JOINT WORK SESSION MEETING WITH FINANCE COMMITTEE
AGENDA
CITY OF CREVE COEUR
CITY COUNCIL
300 NORTH NEW BALLAS RD
MARCH 11, 2024
6:00 PM

CALL TO ORDER

ROLL CALL

DISCUSSION ITEMS

1. **Approval of February, 26, 2024 City Council Joint Work Session Minutes**
2. **FY2025-FY2029 Capital Improvement Program Recommendations Summary**
   Summary: Staff will review and discuss the FY2025-FY2029 Capital Improvement Program with the City Council and Finance Committee.

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: ____________________

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
WITH STORMWATER COMMITTEE MINUTES
CITY OF CREVE COEUR
CITY COUNCIL
300 NORTH NEW BALLAS RD
FEBRUARY 26, 2024
6:00 PM

CALL TO ORDER

A joint work session meeting of the City Council of the City of Creve Coeur and the Stormwater Committee 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, February 26, 2024, 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

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 Director of Public Works/City Engineer Steven Berecz, Civil Engineer Dione Garson, Chief of Police Jeffrey Hartman, and City Clerk Kellie Henke.

Stormwater Committee Members Present: Chair Richard Kutta, Patrick Brown, Mary Helen Gerst, and Cathy Rizzo.

Others Present: Tim Dean, of Intuition & Logic, and Len Madalon of EDM Incorporated.

DISCUSSION ITEMS

1. **Approval of February, 12, 2024 City Council Joint Work Session Minutes**

RESULT: APPROVED (UNANIMOUS)
MOVER: Council Member Ward 4 Tierney
SECONDER: Council Member Ward 1 Manlin
AYES: Manlin, Greer, Hoffman, Tierney, Martinich, Carney, Neudorf, Silverman

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

JOINT WORK SESSION MEETING
WITH STORMWATER COMMITTEE MINUTES
CITY OF CREVE COEUR
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2. Watershed Management Plan

Assistant Director of Public Works/ City Engineer Steve Berecz thanked the Stormwater Committee and Civil Engineer Dione Garson for their contributions and commitment to the project. Mr. Berecz also thanked the public for their participation and input.

Tim Dean, of Intuition & Logic, provided an overview of the updated Watershed Master Plan and discussed the City's planning efforts, goals and objectives, and major study components, which included public involvement, hydraulics, hydrology, stormwater problem sites, stream stability, and watershed inventory (see Exhibit A). Mr. Dean discussed the three planning phases used to develop the plan:

- Phase 1- Identifying Stormwater Issues
- Phase 2- Reviewing Identified Issues
- Phase 3- Categorizing Issues

Mr. Dean discussed the prioritization ranking system and stated it is based upon the Metropolitan St. Louis Sewer Districts (MSD) system. Mr. Dean stated projects were scored based upon risks, benefits, and estimated costs and the ranking system was consistently applied to all identified issues across the City and would be applied moving forward to score issues identified in the future. After the projects were ranked, they were separated out by categories: structures/culverts, bank stabilization, and overland flooding. The Watershed Management Plan includes 102 total projects further divided into 20 structure/culvert projects, 48 bank stabilization projects, and 34 overland flooding projects. The total cost for all 102 projects is estimated to be approximately $33.9 million.

Mayor Hoffman confirmed the number of years a problem has existed was not included in project scoring. Mr. Dean stated the projects were scored based on risks, benefits, and estimated costs with priority given to structural flooding and public safety issues. For consistency and fairness, the ranking system was applied to all identified issues across the City and every project had an equal chance of becoming a project.

Council Member Martinich asked if there were stormwater issues that could be resolved with lower cost solutions so that more issues could be addressed. To which, Mr. Dean stated the overall goal of the Watershed Master Plan was for the City to establish a budget and identify an approach to each of the high - ranked problem areas so that enough funding is available to include both engineering analysis and construction costs for each project.

JOINT WORK SESSION MEETING
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Civil Engineer Dione Garson, discussed the proposed FY2025 & FY2026 Capital Improvement Program (CIP) Projects (included in Exhibit A) based upon the higher ranked projects and most impactful community projects. Ms. Garson stated the selected projects would take place in each of the four wards and are grouped with other projects within the area to increase efficiencies and reduce costs. Ms. Garson stated the selected projects are listed in the draft CIP for FY2025 - FY2029 for Council to review.

Council Member Martinich asked if the City would apply for MSD grant funding for each project within Deer Creek. To which, Ms. Garson stated the City is allowed to apply for approximately $224,000 per year in grant funding from MSD. Mr. Berecz stated a grant writing expert has been included in the draft CIP for review to pursue additional grant funding.

City Administrator Mark Perkins stated the Council could approve additional funding so that more Stormwater projects could be addressed, however adequate staffing of the projects would need to be considered.

Council Member Tierney asked if solving one stormwater issue would impact any other identified issues. To which, Mr. Dean stated no, each project is independent and each solution has been developed so that it would not have negative impacts on any existing stormwater issue.

Mr. Dean clarified that a five-year review of the Master Plan is an internal consolidation that focuses on the CIP projects so that the City could identify solved and completed issues and re-rank identified projects so that it includes any new or worsened issues.

City Administrator Mark Perkins stated the City now has funding available to plan and proactively solve stormwater issues due to the Parks and Stormwater Sales Tax. Prior to the sales tax, the City had minimal funding available from MSD that was used to address stormwater issues.

Council Member Martinich asked if there are City-wide programs that could be implemented to help capture rain onsite in an effort to reduce the amount of water going to the watersheds. Mr. Dean stated this could be accomplished by a using a regional detention style basin or promoting rain gardens, rain barrels, and rain harvesting techniques.

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Council Member Manlin stated any increase in impermeable area on new residential construction project requires a Best Management Practice (BMP) plan to slow the amount of water flowing offsite.

Council Member Carney and Stormwater Committee Chair, Richard Kutta, thanked the Public Works staff and the Stormwater Committee for their hard work, time, and involvement with the project.

ADJOURNMENT

RESULT: APPROVED (UNANIMOUS)
MOVER: Council Member Ward 3 Hoffman
SECONDER: Council Member Ward 4 Martinich
AYES: Manlin, Greer, Hoffman, Tierney, Martinich, Carney, Neudorf, Silverman

The meeting adjourned at 6:51 p.m.

Submitted by:

Kellie Henke
City Clerk

Dr. Robert Hoffman
Mayor

Exhibit A

CITY OF CREVE COEUR, MO • 1949 •

Watershed Management Plan

Council Presentation 02/26/2024

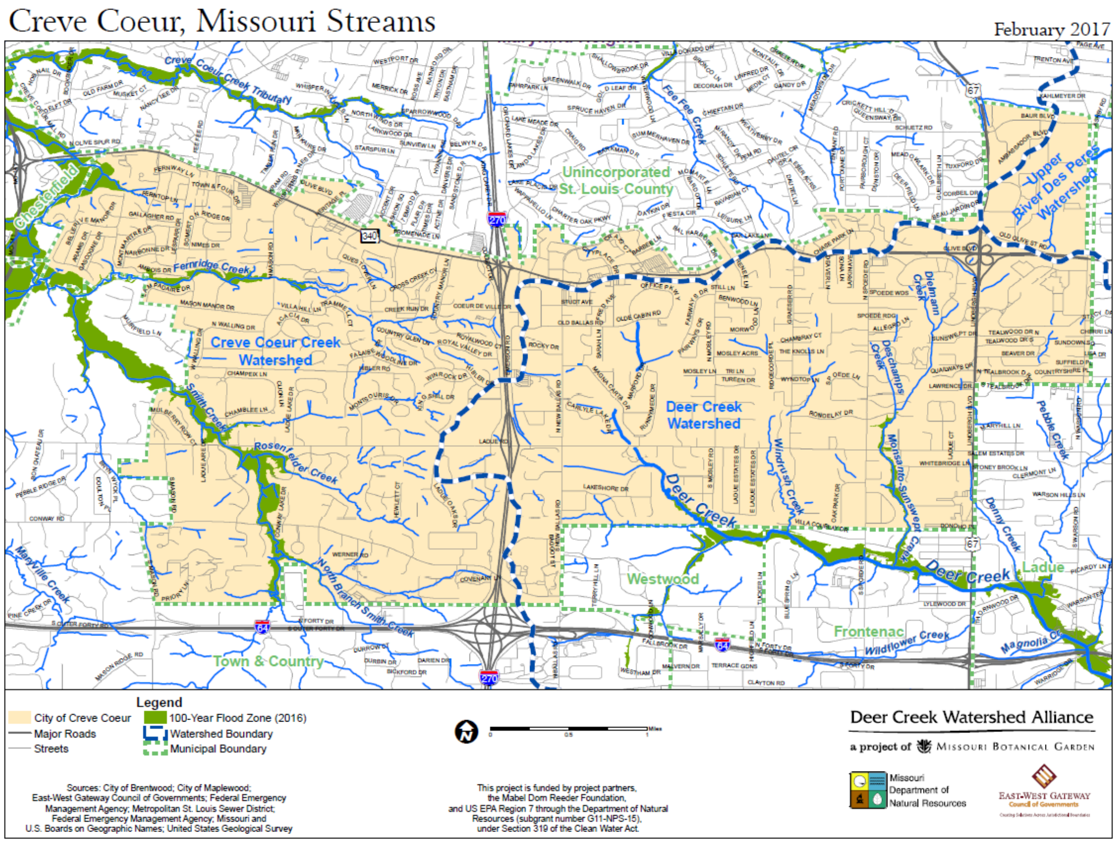
INTUITION & LOGIC

EDM

AM:PM

Watershed Master Planning

- City Planning Effort
- Previous Efforts
  - 1999 Stormwater Evaluation Report
  - 2010 Stormwater Questionnaire
  - 2012 Stormwater Master Plan Update
- Overall Goals
  - Updated Master Plan
  - Integrate Public Input
  - Develop Prioritization Ranking Methodology



INTUITION & LOGIC

Watershed Management Plan
Goals & Objectives

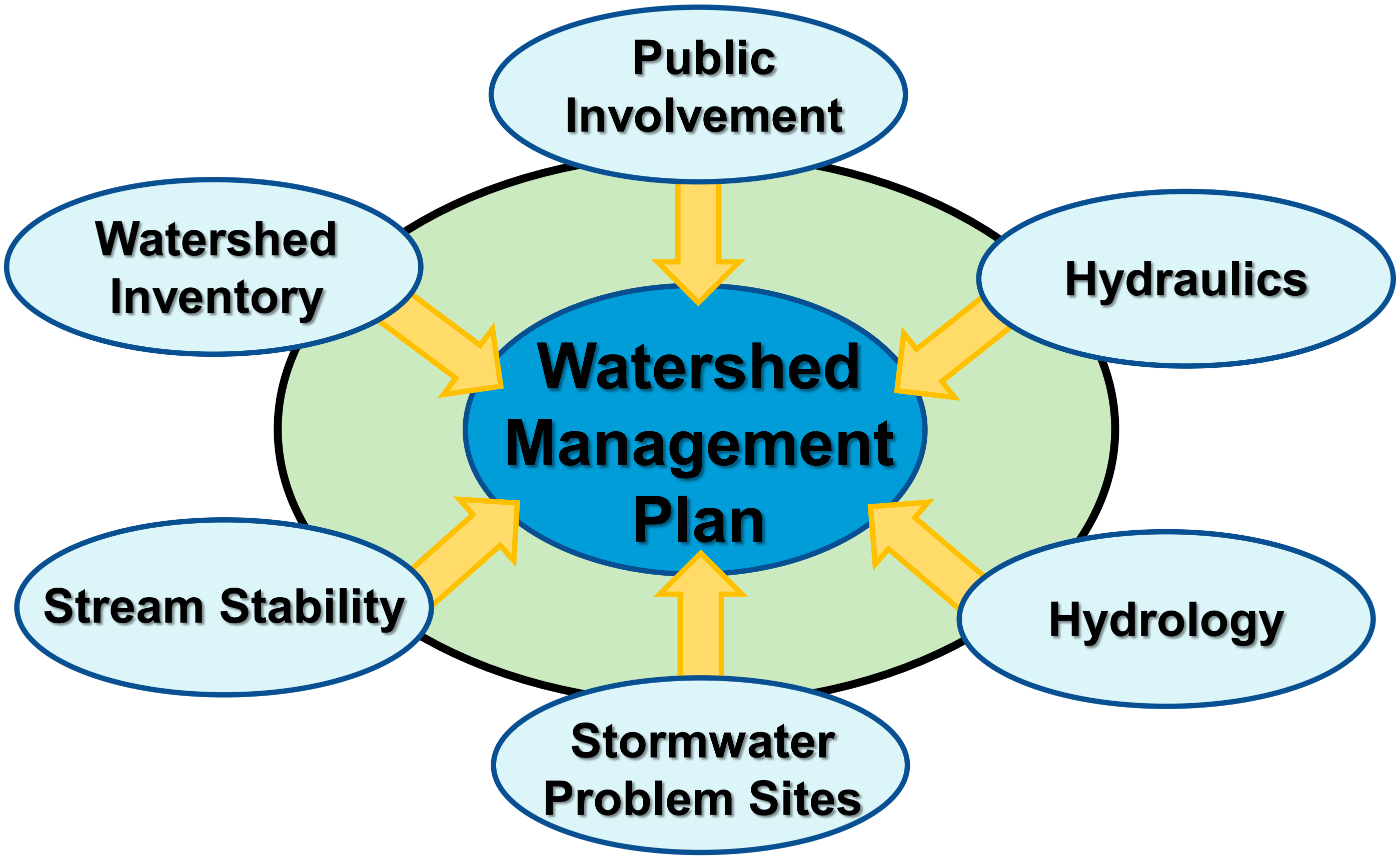
Goal - Develop planning tools and capital improvement projects to address water quality, stream stability, and stormwater infrastructure and drainage issues.

Study Objectives

- Maintain a proactive public involvement process
- Identify needed Capital Improvement Projects (CIPs) for stormwater issues
- Quantify existing hydrologic and hydraulic data
- Map stream corridors
- Evaluate stormwater problem sites
- Develop prioritization ranking method

Watershed Management Plan

Major Study Components



Watershed Management Plan
Benefits

- Engineering-based tool to guide the City in choosing projects for the Stormwater program
- Maximize benefits to residents
- Reduction of risks to public safety, public health, and damage to public infrastructure and private property
- Allows the City to secure grant funding
  - More funding allows the City to complete more projects in a shorter period of time

Watershed Management Plan Overview

Phases

Phase — Identify stormwater issues

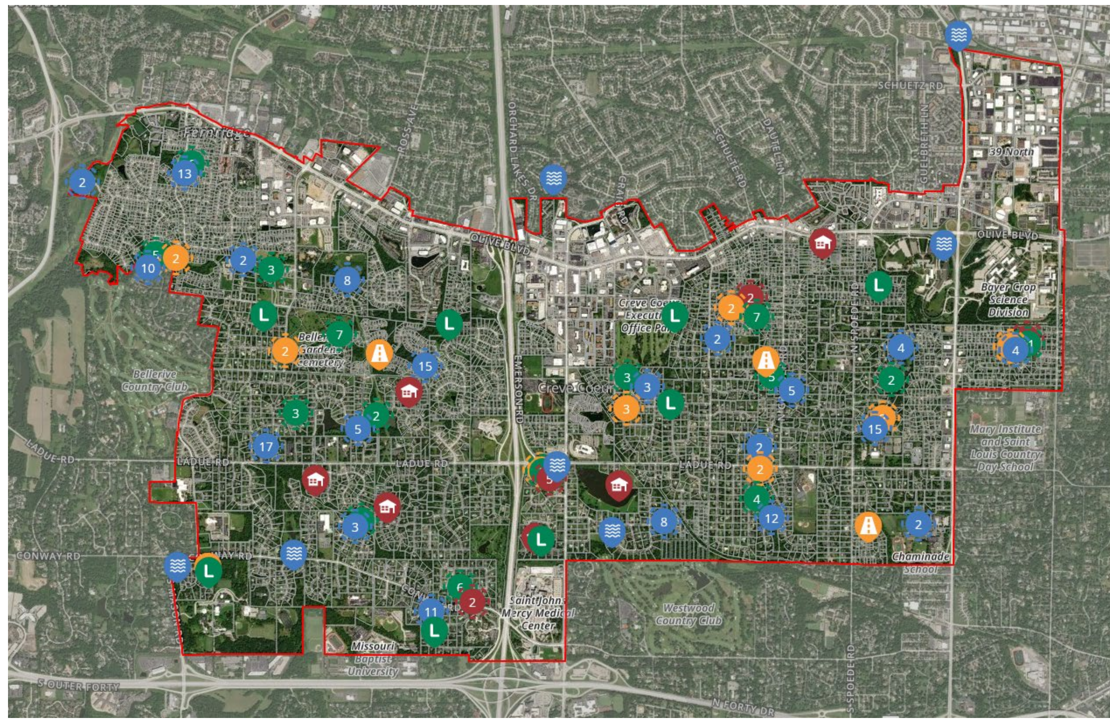
Phase 2 — Review identified issues

Phase 3 — Categorize issues

The planning process – in all phases – has been collaborative, transparent, and inclusive

Phase 1 – Identify Stormwater Issues

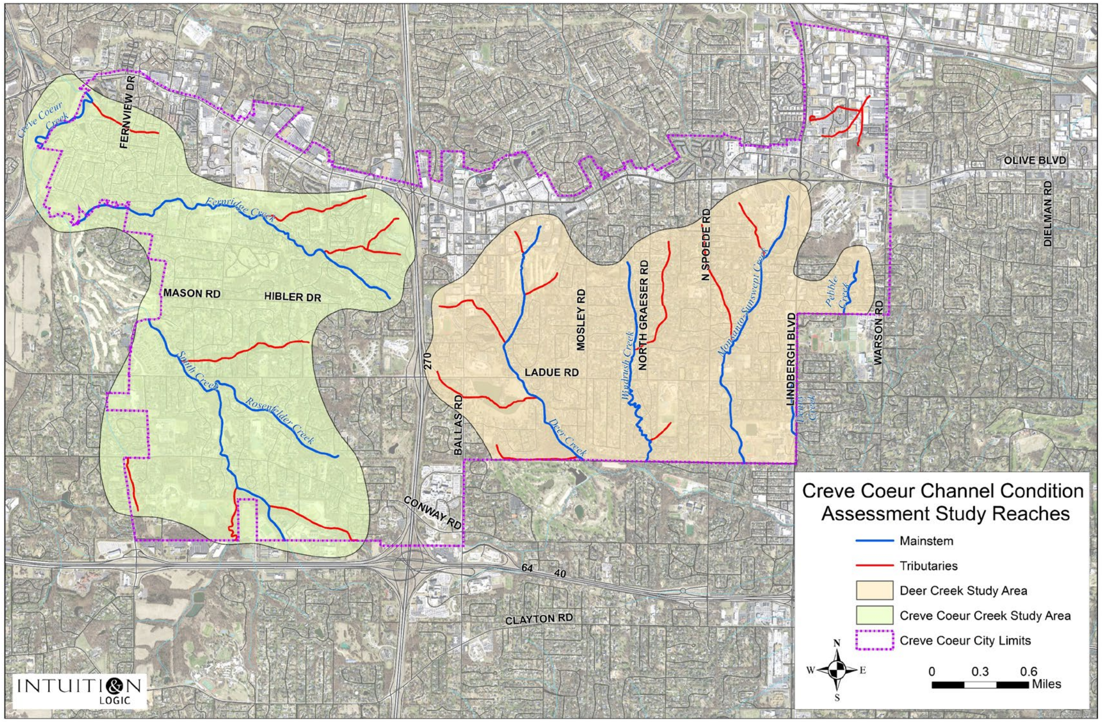
- Issues reported on Social Pinpoint. (A total of 407 responses were received)
  - 216 erosion and channel related
  - 191 flooding issues
  - 24 Home Flooding
  - 87 Property Flooding
  - 60 Streambank Erosion
  - 26 Street Flooding



- Historical information provided by the City
- Open House events for residents to provide information about known stormwater issues

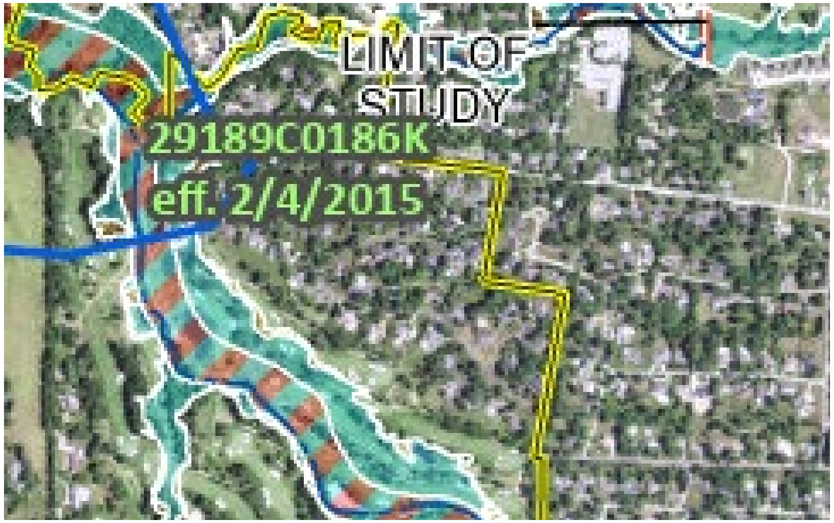
Phase 1 – Identify Stormwater Issues

- Engineers conducted channel condition assessments
  - Over 22 miles of stream field observation
  - Methodical, engineering-based assessment system
  - Consistent Scoring
- I&L has completed 53 watershed management plans
- I&L and EDM have assessed over 1,000 miles of creeks and streams (boots on the ground)



Phase 2 – Review Identified Issues

- Review and Group issues
  - 407 reported issues
  - Grouped into 132 problem areas
- Conduct Site Visits at all locations
- Complete Desktop Review
  - Historical info
  - FEMA maps
  - MSD Databases
- Develop Solutions
- Create Cost Estimates



Phase 3 – Categorize Issues

- Public vs. Private checklist
  - Public Input/Feedback
    - Stormwater Committee
    - Residents
    - Open House Events
  - Review and Categorize Projects
    - 132 problem areas became
    - 53 Private issues
    - 102 Public Projects

Is a stormwater issue public or private?

If one or more boxes are checked, then a publicly-funded solution might be considered	
Would it be an unreasonable burden or unreasonably difficult for the homeowner to solve the issue?	☐ Check for yes
Does the stormwater issue threaten public or private structures?	☐ Check for yes
Does the stormwater issue threaten public or private roadways?	☐ Check for yes
Does the stormwater issue threaten public infrastructure or publicly-funded improvements?	☐ Check for yes
Is the issue caused by an undersized stormwater conveyance infrastructure?	☐ Check for yes
Does the proposed project address regional or systematic channel instability?	☐ Check for yes
Would a solution protect water quality or natural resources?	☐ Check for yes
Was the issue caused by altered upstream conditions?	☐ Check for yes
Was the issue caused by inadequate system design under previously less restrictive development or redevelopment regulations?	☐ Check for yes
Was the issue caused by inadequate maintenance of a public system?	☐ Check for yes
Will the project improve public safety?	☐ Check for yes
Has the stormwater issue been identified as a monitor project?	☐ Check for yes
Is the focus of the project utility work?	☐ Check for no
Does the work focus on privately-owned infrastructure?	☐ Check for no

Phase 3 – Categorize Issues

- Residents who want to solve their private stormwater issues may receive funding assistance from the City's new Stormwater Management Cost Share Program
- The deadline for the first round of applications was February 9, 2024
- The Deer Creek Watershed Alliance and MSD also have grant opportunities for individual homeowners

Home › Government › Departments › Public Works › Stormwater Cost-Share Program

STORMWATER COST-SHARE PROGRAM

OBJECTIVE

The goal of the Stormwater Management Cost-Share Program is to help homeowner associations and individual homeowners solve stormwater issues that are unlikely to be addressed by a City-funded project or receive funding from existing programs.

HOMEOWNER ASSOCIATIONS

The Stormwater Management Cost-Share Program is to assist homeowner associations with the cost to maintain the capacity and performance of stormwater detention basins.

The pilot phase of the program will fund two homeowner association projects. The homeowner association will pay for the total cost of the project, then the City will reimburse the homeowner's association for 50% of the project's cost with a reimbursement up to $20,000.

Maintenance activities that are likely to be funded in the pilot phase:

- Activities that restore basin detention capacity such as
  - Dredging
  - Removing debris and overgrown vegetation
- Activities that restore outflow performance such as:
  - Removing blockage from low-flow structures
  - Cleaning outflow pipes
  - Replacing failing outfall pipes

INDIVIDUAL HOMEOWNERS

The Stormwater Management Cost-Share Program will also provide funding for individual homeowners to maintain existing stormwater management features or install new small stormwater management best practices (BMPs) such as raingardens or bioswales.

The Pilot phase of the program will fund up to five individual homeowner projects. The individual homeowner will pay for the total cost of the project, then the City will reimburse 50% of the project cost with a reimbursement up to $4,000.

Maintenance activities that are likely to be funded in the pilot phase:

- Grading or other improvements to drainage.
- Installing raingardens, bioswales, and other vegetated best management practices.
- Maintenance of some best management practices such as bioswales.
- Addressing erosion issues.

Phase 3 – Categorize Issues

- Prioritization Ranking System
  - Based on MSD's system
    - An established, widely-used scoring system in our area
    - Solid engineering basis
    - Aligning with MSD helps with possible future funding opportunities
    - City tailored the system to Creve Coeur
  - This ranking system was consistently applied to all identified issues across the City
  - The system will be consistently applied moving forward to score issues that will come up in the future
  - Every project has an equal chance of becoming a public project because it is scored under the same system
- **<u>Higher scores do not guarantee that an issue will have a publicly-funded solution</u>**

Phase 3 – Categorize Issues

- Adjustments from MSD
  - Flooding and Erosion threats to Structures. Eligible structures are ones that would typically require a building permit.
  - Threatened Roadway – weighting factor for type of roadway (heavily traveled road versus lightly used side streets)
  - Threats to Natural Resources (parks, wetlands, continuous woods, etc.)
  - Condition of existing stormwater system.
  - Preservation of natural resources
  - Conservation Easements
  - Ease of implementation

Phase 3 – Categorize Issues

- Prioritization Ranking System
  - Projects are scored based on risks, benefits, and estimated costs
    - Higher risks can earn higher scores – for example: structural flooding scores higher than yard erosion
    - Scores are not based on the number of years a problem has existed
  - Priority is Structural Flooding and Public Safety Issues.
  - Followed by Highest Benefit
    - More affected residents, higher score
  - The system is a guide and decision-making tool, not a guarantee a project will be completed
  - Re-Scoring only if site conditions have changed

Phase 3 – Categorize Issues

- Project Categories:

1. Structures/Culverts

2. Bank Stabilization

3. Overland Flooding

How identified stormwater issues can become City-funded projects

Stormwater issue is identified.

Is this a public or private issue?

- Is this a private issue?
- If yes, then a solution is the owner's responsibility.

Public issues are scored with the Prioritization Ranking System.

Scored issues are ranked highest to lowest.

Highest scoring issues with estimated costs that fit into the CIP may become City-funded projects.

The Stormwater Committee and then recomends City Council approves the project.

- City staff, the Stormwater Committee, and the City Council can use discretion and best judgement to ultimately determine what projects are included in the CIP

Phase 3 Program Results

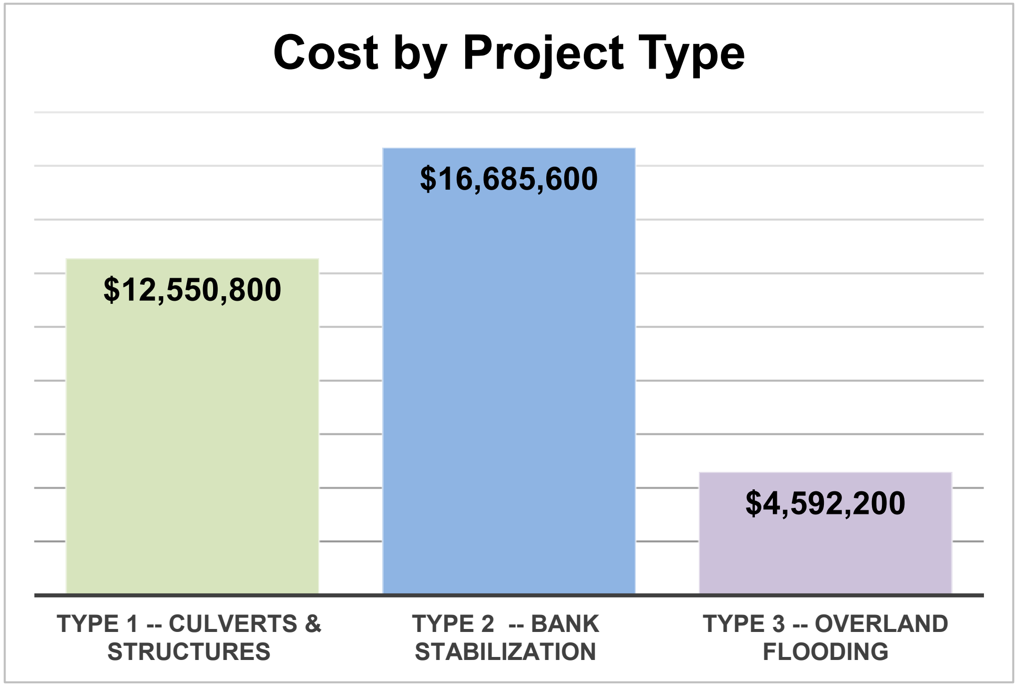
Project Type	Quantity	Cost (in millions)
1. Structures/Culverts	20	$12.6
2. Bank Stabilization	48	$16.7
3. Overland Flooding	34	$4.6
Program Totals	**102**	**$33.9**

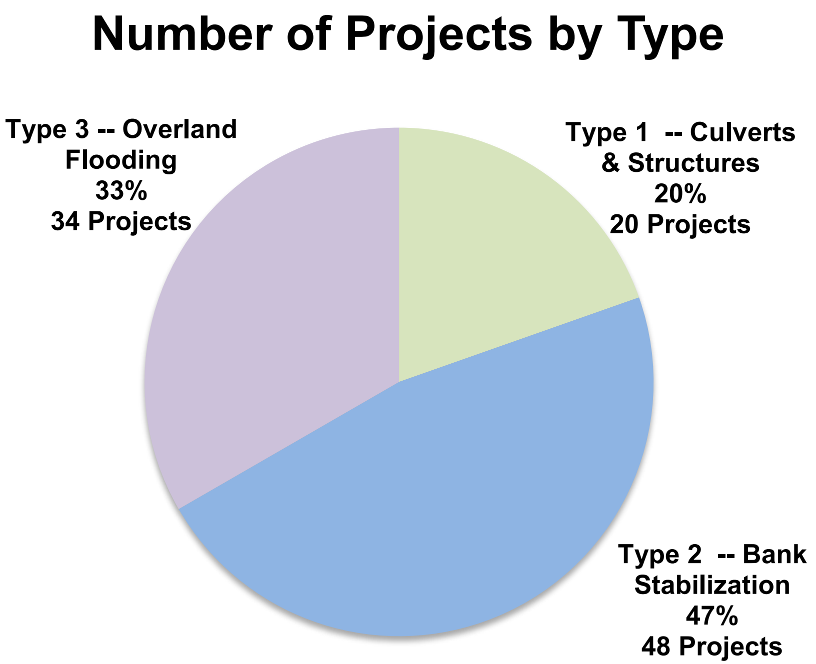
1. Structures/Culverts

2. Bank Stabilization

3. Overland Flooding

Phase 3 Program Results





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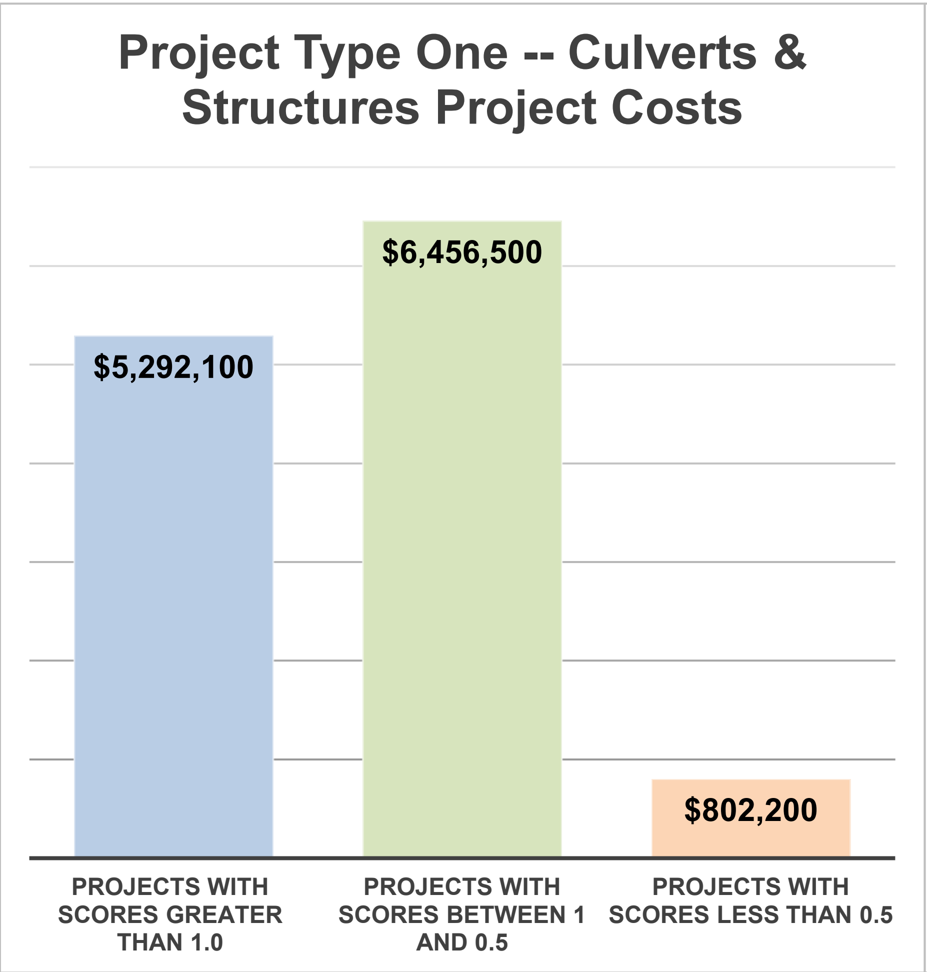
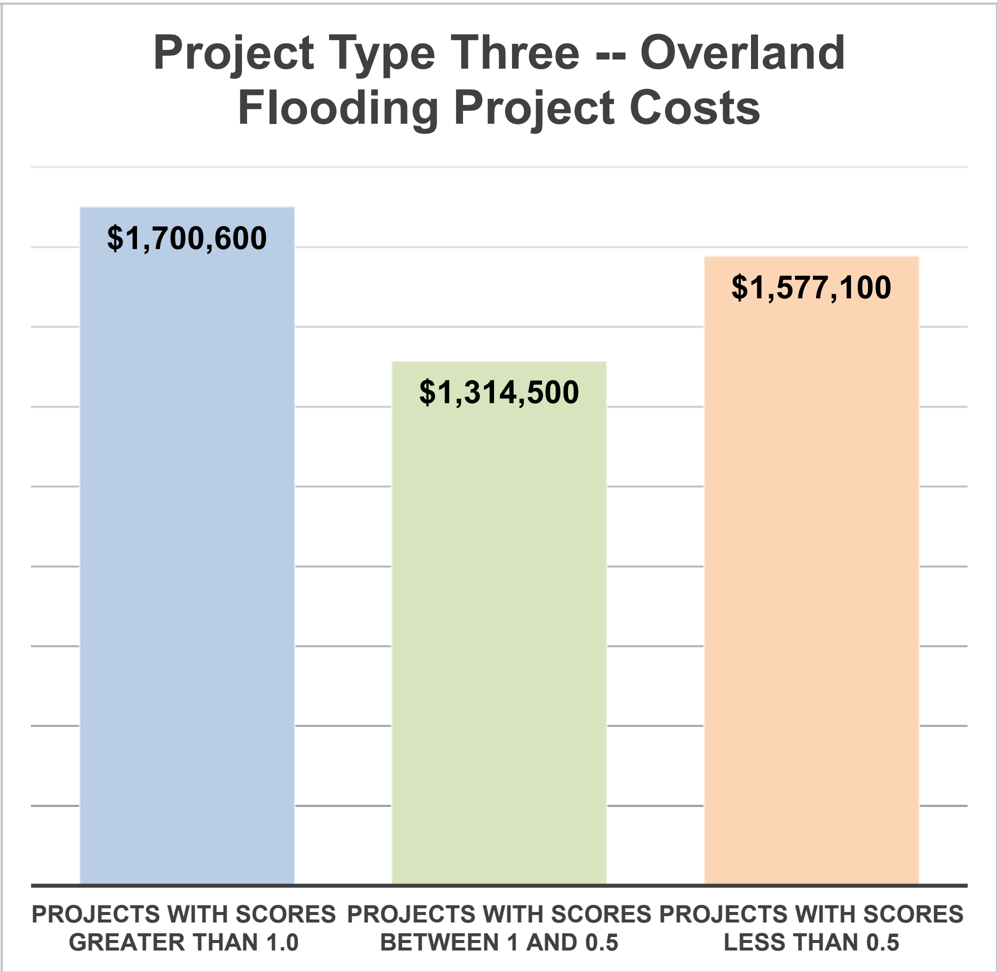
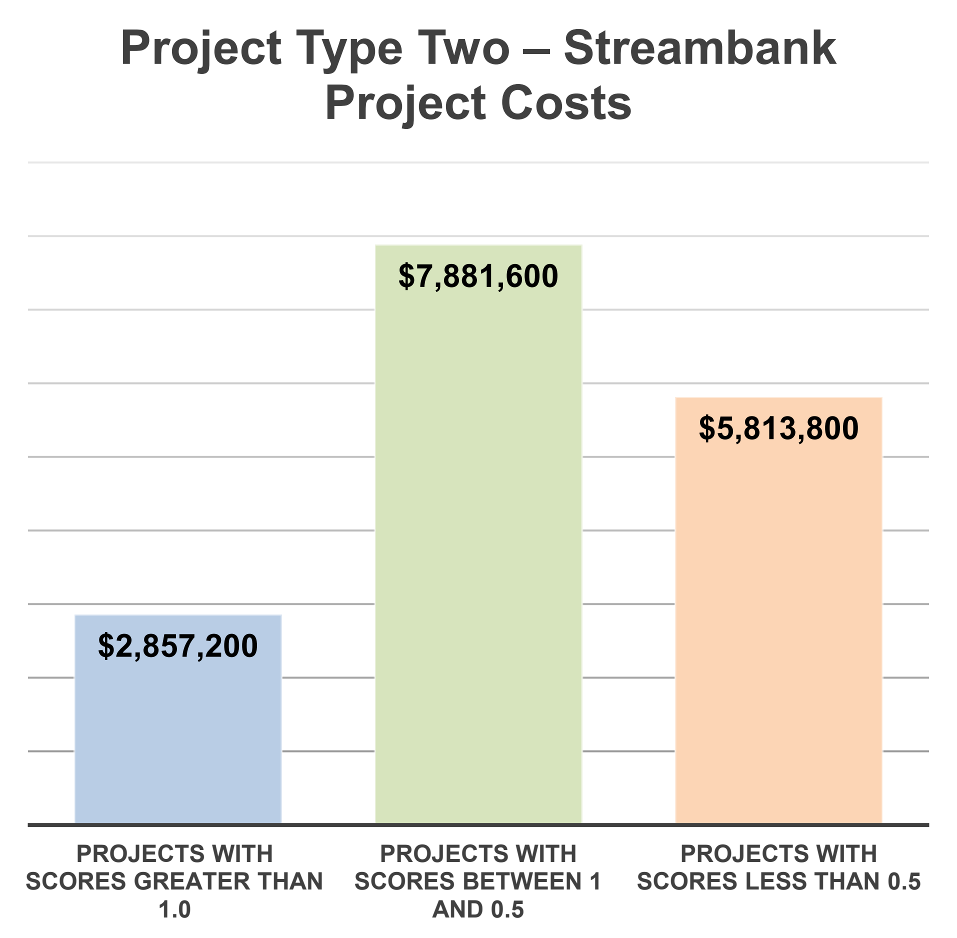
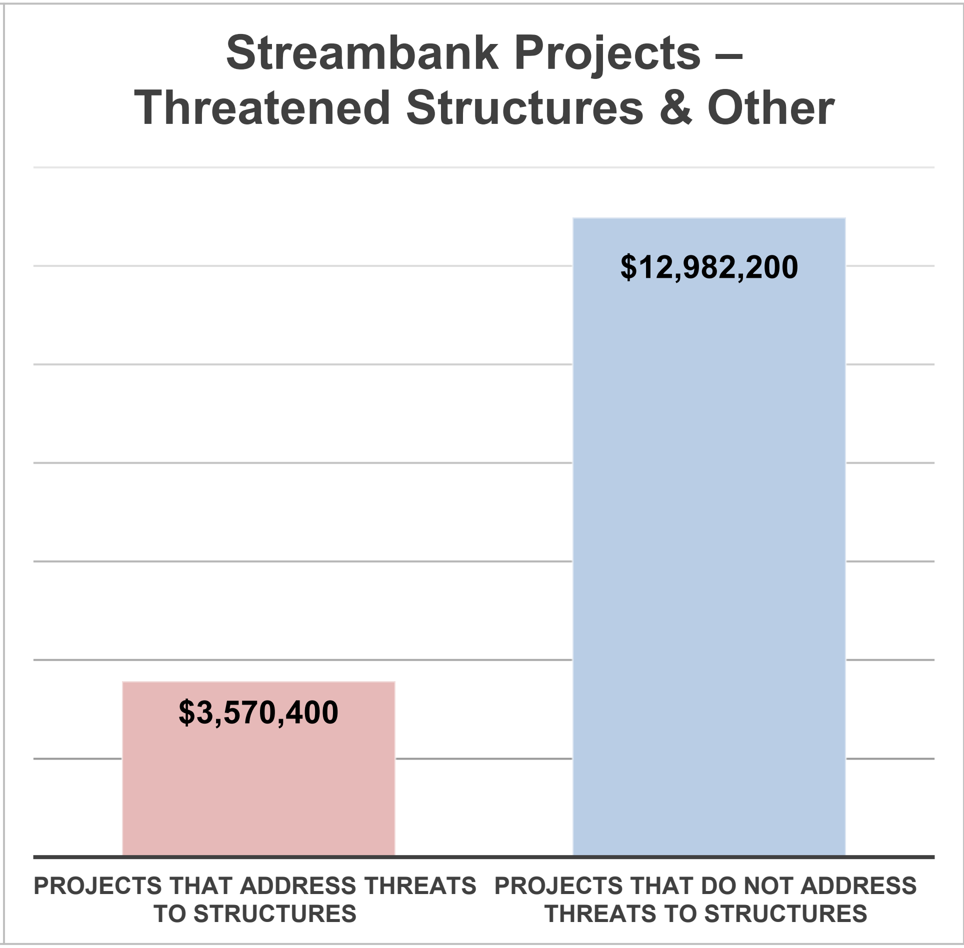


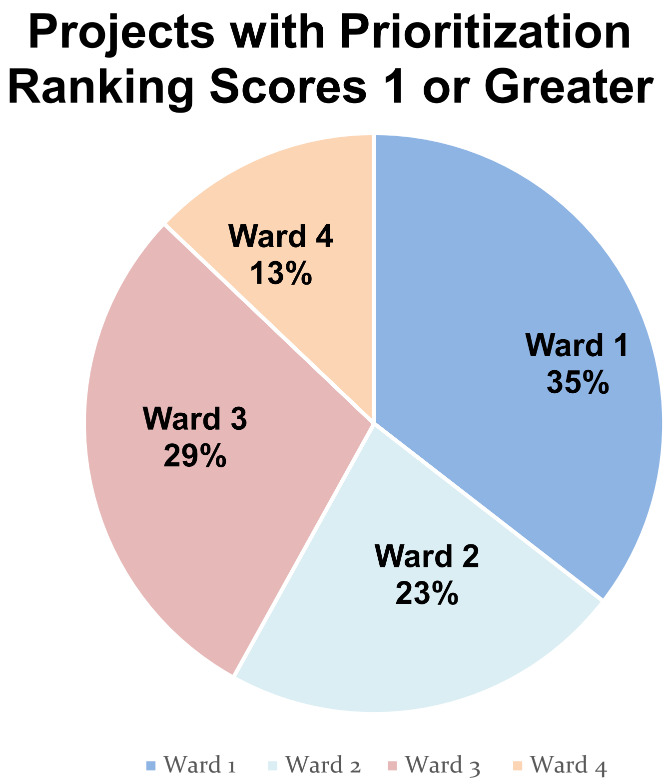


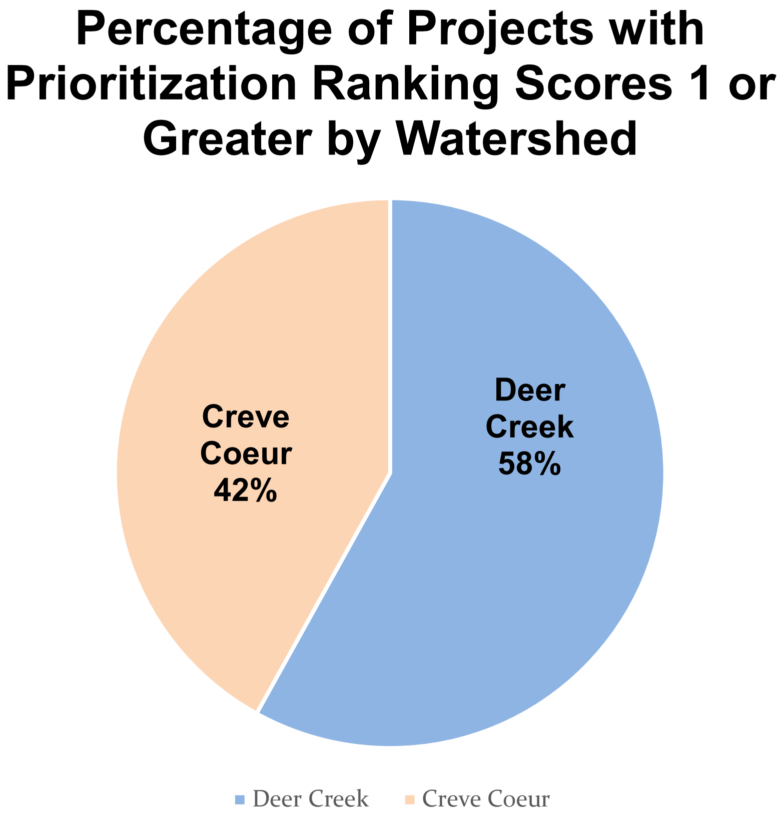
Phase 3 Program Results





Phase 3 Program Results





Next Steps

Stormwater Management Plan

- Incorporate any City Council and Stormwater Committee's comments
- Possible adoption by City Council near the end of April

Implementation

- The ranking of identified issues will be used by City Staff, the Stormwater Committee, and City Council to select and approve projects
- Projects will be listed in the City's Capital Improvement Program, a five-year financial planning tool that directs how the City's budget is used
- New stormwater issues will be reviewed, ranked, and added to the list as needed – Residents should continue to report stormwater issues
- The City intends to refresh the list and plan in about five years

Thank You!!!

- Thank you all for your participation in the process and support of the half-cent sales tax
- Before the sales tax, the City generally did not have the funds needed to address many stormwater issues
- The City was putting out fires – responding not planning
- Thanks to the tax, the City now has the ability to plan and proactively solve problems
- The Watershed Management Plan gives us a clear, thoroughly-researched, fact-and-engineering-based, methodical, consistent, and impartial guide for shaping the City's Stormwater Program

Questions?

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(314) 274-2107

Tim Dean, PE, LEED® AP
tim@ilincworld.com
(636) 777-3000

Proposed Capital Improvement Program Projects

FY2025 & FY2026

Proposed Projects for FY2025

Woodbridge Manor & Mason Forest Drive

- Estimated cost: $190,000
- Woodbridge Manor Score = 6.83
- Mason Forest Drive Score = 4.69

Fernpark Drive & Warrington Square

- Estimated cost: $427,000
- Fernpark Drive Score = 2.07
- Warrington Square Score = 1.29

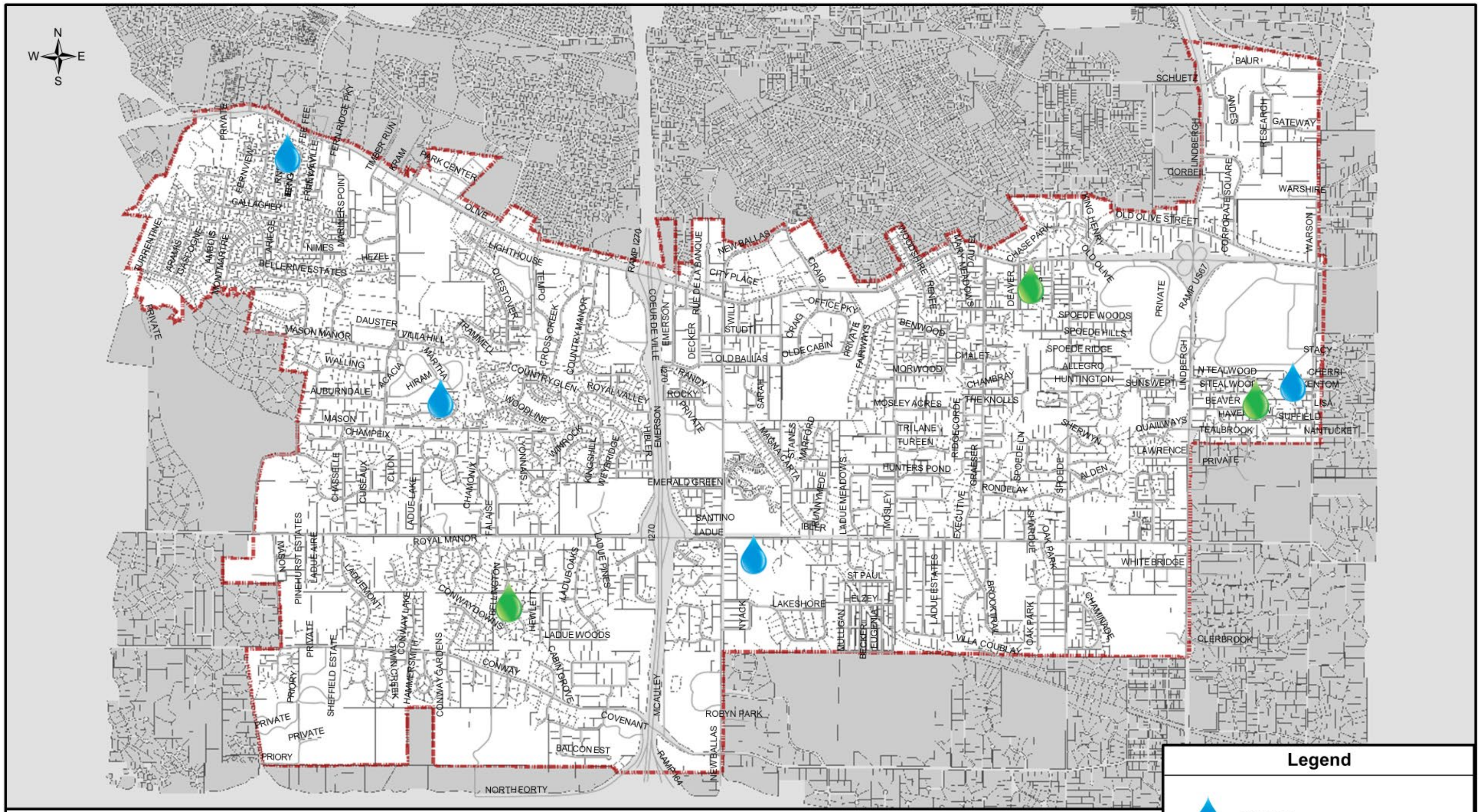
Proposed Projects for FY2026

Beaver Drive Crossing

- Estimated cost: $519,000
- Score = 1.41
- Eligible for MSD OMCI funding

Sona Lane & Bellington Lane

- Estimated cost: $605,000
- Sona Lane Score = 2.00
- Bellington Lane Score = 1.29
- Eligible for MSD OMCI funding



CITY OF CREVE COEUR, MO
1949

Proposed FY2025 and FY2026 Stormwater Projects

Legend

FY2025

FY2026

[redacted]

CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2025-2029

CAPITAL FUND

PARKS AND STORMWATER FUND

BUILDING PROJECT BOND FUND

DRAFT – FEBRUARY 23, 2024

Adopted by the City Council of the City of Creve Coeur through Resolution xxxx on April xx, 2024.

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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.

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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.

Prior to 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 prior to City Council review, approval, and adoption. A public hearing is held each spring (typically in April) by the City Council to review the final draft of the CIP in March or April, 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 FY2025-FY2029 CIP. These funds are:

1. <u>Capital Fund</u>. 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: $22.9 million
   - Total Capital Fund expenditures: $21.5 million
2. <u>Parks and Stormwater Fund</u>. 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 Tax Fund revenues: $17.0 million
   - Total Parks-Stormwater Tax Fund expenditures: $17.9 million
3. <u>Building Project Bond Fund</u>. 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 FY2025-FY2029 CIP is related to the fund's debt service.
   - Total Building Project Bond Fund revenues: $5.4 million
   - Total Building Project Bond Fund expenditures: $3.7 million

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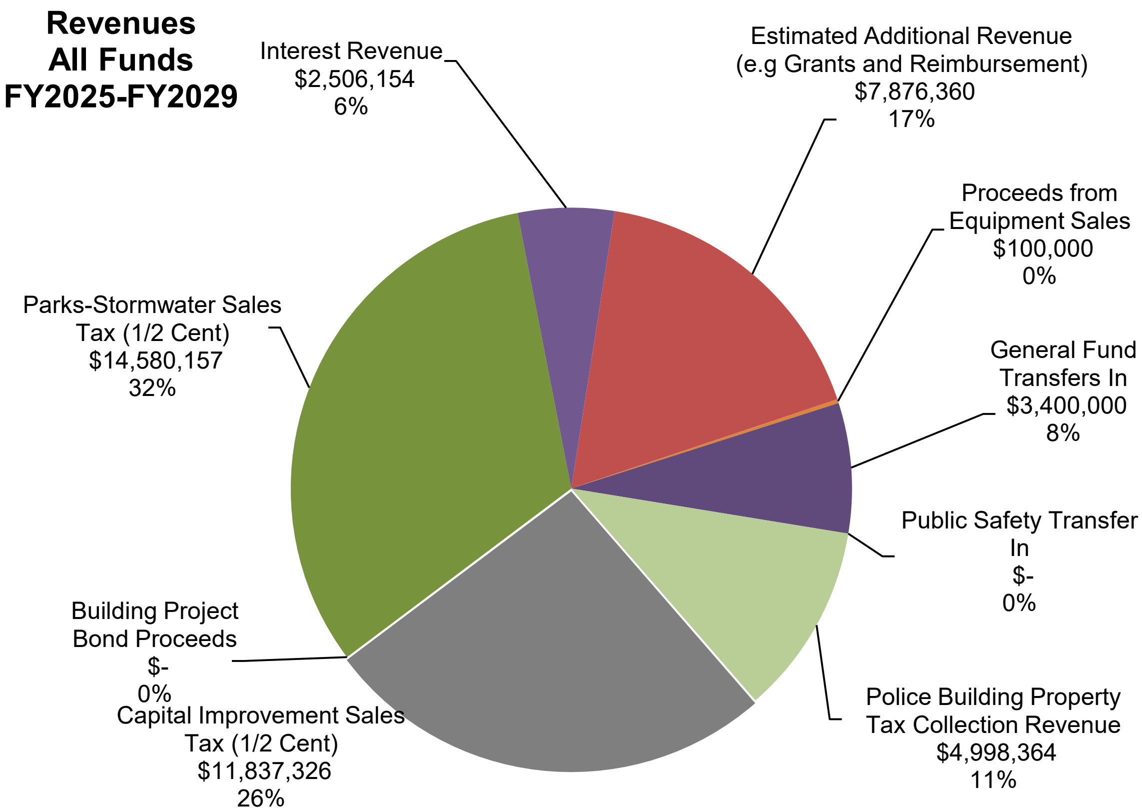
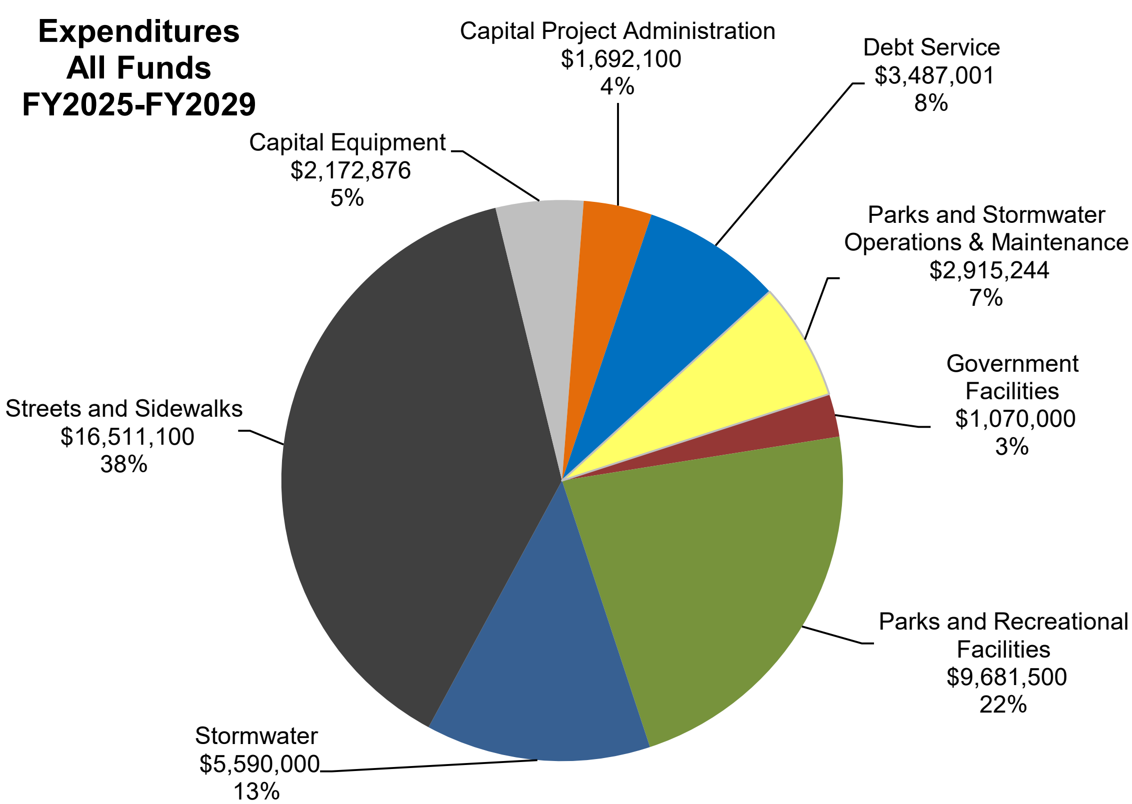
Combined, these three funds have a projected revenue of $45.3 million and projected expenditures of $43.1 million for the FY2025-FY2029 CIP. The charts below break down these revenues and expenditures into the general categories that are found in the CIP.





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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 FY2025-FY2029 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 FY2024 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: FY2025-FY2029 CIP Spreadsheets
- Appendix B: FY2020-FY2029 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 $22.9 million over the FY2025-FY2029 CIP.

> Half-Cent Capital Improvement Sales Tax. Projected sales tax revenues are approximately $11.84 million for the FY2025-FY2029 CIP, which averages out to approximately $2.37 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 projections in the FY2025-FY2029 CIP include an estimated 1% increase each year, which will return the sales tax revenues to the FY2020 level by FY2025.
>
> Grants and Outside Funding. Federal grants for roadway projects and accessibility improvements will provide approximately $6.61 million over the FY2025-FY2029 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

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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 to the Capital Fund over the proposed FY2025-FY2029 CIP is $3.4 million.

A transfer from the General Fund to the Capital Fund is proposed for each fiscal year in the proposed CIP. Annual General Fund transfers to the Capital Fund have been increased from $400,000 to $500,000, based on the transportation-oriented revenue sources of the General Fund which include the County road and bridge tax revenues. FY2028 also includes an additional transfer of $900,000 to be used for the roofing improvements to the Ice Arena and the Public Works Service Center.

Capital Fund Expenditures

Capital expenditures from the Capital Fund are projected to be approximately $21.5 million over the proposed FY2025-FY2029 CIP, with a maximum annual expense of $6.8 million in FY2026. Details about these expenditures can be found in the project summary sheets that follow.

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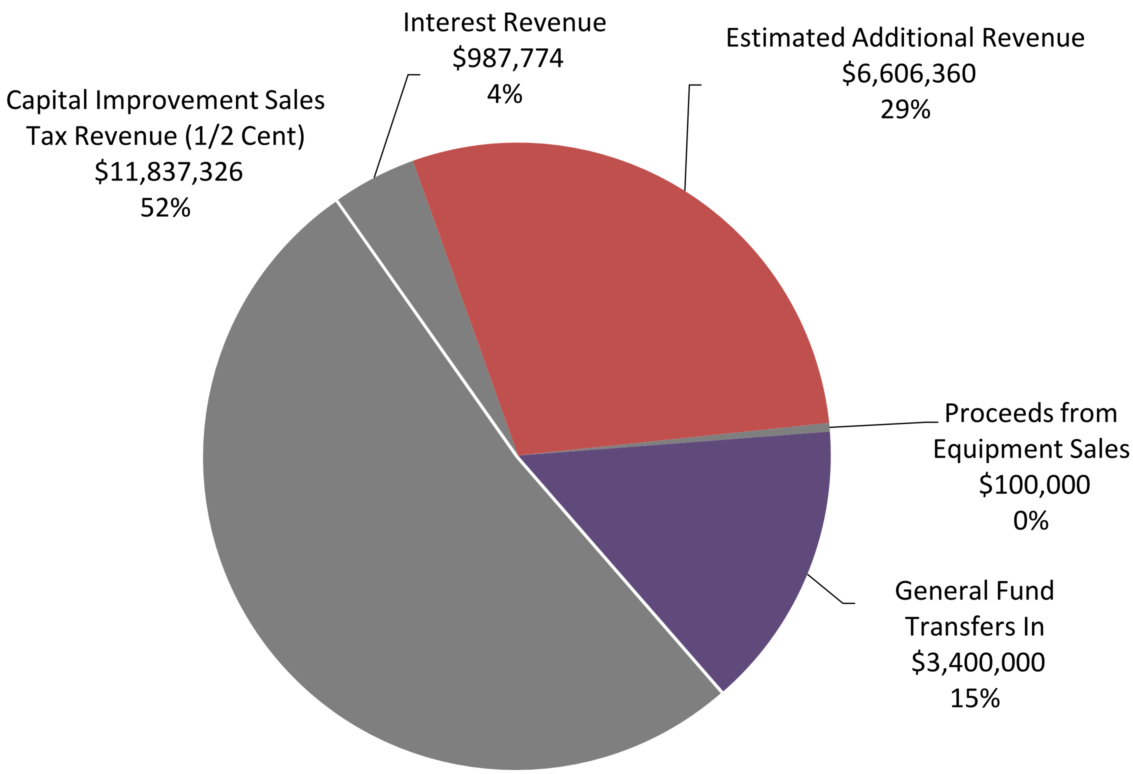
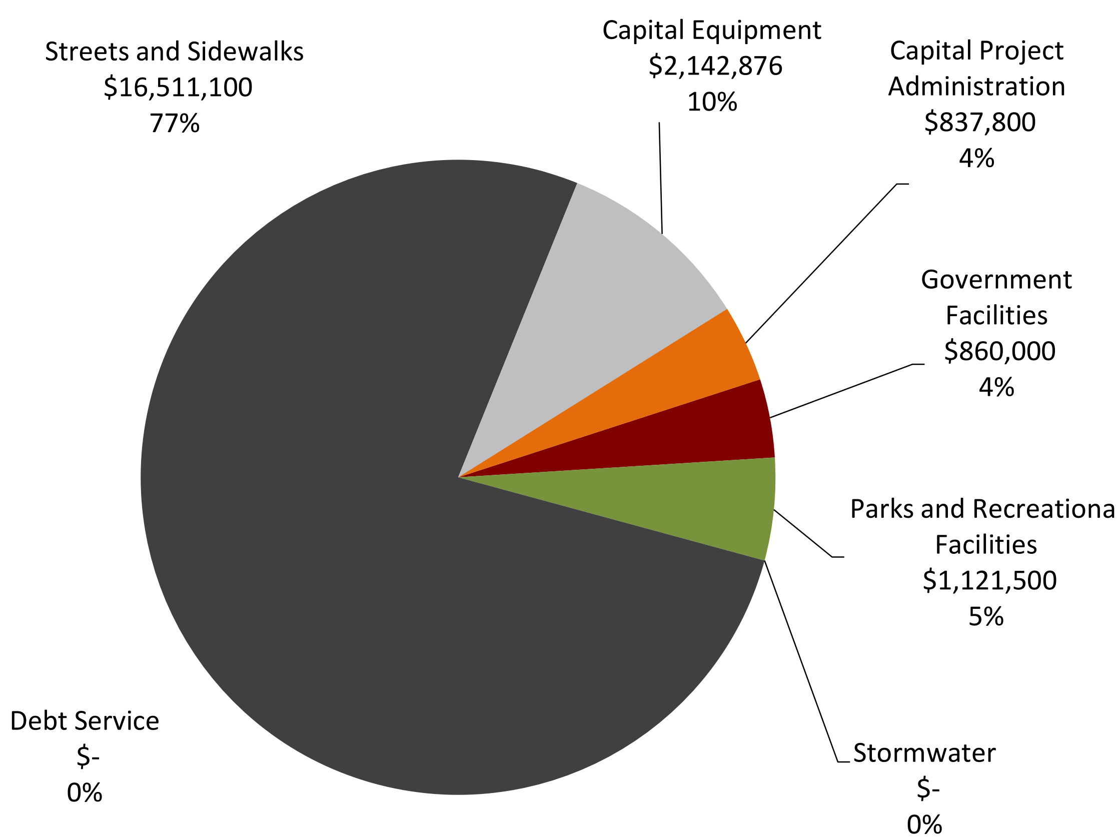


FY2025-FY2029 CAPITAL FUND REVENUES



FY2025-FY2029 CAPITAL FUND EXPENDITURES

GOVERNMENT CENTER RENOVATIONS

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$113,128	$30,000	$30,000	$30,000	$30,000	$30,000	$0

Project Description:
Proposed projects in FY2025 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 FY2025 will include continued lighting efficiencies that will help to lower energy cost and provide a well lite environment for various meetings and work areas. Construction of a training room that can also be used as a conference room, to provide improve learning and working conditions for staff.

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

Comments:
None

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Expenditure Type	Amount
Planning, Design, and Engineering	$ 98,128
Land Acquisition	$ 0
Construction	$ 165,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2025 – FY2029)	**$ 263,128**

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	$ 263,128
Total Funding	$
City's Contribution (FY2025 – FY2029)	**$ 263,128**

Roofing for the Public Works Garage

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$0	$500,000	$0	$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

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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**

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9501 Government Facilities - 09 **Capital Fund**

EV Charging Stations at the Police Department and Government Center

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$100,000	$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. Currently the Ameren Missouri program grant only covers public facing EV charging stations. Therefore, it is anticipated that EV charging station(s) at the Police Department would be installed at a later date, but the electrical underground infrastructure would be installed as part of the Government Center project.

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 changers 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 changed 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 (green house gases) 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

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 115,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 115,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 15,000
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 15,000**

Summary	Amount
Total Expenditures	$ 115,000
Total Funding	$ (15,000)
City's Contribution	**$ 100,000**

Public Works Garage Parking Lot Repairs

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$75,000	$0	$0	$0	$0	$0

Project Description:
Sections of the Public Works Garage parking lot were installed many years ago and have experienced a high volume of traffic due to the nature of the operations required. The project proposes to repair failing asphalt and concrete sections of the parking lot to allow for the safe operation of equipment and vehicles.

Existing Conditions:
The parking lot has excessive potholing and cracking of the original asphalt and concrete pavements at numerous locations which will be rehabilitated as part of this project.

Justification: *Condition of Existing Facility & Operating Efficiency*
The Public Works garage houses Public Works equipment and is where City-owned equipment is repaired and maintained. The parking lot is vital in keeping the Public Works fleet on the streets to serve the community. Repairing the lot now will keep City-owned equipment from damage and possibly prevent further damage to the base layer of the lot in the future that may be even more costly to repair.

Operating Budget Impact:
Repairing the lot now will keep City-owned equipment from damage and possibly prevent further damage to the base layer of the lot in the future that may be even more costly to repair.

Comments:
None

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Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 75,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 75,000**

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	$ 75,000
Total Funding	$
City's Contribution	**$ 75,000**

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9501 GOVERNMENT FACILITIES - 11 **CAPITAL FUND**

PUBLIC WORKS SETTLEMENT STUDY

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$35,000	$0	$0	$0	$0	$0

Project Description:
The Public Works building has experienced differential settlement over the years. A consultant has been retained in the past to conduct settlement studies at various locations within the building. The project will have the consultant to perform detailed surveys at multiple locations throughout the building to monitor the cracks in the walls, facades and other locations. The survey will occur over an eighteen to twenty-four month timeframe. The consultant will also recommend stabilization methods as/if necessary for the building.

Existing Conditions:
The Public Works building has experienced settlement in the past mainly due to the building being constructed on a fill site. Repairs to the building have been previously made due to the settlement experienced. A settlement study has been performed previously at the Public Works building and this project will be a continuation of the previous studies.

Justification: *Protection & Conservation*
New cracks are forming in the block walls at the maintenance facility. In addition, older cracks are widening causing loose blocks to fall from the walls. Safety of workers and the building structural integrity are our concerns.

Operating Budget Impact:
None

Comments:
None

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PUBLIC WORKS SETTLEMENT STUDY

Expenditure Type	Amount
Planning, Design, and Engineering	$ 35,000
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 35,000**

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	$ 35,000
Total Funding	$
City's Contribution	**$ 35,000**

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9506 PARKS AND RECREATIONAL FACILITIES - 02 **CAPITAL FUND**

PARK OR DIELMANN COMPLEX IMPROVEMENTS (GRANT MATCH)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$30,500	$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 FY2024 grant was used to assist with the costs for 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.

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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**

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ACCESSIBILITY IMPROVEMENTS (CDBG)

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0**	$0	$20,000	$20,000	$20,000	$20,000	$0

** Accessibility Improvements in Prior Years fell 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 FY2026, the City will propose a project to improve accessibility at the Dielmann Recreation Center with features like automatic opening devices for doors. For the FY2027 to FY2029 grants, several other projects will be considered for grants including improved accessibility into the Dielmann Recreation Center locker/restrooms and improved access at the ice rink.

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

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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**

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9506 PARKS AND RECREATIONAL FACILITIES - 29 **CAPITAL FUND**

ROOFING FOR ICE ARENA (INSURANCE CLAIM)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$0	$400,000	$0	$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 and sensitive 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 to future repair costs.

Comments:
None

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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	**$ TDB**

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

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GOLF COURSE IRRIGATION SYSTEM REPLACEMENT (MUNICIPAL PARK GRANT)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$0	$550,000	$0	$0	$0	$0

Project Description:
The project will completely replace the existing golf course irrigation system in FY2026. The existing irrigation system is over 40 years old and has had many repairs over its life to maintain the high-quality course that is currently enjoyed by residents and visitors. The new system will be a state-of-the-art system and will allow greater flexibility in watering operations. The new system will include a new booster pump. The City intends to apply for the Municipal Park Grant to partially fund this construction project.

Existing Conditions:
The existing golf irrigation system is showing its age with numerous leaks and structural issues. These numerous issues lead to inefficient watering through areas of the course and increase water usage due to leaks. Also, the golf course maintenance staff needs to dedicate time to repair the breaks, which will be greatly reduced after installation of a new irrigation system.

Justification: *Condition of Ex. Facility; Availability of Outside Funding; Operating Efficiency*
The City will seek Municipal Park Grant Funding to supplement the cost associated with this construction project. The municipal part grant request is anticipated to be around $500,000 along with the City's contribution for a total project cost of approximately $1,000,000. The new state of the art system will allow golf course maintenance staff to optimize watering rates and timing throughout the entire course.

Operating Budget Impact:
The improvements brought by this project will replace an old and failing irrigation system that requires significant maintenance labor hours and material costs to keep operational. The new irrigation system will reduce operation costs related towards repairs of the irrigation system on the golf course.

Comments:
None

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9506 Parks and Recreational Facilities - 33 **Capital Fund**

Golf Course Irrigation System Replacement (Municipal Park Grant)

Continued

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 550,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 550,000**

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	**$ (TBD)**

Summary	Amount
Total Expenditures	$ 550,000
Total Funding	$ (TBD)
City's Contribution	**$ 550,000**

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STREET AND SIDEWALK MAINTENANCE PROGRAM

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$1,835,408	$1,442,000	$1,463,900	$1,485,900	$1,508,200	$1,530,800	$0

Project Description:
The project includes concrete pavement replacement, asphalt pavement resurfacing, asphalt pavement maintenance, micro surfacing, 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.

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STREET AND SIDEWALK MAINTENANCE PROGRAM CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 30,000
Land Acquisition	$ 0
Construction	$ 1,412,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2025)	**$ 1,442,000**

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)	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 1,442,000
Total Funding	$ 0
City's Contribution (FY2025)	**$ 1,442,000**

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STREET RECONSTRUCTION / REHABILITATION

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$300,000	$0	$300,000	$0	$300,000	$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 and the reconstruction funds for FY2025 are planned to be used on Office Parkway as part of the Craig Road STP grant project. 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

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Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 900,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2025-FY2029)	**$ 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 (FY2025-FY2029)	**$ 900,000**

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FERNVIEW SIDEWALK PROJECT
PHASE 1 – OLIVE TO GALAGHER (DESIGN & TAP GRANT)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$187,724	$230,000	$645,000	$0	$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 FY2025 and FY2026 represents the City's matching funding for design, easement acquisition, and construction for a federal Transportation Alternatives Program (TAP) grant. The TAP grant application was approved and will cover 80% of the right-of-way and construction cost in FY2025 & FY2026.

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 FY2025 and FY2026.

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FERNVIEW SIDEWALK PROJECT

PHASE 1 – OLIVE TO GALAGHER (DESIGN & TAP GRANT) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 187,724
Land Acquisition	$ 230,000
Construction (TAP Grant)	$ 645,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 1,062,724**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant	$ 700,000
State Cost-Share Program	$ 0
Outside Funding Source:()	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 1,062,724
Total Funding	$ (700,000)
City's Contribution	**$ 362,724**

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9510 STREETS AND SIDEWALKS - 11 **CAPITAL FUND**

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

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$67,037	$10,000	$550,000	$0	$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. In FY2024, the City reapplied and was approved for a TAP grant for this project, with funding to cover 80% of the right-of-way and construction cost in FY2025 & FY2026.

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.

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

Expenditure Type	Amount
Planning, Design, and Engineering	$ 77,037
Land Acquisition	$ 0
Construction	$ 550,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 627,037**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant	$ 448,000
State Cost-Share Program	$ 0
Outside Funding Source	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 627,037
Total Funding	$ (448,000)
City's Contribution	**$ 179,037**

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

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$553,935	$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.

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

Expenditure Type	Amount
Planning, Design, and Engineering	$ 233,935
Land Acquisition	$ 320,000
Construction	$ 1,870,000
Equipment	$ 0
Other (Construction Inspections)	$ 175,000
Total Expenditures	**$ 2,598,935**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 934,360
Federal Transportation Alternative Program Grant	$ TBD
State Cost-Share Program	$ 1,024,395
Outside Funding Source	$ 0
Total Funding	**$ 1,958,755**

Summary	Amount
Total Expenditures	$ 2,598,935
Total Funding	$ (1,958,755)
City's Contribution	**$ 640,180**

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OLIVE-LINDBERGH INTERCHANGE ENHANCEMENTS

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$302,250	$50,000	$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 FY2025 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 FY2025, the design plans for landscaping will be done. The City will hire a consultant to complete the required engineering design.

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.

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OLIVE-LINDBERGH INTERCHANGE ENHANCEMENTS CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 50,000
Equipment	$ 0
Other (Construction Inspections)	$ 0
Total Expenditures	**$ 50,000**

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	$ 50,000
Total Funding	$ 0
City's Contribution	**$ 50,000**

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OLIVE MEDIAN ENHANCEMENT STOCK

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$59,841	$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 though 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

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Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 20,000
Equipment	$ 0
Other (Construction Inspections)	$ 0
Total Expenditures (FY2025)	**$ 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 (FY2025)	**$ 0**

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CRAIG ROAD IMPROVEMENTS (STP GRANT)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$179,800	$1,400,000	$0	$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.

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CRAIG ROAD IMPROVEMENTS (STP GRANT) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 179,800
Land Acquisition	$ 100,000
Construction	$ 1,300,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 1,589,800**

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	$ 1,589,800
Total Funding	$ (960,000)
City's Contribution	**$ 629,800**

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

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$150,000	$50,000	$1,275,000	$0	$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. The City has been awarded a federal Surface Transportation Program (STP) grant for this project. The grant will reimburse the City for 80% of the right-of-way and construction costs in FY2025 & FY2026.

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.

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NEW BALLAS IMPROVEMENTS

PHASE 2 – S NEW BALLAS (DESIGN AND STP GRANT) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 150,000
Land Acquisition	$ 50,000
Construction	$ 1,275,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 1,475,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 1,060,000
Federal Transportation Alternative Program Grant	$ 0
State Cost-Share Program	$ 0
Outside Funding Source ()	$ 0
Total Funding	**$ 1,060,000**

Summary	Amount
Total Expenditures	$ 1,475,000
Total Funding	$ (1,060,000)
City's Contribution	**$ 415,000**

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

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**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 FY2025. The grant match for this phase includes 100% of the design (FY2026), and 80% of the land acquisition and construction costs. If the grant application is successful, construction is anticipated to occur in FY2028. 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.

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9510 STREETS AND SIDEWALKS - 18 **CAPITAL FUND**

NEW BALLAS IMPROVEMENTS

PHASE 3 - LADUE TO MAGNA CARTA (DESIGN AND STP GRANT) 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**

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

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**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 FY2026. The grant match for Phase 4 includes 100% of the design costs (FY2027) and 20% of the estimated land acquisition and construction costs. If the grant application is successful, construction is anticipated to occur in FY2029. 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.

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9510 STREETS AND SIDEWALKS - 19 — CAPITAL FUND

NEW BALLAS IMPROVEMENTS

PHASE 4 - MAGNA CARTA TO OLIVE (DESIGN AND STP GRANT) 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**

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LADUE ROAD IMPROVEMENTS (DESIGN & STP GRANT)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$175,000	$25,000	$480,000	$0	$0	$0

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 applied for a federal grant for this project in FY2024. If successful, construction would be in FY2027. The grant match shown above includes 100% of the design costs (FY2025) 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 fifteen 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

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LADUE ROAD IMPROVEMENTS
PHASE 1 (DESIGN & STP GRANT) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 175,000
Land Acquisition	$ 25,000
Construction	$ 480,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 680,000**

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	$ 680,000
Total Funding	$ (TBD)
City's Contribution	**$ 680,000**

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OLIVE-270 OVERPASS CLEANING & PAINTING

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$20,000	$200,000	$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

OLIVE 270 OVERPASS CLEANING & PAINTING CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering (FY2025)	$ 20,000
Land Acquisition	$ 0
Construction	$ 200,000
Equipment	$ 0
Other ( )	$ 0
Total Expenditures	**$ 220,000**

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	$ 220,000
Total Funding	$ 0
City's Contribution	**$ 220,000**

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FERNVIEW SIDEWALK
PHASE 2 GALLAGHER TO LEHAVRE (DESIGN & TAP GRANT)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$0	$80,000	$0	$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.

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FERNVIEW SIDEWALK

PHASE 2 GALLAGHER TO LEHAVRE (DESIGN & TAP GRANT) 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**

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MASON ROAD PEDESTRIAN SIGNAL

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$25,000	$0	$0	$0	$0	$0

Project Description:
The project will include the installation of a solar powered pedestrian signal (rectangular rapid flashing beacons {RRFB}) on Mason Road near the walking path entrance for Millennium Park. With Millennium Park renovations being completed in the spring of 2025, an increase in pedestrians crossing Mason Road at this location is anticipated. Also, construction of the Duever Estates subdivision on the West side of Mason Road near this location has started and an increase of pedestrian activity is anticipated from the new homes. This project will provide a sidewalk link section to the newly construction public sidewalk along the Duever Estates frontage along Mason Road.

Existing Conditions:
Mason Road is a two-lane roadway section at this location with one travel lane in each direction. There are sidewalks generally on both sides of the road. The existing midblock crossing has pavement markings and signage at the roadway edges.

Justification: *Community Demand; Public Safety*
The solar powered RRFB at this location will provide an increase in visibility for pedestrians using this crossing, will enhance safety at this location and will increase the percentage of motorists yielding for pedestrians using the crosswalk.

Operating Budget Impact:
None

Comments:.
None

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MASON ROAD PEDESTRIAN SIGNAL

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
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	$ 25,000
Total Funding	$
City's Contribution	**$ 25,000**

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PUBLIC WORKS CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$659,013	$400,258	$433,151	$428,288	$435,586	$445,593	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.

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FY2025 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 174,858.00	2011 Two-ton Dump Truck
3/4-ton Pickup Truck (Asphalt flat bed)	$ 68,600.00	2013 3/4 Ton Pickup Truck
Leaf Vacuum (20 CY; Diesel Powered)	$ 104,800.00	2013 Leaf Vacuum (Diesel Powered)
Electric Pickup Truck (PW Engineering)	$ 52,000.00	New to Fleet
	$ 400,258.00	

FY2026 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 178,355.00	2011 Two-ton Dump Truck
One-ton Dump Truck	$ 81,600.00	2013 One-ton Dump Truck
Skid Steer	$ 66,300.00	2012 Skid Steer
Leaf Vacuum (20 CY; Diesel Powered)	$ 106,896.00	2014 Leaf Vacuum (Diesel Powered)
	$ 433,151.00	

FY2027 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 181,922.00	2012 Two-ton Dump Truck
One-ton Dump Truck	$ 83,232.00	2015 One-ton Dump Truck
Electric Pickup Truck (PW Engineering)	$ 54,100.00	2006 3/4-ton Project Manager Truck
Leaf Vacuum (20 CY; Diesel Powered)	$ 109,034.00	2015 Leaf Vacuum (Diesel Powered)
	$ 428,288.00	

FY2028 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Chipper Truck	$ 158,558.00	2015 Two-ton Dump Truck
Back Hoe	$ 150,000.00	2008 John Deere 410J
3/4-ton Pickup Truck (Service Body)	$ 76,090.00	2015 3/4-ton Pickup (Sign Truck)
4 - Mobile Column Lifts for Large Trucks	$ 50,938.00	New to Fleet Maintenance
	$ 435,586.00	

FY2029 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 189,272.00	2016 Two-ton Dump Truck
One-ton Dump Truck	$ 86,595.00	2016 One-ton Dump Truck
Electric Pickup Truck (PW Engineering)	$ 56,287.00	2012 Colorado - Project Manager Truck
Leaf Vacuum (20 CY; Diesel Powered)	$ 113,439.00	2016 Leaf Vacuum (Diesel Powered)
	$ 445,593.00	

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Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 2,142,876
Other	$ 0
Total Expenditures (FY2025–FY2029)	**$ 2,142,876**

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

Summary	Amount
Total Expenditures	$ 2,142,876
Total Funding	$ 0
City's Contribution (FY2025–FY2029)	**$ 2,142,876**

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CAPITAL PROJECT ADMINISTRATION - 01 **CAPITAL FUND**

PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$152,000	$157,700	$162,500	$167,400	$172,500	$177,700	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

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PROJECT MANAGEMENT

Expenditure Type	Amount
Planning, Design, and Engineering	$ 837,800
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 0
Total Expenditures (FY25-FY29)	**$ 837,800**

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

Summary	Amount
Total Expenditures	$ 837,800
Total Funding	$ 0
City's Contribution (FY25-FY29)	**$ 837,800**

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 $17.01 million over the FY2025-FY2029 CIP.

Half-Cent Parks and Stormwater Sales Tax. The projected sales tax revenues are approximately $14.58 million for the FY2025-FY2029 CIP, which averages out to approximately $2.92 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 year. This funding source will be shared with the Capital Fund and will be identified in the proper fund as projects are identified.
- *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. In addition, there is also University City MSD OMCI District, which is a relatively small geographic area north of Olive Boulevard and east of North Lindbergh Boulevard. University City OMCI District is the watershed drainage district that generally flows into/through University City, but also flows into other municipalities including Creve Coeur. The City plans to seek approximately $1.3 million in reimbursement from this program over the five-year CIP.

Parks and Stormwater Fund Expenditures

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 31%
- Capital Project Administration 5%
- Parks and Stormwater Operations & Maintenance 16%

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 though the Parks-Stormwater Tax Fund. Projects involving this property are included in the Capital Fund.

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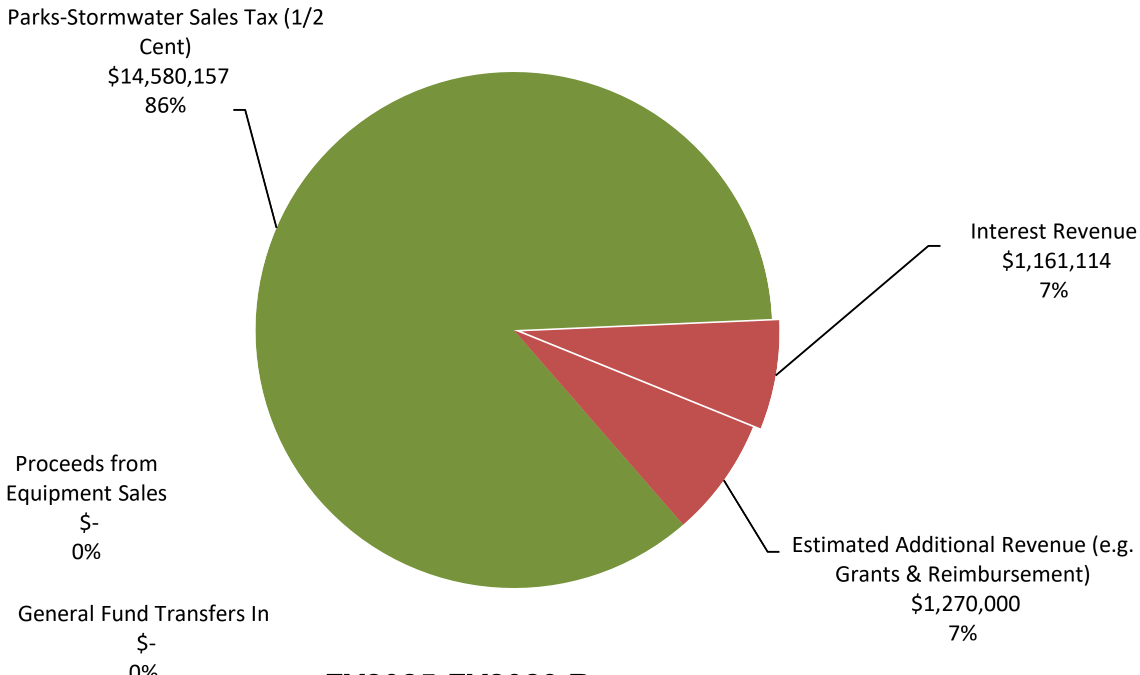
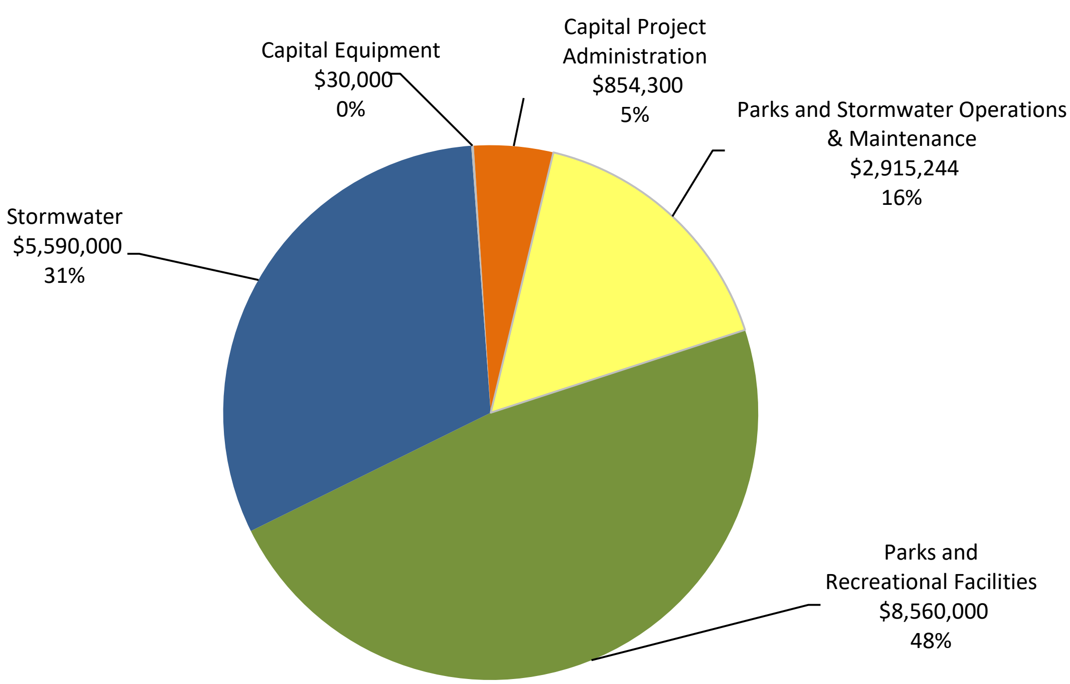
Summaries of the projected revenues and expenditures for the Parks and Stormwater Fund are included below, and details about the projects and other expenses that are proposed to be financed through this fund can be found in the project summary sheets that follow.



FY2025-FY2029 Revenues



FY2025-FY2029 Expenditures

HISTORIC BUILDING REHABILITATION AND PRESERVATION

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$69,030	$25,000	$25,000	$80,000	$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 FY2025, the focus will be on repairing interior window sills, interior issue, lighting and removal of the exterior chair lift at Tappmeyer. Future funding years could be combined to allow for a larger project, such as Tappmeyer House exterior painting.

Existing Conditions:
The interior of the Tappmeyer House has a few conditions that need attention in the coming year. They include repairs to the interior wall from water damage, repair and reconditioning of a few interior window sills, repaint of the front porch flooring, lighting needs on 2nd floor, and the removal of the exterior ADA chair lift and repair of the railing as the same location.

Justification: *Condition of Existing Facility; Protection and Conservation*
Like any of the City's buildings and facilities, the 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 this building.

Comments:
None

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 180,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2025-FY2029)	**$ 180,000**

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	$ 180,000
Total Funding	$ 0
City's Contribution (FY2025-FY2029)	**$ 180,000**

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9506 PARKS AND RECREATIONAL FACILITIES – 09 **PARKS AND STORMWATER FUND**

PARKING LOT SEALING

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$0	$0	$25,000	$0	$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 clearly mark the parking spaces. 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.

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Parking Lot Sealing

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**

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PARK FURNITURE REPLACEMENT

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**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 within the City's park network.

Justification: *Condition of Existing Facility; Operating Efficiency; Beautification*
Sharp edges and other hazards can develop on park furniture during the aging process and from normal wear and tear. 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

PARK FURNITURE REPLACEMENT

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 100,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2025-FY2029)	**$ 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 (FY2025-FY2029)	**$ 100,000**

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MALCOLM TERRACE PARK TRAIL IMPROVEMENTS

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$0	$25,000	$0	$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

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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 (FY2025-FY2029)	**$ 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 (FY2025-FY2029)	**$ 25,000**

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MILLENNIUM PARK IMPROVEMENTS

PHASE 2: TRAILS AND RIDGEMOOR FOREST CONNECTION

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$	$0	$0	$110,000	$850,000	$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.

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MILLENNIUM PARK IMPROVEMENTS

PHASE 2: TRAILS AND RIDGEMOOR FOREST CONNECTION — CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 90,000
Land Acquisition	$ 0
Construction	$ 870,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 960,000**

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	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$214,270	$2,500,000	$0	$0	$0	$0	$0

Project Description:
The exact scope of this project has not yet been determined, but it will 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 with post-tension concrete 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. Additional, 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:
None

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VENABLE PARK IMPROVEMENTS

PHASE 1: TRAIL, BRIDGE, TENNIS COURTS, & SPLASH PAD CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 214,270
Land Acquisition	$ 0
Construction	$ 2,500,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 2,714,270**

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	$ 2,714,270
Total Funding	$ 0
City's Contribution	**$ 2,714,270**

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PLAYGROUND SAFETY SURFACE REPLACEMENT

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$0	$125,000	$0	$0	$200,000	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 FY2026. The project will involve the installation of a safety surface under the playground at Malcolm Terrace Park FY2029, which is currently a wood mulch surface.

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:
Installation of a safety surface at Malcolm Terrace Park will reduce annual cost incurred by the Public Works staff to remove and reinstall mulch.

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 was replaced in FY2023.

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PLAYGROUND SAFETY SURFACE REPLACEMENT

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 325,000
Equipment	$
Other	$ 0
Total Expenditures (FY2025 – FY2029)	**$ 325,000**

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	$ 325,000
Total Funding	$ 0
City's Contribution (FY2025- FY2029)	**$ 325,000**

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Millennium Park Improvements

Phase 3: Park Entrance & Parking Lot Improvements

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**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. The park entrance is one of the first things that most park visitors see, and an elegant park entrance will help make a great first impression.

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.

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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**

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LAKE SCHOOL PARK RENOVATIONS

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$55,710	$0	$75,000	$675,000	$2,600,000	$0	$0

Project Description:
This project involves the design and construction of numerous renovations at Lake School Park. The project plan is to replace the existing tennis courts with post-tensioned concrete courts, construct new pickleball courts, construct a playground area, renovations to restroom facilities and associated work items.

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 both the tennis and pickleball courts. We will see a reduction in staff maintenance labor hours to address cracking and tennis court related issues.

Comments:
The renovation project is in the concept design phase and public meetings will be held to review concept plans for the project.

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Lake School Park Renovations

Expenditure Type	Amount
Planning, Design, and Engineering	$ 130,710
Land Acquisition	$ 0
Construction	$ 3,275,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 3,405,710**

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	$ 3,405,710
Total Funding	$ 0
City's Contribution	**$ 3,405.710**

39N GREENWAY CONNECTION TO CENTENNIAL TRAIL

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$45,750	$0	$300,000	$0	$0	$0	$0

Project Description:
The Great Rivers Greenway (GRG) is a 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 the light industrial / 39 North district before moving into unincorporated St Louis County. The money budgeted currently is for the first two or three segments of the 39 North Connector pathway.

The 39 North Connector segments of this project start at Stacy Park on the east side, head north along Warson Road, then west along Olive Blvd, then north along Corporate Square and a connection to the main Centennial Greenway path near Gateway and Research Boulevards. The 39N Connector path is divided into five segments. This project is anticipated to fund the first few segments of the 39N Connector. GRG has indicated that they will participate in a portion of the funding for the 39N Connector path. In addition, the City would likely pursue grant opportunities for construction of the path.

Existing Conditions:
GRG moved forward with preliminary design identified in the 39 North Greenway Plan in 2023 and applied for a CMAQ grant in February of 2024. If this grant application is successful construction of the Centennial Greenway from Warson Road to Baur Blvd. (along Gateway and Research) would likely be constructed in 2028.

Justification: *Community Demand; Coordination; Economic Growth; Protection & Conservation*
GRG has indicated (subject to approval of their board) to fund a significant portion of the cost in planning, design and construction of the 39N Connector path. The project will further support one of the goals set 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

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39N GREENWAY CONNECTION TO CENTENNIAL TRAIL CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 45,750
Land Acquisition	$ 0
Construction	$ 300,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 345,750**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant	$ TBD
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ TBD**

Summary	Amount
Total Expenditures	$ 345,750
Total Funding	$ TBD
City's Contribution	**$ 345,750**

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VENERABLE PARK MEMORIAL (HDR FOUNDATION GRANT)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$75,000	$225,000	$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)

Expenditure Type	Amount
Planning, Design, and Engineering	$ 75,000
Land Acquisition	$ 0
Construction	$ 225,000
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**

Malcolm Terrace Park Pavilion Replacement

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$0	$0	$0	$0	$75,000	$0

Project Description:
This project involves the replacement of the pavilion at Malcolm Terrace Park. The pavilion provides shelter to visitors to the park. This upgrade will compliment improvements made in 2022.

Existing Conditions:
In 2021, a concrete base was poured under the pavilion, which improved the structures stability. However; the pavilion roofing and support system are approaching the end of life and are in need of replacement.

Justification: *Condition of existing facility; Beautification*
The existing pavilion, associated concrete footings and flat work is in need of replacement. This replacement will serve to ensure a safe space for park visitors and provide an improvement to the park's aesthetics.

Operating Budget Impact:
None

Comments:
None

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Malcolm Terrace Park Pavilion Replacement

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 75,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 75,000**

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	$ 75,000
Total Funding	$ 0
City's Contribution	**$ 75,000**

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MILLENNIUM PARK – PARKING LOT SOLAR LIGHTING

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$25,000	$0	$0	$0	$0	$0

Project Description:
This project involves the placement of solar powered street lighting to Millennium Park parking lot. In 2024 the Creve Coeur City Council approved a new "Solar Powered Street Light Cost-Share Program", which offered residents a more cost-effective way to have street lights installed in neighborhoods. Installation of the lighting in the park will provide residents an opportunity to see the effectiveness of the lights and provide support for the program.

Existing Conditions:
Current lighting at the Millennium Parking lot is non-existent, with only residual lighting available from the nearby BJC rear parking lot.

Justification: *Public Safety; Beautification*
The lack of lighting in the Millennium Parking lot poses some safety issues for visitors to the park, both walking in the lot and driving. The Creve Coeur Police Department is planning on upgrading the camera system in the park and the additional lighting will provide improved security to protect visitors and the park amenities.

Operating Budget Impact:
None

Comments:
None

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MILLENNIUM PARK – PARKING LOT SOLAR LIGHTING

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**

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

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$450,000	$0	$300,000	$0	$0	TBD

Project Description:
Over time, the lakes at Conway Park and the Golf Courses have received a large volume of sediment. As a result, the lakes have become shallower. At Conway Park, the depth of the lake is no longer deep enough for a fountain to be able to property function. At the Golf Course, sediment buildup contributes to foul smells that distract golfers. At both lakes, additional suspended solids have a negative impact on water quality.

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. Conway Park Lake is planned to be dredged in FY2025, and the Golf Course lakes is planned to be dredged in FY2027. Both project locations may include the installation of a forebay to settle out suspended solids, which will extend the amount of time before the lakes will likely need to be dredged again.

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 by slightly increasing the available storage volume. 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 help 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

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

Expenditure Type	Amount
Planning, Design, and Engineering	$ 90,000
Land Acquisition	$ 0
Construction	$ 660,000
Equipment	$ 0
Other	$ 0
Total Expenditures	$ 750,000

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	$ 750,000
Total Funding	$ TBD
City's Contribution	**$ 750,000**

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Stormwater Management Cost-Share Program (Grant Program)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$60,000	$60,000	$60,000	$60,000	$60,000	$60,000	TBD

Project Description:
The Stormwater Management Cost-Share Program will help individual homeowners and homeowner associations solve stormwater issues that are unlikely to be addressed by a City-funded project or receive funding from existing programs such as the Deer Creek Watershed Rainscaping Program and the MSD Rainscaping Small Grants Program.

Existing Conditions:
Individual homeowners and homeowner associations have asked the City for assistance in solving stormwater issues. Homeowner associations report delaying maintenance because of high costs. Properly maintaining detention basins helps ensure that the basins are detaining the intended volume; flows are flowing from the basin as designed; and stormwater is being managed more effectively. Some basins receive and manage flows from other neighborhoods and nearby roadways. These basins, in particular, serve the greater public good by reducing flood risks and helping protect streambanks from erosion.

The City's Watershed Management Plan identified more than one hundred possible public projects, and more than fifty reported issues were classified as private homeowner issues. Private issues include yard flooding and erosion. While private issues will not be solved with a publicly-funded solution, the Stormwater Management Cost-Share Program will help these homeowners control stormwater.

Justification: *Community Demand; Public Safety; and Protection & Conservation*
Homeowners and homeowner associations have asked the City for assistance in solving stormwater issues. Managing stormwater helps improve public safety by reducing flood risks. Keeping more water longer onsite keeps stormwater from roadways and neighboring sites and flowing too quickly into streams and creeks. Too much water flowing too quickly into roadways can create driving safety issues. Better controlling the amount and rate at which water enters creeks during the peak of storm events helps prevent erosion.

Operating Budget Impact:
The City has no anticipated ongoing operating budget expenses with this cost-share program.

Comments:
None

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STORMWATER MANAGEMENT COST-SHARE PROGRAM (GRANT PROGRAM)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other (five-year program cost)	$ 300,000
Total Expenditures (FY2025- FY2029)	$ 300,000

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	$ 300,000
Total Funding	$ 0
City's Contribution (FY2025-FY2029)	**$ 300,000**

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WOODBRIDGE MANOR & MASON FOREST DRIVE (DESIGN & CONSTRUCTION)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$115,000	$75,000	$0	$0	$0	$0	TBD

Project Description:
Woodbridge Manor and Mason Forest Drive were identified as possible public projects under the City's most recent Watershed Management Plan. With the Prioritization Ranking System, the Watershed Management Plan ranked each possible project by assigning a score based on the severity of the issues, benefits, and estimated costs. Woodbridge Manor and Mason Forest Drive were among the plan's highest scoring possible projects.

Combining two project locations into one project will provide a better opportunity for potential cost-savings in both the engineering design and construction phases.

Woodbridge Mannor is experiencing street and structural flooding in part from offsite flows. This project will provide an overland flow path for flows coming from beyond the site and direct the water to an existing onsite detention basin. Mason Forest experiences street, structural, and yard flooding. With this project, a swale will be constructed to direct flows to an existing stormwater inlet that will be modified under this project to improve performance.

Existing Conditions:
Both sites are subject to street, structural, and yard flooding.

Justification: *Community Demand; Public Safety*
The Stormwater Committee is in favor of projects that address structural and roadway flooding being an early priority of the City's Stormwater Program. Prioritization Ranking Scores support this strategy as potential projects with structural and roadway flooding score highly.

Structural and roadway flooding are public safety and public health risks. Addressing these types of issues helps protect the public and reduces the City's risk exposure.

Operating Budget Impact:
This project has no anticipated impact on the City's Operating Budget.

Comments:
None

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WOODBRIDGE MANOR & MASON FOREST DRIVE (DESIGN & CONSTRUCTION)

Expenditure Type	Amount
Planning, Design, and Engineering	$ 115,000
Land Acquisition	$ 0
Construction	$ 75,000
Equipment	$ 0
Other	$ 0
Total Expenditures	$ 190,000

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	$ 190,000
Total Funding	$ 0
City's Contribution	**$ 190,000**

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FERNPARK DRIVE & WARRINGTON SQUARE (DESIGN & CONSTRUCTION)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$131,000	$296,000	$0	$0	$0	$0	TBD

Project Description:
Fernpark Drive and Warrington Square were identified as possible public projects under the City's most recent Watershed Management Plan. With the Prioritization Ranking System, the Watershed Management Plan ranked each possible project by assigning a score based on the severity of the issues, benefits, and estimated costs. Fernpark Drive and Warrington Square were among the plan's highest scoring possible projects.

Combining two project locations into one project will provide a better opportunity for potential cost-savings in both the engineering design and construction phases.

This project will address basement and yard flooding at Fernpark Drive by constructing a swale, curb, and inlet to direct flows to an existing stormwater inlet. Properties and yards on the south side of Warrington Square are experiencing yard and structural flooding. To alleviate the issues, this project will likely install swales that will take flows to existing stormwater inlets.

Existing Conditions:
Both sites are subject to street, structural, and yard flooding.

Justification: *Community Demand; Public Safety*
The Stormwater Committee is in favor of projects that address structural and roadway flooding being an early priority of the City's Stormwater Program. Prioritization Ranking Scores support this strategy as potential projects with structural and roadway flooding score highly.

Structural flooding is a public safety and public health risk. Addressing this issue will help to improve public health and safety.

Operating Budget Impact:
This project has no anticipated impact on the City's Operating Budget.

Comments:
None

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FERNPARK DRIVE & WARRINGTON SQUARE (DESIGN & CONSTRUCTION)

Expenditure Type	Amount
Planning, Design, and Engineering	$ 131,000
Land Acquisition	$ 0
Construction	$ 296,000
Equipment	$ 0
Other	$ 0
Total Expenditures	$ 427,000

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	$ 427,000
Total Funding	$ 0
City's Contribution	**$ 427,000**

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BEAVER DRIVE CROSSING
(DESIGN & CONSTRUCTION)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$174,000	$345,000	$0	$0	$0	TBD

Project Description:
This project will address the public safety risks of the failing existing rusting corrugated metal roadway culvert; protect the creek by repairing rusted gabion rock baskets; and address structural flooding and erosion issues at nearby homes.

When the roadway culvert is replaced, the roadway will be raised to provide additional cover over the culvert pipe. This will improve public safety by improving the strength of the roadway. To alleviate stormwater issues, a storm sewer inlet and pipes, berm, swale, and curbing will be installed.

Existing Conditions:
The existing corrugated metal pipe is rusted and failing. The roadway above the culvert is cracking and the depth of cover over the pipe is less that recommended. Downstream of the culvert, gabion rock baskets are also failing. Homes near the culvert are experiencing structural flooding and erosion.

The roadway culvert is under the only roadway access to the four homes on Beaver Drive. Failure of the roadway would prevent any roadway access to the homes east of the culvert.

Justification: *Public Safety; Condition of Existing Facility; Community Demand; Protection & Conservation*
This project will reduce the risk of a roadway collapse by replacing a failing roadway culvert. Given the deteriorated condition of the culvert and the poor condition of the cover above the pipe, this project will protect the public from harm and reduce the City's risk exposure.

The Stormwater Committee is in favor of projects that address structural and roadway flooding being an early priority of the City's Stormwater Program. Prioritization Ranking Scores support this strategy as potential projects with structural and roadway flooding score highly.

Replacing the failing gabion rock baskets will help stabilize the creek banks, which protects an environmental asset.

Operating Budget Impact:
Roadway culverts should be regularly inspected.

Comments:
None

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BEAVER DRIVE CROSSING (DESIGN & CONSTRUCTION)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 174,000
Land Acquisition	$ 0
Construction	$ 345,000
Equipment	$ 0
Other	$ 0
Total Expenditures	$ 519,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 345,000
DNR Section 319 Grant	$ 0
Outside Funding	$ 0
Total Funding	$ 345,000

Summary	Amount
Total Expenditures	$ 519,000
Total Funding	$ 345,000
City's Contribution	**$ 174,000**

9509 Stormwater - 17 — Parks and Stormwater Fund

Sona Lane & Bellington Lane (Design & Construction)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$160,000	$445,000	$0	$0	$0	TBD

Project Description:
This project will address structural flooding and yard erosion for the homes on the west side of Sona Lane. The project will also work towards solving basement and yard flooding at 252 Bellington Lane.

For the homes on Sona Lane, the project will install berms and swales between the homes on Sona Lane and Bellington Lane. The swales will covey flows to a new stormwater pipe and inlet system that will also be constructed as part of this project. At the home on Bellington Lane, a berm and swale with an underdrain will be installed. This system will carry flows to the street and west of the home.

Combining project locations into one project will provide a better opportunity for potential cost-savings in both the engineering design and construction phases.

Existing Conditions:
Homes along the west side of Sona Lane receive large volumes of flow from the east side of Deaver Lane. Flows are eroding yards and flooding homes.

Justification: *Community Demand; Public Safety*
The Stormwater Committee is in favor of structural and roadway flooding being an early priority of the City's Stormwater Program. Prioritization Ranking Scores support this strategy as potential projects with structural and roadway flooding score highly.

Structural and roadway flooding are public safety and public health risks. Addressing these types of issues helps protect the public and reduces the City's risk exposure.

Operating Budget Impact:
This project has no anticipated impact on the City's Operating Budget. After construction, it is likely that the stormwater conveyance system will be dedicated to MSD.

Comments:
None

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Sona Lane & Bellington Lane (Design & Construction)

Expenditure Type	Amount
Planning, Design, and Engineering	$ 160,000
Land Acquisition	$ 0
Construction	$ 445,000
Equipment	$ 0
Other	$ 0
Total Expenditures	$ 605,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 445,000
DNR Section 319 Grant	$ 0
Outside Funding	$ 0
Total Funding	$ 445,000

Summary	Amount
Total Expenditures	$ 605,000
Total Funding	$ TBD
City's Contribution	**$ 160,000**

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STORMWATER PROJECTS FROM WATERSHED MANAGEMENT PLAN (DESIGN & CONSTRUCTION)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$	$	$885,000	$810,000	$600,000	TBD

Project Description:
This project will be used for design and construction costs for projects identified under the City's most recent Watershed Management Plan. With the Prioritization Ranking System, the Watershed Management Plan ranked each possible project by assigning a score based on the severity of the issues, benefits, and estimated costs. To maximize benefits to residents, higher scoring projects will be selected to be funded under this project. Higher scoring projects tend to address more severe stormwater issues such as structural flooding, roadway flooding, or erosion that threatens structures.

Staff anticipates anywhere from two to six projects will be identified. It is anticipated that during FY2026, the project listing for FY2027 will be reviewed/approved by the Stormwater Committee, and then the list will be reviewed/approved by the City Council. The same process will be followed in subsequent years.

Existing Conditions:
The Watershed Management Plan assessed existing conditions and compiled a list of known stormwater issues from resident reports, City records, past Watershed Management Plans, GIS information, existing Hydrology & Hydraulics Federal Emergency Management Agency (FEMA) models, channel condition assessments, and field visits. The data set of known conditions was used to identify possible public projects. In the FY2025—FY2029 CIP, projects with higher Prioritization Ranking Score will likely be programmed before projects with lower scores.

Justification: *Availability of Outside Funding; Community Demand; Public Safety; Condition of Existing Facilities; Protection & Conservation*

Projects with the potential for outside funding may be programmed into the CIP before projects with higher scores but no opportunity for outside funding. Residents and the Stormwater Committee have been supportive of the City undertaking stormwater projects to reduce flooding risks, improve public health and safety, and protect the City's waterways. Structural and roadway flooding issues are public safety and public health risks. Addressing these issues helps protect the public and reduces the City's risk exposure.

Stormwater projects may replace or maintain City infrastructure such as roadway culverts or a bridge. Stormwater projects may reduce the City's environmental impact by helping to improve water quality and protect streambanks from erosion.

Operating Budget Impact:
The project may impact the City's Operating Budget if City assets are installed that will require inspections and maintenance.

Comments:
None

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STORMWATER PROJECTS FROM WATERSHED MANAGEMENT PLAN (DESIGN & CONSTRUCTION) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 875,000
Land Acquisition	$ 0
Construction	$ 1,420,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2025 – FY2029)	$ 2,295,000

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

Summary	Amount
Total Expenditures	$ 2,295,000
Total Funding	$ TBD
City's Contribution (FY2025 – FY2029)	**$ 2,295,000**

DEER CREEK OMCI CONSTRUCTION PROJECTS (CONSTRUCTION)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$0	$0	$0	$145,000	$375,000	TBD

Project Description:
This project will be used for construction costs for projects in the Deer Creek Watershed that were identified under the City's most recent Watershed Management Plan. With the Prioritization Ranking System, the Watershed Management Plan ranked each possible project by assigning a score based on the severity of the issues, benefits, and estimated costs. To maximize benefits to residents, higher scoring projects will be selected to be funded under this project.

Higher scoring projects tend to address more severe stormwater issues such as structural flooding, roadway flooding, or erosion that threatens structures.

Existing Conditions:
The Watershed Management assessed existing conditions and compiled a list of known stormwater issues from resident reports, City records, past Watershed Management Plans, GIS information, existing Hydrology & Hydraulics Federal Emergency Management Agency (FEMA) models, channel condition assessments, and field visits. The data set of known conditions was used to identify possible public projects. In the FY2025—FY2029 CIP, projects with higher Prioritization Ranking Score will likely be programmed before projects with lower scores.

Justification: *Availability of Outside Funding; Community Demand; Public Safety; Condition of Existing Facilities; Protection & Conservation*

Projects with the potential for outside funding may be programmed into the CIP before projects with higher scores but no opportunity for outside funding.

Residents and the Stormwater Committee have been supportive of the City undertaking stormwater projects to reduce flooding risks, improve public health and safety, and protect the City's waterways.

Structural and roadway flooding are public safety and public health risks. Addressing these issues helps protect the public and reduces the City's risk exposure. Stormwater projects may replace or maintain City infrastructure such as roadway culverts or a bridge. Stormwater projects may reduce the City's environmental impact by helping to improve water quality and protect streambanks from erosion.

Operating Budget Impact:
The project may impact the City's Operating Budget if City assets are installed that will require inspections and maintenance.

Comments:
None

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DEER CREEK OMCI CONSTRUCTION PROJECTS (CONSTRUCTION)

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 520,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2025 – FY2029)	$ 520,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 520,000
DNR Section 319 Grant	$ 0
Outside Funding	$ 0
Total Funding	$ 520,000

Summary	Amount
Total Expenditures	$ 520,000
Total Funding	$ 520,000
City's Contribution (FY2025 – FY2029)	**$ 0**

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VARIOUS PROJECTS – UNIVERSITY CITY OMCI (DESIGN & CONSTRUCTION)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$0	$160,000	$0	$0	$0	TBD

Project Description:
This project will be used for design and construction costs for a stormwater project in the University City MSD OMCI District, a relatively small geographic area north of Olive Boulevard and east of North Lindbergh Boulevard. The project will be located within the City of Creve Coeur limits. University City OMCI District is the watershed drainage district that generally flows into/through University City, but also flows into other municipalities including Creve Coeur. This OMCI district serves the Upper River Des Peres Watershed. Staff will recommend this project in FY2025 to the Stormwater Committee for review/approval, and then the selected project would be reviewed/approved by the City Council in FY2025.

Existing Conditions:
The Watershed Management Plan did not identify any projects within the University City OMCI District. City staff is investigating options for stormwater projects in the area including improvements to roadway curb and gutters or, perhaps, stormwater best management practices to capture flows from parking lots.

Justification: *Availability of Outside Funding; Community Demand; Condition of Existing Facilities; Protection & Conservation*

This project will be completely funded with MSD OMCI funds.

Residents and the Stormwater Committee have been supportive of the City undertaking stormwater projects to reduce flooding risks, improve public health and safety, and protect the City's waterways.

This project may replace or maintain City infrastructure such as roadway curb and gutters. Stormwater projects may reduce the City's environmental impact by helping to improve water quality and protect streambanks from erosion.

Operating Budget Impact:
The project may impact the City's Operating Budget if City assets are installed that will require inspections and maintenance.

Comments:
None

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VARIOUS PROJECTS – UNIVERSITY CITY OMCI (DESIGN & CONSTRUCTION)

Expenditure Type	Amount
Planning, Design, and Engineering	$ 40,000
Land Acquisition	$ 0
Construction	$ 120,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2025 – FY2029)	$ 160,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 160,000
DNR Section 319 Grant	$ 0
Outside Funding	$ 0
Total Funding	$ 160,000

Summary	Amount
Total Expenditures	$ 160,000
Total Funding	$ 160,000
City's Contribution (FY2025 – FY2029)	**$ 0**

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DRAIN REPLACEMENTS – WEST RUE DE LA BANQUE & BELLERIVE MANOR (CONSTRUCTION)

Estimated Annual Costs						
Prior Years	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$70,000	$0	$0	$0	$0	TBD

Project Description:
The roadway trench drain near 920 Bellerive Manor Drive is failing. Stormwater inlets near 11939 West Rue De La Banque are also failing. This project will replace the City-owned roadway trench drain and stormwater inlets. Like past trench drain replacement projects, this project will use standard details, and engineering design will likely not be needed.

Existing Conditions:
The roadway trench drain at Bellerive Manor Drive is in becoming unstable. The grates are sinking and the concrete slab approach shows signs of cracking. Similarly, the stormwater inlets along West Rue De La Banque are in need of replacement. The metal inlets are sinking and the surrounding concrete is in poor condition.

Justification: *Condition of Existing Facilities; Public Safety*
The City has an obligation to keep its roadway stormwater assets in good repair. Replacing the roadway trench drain and inlets will improve public safety and make the driving experience of the roadways smoother.

Operating Budget Impact:
The roadway trench drain and inlets will require inspections and maintenance.

Comments:
None

DRAIN REPLACEMENTS – WEST RUE DE LA BANQUE & BELLERIVE MANOR (DESIGN & CONSTRUCTION)

CONTINUED

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

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	$ 70,000
Total Funding	$ 0
City's Contribution	**$ 70,000**

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PARKS CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$30,000	$0	$0	$0	$0	$0

Project Description:
The Department of Public Works proposes to purchase tractor for operation of the flail mower and various other needs required to maintain the park nature trails and surrounding grounds.

Existing Conditions:
Currently the flail mower is only available to be used with current skid steers are not needed for road work or other associate work. The tractor will be a new addition to the department and will greatly assist in nature trail and park ground maintenance.

Justification: *Condition of Existing Equipment; Operating Efficiency*
The City prides itself on the appearance of its parks, and green spaces of the parks are significant passive amenities. New tractor is needed to adequately and efficiently service these areas.

Operating Budget Impact:

Comments:
None

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PARKS CAPITAL EQUIPMENT

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**

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PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$136,000	$142,000	$146,300	$150,700	$155,300	$160,000	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

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Expenditure Type	Amount
Planning, Design, and Engineering	$ 754,300
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2025-FY2029)	$ 754,300

Funding Type	Amount
Outside Funding	$ 0
Total Funding	$ 0

Summary	Amount
Total Expenditures	$ 754,300
Total Funding	$ 0
City's Contribution (FY2025-FY2029)	**$ 754,300**

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GRANT FUNDING CONSULTANT RESEARCH FOR STORMWATER PROJECTS

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$25,000	$0	$0	$0	$0	TBD

Project Description:
This line item includes the costs associated with hiring a professional consultant to research opportunities for Local, State and Federal grants that might be available to possibly help fund design and/or construction of some of the projects listed in the prioritization list contained in most recent version of the Watershed Management Plan (WMP). It is anticipated that the consultant will be able to identify numerous grants that will assist with funding and ultimately completion of numerous projects detailed in the WMP. In addition, the professional consultant might assist City Staff with making grant application submissions.

Existing Conditions:
The City's Department of Public Works typically manages the research for and submission for grants for roadway and sidewalk projects. With the newly completed WMP, it is anticipated that numerous additional grant opportunities will arise and having a professional consultant research and identify such grants will provide the best opportunity for the City to secure such grants.

Justification: *Operating Efficiency*
The responsible and effective administration of the City's parks and stormwater projects requires significant staff time. Projects often have similar schedules, and multiple projects often require immediate attention at the same time. The professional consultant costs provided for in this item will be important to identify and hopefully secure as many grants as practical for future stormwater improvement projects detailed in the WMP.

Operating Budget Impact:
None

Comments:
None

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GRANT FUNDING CONSULTANT RESEARCH FOR STORMWATER PROJECTS CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 25,000
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2025-FY2029)	$ 25,000

Funding Type	Amount
Outside Funding	$ 0
Total Funding	$ 0

Summary	Amount
Total Expenditures	$ 25,000
Total Funding	$ 0
City's Contribution (FY2025-FY2029)	**$ 25,000**

VIDEO INSPECTION BALLAS STORM SEWER (OLIVE TO CONWAY) AND VIDEO OF ROADWAY CULVERTS

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$75,000	$0	$0	$0	$0	TBD

Project Description:
This line item includes the costs associated with hiring a contractor to perform a video inspection of the entire storm sewer system along New Ballas Road from Conway Road to Olive Boulevard. Currently the City owns and maintains this storm sewer system. This video inspection includes a complete analysis of the interior condition of the storm sewers along with a corresponding report of the condition of the entire system. Once the work is completed, City Staff will meet with MSD with the ultimate goal of having MSD take over ownership and maintenance of the storm sewer system along New Ballas Road.

This item also includes the costs associated with hiring a contractor to perform a video inspection of the critical roadway culvert crossing major roadways throughout the City. Currently the City owns and maintains the majority of these culvert crossings. The video inspection will assist in evaluation for future repairs and/or replacements of roadway culverts that could be in a poor structural condition. The video inspection should allow the City to proactively plan for these improvements moving forward.

Existing Conditions:
None of these storm sewers or roadway culverts have been video inspected in well over a decade. The existing structural conditions of these underground sewers is not known.

Justification: *Operating Efficiency*
Video inspection of the storm sewers on New Ballas Road along with video inspection of the roadway culverts crossing major streets will allow the City to proactively plan, design and budget for repairs and replacements that might be necessary.

Operating Budget Impact:
If MSD accepts the New Ballas Road storm sewer system, there would be a savings since future repairs of this system by the City would not be necessary.

Comments:
None

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VIDEO INSPECTION BALLAS STORM SEWER (OLIVE TO CONWAY) AND VIDEO OF ROADWAY CULVERTS CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 75,000
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2025-FY2029)	$ 75,000

Funding Type	Amount
Outside Funding	$ 0
Total Funding	$ 0

Summary	Amount
Total Expenditures	$ 75,000
Total Funding	$ 0
City's Contribution (FY2025-FY2029)	**$ 75,000**

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. The renovations of the Government Center are tentatively planned for FY2030 or FY2031. 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 reduced by approximately 25% in FY2022 and is proposed to remain at this level 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.

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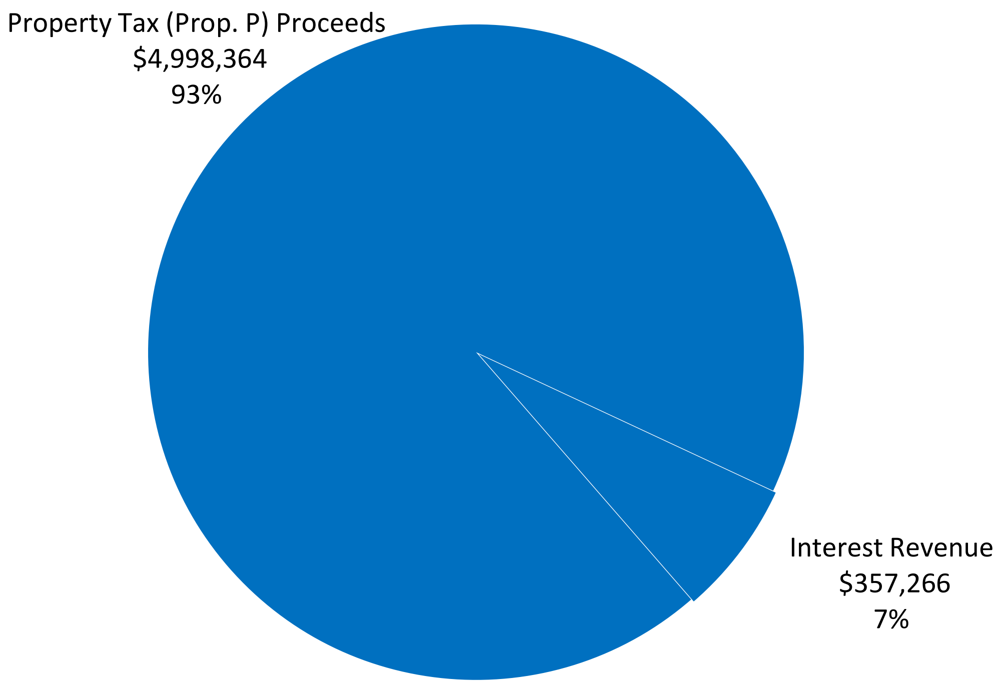
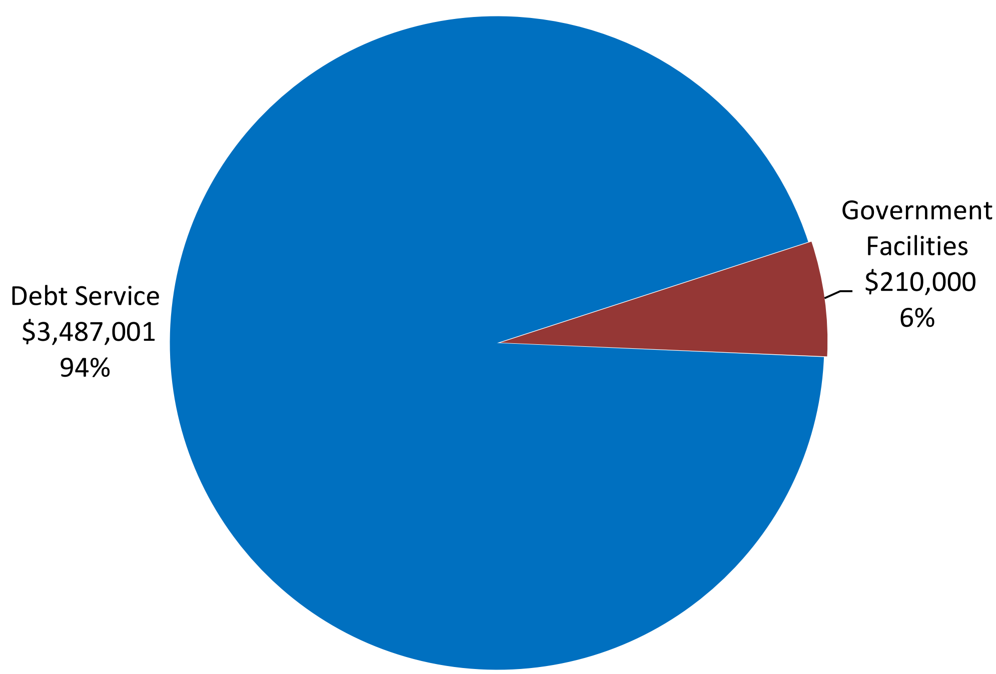


FY2025-FY2029 BUILDING PROJECT BOND FUND REVENUES



FY2025-FY2029 BUILDING PROJECT BOND FUND EXPENSES

POLICE PARKING LOT SECURITY FENCE

Estimated Annual Costs						
Prior Year	**FY2025**	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**Future**
$0	$210,000	$0	$0	$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.

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POLICE PARKING LOT SECURITY FENCE

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 210,000
Equipment	$ 0
Other	$ 0
Total Expenditures	$ 210,000

Funding Type	Amount
Outside Funding	$ 0
Total Funding	$ 0

Summary	Amount
Total Expenditures	$ 210,000
Total Funding	$ 0
City's Contribution	**$ 210,000**

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CAPITAL FUND

9501 GOVERNMENT FACILITIES	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
01 Accessibility Improvements (CDBG)	20,000	-	-						
02 Government Center Renovations	400,000	38,317	30,000	15,000	30,000	30,000	30,000	30,000	30,000
04 Salt Dome Roof Repairs (Insurance Claim)	-	-	60,000	41,000	-	-	-	-	-
06 Government Center Roof Repairs (Insurance Claim)		-	250,000	250,000	-				
07 Demo of 1030 N Lindbergh Blvd Building			40,000	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		100,000				
10 Public Works Garage Parking Lot Repairs					**75,000**				
11 Public Works Settlement Study					**35,000**				
Subtotal (Government Facilities)	**420,000**	**38,317**	**492,500**	**346,000**	**240,000**	**530,000**	**30,000**	**30,000**	**30,000**
% of Total Capital Fund Outlay	8%	1%	6%	4%	4%	8%	1%	1%	1%

9506 PARKS AND RECREATIONAL FACILITIES	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
02 Park or Dielmann Complex Improvements (Grant Match)	30,500	-	-		30,500	30,500		30,500	-
14 Ice Arena Refrigerant Switchover (Municipal & ARPA Grant)	100,000	170,423	2,320,000	2,534,553	-	-	-	-	-
16 Dielmann Recreation Complex HVAC Replacement - Phase 2 (Dielemann East)	110,000	6,853	-	124,769	-	-	-	-	-
17 Dielmann Recreation Complex Roof Drainage	30,000	42,962	93,000	108,334	-	-	-	-	-
18 Ice Arena Flooring Replacement	-	-	200,000	150,000	-	-	-	-	-
21 Ice Arena Dehumidification System Repair (ARPA)	-	-	-	68,704	-	-	-	-	-
23 Dielmann Complex Concessions Area Renovation (Planning & Design)	30,000	-	-	15,500	-	-	-	-	-
24 Dielmann Recreation Complex Fire Alarm Repair (Insurance Claim)	-	9,007	-		-	-	-	-	-
25 Golf Course Perimeter Fencing Replacement	-	-	40,000	17,968	-	-	-	-	-
26 Golf Course Maintenance Bridge	-	-	-		-	-	-	-	-
27 Dielmann Structural Repairs	-	-	20,000	20,000					
28 Accessibility Improvements (CDBG)			20,000		-	20,000	20,000	20,000	20,000
29 Roofing for Ice Arena (Insurance Claim)						400,000			
30 Dielmann Compressor Repairs (ARPA)		70,448							
32 Golf Course Maintenance Building Replacement (Planning)			30,000	30,000					
33 Golf Course Irrigation System Replacement (Municipal Park Grant)						**550,000**	-	-	
Subtotal (Parks and Recreational Facilities)	**300,500**	**299,693**	**2,723,000**	**3,069,828**	**30,500**	**1,000,500**	**20,000**	**50,500**	**20,000**
% of Total Capital Fund Outlay	6%	9%	33%	35%	0%	15%	1%	2%	1%

9510 STREETS AND SIDEWALKS	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
01 Street and Sidewalk Maintenance Program	1,400,000	699,304	1,421,000	1,835,408	1,442,300	1,463,900	1,485,900	1,508,200	1,530,800
02 Street Reconstruction/Rehabilitation	300,000	419,240	300,000	300,000	-	300,000	-	300,000	300,000
04 Fernview Sidewalk - Phase 1 Olive to Galagher (Design & TAP Grant)	-	5,092	50,000	120,000	230,000	645,000	-	-	-
05 New Ballas Median Plantings	-	-	50,000	40,000	-	-	-	-	-
09 Mosley Road Improvement Project (STP Grant)	-	1,124,717			-	-	-	-	-
10 N Ballas Road Improvements - Phase 1 - Olive to Craig (STP Grant)	1,136,600	153,816	-	1,161,000	-	-	-	-	-
11 N Ballas Sidewalk - Phase 3 (TAP Grant)	210,000	4,688	-	50,000	10,000	550,000	-	-	-
12 Lindbergh-Old Olive Intersection (State Cost-Share; STP Grant)	460,000	122,177	2,045,500	320,000	2,045,000	-	-	-	-
13 Olive-Lindbergh Interchange & Olive Enhancements	-	-	30,000		50,000	-	-	-	-
14 Pavement Condition Ratings Update	-	27,962	-		-	-	-	-	-
15 Olive Median Enhancement Stock	-	59,841	20,000	59,841	20,000	20,000	20,000	20,000	20,000

16 Craig Road Improvements (STP Grant)	150,000	-	100,000	140,000	1,400,000	-	-	-	-
17 N Ballas Road Improvements - Phase 2 S. New Ballas (Design & STP Grant)	-	-	150,000	150,000	50,000	1,275,000	-	-	-
18 N Ballas Road Improvements - Phase 3 - Ladue to Magna C (Design & STP Grant)	-	-	-			150,000	20,000	250,000	-
19 N Ballas Road Improvements - Phase 4 - Magna C to Olive (Design & STP Grant)	-	-	-		-		125,000	25,000	250,000
20 Ladue Road Improvements - Phase 1 (Design & STP Grant)	-	-	-		175,000	25,000	480,000	-	-
21 Olive-270 Overpass Cleaning & Painting	-	-	80,000		20,000	200,000	-	-	-
22 Old Olive Sidewalk Extension (Design & Construct)			25,000	34,487					
23 Fernview Sidewalk - Phase 2 Gallagher to LeHavre (Design & TAP Grant)						80,000			
24 Mason Road Pedestrian Signal					**25,000**				
Subtotal (Streets and Sidewalks)	**3,656,600**	**2,616,837**	**4,271,500**	**4,210,736**	**5,467,300**	**4,708,900**	**2,130,900**	**2,103,200**	**2,100,800**
% of Total Capital Fund Outlay	73%	76%	51%	48%	87%	69%	77%	75%	76%

9516 CAPITAL EQUIPMENT	**FY2023 BUDGETED**	**FY2023 ACTUAL**	**FY2024 BUDGETED**	**FY2024 PROJECTED**	**FY2025 PROJECTED**	**FY2026 PROJECTED**	**FY2027 PROJECTED**	**FY2028 PROJECTED**	**FY2029 PROJECTED**
01 Public Works Capital Equipment	331,000	223,029	619,000	659,013	400,258	433,151	428,288	435,586	445,593
02 Golf Course Capital Equipment	-	1,270	55,000	52,000	-	-	-	-	-
03 Police Department Capital Equipment	42,000	71,714							
06 Permitting Software	70,000	42,112	-	59,858	-	-	-	-	-
07 Meeting Management Software	20,000	17,000	-		-	-	-	-	-
09 Capital Equipment Back Order		-		123,042	-	-			
10 Olympia Zamboni Repair				35,479					
Subtotal (Capital Equipment)	**463,000**	**355,125**	**674,000**	**929,392**	**400,258**	**433,151**	**428,288**	**435,586**	**445,593**
% of Total Capital Fund Outlay	9%	10%	8%	11%	6%	6%	15%	16%	16%

CAPITAL PROJECT ADMINISTRATION	**FY2023 BUDGETED**	**FY2023 ACTUAL**	**FY2024 BUDGETED**	**FY2024 PROJECTED**	**FY2025 PROJECTED**	**FY2026 PROJECTED**	**FY2027 PROJECTED**	**FY2028 PROJECTED**	**FY2029 PROJECTED**
01 Project Management	145,258	138,789	153,104	152,000	157,700	162,500	167,400	172,500	177,700
Subtotal (Administration)	**145,258**	**138,789**	**153,104**	**152,000**	**157,700**	**162,500**	**167,400**	**172,500**	**177,700**
% of Total Capital Fund Outlay	**3%**	**4%**	**2%**	**2%**	**3%**	**2%**	**6%**	**6%**	**6%**

TOTAL CAPITAL FUND OUTLAY	**FY2023 BUDGETED**	**FY2023 ACTUAL**	**FY2024 BUDGETED**	**FY2024 PROJECTED**	**FY2025 PROJECTED**	**FY2026 PROJECTED**	**FY2027 PROJECTED**	**FY2028 PROJECTED**	**FY2029 PROJECTED**
	4,985,358	**3,448,761**	**8,314,104**	**8,707,956**	**6,295,758**	**6,835,051**	**2,776,588**	**2,791,786**	**2,774,093**

9514 DEBT SERVICE	**FY2023 BUDGETED**	**FY2023 ACTUAL**	**FY2024 BUDGETED**	**FY2024 PROJECTED**	**FY2025 PROJECTED**	**FY2026 PROJECTED**	**FY2027 PROJECTED**	**FY2028 PROJECTED**	**FY2029 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)	**FY2023 BUDGETED**	**FY2023 ACTUAL**	**FY2024 BUDGETED**	**FY2024 PROJECTED**	**FY2025 PROJECTED**	**FY2026 PROJECTED**	**FY2027 PROJECTED**	**FY2028 PROJECTED**	**FY2029 PROJECTED**
	4,985,358	**3,448,761**	**8,314,104**	**8,707,956**	**6,295,758**	**6,835,051**	**2,776,588**	**2,791,786**	**2,774,093**

CAPITAL FUND REVENUES	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	2,620,094	2,620,094	1,764,724	3,591,652	(303,714)	681,118	45,440	393,618	752,246
Estimated Capital Improvement Sales Tax Revenue (Half-Cent Sales Tax)	2,206,608	2,291,905	2,470,850	2,297,611	2,320,587	2,343,793	2,367,231	2,390,903	2,414,812
Estimated Interest Revenue	2,150	63,112	8,997	129,095	193,643	195,579	197,535	199,511	201,506
Estimated Additional Revenue (Grants, Reimbursement, and Other)	1,448,346	1,648,301	4,415,945	1,964,885	4,246,360	2,240,000	40,000	40,000	40,000
Proceeds from Equipment Sales	10,000	17,000	10,000	21,000	20,000	20,000	20,000	20,000	20,000
General Fund Transfers In	800,000	400,000	400,000	400,000	500,000	1,400,000	500,000	500,000	500,000
Total Revenues & General Fund Transfers In - Capital Fund	**4,467,104**	**4,420,318**	**7,305,792**	**4,812,591**	**7,280,590**	**6,199,372**	**3,124,766**	**3,150,414**	**3,176,318**
Total Anticipated Year End Expenditures	**4,985,358**	**3,448,761**	**8,314,104**	**8,707,956**	**6,295,758**	**6,835,051**	**2,776,588**	**2,791,786**	**2,774,093**
Ending Fund Balance (Cash Basis) - Capital Fund	**2,101,840**	**3,591,652**	**756,412**	**(303,714)**	**681,118**	**45,440**	**393,618**	**752,246**	**1,154,471**

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
ADA Improvements (Community Development Block Grant)	20,000	-	20,000		20,000	20,000	20,000	20,000	20,000
Mosley Road Improvements - North Phase (STP Grant)	705,306	680,014	-		-	-	-	-	-
New Ballas Improvements - Phase 1 (STP Grant)	144,000	56,048	816,000		904,000	-	-	-	-
Lindbergh-Old Olive Intersection (State Cost-Share Program)	95,200	93,021	875,050	56,374	875,000	-	-	-	-
Lindbergh-Old Olive Intersection (STP Grant)	229,840	-	934,360		934,360	-	-	-	-
New Ballas Sidewalk - Phase 3 (TAP Grant)	4,000	-			8,000	440,000	-	-	-
Ice Arena Refrigerant Switchover (Municipal Park Grant)	-	-	-		525,000	-	-	-	-
Craig Road Improvements (STP Grant)	-	-	80,000		960,000	-	-	-	-
Olive TDD Closeout	250,000	-	-	115,000	-	-	-	-	-
Misc.	-	-	-	63,134	-	-	-	-	-
Olive Median Enhancement Stock (Insurance Proceeds)		-	20,000	59,841	20,000	20,000	20,000	20,000	20,000
Ice Arena Refrigerant Switchover (ARPA)		141,480	1,670,535	1,670,535					
Dielmann Compressor Repairs (ARPA)		99,390							
Street and Sidewalk Maintenance Program (ARPA)		419,240							
Golf Course Irrigation System Replacement (Municipal Park Grant possible $500,000)						-			
New Ballas Improvements - Phase 2 (STP Grant)						**1,060,000**	-		
Fernview Sidewalk - Phase 1 (TAP Grant)						**700,000**	-		
Insurance Proceeds from Hail Damage - City Facilities		**159,108**							
Subtotal	**1,448,346**	**1,648,301**	**4,415,945**	**1,964,885**	**4,246,360**	**2,240,000**	**40,000**	**40,000**	**40,000**

PARKS AND STORMWATER FUND

9501 GOVERNMENT FACILITIES	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
		-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-
Subtotal (Government Facilities)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
% of Total Parks-Stormwater Tax Fund Outlay	0%	0%	0%	0%	0%	0%	0%	0%	0%

9506 PARKS AND RECREATIONAL FACILITIES	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
03 Historic Building Rehabilitation and Preservation	25,000	12,490	100,000	69,030	25,000	25,000	80,000	25,000	25,000
04 Conway Park Cabins Relocation	75,000	65,012	-	-	-	-	-	-	-
05 Park Restroom Renovations	40,000	22,088	120,000	152,927				-	-
06 Park Path Improvements (Municipal Park Grant)	-	168,952	-	-	-	-	-	-	-
09 Park Parking Lot Sealing	-	-	-	-	-	-	25,000		
10 Park Furniture Replacement	-	-	20,000	-	20,000	20,000	20,000	20,000	20,000
11 Malcolm Terrace Park Trail Improvements	-	22,459	-	-	-	25,000	-	-	-
14 Millennium Park Improvements - Phase 1	1,590,000	56,655	2,300,000	2,575,460	-	-	-	-	-
15 Millennium Park Improvements - Phase 2 - Trails & Ridgemoor Forest Connection	100,000	-	-	-	-	-	-	110,000	850,000
17 Venable Park Improvements - Phase 1 - Trail, Bridge, Tennis Courts & Splash pad	-	-	125,000	214,270	2,500,000	-	-	-	-
18 Conway Park Parking Lot Expansion	-	-	-	20,500	-	-	-	-	-
19 Playground Safety Surface Replacement (Conway 2026 & MTP 2029)		133,597		-	-	125,000	-	-	200,000
21 Millennium Park - Phase 3 - Park Entrance & Parking Lot Improvements							-	70,000	400,000
22 Lake School Park Renovations		30,710		25,000		75,000	675,000	2,600,000	
23 39N Greenway Connection to Centennial Trail			33,750	45,750		300,000		-	-
24 Venable Park Memorial (HDR Foundation Grant)		-	288,500	75,000	225,000				-
25 Malcolm Terrace Park Pavilion Replacement									**75,000**
26 Millennium Park - Parking Lot Solar Lighting					**25,000**				
Subtotal (Parks and Recreational Facilities)	**1,830,000**	**511,962**	**2,987,250**	**3,177,937**	**2,795,000**	**570,000**	**800,000**	**2,825,000**	**1,570,000**
% of Total Parks and Stormwater Fund Outlay	73%	42%	70%	62%	64%	33%	36%	71%	57%

9509 STORMWATER	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
01 Watershed Management Plan	200,000	158,393	50,000	304,495	-	-	-	-	-
03 Stormwater Improvements (Deer Creek - Deer Creek OMCI)	-	-	-	224,000	-	-	-	-	-
04 Hibler Roadside Drainage	25,000	58,853	339,000	481,489	-	-	-	-	-
05 Alden Lane Drain Replacement (Deer Creek OMCI)	20,000	20,630	67,000	117,019	-	-	-	-	-
06 Ballas Culvert Erosion Rehabilitation (Deer Creek OMCI)	50,000	76,686	380,000	281,643	-	-	-	-	-
07 Golf Course Pond Aeration (Deer Creek OMCI)	25,000	12,350	64,000	69,034	-	-	-	-	-
08 Hibler Woods Drain Replacement	20,000	26,800	30,000	26,866	-	-	-	-	-
09 Stormwater Concept Plans (Design)	175,000	-	150,000	-					
11 Lake Dredging - Conway Park & Golf Course			40,000	-	450,000		300,000		
12 Millennium Park Detention Emergency Repair		241,656	-	-					
13 Stormwater Management Cost-Share Program				**60,000**	**60,000**	**60,000**	**60,000**	**60,000**	**60,000**
14 Woodbridge Manor & Mason Forest Drive				**115,000**	**75,000**				
15 Fernpark Drive & Warrington Square				**131,000**	**296,000**				
16 Beaver Drive Crossing (Deer Creek OMCI)					**174,000**	**345,000**			
17 Sona Lane (Deer Creek OMCI) & Bellington Lane					**160,000**	**445,000**			
18 Stormwater Projects from Watershed Management Plan							**885,000**	**810,000**	**600,000**
19 Deer Creek OMCI Construction Projects								**145,000**	**375,000**

20 Various Projects - University City (OMCI)						**160,000**			
21 Drain Replacements - West Rue De La Banque & Bellerive Manor					**70,000**				
Subtotal (Stormwater)	**515,000**	**595,369**	**1,120,000**	**1,810,546**	**1,285,000**	**1,010,000**	**1,245,000**	**1,015,000**	**1,035,000**
% of Total Parks and Stormwater Fund Outlay	21%	48%	26%	35%	30%	59%	57%	25%	37%

9510 STREETS AND SIDEWALKS	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
		-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-
Subtotal (Streets and Sidewalks)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
% Total Parks-Stormwater Tax Fund Outlay	0%	0%	0%	0%	0%	0%	0%	0%	0%

9516 CAPITAL EQUIPMENT	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
01 Parks Capital Equipment	30,000	-	30,000	33,271	30,000	-	-	-	-
		-	-	-	-	-	-	-	-
Subtotal (Capital Equipment)	**30,000**	**-**	**30,000**	**33,271**	**30,000**	**-**	**-**	**-**	**-**
% of Total Parks and Stormwater Fund Outlay	1%	0%	1%	1%	1%	0%	0%	0%	0%

CAPITAL PROJECT ADMINISTRATION	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
01 Project Management	120,896	121,624	137,795	136,000	142,000	146,300	150,700	155,300	160,000
02 Grant Funding Consultant Research for Stormwater Projects					**25,000**				
03 Video Inspection Ballas storm sewer (Olive to Conway)/ Video of Roadway Culverts					**75,000**				
Subtotal (Administration)	**120,896**	**121,624**	**137,795**	**136,000**	**242,000**	**146,300**	**150,700**	**155,300**	**160,000**
% of Total Parks and Stormwater Fund Outlay	5%	10%	3%	3%	6%	8%	7%	4%	6%

CAPITAL OUTLAY SUMMARY	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
Total Parks-Stormwater Tax Fund Outlay	2,495,896	1,228,955	4,275,045	5,157,754	4,352,000	1,726,300	2,195,700	3,995,300	2,765,000
% of Total Annual Expenses	84%	71%	88%	90%	88%	75%	79%	87%	82%

OPERATIONS AND MAINTENANCE	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
Transfer Out - General Fund (Parks and Stormwater Operations and Maintenance)	492,198	492,198	582,434	580,000	594,082	571,658	577,375	583,149	588,980
Subtotal	**492,198**	**492,198**	**582,434**	**580,000**	**594,082**	**571,658**	**577,375**	**583,149**	**588,980**
% of Total Annual Expenses	16%	29%	12%	10%	12%	25%	21%	13%	18%

9514 DEBT SERVICE	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
N/A	-	-	-	-	-	-	-	-	-
Subtotal	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
% of Total Annual Expenses	0%	0%	0%	0%	0%	0%	0%	0%	0%

TOTAL ANNUAL EXPENSES (Capital Outlay, Transfers Out, and Debt Service)	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
	2,988,094	**1,721,153**	**4,857,479**	**5,737,754**	**4,946,082**	**2,297,958**	**2,773,075**	**4,578,449**	**3,353,980**

PARKS AND STORMWATER FUND REVENUES	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	2,988,692	2,988,692	4,106,102	4,138,823	2,186,810	580,643	1,653,460	2,282,328	1,137,301
Estimated Parks-Stormwater Tax Revenue (Half-Cent Sales Tax)	2,485,601	2,685,791	2,970,411	2,829,991	2,858,291	2,886,874	2,915,743	2,944,900	2,974,349
Estimated Interest Revenue	100	93,435	25,049	151,750	227,624	229,901	232,200	234,522	236,867
Estimated Additional Revenue (Grants, Reimbursement, and Other)	140,000	92,059	400,000	804,000	254,000	254,000	254,000	254,000	254,000
Capital Fund Transfers In		-	-	-	-	-	-	-	-
General Fund Transfers In		-	-	-	-	-	-	-	-
Proceeds from Equipment Sales		-	-	-	-	-	-	-	-
Total Revenues & Transfers In - Parks and Stormwater Fund	**2,625,701**	**2,871,285**	**3,395,460**	**3,785,741**	**3,339,915**	**3,370,775**	**3,401,943**	**3,433,422**	**3,465,216**
Total Anticipated Year End Expenditures	**2,988,094**	**1,721,153**	**4,857,479**	**5,737,754**	**4,946,082**	**2,297,958**	**2,773,075**	**4,578,449**	**3,353,980**
Ending Fund Balance (Cash Basis) - Parks and Stormwater Fund	**2,626,299**	**4,138,823**	**2,644,083**	**2,186,810**	**580,643**	**1,653,460**	**2,282,328**	**1,137,301**	**1,248,537**

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
ADA Improvements (Community Development Block Grant)	-	-	-	-	-	-	-	-	-
Stormwater Improvements (Deer Creek OMCI)	-	-	-	224,000	224,000	224,000	224,000	224,000	224,000
Alden Lane Drain Replacement (Deer Creek OMCI)	40,000	-	-	-	-	-	-	-	-
Ballas Culvert Erosion Rehabilitation (Deer Creek OMCI)	75,000	-	250,000	-	-	-	-	-	-
Golf Course Pond Aeration (Deer Creek OMCI)	25,000	-							
Park Path Improvements (Municipal Park Grant)		91,959	-	-	-	-	-	-	-
Venable Park Memorial (HDR Foundation Grant)	-	-	100,000	100,000	-	-	-	-	-
Venable Park Memorial (Private Donations)	-	100	50,000	50,000	-	-	-	-	-
Venable Park Master Plan (HDR Foundation Grant)				**300,000**					
Various Projects - (University City OMCI)				**130,000**	30,000	30,000	30,000	30,000	30,000
Annual Total	**140,000**	**92,059**	**400,000**	**804,000**	**254,000**	**254,000**	**254,000**	**254,000**	**254,000**

BUILDING PROJECT BOND FUND (PROP P)

BUILDING PROJECT BOND FUND REVENUES	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	1,123,984	1,123,984	1,159,121	1,159,121	1,209,466	1,050,314	1,101,671	1,153,542	1,205,931
Estimated Bond Proceeds	-	-	-	-	-	-	-	-	-
Estimated Interest Revenue	850	35,137	33,000	50,345	50,848	51,357	51,871	52,389	52,913
Reimbursement from Smoke Evacuation System Settlement	-	-	-	-	-	-	-	-	-
Transfers In	-	-	-	-	-	-	-	-	-
Total Revenues & Transfers In	**850**	**35,137**	**33,000**	**50,345**	**50,848**	**51,357**	**51,871**	**52,389**	**52,913**

9501 BUILDING DESIGN AND CONSTRUCTION	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
01 Police Building Professional Services	-	-	-	-	-	-	-	-	-
02 Police Building Site Work and Building Construction	-	-	-	-	-	-	-	-	-
03 Government Center Accessibility & Security Improvements	-	-	-	-	-	-	-	-	-
04 Government Center Electrical Switchgear Replacement	-	-	-	-	-	-	-	-	-
05 Government Center Renovations	-	-	-	-	-	-	-	-	-
06 Police Parking Lot Security Fence	-	-	80,000	-	210,000	-	-	-	-
Transfers Out	-	-	-	-	-	-	-	-	-
Total Anticipated Year End Expenditures & Transfers	**-**	**-**	**80,000**	**-**	**210,000**	**-**	**-**	**-**	**-**
Ending Fund Balance (Cash Basis) - Building Project Bond Fund	**1,124,834**	**1,159,121**	**1,112,121**	**1,209,466**	**1,050,314**	**1,101,671**	**1,153,542**	**1,205,931**	**1,258,844**

9514 DEBT SERVICE	FY2023 BUDGETED	FY2023 ACTUAL	FY2024 BUDGETED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED
DEBT SERVICE (PROP P) REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)	817,964	817,964	462,792	462,792	740,984	1,028,466	1,344,778	1,662,647	2,008,392
Estimated Property Tax Collection Revenue	670,000	939,484	964,600	964,600	964,600	993,538	993,538	1,023,344	1,023,344
Estimated Interest Revenue	500	13,014	9,500	19,000	19,190	19,382	19,576	19,771	19,969
Total Anticipated Revenues	**670,500**	**952,499**	**974,100**	**983,600**	**983,790**	**1,012,920**	**1,013,114**	**1,043,115**	**1,043,313**
DEBT SERVICE (PROP P) EXPENSES									
Estimated Expenditures	600,320	598,999	320	320	320	320	320	320	320
Estimated Interest Expenses	247,657	238,672	215,588	215,588	205,988	191,288	179,925	167,050	151,150
Estimated Principal Expenses	470,000	470,000	480,000	480,000	490,000	505,000	515,000	530,000	550,000
Total Anticipated Expenditures	**1,317,977**	**1,307,671**	**695,908**	**695,908**	**696,308**	**696,608**	**695,245**	**697,370**	**701,470**
Ending Cash Balance - Debt Service	**170,487**	**462,792**	**740,984**	**750,484**	**1,028,466**	**1,344,778**	**1,662,647**	**2,008,392**	**2,350,235**

APPENDIX B
TEN-YEAR CAPITAL IMPROVEMENT PROGRAM
(COMBINDED CAPITAL FUND, PARKS AND STORMWATER FUND, AND BUILDING PROJECTS FUND)

BEGINNING FUND BALANCE	Actual FY2020	Actual FY2021	Actual FY2022	Actual FY2023	Projected FY2024	Projected FY2025	Projected FY2026	Projected FY2027	Projected FY2028	Projected FY2029
Cash Basis (as of July 1)	$ 5,289,205	$ 3,919,027	$ 4,417,442	$ 7,550,734	$ 9,352,388	$ 3,833,547	$ 3,340,542	$ 4,145,349	$ 5,492,135	$ 5,103,870

REVENUES	Actual FY2020	Actual FY2021	Actual FY2022	Actual FY2023	Projected FY2024	Projected FY2025	Projected FY2026	Projected FY2027	Projected FY2028	Projected FY2029
City Capital Improvement Sales Tax	$ 2,025,908	$ 1,950,326	$ 2,195,653	$ 2,291,905	$ 2,297,611	$ 2,320,587	$ 2,343,793	$ 2,367,231	$ 2,390,903	$ 2,414,812
Building Project Bond Fund (Prop P)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Project Property Tax Collection	$ 934,040	$ 875,714	$ 779,721	$ 939,484	$ 964,600	$ 964,600	$ 993,538	$ 993,538	$ 1,023,344	$ 1,023,344
Parks-Stormwater Sales Tax	$ -	$ 485,907	$ 2,564,852	$ 2,685,791	$ 2,829,991	$ 2,858,291	$ 2,886,874	$ 2,915,743	$ 2,944,900	$ 2,974,349
Interest on Investments	$ 64,375	$ 9,277	$ 15,899	$ 204,699	$ 350,190	$ 491,305	$ 496,219	$ 501,182	$ 506,193	$ 511,255
Other Agency Funding	$ 460,692	$ 198,490	$ 1,198,720	$ 1,740,360	$ 2,768,885	$ 4,500,360	$ 2,494,000	$ 294,000	$ 294,000	$ 294,000
Proceeds from Equipment Sales	$ -	$ 16,100	$ 3,100	$ 17,000	$ 21,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000
Transfers In from Other Funds	$ 593,826	$ 400,000	$ 1,149,533	$ 400,000	$ 400,000	$ 500,000	$ 1,400,000	$ 500,000	$ 500,000	$ 500,000
TOTAL REVENUES	**$ 4,078,841**	**$ 3,935,814**	**$ 7,907,478**	**$ 8,279,239**	**$ 9,632,277**	**$ 11,655,143**	**$ 10,634,424**	**$ 7,591,694**	**$ 7,679,340**	**$ 7,737,760**

EXPENDITURES	Actual FY2020	Actual FY2021	Actual FY2022	Actual FY2023	Projected FY2024	Projected FY2025	Projected FY2026	Projected FY2027	Projected FY2028	Projected FY2029
Government Facilities	$ 2,016,979	$ 69,820	$ 104,705	$ 38,317	$ 346,000	$ 450,000	$ 530,000	$ 30,000	$ 30,000	$ 30,000
Parks and Recreational Facilities	$ 158,169	$ 254,338	$ 970,008	$ 811,656	$ 6,247,765	$ 2,825,500	$ 1,570,500	$ 820,000	$ 2,875,500	$ 1,590,000
Stormwater	$ 11,587	$ 287,721	$ 28,040	$ 595,369	$ 1,810,546	$ 1,285,000	$ 1,010,000	$ 1,245,000	$ 1,015,000	$ 1,035,000
Streets and Sidewalks	$ 2,268,246	$ 1,994,743	$ 2,171,189	$ 2,616,837	$ 4,210,736	$ 5,467,300	$ 4,708,900	$ 2,130,900	$ 2,103,200	$ 2,100,800
Capital Equipment	$ 210,895	$ 18,433	$ 267,982	$ 355,125	$ 962,663	$ 430,258	$ 433,151	$ 428,288	$ 435,586	$ 445,593
Capital Project Administration	$ 90,283	$ 92,183	$ 135,636	$ 260,413	$ 288,000	$ 399,700	$ 308,800	$ 318,100	$ 327,800	$ 337,700
Debt Service	$ 713,006	$ 710,742	$ 716,626	$ 1,307,671	$ 695,908	$ 696,308	$ 696,608	$ 695,245	$ 697,370	$ 701,470
Transfers Out	$ -	$ -	$ 380,000	$ 492,198	$ 580,000	$ 594,082	$ 571,658	$ 577,375	$ 583,149	$ 588,980
TOTAL CAPITAL EXPENDITURES	**$ 5,469,165**	**$ 3,427,980**	**$ 4,774,186**	**$ 6,477,585**	**$ 15,141,618**	**$ 12,148,148**	**$ 9,829,617**	**$ 6,244,908**	**$ 8,067,605**	**$ 6,829,543**

ENDING FUND BALANCE (CASH BASIS)	**$ 3,898,881**	**$ 4,426,862**	**$ 7,550,734**	**$ 9,352,388**	**$ 3,843,047**	**$ 3,340,542**	**$ 4,145,349**	**$ 5,492,135**	**$ 5,103,870**	**$ 6,012,087**

Adopted by the Creve Coeur City Council through Resolution XXXX on April XXXX.

APPENDIX C
COMMUNITY REQUESTS AND STAFF RESPONSES
CAPITAL IMPROVEMENT PROGRAM
FISCAL YEARS 2025-2029

Each request is summarized below, generally in the order that the request was received. Each request and the corresponding response from City staff are attached.

Mike Robinson (148 Royal Manor Court)

Request

I have three suggestions although one may be more of a zoning issue.

1. Create a city center with mixed use residential and commercial on Ballas Rd from Olive Blvd to something just north of Ladue Rd. Like a downtown Kirkwood or the development off highway 70 and 5th St. at the Streets of St. Charles. Ample parking, all very walkable with shops, restaurants, and residential. Making Creve Coeur more of a destination, especially at night.
2. In addition to or as part of #1, build a community center the includes a gym, basketball courts, meeting rooms, racquetball courts, maybe even an indoor pool like the one in Des Peres.
3. Add proper golf ball deflecting landscaping or netting at the golf course along Golfview on the green condominiums. I own a rental on Sarah Lane and my windows keep getting broken out by golfers!

The first two suggestions are community driven. Creve Coeur means “Broken Heart”, but the city doesn’t seem to have that heart or center like other municipalities. I very much appreciate your consideration.

Staff Response

Thank you for submitting your suggestions. The City does not have any current plans to build a new community center, however we have noted your request and have shared such with Jason Valvero, Director of Recreation.

Your idea regarding creating a “City Center” would most likely occur by individual private redevelopments as they occur. The City reviews all new private development plans/ideas as they arise and all such developments would need to comply with all applicable City, State and Federal requirements.

The golf ball net and/or deflecting landscape on the West side of Hole #8 has been brought to the attention of Jason Valvero. At this time, the City does not anticipate making any improvements in this area.

Melissa Inkley (12958 Ferntop Lane)

Request

We saw the request for ideas for the CIP in the recent city newsletter. We would like to request the city to consider improving an open creek bed storm drain area.

There is an area behind our home and about 4 other homes and also under Fernview drive that is eroding very badly. It's a well known problem that was brought up as early as 1999 to the city. My neighbors and I have spoken to the stormwater committee several times about this, as well. I think we are on a "list" to have it addressed, but we don't know when this will be. I assume it's sadly still years away, and we are running out of time. One neighbor has lost about a third of his yard, including a backyard fence. Another neighbor has deep sinkholes and several trees with big roots about to fall into the creek and/or on our homes. We are about to lose our retaining wall. We have also had MSD fill at least 4 sinkholes over the last few years. This area needs to be addressed soon, so I don't know if that's via the CIP plan or the sales tax park/stormwater improvement funds plans, but we wanted to bring it up again.

I know this is an area that is behind individual homeowners, but it does come up against an open common ground area (managed by the city, I believe, and not a subdivision), and also runs under Fernview drive, which is a main street in our Fernwood neighborhood. Thanks for the opportunity to comment.

Staff Response

Thank you for your suggestion. On February 26, 2024, the final draft of the Watershed Master Plan was presented in front the City Council at a workshop meeting. Currently the draft final plan is under the public review comment period, which is anticipated to close in April of 2024. The project you referenced is identified in the prioritization list of projects in this Plan, but the project does not have any definitive date of when design and/or construction could occur.

The stormwater committee will annually or semi-annually review projects on the prioritization list and anticipates making recommendations to the City Council for projects to enter design phase and hopefully ultimately into construction. The City Council reviews and approves which project(s) can begin design phase and ultimately into construction.

Rasmaa Vissa (no address given)

Request

My suggestions:

1) To extend the existing sidewalk in areas that is non - existent or broken, from the Bellerive Manor Dr. towards the Bellerive elementary school in Creve Coeur, to enable kids/parents to walk/bike safely to the Bellerive Elementary school. In addition, this sidewalk will also enable early morning walking communities to keep away from traffic and be safe on the sidewalk. This ongoing maintenance of the sidewalk should be partly covered by Creve Coeur and any other parties involved.
(Detail map - Bellerive Manor Rd to Bellerive elementary School via Ambois Dr.)

2) The road from Gallagher Rd/Fern view Dr/Olive Blvd lacks proper sidewalk, this sidewalk could be new construction to connect to Olive Blvd both sides, east towards the Fee Fee Rd and west towards the Mallard Lake to enable cycle/walk/enthusiasts a safe way to healthy lifestyle.
(Detail map - Gallagher Rd, Fernview Dr,Olive Blvd, Creve Coeur Mill Rd)

Staff Response

Thank you for reaching out and sharing your concerns. The City has limited funding to construct new sidewalks, however the City does actively research and apply for applicable grant funding for sidewalk improvement programs on a regular basis. Currently the funding for such grant programs is very limited.

On a very positive note, the City was recently awarded a Transportation Alternative Program (TAP) grant for new sidewalk construction on Fernview Drive from Gallagher Road to Olive Boulevard. The process from preliminary engineering to final engineering design and ultimately to construction of the actual sidewalk does take a considerable amount of time. It is anticipated that construction of this new sidewalk would occur in the summer of 2026.

In addition, the City has a second phase for new sidewalk along Fernview Drive from Gallagher Drive to Le Havre Drive in the planning stages. The City anticipates applying for TAP funding for this project likely in 2025 or 2026. If the City is successful in securing funding for this project, then likely the new sidewalk would be constructed in 2029.

The City has added your request for new sidewalk along Ambois Drive (west of Bellerive Elementary School) to our master list of possible future projects.

Carolyn Bower (349 Magna Carta Drive)

Request

1. I would like to see Creve Coeur do what Milwaukee has done with a nature-based solution to deal with stormwater and climate change issues. Creve Coeur is in the Deer Creek watershed, which has led to stormwater runoff and flooded basements in neighborhoods downhill from increased development east of Ballas and south of Olive. In addition, Creve Coeur got 10 inches of rain in one day last year. People have installed costly basement sump pumps but even that will not be enough. Climate change is expected to cause more and stronger rains. I have attached a copy of Milwaukee's plan for how plants can help slow down and absorb storm water runoff on private and public property. Hope this could be used in the future through a City Council ordinance so that the city's public works and capital improvements team could help the city adapt to the expensive damage of flooding worsened by climate change.

2. I would like to see Creve Coeur invest like Clayton, St. Louis and cities around the world in separated bike lanes that are safe enough for 12-year-olds to use. That might mean one lane of Ballas or a Mosley sidewalk as a north-south corridor for bikes. And Ladue, Olive and Conway could be the east-west corridors for bikes. The bike lanes would be asphalt and foot high poles or another separation device would separate the path from traffic lanes. I would be willing to get rid of the grassy median to make room for a bike lane on one side of Ballas. In addition, traffic on Ballas needs to be slowed to 35 mph. I would like to see Creve Coeur Connect its bike lanes to those that lead to Maryland Heights and Olivette as well as south along Deer Creek to Frontenac and the library and west along Ladue to Parkway Northeast Middle School.

3. If the Creve Coeur Golf Course becomes no longer viable, I would like to see much if not all of the property returned to park land with prairie grass, sedges, leaves and no grass to mow and a community garden for people in the condos and apartments. I would like to see the golf paths become walking and biking paths. People who live south of Olive would walk and bike to the grocery stores and restaurants on Olive if the walking/biking infrastructure were in place. Also, it would encourage less use of cars and be better for the climate.

Staff Response

Thank you for all your detailed suggestions. On February 26, 2024, the final draft of the Watershed Master Plan was presented in front the City Council at a workshop meeting. Currently the draft final plan is under the public review comment period, which is anticipated to close in April of 2024. Over the coming years, the City anticipates that possibly some of the solutions you mentioned in point #1 will be implemented.

Additions of bike lanes along the routes you mentioned would be a very costly endeavor. Currently there is no funding allocated for such improvements. For the Golf Course, the City's current position is that this will remain a golf course for the long-term future.

DEPARTMENT OF PUBLIC WORKS
OFFICE MEMO

DATE: March 4, 2024

TO: Mark Perkins, City Administrator

FROM: Jim Heines, Director of Public Works

SUBJECT: CIP Fleet Replacement Report FY 2025-FY 2029

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. I am happy to report that it appears that truck availability has improved and is getting back to pre-Covid delivery schedules.

Current Fleet Size

Fleet sizes are determined by operational needs of the Maintenance Division to provide services. A portion of our fleet is designated for specific tasks while other trucks and equipment are used for multiple applications throughout the year. Details regarding optimum fleet size and job or task responsibilities are listed below:

Two-ton Trucks

<u>Dump Trucks</u>

These trucks are the base of our operations and the number of two-ton fleet is largely determined by our leaf vacuuming service as well as snow removal services. Over time we have reduced the size of our fleet to meet the needs of our operations. This in part is due to converting our fleet over time to heavy duty diesel trucks as well as stream lining our operations and trimming the fleet to reduce purchase and maintenance costs.

Leaf season consumes a substantial amount of manpower and capital resources for several months each year. To provide the level of service expected by our residents we attempt to deploy 8 trucks and vacuums with 3-man crews during the peak season. In an effort to keep 8 trucks and leaf vacs on the road, a fleet of 9 trucks is necessary, having one in reserve for break downs. Unfortunately, the leaf vacuum trailers are too heavy to pull with the smaller one-ton trucks.

Several years ago, the city entered into a three-year contract with Hendel Lawncare to assist the city by supplying a truck, leaf vacuum and crew to help with collecting leaves during the peak of the fall season. For the past two years this has been a successful partnership which has resulted in Public Works staff re-evaluating our two-ton fleet size.

If the city were to reduce the size of our two-ton fleet by one truck it would not have an adverse effect on our snow plow operations. Public Works staff uses six to seven two-ton plow trucks per shift during the winter as well as two to four one-ton trucks for snow removal operations. If we are to continue to provide snow plow service at the current level it is imperative that we have at least one back up two-ton plow truck available for drivers to utilize in the event of break downs, which happens quite often during storm events.

Outside of the leaf collection season and snow plow operations, these trucks are used regularly to haul asphalt, rock, mulch, dirt, water tanks, and other materials and supplies to job sites around the city.

We have a total of 12 two-ton truck in our fleet which include 9 dump trucks, 2 chipper trucks, and one aerial bucket truck. Although the American Public Works Association (APWA) industry standard is a 10 yr. replacement cycle, we feel that with our robust maintenance program we can get a few more years from our vehicles. Therefore, it is recommended that we replace one two-ton truck almost every year to remain on a 12-year replacement cycle.

<u>Chipper Trucks</u>

Public Works has 2 chipper trucks with 25 CY Arbortech dump boxes in our fleet. These trucks are dedicated to chipping only and used on a regular basis approximately 8-9 months of the year. A third truck can be accessed from our two-ton fleet above by attaching a 10 cubic yard bolt-on box that slides into the back of the dump bed. This is usually one of our oldest trucks and is used in this capacity for one or two years before it is sent to auction. The backup truck is only utilized in the event of extreme storms in a massive effort for storm damage cleanup

<u>Bucket Truck</u>

City Council approved the purchase of a new bucket truck in the fall of 2023. Unfortunately, the new unit will not be delivered until late summer/early fall of 2025. In the meanwhile, Public Works staff will continue to maintain our existing 1996 International 2-ton chassis with a 35 ft. Altec boom with a man-bucket and crane hook which was purchased from the City of Clayton in 2007. This truck is necessary for tree removal/ pruning operations as well as servicing the decorative lighting, banners, and holiday decorations on Olive or in parking lots.

One-ton Trucks

Although Public Works has 9 trucks rated in the one-ton range, 3 of these trucks are committed to specific duties year-round such as: concrete foreman's truck which is also a service body truck for concrete tools and equipment, a pothole patch truck which remains on the ready and full of cold patch material year-round, and a water tank truck that is also a snow truck in the winter. This leaves 6 one-ton trucks available for day-to-day operations and projects in the streets and parks divisions. These tasks include:

- Asphalt and concrete road repairs
- Sidewalk repairs
- Median and ROW maintenance
- Small stormwater projects
- Dirt and turf repairs
- Tree removals
- Landscape and median planting/mulching
- Parks maintenance

Our one-ton trucks are the heart of our fleet during the construction season. They are used for smaller projects and delivering tools and materials to most job sites especially in hard-to-get-to locations. The APWA national average recommended replacement for these trucks is 10 years, however, we have been replacing one-ton trucks in the 12 to14-year range. Since changing over to diesel powered one-tons, Public Works has experienced a reduction in repairs and down time from these trucks.

One-ton purchases include two styles of truck. Diesel powered one-ton 350 series trucks will be purchased for our normal work trucks, and replacement snow plow trucks will be a heavier duty diesel powered 550 series trucks. The main difference between these two types of trucks is the payload. The 350 series truck has a GPRW of 14,000 lbs. whereas the 550 series truck has a GPRW of 18,000. In addition to upgrading the trucks to diesel, and higher payload rating, staff recommends migrating towards a 10-year replacement cycle to reduce repair costs and increase reliability.

Pick-up Trucks

In the past, Public Works staff trimmed the pickup truck fleet from 9 pick-up trucks to 6 trucks in an effort to be more efficient with our fleet. We believe that the 6 trucks that we have now are as lean as our fleet can go. We have combined several duties to some of the trucks in an effort to increase efficiency. Each of these trucks are assigned to specific duties such as:

1. Operation Superintendent truck
2. Park Foreman truck
3. Asphalt Foreman Truck/Flatbed for asphalt tools and supplies
4. Service body sign repair/replacement truck
5. Engineering/Inspectors Truck located at City Hall
6. Small pickup truck, Engineering/Inspectors Truck located at City Hall

The APWA national average recommended replacement for these trucks is 7-10 years. Although our oldest pickup truck is 12 years old, Public Works has been fairly successful in maintaining a 10-year replacement schedule. Staff recommends we continue with this effort.

Leaf Vacuums

Public Works staff has converted the entire leaf vacuum fleet from gas to diesel power engines over the past 10-years. This has helped create a more reliable and powerful fleet. We currently have 10 leaf vacuums (9 road worthy units and one parts vac) available. To be able to provide service to the residents at the expected level, we should have 6-7 city vacuums on the street as well as Hendel Lawncare's crew during the peak fall season.

Due to contracting with Hendel Lawncare for assistance during the peak of the fall leaf collection season, we feel that we that we could reduce the fleet by one leaf vacuum. This will still allow for 6-7 vacuums to be used on the street while having one in reserve and one for a parts vac.

To be able to provide service to the residents at the expected level, we should have 7-8 vacuums, including Hendel's crew, on the street during the peak fall season. Staff recommends the city's optimum fleet size to be 9 leaf vacuums (7 on the road, 1 in reserve, and 1 for a parts vac). Although there are no APWA life expectancy standards available for this equipment, from past experiences, a 10-year replacement schedule is recommended for this type of equipment.

Skid Steer

Public Works has 2 skid steers in our fleet. These units are used for a number of operations and at times both units on the same jobsite with different attachments working concurrently. Some uses include:

- Asphalt milling/replacements
- Concrete removals and replacements
- Moving supplies and equipment around the shop yard and jobsites
- Loading trucks
- Grading/Excavating
- Using attachments: augers, trenchers, millers, sweepers, punch bit, pavement breaker, snow box mulch bucket, etc.

The APWA national average recommended replacement for this equipment is 10 years. However, by providing regular maintenance we hope to get up to 12-15 years from these units.

Backhoe

The city replaced our current Backhoe in 2008. This piece of equipment is used for a number of tasks which include:

- Full depth pavement removals
- Loading trucks on job sites
- Repairing/replacing bridges in parks and golf course
- Small stormwater projects
- Installing drain pipes
- Grading

Although The APWA national average recommended replacement for this equipment is 10 years, through preventative maintenance and storing equipment under cover, staff is anticipating a 20-year service life for the backhoe.

Front Loader

The city replaced our current front Loader in 2012. This piece of equipment is used for a number of tasks which include:

- Moving leaf Mulch and wood chips
- Loading trucks on job sites and for snow operations
- Lifting equipment into dump trucks
- Moving pallets of materials and supplies at the shop yard
- Placing gabion rock and storm pipe on smaller projects
- Grading

Although The APWA national average recommended replacement for this equipment is 10 years, through preventative maintenance and storing equipment under cover, staff is anticipating a 20-year service life for the backhoe.

Capital Equipment Purchasing

When recommending vehicle and equipment purchases, Public Works staff reviews a number of options before making the final recommendation such as:

- Purchase new from the MoDOT Cooperative Purchase Program, Sourcewell or other co-operative purchase opportunities for vehicles and equipment
- City bidding specific vehicles and equipment
- Rent/Lease programs
- Used vehicle/equipment purchases.

Over the years we have found that the MoDOT Cooperative Purchase Program has the best pricing for new vehicles and equipment. Generally new equipment purchased from this program are as much as 37% less than MSRP and 20% less than the city bidding out an individual purchase.

When pricing used equipment, we have found that cost to purchase a used unit that is a couple of years old with low miles/hours is comparable to the cost of a new unit with a warranty through the State Cooperative Purchase Program.

Although Rent/Lease programs can keep your fleet stocked with newer trucks, it can be a costly option. Past investigations for these programs have revealed that lease payments over a 3-5 year period have equaled the cost of purchasing a new unit. Recently, staff met with Enterprise Leasing to revisit leasing for trucks and found that they did not lease the two–ton trucks. Upon further discussions about one-ton and pickup trucks leasing, they purchase their smaller trucks off of the same MoDOT Cooperative Purchasing program as the city and leases them to municipalities. We are still working with Enterprise Leasing to determine if there are any benefits to leasing our smaller trucks.

The attached FY2025-FY2029 Equipment Replacement Projections spreadsheet identifies the proposed schedule of replacements over the next five-years.

Adjustments to Fleet Size

Two years ago, the city contracted with Hendel Lawncare to assist Public Works maintenance staff with leaf collection operations. The additional help has allowed city staff to remain on schedule through the leaf collection season. Due to Hendel Lawncare providing assistance for leaf collection services, staff feels that this is a good opportunity to down size our two-ton and leaf vacuum fleet thus reducing annual equipment purchase costs as well as maintenance and repair costs.

Conclusion

Although we have used a rotational method in the past Public Works now uses the APWA method to determine the specific trucks/equipment that is replaced each year. The attached CIP 5-year Equipment Replacement schedules guide our long-term planning.

The city also has a dedicated mechanic on staff to perform preventative maintenance and repairs to all of our vehicles and equipment including the Police vehicles. In previous years (pre-Covid) we experienced a reduction in the cost to repair vehicles. However, with as much as two-year delay on new equipment deliveries we have seen our maintenance cost go up significantly as we try to keep older equipment serviceable.

The Public Works department has been tracking preventative maintenance, repairs and down time on our new Fleet Maintenance program for better track purposes. This will help us in evaluating the factors used to assigns points to determine the condition of our fleet when making decisions on replacement.

Public Works staff understands that a major investment is made each year on these purchases and an even larger investment has been made over the years on our fleet. Staff utilizes every bit of information available to make wise choices regarding when it is time to replace vehicles and equipment. We feel we have an opportunity to optimize our two-ton and leaf vacuum fleet to maximize efficiency while staying within budgeted funding limits, we will continue to look for ways to streamline the fleet and increase efficiency while best meeting service-related expectations of the residents.

We look forward to discussing the 5-year plan in greater detail at the council Work Session on Monday, March 11, 2024

FY2025-FY2029 CAPITAL IMPROVEMENT PROGRAM

FY2025-FY2029 CAPITAL IMPROVEMENT PROGRAM

FY2025 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 174,858.00	2011 Two-ton Dump Truck
3/4-ton Pickup Truck (Asphalt flat bed)	$ 68,600.00	2013 3/4 Ton Pickup Truck
Leaf Vacuum (20 CY; Diesel Powered)	$ 104,800.00	2013 Leaf Vacuum (Diesel Powered)
Electric Pickup Truck (PW Engineering)	$ 52,000.00	New to Fleet
	$ 400,258.00	

FY2026 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 178,355.00	2011 Two-ton Dump Truck
One-ton Dump Truck	$ 81,600.00	2013 One-ton Dump Truck
Skid Steer	$ 66,300.00	2012 Skid Steer
Leaf Vacuum (20 CY; Diesel Powered)	$ 106,896.00	2014 Leaf Vacuum (Diesel Powered)
	$ 433,151.00	

FY2027 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 181,922.00	2012 Two-ton Dump Truck
One-ton Dump Truck	$ 83,232.00	2015 One-ton Dump Truck
Electric Pickup Truck (PW Engineering)	$ 54,100.00	2006 3/4-ton Project Manager Truck
Leaf Vacuum (20 CY; Diesel Powered)	$ 109,034.00	2015 Leaf Vacuum (Diesel Powered)
	$ 428,288.00	

FY2028 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Chipper Truck	$ 158,558.00	2015 Two-ton Dump Truck
Back Hoe	$ 150,000.00	2008 John Deere 410J
3/4-ton Pickup Truck (Service Body)	$ 76,090.00	2015 3/4-ton Pickup (Sign Truck)
4 - Mobile Column Lifts for Large Trucks	$ 50,938.00	New to Fleet Maintenance
	$ 435,586.00	

FY2029 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 189,272.00	2016 Two-ton Dump Truck
One-ton Dump Truck	$ 86,595.00	2016 One-ton Dump Truck
Electric Pickup Truck (PW Engineering)	$ 56,287.00	2012 Colorado - Project Manager Truck
Leaf Vacuum (20 CY; Diesel Powered)	$ 113,439.00	2016 Leaf Vacuum (Diesel Powered)
	$ 445,593.00	

DEPARTMENT OF PUBLIC WORKS
STAFF MEMORANDUM

DATE: March 4, 2023

TO: Mark Perkins, City Administrator

CC: Jim Heines, Director of Public Works
Steve Berecz, P.E., City Engineer and Assistant Director of Public Works

FROM: Dione Garson, P.E., Civil Engineer

SUBJECT: FY2025-FY2029 Stormwater Management Program Recommendations

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This memo outlines proposed work the Public Work Department recommends for the City's Stormwater Management Program in FY2025-FY2029.

Most of the projects listed below were identified by the City's Watershed Management Plan. Under the Watershed Management Plan, potential projects are given scores based on risks, benefits, and estimated costs. Potential projects with higher scores are likely to deliver greater risk reduction and more benefits per dollar spent than projects with lower scores. In an effort to deliver the greatest public good with the given stormwater budget, projects with higher scores are more likely to be included in the City's Capital Improvement Program (CIP) sooner than projects with lower scores.

Staff's recommended projects were approved by the Stormwater Committee to move into engineering design and to be included in the CIP. All design contracts will be presented to City Council for consideration/approval prior to any design work commencing on any project. The approved projects from the Watershed Management Plan each address a structural flooding issue. The committee and staff are in alignment that structural flooding issues are a serious health and safety risk worthy of public funding and should be a top priority and first focus of the City's Stormwater Program.

For construction in FY2025, one stormwater project is proposed for each Ward. With this programming, residents can see that the meaningful stormwater management projects are being done across the City. Project locations are shown on the attached map

Proposed Stormwater Management Projects for FY2025

In FY2025, the following stormwater projects are anticipated to be ready for construction:

- Woodbridge Manor (in the CIP, this project is combined with Mason Forest Drive)

  The City's Watershed Management Plan identified Woodbridge Manor as a potential project to alleviate structural and roadway flooding. This project will include a hydraulic analysis of the stormwater system along Ladue Road to determine if the capacity is adequate. The likely solution will involve establishing an overland flow path to channel stormwater into the existing detention basin. Design costs are in FY2024.

- Mason Forest Drive (in the CIP, this project is combined with Woodbridge Manor)

  Mason Forest Drive is a project identified by the City's Watershed Management Plan. The goal of this project is to address structural and roadway flooding by constructing a swale and modifying existing stormwater inlets. The project will also likely include a hydraulic analysis of the connecting stormwater conveyance system. Design costs are in FY2024.

- Fernpark Drive (in the CIP, this project is combined with Warington Square)

  Fernpark Drive is listed as a possible project in the City's Watershed Management Plan. This project will seek to solve structural and yard flooding problems by installing a curb inlet and piping that will connect to the existing system. Design costs are in FY2024.

- Warington Square (in the CIP, this project is combined with Fernpark Drive)

  This project was identified by the Watershed Management Plan. The intent of the project is to address flooding issues of the homes along the south side of Warington Square by expanding the existing stormwater conveyance system and installing swales. Design costs are in FY2024.

- Lake Dredging at Conway Park & Golf Course

  - For both locations, the design phase will be complete in FY2025.
  - For Conway Park, dredging will be done in FY2025.
  - For the Golf Course, dredging will be done in FY2027.

  Removing sediment from waterbodies in both locations will enhance stormwater mitigation capacities, decrease odors and turbidity, and increase residents' enjoyment of these spaces.

- Drain Replacements – West Rue De La Banque & Bellerive Manor

  The trench drain across Bellerive Manor and the roadway inlets along West Rue De La Banque are failing. To keep the roadway safe, the trench drain and inlets will be replaced.

In FY2025, the following stormwater projects will enter the engineering design phase:

- Beaver Drive Crossing

  This project will focus on several issues near Beaver Drive including structural flooding and threat to drivers' safety. The project proposes to replace a roadway culvert that is in poor condition, address structural and yard flooding issues, replace failing gabion with bio-stabilizing slope techniques, and add grade controls. This project is included in the City's Watershed Management Plan.

  Construction will likely be in FY2026.

- Sona Lane (in the CIP, this project is combined with Bellington Lane)

  This proposed project is in the City's Watershed Management Plan and will seek to solve structural flooding and yard erosion issues for homes on the east side of Sona Lane. The likely solution is a system of swales, pipes, and inlets that will route flows around homes and towards Sona Lane.

  Construction will likely be in FY2026.

- Bellington Lane (in the CIP, this project is combined with Sona Lane)

  Identified by the City's Watershed Management Plan, this project will seek solutions for structural flooding at 252 Bellington Lane by directing flows away from the home and towards the roadway.

  Construction will likely be in FY2026.

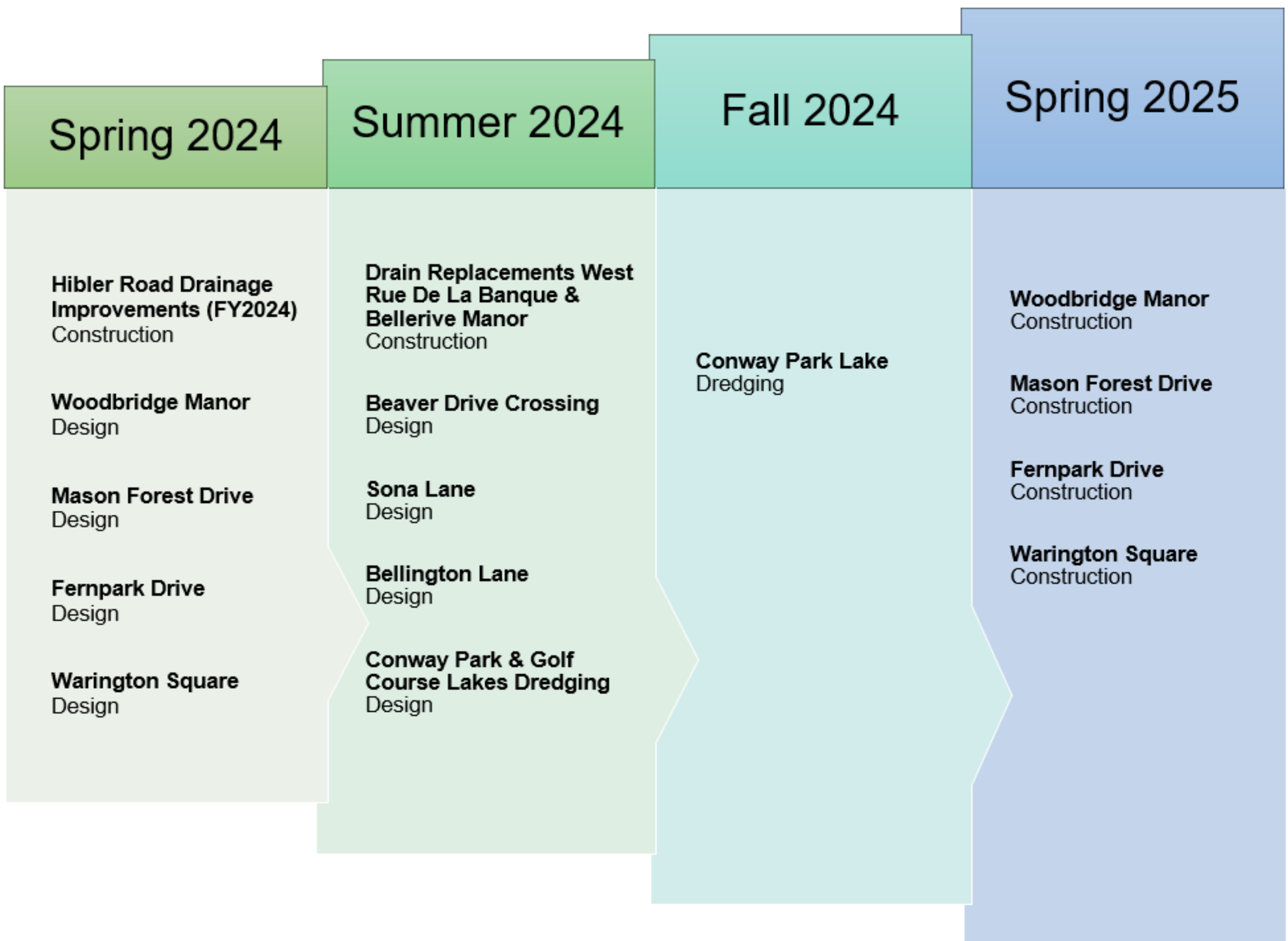
Stormwater Management Cost-Share Program

In FY2025, $60,000 is allocated for the second year of the City's Stormwater Management Cost-Share Program.

The program was developed to help homeowner associations maintain the storage capacity and performance of detention basins. The program also aims to help individual homeowners solve stormwater issues for which a City-funded project is unlikely.

The program is structured to reimburse up to 50% the total cost of projects for two homeowner association projects up to $20,000 each and as many as four individual homeowner projects up to $5,000 for each project.

FY2025 Proposed Schedule



Program Costs FY2025

City staff estimates that the proposed FY2025 Stormwater Management Program will cost approximately $1,285,000. Estimated project costs are summarized as follows:

Woodbridge Manor and Mason Forest Drive	$	75,000 (a)
Fernpark Drive and Warington Square	$	296,000 (b)
Beaver Drive Crossing	$	174,000 (c)
Sona Lane and Bellington Lane	$	160,000 (d)
Conway Park & Golf Course Lakes Dredging	$	450,000 (e)
Drain Replacements	$	70,000
Stormwater Management Cost-Share Program	$	60,000
Total	**$**	**1,285,000**

(a) Total design and construction costs for Woodbridge Manor and Mason Forest Drive is $190,000 with $115,000 in FY2024.

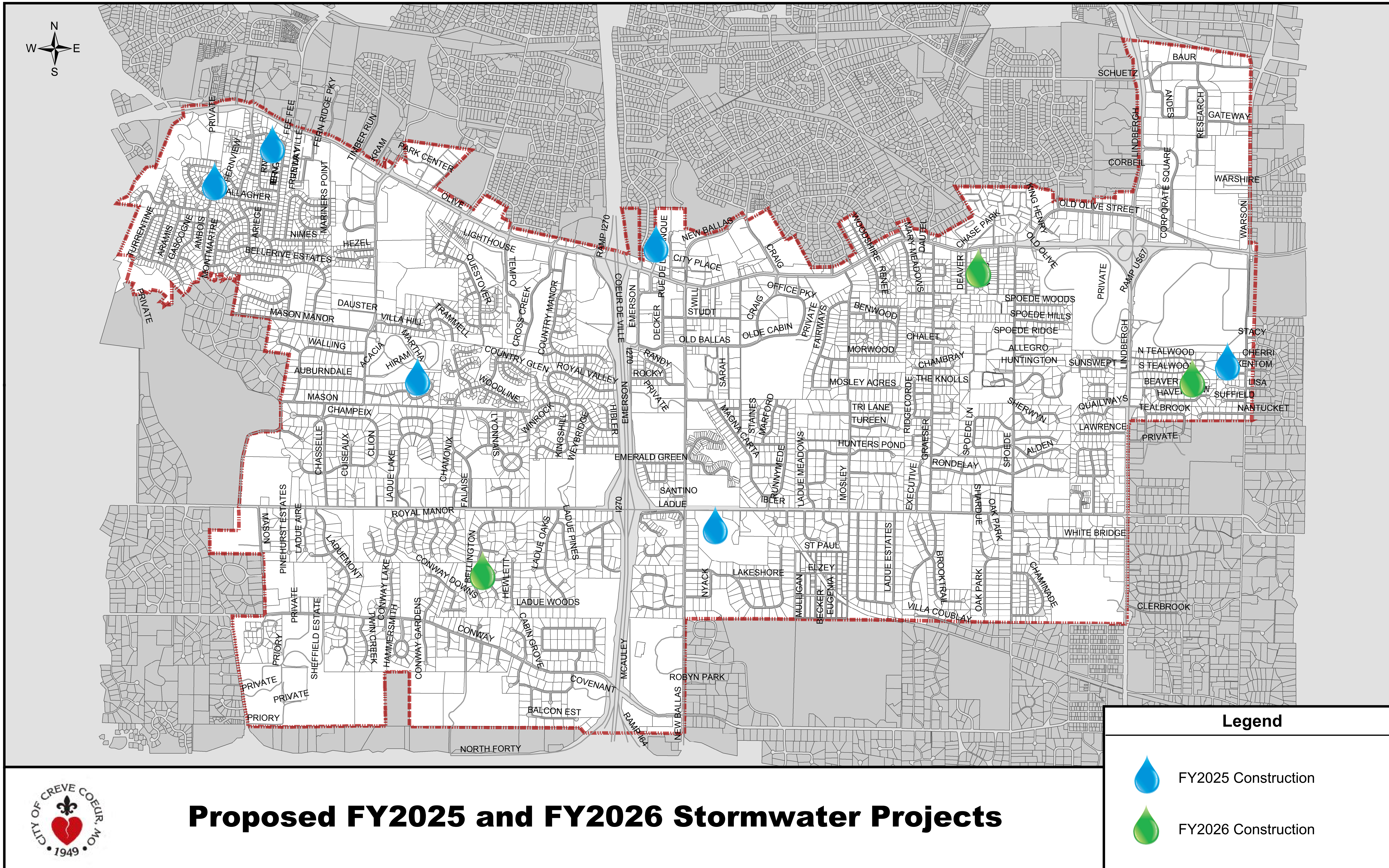
(b) Total design and construction costs for Fernpark Drive and Warington Square is $427,000 with $131,000 in FY2024.

(c) Total design and construction costs for the Beaver Drive Crossing project is $519,000. In FY2025, $174,000 is budgeted for design, and in FY2026 $345,000 is allocated for construction. Beaver Drive is in the Deer Creek OMCI District, and construction costs will likely be reimbursed from this fund.

(d) Total design and construction costs for Sona Lane and Bellington Lane is $605,000 with $160,000 in FY2025 and $445,000 in FY2026.

(e) Design for both dredging locations will be complete in FY2025. Conway Park Lake will be dredged in FY2025. The lakes at the Golf Course will be dredged in FY2027. The total budget for this project is $750,000.

Attachment: Map of CIP FY2025 Stormwater Projects for Construction



Proposed FY2025 and FY2026 Stormwater Projects

DEPARTMENT OF PUBLIC WORKS
STAFF MEMORANDUM

DATE: March 1, 2024

TO: Mark Perkins, City Administrator

CC: Jim Heines, Director of Public Works
Steve Berecz, City Engineer/ Assistant Director of Public Works

FROM: Tom Delia, Project Manager - Engineer

SUBJECT: FY2025-FY2029 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 FY2025

In FY2025, five park projects will be focus:

- Millennium Park
  - Tappmeyer House cosmetic repairs and removal of wheel chair lift – Construction
  - Parking lot solar lighting installation - Construction
- Venable Park
  - Tennis Court replacement
  - Parking lot, drainage, restroom, and trail improvements. Replacement of walking bridge, tennis courts, and installation of new splash pad – Construction
  - Memorial - Construction

Proposed Parks Projects for FY2026

In FY2026, four park projects will be focus:

- Conway Park
    - Playground safety surface replacement
- Lake School Park
    - Development of Lake School Master Plan - Design
- Malcolm Terrace Park
    - Nature trail repairs
- 39N Greenway Connector Trail – Design

Proposed Parks Projects for FY2027

In FY2027, four park projects will be focus:

- Millennium Park
    - Repaint Tappmeyer House
- Conway Park
    - Parking lot sealing - Construction
- Lake School Park
    - New playground and site grading near Lake School - Construction
    - Restroom Renovations - Construction

Proposed Parks Projects for FY2028

In FY2028, three park projects will be focus:

- Millennium Park
    - Phase 2 – Trails and Ridgemoor Forest connection – Design
    - Phase 3 – Park entrance & parking lot improvements – Design
- Lake School Park
    - New tennis / pickleball courts, walking paths, parking lot improvements – Construction

Proposed Parks Projects for FY2029

In FY2029, four park projects will be focus:

- Millennium Park
    - Phase 2 – Trails and Ridgemoor Forest connection - Construction
    - Phase 3 – Park entrance & parking lot improvements – Construction
- Malcolm Park
    - Pavilion replacement – Design & Construction
    - Playground safety surface replacement

Schedule for FY2025

Staff plans to release Venable Park improvements in two phases. The first phase would include the tennis courts, with a design/build package released to contractors in March 2024, with intent of presenting construction contracts to the City Council in April. Construction on the tennis courts is anticipated to start in the summer with an estimated completion date of early September 2024.

The second phase of improvements at Venable Park involves the memorial, pathways, parking lot and grading improvements, a new splash pad and small playground, and a new walking bridge from Foxbrook Drive into the park. This phase has an anticipated bid release of August 2024, with intent to present contracts to City Council in September. Phase two construction could start in November 2024 and wrap up by Memorial Day 2025. This is a tentative schedule and changes could occur.

Other improvements are cosmetic repairs to the Tappmeyer House and installation of solar lighting in the Millennium Park parking lot in the summer of 2024.

Program Costs FY2025

City staff estimates that the proposed FY2025 Parks Program will cost approximately $2,795,000, with all funding provided by Parks and Stormwater Fund. Project costs are summarized as follows:

Historic Building Rehabilitation	$ 25,000
Park Furniture Replacement	$ 20,000
Venable Park	$ 2,500,000
Millennium Park – Parking lot Solar Lighting	$ 25,000
Venable Park Memorial (HDR Foundation Grant)	$ 225,000
Total	**$ 2,795,000**

DEPARTMENT OF PUBLIC WORKS
STAFF MEMORANDUM

DATE: March 4, 2024

TO: Mark Perkins, City Administrator

CC: Jim Heines, Director of Public Works
Steve Berecz, City Engineer/Assistant Director of Public Works

FROM: Kevin Mulligan, P.E., Civil Engineer

SUBJECT: FY2025 Pavement Maintenance Program Recommendations

The Department of Public Works proposes the roadway and sidewalk maintenance program outlined below for the 2025 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, the Lindbergh/Old Olive intersection, and Craig Road) 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 FY2025 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 converting composite roadways – those with concrete base pavement and an asphalt surface – to fully concrete pavements.

Since early 2023, the City has bid out the annual concrete project in February or early March because this allows the City to get bids from more contractors at better prices. Bids for this project were opened on March 1, 2024, and the low bid was more than 10% lower than the engineer's estimate. The 2024 Concrete Pavement Project will go to City Council for approval on March 11, 2024.

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 4% 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 2024 is included on the attached map.

In the Fall and Winter of 2023-2024, Missouri American Water replaced the water mains in the entire Ladue Pines subdivision. The mains were relocated under the road which means that half of the roadway must also be replaced. The streets of Ladue Woods Drive & Court and Ladue

Oaks Drive, Court, & Circle are currently composite streets that are in poor condition. Since Missouri American Water is responsible to replace half the width of those streets, City staff took the opportunity to program replacement of the other half of the composite streets with concrete pavement. Ladue Woods Drive & Court will be rehabilitated with a new full-width concrete pavement in 2024 and half the roadway width of Ladue Oaks Drive, Court, & Circle will be replaced this year with concrete pavement. Half of the remaining composite streets in this subdivision will be rehabilitated with concrete in 2025 and the remaining composite streets will be rehabilitated with concrete in 2026.

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 2024 sidewalk program includes replacing the entire sidewalk network on Executive Parkway. Also included in the sidewalk program is the addition of a new sidewalk on West Old Olive Street Road from King Henry Court to Olive Boulevard.

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 FY2025 is included on the attached map, with the majority of the work being on Hibler Road and Ladue Pines Drive.

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 FY2025 are included on the attached map.

Roadway Reconstruction/Rehabilitation

The proposed reconstruction/rehabilitation program for FY2024 involves the removal of the existing composite pavement and the replacement with 8-inch concrete pavement on Conway Gardens Court. The pavement on Conway Gardens Court has been deteriorating for years and this work will result in a significant improvement to this street. Because this project consists solely of concrete pavement reconstruction, the work was included in the 2024 Concrete Pavement Project in order to get better prices.

The budget for FY 2025 roadway reconstruction will be included in the Craig Road Improvement Project to rehabilitate Office Parkway.

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. Hibler Road and Warson Road are proposed for restriping in FY2025.

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 FY2024 Concrete Pavement Replacement Project were received on March 1, 2024. 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 2024 with the intent of presenting contracts to the City Council in late June. Construction would generally begin in July and be completed before December.

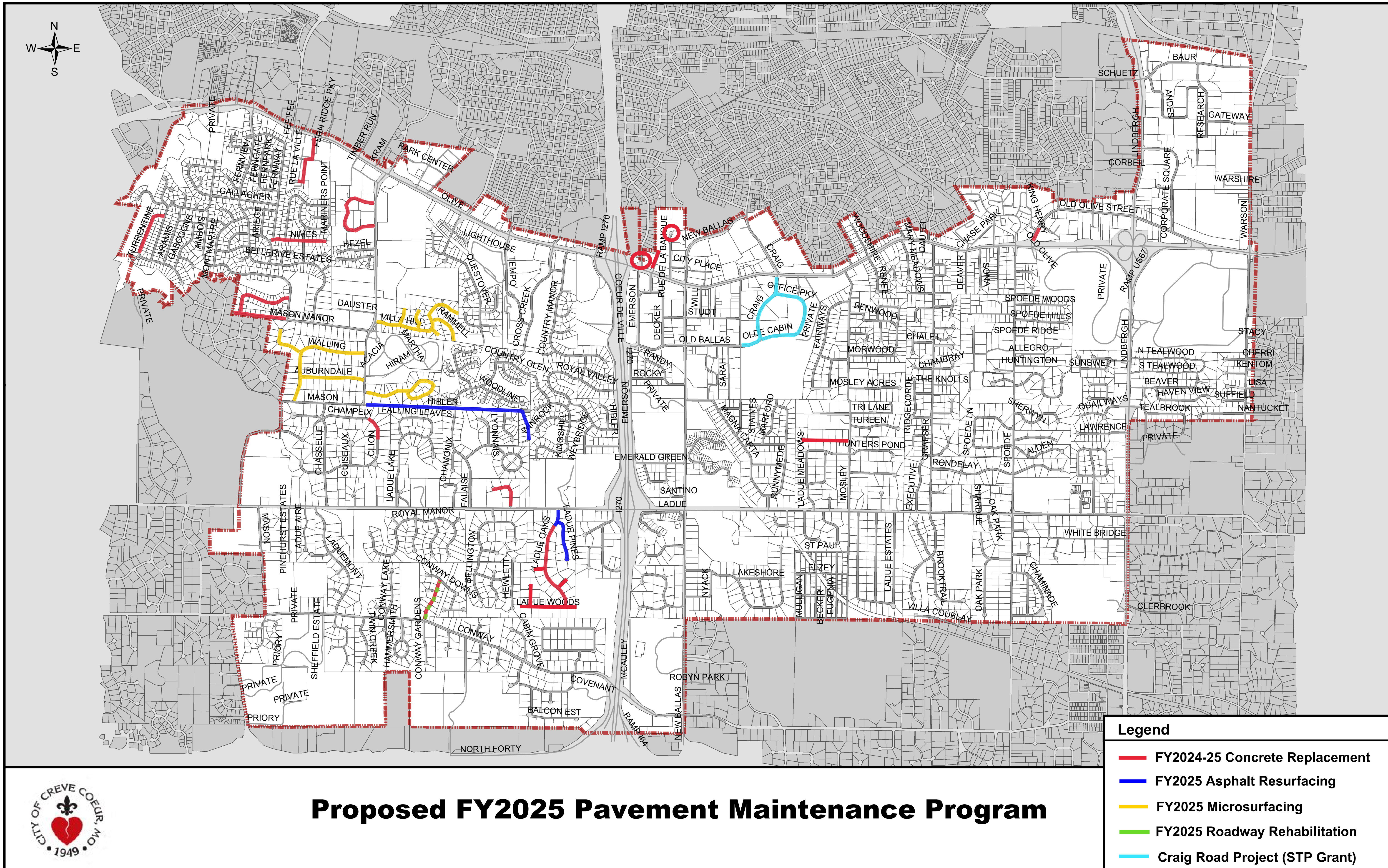
Program Costs

City staff estimates that completion of the proposed FY2025 Roadway Maintenance Program will cost approximately $1,425,000, summarized as follows:

Concrete Pavement & Sidewalk Project (FY2024)	$1,100,000*
Concrete Pavement & Sidewalk Project (FY2025)	$ 750,000*
Asphalt Resurfacing	$ 350,000
Microsurfacing	$ 250,000
Pavement Marking	$ 75,000
Total FY2025	**$ 1,425,000**

*The annual concrete projects are bid in February or March with construction anticipated to start soon thereafter. The FY2025 Concrete Project will be developed by staff in late 2024, with construction to begin in Spring of 2025.

Attachment: Map of Proposed FY2025 Roadway Maintenance Program



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Proposed FY2025 Pavement Maintenance Program