormwater Tax Fund Outlay	N/A	-	N/A	-	0%	-	0%	-	0%	-	0%	-	0%

9516 CAPITAL EQUIPMENT	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Parks Capital Equipment	-	-	-	-	-	-	30,000	-	30,000	-	-	-	-

	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal (Capital Equipment)	-	-	-	-	-	-	-	-	-	-	-	-	-
% of Total Parks and Stormwater Fund Outlay	N/A	N/A	N/A	N/A	0%	0%	1%	0%	1%	0%	0%	0%	0%
CAPITAL PROJECT ADMINISTRATION	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Project Management	-	-	-	-	104,364	42,002	120,896	132,035	137,795	142,000	146,300	150,700	155,300
Subtotal (Administration)	-	-	-	-	104,364	42,002	120,896	132,035	137,795	142,000	146,300	150,700	155,300
% of Total Parks and Stormwater Fund Outlay	N/A	N/A	N/A	N/A	5%	5%	5%	8%	3%	4%	8%	8%	6%
CAPITAL OUTLAY SUMMARY	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
Total Parks-Stormwater Tax Fund Outlay	-	-	-	-	2,114,364	916,566	2,495,896	1,572,422	4,275,045	3,516,000	1,775,300	1,964,700	2,424,300
% of Total Annual Expenses	N/A	N/A	N/A	N/A	85%	71%	84%	76%	88%	86%	75%	76%	80%
OPERATIONS AND MAINTENANCE	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
Transfer Out - General Fund (Parks and Stormwater Operations and Maintenance)	-	-	-	-	380,000	380,000	492,198	492,198	582,434	594,082	605,964	612,023	618,144
Subtotal	-	-	-	-	380,000	380,000	492,198	492,198	582,434	594,082	605,964	612,023	618,144
% of Total Annual Expenses	N/A	N/A	N/A	N/A	15%	29%	16%	24%	12%	14%	25%	24%	20%
9514 DEBT SERVICE	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
N/A	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-
% of Total Annual Expenses	N/A	N/A	N/A	N/A	0%	0%	0%	0%	0%	0%	0%	0%	0%
TOTAL ANNUAL EXPENSES (Capital Outlay, Transfers Out, and Debt Service)	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
	-	-	-	-	2,494,364	1,296,566	2,988,094	2,064,620	4,857,479	4,110,082	2,381,264	2,576,723	3,042,444
PARKS AND STORMWATER FUND REVENUES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	-	-	-	-	485,907	485,907	2,988,692	2,988,692	4,106,102	2,644,083	1,803,728	2,731,010	3,500,368
Estimated Parks-Stormwater Tax Revenue (Half-Cent Sales Tax)	-	-	-	485,907	1,900,000	2,564,852	2,485,601	2,912,168	2,970,411	3,029,819	3,060,117	3,090,718	3,121,625
Estimated Interest Revenue	-	-	-	-	100	4,466	100	52,862	25,049	15,908	24,429	31,363	31,705
Estimated Additional Revenue (Grants, Reimbursement, and Other)	-	-	-	-	595,500	480,500	140,000	217,000	400,000	224,000	224,000	224,000	-
Capital Fund Transfers In	-	-	-	-	-	-	-	-	-	-	-	-	-
General Fund Transfers In	-	-	-	-	-	749,533	-	-	-	-	-	-	-
Proceeds from Equipment Sales	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues & Transfers In - Parks and Stormwater Fund	-	-	-	485,907	2,495,600	3,799,351	2,625,701	3,182,030	3,395,460	3,269,727	3,308,546	3,346,081	3,153,330
Total Anticipated Year End Expenditures	-	-	-	-	2,494,364	1,296,566	2,988,094	2,064,620	4,857,479	4,110,082	2,381,264	2,576,723	3,042,444
Ending Fund Balance (Cash Basis) - Parks and Stormwater Fund	-	-	-	485,907	487,143	2,988,692	2,626,299	4,106,102	2,644,083	1,803,728	2,731,010	3,500,368	3,611,254
ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
ADA Improvements (Community Development Block Grant)	-	-	-	-	20,000	40,000	-	-	-	-	-	-	-
Stormwater Improvements (Deer Creek OMCI)	-	-	-	-	-	-	-	-	-	224,000	224,000	224,000	-
Alden Lane Drain Replacement (Deer Creek OMCI)	-	-	-	-	35,000	-	40,000	40,000	-	-	-	-	-
Ballas Culvert Erosion Rehabilitation (Deer Creek OMCI)	-	-	-	-	75,000	-	75,000	75,000	250,000	-	-	-	-
Golf Course Pond Aeration (Deer Creek OMCI)	-	-	-	-	25,000	-	25,000	25,000	-	-	-	-	-
Park Path Improvements (Municipal Park Grant)	-	-	-	-	440,500	440,500	-	77,000	-	-	-	-	-
Venable Park Memorial (HDR Foundation Grant)	-	-	-	-	-	-	-	-	100,000	-	-	-	-
Venable Park Memorial (Private Donations)	-	-	-	-	-	-	-	-	50,000	-	-	-	-
Annual Total	-	-	-	-	595,500	480,500	140,000	217,000	400,000	224,000	224,000	224,000	-

BUILDING PROJECT BOND FUND (PROP P)

BUILDING PROJECT BOND FUND REVENUES	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	1,125,799	1,125,799	1,123,984	1,123,984	1,156,879	1,109,879	1,142,879	1,175,879	1,208,879
Estimated Bond Proceeds	-	-	-	-	-	-	-	-	-
Estimated Interest Revenue	2,000	3,185	2,000	32,895	33,000	33,000	33,000	33,000	33,000
Reimbursement from Smoke Evacuation System Settlement	-	-	-	-	-	-	-	-	-
Transfers In	-	-	-	-	-	-	-	-	-
Total Revenues & Transfers In	2,000	3,185	2,000	32,895	33,000	33,000	33,000	33,000	33,000
9501 BUILDING DESIGN AND CONSTRUCTION	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Police Building Professional Services	-	5,000	-	-	-	-	-	-	-
02 Police Building Site Work and Building Construction	-	-	-	-	-	-	-	-	-
03 Government Center Accessibility & Security Improvements	-	-	-	-	-	-	-	-	-
04 Government Center Electrical Switchgear Replacement	-	-	-	-	-	-	-	-	-
05 Government Center Renovations	50,000	-	-	-	-	-	-	-	-
06 Police Parking Lot Security Fence	-	-	-	-	80,000	-	-	-	-
Transfers Out	-	-	-	-	-	-	-	-	-
Total Anticipated Year End Expenditures & Transfers	50,000	5,000	-	-	80,000	-	-	-	-
Ending Fund Balance (Cash Basis) - Building Project Bond Fund	1,077,799	1,123,984	1,125,984	1,156,879	1,109,879	1,142,879	1,175,879	1,208,879	1,241,879

9514 DEBT SERVICE	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
DEBT SERVICE (PROP P) REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)	752,787	752,787	817,964	817,964	429,691	707,883	985,675	1,292,105	1,599,898
Estimated Property Tax Collection Revenue	657,232	779,721	657,232	910,000	964,600	964,600	993,538	993,538	1,023,344
Estimated Interest Revenue	750	2,082	750	9,400	9,500	9,500	9,500	9,500	9,500
Total Anticipated Revenues	657,982	781,803	657,982	919,400	974,100	974,100	1,003,038	1,003,038	1,032,844
DEBT SERVICE (PROP P) EXPENSES									
Estimated Expenditures	320	320	320	599,001	320	320	320	320	320
Estimated Interest Expenses	261,306	261,306	247,656	238,672	215,588	205,988	191,288	179,925	167,050
Estimated Principal Expenses	455,000	455,000	470,000	470,000	480,000	490,000	505,000	515,000	530,000
Total Anticipated Expenditures	716,626	716,626	717,976	1,307,673	695,908	696,308	696,608	695,245	697,370
Ending Cash Balance - Debt Service	694,143	817,964	757,970	429,691	707,883	985,675	1,292,105	1,599,898	1,935,372

9501 GOVERNMENT FACILITIES ACCOUNT SUMMARY

CAPITAL FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Accessibility Improvements (CDBG)	-	-	20,000	20,000	-	20,000	20,000	20,000	20,000
02 Government Center Renovations	250,000	56,949	400,000	38,317	30,000	30,000	30,000	30,000	30,000
03 Government Center Parking Lot Repairs	25,000	9,930	-	-	-	-	-	-	-
04 Salt Dome Roof Repairs (Insurance Claim)	60,000	-	-	-	60,000	-	-	-	-
05 Police Department Repair (Insurance Claim)	-	32,826	-	-	-	-	-	-	-
06 Government Center Roof Repairs (Insurance Claim)		-		5,653	250,000				
07 Demo of 1030 N Lindbergh Blvd Building					40,000				
08 Roofing for Public Works Garage					-		500,000		
09 EV Charging Stations at the Police Station and Government Center (Grant Match)					112,500				
Subtotal - Government Facilities Expenses - Capital Fund	335,000	99,705	420,000	63,970	492,500	50,000	550,000	50,000	50,000

PARKS AND STORMWATER FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
	-	-		-	-	-	-	-	-
	-	-		-	-	-	-	-	-
	-	-		-	-	-	-	-	-
Subtotal - Government Facilities Expenses - Parks and Stormwater Fund	-	-	-	-	-	-	-	-	-

BUILDING PROJECT BOND FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Police Building Professional Services	-	5,000	-	-	-	-	-	-	-
02 Police Building Site Work and Building Construction	-	-	-	-	-	-	-	-	-
03 Government Center Accessibility & Security Improvements	-	-	-	-	-	-	-	-	-
04 Government Center Electrical Switchgear Replacement	-	-	-	-	-	-	-	-	-
05 Government Center Renovations	50,000	-	-	-	-	-	-	-	-
06 Police Parking Lot Security Fence	-	-	-	-	80,000	-	-	-	-
Transfers Out	-	-	-	-	-	-	-	-	-
Subtotal - Government Facilities Expenses - Building Project Bond Fund	50,000	5,000	-	-	80,000	-	-	-	-

TOTAL CAPITAL EXPENSES (ALL FUNDS) GOVERNMENT FACILITIES	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
Total Capital Expenses - Government Facilities	\$ 385,000	\$ 104,705	\$ 420,000	\$ 63,970	\$ 572,500	\$ 50,000	\$ 550,000	\$ 50,000	\$ 50,000

9506 PARKS AND RECREATIONAL FACILITIES ACCOUNT SUMMARY

CAPITAL FUND	FY2022 ACTUAL	FY2022 PROJECTED	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
02 Park or Dielmann Complex Improvements (Grant Match)	-	-	30,500	-	-	30,500	-	30,500	-
14 Ice Arena Refrigerant Switchover (Municipal & ARPA Grant)	20,000	20,000	100,000	234,450	1,100,000	1,100,000	-	-	-
15 Malcolm Terrace Parking Lot Improvements (CDBG Grant)	-	35	-	-	-	-	-	-	-
16 Dielmann Recreation Complex HVAC Replacement - Phase 2	110,000	-	110,000	110,000	-	-	-	-	-
17 Dielmann Recreation Complex Roof Drainage	50,000	-	30,000	42,355	93,000	-	-	-	-
18 Ice Arena Flooring Replacement	-	-	-	-	200,000	-	-	-	-
20 Park Preliminary Design - Millennium Park (Park Planning Grant)	-	7,000	-	-	-	-	-	-	-
21 Ice Arena Dehumidification System Repair (ARPA)	-	45,729	-	75,000	-	-	-	-	-
22 Ice Arena Evaluation	-	30,960	-	-	-	-	-	-	-
23 Dielmann Complex Concessions Area Renovation (Planning & Design)	-	-	30,000	20,000	-	-	-	-	-
24 Dielmann Recreation Complex Fire Alarm Repair (Insurance Claim)	-	19,760	-	4,834	-	-	-	-	-
25 Golf Course Perimeter Fencing Replacement	-	-	-	-	40,000	-	70,000	-	-
26 Golf Course Maintenance Bridge	-	-	-	-	-	-	-	-	200,000
27 Dielmann Structural Repairs	-	-	-	3,600	20,000	-	-	-	-
28 Accessibility Improvements (CDBG)	-	-	-	-	20,000	-	-	-	-
29 Roofing for Ice Arena (Insurance Claim)	-	-	-	-	-	-	400,000	-	-
30 Dielmann Compressor Repairs (ARPA)	-	-	-	99,390	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal - Parks and Recreational Facilities Expenses - Capital Fund	180,000	123,484	300,500	589,629	1,473,000	1,130,500	470,000	30,500	200,000

PARKS AND STORMWATER FUND	FY2022 ACTUAL	FY2022 PROJECTED	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Park Preliminary Designs	50,000	-	-	-	-	-	-	-	-
02 Implementation of Park Master Plan	500,000	-	-	-	-	-	-	-	-
03 Historic Building Rehabilitation and Preservation	25,000	-	25,000	25,000	100,000	25,000	25,000	25,000	25,000
04 Conway Park Cabins Relocation	-	-	75,000	65,012	-	-	-	-	-
05 Park Restroom Renovations	110,000	26,588	40,000	23,500	120,000	60,000	60,000	-	-
06 Park Path Improvements (Municipal Park Grant)	680,000	481,532	-	163,952	-	-	-	-	-
07 Malcolm Terrace Parking Lot Improvements (CDBG Grant)	50,000	74,584	-	-	-	-	-	-	-
08 Park Identification Signage Master Plan	20,000	-	-	-	-	20,000	-	-	-
09 Park Parking Lot Sealing	50,000	15,570	-	-	-	-	-	25,000	-
10 Park Furniture Replacement	80,000	-	-	-	20,000	20,000	20,000	20,000	20,000
11 Malcolm Terrace Park Trail Improvements	150,000	66,179	-	22,044	-	-	25,000	-	-
12 Repaint & Restripe Conway Park and Lake School Park Tennis Courts	75,000	115,170	-	-	-	-	-	-	-
13 Remove Small Playground at Millennium Park	20,000	-	-	-	-	-	-	-	-
14 Millennium Park Improvements - Phase 1	-	66,901	1,590,000	61,630	2,300,000	-	-	-	-
15 Millennium Park Improvements - Phase 2 - Trails & Ridgemoor Forest Connection	-	-	100,000	-	-	-	100,000	850,000	-
17 Venable Park Improvements - Phase 1 - Trail, Bridge, Tennis Courts & Splash pad	-	-	-	-	125,000	2,000,000	-	-	-
19 Playground Safety Surface Replacement (Venable 2023 & Conway 2026)	-	-	-	131,270	-	-	125,000	-	-
20 Lake School Park - Phase 1 - Master Plan, Grading & Playground	-	-	-	39,100	-	75,000	350,000	-	-
21 Millennium Park - Phase 3 - Park Entrance & Parking Lot Improvements	-	-	-	-	-	-	-	70,000	400,000
22 Lake School Park - Phase 2 - Tennis Court Complex	-	-	-	-	-	-	-	-	1,000,000
23 39N Greenway Connection to Centennial Trail	-	-	-	-	33,750	-	-	-	-
24 Venable Park Memorial (HDR Foundation Grant)	-	-	-	11,500	288,500	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal - Parks and Rec. Facilities Expenses - Parks and Stormwater Fund	1,810,000	846,524	1,830,000	543,008	2,987,250	2,200,000	705,000	990,000	1,445,000

BUILDING PROJECT BOND FUND	FY2022 ACTUAL	FY2022 PROJECTED	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-

Subtotal - Parks and Rec. Facilities Expenses - Building Project Bond Fund	-	-	-	-	-	-	-	-	-
TOTAL CAPITAL EXPENSES (ALL FUNDS) PARKS AND RECREATIONAL FACILITIES	FY2022 ACTUAL	FY2022 PROJECTED	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
Total Capital Expenses - Parks and Recreational Facilities	\$ 1,990,000	\$ 970,008	\$ 2,130,500	\$ 1,132,637	\$ 4,460,250	\$ 3,330,500	\$ 1,175,000	\$ 1,020,500	\$ 1,645,000

9509 STORMWATER ACCOUNT SUMMARY

CAPITAL FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal - Stormwater Expenses - Capital Fund	-	-	-	-	-	-	-	-	-

PARKS AND STORMWATER FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Watershed Management Plan	15,000	-	200,000	448,026	50,000	-	-	-	-
02 Implementation of the Watershed Management Plan	-	-	-	-	-	500,000	500,000	600,000	600,000
03 Stormwater Improvements (Deer Creek - Deer Creek OMCI)	-	-	-	-	-	224,000	224,000	224,000	224,000
04 Hibler Roadside Drainage	50,000	-	25,000	70,673	339,000	-	-	-	-
05 Alden Lane Drain Replacement (Deer Creek OMCI)	35,000	9,700	20,000	39,533	67,000	-	-	-	-
06 Ballas Culvert Erosion Rehabilitation (Deer Creek OMCI)	75,000	4,940	50,000	84,947	380,000	-	-	-	-
07 Golf Course Pond Aeration (Deer Creek OMCI)	25,000	-	25,000	13,000	64,000	-	-	-	-
08 Hibler Woods Drain Replacement	-	-	20,000		30,000	-	-	-	-
09 Stormwater Concept Plans (Design)			175,000	-	150,000				
10 Middlebrook Stormwater Restoration - Tree Plantings	-	13,400	-	-		-	-	-	-
11 Lake Dredging - Conway Park & Golf Course (Design & Construction)					40,000	450,000	200,000		
12 Millennium Park Detention Emergency Repair				241,200	-				
Subtotal - Stormwater Expenses - Parks and Stormwater Fund	200,000	28,040	515,000	897,379	1,120,000	1,174,000	924,000	824,000	824,000

BUILDING PROJECT BOND FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal - Stormwater Expenses - Building Project Bond Fund	-	-	-	-	-	-	-	-	-

TOTAL CAPITAL EXPENSES (ALL FUNDS) STORMWATER	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
Total Capital Expenses - Stormwater	\$ 200,000	\$ 28,040	\$ 515,000	\$ 897,379	\$ 1,120,000	\$ 1,174,000	\$ 924,000	\$ 824,000	\$ 824,000

9510 STREETS AND SIDEWALKS ACCOUNT SUMMARY

CAPITAL FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Street and Sidewalk Maintenance Program	1,375,000	1,395,564	1,400,000	1,899,992	1,421,000	1,442,300	1,463,900	1,485,900	1,508,200
02 Street Reconstruction/Rehabilitation	-	-	300,000	482,085	300,000	-	300,000	-	300,000
04 Fernview Sidewalk Concept Plan - Phase 1 Olive to Galagher (Design & Grant Match)	35,000	34,765	-	1,534	50,000	60,000	160,000	-	-
05 New Ballas Median Plantings	-	8,800	-	-	-	-	-	-	-
06 Signal Enhancement Projects	180,000	272,843	-	-	-	-	-	-	-
07 Emerson Road Improvement Project (STP Grant)	-	23,353	-	-	-	-	-	-	-
09 Mosley Road Improvement Project (STP Grant)	1,340,000	203,199	-	1,124,563	-	-	-	-	-
10 N Ballas Road Improvements - Phase 1 - Olive to Craig (STP Grant)	180,000	108,796	1,136,600	1,136,600	-	-	-	-	-
11 N Ballas Sidewalk - Phase 3 (TAP Grant)	-	5,472	210,000	-	-	-	100,000	-	-
12 Lindbergh-Old Olive Intersection (State Cost-Share; STP Grant)	25,000	70,615	460,000	460,000	2,045,500	-	-	-	-
13 Olive-Lindbergh Interchange Enhancements	30,000	-	-	-	30,000	-	-	-	-
14 Pavement Condition Ratings Update	45,000	24,785	-	27,962	-	-	-	-	-
15 Olive Median Enhancement Stock	75,000	22,997	-	59,105	20,000	20,000	20,000	20,000	20,000
16 Craig Road Improvements (STP Grant)	-	-	150,000	225,600	100,000	1,300,000	-	-	-
17 N Ballas Road Improvements - Phase 2 S. New Ballas (Design & Grant Match)	-	-	-	-	150,000	20,000	250,000	-	-
18 N Ballas Road Improvements - Phase 3 - Ladue to Magna C (Design & Grant Match)	-	-	-	-	-	150,000	20,000	250,000	-
19 N Ballas Road Improvements - Phase 4 - Magna C to Olive (Design & Grant Match)	-	-	-	-	-	-	125,000	25,000	250,000
20 Ladue Road Improvements - Phase 1 (Design & Grant Match)	-	-	-	-	-	-	-	150,000	-
21 Olive-270 Overpass Cleaning & Painting	-	-	-	-	80,000	-	-	-	-
22 Old Olive Sidewalk Extension (Design)					25,000	60,000			
23 Fernview Sidewalk - Phase 2 Gallagher to LeHavre (Design & Grant Match)							80,000		
Subtotal - Streets and Sidewalks - Capital Fund	3,285,000	2,171,189	3,656,600	5,417,441	4,221,500	3,052,300	2,518,900	1,930,900	2,078,200

PARKS AND STORMWATER FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
Subtotal - Streets and Sidewalks - Parks and Stormwater Fund	-	-	-	-	-	-	-	-

BUILDING PROJECT BOND FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
Subtotal - Streets and Sidewalks - Building Project Bond Fund	-	-	-	-	-	-	-	-

TOTAL CAPITAL EXPENSES (ALL FUNDS)	FY2022	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	
STREETS AND SIDEWALKS	BUDGETED	ACTUAL	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	
Total Capital Expenses - Streets and Sidewalks	\$ 3,285,000	\$ 2,171,189	\$ 3,656,600	\$ 5,417,441	\$ 4,221,500	\$ 3,052,300	\$ 2,518,900	\$ 1,930,900	\$ 2,078,200

9516 CAPITAL EQUIPMENT ACCOUNT SUMMARY

CAPITAL FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Public Works Capital Equipment **	532,690	186,035	331,000	408,355	619,000	401,800	398,800	408,500	428,000
02 Golf Course Capital Equipment	25,000	23,486	-	-	55,000	65,000	-	65,000	40,000
03 Police Department Capital Equipment	42,000	-	42,000	41,530					
04 Phone System Replacement	52,000	42,434	-	-	-	-	-	-	-
05 Public Works Facility Gasoline System Replacement	-	-	-	-	-	-	-	-	-
06 Permitting Software	70,000	-	70,000	156,649	-	-	-	-	-
07 Meeting Management Software	-	-	20,000	13,128	-	-	-	-	-
08 Active Net Software		16,027							
09 Capital Equipment Back Order				241,520					
Subtotal - Capital Equipment - Capital Fund	721,690	267,982	463,000	861,182	674,000	466,800	398,800	473,500	468,000

PARKS AND STORMWATER FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
01 Parks Capital Equipment	-	-	30,000	-	30,000	-	-	-	-
	-	-		-	-	-	-	-	-
	-	-		-	-	-	-	-	-
Subtotal - Capital Equipment - Parks and Stormwater Fund	-	-	30,000	-	30,000	-	-	-	-

BUILDING PROJECT BOND FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal - Capital Equipment - Building Project Bond Fund	-	-	-	-	-	-	-	-	-

TOTAL CAPITAL EXPENSES (ALL FUNDS) CAPITAL EQUIPMENT	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
Total Capital Expenses - Capital Equipment	\$ 721,690	\$ 267,982	\$ 493,000	\$ 861,182	\$ 704,000	\$ 466,800	\$ 398,800	\$ 473,500	\$ 468,000

CAPITAL IMPROVEMENT PROGRAM SUMMARY

CAPITAL FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
Beginning Fund Balance (Estimated Cash Basis as of July 1)	2,062,368	2,052,949	2,620,094	2,620,094	1,719,724	1,299,455	517,730	300,572	680,539
Total Anticipated Annual Revenues	3,414,932	3,323,139	4,467,104	6,170,394	6,743,835	4,075,575	3,883,042	3,032,267	3,058,848
Total Anticipated Annual Expenses	(4,614,772)	(2,755,994)	(4,985,358)	(7,070,764)	(7,164,104)	(4,857,300)	(4,100,200)	(2,652,300)	(2,968,700)
Total Anticipated Debt Service Revenues	-	-	-	-	-	-	-	-	-
Total Anticipated Debt Service Expenses	-	-	-	-	-	-	-	-	-
Ending Cash Balance - Capital Fund	862,528	2,620,094	2,101,840	1,719,724	1,299,455	517,730	300,572	680,539	770,686

PARKS-STORMWATER TAX FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
Beginning Fund Balance (Estimated Cash Basis as of July 1)	485,907	485,907	2,988,692	2,988,692	4,106,102	2,644,083	1,803,728	2,731,010	3,500,368
Total Anticipated Annual Revenues	2,495,600	3,799,351	2,625,701	3,182,030	3,395,460	3,269,727	3,308,546	3,346,081	3,153,330
Total Anticipated Annual Expenses	(2,494,364)	(1,296,566)	(2,988,094)	(2,064,620)	(4,857,479)	(4,110,082)	(2,381,264)	(2,576,723)	(3,042,444)
Total Anticipated Debt Service Revenues	-	-	-	-	-	-	-	-	-
Total Anticipated Debt Service Expenses	-	-	-	-	-	-	-	-	-
Ending Cash Balance - Parks-Stormwater Tax Fund	487,143	2,988,692	2,626,299	4,106,102	2,644,083	1,803,728	2,731,010	3,500,368	3,611,254

BUILDING PROJECT BOND FUND	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	1,878,586	1,878,586	1,941,948	1,941,948	1,586,570	1,817,762	2,128,554	2,467,984	2,808,777
Total Anticipated Annual Revenues	2,000	3,185	2,000	32,895	33,000	33,000	33,000	33,000	33,000
Total Anticipated Annual Expenses	(50,000)	(5,000)	-	-	(80,000)	-	-	-	-
Total Anticipated Debt Service (Prop P) Revenues	657,982	781,803	657,982	919,400	974,100	974,100	1,003,038	1,003,038	1,032,844
Total Anticipated Debt Service (Prop P) Expenses	(716,626)	(716,626)	(717,976)	(1,307,673)	(695,908)	(696,308)	(696,608)	(695,245)	(697,370)
Ending Cash Balance - Building Project Bond Fund	1,771,942	1,941,948	1,883,954	1,586,570	1,817,762	2,128,554	2,467,984	2,808,777	3,177,251

TOTAL COMBINED CAPITAL IMPROVEMENT PROGRAM (CAPITAL, PARKS-STORMWATER, AND BUILDING PROJECT BOND FUNDS)	FY2022 BUDGETED	FY2022 ACTUAL	FY2023 BUDGETED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED
Total Combined Beginning Fund Balance	4,426,862	4,417,442	7,550,734	7,550,734	7,412,396	5,761,300	4,450,012	5,499,566	6,989,683
Total Combined Revenues & Transfers In	6,570,514	7,907,478	7,752,787	10,304,719	11,146,395	8,352,402	8,227,626	7,414,386	7,278,022
Total Combined Anticipated Year End Expenditures & Transfers	(7,875,762)	(4,774,186)	(8,691,428)	(10,443,057)	(12,797,491)	(9,663,690)	(7,178,072)	(5,924,268)	(6,708,514)
Ending Fund Balance (Cash Basis) - All Capital Funds	3,121,614	7,550,734	6,612,093	7,412,396	5,761,300	4,450,012	5,499,566	6,989,683	7,559,191

APPENDIX B
TEN-YEAR CAPITAL IMPROVEMENT PROGRAM
(COMBINED CAPITAL FUND, PARKS AND STORMWATER FUND, AND BUILDING PROJECTS BOND
FUND)
SUMMARY OF REVENUES AND EXPENDITURES
FY2019 - FY2028

	Actual FY2019	Actual FY2020	Actual FY2021	Actual FY2022	Projected FY2023	Projected FY2024	Projected FY2025	Projected FY2026	Projected FY2027	Projected FY2028
BEGINNING FUND BALANCE										
Cash Basis (as of July 1)	\$ 10,885,185	\$ 5,289,205	\$ 3,919,027	\$ 4,417,442	\$ 7,550,734	\$ 7,412,396	\$ 5,761,300	\$ 4,450,012	\$ 5,499,566	\$ 6,989,683

	Actual FY2019	Actual FY2020	Actual FY2021	Actual FY2022	Projected FY2023	Projected FY2024	Projected FY2025	Projected FY2026	Projected FY2027	Projected FY2028
REVENUES										
City Capital Improvement Sales Tax	\$ 2,167,326	\$ 2,025,908	\$ 1,950,326	\$ 2,195,653	\$ 2,422,402	\$ 2,470,850	\$ 2,520,267	\$ 2,545,470	\$ 2,570,924	\$ 2,596,634
Building Project Bond Fund (Prop P)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Building Project Property Tax Collection	\$ 815,260	\$ 934,040	\$ 875,714	\$ 779,721	\$ 910,000	\$ 964,600	\$ 964,600	\$ 993,538	\$ 993,538	\$ 1,023,344
Parks-Stormwater Sales Tax	\$ -	\$ -	\$ 485,907	\$ 2,564,852	\$ 2,912,168	\$ 2,970,411	\$ 3,029,819	\$ 3,060,117	\$ 3,090,718	\$ 3,121,625
Interest on Investments	\$ 139,564	\$ 64,375	\$ 9,277	\$ 15,899	\$ 123,625	\$ 85,124	\$ 68,181	\$ 74,501	\$ 85,205	\$ 86,419
Other Agency Funding	\$ 422,276	\$ 460,692	\$ 198,490	\$ 1,198,720	\$ 3,519,524	\$ 4,245,410	\$ 1,359,535	\$ 1,144,000	\$ 264,000	\$ 40,000
Proceeds from Equipment Sales	\$ -	\$ -	\$ 16,100	\$ 3,100	\$ 17,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Transfers In from Other Funds	\$ 400,000	\$ 593,826	\$ 400,000	\$ 1,149,533	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
TOTAL REVENUES	\$ 3,944,426	\$ 4,078,841	\$ 3,935,814	\$ 7,907,478	\$ 10,304,719	\$ 11,146,395	\$ 8,352,402	\$ 8,227,626	\$ 7,414,386	\$ 7,278,022

	Actual FY2019	Actual FY2020	Actual FY2021	Actual FY2022	Projected FY2023	Projected FY2024	Projected FY2025	Projected FY2026	Projected FY2027	Projected FY2028
EXPENDITURES										
Government Facilities	\$ 6,022,472	\$ 2,016,979	\$ 69,820	\$ 104,705	\$ 63,970	\$ 572,500	\$ 50,000	\$ 550,000	\$ 50,000	\$ 50,000
Parks and Recreational Facilities	\$ 367,850	\$ 158,169	\$ 254,338	\$ 970,008	\$ 1,132,637	\$ 4,610,250	\$ 3,330,500	\$ 1,175,000	\$ 1,020,500	\$ 1,645,000
Stormwater	\$ 3,174	\$ 11,587	\$ 287,721	\$ 28,040	\$ 897,379	\$ 1,120,000	\$ 1,174,000	\$ 924,000	\$ 824,000	\$ 824,000
Streets and Sidewalks	\$ 2,034,781	\$ 2,268,246	\$ 1,994,743	\$ 2,171,189	\$ 5,417,441	\$ 4,221,500	\$ 3,052,300	\$ 2,518,900	\$ 1,930,900	\$ 2,078,200
Capital Equipment	\$ 316,864	\$ 210,895	\$ 18,433	\$ 267,982	\$ 861,182	\$ 704,000	\$ 466,800	\$ 398,800	\$ 473,500	\$ 468,000
Capital Project Administration	\$ 83,612	\$ 90,283	\$ 92,183	\$ 135,636	\$ 270,577	\$ 290,899	\$ 299,700	\$ 308,800	\$ 318,100	\$ 327,800
Debt Service	\$ 711,656	\$ 713,006	\$ 710,742	\$ 716,626	\$ 1,307,673	\$ 695,908	\$ 696,308	\$ 696,608	\$ 695,245	\$ 697,370
Transfers Out	\$ -	\$ -	\$ -	\$ 380,000	\$ 492,198	\$ 582,434	\$ 594,082	\$ 605,964	\$ 612,023	\$ 618,144
TOTAL CAPITAL EXPENDITURES	\$ 9,540,409	\$ 5,469,165	\$ 3,427,980	\$ 4,774,186	\$ 10,443,057	\$ 12,797,491	\$ 9,663,690	\$ 7,178,072	\$ 5,924,268	\$ 6,708,514

ENDING FUND BALANCE (CASH BASIS)	\$ 5,289,202	\$ 3,898,881	\$ 4,426,862	\$ 7,550,734	\$ 7,412,396	\$ 5,761,300	\$ 4,450,012	\$ 5,499,566	\$ 6,989,683	\$ 7,559,191
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APPENDIX C
COMMUNITY RECOMMENDATIONS AND STAFF RESPONSES
CAPITAL IMPROVEMENT PROGRAM
FISCAL YEARS 2024-2028

Each recommendation is summarized below, generally in the order that the request was received. Each recommendation and the corresponding response from City staff are attached.

	Page
1. Michael Meredith (526 Sarah Lane, #31)	2
• <i>Removal of Asian Bush Honeysuckle along Old Ballas Road</i>	
2. Jeannie Jacobs (434 Meadow Green Place)	3
• <i>Adding sidewalks in the County Forest subdivision along Falaise Drive</i>	
3. John McMahon (16 Chaminade Drive)	4
• <i>Road and curb restoration in Chaminade Park</i>	
4. Peter Cohen (No address given)	5
• <i>Repairs and maintenance along Hibler Road</i>	
5. Mike Glodeck (No address given)	6
• <i>Improvements to exits off Lindbergh Boulevard</i>	
6. Ralph and Margie Wasielewski (13105 D'Artagnan Court)	7
• <i>Fernridge Creek streambank restoration</i>	
7. Nancy Dostie (1175 Mill Crossing Drive)	8
• <i>Improve the condition of roadways</i>	
8. Karen Bryan (12351 Woodline Drive)	9
• <i>Suggestions for helping homeowners with stormwater management</i>	
9. Jessica Conick (488 Runnymede Drive)	10
• <i>Replace sections of the Creve Coeur Golf Course fence</i>	

Suggestion

My suggestion for inclusion among the Capital Improvements Projects is to remove the Asian Bush Honeysuckle that grows along the sidewalk beside Old Ballas Road, from its intersection with Emerson going east. Then replacing that growth with a short fence or guardrail, with a mixture of Missouri native plants such as white-tinged sedge (*Carex albicans*), American beautyberry (*Callicarpa americana*), and Flowering Dogwood (*Cornus florida*). The result would be a far more attractive streetscape that would also be more effective against erosion.

Asian Bush Honeysuckle was originally introduced for landscaping and erosion control. I'm sure that many residents probably see it as a barrier and erosion control. Unfortunately, this non-native plant not only enables erosion, but also leaves a wake of ecological destruction in its path. The honeysuckle creates a problem for soil erosion because the ground beneath it becomes bare and its open branching habit under the canopy exposes songbirds' nests to predators. It's only a matter of time before erosion starts eating its way under the sidewalk and collapsing it. Replacing it with a low barrier and native plants would make the sidewalk far more attractive and safer, as the honeysuckle branches are intruding upon the sidewalk space, making it unpleasant to walk through.

Staff Response

Unfortunately, Public Works Staff does not have the resources to manage honeysuckle removals throughout the City. There are, however, volunteer groups in Creve Coeur that focus on honeysuckle removal. Should you choose to volunteer to remove honeysuckle, please contact Public Works, and we will get you in touch with one of the groups.

Jeannie Jacobs (434 Meadow Green Place)
--

Suggestion

We live in the Country Forest subdivision. Falaise Drive is the thoroughfare, and the speed limit is 20 mph. We have no sidewalks. I, like many, walk for exercise most days, and I walk my dogs.

It is very dangerous to walk on Falaise Drive because the speed limit is not observed and the two stop signs are often ignored or rolled through. There are many young families and walkers trying to enjoy our neighborhood. Traffic calming is desperately needed. Sidewalks on one side would be ideal but the residents would be most grateful with any means of slowing traffic.

Staff Response

Thank you for your suggestion. Adding a sidewalk and traffic calming along Falaise Drive is currently not in the City's Sidewalk Program five-year planning window. If funding for pedestrian walkways and traffic calming becomes available, this project will be among those considered.

John McMahon (16 Chaminade Drive)
--

Suggestion

I would like to see the road and curbs in Chaminade Park be addressed. I live at 16 Chaminade Drive and the water is constantly flowing downhill into our yard and driveway. I believe the neighborhood has not had the road worked on in more than 10 years.

Is Creve Coeur responsible for the Email park in our neighborhood? If so, it would be nice if the city could level the lot for kids to use.

Staff Response

Thank you for reaching out and sharing your concerns. City Staff checked into pavement records and confirmed that the Chaminade Subdivision received extensive repairs and a microsurface application in September of 2018. In addition to the asphalt pavement repairs, the City replaced and added large amounts of curbing in the subdivision to help direct stormwater to the inlets including the one near your driveway.

Microsurface is a thick sealcoat which has a service life of 8-10 years. This being said, the next scheduled treatment will likely be in 2026-2028.

If the park area is the grass lawn island in the roadway, the city does not maintain islands in the subdivisions. Islands in the subdivision are maintained by the subdivision's HOA. You may want to reach out to your trustees who may be able to address your interest regarding the island.

Peter Cohen (No address given)

Suggestion

Hibler Road is in poor condition with many potholes and tree/bush growth overlapping the drivable area. Many people use this as a secluded walking area, the hills and trees already provide a low visibility area, dodging brush overhang and potholes only increases an already dangerous situation.

Staff Response

Thank you for your suggestion. The City is pleased to inform you that construction of a stormwater management project is planned for Hibler Road in FY2024. This project will improve the drainage on and along the road and help prevent ponding. The project includes reestablishing the drainage ditch along some sections of the roadway, and this will involve removing some trees and bushes along Hibler Road.

Hibler Road will also be included soon in the Pavement Maintenance Program. Work under this program will improve the road's condition.

Mike Glodeck (No address given)
--

Suggestion

I live off of Lindbergh on the eastern edge of Creve Coeur. The CIP I'd like to see is an improvement to the U-turn/exits off Lindbergh Road at the North Tealbrook Drive cross street and large blank areas inside of the exits. One to the east of Lindbergh and one to the west. As a resident that is forced to take these exits constantly, I'd love to see these areas beautified. In the summer the weeds get tall and are cut down. I'd love to see flowering trees or native flowering plants or something to make the area more appealing. This may be an idea for the Beautification Committee, but I also may be thinking too small.

Staff Response

Thank you for your suggestion. The roadway, islands, and exit are owned and maintained by the State of Missouri, so we would need to look to the State to make these improvements. We have had several discussions with the Missouri Department of Transportation about various roadway concerns in Creve Coeur. Unfortunately, we do not know of any plans to make improvements in this area.

Ralph and Margie Wasielewski (13105 D'Artagnan Court)
--

Suggestion

My wife and I noticed the December Creve Coeur newsletter article "Submit Your Ideas for Capital Improvement Projects" that included erosion control along banks. It shouldn't be a surprise given our pleas at City Council sessions and the Stormwater Committee meetings that we are sending this email to get confirmation that the city is working on a solution as soon as possible for the extreme erosion and dangerous situation that is happening in our backyard.

And that would need to include funding! When my wife and I addressed the City Council almost a year ago, the City Council expressed their desire to address our problem and this would be the time to get it approved.

Staff Response

Thank you for submitting your CIP idea. Fernridge Creek near D'Artagnan Court was one of seven locations identified as a priority by the Stormwater Committee to be evaluated through the Watershed Management Plan.

As the Watershed Management Plan is developed, projects will be ranked and prioritized based on a risk and cost/benefit scoring system. Projects that score highest are the most likely to move into the engineering design phase and then go on to construction.

Nancy Dostie (1175 Mill Crossing Drive)
--

Suggestion

I have lived in six different states and have never seen roads in such disrepair. Crumbling islands, potholes and worn away surfaces, etc. Please use whatever money you have available to save us all from having to buy new tires and shocks. Creve Coeur is a lovely place to live with great shopping, beautiful parks, and access to world class health care, but the roadways are an embarrassment to the community.

Staff Response

Thank you for your suggestions. Mill Crossing Drive is a private street, and you may want to share your roadway conditions concerns with your subdivision's HOA.

For City-owned roads, Creve Coeur has a Pavement Maintenance Program. You can learn more about this program on the City's website, under Government, Public Works.

The Pavement Maintenance Program uses a priority system that considers safety, pavement condition, traffic volume, ongoing programs, and future projects to determine which roads will be addressed with asphalt pavement resurfacing, concrete pavement replacement, microsurfacing, or reconstruction.

To evaluate pavement condition, the City uses a pavement condition index (PCI) that ranks streets on a scale from 0 to 100. Zero represents a failing street, and 100 represents a perfect street. The average PCI the City of Creve Coeur streets is 75, which is considered "very good."

Not all streets within Creve Coeur are owned and maintained by the City. Some streets are owned and maintained by the State of Missouri (MoDOT) or St. Louis County. If you have a concern about a specific roadway, please contact a member of the Public Work's staff to find out who owns the road and if the road is scheduled for maintenance or repair work.

Suggestion

I am writing in response to the recent newsletter to offer two CIP suggestions, both related to stormwater:

1. Provide interested residents/HOA's with the option to obtain specific near-term erosion mitigation steps we can take that would be consistent with and not negatively impact the ultimate design solutions provided by the newly hired storm water consultants. This would be helpful to those of us who need to take action sooner rather than later and are willing to spend some of our own funds to do so. For example, in my case, I feel the urgent need to take a next step prior to the spring rains to slow the ever-worsening erosion situation behind my house but have received inconsistent advice from the multiple companies I have engaged for bids. If steps I take now or in the future could coincide with the end game solution, it seems that would help us all.
2. I favor allocating more of the special sales tax dollars to address stormwater problems/erosion issues. I believe it is more important to address these problems than implement non-essential park improvements (if those are being included in budget planning). I also favor implementing the stormwater cost sharing program under consideration.

Staff Response

Thank you for your suggestions. The Stormwater Committee has a subcommittee dedicated to developing a potential cost-share program to help both HOAs maintain existing stormwater management installations and individual homeowners who are interested in managing stormwater on their sites. After the subcommittee and Stormwater Committee have developed the framework for a potential cost-sharing plan, the idea will be presented to the City Council for approval.

Your suggestion about finding ways to help homeowners decide among alternative erosion control proposals will be shared with the engineering firm developing the Watershed Management Plan. City Staff will also look at possible ways to help educate homeowners about stormwater management strategies.

Jessica Conick (488 Runnymede Drive)

Suggestion

I've been in contact with multiple different people at the Creve Coeur City Hall since about 2018 about the replacement of the fence along the back of the Creve Coeur Golf Course that backs up into the yards of a few homes in the Runnymede neighborhood including my own. Our house borders the Creve Coeur Golf Course at the 3rd green/4th tee. The golf course fence that runs along the back of our yard and our neighbor's yard is old, rusty, has broken barbed wire posts, is full of dents from branches falling, and has holes cut in it that people can crawl through to sneak into our yard.

Our home was broken into a few years ago from someone getting in through our backyard fence and we were told then that the fence would be replaced with the new black wire fence that was replaced along the other parts of the Golf Course. Our neighbors were also told that a few years ago. We often see and hear people sneaking around the Golf Course at night, and I know there have been other break-ins in homes along the Golf Course so this could definitely help deter that.

Staff Response

Thank you for your suggestion. We are pleased to share with you that replacing the fence between the Creve Coeur Golf Course and the Runnymede Neighborhood is in this version of the Capital Improvement Plan.



DEPARTMENT OF PUBLIC WORKS STAFF MEMORANDUM

DATE: March 7, 2023

TO: Mark Perkins, City Administrator

CC: Jim Heines, Director of Public Works

FROM: Tom Delia, Project Manager - Engineer

SUBJECT: FY2024-FY2028 Master Park Program Recommendations

This memo outlines proposed work the Public Work Department identified for the Creve Coeur Park Program.

Parks Master Plan

The Creve Coeur Parks and Recreation Master Plan project is a community-based plan identifying improvements to city parks for the next 10 years. Planning Design Studio, a St. Louis area landscape architecture firm specializing in park planning, led the study. Following extensive public engagement of residents, park users and public officials, the plan was adopted by City Council on September 23, 2019.

The Parks Master Plan objectives included: identifying current conditions in the parks; identifying needed improvements; exploring development scenarios to address the needs and desires of the community; exploring connectivity of biking/hiking opportunities in the area; developing a budget for proposed project and development scenarios; and identifying priorities and strategies for funding park improvements.

Proposed Parks Projects for FY2024

In FY2024, six park projects will be focus:

- Millennium Park
 - Phase 1 - Playground & splash pad replacement, and connecting walkways - Construction
 - Tappmeyer House cosmetic repairs - Construction
- Venable Park
 - Phase 1 – Trail, bridge replacement, tennis courts replacement, & splash pad – Site Design
 - Memorial - Construction
- Lake School Park
 - Lake School structural repairs - Construction
- Park Restroom Renovations
 - Conway Park and Malcolm Terrace - Construction

Proposed Parks Projects for FY2025

In FY2025, three park projects will be focus:

- Venable Park
 - Phase 1 – Trail, bridge replacement, tennis courts replacement, & splash pad – Construction
- Lake School Park
 - Development of Lake School Master Plan (Final)
- Park Restroom Renovations
 - Venable Park - Construction

Proposed Parks Projects for FY2026

In FY2026, five park projects will be focus:

- Millennium Park
 - Phase 2 – Trails and Ridgemoor Forest connection – Site Design
- Conway Park
 - Playground safety surface replacement
- Lake School Park
 - Phase 1 – New playground and site grading near Lake School - Construction
- Malcolm Terrace Park
 - Nature trail repairs
- Park Restroom Renovations
 - Lake School Park - Construction

Proposed Parks Projects for FY2027

In FY2027, two park projects will be focus:

- Millennium Park
 - Phase 2 – Trails and Ridgemoor Forest connection – Construction
 - Phase 3 – Park entrance & parking lot improvements – Site Design

Proposed Parks Projects for FY2028

In FY2028, two park projects will be focus:

- Millennium Park
 - Phase 3 – Park entrance & parking lot improvements – Construction
- Lake School Park
 - Phase 2 – Tennis Court Complex - Construction

Schedule for FY2024

Staff plans to release Millennium Park Phase 1 construction bid out in May 2023, with intent of presenting contracts to the City Council in June. Time is needed for selected contractor to order equipment for playground in advance of installation due to build times, construction will start after Labor Day, September 5, 2023 and wrap up by Memorial Day 2024. Park Restroom Renovation bids for Conway Park and Malcolm Terrace Park will be released in June 2023, contracts to City Council in July, with construction to start late summer 2023 and the completion in early fall. Finally, Staff hopes to bid out Lake School structural repair work in April 2023 with construction to begin in June.

Program Costs FY2024

City staff estimates that the proposed FY2024 Parks Program will cost approximately \$2,987,000, with all funding provided by Parks and Stormwater Fund. Project costs are summarized as follows:

Historic Building Rehabilitation	\$ 100,000
Park Restroom Renovations.....	\$ 120,000
Park Furniture Replacement	\$ 20,000
Millennium Park Phase 1	\$ 2,300,000
Venable Park Phase 1.....	\$ 125,000
39N Greenway Connection (Design Contribution)	\$ 33,750
<u>Venable Park Memorial (HDR Foundation Grant).....</u>	<u>\$ 288,500</u>
Total	\$ 2,987,250



DEPARTMENT OF PUBLIC WORKS STAFF MEMORANDUM

DATE: March 7, 2023

TO: Mark Perkins, City Administrator

CC: Jim Heines, Director of Public Works

FROM: Dione Garson, P.E., Civil Engineer

SUBJECT: FY2024-FY2028 Stormwater Management Program Recommendations

This memo outlines proposed work the Public Work Department identified for the Stormwater Management Program.

Watershed Management Plan

In FY2023, the engineering firm Intuition & Logic began developing the City's Watershed Management Plan. After completion in FY2024, the plan will guide the selection and scheduling of stormwater projects for FY2025 and beyond. Potential projects will be scored with a consistent priority ranking system that is based on the cost-to-benefit ratio and risk ratings where threats to public safety, structures, and infrastructure receive the highest risk scores.

Proposed Stormwater Management Projects for FY2024

In FY2024, six stormwater projects will be ready for construction:

- Alden Lane – Drain Replacement
- South New Ballas Road and Tarrytown – Roadway Culvert and Streambank Stabilization
- Hibler Road – Drainage Improvements
- Hibler Woods Drive – Roadway Trench Drain Replacement
- Dielmann Recreation Center – Drainage Improvements
- Golf Course Pond Aeration

Residents have expressed concerns about many of the above stormwater issues, and most of the proposed projects aim to deliver solutions that decrease flood risks and improve public safety.

Alden Lane and Hibler Road projects are proposed as solutions to roadway flooding and ponding with the goal of making these streets safer for drivers in wet conditions.

The trench drain across Hibler Woods Drive is nearing the end of its useful life. Replacing the structure before failure helps protect all who travel the roadway.

Controlling flows from the culvert that runs under South New Ballas Road will help prevent the culvert from failing and damaging one of the City’s most traveled roadways while downstream stabilization and grade controls will help protect structures.

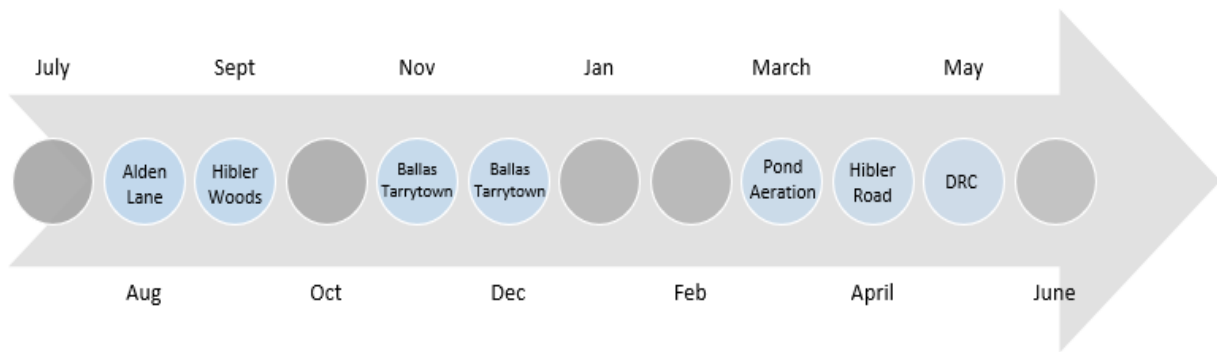
Improving roof and parking lot drainage for the Dieleman Recreation Center and adding aeration to the Golf Course pond will help protect and improve City assets that are enjoyed by many residents.

The following project is proposed for design phase in FY2024:

- Conway Park Lake and the Golf Course Stormwater Basins – Dredging

Removing sediment from waterbodies in both locations will enhance stormwater mitigation capacities, decrease odors and turbidity, and increase residents’ enjoyment of these spaces.

FY2024 Proposed Construction Schedule



Conceptual Site Identified by the Stormwater Committee

The Stormwater Committee identified seven potential stormwater management projects for Intuition & Logic to evaluate and score before the completion of the Watershed Management Plan. Sites that have a high combined cost-to-benefit ratio and risk rating will likely move into the design phase and even possibly construction as early as FY2024.

The following sites and issues are currently being evaluated:

- Magna Carta Drive at Runnymede Drive and Templar Drive – Roadway Drainage
- 13105 D’Artagnan Court – Streambank Erosion
- Ferntop Lane – Streambank Erosion
- Deer Creek in Malcolm Terrace Park – Streambank Erosion and Possible Bridge Replacement
- Cuiseaux Court – Subdivision Drainage Issues
- Beaver Drive – Corrugated Metal Pipe Road Past Useful Life
- Broadview Farms Subdivision – Roadway Drainage Issues

Program Costs FY2024

City staff estimates that the proposed FY2024 Stormwater Management Program will cost approximately \$1,373,000. Project costs are summarized as follows:

Watershed Management Plan	\$ 250,000*
Hibler Road Roadside Drainage	\$ 339,000
Alden Lane Drain Replacement.....	\$ 67,000
Ballas/Tarrytown Streambank Stabilization	\$ 380,000
Hibler Woods Road Drain Replacement.....	\$ 30,000
Stormwater Concept Plans (Design).....	\$ 150,000
Conway Park & Golf Course Lakes Dredging	\$ 40,000
Dielmann Recreation Center Drainage	\$ 93,000**
Golf Course Pond Aeration.....	\$ 64,000***
Total	\$ 1,349,000

*Total cost for the Watershed Management Plan is \$500,000. \$250,000 was allocated to FY2023.

**Total cost for Dielmann Recreation Center Drainage improvements is \$135,355 with \$42,355 spent in FY2023.

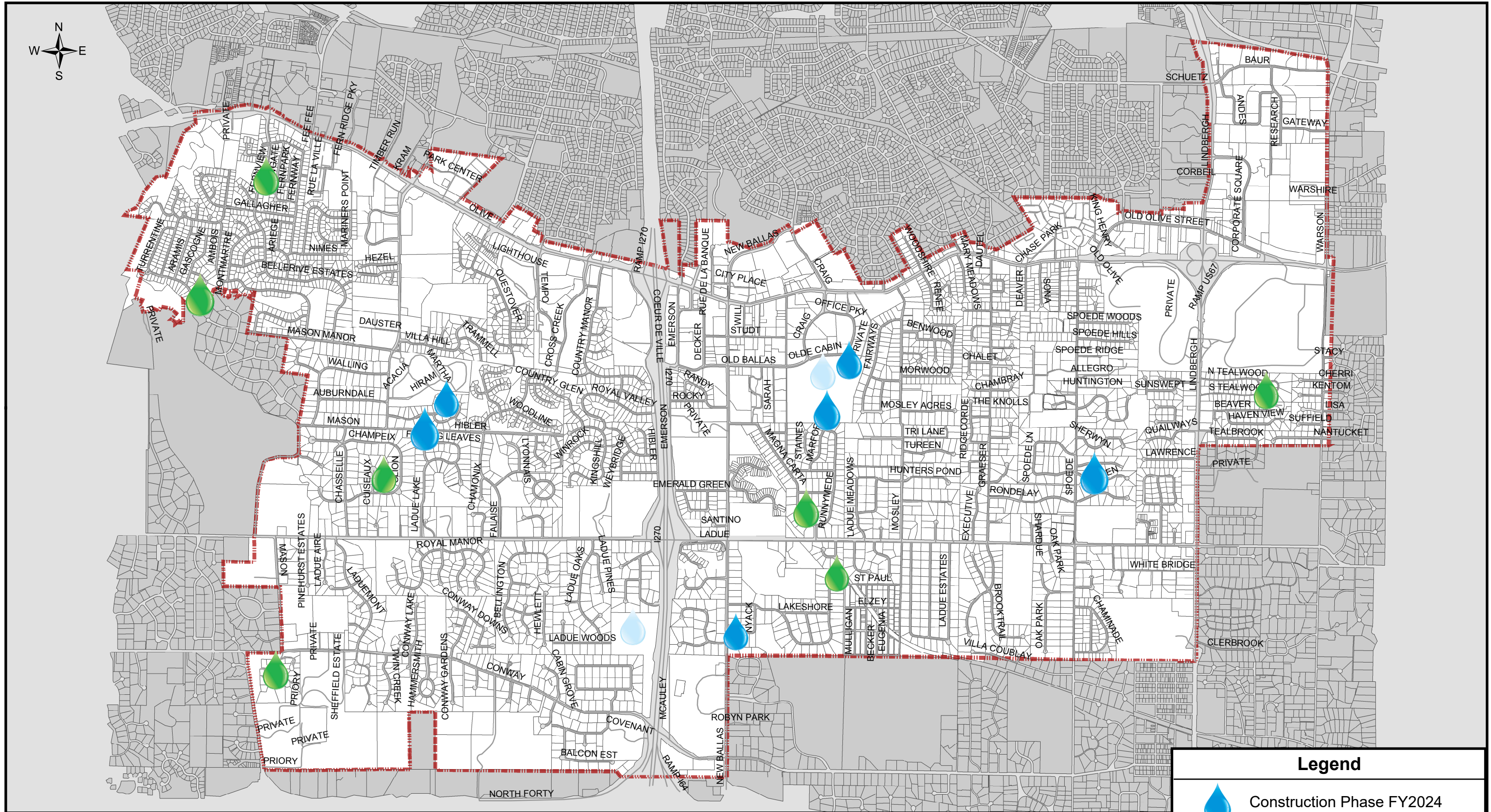
***Total cost for the Golf Course aeration project is \$77,000 with \$13,000 in FY2023 for design. This project is being funded through the City's Capital Fund.

Program Costs FY2025-FY2028

In FY2025-FY2028, \$500,000 has been proposed each year for the implementation of the Watershed Management Plan. After the Watershed Management Plan has identified and scored projects, this line item will be replaced by defined projects and associated estimated costs.

Similarly, the CIP has a line item for Stormwater Improvements (Deer Creek – Deer Creek OMCI) with proposed spending of \$224,000 for each year FY2025-FY2028. In future CIP versions, this line item will also be replaced by projects that come from the Watershed Management Plan's recommendations and will appear in the CIP as defined projects with associated estimated costs. Projects in the Deer Creek Watershed may receive MSD Operation Maintenance Construction Improvement (OMCI) funding.

Attachment: Map of proposed FY2024 stormwater projects



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DEPARTMENT OF PUBLIC WORKS STAFF MEMORANDUM

DATE: March 7, 2023

TO: Mark Perkins, City Administrator

CC: Jim Heines, Director of Public Works

FROM: Dione Garson, Civil Engineer

SUBJECT: Watershed Management Plan Update

Intuition & Logic (I&L) engineers are on schedule with line items for the Watershed Management Plan. Progress has been made in the following areas:

Watershed Management Plan Part I – Data Collection and Analysis

Online reporting tool

- Residents have been reporting stormwater issues on Social Pin Point, a map-based database. Here's how it works:
 - Residents can choose from among four graphic icons associated with one of four categories of stormwater issues: home flooding, property flooding, street flooding, and streambank erosion.
 - Residents drag-and-drop the icon to the map at the location of the stormwater concern.
 - Then residents answer a few short questions about the issues. The application also gives users an opportunity to upload images.
- As of March 7, 2023, 36 icons have been added to the reporting map.

City-collected data shared with I&L

- The City shared a spreadsheet listing known stormwater issues that were identified by:
 - The City's past Watershed Management Plan.
 - The Stormwater Committee for analysis.
 - Service requests submitted through the City's website.
 - Calls and emails from residents to City staff.
- The spreadsheet lists 102 known stormwater concerns.
- The City also gave I&L:
 - Notes from the staff's field visits.
 - Documents, photos, and videos submitted by residents.

Informing and educating residents about the Watershed Management Plan

Public Work's staff has been collaborating with I&L and Melissa Bradford, the City's Public Information Officer, to inform and educate residents about the plan with:

- ***The City's newsletter.*** Articles have appeared in the February and March letter, and articles will appear in all future newsletters until the plan is completed.
 - The February newsletter informed residents that an online reporting tool would soon be available and that a link to the tool plus information about the Watershed Management Plan can be found on the City's website.
 - The March newsletter let residents know that the online reporting tool is ready for residents to use.
- ***In-person events.*** The Watershed Management Plan, and in particular the online reporting tool, will be promoted at four Open Houses, the first of which is scheduled for March 22. The plan and online reporting tool may also be promoted at the City's Arbor Day Celebration & Art Contest.
- ***Social media.*** The City plans to promote the online reporting tool on the City's Facebook, Twitter, and Instagram accounts.
- ***Public Works Listserve.*** Residents received a message telling them how to report stormwater concerns with the online Social Pin Point tool.
- ***The City's website.*** The Watershed Management Plan is prominently promoted on the City's website with a banner ad under City Announcements. Clicking on the banner ads leads users to a dedicated Stormwater page with information about the plan and a link to the Social Pin Point reporting tool.
- ***One-on-one conversations.*** City staff has been sharing information about the plan and the online reporting tool during site visits and calls with residents. Staff that interacts with residents at the building department service window have been given information about the plan and are able to answer questions and help residents use the online reporting tool.

Stormwater Issues Identified by the Stormwater Committee

- The Stormwater Committee recommended the following seven sites be evaluated before the completion of the Watershed Management Plan:
 - **Magna Carta at Runnymede and Templar** – Storm drain improvements
 - **13105 D'Artagnan Ct** – Stream bank erosion along the creek corridor
 - **Ferntop Lane** – Storm channel erosion
 - **Deer Creek in Malcolm Terrace Park** – Creek bank erosion & a possible bridge project
 - **Cuiseaux Court** – Subdivision drainage
 - **Beaver Drive** – Corrugated metal road culvert is past it's useful life

- **Broadview Farm** – Road drainage and ponding at various locations in the subdivision
- I&L and City staff visited all seven sites.
- I&L is now in the process of evaluating the sites, which will include scoring each site under the City's Prioritization Ranking, which is based on MSD's Channel Benefit Points.
 - The Prioritization Ranking considers both flood risks and the cost-to-benefit ratio of each possible project.
 - Sites that receive higher flood risk scores will likely threaten public safety and/or structures.
 - The City's Capital Improvement Plan (CIP) has allocated \$150,000 in FY2024 for the design of plans for sites with high combined scores for risk and cost-benefit.
 - Sites that do not score highly enough to move into the design phase in FY2024 will be included in the Watershed Management Plan and may become City projects in a later fiscal year.

I&L investigations

- I&L is currently conducting a channel assessment which includes walking major creeks and streams throughout the City.

Watershed Management Plan Part II – Prioritization of Improvements

This phase of the project is scheduled to begin in July, 2023



DEPARTMENT OF PUBLIC WORKS STAFF MEMORANDUM

DATE: March 7, 2023

TO: Mark Perkins, City Administrator

CC: Jim Heines, Director of Public Works

FROM: Kevin Mulligan, P.E., Civil Engineer

SUBJECT: FY2024 Pavement Maintenance Program Recommendations

The Department of Public Works proposes the roadway and sidewalk maintenance program outlined below for the 2024 fiscal year. This program is divided into six different projects that aim to preserve and improve the City's roadway and sidewalk networks.

Additional projects in the Capital Improvement Program are dedicated to improvements to a single street (such as North New Ballas Road and the Lindbergh/Old Olive intersection) and are not in detail here.

Pavement Conditions and Roadway Selection

The City hired a consultant in FY2022 to complete an independent review of the City's roadway network. This review updated the City's pavement condition information and, combined with staff's own inspections, helped with the selection of each roadway included in the FY2024 Pavement Maintenance Program.

Concrete Pavement Replacement

Work involved in this program will include the removal and replacement of failed concrete pavement along concrete roadways and concrete base pavement along roads involved with the asphalt resurfacing program.

In May 2022, City staff developed a Concrete Project for FY2023. However, only one bid was received for that project, and the total bid amount was about twice the engineer's estimate. Due to the high cost and only receiving one bid, management decided to reject that bid, combine the FY2023 project with the FY2024 project, and bid a larger project in early 2023. Bids for this project were opened on February 22, 2023, and the low bid was more than 10% lower than the engineer's estimate. The combined 2023 Concrete Pavement Project will go to City Council for approval on March 13, 2023.

Most of the City's concrete streets consist of many pavement "slabs." A pavement slab is the typically rectangular section of concrete pavement that extends across one lane of traffic. For most residential roadways in Creve Coeur, a pavement slab is 15-20 feet long and 10-13 feet wide. This program will replace approximately 500 concrete slabs, which represents about 3% of the over 15,000 total concrete slabs that make up the City's concrete streets. The locations for the proposed concrete pavement replacement program for FY2023-2024 is included on the attached map.

Sidewalk Improvements

The City is obligated to continue to improve the accessibility of its sidewalks in order to meet the requirements of the Americans with Disabilities Act (ADA). Accessibility improvements are typically made in conjunction with or in preparation for adjacent roadway projects, but the City undertakes stand-alone sidewalk improvements, as well. The proposed FY2023 sidewalk program includes improvements on Corum Way Drive & Court, Country Fair Lane at Ladue Road, Decker Lane, Lampadaire Drive, Old Ballas Road, Rue de Fleur Drive, and Studt Avenue.

Asphalt Resurfacing

Asphalt resurfacing typically involves the removal and replacement of the top two inches of asphalt pavement on a roadway. This becomes necessary as the pavement surface gets older, dries out, cracks, and fails. Full-depth patching is often needed to replace all of the pavement in areas where the base fails and potholes form. For asphalt streets, base failure occurs if the base was insufficient to begin with or the base is weakened, often by getting wet through cracks in the pavement. The locations for the proposed asphalt pavement resurfacing program for FY2024 is included on the attached map. The program will also include asphalt patching at selected locations on Ladue Road and Conway Road.

Microsurfacing

The proposed microsurfacing program will include minor street repairs and the application of a thin, asphaltic surface treatment to the entire roadway surface. This surface treatment is typically aimed at asphalt and composite roads that are in good condition, where its purposes are to help seal the pavement from water infiltration and to preserve the street's driving surface. Microsurfacing can also be used to slow the deterioration of local roads with distressed asphalt that are nearing the need for structural improvements like asphalt resurfacing. The goal of this program is to create a schedule that will return the program to a microsurfacing candidate roadway within the expected 8–10-year lifespan of the microsurfacing application. The locations for the proposed microsurfacing program for FY2024 is included on the attached map.

Roadway Reconstruction/Rehabilitation

The proposed reconstruction/rehabilitation program for FY2023 involves the removal of the concrete curbing and the replacement of the curbing with new concrete curb and gutter on the west leg of Ladue Estates Drive. The curb work would be followed by the replacement of failed concrete base pavement and asphalt pavement resurfacing. This work will result in a significant improvement to this street and will complete a multi-year effort to reconstruct the streets in the Ladue Estates subdivision. This project is likely to begin construction in April 2023, with completion anticipated around July 2023.

The proposed reconstruction for FY 2024 involves the removal of the failing composite pavement on Conway Gardens Court and replacement with concrete pavement.

Pavement Marking

Repainting the centerlines, arrows, and other pavement markings are necessary on a rotation of approximately five years in order to maintain the reflectivity and effectiveness of the pavement markings. Cross Creek Drive, Decker Lane, Old Ballas Road, Studt Avenue, and Tempo Drive are proposed for restriping in FY2024.

Crack Sealing

Public Works staff will crack seal microsurfacing locations, as well as concrete pavement that has been replaced in the last 5 years.

Schedule

Bids for the combined FY2023 & FY 2024 Concrete Pavement Replacement Project were received on February 22, 2023. Construction is expected to begin in April and be completed by October. Staff plans to release bids for the Asphalt, Microsurfacing, and Pavement Marking proposed programs in May 2023 with the intent of presenting contracts to the City Council in late June. Construction would generally begin in July and be completed before December.

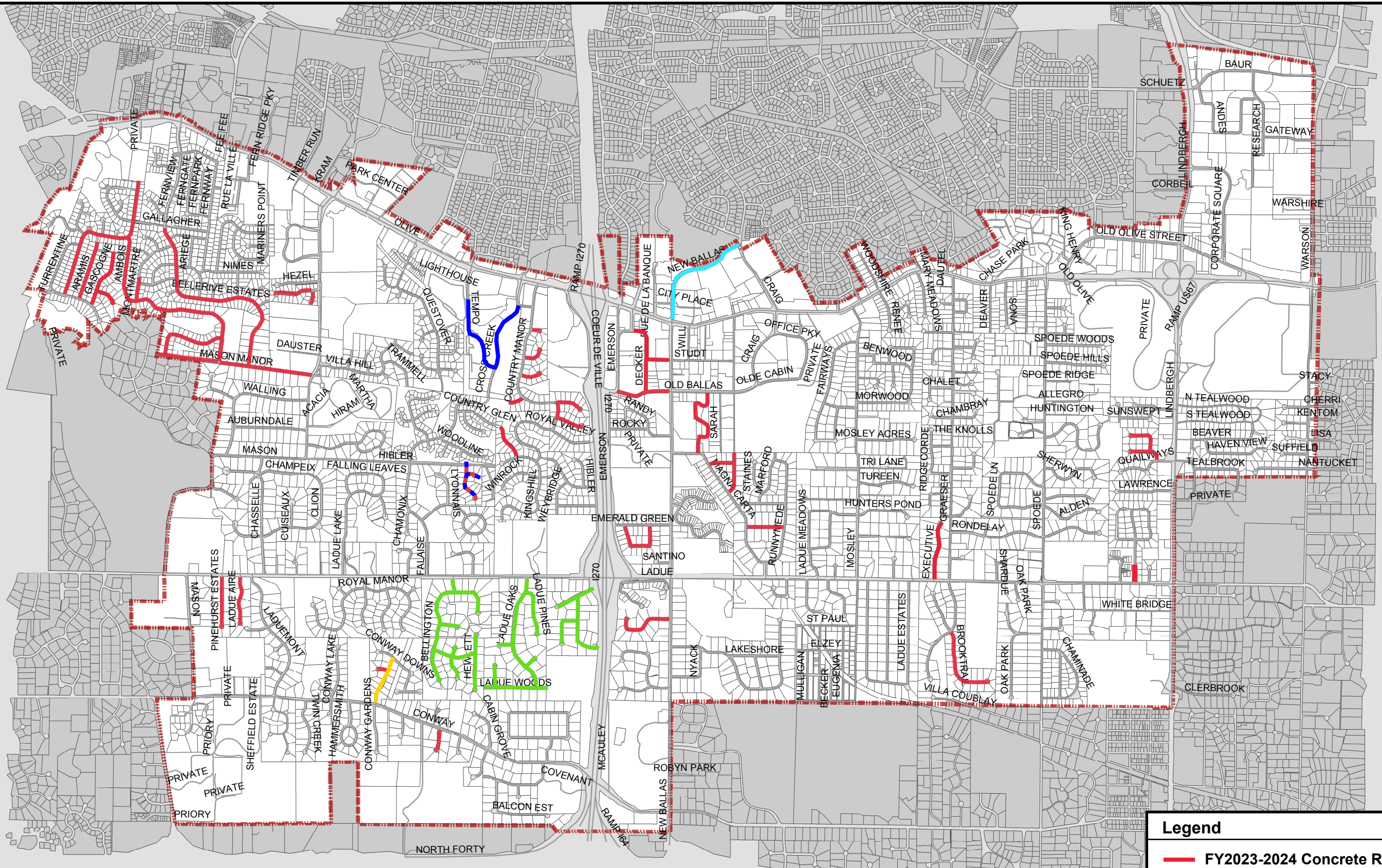
Program Costs

City staff estimates that completion of the proposed FY2024 Roadway Maintenance Program will cost approximately \$1,400,000, summarized as follows:

Concrete Pavement & Sidewalk Replacement	\$ 750,000*
Asphalt Resurfacing.....	\$ 300,000
Microsurfacing.....	\$ 300,000
Pavement Marking	\$ 50,000
Total	\$ 1,400,000

*Costs for the 2023 Concrete Project will be split between FY2023 & FY2024

Attachment: Map of Proposed FY2024 Roadway Maintenance Program



Legend

FY2023-2024 Concrete Replacement

FY2024 Asphalt Resurfacing

FY2024 Microsurfacing

FY2024 Roadway Rehabilitation

North New Ballas Project (STP Grant)



Proposed FY2024 Pavement Maintenance Program



DEPARTMENT OF PUBLIC WORKS OFFICE MEMO

DATE: March 7, 2023
TO: Mark Perkins, City Administrator
FROM: Jim Heines, Director of Public Works
SUBJECT: CIP Fleet Replacement Report FY 2024-FY 2028

Fleet Replacement Program

Each year Public Works staff evaluates our fleet of vehicle and equipment as a component to the annual Capital Improvement Program update. Typically, we purchase a two-ton truck each year to fulfill our 12-year rotation plan. Additionally, we mix one-ton trucks, pickup trucks, leaf vacs, chippers, skid steers and other equipment into the plan on an as needed basis.

Over the past three years supply and manufacturing delays has made it more difficult to purchase and receive new equipment. In some cases (two-ton trucks), manufacturers have stopped taking orders and the delivery of previously ordered equipment has been delayed a minimum of two years.

The attached FY2024-FY2028 Equipment Replacement Projections spreadsheet identifies the proposed schedule of replacements over the next five-years. However, you will notice that we are recommending to place the funds in reserve for the FY2024 two-ton truck replacement until the manufacturer resumes taking orders.

FY 2023 Fleet Purchase Revision Recommendations

The approved FY 2023 CIP Equipment Purchases included a Hook-lift truck with a Leaf Vacuum System and a 3/4 -ton pickup truck with a snow plow. Taking into account that International Trucks are not taking orders and the ETA on previously ordered trucks is two years we are recommending to abandon the purchase of the Hook-lift truck and vac attachment. In addition, our contract with Hendel for leaf removal assistance has proved to make a significant improvement to our leaf collection program.

Public Works staff has revisited our FY2023 Fleet Replacement list and developed the attached Recommended FY2023 Purchases spreadsheet. Public Works staff recommends the following revisions to the approved Equipment Purchase list:

1. Place funds in reserve for the purchase of a two-ton chipper truck when International Truck resumes taking orders.
2. Purchase of a stainless-steel conveyor system to load salt in our salt dome. The addition of this equipment will improve safety for loading and storing salt as well as maximizing material storage.

3. Replace the dump beds on 2 of our two-ton trucks. Due to keeping trucks longer than expected existing dump bodies are rusted through.
4. Replace Gas Boy Fuel Delivery System. We were notified over the past year that our software is out of date and no longer serviced by Gas Boy. This purchase will update the computer software and hard.
5. ¾-ton truck and snow plow already purchased in October 2022.

We look forward to discussing the 5-year plan as well as the revised FY2023 Recommended FY2023 Fleet Purchase in greater detail at the council Work Session on Monday, March 13, 2023

PUBLIC WORKS CAPITAL EQUIPMENT PROJECTIONS
FY2024-FY2028 CAPITAL IMPROVEMENT PROGRAM

FY2024 FLEET REPLACEMENT PROJECTIONS		
<u>Equipment to be Purchased</u>	<u>Estimated Cost</u>	<u>Equipment for Trade/Auction</u>
Two-ton Dump Truck with Plow (Place Funds in Reserve)	\$ 137,600.00	2010 Two-ton Dump Truck
One-ton Dump Truck	\$ 76,600.00	2013 One-ton Dump Truck
Bucket Truck	\$ 165,000.00	1996 Bucket Truck
Leaf Vacuum (25 CY; Diesel Powered)	\$ 99,800.00	2013 Leaf Vacuum (Diesel Powered)
	<u>\$ 479,000.00</u>	

FY2025 FLEET REPLACEMENT PROJECTIONS		
<u>Equipment to be Purchased</u>	<u>Estimated Cost</u>	<u>Equipment for Trade/Auction</u>
Two-ton Dump Truck with Plow	\$ 144,400.00	2011 Two-ton Dump Truck
Skid Steer	\$ 100,600.00	2012 Skid Steer
Leaf Vacuum (25 CY; Diesel Powered)	\$ 104,800.00	2013 Leaf Vacuum (Diesel Powered)
Electric Pickup Truck (PW Engineering)	\$ 52,000.00	2008 Colorado - Project Manager Truck
	<u>\$ 401,800.00</u>	

FY2026 FLEET REPLACEMENT PROJECTIONS		
<u>Equipment to be Purchased</u>	<u>Estimated Cost</u>	<u>Equipment for Trade/Auction</u>
Two-ton Dump Truck with Plow	\$ 143,200.00	2011 Two-ton Dump Truck
One-ton Dump Truck	\$ 84,500.00	2013 One-ton Dump Truck
3/4-ton Pickup Truck (Asphalt flat bed)	\$ 66,300.00	2013 3/4-ton Pickup Truck
Leaf Vacuum (25 CY; Diesel Powered)	\$ 104,800.00	2014 Leaf Vacuum (Diesel Powered)
	<u>\$ 398,800.00</u>	

FY2027 FLEET REPLACEMENT PROJECTIONS		
<u>Equipment to be Purchased</u>	<u>Estimated Cost</u>	<u>Equipment for Trade/Auction</u>
Two-ton Dump Truck with Plow	\$ 150,300.00	2012 Two-ton Dump Truck
One-ton Dump Truck	\$ 88,700.00	2015 One-ton Dump Truck
Electric Pickup Truck (PW Engineering)	\$ 54,000.00	2006 3/4-ton Project Manager Truck
Leaf Vacuum (25 CY; Diesel Powered)	\$ 115,500.00	2015 Leaf Vacuum (Diesel Powered)
	<u>\$ 408,500.00</u>	

FY2028 FLEET REPLACEMENT PROJECTIONS		
<u>Equipment to be Purchased</u>	<u>Estimated Cost</u>	<u>Equipment for Trade/Auction</u>
Two-ton Chipper Truck	\$ 160,000.00	2015 Two-ton Dump Truck
Back Hoe	\$ 150,000.00	2008 John Deere 410J
3/4-ton Pickup Truck (Service Body)	\$ 70,000.00	2015 3/4-ton Pickup (Sign Truck)
Tractor & Flail Mower	\$ 48,000.00	1994 John Deere 5200 & Flail Mower
	<u>\$ 428,000.00</u>	

Approved/Revised (Recommended) FY 2023 Fleet Purchases

APPROVED BUDGET FOR FY2023 FLEET REPLACEMENT PURCHASES

<u>Equipment to be Purchased</u>	<u>Estimated Cost</u>	<u>Equipment for Trade/Auction</u>
Hook Lift Truck with Leaf Vacuum System	\$ 280,000.00	2012 Two-ton Chipper Truck 2012 Leaf Vacuum (Diesel Powered)
3/4-ton Crew Cab Pickup Truck with Plow	\$ 51,000.00	2012 1/2-ton Pickup Truck
	\$ 331,000.00	

RECOMMENDED FY2023 FLEET REPLACEMENT PPURCHASES

<u>Equipment to be Purchased</u>	<u>Estimated Cost</u>	<u>Equipment for Trade/Auction</u>
*Two-ton Chipper Truck (Place Funds in Reserve)	\$ 140,000.00	2012 Two-ton Chipper Truck
De-icing Salt Conveyor System	\$ 135,000.00	
Replace (2) two-ton truck dump beds	\$ 45,000.00	
Replace Gas Boy Fuel System & Hardware	\$ 35,000.00	
**3/4-ton Crew Cab Pickup Truck with Plow	\$ 58,620.00	2012 1/2-ton Pickup Truck
	\$ 413,620.00	

*Not taking Orders at this time

** Ordered in October 2022. Anticipated delivery July 2023

Purchased \$58,620

|

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MEMORANDUM

DATE: February 17, 2023

TO: Mark Perkins, City Administrator

FROM: Lori Obermoeller, Director of Finance

SUBJECT: Legacy & LAGERS Plan Considerations

In 2017, all Creve Coeur employees hired after June of 2006 were enrolled in the Missouri Local Government Employees Retirement System (LAGERS). Employees hired prior to June 2006 stayed in the City's Legacy Pension Plan.

At the time of joining LAGERS, there was also a strong interest in having LAGERS assuming responsibility for administration of the Legacy Plan, as the State Legislature had recently adopted legislation allowing LAGERS to handle administration of closed public defined benefit plans. However, transferring administration of the Creve Coeur Legacy Plan to LAGERS was not practical at that time.

Recent staff discussions with LAGERS suggest that there is now a potential path to achieving this goal, thereby reducing the city's administrative costs and financial risk by transferring the plan administration to a much larger and well-funded pension plan. More information about LAGERS is available on their [website](#).

City staff requested an actuarial report from LAGERS to determine the costs of taking over the administration of the Plan, as well as the cost to move the 24 Active employees from the Legacy Plan to LAGERS. Some of the benefits or savings by making this transition include:

- Reducing the City's administrative costs which amount to approximately \$92K annually, including fees paid to Investment Advisors, Administration of the Retiree Checks, Fiduciary Trustee Training, Annual Actuarial Reports, GASB 75 reports, etc.
- Significantly reducing staff and citizen time spent related to oversight and administration of the Legacy Plan. Elimination of the Pension Board, elimination of the Fiduciary Risk to Board Members & elimination of staff time needed to provide support, analysis and record-keeping for the Pension Board.

Attached you will find 2 letters from Jeff Kempker with LAGERS estimating the costs to move all LEGACY Plan employees to LAGERS, upgrading the current LT-8 (65) LAGERS Plan to either the LT-14 (65) or the L-6 Plan, closing the LEGACY Plan, having LAGERS administer the closed Plan and the transition plan for completing this process. More information about LAGERS benefit levels can be found [here](#).

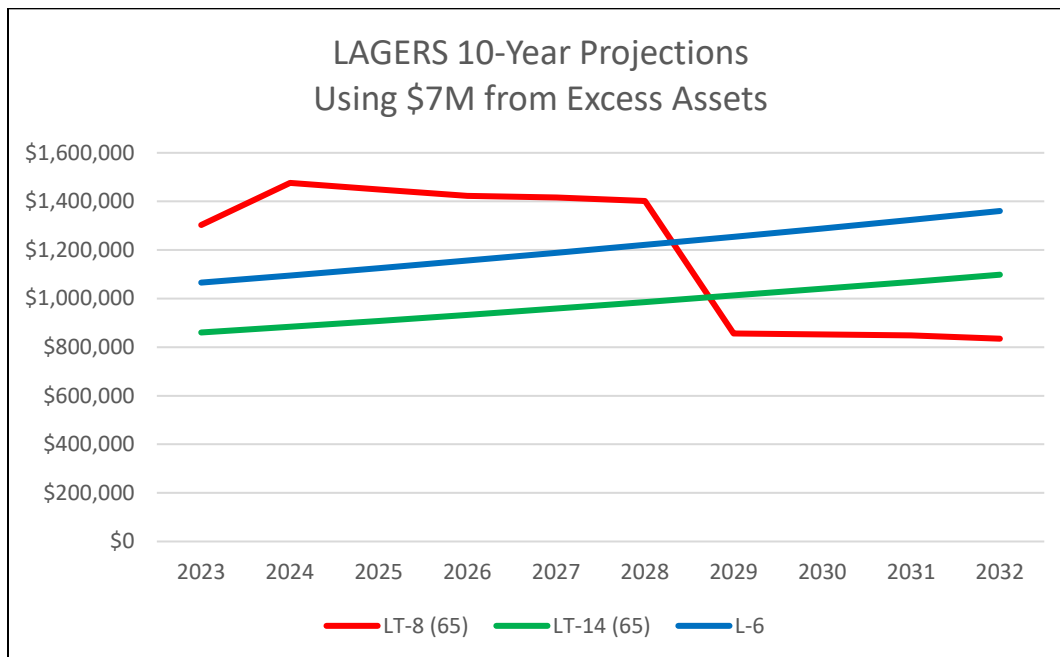
On the next page is a comparison summary and graph of the City's 10-year projected costs of the city's current plans along with the projected cost of moving all employees to LAGERS LT-14 (65) or the LAGERS L-6 Plan. The total 10-year cost will go from \$11,860,825 under the current plans to \$9,795,991 (LT-14) or \$12,123,661 (L-6). This is assuming we fully fund the closed LEGACY Plan and we use the remaining excess assets of approximately \$7M to pay down the unfunded liabilities of the upgraded LAGERS Plan.

The current LT-8 Plan includes not only the payroll costs, but additional costs of over \$91K in Legacy plan administrative costs including annual actuarial valuations, GASB 75 calculations, investment advisors, insurance, conference costs, interest, etc., which will go away if we close the Plan.

Annual Costs per Each LAGER Plan

Year	Current*	LT-14 (65)	L-6
2023	\$1,303,541	\$864,396	\$1,069,788
2024	\$1,476,153	\$888,166	\$1,099,208
2025	\$1,449,215	\$912,591	\$1,129,436
2026	\$1,422,744	\$937,687	\$1,160,495
2027	\$1,416,759	\$963,474	\$1,192,409
2028	\$1,401,280	\$989,969	\$1,225,200
2029	\$856,325	\$1,017,193	\$1,258,893
2030	\$851,915	\$1,045,166	\$1,293,513
2031	\$848,073	\$1,073,908	\$1,329,084
2032	\$834,820	\$1,103,441	\$1,365,634
Total	\$11,860,825	\$9,795,991	\$12,123,661

*Includes City's Legacy and Lagers LT-8 (65) Plans



Adding a cost-of-living adjustment (COLA) for the LEGACY recipients in the closed Plan will cost the City a one-time cost of approximately \$970 to \$958K, depending on whether the city selects one of two options: 1) a One-Time COLA (.5% for every year since the last COLA) or 2) a Compounding Future COLA (.5% annually). For simplicity, these additional COLA costs were not included in the conversion costs. However, they could be included if not funded separately.

Staff is recommending the Finance Committee and the Pension Board review these options. Then staff will report back to the City Council any concerns or comments.



February 17, 2023

Lori Obermoeller, MBA, CPFO
Director of Finance
City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, MO 63141

Re: The City of Creve Coeur – Local Defined Benefit Plan Joining LAGERS

Dear Ms. Obermoeller:

Per your request, we have compiled the various actuarial reports into this one document to present an estimated total annual LAGERS contribution should the city convert its current, locally administered, defined benefit plan to LAGERS. It was assumed that all active participants in the city's defined benefit plan would join LAGERS and that their prior service would be granted for benefit and eligibility purposes.

The estimates shown here are based on the actuarial valuations dated October 7, 2022 and February 1, 2023 and the lump sum payment letter dated October 25, 2022. The figures included here are estimates of the cost to the city for all active employees being enrolled in LAGERS as well as LAGERS assuming the administrative duties of the city's closed pension plan. These estimates may differ from the actual costs should changes occur in the data used to perform these estimates (e.g., payroll, defined benefit plan assets). Also, the ten-year projections assume no annual change in the percent of payroll contribution rate.

For the City of Creve Coeur to transition its pension plan to LAGERS, four processes must be completed by the city.

1. Adopt changes to current LAGERS plan to ensure there are no benefit impairments imposed on the current city plan participants
2. Amend Creve Coeur pension plan document to adopt necessary changes for LAGERS administration
3. Close the Creve Coeur pension plan and convert active participants to LAGERS
4. Transition administration of closed Creve Coeur pension plan and move assets to LAGERS

It is projected that the city will have more than sufficient assets to fully fund the liabilities associated with the benefit recipients and terminated vested participants in the city's defined benefit plan after the active participants are converted to LAGERS. If this is the case and the city transfers the full amount of assets to fund

the liabilities of the benefit recipients and terminated vested participants to LAGERS, no further contributions will be due for the city's closed defined benefit plan. All future contributions, then, would be for the LAGERS participants.

Assuming the above four steps take place, the estimated total annual ten-year LAGERS contributions for the city's general and police departments is shown here. These estimates do not include any up-front contributions.

Total Annual LAGERS Contribution: LT-14 (65)			Total Annual LAGERS Contribution: L-6		
2023	\$1,512,323		2023	\$1,717,716	
2024	\$1,553,912		2024	\$1,764,953	
2025	\$1,596,644		2025	\$1,813,489	
2026	\$1,640,552		2026	\$1,863,360	
2027	\$1,685,667		2027	\$1,914,602	
2028	\$1,732,023		2028	\$1,967,254	
2029	\$1,779,654		2029	\$2,021,353	
2030	\$1,828,594		2030	\$2,076,941	
2031	\$1,878,880		2031	\$2,134,056	
2032	\$1,930,550		2032	\$2,192,743	

The excess assets from the city's closed defined benefit plan are estimated to be \$7 million. These assets may be used to pay down the unfunded liabilities of the LAGERS participants. Below are the estimated ten-year LAGERS contributions for the city's general and police departments assuming a \$3.5 million contribution is made up-front to each department.

Total Annual LAGERS Contribution: LT-14 (65)			Total Annual LAGERS Contribution: L-6		
2023	\$864,396		2023	\$1,069,788	
2024	\$888,166		2024	\$1,099,208	
2025	\$912,591		2025	\$1,129,436	
2026	\$937,687		2026	\$1,160,495	
2027	\$963,474		2027	\$1,192,409	
2028	\$989,969		2028	\$1,225,200	
2029	\$1,017,193		2029	\$1,258,893	
2030	\$1,045,166		2030	\$1,293,513	
2031	\$1,073,908		2031	\$1,329,084	
2032	\$1,103,441		2032	\$1,365,634	

I am happy to discuss the information in this letter. Please let me know if you have any questions or concerns. I am also happy to meet with city officials in-person.

Sincerely,

Jeff Kempker, CEBS, CRC
Assistant Executive Director, External Affairs



City of Creve Coeur Plan for Transitioning Pension Plan to LAGERS

For the City of Creve Coeur to transition its pension plan to LAGERS, four processes must be completed by the city.

1. Adopt changes to current LAGERS plan
 2. Amend Creve Coeur pension plan document
 3. Close the Creve Coeur pension plan and convert active participants to LAGERS
 4. Transition administration of closed Creve Coeur pension plan to LAGERS
-

1. Adopt changes to LAGERS plan

- Based on actuarial valuation dated October 7, 2022
- Make this actuarial valuation available for public inspection for 45 calendar days
- City council may adopt changes after the 45-day public inspection period has expired

2. Amend Creve Coeur pension plan document

- LAGERS will provide guidance on plan document changes that must be made to facilitate a smooth transition.

3. Close the Creve Coeur pension plan and convert active participants to LAGERS

- Based on actuarial valuation dated October 7, 2022
- Only benefit recipients and terminated vested participants will continue in the city's pension plan

4. Transition administration of frozen legacy pension plan to LAGERS

- This will become effective at least three months after step #3.
- Based on initial actuarial valuation dated February 1, 2023. Make initial actuarial valuation available for public inspection for 45 calendar days.
- An updated valuation must be completed closer to the transition date to reflect any participant status changes.
- Creve Coeur pension board must adopt a joinder agreement to appoint LAGERS as administrator and trustee of the pension plan after the 45-day public inspection period has expired.
- City council must adopt a joinder agreement to appoint LAGERS as administrator and trustee of Creve Coeur pension plan after the 45-day public inspection period has expired and the pension board has adopted the same joinder agreement.



**MINUTES
CITY OF CREVE COEUR
FINANCE COMMITTEE
ONLINE MEETING
MARCH 21, 2023
3:00 PM**

ZOOM MEETING

1. Due to circumstances regarding the COVID-19 pandemic, this meeting will be held online only. Members of the public may access live audio and/or video at the following link:

<https://us02web.zoom.us/j/84847119083?pwd=TFYyaXZiUIJaWXJTa0t1QmpXRUxuZz09>

Meeting ID: 848 4711 9083 Passcode: 030257 Phone: 312-626-6799

CALL TO ORDER

Chairman Betty Kagan called the meeting to order at 3:03 p.m.

In attendance were the following:

Committee Chair Betty Kagan

Committee Member Timothy Smith

Committee Member Paul Gallant

Committee Vice Chair Ted Armstrong

Committee Joe Martinich

City Administrator Mark Perkins

Assistant City Administrator Sharon Stott

Director of Finance Lori Obermoeller

Senior Accounting Associate Tracy Brothers

Director of Public Works Jim Heines

ROLL CALL

APPROVAL OF AGENDA

RESULT: Approved

MOVER: Smith

SECONDER: Armstrong

AYES: Betty Kagan, Ted Armstrong, Paul Gallant, Timothy Smith

NAYS: None

APPROVAL MINUTES

No minutes to approve at this time. The October 25, 2022 minutes will be approved at the April



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meeting with the March 21, 2023 minutes.

REPORTS FROM

- 2. Chairperson**
- Audit Committee**
- Pension Board**
- Council Liaison**
- Staff**

Chairman Kagan had no report.

Audit Committee had no report.

Pension Board representative Ted Armstrong said we would be covering what he would have reported, so he didn't have anything to report at this time.

Council Liaison had no report.

The Director of Finance Lori Obermoeller wanted to remind the Committee that Proposition M was on the April 4th ballot. This proposition was for a 3% sales tax on recreational marijuana. Mr. Perkins stated that this has been estimated by the MML to generate approximately \$150K per dispensary, and the City currently has two (2) dispensaries.

NEW BUSINESS

3. REVIEW PROPOSED 5-YEAR CAPITAL PLAN

Mr. Perkins said he would not go through the entire presentation since it was done at the Joint Work Session with the City Council, but said the 5-Year Capital Improvement Program (CIP) was a very robust plan. There have not been any large completed Parks & Stormwater (P&S) projects since the Fund started a few years ago, but several projects are coming up with Millennium Park being one of those projects. The Stormwater Master Plan is one really large item in the P&S CIP that includes meetings with residents. There are a lot more projects in the works.

In regards to streets, the City just hired an outside consultant to ensure we stay on track with all of the street projects. With facilities, a roof for the Government Center is included in the CIP,



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but it will be a few years before we fix up the Government Center due to the estimated costs being too high. However, we are setting money aside to build a new Government Center in a few years, even if we have to do some financing in addition to the money that is set aside.

Revenues have been favorable for the Capital Project Funds with sales taxes up 10% this year and 10% last year.

Ms. Kagan commented that the items and numbers in red only indicate a change from the previous version. She thought the document was very easy to read and having a page for each of the line items to explain the item was very helpful.

Mr. Martinich said that his only concern was with the equipment that isn't used on a regular basis. Maybe the City should look at partnering with other municipalities with this type of capital equipment? One item that came up was the salt conveyor for the salt dome for \$130K. He knows the City does this when possible, but just wants to make sure they do it as much as possible with those less used capital items.

Mr. Armstrong asked if there were any concerns about any project costs in the CIP. Mr. Perkins said that there were several items with cost concerns because the market has been very volatile and there are those projects where we don't get a lot of bidders. An example of a project with a cost concern is the refrigerant project with the ice arena. The engineer for that project keeps increasing their estimated costs based on what they are seeing in the market. They have updated the estimate three (3) times now and the numbers aren't going down. They just recently revised them again, which included a 5% increase over previous estimates. We are getting ready to bid the refrigerant in the next 90 days, so hopefully it doesn't come in even higher. Park improvements are another one that we have concerns about with pricing estimates. We will be bidding some alternates on these in case the pricing comes in really high.

Mr. Armstrong asked what the City's procedure was when the bids are way out of line? Typically we just don't buy it, we wait and then we rebid it. We just did this with our street bid last summer when the bid came in about 40% higher than our estimates. Plus, we only got 1 bid, so we rejected it. Then we got great bids in January with twice as much work. The high cost estimate for building a new Government Center is what has kept us from building a new Government Center. The estimates came in much higher than what we experienced with our police station just a few years ago.

Mr. Martinich asked how big of a pool of bidders are we expecting for the ice arena work? Are



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there many companies out there that do that kind of work? Mr. Perkins believes that we will get at least three (3) proposals.

Ms. Kagan said another issue with the City was the issue with no trucks being available to order, so getting a price or even placing an order has been challenging. Mr. Heines did say this is the case and because of this, our equipment is getting older, which drives up the maintenance costs. The City still needs to purchase these items, so the City is putting the money aside in reserves so when the trucks do become available, we can purchase them. It may be 2 trucks instead of 1 that we buy, but that will allow us to get caught up. Mr. Smith asked how wide of a geographical area we are getting bids from? Mr. Heines said we typically use the Cooperative program through MoDot, but because we have Internationals, we have even gone directly to International, but they aren't even taking bids, so it's not just MoDot that is having an issue.

Ms. Kagan said there's also been an issue getting contractors to bid on the small jobs. So, for example, the City is using a current contractor for the work on the Tappemeyer House because it's hard to get someone to bid on all of the little things.

Ms. Kagan asked if the Finance Committee had to give something to the City Council in writing for approval of the CIP. Ms. Obermoeller said it was not necessary to give a formal letter of approval, but she would let the City Council know the Finance Committee's feedback and comments that have occurred during this review. Ms. Kagan said if anyone has any other questions or comments later, please pass them along to Ms. Obermoeller so she can relay it to the City Council.

4. TRANSITION FROM LEGACY PLAN TO LAGERS

Ms. Obermoeller when through a PowerPoint presentation on the City's two (2) Pension Plans. This presentation covered the history of the Legacy Plan and LAGERS, the benefits of moving the Legacy employees to LAGERS, closing the Legacy Plan, letting LAGERS administer the Legacy Plan after it's closed, the benefits of upgrading the current LAGERS Plan, the costs of the transition, a COLA option for the Legacy Plan and the timeline and process for making all of this happen.

Mr. Martinich asked if we could allow the retirees to pick which COLA they wanted. It was stated that allowing them to pick would probably be even more expensive, but we could look at other options. This is just a guideline for the costs of doing a COLA, but there are many different



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options we could do. More discussions will come at future work sessions and budget meetings. Mr. Perkins pointed out that the COLA has been discussed for a few years now with the City Council, and they do want to do something, but they are just trying to figure out what is fair. Mr. Armstrong asked Mr. Martinich what the City Council's feelings were in regards to the COLA, because he believes the COLA and the transition from the Legacy Plan to LAGERS must be coupled together. Mr. Martinich said that he believes the City Council also feels the same way.

Mr. Armstrong also pointed out the importance of the line graph and that this graph really says it all from a finance committee standpoint. What this proposal will do is reduce the total costs over a 10-year future period, but more importantly, it levels the costs for the City over the next 10 years. So, not only is the cost of the blue line lower than the red line, the blue line is more level, which gives the City more stability. This is a no-brainer, according to Mr. Armstrong. Mr. Perkins said "Mr. Armstrong touched on some really good points and the predictability going forward will be really important to the City. LAGERS has some built-in mechanisms to ensure we don't see any substantial peaks in any given year, which will be really important to the City in future years."

Ms. Kagan asked about the excess \$7M from the Legacy Plan and whether it has to go half to police and half to general, or can it be a different allocation? Ms. Obermoeller said yes, that example was just used for simplicity reasons, but it can be allocated differently. Mr. Perkins said that we can use the \$7M in many different ways, including using it for the COLA, but we didn't want to confuse the situation any more than what it already is, so we just left the \$7M for the transition and left the COLA as a separate funding piece. The current Pension Plan has not been able to support a COLA in the past because we need that money to fund the ongoing costs of the Pension Plan. We have always believed it would take additional dollars to fund a COLA. And since the COLA is not for current employees or current operations, do we really want to have on-going operational costs for the COLA as opposed to a one-time payment? And due to the cash situation with the City, Mr. Perkins believes this would be a pretty good time for the City to pay for the COLA costs as a one-time payment from reserves instead of having it built into future costs to the City.

OTHER BUSINESS

5. MEETING SCHEDULE

COMMENTS FROM THE GENERAL PUBLIC



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ADJOURNMENT

RESULT: Approved
MOVER: Armstrong
SECONDER: Smith
AYES: Betty Kagan, Ted Armstrong, Paul Gallant, Timothy Smith
NAYS: None

DRAFT



**MINUTES
CITY OF CREVE COEUR
EMPLOYEE PENSION BOARD OF
TRUSTEES
ONLINE MEETING
MARCH 22, 2023
11:00 AM**

ZOOM MEETING INFORMATION

Due to extreme circumstances regarding the COVID-19 pandemic, this meeting will be held online only. Members of the public may access live audio and/or video at the following link:

**Join Zoom Meeting
<https://us02web.zoom.us/j/82987368228>**

Meeting ID: 829 8736 8228

**One tap mobile
+13017158592,,82987368228# US (Washington DC)
+13052241968,,82987368228# US**

CALL TO ORDER

Meeting was called to order by Ted Armstrong at 11:05 a.m.
In attendance: Lori Obermoeller-Director of Finance
Joe Martinich-Council Liaison joined at 11:10
Carol Lippman-Board Member
Mike Breitenstein-Employee Relations
Ted Armstrong-Board Member
Mark Perkins-City Administrator
Sharon Stott-Assistant City Administrator
Tracy Brothers-Senior Accounting Associate
Brad Holmes-Employee Representative
Brian Collett-CFA (CIO @ LAGERS)
Jeff Kempker-LAGERS
Megan Loehner-Deputy CIO-MO LAGERS

APPROVAL OF AGENDA

Motion to Approve the Agenda
Result: Approved (Unanimous)
Mover: Carol Lippmann-Board Member
Second: Brad Holmes-Employee Representative
Ayes: Armstrong, Breitenstein



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APPROVAL OF MINUTES

Approval of the Pension Board Minutes from January 24, 2023 and Special Meeting Minutes from March 8, 2023

Motion to Approve the 1/24/23 Pension Meeting Minutes

Result: Approved (Unanimous)

Mover: Carol Lippmann-Board Member

Seconded: Brad Holmes-Employee Representative

Ayes: Armstrong, Breitenstein

Motion to Approve the 3/8/23 Special Pension Meeting Minutes

Motion to Approve the Agenda

Result: Approved (Unanimous)

Mover: Carol Lippmann-Board Member

Seconded: Brad Holmes-Employee Representative

Ayes: Armstrong, Breitenstein

NEW BUSINESS

Transition from Legacy Plan to LAGERS

Purpose of today's meeting: We have had a couple of meetings regarding the move to LAGER's. It was decided in the last meeting to invite the LAGER's representatives here today.

Our current LAGER's plan is the LT8, which is 2% to 65, then it drops to 1.5%. There are 2 options that we can move to. They are: LT14 which is higher than the LT8 at 2% to 65, then drops to 1.75%. The legacy plan is at 1.7%. The L6 plan is also higher than the current LT8 at 2%.

Jeff with LAGER's started the discussion. He is the Assistant Executive Director and has been a part of this discussion since the beginning in 2015. Brian with LAGER's introduced himself. He is CFA (CIO) and has been with LAGER's for 18 years. LAGER's has 4 CFA's and investment experts. Megan with LAGER's introduced herself. She is the Deputy CIO-MO and has been with LAGER's since 2010. There are 8 on the investment team. 5 of the 8 focus on investment decisions. The other 3 focus on investment operations. A CFA is equivalent to a CPA.



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Carol L asked: What has your performance been specifically in 2022 and 2018 and with the 1,3 & 5 record? What are your investment philosophies and methodologies? Brian answered: The methodology is all about asset allocation. Once every 5 years, they do studies to reset their asset allocation. They will be presenting to the board at the end of the week to be finalized in June. They start with level of risk to be set by the board. They are promising 7% to members and employers. The 20-year number is 8.7, with the benchmark at 7.1 and they out-performed that. The 10 year is 8.7 with a benchmark at 6.7. The 5 year is 7.9 with a benchmark of 6.2. The 3 year is 8.0 with a benchmark of 5.4. It has been a volatile market in 2022 doing a -3.7 which was above their benchmark. Their pier group was down -12.7. They will move up and down per the economy.

Carol: Why 7? What is your benchmark? How are you allocated? And how did you get to -3.7 in 2022?

Brian: The 7 is an outcome of the capital market study. It is based on risk. This information will be in the board report to be presented on Friday. They have a very large allocation of real assets. Those are inflation sensitive and theirs did very well in 2022. Target for equities is 35%, fixed income is 31%, real assets are 36%, Strategic is 8%, ALPHA portfolio is 15% and cash allocation is 10%. They lever the portfolio and keep the cash available.

Carol: Are the real assets liquid or ill-liquid assets or both?

Brian: They are mostly ill-liquid assets. They have a 1% need for cash on a yearly basis from the portfolio. Because of such a small need, they are able to take ill-liquid risks. Real Estate, infrastructure, stamping, airplanes are ill-liquid assets.

Carol: You feel you get a real time value as of the end of the year?

Brian: They follow accounting standards. He also explained how the markets worked between private and public.

Megan: They also keep track of liquidity allocations. The board approves this on a yearly basis. The 2018 numbers are: 1 year is 2% with a benchmark of .9%.

Ted A: congratulated Brian on their results. He asked Brian to explain how they leverage their program. How do they determine how much to lever their program and does it change over time?

Brian: They didn't lever to out-perform. They did it to move into real assets and not change the risk and return profile of the portfolio. They went short cash and put into real assets. The goal was to get neutral inflation. Leverage isn't as cheap as it was a year ago, but it isn't a permanent change.

Ted A: Expressed Mike K's concern that Brian was about to retire and what was his



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succession plan.

Brian: He is not going to retire in the next 5 years and Megan is his succession plan. Jeff commented that he thought maybe the recent retirement of the Executive Director last fall may have been Mike's concern. They have a new one that took over January 1, 2023.

Ted: What is the Executive Director's involvement with investments?

Jeff: Brian runs the portfolio according to the board's policies with minimal involvement of the Executive Director.

Brian: He was given more responsibility over time. It took about 5-7 years for them to hand over the reins. Brian reports to the board, which is a common setup among the industry.

Carol: Are there any CFA's on the board?

Brian: No, but they have an investment board consultant. The board members are not investment experts, but they have experience as to what to look for and ask.

Mark P: Wants them to talk about the fees in regard to taking over the closed Legacy plan. How it is paid for and how it will affect the city.

Jeff: Talked about the administration fees. They assign the fees whenever the assets are transferred to LAGERS. They would withhold \$6,000 from that asset transfer as a programming type fee. This helps offset the upfront programming cost for setting up the plan. The city would actually have to write a check for one additional service as most costs have already been paid. The additional check would be for a follow up actuarial report for a double check for accuracy. This costs between \$500 and \$1,000.

Once the administration actually takes place, the transfer of assets and liabilities of actives are transferred to the current LAGERS plan from the Legacy plan, then retirees will be transferred to the benefit reserve fund. This is the fund that benefits are paid from. They allocate the admin cost for the individuals by head count and it is pooled across the whole benefit reserve fund with all employers.

Brian: He says he negotiates fees down as much as possible. All the returns he gave earlier were net of fees. Fees are different in private vs public. All the fees are figured in the return.

Carol would like some numbers put to this.

Jeff said last year's total expenditures were 651 million dollars. About 64% of that was benefit payments. 34% was for manager fees.

Megan says investment expenses were about 2% of the portfolio.

Carol wanted to continue the conversation without LAGER's reps.

Ted commented that he thought it was a great presentation and was impressed with



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Brian.

LAGER's left the zoom meeting.

Carol was concerned about Brian's views on fees. She was hoping to be able to hear from them about a number to compare the \$92,000 savings that we are expected to have.

Ted commented that this doesn't make sense because this is a \$10 billion dollar fund.

You can afford to have 25% of your investments in ill-liquid investments and to leverage the portfolio. To compare our results with theirs, are apples and oranges. He had concerns in the beginning, but is impressed by what he heard today.

Mark P: In terms of those administrative costs, those are out of pocket costs. So he thinks we are comparing apples to apples. The \$92,000 is additional fees to administer the plan. We don't need to dig into their internal costs as long as we don't see them.

Carol: Senses from previous meetings that COLA is pretty important. This committee is in favor of the COLA but it is the council's decision. Her view is that people deserve to be caught up with the cost of living. What can we do to convince the council?

Joe said that the council is waiting for an entire package to vote on the changes. They are expecting to have a COLA, just waiting for details.

Mark P: They have been talking about COLA for 2-3 years and previously they had not been prepared to deal with that, but things/viewpoints have changed since then. They are planning on another work session on Monday to continue the discussion on the COLA. They will present the budget next month. If the council is comfortable with it, they will proceed. They are planning on bringing 3 options.

ADJOURNMENT

ADJOURNMENT

Motion to Adjourn: Ted Armstrong-Board Member

RESULT: Approved (Unanimously)

Mover: Carol Lippmann-Board Member

Seconder: Joe Martinich-Board Member

Ayes: Breitenstein, Armstrong, Holmes