JOINT WORK SESSION MEETING
AGENDA
CITY OF CREVE COEUR
CITY COUNCIL & FINANCE COMMITTEE
300 NORTH NEW BALLAS RD
MARCH 24, 2025
6:00 PM

CALL TO ORDER

ROLL CALL

DISCUSSION ITEMS

1. **Approval of March 10, 2025, City Council Joint Work Session Minutes & March 11, 2025, Special Work Session Minutes**
2. **FY2026-FY2030 Capital Improvement Program**
   Summary: Staff will continue reviewing the FY2026 - FY2030 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
MINUTES
CITY OF CREVE COEUR
CITY COUNCIL & FINANCE COMMITTEE
300 NORTH NEW BALLAS RD
MARCH 10, 2025
6:00 PM

CALL TO ORDER

A joint work session meeting of the City Council and the Finance Committee of the City of Creve Coeur was called to order by Mayor Robert Hoffman at the City Council Chamber, 300 North New Ballas Rd, City of Creve Coeur Government Center, Creve Coeur, MO 63141 on Monday, March 10, 2025, at 6:00 p.m.

ROLL CALL

Mayor Robert Hoffman
Council Member, Ward 1 Mark Manlin
Council Member, Ward 1 Donna Spence
Council Member, Ward 2 Tim Carney
Council Member, Ward 2 Kimberly Norwood
Council Member, Ward 3 David Hoffman
Council Member, Ward 3 Drew Newman
Council Member, Ward 4 Joseph Martinich
Council Member, Ward 4 Scott Saunders

Staff Present: City Administrator Mark Perkins, City Attorney Carl Lumley, Director of Community Development Jason Jaggi, Chief Building Official Gregory B. Tate, Director of Finance Lori Obermoeller, Finance Manager Tracy Brothers, Director of Public Works Jim Heines, Assistant Director of Public Works/City Engineer Steven Berecz, Director of Recreation Jason Valvero, Assistant City Administrator/Acting City Clerk Sharon Stott, Chief of Police Jeffrey Hartman, Public Information Officer and Management Analyst Melissa Bradford.

Finance Committee Members Present: Chair Betty Kagan, Ted Armstrong, Aaron Fields, Chris Floyd, Stephen Keyser, and David Sentnor.

Others Present: City Council Candidate, Ward 2, Nicole Greer.

DISCUSSION ITEMS

1. FY2026-FY2030 Capital Improvement Program

Assistant Director of Public Works/City Engineer Steven Berecz presented the Capital Improvement Program (CIP) for Fiscal Years (FY) 2026-2030, which included a City fund summary, discussions regarding federal grants, the CIP schedule, organization of the CIP, and project account summaries for government facilities, parks, and streets and sidewalks (see Exhibit A: Slides 1-56).

JOINT WORK SESSION MEETING MINUTES
CITY OF CREVE COEUR
CITY COUNCIL & FINANCE COMMITTEE
300 NORTH NEW BALLAS RD
MARCH 10, 2025
6:00 PM

Mr. Berecz discussed government facility projects, including necessary repairs and renovations, and re-roofing of the public works facility.

Mr. Berecz reviewed the projects for parks and recreational facilities, which include re-roofing the Dielmann Recreation Center, renovating the concession area and golf pro shop, replacing the golf course maintenance building and irrigation system, making various park improvements, and designing and constructing the first segment of the 39 North Greenway connection to the Centennial Trail.

Mr. Berecz detailed several stormwater projects, such as the Conway Park pocket wetland, pond rehabilitation at the golf course, the stormwater cost share program, and the design and construction of various projects outlined in the Watershed Management Plan.

Mr. Berecz detailed the street and road projects within the CIP, highlighting the FY26 pavement maintenance, Fernview sidewalk phases one and two, and the Lindbergh Old Olive intersection project.

Mayor Hoffman thanked the Finance Committee for their attendance and City Administrator Mark Perkins confirmed that the Finance Committee has been invited to the upcoming Council Work Session on March 24, 2025, to continue discussions regarding the program.

ADJOURNMENT

The meeting adjourned to go into Executive Session at 7:22 p.m.

Submitted by:

Kellie Henke City Clerk	Dr. Robert Hoffman Mayor

Exhibit A

FY2026-FY2030
CAPITAL IMPROVEMENT PROGRAM

JOINT CITY COUNCIL & FINANCE COMMITTEE WORK SESSION

MARCH 10, 2025

Capital Improvement Program FY2026-FY2030

Discussion Outline

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

FY2026-FY2030

CAPITAL IMPROVEMENT PROGRAM

INTRODUCTION TO THE CIP

INTRODUCTION TO THE CIP

What is the CIP?

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

GOALS
NEEDS
RESOURCES
OPPORTUNITIES

→

CAPITAL
IMPROVEMENT
PROGRAM

Capital Improvement Program FY2026-FY2030
Introduction to the CIP

CIP Criteria

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

Basis for Recommendations

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

Capital Improvement Program FY2026-FY2030
Introduction to the CIP

The purpose of the CIP is to provide:

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

FY2026-FY2030
Capital Improvement Program

CIP Schedule

Capital Improvement Program FY2026-FY2030

CIP Schedule

December - January	Citizen and committee recommendations
February	Staff prepares draft of CIP
February 24	Draft CIP submitted to City Council

CAPITAL IMPROVEMENT PROGRAM FY2026-FY2030

CIP SCHEDULE

March 10	City Council and Finance Committee
March 12	Stormwater & Parks & Historic Preservation Committees
March 17	Planning and Zoning Commission

Capital Improvement Program FY2026-FY2030

CIP Schedule (Continued)

March 24 — City Council #2 & Finance Committee

- CIP revisions, Questions & Answers if necessary

April 14 — City Council

- Public hearing
- Adoption of the CIP

CAPITAL IMPROVEMENT PROGRAM FY2026-FY2030
CIP SCHEDULE – WORK SESSIONS

Work Session #1 – March 10

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

Work Session #2 – March 24

- Continuation of presentation of CIP
- Update and recommendations from meetings

FY2026-FY2030

CAPITAL IMPROVEMENT PROGRAM

ORGANIZATION OF THE CIP

Capital Improvement Program FY2026-FY2030

Organization of the CIP

CIP Report

- Funds – Capital, Parks and Stormwater, Building Project
- Appendix A – Spreadsheets
  - Accounting by fund
  - Summaries by account

Capital Improvement Program FY2026-FY2030

Organization of the CIP

Three Funds

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

FY2026-FY2030

CAPITAL IMPROVEMENT PROGRAM

FUND SUMMARIES

Capital Improvement Program FY2026-FY2030

Fund Summary – Capital Fund

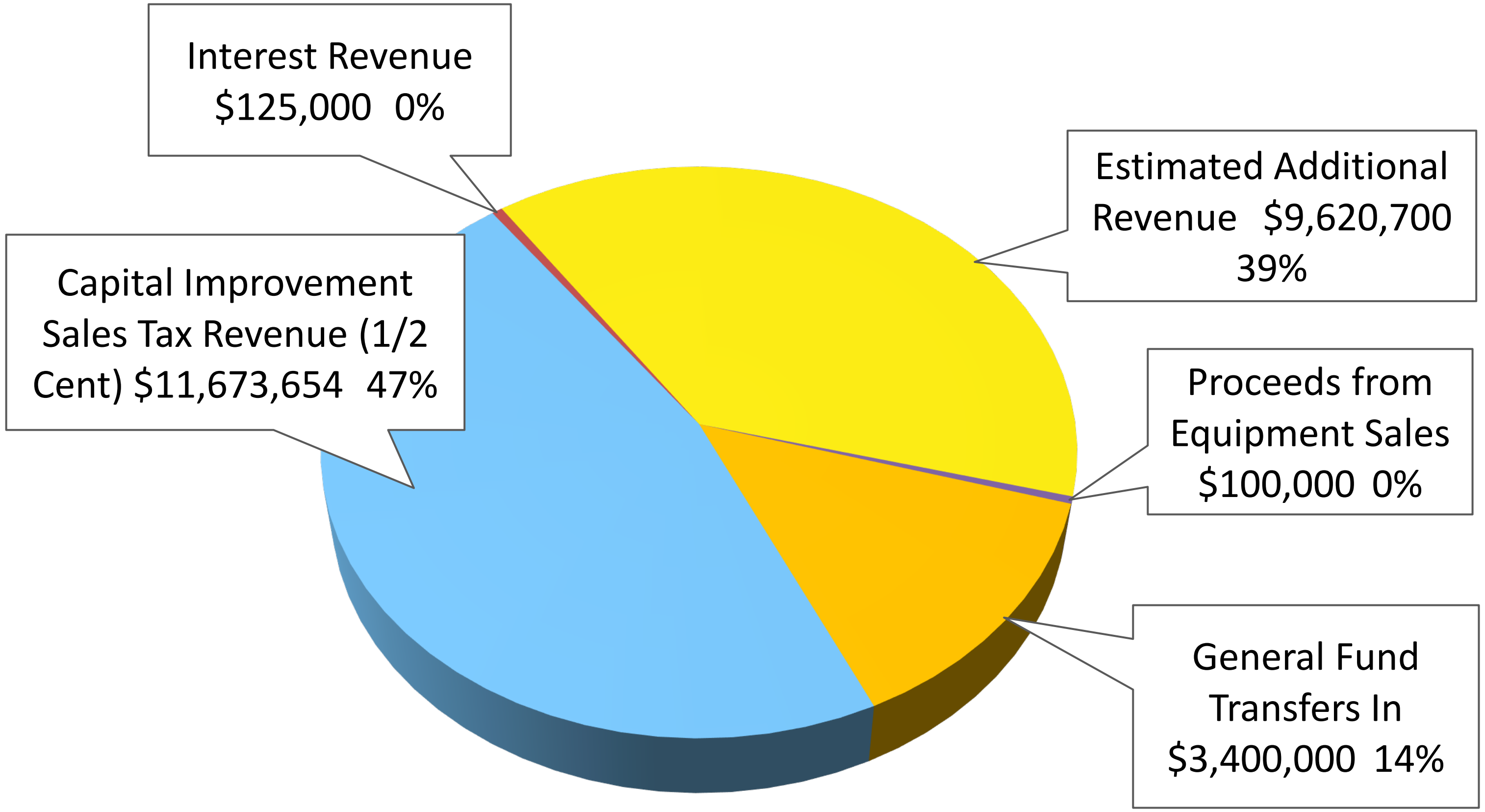
Funding Sources	Half-Cent Sales Tax
	Grants and Outside Funding
	Transfers from the General Fund
	ARPA funds
Categories Financed	Government Facilities
	Parks (Dielmann Recreation Complex)
	Streets and Sidewalks
	Capital Equipment
	Capital Project Administration

Capital Improvement Program FY2026-FY2030
Fund Summary – Capital Fund

Ten-Year Half Cent Sales Tax FY2021 - FY2030									
2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
$1,950,326	$2,195,653	$2,291,905	$2,339,563	$2,300,000	$2,311,500	$2,323,058	$2,334,673	$2,346,346	$2,358,078

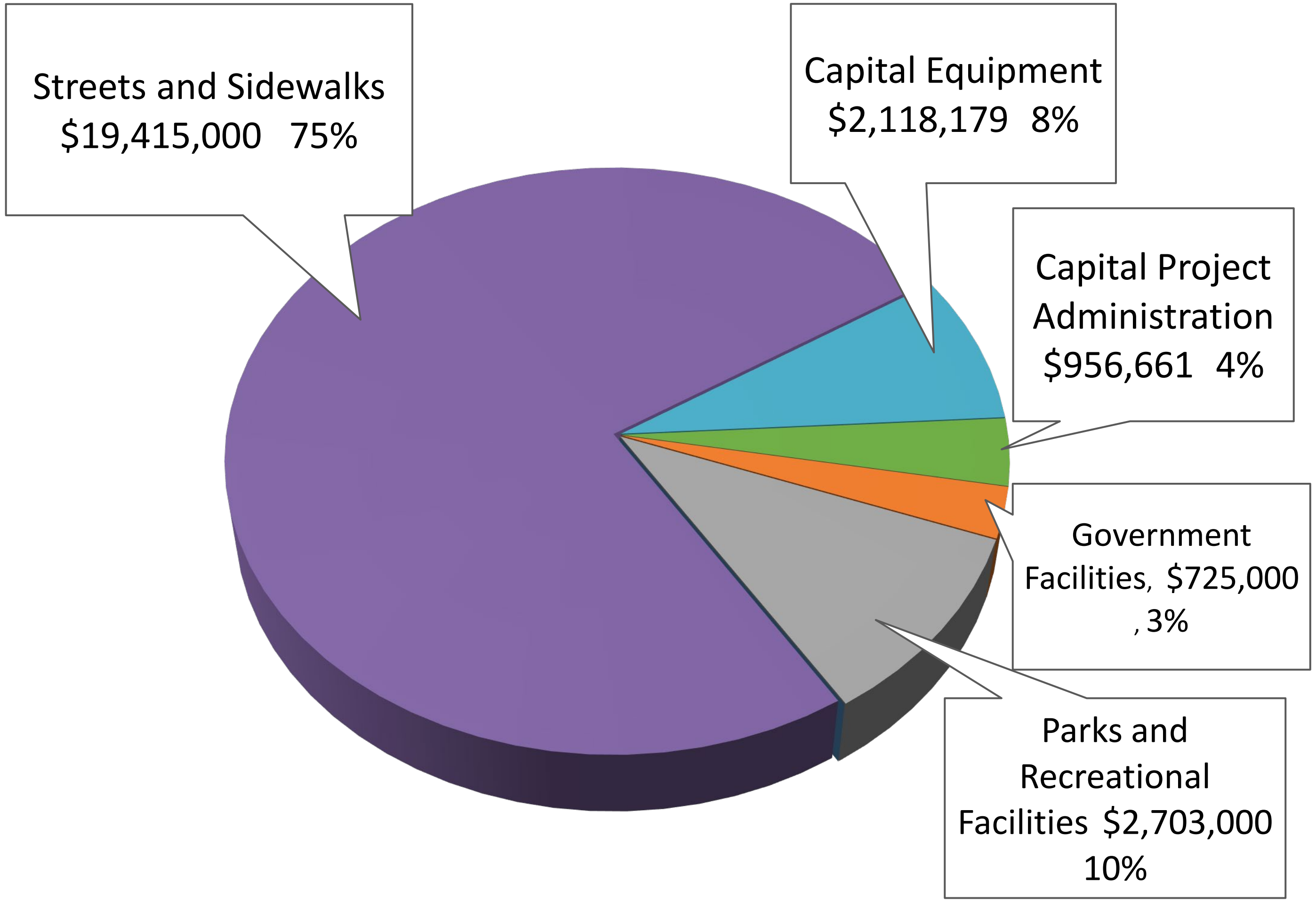
Capital Improvement Program FY2026-FY2030

Capital Revenue Fund Summary – $24.9 million



Capital Improvement Program FY2026-FY2030

Capital Expenditures Fund Summary – $25.9 Million



Capital Improvement Program FY2026-FY2030
Fund Summary – Parks-Stormwater Fund

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

Tax revenue is supplemented by MSD reimbursements

Proposed tax allocation:

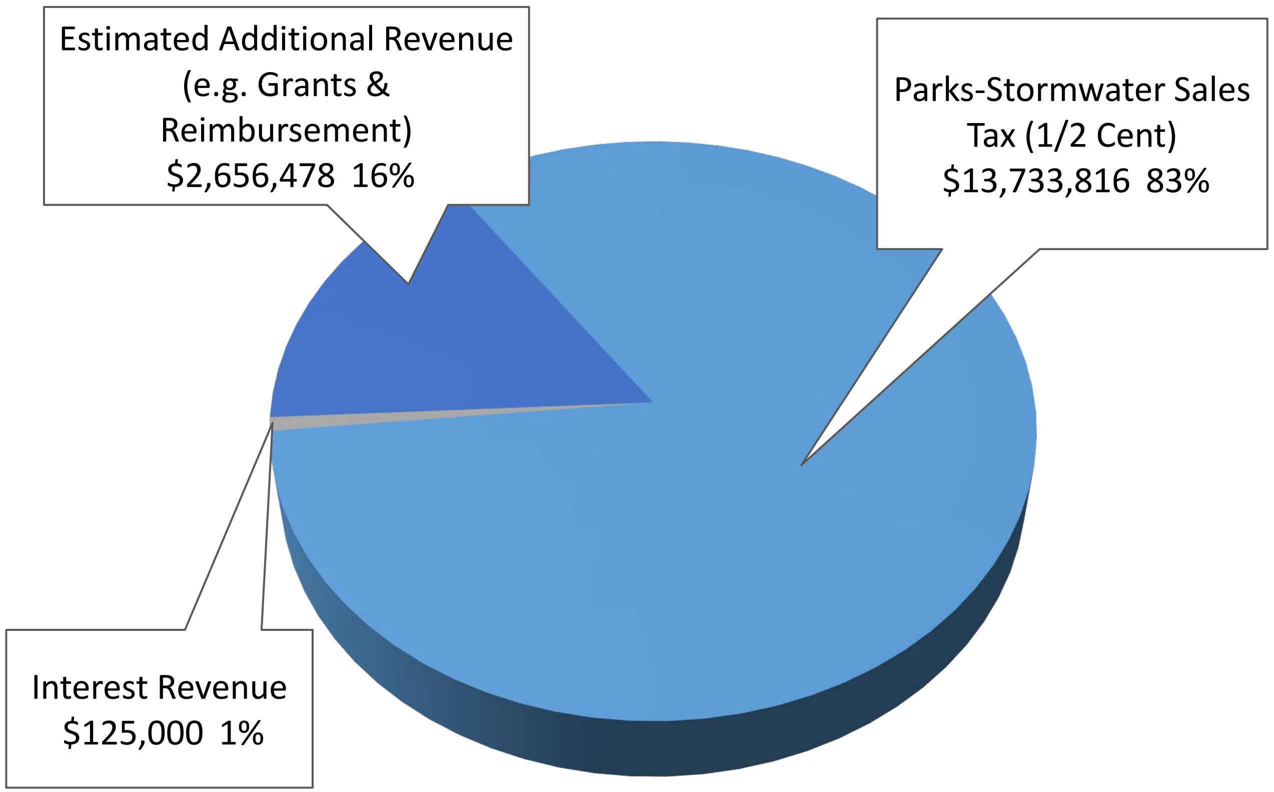
- 32% Parks Projects
- 45% Stormwater Projects
- 17% Parks/Stormwater Operations & Maintenance
- 6% Capital Project Administration

Capital Improvement Program FY2026-FY2030

Fund Summary – Parks & Stormwater Fund

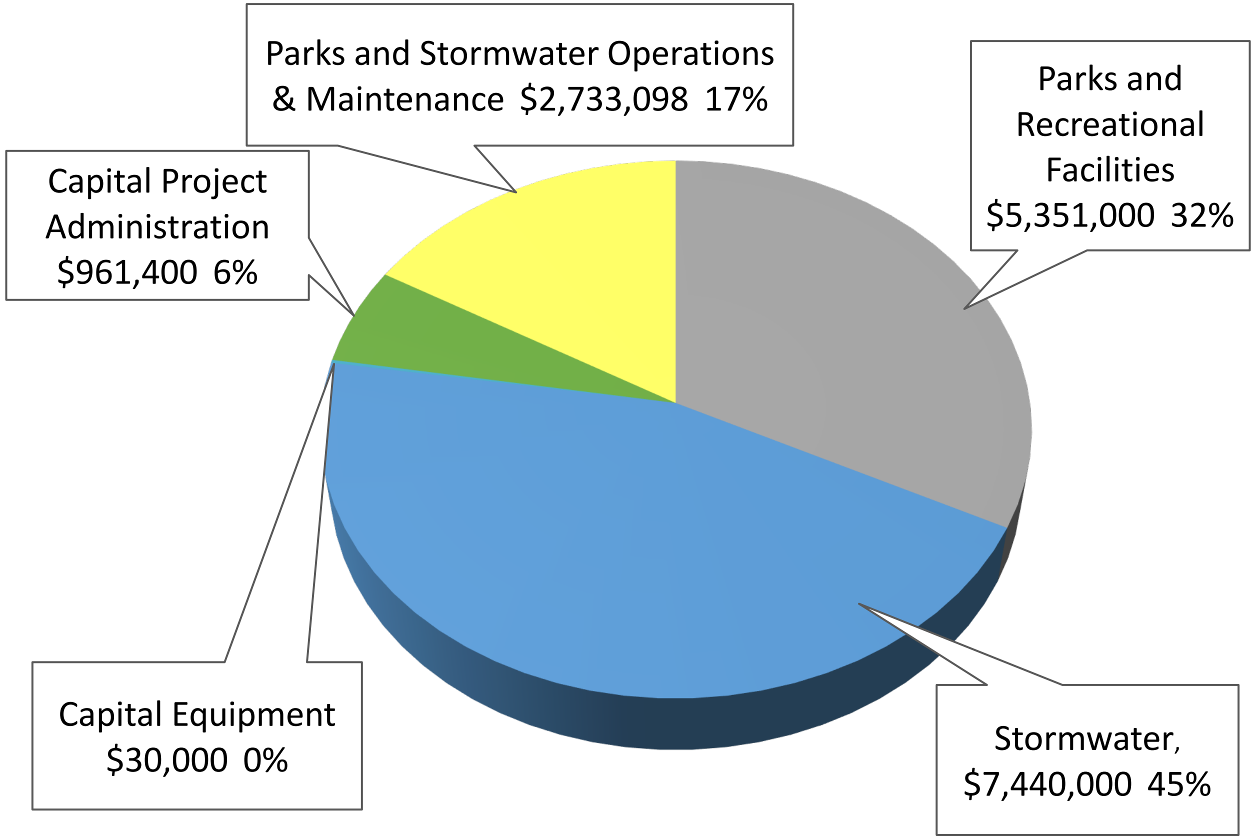
Ten-Year Half Cent Sales Tax FY2021 - FY2030									
2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
$485,907	$2,564,852	$2,685,791	$2,746,471	$2,705,903	$2,719,433	$2,733,030	$2,746,695	$2,760,428	$2,774,230

Capital Improvement Program FY2026-FY2030
Parks-Stormwater Revenue Fund Summary
$16.5 Million



Capital Improvement Program FY2026-FY2030

Parks-Stormwater Expenditure Fund Summary $16.5 Million



CAPITAL IMPROVEMENT PROGRAM FY2026-FY2030

FUND SUMMARY

BUILDING PROJECT BOND FUND

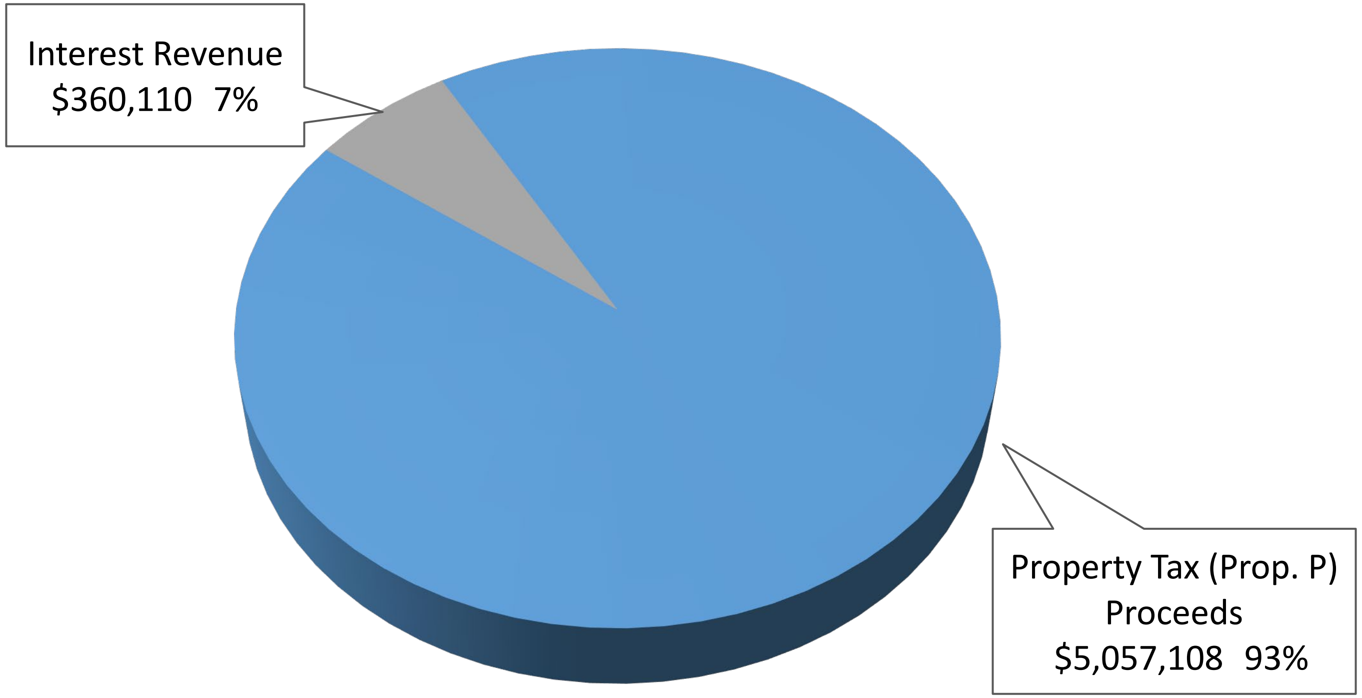
Police Department building is complete

User of Funds:

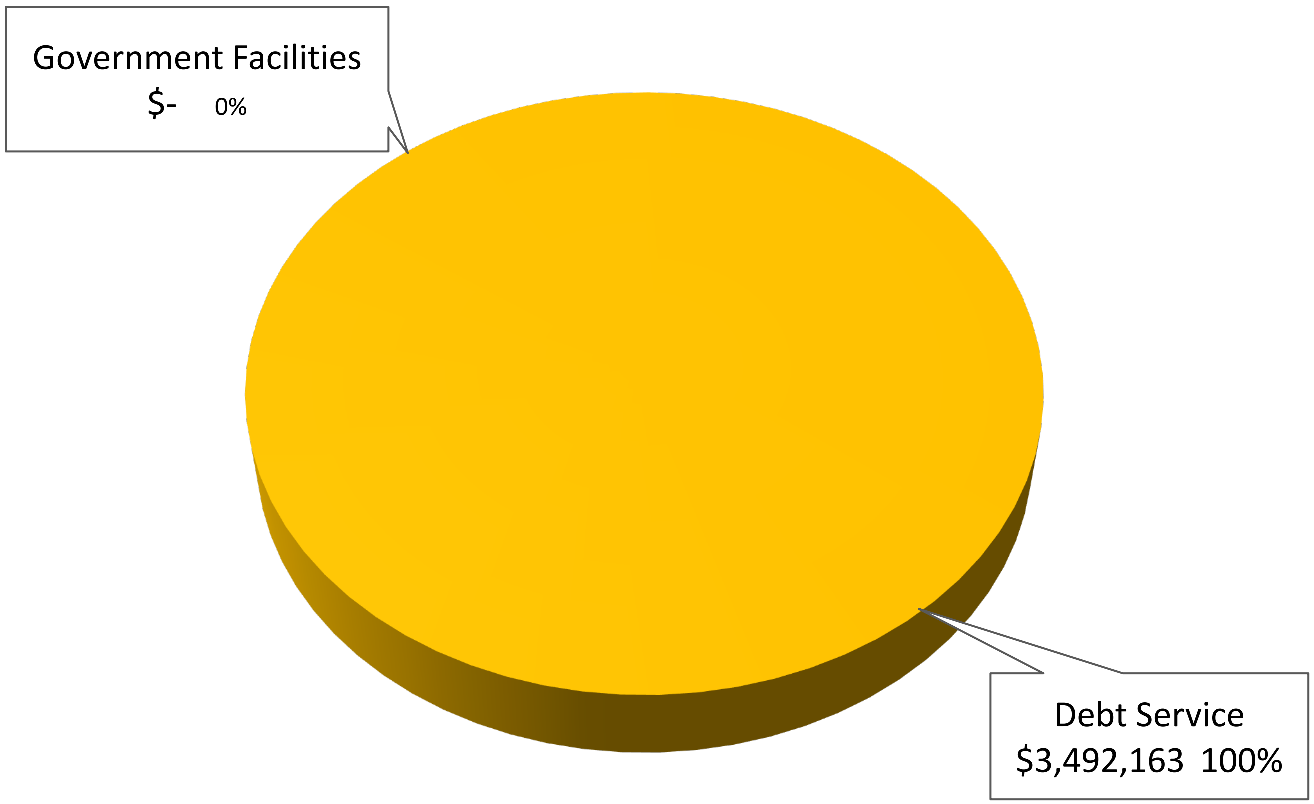
1. Debt service

Capital Improvement Program FY2026-FY2030

Building Project Bond Revenue Fund
$5.4 Million



Capital Improvement Program FY2026-FY2030
Building Project Bond Expenditure Fund
$3.5 Million



FY2026-FY2030
Capital Improvement Program

Account Summaries

Capital Improvement Program FY2026-FY2030
Account Summaries

Six main accounts in the CIP:

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

Capital Improvement Program FY2026-FY2030
Account Summary – Government Facilities

Primary funding through Capital Fund

Additional General Fund Transfer of $900,000 for re-roofing of various facilities

Capital Improvement Program FY2026-FY2030
Account Summary – Government Facilities

Project Highlights

Government Center Renovations — Capital Fund

- FY2026-FY2030 - $30,000 annually

Roofing for Public Works Garage — Capital Fund

- FY2026 - $575,000

Capital Improvement Program FY2026-FY2030

Account Summary – Parks and Rec. Facilities

Project Highlights

Roofing for Ice Arena — Capital Fund

- FY2026 - $425,000
- Insurance claim issue

Golf Course Irrigation System — Capital Fund

- FY2026 - $1,220,000
- Municipal Park Grant of $525,000

DRC Concessions & Pro Shop Renovation — Capital Fund

- FY2026 - $75,000 for design services
- FY2027 - $600,000 for construction

Capital Improvement Program FY2026-FY2030

Account Summary – Parks and Rec. Facilities

Project Highlights (Continued)

Historical Building Rehabilitation & Preservation PSW Fund

- FY2026 – FY2030 - $180,000

Park Furniture Replacement PSW Fund

- FY2026 – FY2030 - $20,000 annually

Capital Improvement Program FY2026-FY2030
Account Summary – Parks and Rec. Facilities

Project Highlights (Continued)

Venable Park Improvements PSW Fund

- FY2025 - $2,200,000

Playground Safety Surface Replacement PSW Fund

- Malcolm Terrace Park: FY2027 - $200,000
- Conway Park: FY2029 - $125,000

Capital Improvement Program FY2026-FY2030

Account Summary – Parks and Rec. Facilities

Project Highlights (Continued)

Lake School Park Improvements PSW Fund

- FY2026, $150,000 bathroom renovations, $50,000 design
- FY2027, $375,000 – New playground construction
- FY2028, $150,000 – Design of major park renovations
- FY2029, $1,500,000 – Construction (staff recommending that proceeds from the sale of Fountain Park {$750,000} be utilized for renovations

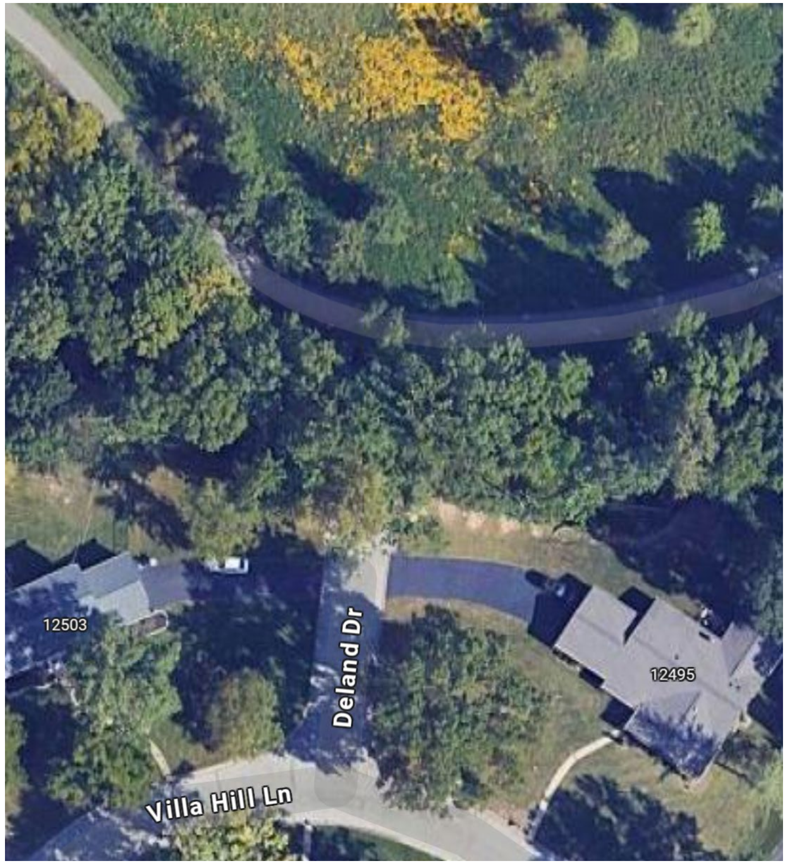
Capital Improvement Program FY2026-FY2030
Account Summary – Parks and Rec. Facilities

Project Highlights (Continued)

Millennium Park Improvements PSW Fund

- FY2027, $100,000 – design for Phase 2 – Deland Drive Bridge & trails – anticipate applying for a municipal park grant ($525,000)
- FY2028, $650,000 –Ridgemoor Forest connection (Deland Dr.) and construction of Phase 2 design
- FY2029, $70,000 – Phase 3 design – Parking lot & park entrance
- FY2030, $400,000 – Construction of FY2029 design

CAPITAL IMPROVEMENT PROGRAM FY2026-FY2030
ACCOUNT SUMMARY – PARKS AND REC. FACILITIES



Capital Improvement Program FY2026-FY2030
Account Summary – Parks and Rec. Facilities

Project Highlights (Continued)

39N Greenway Connection to Centennial Trail PSW Fund

- FY2027 - $300,000 – design for 39N Greenway Connection
- FY2029 - $700,000 – construction of first segment

Malcolm Terrace Park Pavilion Replacement PSW Fund

- FY2026 - $80,000

Conway Park Pavilion PSW Fund

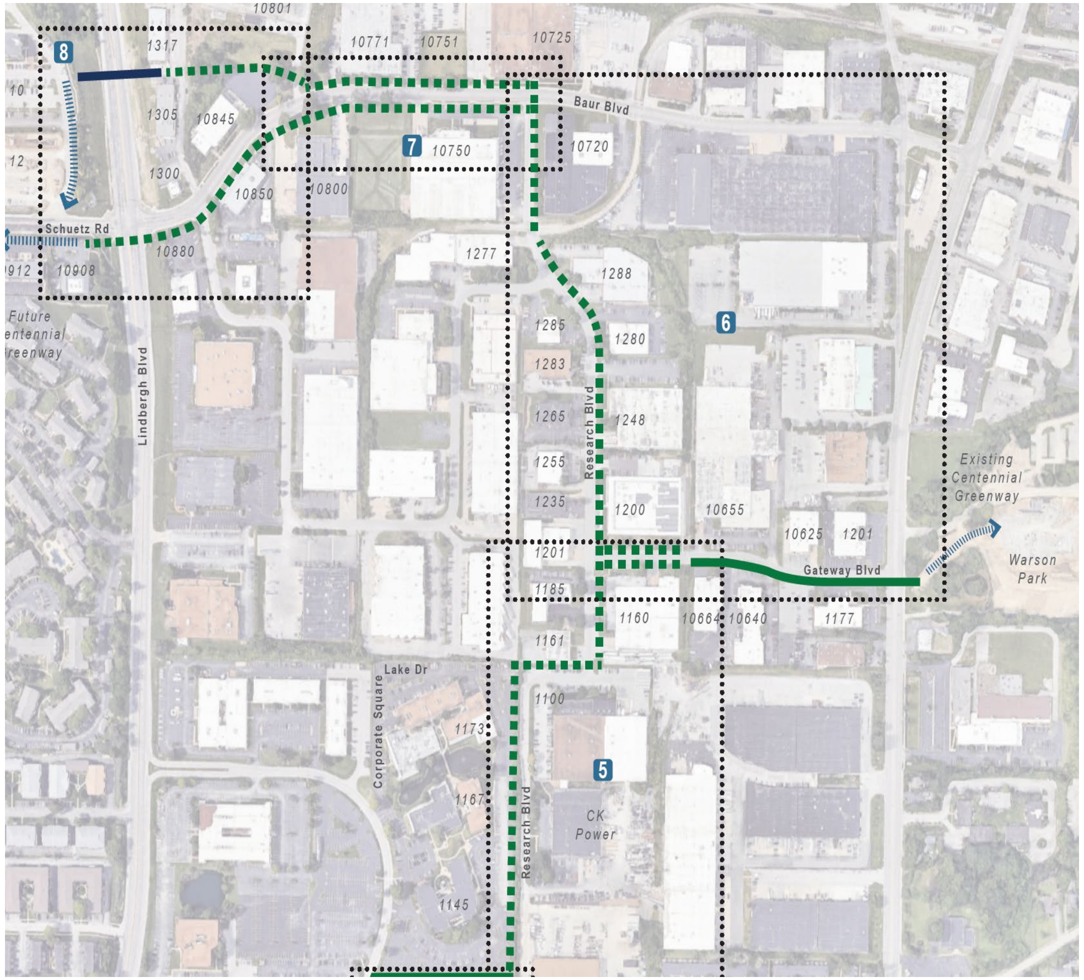
- FY2026 - $70,000

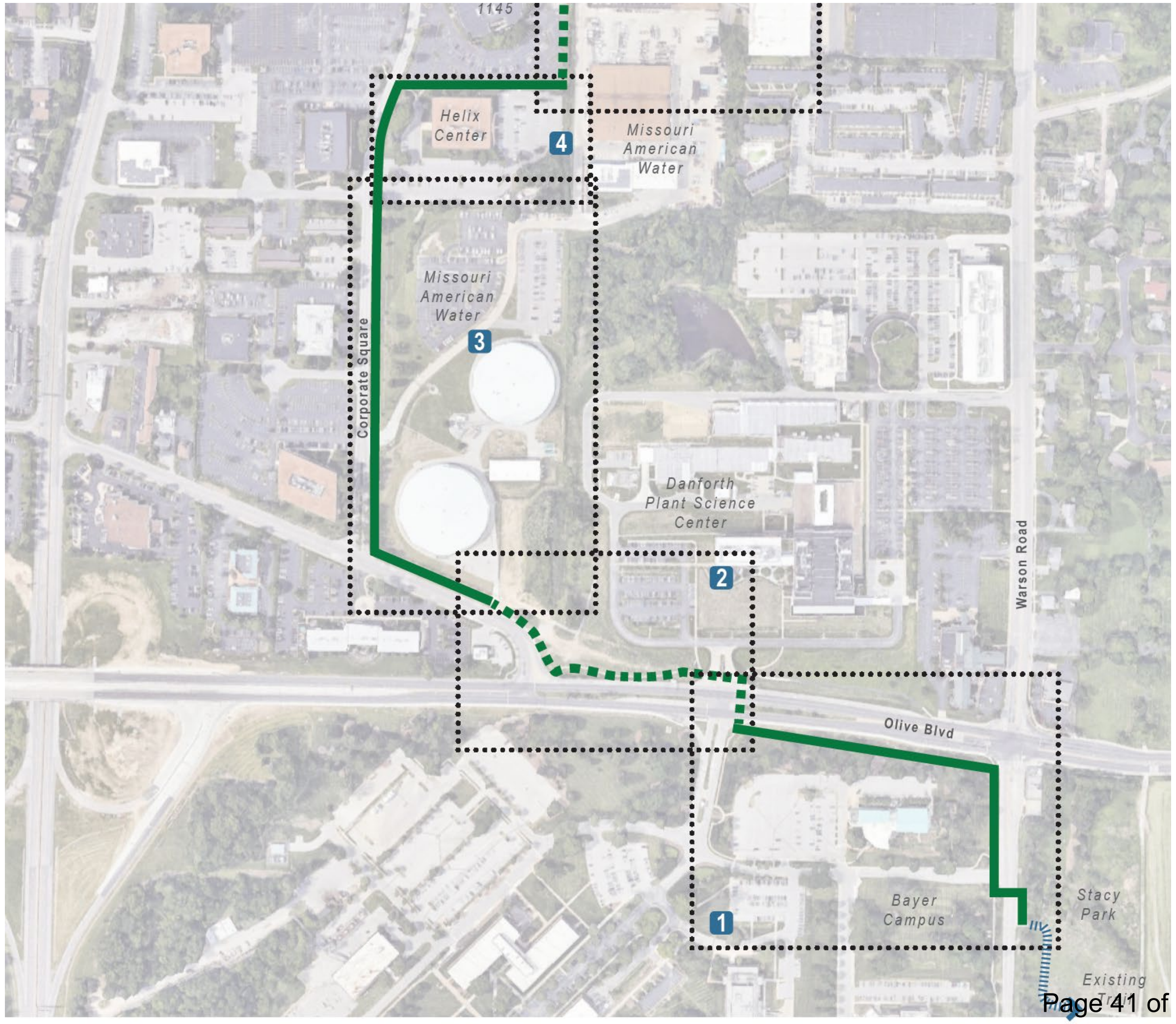
Demolition of Bridge in Malcolm Terrace Park (50%)PSW Fund

- FY2026 - $75,000

Capital Improvement Program FY2026-FY2030

Account Summary – Parks and Rec. Facilities



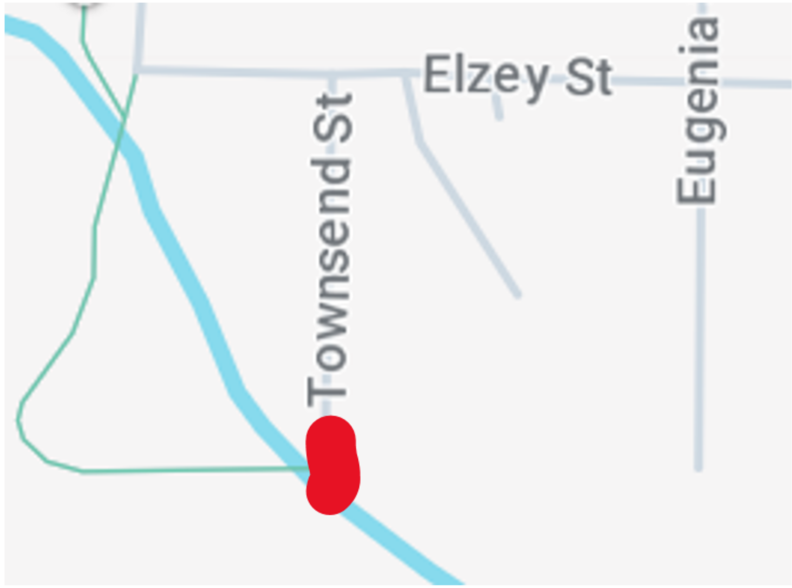


Capital Improvement Program FY2026-FY2030

Account Summary – Parks and Rec. Facilities

Capital Improvement Program FY2026-FY2030

Account Summary – Parks and Rec. Facilities



Bridge location is red highlight above, crossing Deer Creek

Capital Improvement Program FY2026-FY2030
Account Summary – Stormwater

Project Highlights

Pond Rehabilitation — PSW Fund

- FY2026 - $500,000 Conway Park Pocket Wetland
- FY2027 - $40,000 Design for Golf Course Ponds
- FY2028 - $500,000 Golf Course pond construction

Stormwater Management Cost Share Program — PSW Fund

- FY2026 – FY2030 - $60,000/year

Capital Improvement Program FY2026-FY2030

Account Summary – Stormwater

Project Highlights (Continued)

FY2025 Stormwater Projects PSW Fund

- FY2026 - $75,000 Mason Forest, Fernpark & Bellington (const.)
- FY2026- $75,000 Woodbridge Manor – final design
- FY2026- $300,000 Woodbridge Manor – construction

Sona Lane PSW Fund

- FY2026 - $50,000 (preliminary design)

Capital Improvement Program FY2026-FY2030
Account Summary – Stormwater

Project Highlights (Continued)

Beaver Drive Crossing PSW Fund

- FY2026 - $650,000 (construction) (Deer Creek OMCI funding)

Demolition of Bridge in MTP (50% costs) PSW Fund

- FY2026 - $75,000

Capital Improvement Program FY2026-FY2030
Account Summary – Stormwater

Project Highlights (Continued)

Stormwater Projects from WMP PSW Fund

- FY2026 Stormwater Projects - $160,000 design in FY2026
- FY2026 Stormwater Projects - $435,000 construction in FY2027
- FY2027 Stormwater Projects - $295,000 design in FY2027
- FY2027 Stormwater Projects - $535,000 construction in FY2028
- FY2028 Stormwater Projects - $300,000 design in FY2028
- Projects from WMP - $1,300,000 in FY2029 & $1,500,000 in FY2030 (design & construction)

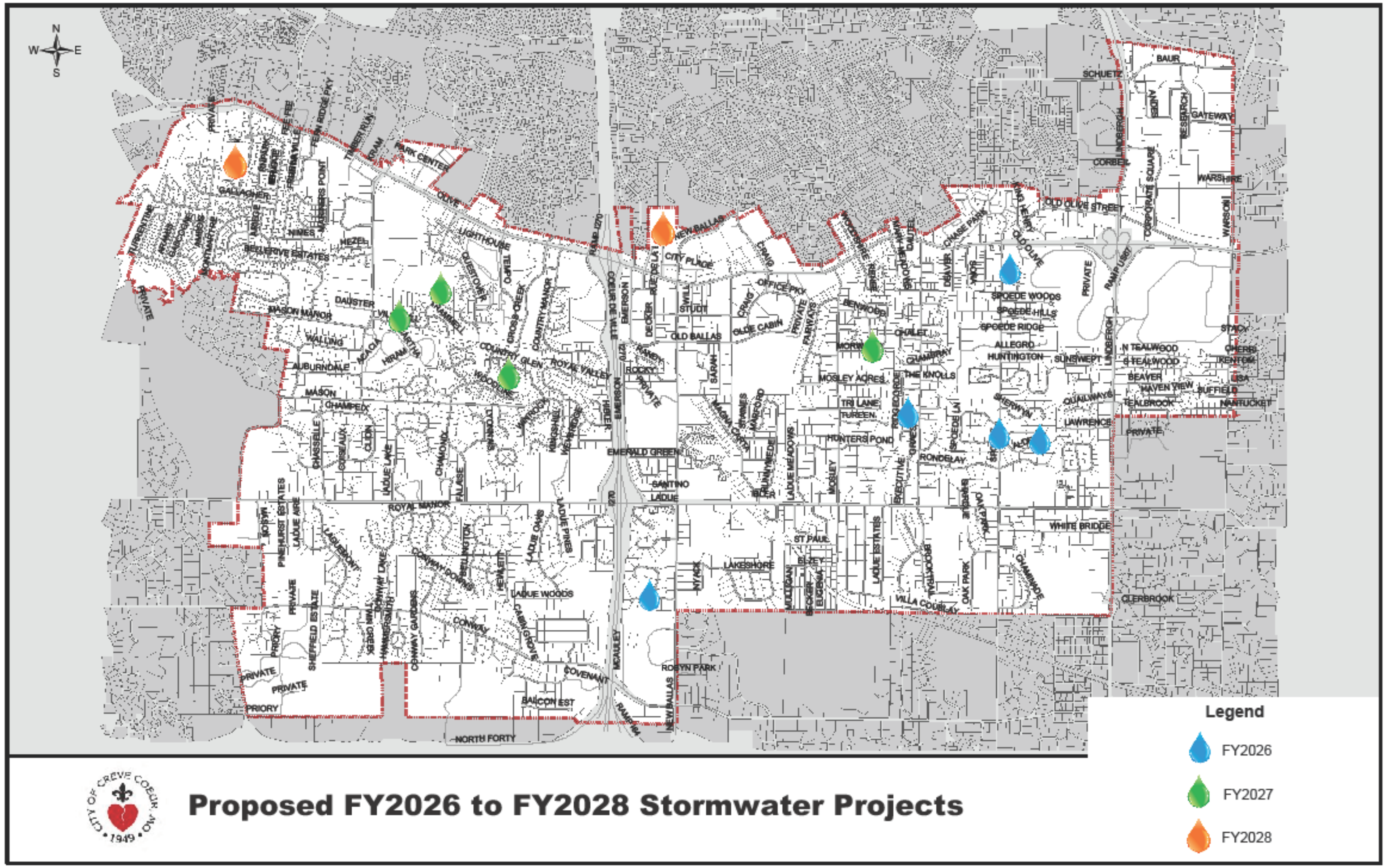
Capital Improvement Program FY2026-FY2030

Account Summary – Stormwater

Stormwater Projects	Benefit/Cost Ratio
FY2026 Stormwater Projects	
DC-S-19 308 South Spoede Road	1.21
DC-S-22 North Spoede Road & Mission Hills Court	1.19
DC-S-09 Pine Manor Drive	1.05
DC-S-02 18 Sackston Woods Lane	2.08
DC-C-18 Alden Lane	1.47
FY2027 Stormwater Projects	
CC-C-16 Villa Hill Lane	2.28
CC-S-05 740 North Mason Road	1.06
CC-C-23 Oak Hollow Drive	1.55
DC-S-13 Morwood Lane	0.94
FY2028 Stormwater Projects	
DC-C-03 996 East Rue De La Banque Street	1.52
CC-C-07 Ferngate Lane	1.09

Capital Improvement Program FY2026-FY2030

Account Summary – Stormwater



Proposed FY2026 to FY2028 Stormwater Projects

CAPITAL IMPROVEMENT PROGRAM FY2026-FY2030
ACCOUNT SUMMARY – STORMWATER

Project Highlights (Continued)

Stormwater Improvements (University City) PSW Fund

- FY2027 - $175,000 – likely one small project
- Reimbursement from MSD OMCI tax

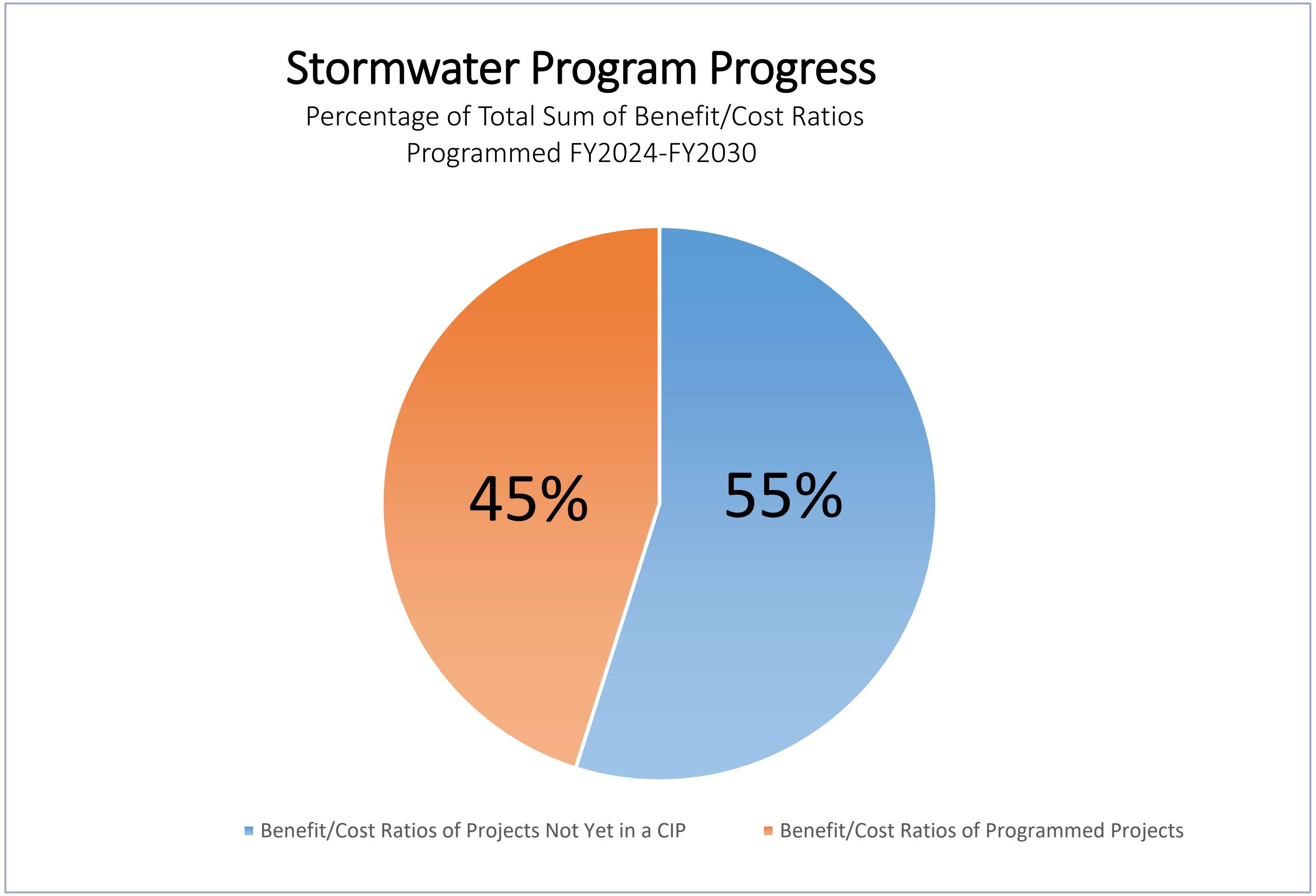
Stormwater Improvements (Deer Creek) PSW Fund

- FY2026-FY2030 - $1,400,000 estimated reimbursement total
- Deer Creek projects eligible for reimbursement by MSD OMCI tax

MSD Proposition S Funds PSW Fund

- FY2026-FY2030 - $500,000 estimated reimbursement total

Capital Improvement Program FY2026-FY2030
Account Summary – Stormwater



The WMP lists 102 possible public projects. The sum total of the 102 possible public project's benefit/cost ratios is 93.36.

A measure of progress can be the percentage of the total sum of benefit/cost ratios that the City has programed in past and current CIPs. Using that measure, within the first seven years of the 2024 WMP, projects representing 45% of the sum of all the possible project's benefit/cost ratios will be programmed.

Capital Improvement Program FY2026-FY2030
Account Summary – Streets and Sidewalks

Proposed CIP includes:

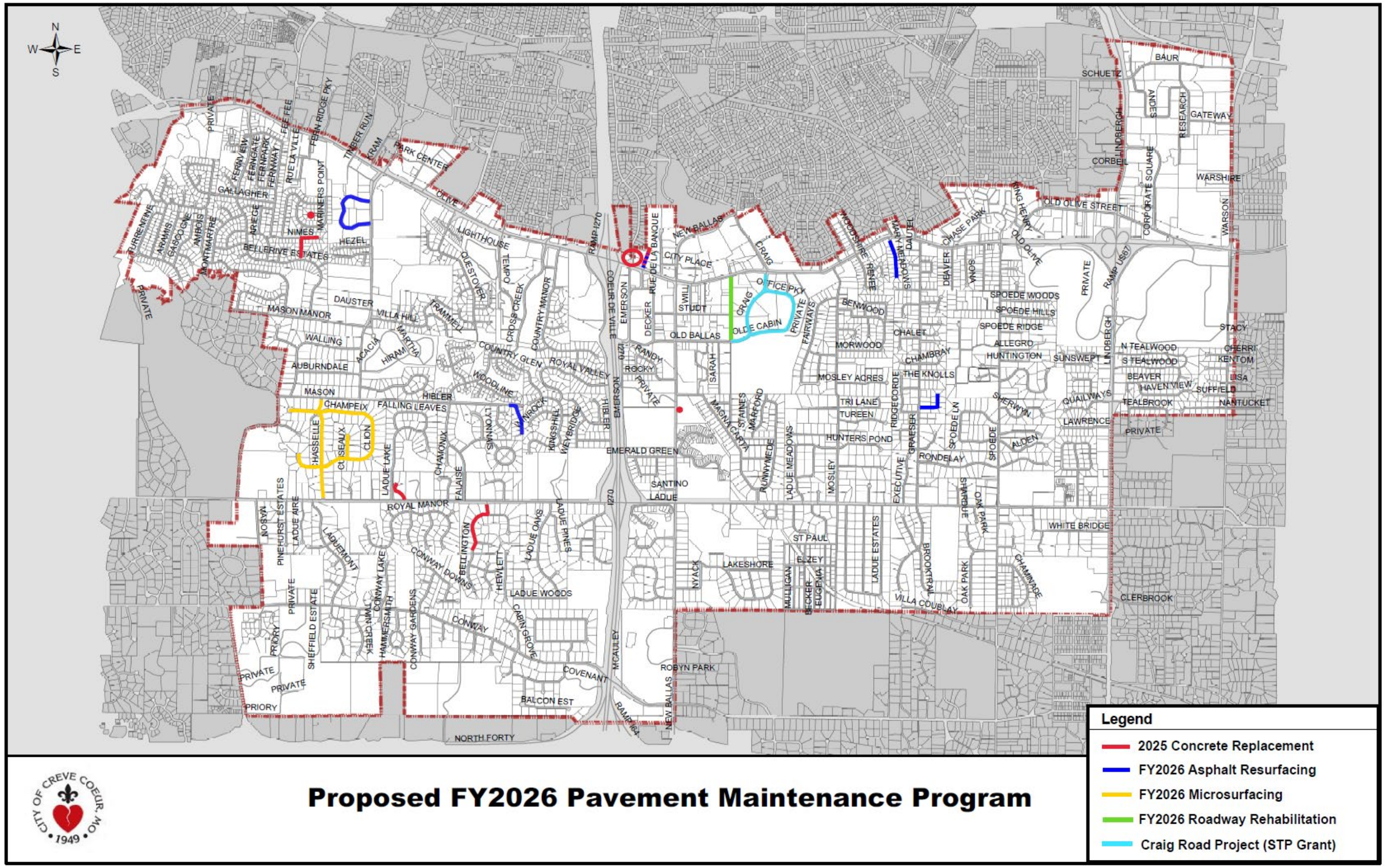
- $19.4 million for roadway and sidewalk improvements
- $ 6.1 million in grant reimbursement funds **awarded**
- $ 2.3 million in grant reimbursement funds **projected**
- $ 3.4 million transfer from General Fund
    - $500,000 annually, plus $900,000 in FY2026 for roofing improvements to the Ice Arena and Public Works

Street and Sidewalk Maintenance program

- $1.5 to 1.6 million annually

Capital Improvement Program FY2026-FY2030

Account Summary – Streets and Sidewalks



Capital Improvement Program FY2026-FY2030

Account Summary – Streets and Sidewalks

Project Highlights

Fernview Sidewalk Phase 1 (Olive to Gallagher) (TAP Grant) Capital Fund

- FY2026 – $ 230,000 (ROW & easement acquisition – 20% City match)
- FY2027 – $ 645,000 (construction – 20% City grant match)
- TAP Grant secured.

Fernview Sidewalk Phase 2 (LeHavre to Gallagher) (TAP Grant) Capital Fund

- FY2028 – $ 125,000 (Design – local funds only)
- TAP grant has not yet been applied for, but anticipate applying for $720,000 grant to fund ROW & construction (FY29 ROW $100,000 and FY30 Construction $800,000 – 20% City grant match)

Capital Improvement Program FY2026-FY2030

Account Summary – Streets and Sidewalks

Project Highlights (Continued)

Lindbergh-Old Olive Intersection Project (STP Grant) Capital Fund

- FY2025 – $2,240,000 (construction – 20% City grant match)
- STP grant, State Cost Share & Governor's Cost Share have been secured.

Capital Improvement Program FY2026-FY2030
Account Summary – Streets and Sidewalks

Project Highlights (Continued)

Lindbergh-Old Olive Interchange & Olive Enhancements Capital Fund

- Deferral to FY2026 – $50,000 (landscape)

Olive Median Exchange Stock Capital Fund

- FY2026 – FY2030 – $60,000

Capital Improvement Program FY2026-FY2030

Account Summary – Streets and Sidewalks

Project Highlights (Continued)

Craig Road Improvements (STP Grant) Capital Fund

- FY2026 – $100,000 (easement acquisition – 20% City match)
- FY2026 – $1,500,000 (construction – 20% City grant match)
- STP grant has been secured.

Capital Improvement Program FY2026-FY2030
Account Summary – Streets and Sidewalks

Project Highlights (Continued)

New Ballas Improvements – Phase 2 (STP Grant) Capital Fund

- City limits to Ladue
- FY2026 – $ 1,315,000 (construction & ROW – 20% City grant match)
- STP grant has been secured.

New Ballas Improvements – Phase 3 (STP Grant) Capital Fund

- FY2026 – $150,000 (design – local funds only) (Ladue to Magna Carta)
- FY2027 – $ 10,000 (easement acquisition – 20% City match)
- FY2028 – $ 850,000 (construction – 20% City match)
- STP grant applied for in Feb. 2025. $680,000 grant projected

Capital Improvement Program FY2026-FY2030
Account Summary – Streets and Sidewalks

Project Highlights (Continued)

New Ballas Improvements – Phase 4 (STP Grant) Capital Fund

- FY2027 - $150,000 (design – local funds only) (Magna Carta to Olive)
- FY2028 - $ 25,000 (acquisition – 20% City match)
- FY2029 - $ 1,100,000 (construction – 20% City match)
- STP grant has not yet been applied for. Anticipate grant applied for in Feb. 2026 in amount of $900,000.

Capital Improvement Program FY2026-FY2030
Account Summary – Streets and Sidewalks

Project Highlights (Continued)

Ladue Rd. Improvements – Phase 1 (STP Grant) Capital Fund

- FY2026 - $ 25,000 (acquisition – 20% City match)
- FY2027 - $ 1,800,000 (construction – 28% City match)
- STP grant awarded for $1,300,000

Capital Improvement Program FY2026-FY2030
Account Summary – Streets and Sidewalks

Project Highlights (Continued)

Olive-270 Overpass Cleaning & Paint — Capital Fund

- FY2026 – $25,000 (Design)
- FY2027 – $150,000 (Painting)

Olive Median Project – Woodcrest to Mason — Capital Fund

- FY2026 – $92,000 (construction)

Capital Improvement Program FY2026-FY2030
Account Summary – Streets and Sidewalks

Project Highlights (Continued)

Ladue Road Bike Lane Study — Capital Fund

- FY2026 – $35,000 (study)

Feasibility Studies – Falaise SW & Pathways — Capital Fund

- FY2026 – $35,000 (study)

Sidewalk Rehabilitation Program — Capital Fund

- FY2026-FY2030 – $100,000 (construction)

Account Summary – Streets and Sidewalks

Project Highlights (Continued)

Old Olive Road Phase 1 — Capital Fund

- FY2029 – $125,000 design – local funds, Lindbergh to Olive (west)
- FY2030 - $25,000 ROW – 20% City match
- STP grant funding request is anticipated to be made

Old Olive Road Phase 2 — Capital Fund

- FY2030 – $125,000 design – local funds, Lindbergh to Olive (east)
- STP grant funding request is anticipated to be made

Account Summary – Capital Equipment

Project Highlights

Public Works Capital Equipment — Capital Fund

- Average $424,000/year for vehicle and equipment replacement

Capital Improvement Program FY2026-FY2030
Account Summary – Capital Equipment

Project Highlights (Continued)

Parks Capital Equipment — Parks-Stormwater Tax Fund

- FY2026 - $30,000 (mini-excavator) (50% cost shared with Capital)

CAPITAL IMPROVEMENT PROGRAM FY2026-FY2030

ACCOUNT SUMMARY

CAPITAL PROJECT ADMINISTRATION

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

Capital Fund provides for 1.5 full time employees.

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

Capital Improvement Program FY2026-FY2030

Account Summary

Capital Project Administration

Highlights

Capital Project Administration

- FY2026-FY2030 – Capital Fund and Parks-Stormwater Tax Fund each support project manager (total of two)

QUESTIONS AND DISCUSSION

SPECIAL WORK SESSION MEETING
MINUTES
CITY OF CREVE COEUR
CITY COUNCIL
POLICE TRAINING ROOM
350 NORTH NEW BALLAS RD
MARCH 11, 2025
4:00 PM

CALL TO ORDER

A special work session meeting of the City Council of the City of Creve Coeur was called to order by Mayor Robert Hoffman at the Emergency Operations Center Training Room, 350 North New Ballas Rd, City of Creve Coeur Police Department, Creve Coeur, MO 63141 on Tuesday, March 11, 2025, at 4:00 p.m.

ROLL CALL

Mayor Robert Hoffman
Council Member, Ward 1 Mark Manlin
Council Member, Ward 1 Donna Spence
Council Member, Ward 2 Tim Carney
Council Member, Ward 2 Kimberly Norwood
Council Member, Ward 3 David Hoffman
Council Member, Ward 3 Drew Newman
Council Member, Ward 4 Joseph Martinich
Council Member, Ward 4 Scott Saunders

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, Director of Recreation Jason Valvero, Assistant City Administrator Sharon Stott, Chief of Police Jeffrey Hartman, and Public Information Officer and Management Analyst Melissa Bradford.

Also present: Hilary Shine, Senior Vice President of Leadership Development at Strategic Government Resources (SGR).

DISCUSSION ITEMS

1. **Strategic Plan Draft Review**

Hilary Shine from Strategic Government Resources (SGR) provided a recap of the discussions from the first two strategic plan workshops, highlighting the newly developed vision, mission, and values. She then reviewed the staff-created strategies and initiatives designed to support the proposed goals from those sessions, incorporating edits as requested by the Council.

The next steps involve presenting the draft, a public review period, and evaluating the plan for formal adoption.

SPECIAL WORK SESSION MEETING
MINUTES
CITY OF CREVE COEUR
CITY COUNCIL
POLICE TRAINING ROOM
350 NORTH NEW BALLAS RD
MARCH 11, 2025
4:00 PM

ADJOURNMENT

The meeting adjourned at 6:07 p.m.

Submitted by:

Kellie Henke	Dr. Robert Hoffman
City Clerk	Mayor

Exhibit A

Partnering with Local Governments to Recruit, Assess and Develop Innovative, Collaborative, Authentic Leaders

Creve Coeur City Council

Strategic Planning Retreat 2

Partnering with Local Governments to Recruit, Assess and Develop Innovative, Collaborative, Authentic Leaders

Today’s Agenda

Creve Coeur City Council Retreat

- Process Review
- Vision, Mission, Values
- Draft Plan Presentation and Discussion
- Direction to Staff

SGR

Process Review

- **City Council Retreat January 24-25**
  - Good Governance and the Governance Cycle
  - Vision, Mission, Values
  - SWOT Analysis (Council, Staff)
  - Areas of Focus (Council, Staff, Citizens)
  - Set Strategic Goals
  - Developed Strategies for each Goal

Process Review

- **Staff Workshop February 6**
  - Reviewed outcomes of City Council Retreat
  - Discussed Vision, Mission, Values
  - Developed Initiatives and Tasks for each Strategy

Quick Review

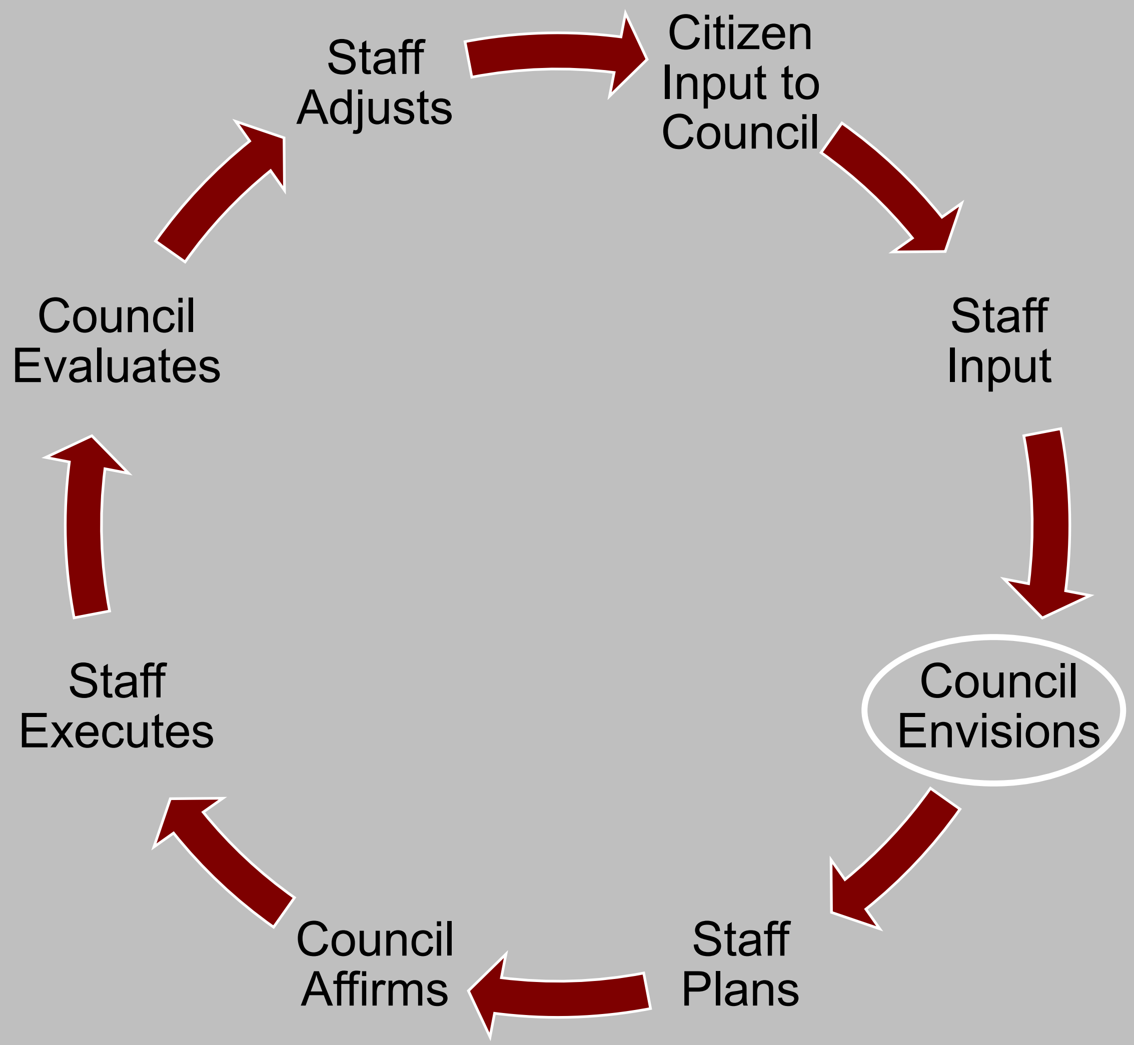
Good Governance Should:

- Cast vision for the future
- Set the organization’s priorities and goals
- Consider all stakeholders
- Create community engagement
- Ensure the financial health of the organization
- Enable delivery of and access to quality projects and services
- Hold the organization accountable for its promises
- Build trust

Strategic Visioning Loop

Governance is a System

Council's vision is key to the governance system. Establishing and adopting that vision creates transparency, clarity and continuity.



Vision, Mission, Values

Vision: The Why

- Our collective aspiration
- Our motivation and inspiration
- Where we want to go
- Our guiding light
- The long-term goals by which today's decisions are based
- The organization's core message

Creve Coeur Vision

Creve Coeur is the perfect community to live, learn, work, and play.

Staff suggests…

Creve Coeur is the ideal community to live, learn, work, and play.

Mission: The What

- Describes service(s) of the organization
- Defines responsibilities, capabilities
- Sets expectations
- Creates understanding
- Informs policy and resource decisions
- The organization’s “elevator speech”

Creve Coeur Mission

The City of Creve Coeur provides the highest quality of life through exceptional services that enhance the well-being of the community.

Values: The How

- How we do our work
- How we make decisions
- How we care for people
- Our organizational culture
- Our non-negotiables

Creve Coeur Values

Council's List

- (Empathy) Inclusion
- Responsibility
- Integrity
- Civility (Respect)
- Visionary

Staff's List

- Empathy (inclusionary, collaborative)
- Accountability (transparency, responsibility)
- Integrity
- Respect (civility)

Focus Areas

Council-Identified Areas of Focus

- Economic/business development
- Redevelopment (blight, vacancies, new uses)
- Maintaining/improving services
- Master Planning
- Connections (sidewalks, trails, parks)
- Public Safety
- Infrastructure (stormwater)
- Facilities (government center, park facilities)
- Finances
- Environment
- Protecting property value

Staff-Identified Areas of Focus

- Olia Village
- East Bayer property
- Revenue (Use Tax)*
- Maintaining excellent services*
- Legislative efforts
- Improving efficiency, productivity
- Cross-training
- Maximizing use of software
- Long-range planning*
- Setting measurable goals
- Replacing government center*
- Investing in infrastructure*

Citizen Priorities

1. Police Services
2. Maintenance of Parks
3. Enforcement of codes, ords
4. Quality of recreation services
5. Building inspections, permits
6. City communication
7. Customer service
8. Leaf and limb removal
9. Municipal Court services

Strategic Priority Areas

Economic Development*

Maintaining/ Improving Services**

Master Planning*

Connections

Public Safety*

Infrastructure*

Facilities*

Finances*

Environment

Property Value

Good Strategic Goals

- Support the Vision, Mission, and Values
- Future-focused
- Tied to community's desires
- Broad but specific and easily understood
- Move in a specified direction
- Indicators of success
- Part of the organizational culture

Proposed Creve Coeur Goals

- **Goal 1**: Provide excellent city services.
- **Goal 2**: Invest in infrastructure and facilities to support the local economy and quality of life.
- **Goal 3**: Ensure the safety and well-being of the community.
- **Goal 4**: Engage Creve Coeur residents and other stakeholders to obtain diverse perspectives.
- **Goal 5**: Encourage responsible, high-quality development to strengthen and diversify the economy and provide additional amenities to residents.

  (Staff suggests…Strengthen and diversify the local economy)

Goals, Strategies, and Initiatives

Goal 1: Provide excellent city services.

- **Strategy 1.1: Attract and retain highly qualified employees**
- **Strategy 1.2: Preserve and augment funding to provide excellent services**
- **Strategy 1.3: Continuously improve (enhance) processes and systems to deliver effective, efficient and customer-focused service**

Goal 1: Provide excellent city services.

- **Strategy 1.1: Attract and retain highly qualified employees**
  - Initiative 1.1.1: Annual review of pay competitiveness
  - Initiative 1.1.2: Explore ways to utilize recreation programming to enhance employee wellness
  - Initiative 1.1.3: Promote work-life balance
  - Initiative 1.1.4: Pursue incentive programs for officer wellness and fitness
- **Strategy 1.2: Preserve and augment funding to provide excellent services**
  - Initiative 1.2.1: Seek alternative resources for funding

Goal 1: Provide excellent city services.

- **Strategy 1.3: Continuously improve (enhance) processes and systems to deliver effective, efficient, and customer-focused service**
  - Initiative 1.3.1: Utilize AI to streamline internal processes
  - Initiative 1.3.2: Streamline the employee evaluation process
  - Initiative 1.3.3: Explore closed to public days
  - Initiative 1.3.4: Learn and fully utilize existing software programs
  - Initiative 1.3.5: Review Community Development processes to improve efficiency

Goal 2: Invest in infrastructure and facilities to support the local economy and QOL.

- **Strategy 2.1: Maintain and improve City-owned streets**
- **Strategy 2.2: Enhance sidewalk and trail network**
- ***Strategy 2.3: Mitigate stormwater issues on the most impacted properties**
- ***Strategy 2.4: Address long-term City facility needs**
- ***Strategy 2.5: Continue implementing the Parks Master Plan including maintaining and improving City parks**

Goal 2: Invest in infrastructure and facilities to support the local economy and QOL.

- **Strategy 2.1: Maintain and improve City-owned streets**
  - Initiative 2.1.1: Explore new pavement treatments
- **Strategy 2.2: Enhance sidewalk and trail network**
  - Initiative 2.2.1: Identify opportunities for future trails, bike lanes, and sidewalks
  - Initiative 2.2.2: Enhance existing sidewalk network

Goal 2: Invest in infrastructure and facilities to support the local economy and QOL.

- ***Strategy 2.3: Mitigate stormwater issues on the most impacted properties**
  - Initiative 2.2.1: Implement top-priority stormwater projects per the Watershed Management Plan
  - Initiative 2.3.2: Evaluate existing City-owned storm systems and dedicate to MSD

Goal 2: Invest in infrastructure and facilities to support the local economy and QOL.

- ***Strategy 2.4: Address long-term City facility needs**
  - Initiative 2.4.1: Replace the Government Center and determine appropriate financing
  - Initiative 2.4.2: Consider the need for an off-season equipment storage building to protect major equipment and rolling stock
  - Initiative 2.4.3: Replace Golf Maintenance Shop
  - Initiative 2.4.4: Address significant Public Works Garage facility needs
  - Initiative 2.4.5: Explore charging stations

Goal 2: Invest in infrastructure and facilities to support the local economy and QOL.

- ***Strategy 2.5: Continue implementing the Parks Master Plan including maintaining and improving City parks**
  - Initiative 2.5.1: Add and improve trails within the parks
  - Initiative 2.5.2: Complete implementation of Venable Park renovations pursuant to Master Plan
  - Initiative 2.5.3: Complete Lake School Park Master Plan and begin renovations
  - Initiative 2.5.4: Identify greenways easements and explore funding options

Goal 3: Ensure the safety and well-being of the community.

- **Strategy 3.1: Deliver high-level police services**
- ***Strategy 3.2: Provide community safety outreach**
- **Strategy 3.3: Effectively administer code enforcement and building inspections**
- **Strategy 3.4: Enhance street lighting**

Goal 3: Ensure the safety and well-being of the community.

- **Strategy 3.1: Deliver high-level police services**
  - Initiative 3.1.1: Improve traffic safety
  - Initiative 3.1.2: Use technology to improve public safety
  - Initiative 3.1.3: Maintain international accreditation
  - Initiative 3.1.4: Evaluate police staffing
- ***Strategy 3.2: Provide community safety outreach**
  - Initiative 3.2.1: Utilize tools like social media and newsletters to promote safety outreach programs

Goal 3: Ensure the safety and well-being of the community.

- **Strategy 3.3: Effectively administer code enforcement and building inspections**
  - Initiative 3.3.1: Increase public education about processes, including Municipal Court procedures
- **Strategy 3.4: Enhance street lighting**
  - Initiative 3.4.1: Improve the reporting and response for light outages

Goal 4: Engage CC residents and other stakeholders to obtain diverse perspectives.

- **Strategy 4.1: Effectively utilize communication methods**
- ***Strategy 4.2: Expand and improve upon community events**
- **Strategy 4.3: Increase the level of stakeholder outreach and education (Chamber, Committees, Legislature)**
- ***Strategy 4.4: Enhance recreation programming**

Goal 4: Engage CC residents and other stakeholders to obtain diverse perspectives.

- **Strategy 4.1: Effectively utilize communication methods**
  - Initiative 4.1.1: Develop e-newsletter for residents
  - Initiative 4.1.2: Enhance advertising efforts at the Dielmann Recreation Center
  - Initiative 4.1.3: Better utilize City's social media
- ***Strategy 4.2: Expand and improve upon community events**
  - Initiative 4.2.1: Foster collaboration and increase participation among committees
  - Initiative 4.2.2: Explore a joint-partnership between Chamber and the City for the summer concert series

Goal 4: Engage CC residents and other stakeholders to obtain diverse perspectives.

- **Strategy 4.3: Increase the level of stakeholder outreach and education (Chamber, Committees, Legislature)**
  - Initiative 4.3.1: Increase public awareness of City committees and accomplishments
  - Initiative 4.3.2: Review and evaluate committees on a triennial basis
  - Initiative 4.3.3: Encourage City Council involvement in MML and Chamber events
  - Initiative 4.3.4: Increase attendance at outreach events

Goal 4: Engage CC residents and other stakeholders to obtain diverse perspectives.

- ***Strategy 4.4: Enhance recreation programming**
  - Initiative 4.4.1: Seek partnering opportunities to host community events
  - Initiative 4.4.2: Increase participation in dog park events
  - Initiative 4.4.3: Identify and establish partnerships with organizations and instructors for programming

Goal 5: Strengthen and diversify the local economy.

- ***Strategy 5.1: Create an environment supporting high-quality development**
- **Strategy 5.2: Olia Village-oversight and implementation of site plan vision**
- **Strategy 5.3: Identify areas in need of enhancement, improvements, or repurposing**
- **Strategy 5.4: Increase housing stock diversity**
- **Strategy 5.5: Continue implementation of the 39 North Innovation District**

Goal 5: Strengthen and diversify the local economy.

- ***Strategy 5.1: Create an environment supporting high-quality development**
  - Initiative 5.1.1: Review Comprehensive Plan responsive to changing community conditions
- **Strategy 5.2: Olia Village-oversight and implementation of site plan vision**
  - Initiative 5.2.1: Evaluate service demands to ensure adequate resources are in place
  - Initiative 5.2.2: Ensure the development remains true to the vision outlined in the concept plan

Goal 5: Strengthen and diversify the local economy.

- **Strategy 5.3: Identify areas in need of enhancement, improvements, or repurposing**
  - Initiative 5.3.1: Consider zoning updates and economic incentives to encourage redevelopment of vacant and underutilized properties along East Olive Corridor
  - Initiative 5.3.2: Consider appropriate re-uses of aging office buildings in light of current vacancy rates
- **Strategy 5.4: Increase housing stock diversity**
  - Initiative 5.4.1: Explore ways the City can encourage greater housing diversity to retain empty-nesters and address affordability concerns

Goal 5: Strengthen and diversify the local economy.

- **Strategy 5.5: Continue implementation of the 39 North Innovation District**
  - Initiative 5.5.1: Evaluate possible annexation to provide additional growth opportunities for 39 North within Creve Coeur
  - Initiative 5.5.2: Lead and support development of the 39 North Greenway and the Centennial Greenway
  - Initiative 5.5.3: Continue collaboration with 39 North on economic development

Next Steps

Suggested Timeline

❑ March 17	Updated draft distributed
❑ March 24	Draft presented at City Council Meeting
❑ March 25 – April 28	Public review period
❑ April 28	Strategic Plan considered for formal adoption

Council Direction

- Additional guidance to Staff
- Public input
- Official adoption
- Publication
- Reporting
- Review and affirmation
- Other

Adjourned

Thank you

CITY OF CREVE COEUR

February 21, 2025

To: Mayor Hoffman and City Council

From: Mark Perkins, City Administrator

Re: Proposed Capital Improvement Program for FY26-30

I am pleased to present the proposed Capital Improvement Program (CIP) for FY26-30 pursuant to Section 9.4(a) of the City Charter. The CIP is the culmination of extensive review and analysis by City staff with the input of the city's boards, committees and commissions and Creve Coeur citizens. I would like to extend my appreciation to Steve Berecz, City Engineer, for his work in development and compilation of the CIP.

Revenues

The City's CIP is largely funded by sales tax revenues, including a one-half cent capital improvement sales tax and a one-half parks and stormwater sales tax, adopted by the voters of Creve Coeur in 1998 and 2020, respectively. The adoption of the parks and stormwater sales tax in 2020 has been a game-changer for the City in allowing it to substantially upgrade its parks while also attending to stormwater and drainage problems in the community that we would have otherwise been unable to address.

After multiple years of growth, sales tax revenue for FY25 is projected to be flat compared to FY24. Over the five year term of the proposed CIP, growth in sales tax revenue is projected to be only one-half of one percent (0.5%) annually.

The City leverages its sale tax revenues by pursuing other funding sources, particularly federal and local grants. The City's success in obtaining grant funding has allowed it to execute a robust capital improvement program, and grant funding for several projects in the FY26-30 CIP has already been secured.

Capital Fund

The vast majority of the city's Capital Fund expenditures are focused on maintenance and improvement of critical infrastructure, the city's road network. In particular:

- Street and sidewalk maintenance pursuant to the city's pavement management program and rating system, $1.5 Million in FY26 and increasing each year.
- Major street rehabilitation or construction of $300,000 in four of the five years for streets requiring more extensive and costly repairs.
- Craig Road and sidewalk rehabilitation ($1,600,000), supported by a federal grant

- New Ballas Road Resurfacing – Phase 2 – Conway to Ladue Road ($1,315,000) , supported by a federal grant.
- New Ballas Road Resurfacing – Phase 3 – Ladue to Magna Carta ($850,000), supported by a federal grant.
- Ladue Road Improvements – New Ballas to Lindbergh Blvd – ($1,825,000), supported by a federal grant

Extensive sidewalk reconstruction will also be included with each of the aforementioned road projects. In addition, the city's comprehensive plan calls for expansion of the sidewalk network to enhance the quality of life in Creve Coeur. The CIP includes new sidewalks or extensions of existing sidewalk networks as follows:

- Fernview Drive Sidewalk – Phase 1 – Olive Blvd to Gallagher ($875,000), supported by a federal grant.
- 425 N. New Ballas Road Sidewalk Extension ($601,235), to be completed over FY25 and FY26.

The Capital Fund also provides funding for government facilities as well as for improvements to the Dielmann Recreation Complex (DRC):

- Replacement of the Public Works Garage roof ($575,000)
- Replacement of the DRC roof ($425,000)
- Replacement of the irrigation system for the Creve Coeur Golf Course ($1,220,000), supported by a regional parks grant.

The Capital Fund also provides funding for major capital equipment, largely for supporting the city's public works operations, with expenditures ranging from $379,655 to $445,593 annually.

Parks and Stormwater Fund

In FY24, the city completed its first major park project since voter adoption of the parks and stormwater sales tax, the renovation of Millennium Park Phase 1 ($2,601,376).   The next major park renovation project is focusing on Venable Park, with a contract anticipated to be awarded in late FY25 ($3,100,000).

Renovation of park restrooms to allow for wintertime use has been completed in Conway, Malcolm Terrace and Venable Parks, and is scheduled for completion in Lake School Park in FY26. Millennium Park restrooms were originally constructed to accommodate year-round usage.

Renovations to Lake School Park will continue in FY27 (playground) and in FY29 (tennis court replacement, trail), with all work totaling $2,225,000.   Staff is recommending that proceeds from the sale of Fountain Park ($750,000) be utilized for renovations to Lake School Park.

The CIP also includes Millennium Park Phase 2, which will provide a connector bridge from the Ridgemoor Forest subdivision to the park as well as trails within the wooded areas of the park ($750,000).
For stormwater, the city completed a Watershed Management Plan in FY24 to guide the city's decision – making process for addressing critical stormwater and drainage issues in the community. By the end of the current fiscal year, the city will have completed or allocated funding for several stormwater projects including Ballas Road Culvert Erosion and Hibler Road Drainage. In FY 26, the Beaver Creek Crossing project ($650,000), the Conway Park Pocket Wetland Project ($500,000) and three smaller stormwater projects ($450,000) will be completed.

Over the course of the five-year CIP from FY26-30, a total of $7,440,000 is projected to be invested in stormwater related infrastructure, funded by the parks and stormwater sales tax, as well as from MSD Operations, Maintenance and Capital Improvement (OMCI) funds and grants.

City staff and I look forward to discussing the proposed CIP with the City Council in detail during the March Work Sessions.

[redacted]

CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2026-2030

CAPITAL FUND

PARKS AND STORMWATER FUND

BUILDING PROJECT BOND FUND

DRAFT – February 21, 2025

Adopted by the City Council of the City of Creve Coeur through Resolution xxxx on xx, 2025.

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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.

CIP Goals

The goals of the CIP are as follows:

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

CIP Criteria

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

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

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

Relationship between the CIP and the Creve Coeur 2030 Comprehensive Plan

According to the Creve Coeur 2030 Comprehensive Plan:

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

Development and Adoption of the CIP

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

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 prior to adoption.

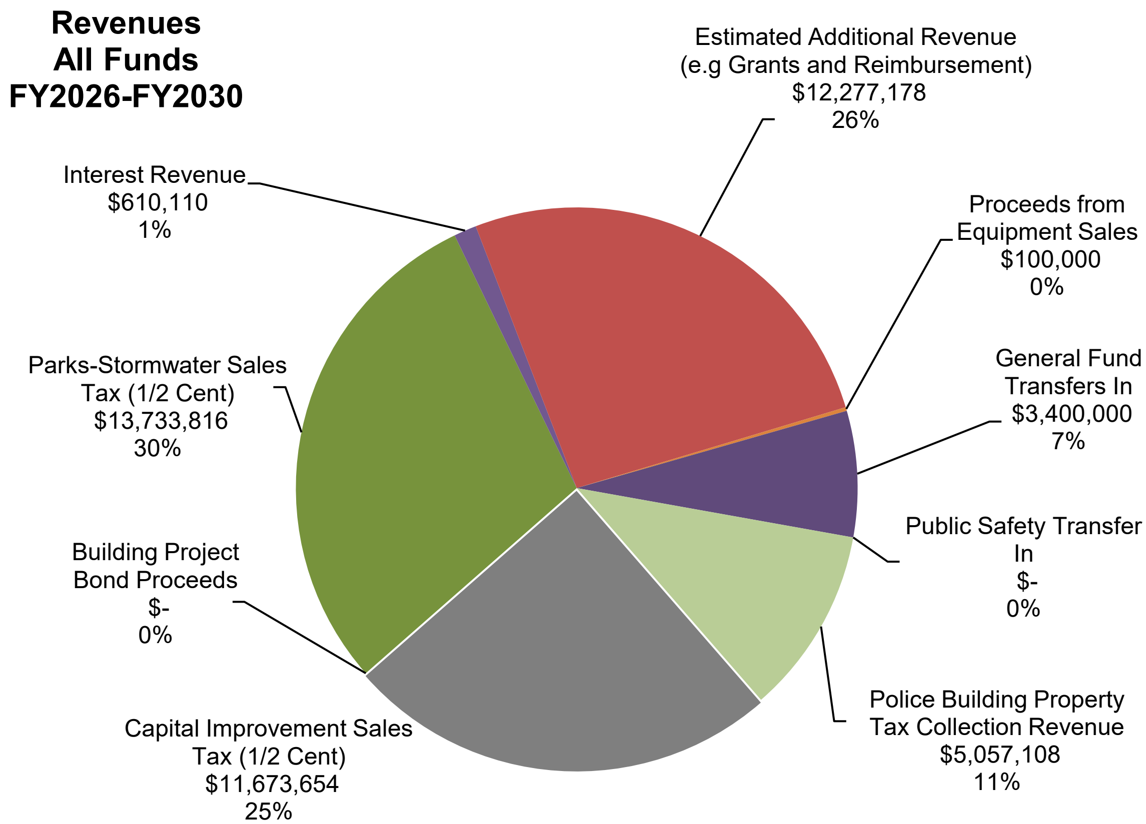
The CIP includes a description of each proposed project and equipment with details regarding justification, cost estimate, operating and maintenance budget impact, and funding sources.

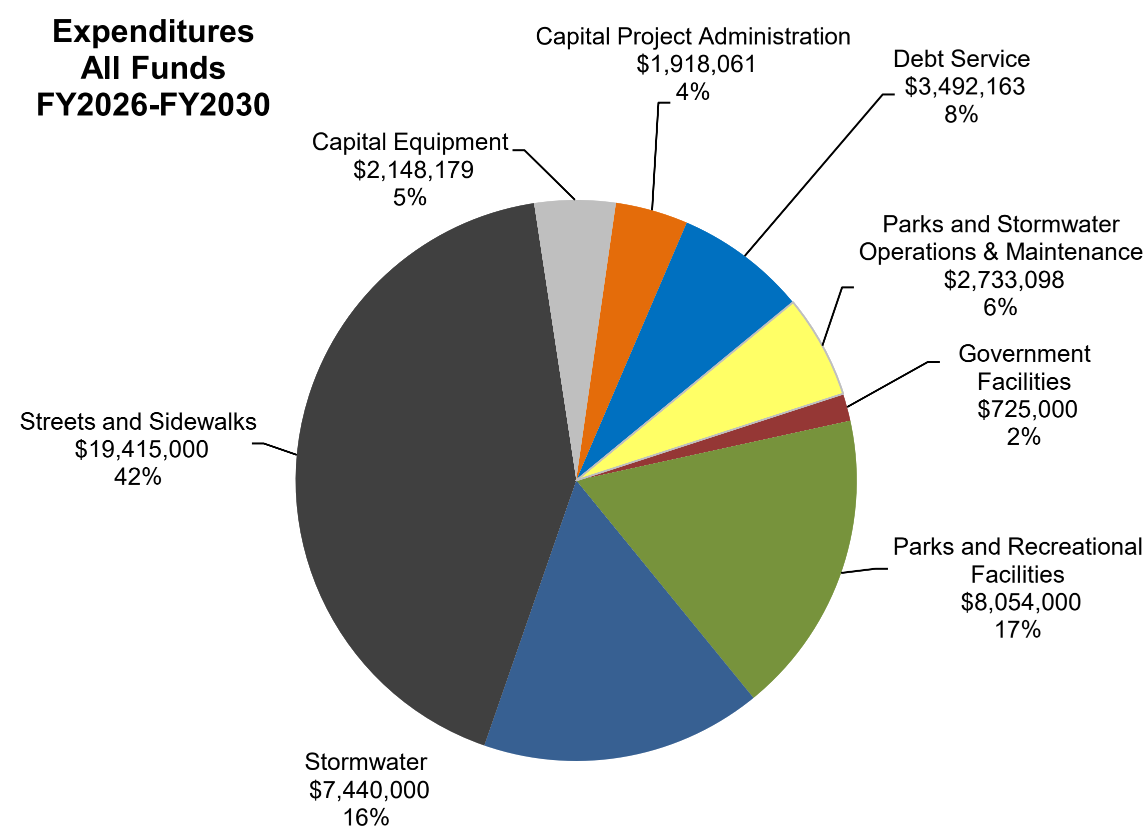
Funds in the CIP

There will be three funds that contribute to the FY2026-FY2030 CIP. These funds are:

1. Capital Fund. This fund is financed by a half-cent capital improvement sales tax, which is supplemented by annual transfers from the General Fund and project-specific grants.
    - Total Capital Fund revenues: $24.9 million
    - Total Capital Fund expenditures: $25.9 million
2. Parks and Stormwater Fund. In November 2020, voters in Creve Coeur approved a half-cent sales tax that is dedicated to finance operations, maintenance, and capital improvements for the City's parks and stormwater infrastructure. This fund will be supplemented by grants and other outside funding related to parks and stormwater.
    - Total Parks-Stormwater Tax Fund revenues: $16.5 million
    - Total Parks-Stormwater Tax Fund expenditures: $16.5 million
3. Building Project Bond Fund. In November 2016, voters in Creve Coeur approved a bond measure to build a new police station and to make security and accessibility improvements to the Creve Coeur Government Center. The police station was completed in 2020, so the majority of this fund's project-related expenses is complete. Most of the activity in the FY2026-FY2030 CIP is related to the fund's debt service.
    - Total Building Project Bond Fund revenues: $5.4 million
    - Total Building Project Bond Fund expenditures: $0

Combined, these three funds have a projected revenue of $46.9 million and projected expenditures of $45.5 million for the FY2026-FY2030 CIP. The charts below break down these revenues and expenditures into the general categories that are found in the CIP.





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 FY2026-FY2030 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 FY2025 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: FY2026-FY2030 CIP Spreadsheets

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. All funding sources combined, including interest revenue and other proceeds, are projected to generate $24.9 million over the FY2026-FY2030 CIP.

Half-Cent Capital Improvement Sales Tax. Projected sales tax revenues are approximately $11.7 million for the FY2026-FY2030 CIP, which averages out to approximately $2.34 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 FY2026-FY2030 CIP include an estimated 0.5% increase each year.

Grants and Outside Funding. **Awarded** Federal grants for roadway projects and accessibility improvements will provide approximately $6.8 million over the FY2026-FY2030 CIP.

Projected Federal grants for roadway projects and accessibility improvements are estimated to provide approximately $2.8 million over the FY2026-FY2030CIP. Staff will seek additional grant funding during all years, but application for such funding are either in the evaluation process or not yet available.

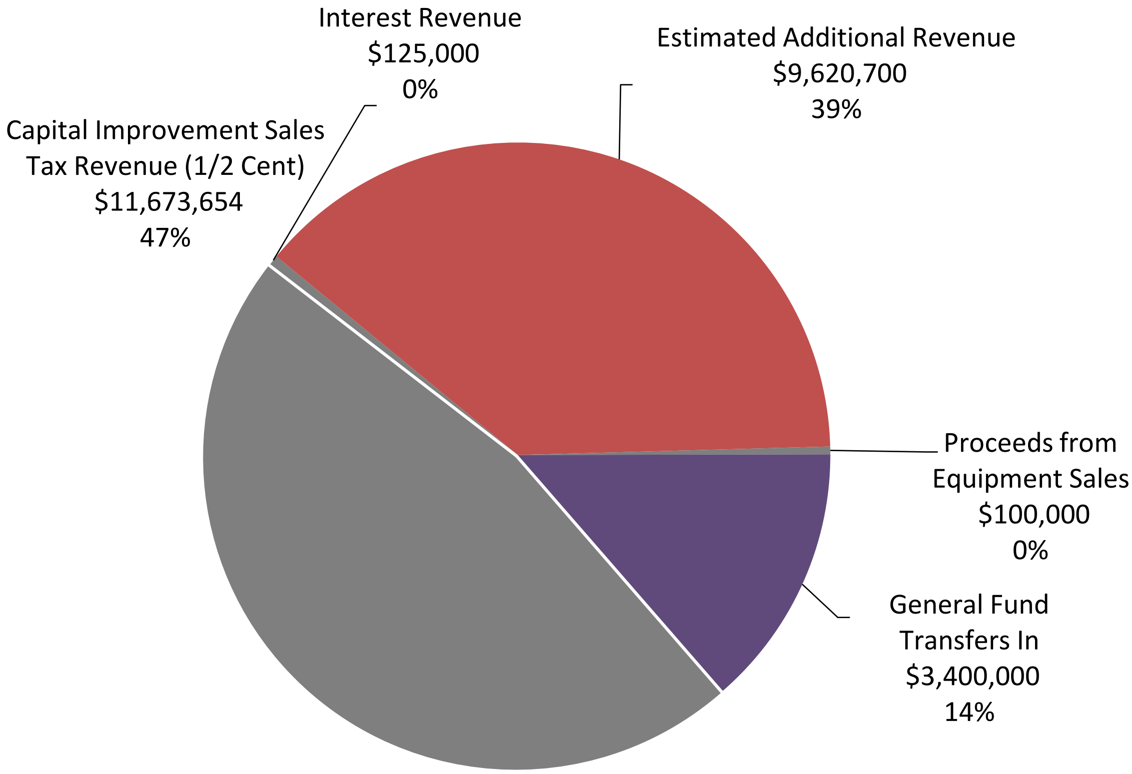
The full costs of projects are stated in the spreadsheets and detailed write ups for each project. The spreadsheets clearly list grants as being awarded or projected and have separate line items for each type of grant and weather it has been awarded or if it is projected. The summary tables in the individual project write ups also provide the same level of detail.

Transfers from the General Fund. The total transfer from the General Fund to the Capital Fund over the proposed FY2026-FY2030 CIP is $3.4 million.

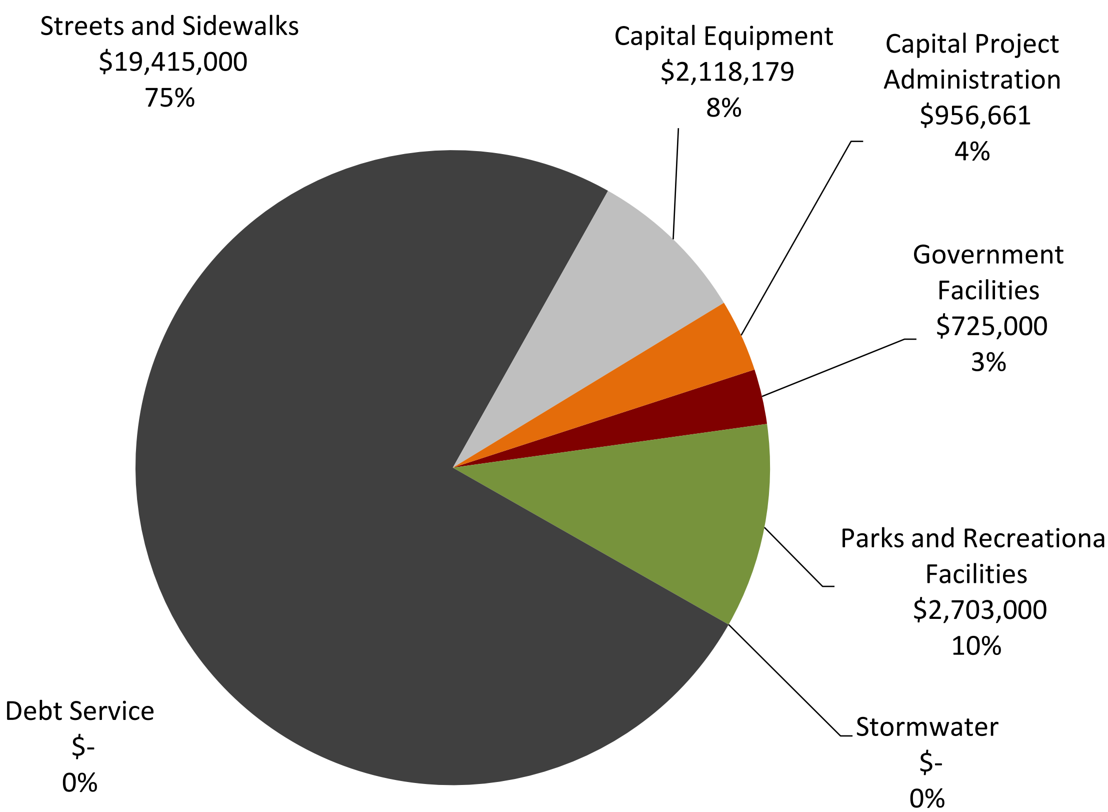
A transfer from the General Fund to the Capital Fund is proposed for each fiscal year in the proposed CIP. Annual General Fund transfers to the Capital Fund have been increased from $400,000 to $500,000, based on the transportation-oriented revenue sources of the General Fund which include the County road and bridge tax revenues. FY2026 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 $25.9 million over the proposed FY2026-FY2030 CIP, with a maximum annual expenditure of $8.7 million in FY2026. Details about these expenditures can be found in the project summary sheets that follow.



FY2026-FY2030 CAPITAL FUND REVENUES



FY2026-FY2030 CAPITAL FUND EXPENDITURES

9501 Government Facilities – 02 **Capital Fund**

Government Center Renovations

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
n/a	$30,000	$30,000	$30,000	$30,000	$30,000	$0

Project Description:
Proposed projects in FY2026 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 Courtroom with upgraded flooring, improvements to the two public facing bathrooms and miscellaneous supplies to update common areas.

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 FY2026 will include continued lighting efficiencies that will help to lower energy cost and provide a well lite environment for various meetings and work areas.

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

Comments:
None

Expenditure Type	Amount	
Planning, Design, and Engineering	$	25,000
Land Acquisition	$	0
Construction	$	125,000
Equipment	$	0
Other	$	0
Total Expenditures (FY2026 – FY2030)	**$**	**150,000**

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	$	150,000
Total Funding	$	
City's Contribution (FY2026 – FY2030)	**$**	**150,000**

ROOFING FOR THE PUBLIC WORKS GARAGE

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$575,00	$0	$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 partially 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

ROOFING FOR THE PUBLIC WORKS GARAGE

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 575,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 575,000**

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	$ 575,000
Total Funding	$ 0
City's Contribution	**$ 575,000**

PUBLIC WORKS SETTLEMENT STUDY

Estimated Annual Costs						
Prior Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$26,000	$0	$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. The consultant is currently performing monitoring operations and we expect a report later in the year of 2026.

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

Expenditure Type	Amount
Planning, Design, and Engineering	$ 26,000
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 26,000**

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	$ 26,000
Total Funding	$
City's Contribution	**$ 26,000**

ICE ARENA REFRIGERANT SWITCHOVER (MUNICIPAL & ARPA GRANT)

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$2,869,345	$0	$0	$0	$0	$0	$0

Project Description:
The Ice Arena's refrigerant system is nearly 20-years old and past its useful life. The system uses the refrigerant, R-22, which is a source of hydrofluorocarbons and, therefore, no longer produced. This project will replace the existing system with a more reliable, environmentally-friendly equipment. The system was switched over to the new refrigerant system in late 2024.

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

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

Operating Budget Impact:
The improvements brought by these projects typically replace old or failing systems that require significant maintenance, and, as a result, should reduce operating costs.

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

Ice arena Refrigerant Switchover (Municipal & ARPA Grant)

Continued

Expenditure Type	Amount
Planning, Design, and Engineering	$ 254,450
Land Acquisition	$ 0
Construction	$ 2,614,895
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 2,869,345**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 531,400
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 1,972,360
Total Funding	**$ 2,503,760**

Summary	Amount
Total Expenditures	$ 2,869,345
Total Funding	$ 2,503,760
City's Contribution	**$ 365,585**

DRC CONCESSIONS & PRO SHOP RENOVATION (MUNICIPAL GRANT)

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$15,500	$75,000	$600,000	$0	$0	$0	$0

Project Description:
The project will completely renovate the existing concession stand (including cabinets, count tops, flooring, etc.) and renovate of the existing concession stand eating area (including flooring, popcorn, ceiling, etc.). It will also include remodeling the Dielmann East meeting room to allow for the addition of the Pro Shop.

Existing Conditions:
The concession stand and eating area is approaching the end of its useful life and are the only areas that have not been renovated within the recreation complex. The current Pro Shop is located within the concession stand eating area and is accessible to the public day or night.

Justification: *Public Safety; Coordination; Availability of Outside Funding*
The concession stand plumbing needs to be replaced and proposes a health safety issue and the eating area flooring has been reglued down in areas to keep from becoming a tripping hazard. The Pro Shop is not in a secured area and the computer and other items are left in the open for the public to access. The City received a $10,000 municipal park grant for the planning portion of this project. Staff feels this is a good project to apply for the Municipal Park Grant that could fund up to a maximum of $525,000 (FY2027) of the total $600,000 construction cost estimate.

Operating Budget Impact:
The Pro Shop will have a fully functioning area that will be secure and the efficiency of the concession stand will allow to serve the customer better

Comments:
None

DRC CONCESSIONS & PRO SHOP RENOVATION

Expenditure Type	Amount
Planning, Design, and Engineering	$ 90,500
Land Acquisition	$ 0
Construction	$ 600,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 690,500**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant **Projected Amount**	$ 535,000
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 535,000**

Summary	Amount
Total Expenditures	$ 690,500
Total Funding **Projected**	$ (535,000)
City's Contribution - Projected	**$ 155,500**

GOLF COURSE MAINTENANCE BRIDGE

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$0	$0	$200,000	$0	$0

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

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

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

Operating Budget Impact:
None

Comments
None

GOLF COURSE MAINTENANCE BRIDGE

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

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

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

Roofing for Ice Arena (Insurance Claim)

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$425,000	$0	$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. Current design includes new shingles, which have a typical lifespan of 20-25 years. Staff has secured budget level pricing for both a standing seam metal and metal shingle roof system. The lifespan of these options ranges from 40-70 years, but the cost of each is in the $1.3 to $1.4 million range.

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

ROOFING FOR ICE ARENA (INSURANCE CLAIM)

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 425,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 425,000**

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	$ 425,000
Total Funding	$ 0
City's Contribution	**$ 425,000**

GOLF COURSE MAINTENANCE BUILDING REPLACEMENT

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$19,750	$0	$0	$0	$0	$100,000	$0

Project Description:
The project will look to develop concept design of replacement golf course maintenance building in FY2025. The concept report/design is anticipated to be completed in the summer of 2025. The existing facility is over 70 years old and has been added on to over the years to accommodate the needs of the golf course staff to maintain the high-quality course that is currently enjoyed by residents and visitors. City intends to apply for the Municipal Park Grant to partially fund the final design project costs. FY2030 programmed costs are to start the final design process for the project, with future years programming being for construction costs.

Existing Conditions:
The existing golf maintenance facility is showing its age with numerous leaks and structural issues. Due to the piece meal construction over the years, the current storage is inadequate for golf course irrigation parts, fertilizers, etc. There is not ample room available to properly store or work on capital equipment (such as mowers, aerators, tractors, etc.), and staff is in need of a facility where they can eat and clean up that is away from hazardous work areas.

Justification: *Condition of Ex. Facility; Availability of Outside Funding; Operating Efficiency*
The City will seek Municipal Park Grand Funding to supplement the cost associated with this stage of the design project. A new golf maintenance facility will provide a structure that is design to adequately and safely meet the operation needs to support golf course operations.

Operating Budget Impact:
The improvements brought by this project will replace old and failing structure that require significant maintenance. Additionally, an improved structure will provide protection to the capital equipment that is utilized by the golf course. These improvements should reduce operating costs.

Comments:
None

Expenditure Type	Amount
Planning, Design, and Engineering	$ 119,750
Land Acquisition	$ 0
Construction	$ TBD
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 119,750**

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	$ 119,750
Total Funding	$ (TBD)
City's Contribution	**$ 119,750**

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

Golf Course Irrigation System Replacement (Municipal Park Grant)

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$1,220,000	$0	$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 was awarded a $525,000 municipal park grant for the construction of this new system.

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*
In November of 2024 the City was awarded a municipal park grant in the amount of $525,000. 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

GOLF COURSE IRRIGATION SYSTEM REPLACEMENT (MUNICIPAL PARK GRANT)

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 1,220,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 1,220,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 525,000
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 525,000**

Summary	Amount
Total Expenditures	$ 1,220,000
Total Funding	$ 525,000
City's Contribution	**$ 670,000**

DRC – EAST PARKING LOT MILL & RESURFACING

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$83,000	$0	$0	$0	$0

Project Description:
Milling and replacement of the existing asphalt surface for the east parking lot and the drive aisle along the north side of DRC and leading to Olde Cabin Road. Complete removal of four inches of asphalt, recompacting of existing stone base and a new asphalt base course and surface course will be installed.

Existing Conditions:
The existing lot is in poor condition and warrants full removal and replacement of the asphalt materials.

Justification: *Condition of Ex. Facility; Availability of Outside Funding; Operating Efficiency*
The lot has received minimal rehabilitation efforts in recent history and needs a completely new asphalt surface.

Operating Budget Impact:
Will have a nominal impact on the operating budget.

Comments:
None

DRC – EAST PARKING LOT MILL & RESURFACING

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 83,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 83,000**

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	$ 83,000
Total Funding	$ 0
City's Contribution	**$ 83,000**

STREET AND SIDEWALK MAINTENANCE PROGRAM

Estimated Annual Costs						
Prior Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$2,937,280	$1,500,000	$1,530,000	$1,560,000	$1,590,000	$1,620,000	$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.

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 7,800,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2026-FY20230)	**$ 7,800,000**

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	$ 7,800,000
Total Funding	$ 0
City's Contribution (FY2026-FY2030)	**$ 7,800,000**

STREET RECONSTRUCTION / REHABILITATION

Estimated Annual Costs						
Prior Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$300,000	$0	$305,000	$310,000	$315,000	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 and associated items on Old Ballas Road from Olive to Olde Cabin Road in FY2026. Later projects will be determined by future reviews of pavement conditions.

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

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

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

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

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 1,230,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2026-FY2030)	**$ 1,230,000**

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	$ 1,230,000
Total Funding	$ 0
City's Contribution (FY2026-FY2030)	**$ 1,230,000**

FERNVIEW SIDEWALK PROJECT
PHASE 1 – OLIVE TO GALLAGHER (TAP GRANT)

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$198,780	$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 FY2026 and FY2027 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 FY2026 & FY2027.

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 FY2026 (right of way) and FY2027 (construction).

FERNVIEW SIDEWALK PROJECT
PHASE 1 – OLIVE TO GALLAGHER (TAP GRANT) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 198,780
Land Acquisition	$ 230,000
Construction (TAP Grant)	$ 645,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 1,073,780**

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	$ 1,073,780
Total Funding	$ (700,000)
City's Contribution	**$ 373,780**

425 N. NEW BALLAS SIDEWALK EXTENSION (FEDERAL TAP GRANT)

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$289,537	$330,000	$0	$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. MOAW will complete the water main relocation work in the spring of 2025 in FY2025.

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.

425 N. NEW BALLAS SIDEWALK EXTENSION (FEDERAL TAP GRANT)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 69,537
Land Acquisition	$ 0
Construction	$ 550,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 619,537**

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	$ 619,537
Total Funding	$ (448,000)
City's Contribution	**$ 171,537**

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

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$2,868,772	$25,000	$0	$0	$0	$0	$0

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

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

Justification: *Public Safety; Availability of Outside Funding; Coordination; Beautification*
The proposed improvements to this intersection are supported by the Comprehensive Plan Creve Coeur 2030, the 39 North Master Plan, and the Old Olive Street Road Great Street Plan. These improvements provide the best chance for a pedestrian or bicycle crossing of Lindbergh Boulevard in that area.

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

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

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

Expenditure Type	Amount
Planning, Design, and Engineering	$ 308,772
Land Acquisition	$ 320,000
Construction	$ 2,080,000
Equipment	$ 0
Other (Construction Inspections)	$ 180,000
Total Expenditures	**$ 2,888,772**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 1,182,000
Federal Transportation Alternative Program Grant	$ 0
State Cost-Share Program / Governor's	$ 1,080,348
Outside Funding Source	$ 0
Total Funding	**$ 2,262,348**

Summary	Amount
Total Expenditures	$ 2,888,772
Total Funding	$ (2,262,348)
City's Contribution	**$ 626,424**

OLIVE-LINDBERGH INTERCHANGE & OLIVE ENHANCEMENTS

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**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 FY2026 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 FY2026, the design plans for landscaping will be done. The City anticipates staff working with a consultant to provide design options and then bid the project for construction in FY2026.

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.

OLIVE-LINDBERGH INTERCHANGE & OLIVE 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**

PAVEMENT CONDITION RATINGS UPDATE

Estimated Annual Costs						
Prior Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$58,000	$0	0	$0	$0

Project Description:
The project involves engineering consulting services to provide an independent assessment of the City's pavement conditions and ride quality. These pavement conditions are used as a tool to guide the recommendations of City staff for the annual pavement improvement programs.

Existing Conditions:
The pavement conditions were independently evaluated in FY2022. Since then, City staff have updated the condition ratings of about one quarter of the City's streets each year. The City does not have the equipment to efficiently or effectively measure ride quality.

Justification: *Condition of Existing Facility; Operating Efficiency; Beautification*
Pavement condition ratings need to be up to date in order for them to be reliable tools for planning pavement repairs and for judging the performance of the pavement management program.

Operating Budget Impact:
None.

Comments:
None

PAVEMENT CONDITION RATINGS UPDATE

Expenditure Type	Amount
Planning, Design, and Engineering	$ 58,000
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other (Construction Inspections)	$ 0
Total Expenditures (FY2027)	**$ 58,000**

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

Summary	Amount
Total Expenditures	$ 58,000
Total Funding	$ 0
City's Contribution (FY2027)	**$ 58,000**

OLIVE MEDIAN ENHANCEMENT STOCK

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
n/a	$20,000	$0	$20,000	$0	$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

OLIVE MEDIAN ENHANCEMENT STOCK

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 20,000
Equipment	$ 0
Other (Construction Inspections)	$ 0
Total Expenditures (FY2026)	**$ 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 (FY2026)	**$ 0**

CRAIG ROAD IMPROVEMENTS (STP GRANT)

Estimated Annual Costs						
Prior Years	FY2026	FY2027	FY2028	FY2029	FY2030	Future
$296,875	$1,600,000	$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.

CRAIG ROAD IMPROVEMENTS (STP GRANT)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 296,875
Land Acquisition	$ 100,000
Construction	$ 1,500,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 1,896,875**

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	$ 1,896,875
Total Funding	$ (960,000)
City's Contribution	**$ 936,875**

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

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$163,240	$1,315,000	$0	$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.

NEW BALLAS IMPROVEMENTS

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

Expenditure Type	Amount
Planning, Design, and Engineering	$ 163,240
Land Acquisition	$ 65,000
Construction	$ 1,250,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 1,478,240**

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	$ 1,478,240
Total Funding	$ (1,060,000)
City’s Contribution	**$ 418,240**

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

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$16,286	$150,000	$10,000	$850,000	$0	$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 applied federal grant assistance, STP funds, for this project in February of 2025 with a **requested amount of $680,000**. **If the grant is awarded in the fall of 2025**, it is anticipated that then the City would commence with design phase in FY2026 in the estimated amount of $150,000. FY2027 includes right of way acquisition and FY2028 includes construction costs which 79% of these costs would be covered with STP funding if the grant is awarded. It is anticipated that the City would not move forward with design services until the grant has been awarded.

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

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

Operating Budget Impact:
This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

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

NEW BALLAS IMPROVEMENTS

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

Expenditure Type	Amount
Planning, Design, and Engineering	$ 166,286
Land Acquisition	$ 10,000
Construction	$ 850,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 1,026,286**

Funding Type	Amount
Federal Surface Transportation Program Grant **Projected Award Amount**	$ 680,000
Federal Transportation Alternative Program Grant	$ 0
State Cost-Share Program	$ 0
Outside Funding Source ()	$ 0
Total Funding Projected	**$ 680,000**

Summary	Amount
Total Expenditures	$ 1,026,286
Total Funding - **Projected**	$ 680,000
City's Contribution - Projected	**$ 346,286**

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

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$150,000	$25,000	$1,100,000	$0	$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 February of 2026 with **a requested amount of $900,000. If the grant is awarded in the fall of 2026**, it is anticipated that then the City would commence with design phase in FY2027 in the estimated amount of $150,000. FY2028 includes right of way acquisition and FY2029 includes construction costs which 80% of these costs would be covered with STP funding if the grant is awarded. It is anticipated that the City would not move forward with design services until the grant has been awarded.

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

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

Operating Budget Impact:
This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

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

NEW BALLAS IMPROVEMENTS

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

Expenditure Type	Amount
Planning, Design, and Engineering	$ 150,000
Land Acquisition	$ 25,000
Construction	$ 1,100,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 1,275,000**

Funding Type	Amount
Federal Surface Transportation Program Grant **Projected Award Amount**	$ 900,000
Federal Transportation Alternative Program Grant	$ 0
State Cost-Share Program	$ 0
Outside Funding Source ()	$ 0
Total Funding - Projected	**$ 900,000**

Summary	Amount
Total Expenditures	$ 1,275,000
Total Funding - **Projected**	$ 900,000
City's Contribution - Projected	**$ 375,000**

LADUE ROAD IMPROVEMENTS PHASE 1 (DESIGN & STP GRANT)

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$184,241	$25,000	$1,800,000	$0	$0	$0	$0

Project Description:
This project will include pavement resurfacing and sidewalk accessibility improvements along Ladue Road, from Emerson Road to Lindbergh Boulevard. This is the entire City owned section of Ladue Road. The City was awarded a federal grant, STP funds, in August of 2024 in the amount of $1,300,000. FY2026 includes right of way acquisition and FY2027 includes construction costs which 71% of these costs would be covered with STP funding. Prior years includes design work which is 100% funded by the City.

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

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

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

Comments:
None

LADUE ROAD IMPROVEMENTS PHASE 1

PHASE 1 (DESIGN & STP GRANT) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 184,241
Land Acquisition	$ 25,000
Construction	$ 1,800,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 2,009,241**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 1,300,000
Federal Transportation Alternative Program Grant	$ 0
State Cost-Share Program	$ 0
Outside Funding Source:()	$ 0
Total Funding	**$ 1,300,000**

Summary	Amount
Total Expenditures	$ 2,009,241
Total Funding	$ 1,300,000
City's Contribution	**$ 709,241**

OLIVE-270 OVERPASS CLEANING & PAINTING

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$25,000	$150,000	$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. This construction work can't occur until MoDOT completes the current construction project on I-270.

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	$ 25,000
Land Acquisition	$ 0
Construction	$ 150,000
Equipment	$ 0
Other ( )	$ 0
Total Expenditures	**$ 175,000**

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	$ 175,000
Total Funding	$ 0
City's Contribution	**$ 175,000**

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

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$0	$125,000	$100,000	$800,000	$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. **Staff plans to apply for federal grant assistance for this project prior to commencing with any design services. The anticipated requested amount of TAP funds is $720,000. If funding is awarded** it is anticipated that then the City would commence with design phase in FY2028 in the estimated amount of $125,000. FY2029 includes right of way acquisition and FY2030 includes construction costs which 80% of these costs would be covered with TAP funding if the grant is awarded. It is anticipated that the City would not move forward with design services until the grant has been awarded.

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

Justification: *Community Demand; Public Safety; Availability of Outside Funding*
Increasing the walkability of Creve Coeur is a common request from residents and a goal outlined in the City's Strategic Plan. Creating a sidewalk along Fernview that connects to the adjacent existing sidewalks will make progress toward this goal.

Operating Budget Impact:
None

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

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

Expenditure Type	Amount
Planning, Design, and Engineering	$ 125,000
Land Acquisition	$ 100,000
Construction	$ 800,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 1,025,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant – **Projected Grant Amount**	$ 720,000
State Cost-Share Program	$ 0
Outside Funding Source:	$ 0
Total Funding Projected	**$ 720,000**

Summary	Amount
Total Expenditures	$ 1,025,000
Total Funding **- Projected**	$ 720,000
City's Contribution - Projected	**$ 305,000**

OLD OLIVE ROAD IMPROVEMENTS
PHASE 1 LINDBERGH TO OLIVE (WEST) - STP

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$0	$0	$125,000	$25,000	TBD

Project Description:
The new traffic signal installation at Old Olive Road and Lindbergh Boulevard is anticipated to be operational by late fall of 2025. After the City receives all state and federal reimbursements for this project, the City will take over ownership and maintenance of Old Olive Road from Olive Boulevard on both the east and west sides from MoDOT (excluding the Lindbergh Blvd. right of way).

The roadway pavement, sidewalks and associated items are in need or rehabilitation. Staff plans to apply for federal grant assistance for this project in February of 2028 with **a requested amount of $900,000. If the grant is awarded in the fall of 2028**, it is anticipated that then the City would commence with design phase in FY2029 in the estimated amount of $125,000. FY2030 includes right of way acquisition and FY2031 would include construction costs which 80% of these costs would be covered with STP funding if the grant is awarded. It is anticipated that the City would not move forward with design services until the grant has been awarded. Since construction is not anticipated to occur within the 5-year CIP, the projected grant amount is not show in the spreadsheets or in the summary table on the following page.

The first phase of the project is anticipated to be from Lindbergh Blvd. heading west to the intersection with Olive Blvd.

Existing Conditions:
The pavement is showing its age. Utility projects and other factors have given Old Olive Road an uneven ride and overall poor pavement condition.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
Preservation of the Old Olive Road pavement should be a high priority for the City.

Operating Budget Impact:
A newer road surface will require few (if any) repairs by the City’s staff.

Comments:
None.

OLD OLIVE ROAD IMPROVEMENTS
PHASE 1 LINDBERGH TO OLIVE (WEST) - STP CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 125,000
Land Acquisition	$ 25,000
Construction	$ TBD
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 150,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant – **Projected Grant Amount**	$ 0
State Cost-Share Program	$ 0
Outside Funding Source:	$ 0
Total Funding Projected	**$ 0**

Summary	Amount
Total Expenditures	$ 150,000
Total Funding **- Projected**	$ 0
City's Contribution	**$ 150,000**

OLIVE BLVD. AT OLIA VILLAGE
MEDIAN IRRIGATION AND PLANTINGS (2 MEDIANS)

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$150,000	$0	$0	$0	$0

Project Description:
The project includes the removal of existing trees and landscape within two islands on Olive Blvd. Work includes the construction of a new irrigation system to both islands to facilitate growth and the long-term health of plantings within the islands. Work also includes development of a planting plan for both islands.

Existing Conditions:
The medians on Olive Blvd. located on each side of the new main entrance to Olia Village (Pavillion Drive extended) contain a handful of trees and also grass. Neither of these islands currently have an irrigation system.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
Improvements of these medians will provide a welcoming entrance to the Olia Development from Olive Boulevard.

Operating Budget Impact:
The project will have a nominal impact on operational costs for the water usage during summer months, along with increased maintenance responsibility of the Public Works Department.

Comments:
None.

OLIVE BLVD. AT OLIA VILLAGE
MEDIAN IRRIGATION AND PLANTINGS (2 MEDIANS) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 10,000
Land Acquisition	$
Construction	$ 140,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 150,000**

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

Summary	Amount
Total Expenditures	$ 150,000
Total Funding	$ 0
City's Contribution	**$ 150,000**

OLIVE MEDIAN PROJECT
WOODCREST EXECUTIVE DRIVE TO MASON ROAD

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$92,000	$0	$0	$0	$0	$0

Project Description:
The project includes the removal of existing mulch and planting materials (excluding trees) and replaced with fescue sod. The narrow ends of all islands will be rocked or have a similar treatment. Topsoil will be added and the islands will be graded to a mostly level surface and will be prepared for the new fescue sod to be installed. Approximately 27,000 square feet of fescue sod will be installed throughout the project limits.

Existing Conditions:
The medians on Olive Blvd. through the project limits are dated and in need of improvements to keep the landscaping attractive. Maintenance by the Public Works Department is labor intensive and is difficult to keep the islands in a uniform condition.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
Improvements of these medians will provide a uniform appearance throughout this section of Olive Blvd.

Operating Budget Impact:
The project should have a small deduct on operational and maintenance costs for the Public Works Department.

Comments:
None.

OLIVE MEDIAN PROJECT
WOODCREST EXECUTIVE DRIVE TO MASON ROAD CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$
Construction	$ 92,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 92,000**

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

Summary	Amount
Total Expenditures	$ 92,000
Total Funding	$ 0
City's Contribution	**$ 92,000**

MARY MEADOWS RESURFACING – SOUTH OF OLIVE BLVD.
NEIGHBORHOOD IMPROVEMENT DISTRICT (NID)

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$75,000	$0	$0	$0	$0	$0

Project Description:
The project includes the removal and replacement of the asphalt surface of the roadway along with necessary concrete base repairs. Currently this roadway is private. The center island at the south dead end of the roadway will be removed and replaced with a full depth pavement section.

The project is anticipated to be bid along with a City construction project in FY2026 in order to gain competitive pricing and to ensure that the project is constructed in accordance with City standards. The roadway is planned to be turned over to the City after construction and will be owned and maintained by the City moving forward.

Existing Conditions:
The existing pavement condition is average and needs to be brought up to City standards prior to the City accepting this roadway as public.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
Improvement of the roadway will bring it into compliance with existing City roadway standards. A neighborhood improvement district (“NID”) is an area benefited by a public improvement and assessed to pay for that improvement. The City will fund the project initially and will recoup the funds through assessments collected.

Operating Budget Impact:
The project will have nominal operation and maintenance costs for future roadway improvements as well as yearly snow plow operational costs.

Comments:
None.

MARY MEADOWS RESURFACING – SOUTH OF OLIVE BLVD.

NEIGHBORHOOD IMPROVEMENT DISTRICT (NID) CONTINUED

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

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Gran	$ 0
State Cost-Share Program	$ 0
NID Taxes 8-9 years:	$ 9,400 / year
Total Funding	**$ 9,400 / year**

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

LADUE ROAD BIKE LANE STUDY
EAST OF I-270 TO EASTERN CITY LIMIT

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$35,000	$0	$0	$0	$0	$0

Project Description:
This study includes hiring a consultant to evaluate options for a possible bike lane and/or shared use pathway along Ladue Road from east of I-270 to the eastern City limit. It is anticipated that the consultant will provide a detailed conceptual study containing multiple options and conceptual costs estimates. It is anticipated that public hearings would be held during the study phase. A final report will be produced at the conclusion of the study.

Existing Conditions:
Currently Ladue Road is mostly a two-lane roadway section with widening at intersections for turn lanes. There is sidewalk along the north side of Ladue from Ballas Road to Mosley Road, then the sidewalk is along the south side from Mosley to Spoede and then sidewalk on the north side from Spoede to Lindbergh Boulevard. Most of the drainage system consists of ditches, but there are small sections of storm sewer and curb.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
Bike paths and shared used paths have been identified in City studies and also received through public input as a possible benefit to the community. This study will provide feasible options along with corresponding construction cost estimates.

Operating Budget Impact:
Since this is study only, there would not be any operational impacts at this time.

Comments:
None.

LADUE ROAD BIKE LANE STUDY
EAST OF I-270 TO EASTERN CITY LIMIT CONTINUED

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

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

Summary	Amount
Total Expenditures	$ 35,000
Total Funding	$ 0
City's Contribution	**$ 35,000**

FEASIBILITY STUDIES – FALAISE DRIVE SIDEWALK AND PATHWAY CONNECTIONS

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$35,000	$0	$0	$0	$0	$0

Project Description:
This study includes hiring a consultant to evaluate options for a possible sidewalk along Falaise Drive from Hibler Road to Wild Turkey Court. It is anticipated that the consultant will provide a detailed conceptual study containing multiple options and conceptual costs estimates. It is anticipated that public hearings would be held during the study phase.

Another study contemplated are pathway connection(s) possibly along the Ameren power line corridor south of Millennium Park which could connect subdivisions with a pathway to residential streets and then ultimately to the new pedestrian bridge crossing at Deland Drive at the south end of the park. Other connectivity studies might be considered. A final feasibility report will be produced at the conclusion of the study.

Existing Conditions:
Currently sidewalk exists on Falaise Drive (Cross Creek Drive) from Wild Turkey Court, north to Olive Boulevard. There are connections to this sidewalk section on some intersecting streets to the east and west of Falaise Drive. In addition, there is sidewalk along the south side of Hibler Road from Falaise Drive to Mason Road.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
Sidewalks and pedestrian connectivity improvements have been identified in City studies and also received through public input as a possible benefit to the community. This study will provide feasible options along with corresponding construction cost estimates.

Operating Budget Impact:
Since this is study only, there would not be any operational impacts at this time.

Comments:
None.

FEASIBILITY STUDIES – FALAISE DRIVE SIDEWALK AND PATHWAY CONNECTIONS

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
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Gran	$ 0
State Cost-Share Program	$ 0
Outside Funding Source:	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 35,000
Total Funding	$ 0
City's Contribution	**$ 35,000**

OLD OLIVE ROAD IMPROVEMENTS
PHASE 2 LINDBERGH TO OLIVE (EAST) - STP

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$0	$0	$0	$125,000	TBD

Project Description:
The new traffic signal installation at Old Olive Road and Lindbergh Boulevard is anticipated to be operational by late fall of 2025. After the City receives all state and federal reimbursements for this project, the City will take over ownership and maintenance of Old Olive Road from Olive Boulevard on both the east and west sides from MoDOT (excluding the Lindbergh Blvd. right of way).

The roadway pavement, sidewalks and associated items are in need or rehabilitation. Staff plans to apply for federal grant assistance for this project in February of 2029 with **a requested amount of $900,000. If the grant is awarded in the fall of 2029**, it is anticipated that then the City would commence with design phase in FY2030 in the estimated amount of $125,000. FY2031 includes right of way acquisition and FY2032 would include construction costs which 80% of these costs would be covered with STP funding if the grant is awarded. It is anticipated that the City would not move forward with design services until the grant has been awarded. Since construction is not anticipated to occur within the 5-year CIP, the projected grant amount is not show in the spreadsheets or in the summary table on the following page.

The second phase of the project is anticipated to be from Lindbergh Blvd. heading east to the intersection with Olive Blvd.

Existing Conditions:
The pavement is showing its age. Utility projects and other factors have given Old Olive Road an uneven ride and overall poor pavement condition.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
Preservation of the Old Olive Road pavement should be a high priority for the City.

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

Comments:
None.

OLD OLIVE ROAD IMPROVEMENTS
PHASE 2 LINDBERGH TO OLIVE (EAST) - STP CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 125,000
Land Acquisition	$ TBD
Construction	$ TBD
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 125,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant – **Projected Grant Amount**	$ 0
State Cost-Share Program	$ 0
Outside Funding Source:	$ 0
Total Funding Projected	**$ 0**

Summary	Amount
Total Expenditures	$ 125,000
Total Funding **- Projected**	$ 0
City's Contribution	**$ 125,000**

SIDEWALK REHABILITATION PROGRAM
MULTIPLE LOCATIONS

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$50,000	$0	$50,000	$0	$0	$0

Project Description:
This project includes removal and replacement of sidewalks throughout the City that are in poor condition and/or that have trip hazards. It is anticipated to be a spot replacement program and will be done at various locations as identified by Public Works and Engineering Staff.

Existing Conditions:
Currently certain sections of City owned and maintained sidewalks are in poor condition and some sections contain trip hazards.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
Maintenance of City owned sidewalks is a priority and this program is anticipated to address and improve the condition and walkability of the sidewalks within the City.

Operating Budget Impact:
This would have a nominal decrease in the City operational budget, as currently Public Works Department does repair some sidewalk sections as time permits.

Comments:
None.

SIDEWALK REHABILITATION PROGRAM
MULTIPLE LOCATIONS CONTINUED

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

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

Summary	Amount
Total Expenditures	$ 100,000
Total Funding	$ 0
City's Contribution	**$ 100,000**

PUBLIC WORKS CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$777,203	$379,655	$428,288	$435,586	$445,593	$429,057	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.

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	$ 105,000.00	2013 One-ton Dump Truck
Skid Steer	$ 66,300.00	2012 Skid Steer
Mini-Excavator	$ 60,000.00	New Equipment-50% of cost to PSW Fund
	$ 409,655.00	

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
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	2014 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
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	

FY2030 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 193,057.00	2016 Two-ton Dump Truck
3/4 Pick-up w/service body	$ 80,000.00	2019 3/4 ton Service Body
Skid steer with attachments	$ 90,000.00	2015 Bobcat Skid steer
3/4 ton Pickup w/plow	$ 66,000.00	2018 3/4 ton Foreman Truck
	$ 429,057.00	

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 2,118,179
Other	$ 0
Total Expenditures (FY2026–FY2030)	**$ 2,118,179**

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

Summary	Amount
Total Expenditures	$ 2,118,179
Total Funding	$ 0
City’s Contribution (FY2026–FY2030)	**$ 2,118,179**

PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$180,226	$183,831	$187,507	$191,257	$195,082	$198,984	TBD

Project Description:
This line item includes the costs associated with the full-time salary and benefits for three Public Works staff members to help oversee the design and construction of projects outlined in the Capital Improvement Program. One Public Works staff member will be 100% funded through the Capital Fund, one Public Works staff member will be 100% funded through the Parks and Stormwater Fund, and one Public Works staff member will be 50% funded through the Capital Fund and 50% funded through the Parks and Stormwater Fund.

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

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

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

Comments:
None

Expenditure Type	Amount
Planning, Design, and Engineering	$ 956,661
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2026-FY2030)	**$ 956,661**

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

Summary	Amount
Total Expenditures	$ 956,661
Total Funding	$ 0
City's Contribution (FY2026-FY2030)	**$ 956,661**

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. All the funding sources, including interest revenue, are projected to generate approximately $16.0 million over the FY2026-FY2030 CIP.

Half-Cent Parks and Stormwater Sales Tax. The projected sales tax revenues are approximately $13.7 million for the FY2026-FY2030 CIP, which averages out to approximately $2.7 million per year in the plan.

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

- *Municipal Park Grant*. The City can seek Municipal Park Grant to supplement up to $520,000 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 $1.4 million in reimbursement from this program over the five-year CIP.
- *MSD Proposition S Reimbursement.* The Metropolitan St. Louis Sewer District (MSD) proposed a new tax in 2024 to address regional and local storm water improvement projects. In April 2024 the voters passed this new tax with the tax going into effect in January of 2025. As part of this tax, MSD will allocate $125,000 per year to the City of Creve Coeur to address storm water improvement projects anywhere within City limits. The City anticipates that the first reimbursement from Proposition S Tax will be in FY2027,

Parks and Stormwater Fund Expenditures

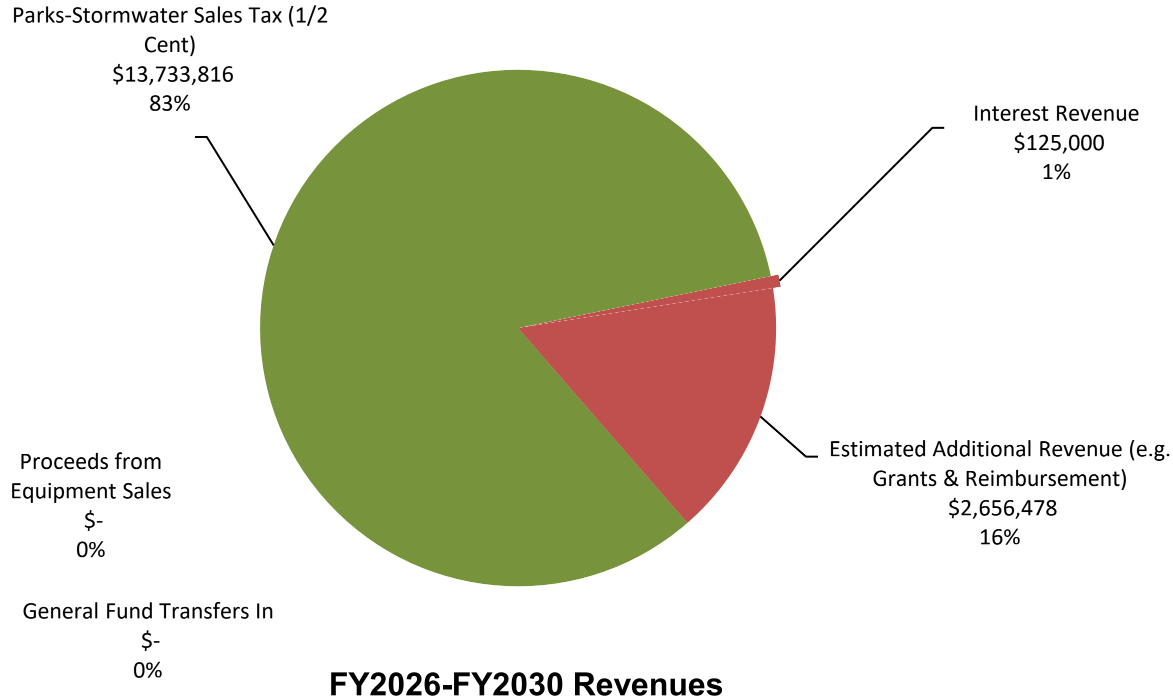
This sales tax revenue does not have a designated division of how it will be spent, but the City Council can decide to set the allocation amounts or to evaluate the division of funds through each CIP process. The proposed five-year CIP includes the following allocation of the sales tax revenue:

● Parks Projects	29%
● Stormwater Projects	47%
● Capital Project Administration	6%
● Parks and Stormwater Operations & Maintenance	18%

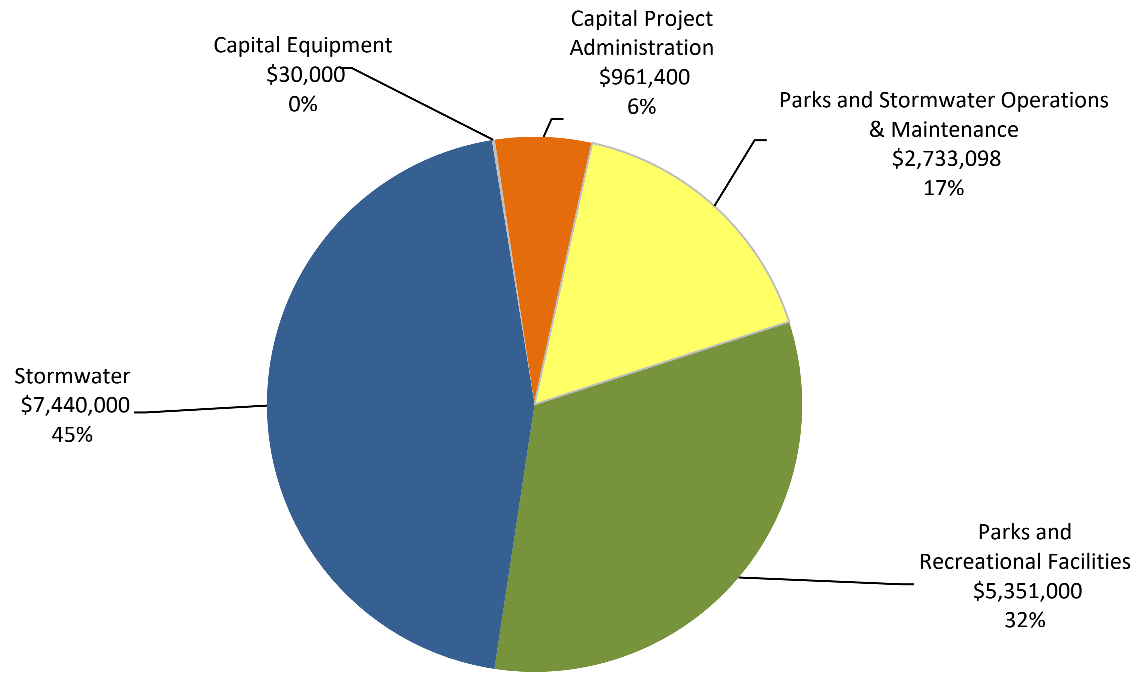
Funding for parks and stormwater management projects is relatively balanced for this CIP, with projected expenditures for stormwater projects being about $2 million more than park projects over the 5-year CIP period.

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.

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.



FY2026-FY2030 Revenues



FY2026-FY2030 Expenditures

9506 PARKS AND RECREATIONAL FACILITIES - 03 **PARKS AND STORMWATER FUND**

HISTORIC BUILDING REHABILITATION AND PRESERVATION

Estimated Annual Costs						
Prior Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$21,611	$25,000	$80,000	$25,000	$25,000	$25,000	TBD

Project Description:
This project sets aside annual funding for repairs and improvements to the Lake School House at Lake School Park and to the Tappmeyer House at Millennium Park. In FY2026, the focus will be on repairing miscellaneous items at Tappmeyer. Future funding years, FY2027, 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 and trim ramp with vinyl fascia.

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 (FY2026-FY2030)	**$ 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 (FY2026-FY2030)	**$ 180,000**

PARK FURNITURE REPLACEMENT

Estimated Annual Costs						
Prior Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$13,000	$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 (FY2026-FY2030)	**$ 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 (FY2026-FY2030)	**$ 100,000**

MALCOLM TERRACE PARK TRAIL IMPROVEMENTS

Estimated Annual Costs						
Prior Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$25,000	$0	$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.

Summary of Trail System in City:

- Malcolm Terrace Park — 1.5 miles of unique nature trails
- Millennium Park — 0.6 miles of paved walking trail
- Venable Park — 0.4 miles of paved walking trail (plus 0.1 miles new in 2025)
- Conway Park — 1.0 miles of paved walking trail

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

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

Comments:
None

Malcolm Terrace Park Trail Improvements

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 25,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2026-FY2030)	**$ 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 (FY2026-FY2030)	**$ 25,000**

9506 PARKS AND RECREATIONAL FACILITIES - 15 | PARKS AND STORMWATER FUND

MILLENNIUM PARK IMPROVEMENTS

PHASE 2: TRAILS AND RIDGEMOOR FOREST PEDESTRIAN BRIDGE

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$100,000	$650,000	$0	$0	$0

Project Description:
This project involves the design and construction for new pedestrian bridge and a new nature trail through the woods along the south side of Millennium Park. The main bridge 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. Staff will apply for a municipal park grant in **the requested amount of $525,000.** We anticipate that a construction project would only be let after award notification of this municipal park grant.

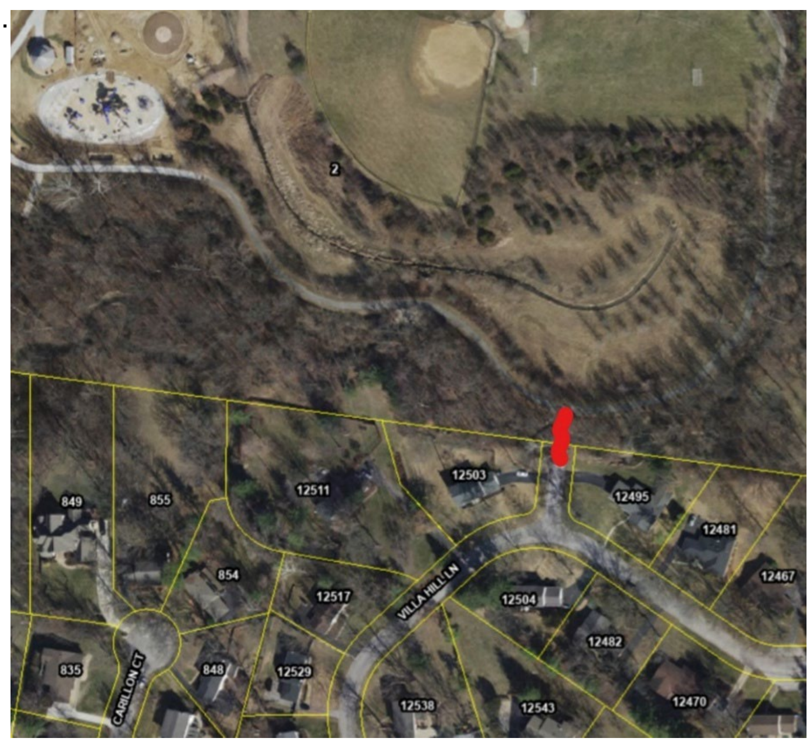
Existing Conditions:
Informal, dirt trails currently exist where the proposed subdivision connection and wooded trails would be located.

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.

Proposed New Bridge is shown in heavy red line in the map to right, which is at the dead-end of Deland Drive. This new bridge will connect multiple subdivision to the south and east of the park.



MILLENNIUM PARK IMPROVEMENTS

PHASE 2: TRAILS AND RIDGEMOOR FOREST CONNECTION CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 100,000
Land Acquisition	$ 0
Construction	$ 650,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 750,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant **Projected**	$ 525,000
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding Projected	**$ 525,000**

Summary	Amount
Total Expenditures	$ 750,000
Total Funding **Projected**	$ 525,000
City's Contribution	**$ 225,000**

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

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$3,100,000	$0	$0	$0	$0	$0	$0

Project Description:
The post tensioned tennis courts and associated work were constructed in late summer of 2024 using a design build project, with the construction being done in FY2025. The courts opened in early fall of 2025. The restroom remodel project started near the end of 2024 and will be completed by the end of February 2025.

The consultant hired by the City to design the rest of the park improvements is finishing up final construction drawings in March of 2025 with an anticipated project bid in late March and possibly award of a construction contract in April of 2025. This schedule would allow for the park improvements to be completed over the summer of 2025 with final restoration in the fall of 2025. This schedule is still tentative, as the project has not yet been released for bid. Elements from the Parks and Recreation Master Plan, such as the replacement of pavilion, improved parking, replacement of the connector bridge at Foxbrook Drive to the east, a memorial to Dr. H. Phillip Venable, new furniture, the rehabilitation of the pathways and improved accessibility.

Existing Conditions:
Several of the facilities at Venable Memorial Park are aging and require updates or replacement.

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

Venable Park Improvements

Phase 1: Trail, Bridge & Tennis Courts

Expenditure Type	Amount
Planning, Design, and Engineering	$ 234,000
Land Acquisition	$ 0
Construction	$ 2,866,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 3,100,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 300,000
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 300,000**

Summary	Amount
Total Expenditures	$ 3,100,000
Total Funding	$ 0
City's Contribution	**$ 2,800,000**

PLAYGROUND SAFETY SURFACE REPLACEMENT

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$200,000	$0	$125,000	$0	TBD

Project Description:
This project involves the replacement of damaged areas and rejuvenation or replacement of the rubberized safety surface beneath the City's playground at Conway Park FY2029. The project will involve the installation of a safety surface under the playground at Malcolm Terrace Park FY2027, 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 18 years old in FY2029. 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.

PLAYGROUND SAFETY SURFACE REPLACEMENT

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 325,000
Equipment	$
Other	$ 0
Total Expenditures (FY2026 – FY2030)	**$ 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 (FY2026- FY2030)	**$ 325,000**

Millennium Park Improvements

Phase 3: Park Entrance & Parking Lot Improvements

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**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 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. 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.

MILLENNIUM PARK IMPROVEMENTS

PHASE 3: PARK ENTRANCE & PARKING LOT IMPROVEMENTS CONTINUED

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

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

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

Lake School Park Renovations

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$64,519	$200,000	$375,000	$150,000	$1,500,000	$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 a playground area, renovations to restroom facilities, possible expansion of the parking lot area and associated work items.

Programming for:

- FY2026 includes renovation of the bathrooms including heating along with design services for a new playground area.
- FY2027 includes construction costs for the new playground area.
- FY2028 includes design services for the remainder of the park renovations.
- FY2029 includes construction costs for the remainder of the park renovations.
    - In FY2029 the Fountain Park sale proceeds of $750,000 are programmed to fund some of the construction costs of the project.

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. Existing courts will be good candidates for replacement in 3 to 5 years, and will reduce the maintenance associated with older facilities to keep them open for public use.

Operating Budget Impact:
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.

Lake School Park Renovations

Expenditure Type	Amount
Planning, Design, and Engineering	$ 264,159
Land Acquisition	$ 0
Construction	$ 2,089,519
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 2,353,678**

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	$ 2,353,678
Total Funding	$ 0
City's Contribution	**$ 2,353,678**

39N Greenway Connection to Centennial trail

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$69,100	$0	$300,000	$0	$700,000	$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. GRG was awarded a CMAQ grant in August of 2024 for a section of the Centennial Greenway from Warson Road to Baur Blvd. (along Gateway and Research) which is programmed to be constructed in 2028. In February of 2025, the City submitted a CMAQ grant application for the next section of the Centennial Greenway from Baur Blvd. to Lindbergh Blvd. Selection of awards for this application are anticipated to be announced in the fall of 2025.

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

39N GREENWAY CONNECTION TO CENTENNIAL TRAIL

Expenditure Type	Amount
Planning, Design, and Engineering	$ 269,100
Land Acquisition	$ 0
Construction	$ 800,000
Equipment	$ 0
Other	$ TBD
Total Expenditures	**$ 1,069,100**

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	$ 1,069,100
Total Funding	$ TBD
City's Contribution	**$ 1,069,100**

9506 PARKS AND RECREATIONAL FACILITIES - 25 **PARKS AND STORMWATER FUND**

MALCOLM TERRACE PARK PAVILION REPLACEMENT

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$80,000	$0	$0	$0	$0	$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. An observation done in 2024 identified a carpenter bee infestation within sections of the structure.

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

Malcolm Terrace Park Pavilion Replacement

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

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	$ 80,000
Total Funding	$ 0
City's Contribution	**$ 80,000**

DEMOLITION OF BRIDGE IN MALCOLM TERRACE PARK (50% OF COSTS SHARED WITH STORMWATER)

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$75,000	$0	$0	$0	$0	$0

Project Description:
This project will remove the failing bridge in Malcolm Terrace Park and located off Townsend Street. The City of Creve Coeur's Department of Public Works uses the bridge to bring equipment into the park for maintenance activities, and pedestrians use the bridge to access the park's trails. Both City staff and the public have alternate routes to enter the park, with the main one being a low water bridge at the end of Elzey Street.

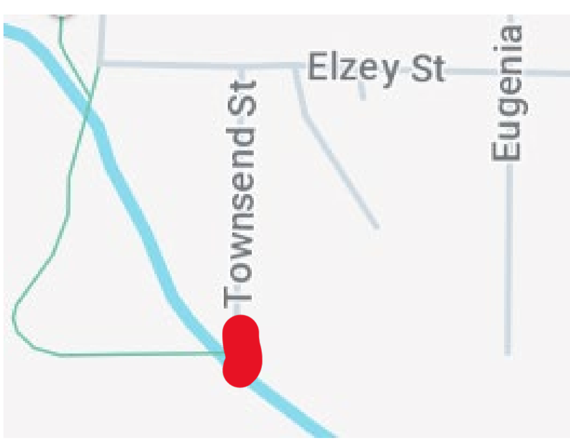
In 2017, the bridge was inspected for the possibility of a rehabilitation project. The project was put on hold due to costs relative to the available budget. Since 2017, the bridge's condition has visibly deteriorated and is now closed to both vehicle and pedestrian traffic.

In 2024, Engineers with Intuition & Logic along with Structures, Inc. re-inspected the bridge and completed an addendum to the 2017 report. The bridge shows signs of heavy moisture seepage at all beam joints, cracks along joint grout keyways, and one of the bridge's piers is cracked. Significant erosion at the abutments caused pavement settlement.

The Missouri Department of Transportation's Engineering Policy Guide for decision-making when considering replacement verses structural rehabilitation suggests comparing estimates for both options. If the cost for rehabilitation is at least 68% of the cost of replacement, then it is generally assumed that replacement will provide a better value than rehabilitation. Estimates for removing and replacing the bridge exceeded the City's budget for stormwater projects in FY2025, and it was determined that the best value to residents was removing the bridge without replacement. With this project, the bridge will be removed and nearby creek banks will be stabilized.

Justification: *Condition of existing facility; Protection & Conservation, Public Safety*
The project will be funded by the City's Parks & Stormwater sales tax, with 50% funded by Parks and 50% funded as a stormwater project.

Operating Budget Impact: None



Bridge location is red highlight above, crossing Deer Creek

DEMOLITION OF BRIDGE IN MALCOLM TERRACE PARK (50% OF COSTS SHARED WITH STORMWATER) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 30,000
Land Acquisition	$ 0
Construction	$ 45,000
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**

CONWAY PARK SIDEWALK & LOT RESURFACING

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$51,000	$0	$0	$0	$0

Project Description:
This project involves pavement repairs, crack sealing, asphalt resurfacing, restriping lines and arrows for the parking lot and repair of the associated sidewalk and ADA ramps at Conway Park.

Existing Conditions:
Most of the asphalt pavement in the parking lot at Conway Park is in fair condition, but over time, all paved surfaces begin to crack and the parking lot lines fade. Regular pavement maintenance such as resurfacing extends the life of the parking lot without having to complete a total reconstruction of the lot. Additionally, the associated curbing and sidewalks have begun to crack and are in need of repair.

Justification: *Condition of Existing Facility; Operating Efficiency; Beautification*
Repairs, pavement resurfacing of 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, repainting and improved accesses will have an element of park beautification to help make that first impression a good one.

Operating Budget Impact:
Sealing pavement and replacing cracked concrete curbs and sidewalks helps prevent the need for maintenance activities such as filling pot holes or making sidewalks ADA compliant.

Comments:
None.

Conway Park Sidewalk & Lot Resurfacing

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 51,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 51,000**

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	$ 51,000
Total Funding	$ 0
City's Contribution	**$ 51,000**

Conway Park Pavilion

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$70,000	$0	$0	$0	$0	$0

Project Description:
This project involves the replacement of the gazebo at Conway Park with a more substantial structure. The existing gazebo has structural issues that are beyond economical repair. The new structure will provide useful functionality and capacity for park visitors.

Existing Conditions:
The gazebo and associated concrete have been exposed to the elements year-round and over time, the metal supports and wood seats have degraded, paint has faded, the structure is becoming unsightly and perhaps even unsafe. Additionally, the concrete under the gazebo is cracked and presents a tripping hazard. The structure is dated and not consistent with the style and look of other structures within the City's Park network.

Justification: *Condition of Existing Facility; Operating Efficiency; Beautification; Public Safety*
Replacement of the gazebo with help to eliminate a structure that is nearing the end of its life, and could pose a safety issue to park visitors. Additionally, the replacement with a new structure will upgrade the look of the park making it more inviting, enjoyable and beautiful. A new structure will provide more room for larger group gatherings anticipated by the addition of pickleball at the park. The new structure will be in the range of 20'x20' and should allow for two or three picnic benches to be installed under it.

Operating Budget Impact:
Replacing the gazebo decreases the amount of time and effort Parks staff needs to expend on repairs. The new structure will be expected to be virtually maintenance free for the next 10-15 years.

Comments:
None

Conway Park Pavilion

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

WATERSHED MANAGEMENT PLAN UPDATE

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$448,026	$0	$0	$0	$75,000	$0	$0

Project Description:
This study will update the Watershed Management Plan (WMP) which was adopted in April 2024. The update to the WMP is anticipated to include the following work scopes:

- A desktop of review of the projects remaining in the adopted WMP which have not been designed.
- A review of possible new projects that have been brought to the attention of staff by residents.
- A review of possible new projects that have been identified by City Staff.
- A desktop review of prioritization ranking of possible projects and incorporation into these rankings new projects.
- Open houses to be held to assist with identification of possible new projects.
- Identification of possible grant opportunities.
- Other scopes identified by Staff and/or the consultant hired for the update.

From the updated Watershed Management Plan will come a prioritized, coordinated list of defined stormwater projects that will be listed as line items. in future Capital Improvement Plans.

Existing Conditions:
A comprehensive City-wide watershed study was completed and adopted in April 2024.

Justification: *Community Demand; Condition of Existing Facility; Coordination; Operating Efficiency; Protection & Conservation*
In previous years, the City's capital improvement budget allowed for a small stormwater program that could only fund small or emergency projects. With the residents' approval of the parks and stormwater sales tax, the City is now able to have a planned, proactive stormwater program that will be logically and efficiently guided by the comprehensive Watershed Management Plan. An update to the adopted Watershed Management Plan will also help qualify the City for grants and other funding opportunities.

Operating Budget Impact:
None

Comments:
None

Expenditure Type	Amount
Planning, Design, and Engineering	$ 75,000
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2026-FY2030)	**$ 75,000**

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	$ 75,000
Total Funding	$ 0
City's Contribution (FY2026-FY2030)	**$ 75,000**

CONWAY PARK POCKET WETLAND & GOLF COURSE POND

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$500,000	$40,000	$500,000	$0	$0	$0

Project Description:
Over time, the lakes at Conway Park and the Golf Course 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 converted to a pocket wetland in FY2026, and the Golf Course lakes is planned to be dredged in FY2028. Both project locations are anticipated to 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*
Creating a pocket wetland or dredging the lakes will improve stormwater management performance by slightly increasing the available storage volume. A pocket wetland at Conway Park will created a vibrant and colorful wetland that has great plant and wildlife diversity. After the lake is dredged at the Golf Course, 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/rework effort will be cost-effective in the long-term.

Comments:
None

CONWAY PARK POCKET WETLAND & GOLF COURSE POND

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 102,635
Land Acquisition	$ 0
Construction	$ 1,000,000
Equipment	$ 0
Other	$ 0
Total Expenditures	$ 1,102,635

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	$ 1,102,635
Total Funding	$ TBD
City's Contribution	**$ 1,102,635**

STORMWATER MANAGEMENT COST-SHARE PROGRAM (GRANT PROGRAM)

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$19,000	$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

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 (FY2026- FY2030)	$ 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 (FY2026-FY2030)	**$ 300,000**

FY2025 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$215,000	$450,000	$0	$0	$0	$0	$0

Project Description:
Woodbridge Manor, Mason Forest Drive, Fernpark Drive and Bellington Lane 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. These projects were among the plan's highest scoring possible projects.

Combining these 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.

This project will address basement and yard flooding at Fernpark Drive and Bellington Lane by constructing a swale, curb, and inlet to direct flows to an existing stormwater inlet.

Existing Conditions:
All 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

FY2025 STORMWATER PROJECTS

Expenditure Type	Amount
Planning, Design, and Engineering	$ 215,000
Land Acquisition	$ 0
Construction	$ 450,000
Equipment	$ 0
Other	$ 0
Total Expenditures	$ 665,000

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	$ 665,000
Total Funding	$ 0
City's Contribution	**$ 665,000**

9509 STORMWATER - 16 PARKS AND STORMWATER FUND

BEAVER DRIVE CROSSING

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$191,000	$650,000	$0	$0	$0	$0	$0

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 than 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

BEAVER DRIVE CROSSING

Expenditure Type	Amount
Planning, Design, and Engineering	$ 191,000
Land Acquisition	$ 0
Construction	$ 650,000
Equipment	$ 0
Other	$ 0
Total Expenditures	$ 519,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 650,000
DNR Section 319 Grant	$ 0
Outside Funding	$ 0
Total Funding	$ 650,000

Summary	Amount
Total Expenditures	$ 841,000
Total Funding	$ 650,000
City's Contribution	**$ 191,000**

9509 STORMWATER - 17 **PARKS AND STORMWATER FUND**

SONA LANE

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$27,133	$50,000	$0	$0	$0	$0	$0

Project Description:
This project will address structural flooding and yard erosion for the homes on the west side of Sona Lane. The project might include berms and swales between the homes on Sona Lane which will convey flows to a new stormwater pipe and inlet system that might also be constructed as part of this project. The consultant hired has completed a conceptual study. Programming in FY2026 is anticipated to further the study to determine if measurable improvements can be achieved within a fundable construction budget.

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

SONA LANE

Expenditure Type	Amount
Planning, Design, and Engineering	$ 77,133
Land Acquisition	$ 0
Construction	$ TBD
Equipment	$ 0
Other	$ 0
Total Expenditures	$ 77,133

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	$ 77,133
Total Funding	$ TBD
City's Contribution	**$ 77,133**

VARIOUS PROJECTS – UNIVERSITY CITY OMCI

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$175,000	$0	$0	$0	$0

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 FY2027 to the Stormwater Committee for review/approval, and then the selected project would be reviewed/approved by the City Council in FY2027.

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

VARIOUS PROJECTS – UNIVERSITY CITY OMCI

Expenditure Type	Amount
Planning, Design, and Engineering	$ 25,000
Land Acquisition	$ 0
Construction	$ 150,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2026 – FY2030)	$ 175,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 150,000
DNR Section 319 Grant	$ 0
Outside Funding	$ 0
Total Funding	$ 150,000

Summary	Amount
Total Expenditures	$ 175,000
Total Funding	$ 150,000
City's Contribution (FY2026 – FY2030)	**$ 25,000**

GRANT FUNDING CONSULTANT RESEARCH FOR STORMWATER PROJECTS

Estimated Annual Costs						
Prior Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**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 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

GRANT FUNDING CONSULTANT RESEARCH FOR STORMWATER PROJECTS

Expenditure Type	Amount
Planning, Design, and Engineering	$ 25,000
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2026-FY2030)	$ 25,000

Funding Type	Amount
Outside Funding	$ 0
Total Funding	$ 0

Summary	Amount
Total Expenditures	$ 25,000
Total Funding	$ 0
City's Contribution (FY2026-FY2030)	**$ 25,000**

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

Estimated Annual Costs						
Prior Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$75,000	$0	$0	$0	$0	$0

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

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 (FY2026-FY2030)	$ 75,000

Funding Type	Amount
Outside Funding	$ 0
Total Funding	$ 0

Summary	Amount
Total Expenditures	$ 75,000
Total Funding	$ 0
City's Contribution (FY2026-FY2030)	**$ 75,000**

9509 STORMWATER - 26 **PARKS AND STORMWATER FUND**

DEMOLITION OF BRIDGE IN MALCOLM TERRACE PARK (50% OF COSTS SHARED WITH PARKS)

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$75,000	$0	$0	$0	$0	$0

Project Description:
This project will remove the failing bridge in Malcolm Terrace Park and located off Townsend Street. The City of Creve Coeur's Department of Public Works uses the bridge to bring equipment into the park for maintenance activities, and pedestrians use the bridge to access the park's trails. Both City staff and the public have alternate routes to enter the park, with the main one being a low water bridge at the end of Elzey Street.

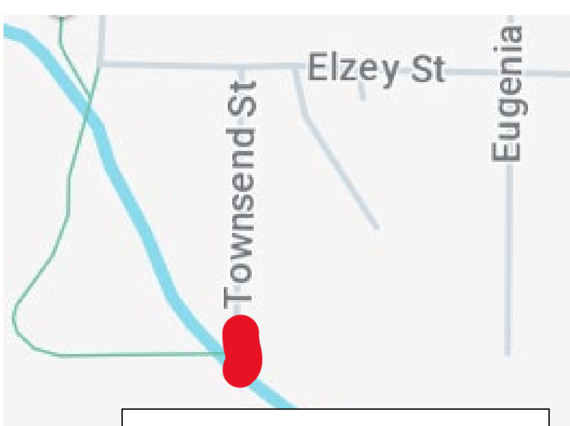
In 2017, the bridge was inspected for the possibility of a rehabilitation project. The project was put on hold due to costs relative to the available budget. Since 2017, the bridge's condition has visibly deteriorated and is now closed to both vehicle and pedestrian traffic.

In 2024, Engineers with Intuition & Logic along with Structures, Inc. re-inspected the bridge and completed an addendum to the 2017 report. The bridge shows signs of heavy moisture seepage at all beam joints, cracks along joint grout keyways, and one of the bridge's piers is cracked. Significant erosion at the abutments caused pavement settlement.

The Missouri Department of Transportation's Engineering Policy Guide for decision-making when considering replacement verses structural rehabilitation suggests comparing estimates for both options. If the cost for rehabilitation is at least 68% of the cost of replacement, then it is generally assumed that replacement will provide a better value than rehabilitation. Estimates for removing and replacing the bridge exceeded the City's budget for stormwater projects in FY2025, and it was determined that the best value to residents was removing the bridge without replacement. With this project, the bridge will be removed and nearby creek banks will be stabilized.

Justification: *Condition of existing facility; Protection & Conservation, Public Safety*
The project will be funded by the City's Parks & Stormwater sales tax, with 50% funded by Parks and 50% funded as a stormwater project.

Operating Budget Impact: None



Bridge location is red highlight above, crossing Deer Creek

DEMOLITION OF BRIDGE IN MALCOLM TERRACE PARK (50% OF COSTS SHARED WITH PARKS) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 30,000
Land Acquisition	$ 0
Construction	$ 45,000
Equipment	$ 0
Other	$ 0
Total Expenditures	$ 75,000

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

PROJECTS FROM THE WATERSHED MANAGEMENT PLAN

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$0	$0	$1,300,000	$1,500,000	$0

Project Description:
The City's 2024 Watershed Management Plan (WMP) identified more than one hundred possible public stormwater projects. Possible projects are scored based on the risks addressed, benefits, and estimated costs (essentially a cost-to-benefit ratio). Higher scores generally indicate that the project addresses more risks and offers more benefits for each dollar of estimated costs.

For FY2024 through FY2028, the City sought to program projects with a score of one or greater in the WMP. The City's Stormwater Committee gave City staff the planning-level direction to give particular focus to projects that address structural and roadway flooding, as these are the risks with the greatest potential negative impact to public health, public safety, personal property, and public infrastructure.

By FY2029 and FY2030, it is likely that many of the possible roadway and structural flooding focused projects with a score of one or greater will have been addressed. In FY2029 and FY2030, the Stormwater Program may be shifting towards more streambank restoration projects that score one or greater in the WMP. Many of these relatively higher-scoring streambank-focused projects address erosion issues that impact habitable or other structures that require a Building Department permit to construct.

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

This project will be funded by the City's Parks & Stormwater sales tax. Some projects may qualify for Metropolitan St. Louis Sewer District (MSD) OMCI or Proposition S funding. At this time, the future of Missouri Department of Natural Resources Section 319 grants is uncertain but remains a possibility for funding.

Operating Budget Impact:
The project will likely not impact the City's Operating Budget if the assets are on private property.

The City may have operating and maintenance costs if the project installs City-owned assets.

Comments:
None

PROJECTS FROM THE WATERSHED MANAGEMENT PLAN

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 500,000
Land Acquisition	$ 0
Construction	$ 2,300,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2026-FY2030)	$ 2,800,000

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ TBD
DNR Section 319 Grant	$ 0
MSD Proposition S	$ 240,000
Total Funding	$ 240,000

Summary	Amount
Total Expenditures	$ 2,800,000
Total Funding	$ 240,000
City's Contribution (FY2026-FY2030)	**$ 2,560,000**

FY2026 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$160,000	$435,000	$0	$0	$0	$0

Project Description:
The Stormwater Committee's planning-level direction is to program projects that score a one or greater in the City's 2024 Watershed Management Plan (WMP) with a focus on projects that address structural and roadway issues.

The following projects are planned to enter into engineering design in FY2026 with the intent to undergo construction in FY2027.

- **North Spoede Road & Mission Hills Court (DC-S-22)** seeks to address roadway flooding near the intersection of North Spoede Road & Mission Hills Court. The project will also explore the possibility of adding additional stormwater inlets along North Spoede Road.
- **Pine Manor Drive (DC-S-09)** looks to address street and yard flooding with possible extensions and modifications of the existing stormwater system. Swales and berms may be considered for addressing yard flooding.
- **18 Sackston Woods Lane (DC-S-02)** intends to address yard flooding with the possible installation of a pipe plus swale and berm system.
- **Alden Lane (DC-S-18)** aims to address roadway flooding, failing streambank protections, yard flooding, and roadway sinkholes. Design may consider installing natural streambank protections, grade controls, curb and gutter sections, a roadway crown, and a berm and swale.

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

This project will be funded by the City's Parks & Stormwater sales tax. Projects may qualify for Metropolitan St. Louis Sewer District (MSD) OMCI and Proposition S funding.

Residents and the Stormwater Committee have been supportive of the City's approach to programming projects identified in the 2024 Watershed Management Plan.

Operating Budget Impact:
Projects will impact the City's Operating Budget if the installed assets are City-owned rather than privately-owned.

Comments:
None

FY2026 STORMWATER PROJECTS

Expenditure Type	Amount
Planning, Design, and Engineering	$ 160,000
Land Acquisition	$ 0
Construction	$ 435,000
Equipment	$ 0
Other	$ 0
Total Expenditures	$ 595,000

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	$ 595,000
Total Funding	$ TBD
City's Contribution (FY2026-FY2030)	**$ 595,000**

FY2027 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$295,000	$535,000	$0	$0	$0

Project Description:
The Stormwater Committee's planning-level direction is to program projects that score a one or greater in the City's 2024 Watershed Management Plan (WMP) with a focus on projects that address structural and roadway issues.

The following projects are planned to enter into engineering design in FY2027 with the intent to enter construction in FY2028.

- **Villa Hill Lane (CC-C-16)** plans to address streambank erosion that is threatening a retaining wall.
- **740 North Mason Road (CC-S-05)** intents to address yard flooding and erosion that affects several homes by potentially installing a berm and swale system that directs flows to an existing stormwater system.
- **Oak Hollow Drive (CC-C-23)** has the objective to address creekbank erosion that is threatening habitable structures.
- **Morwood Lane (DC-S-13)** aims to address roadway and yard flooding by possibility reestablishing roadway gutters and installing berms, swales, inlets, and pipes.

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

This project will be funded by the City's Parks & Stormwater sales tax. Projects may qualify for Metropolitan St. Louis Sewer District (MSD) OMCI and Proposition S funding.

Residents and the Stormwater Committee have been supportive of the City's approach to programming projects identified in the 2024 Watershed Management Plan.

Operating Budget Impact:
Projects will impact the City's Operating Budget if the installed assets are City-owned rather than privately-owned.

Comments:
None

FY2027 STORMWATER PROJECTS

Expenditure Type	Amount
Planning, Design, and Engineering	$ 295,000
Land Acquisition	$ 0
Construction	$ 535,000
Equipment	$ 0
Other	$ 0
Total Expenditures	$ 830,000

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	$ 830,000
Total Funding	$ TBD
City's Contribution	**$ 830,000**

FY2028 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$0	$300,000	$TBD	$0	$0

Project Description:
The Stormwater Committee's planning-level direction is to program projects that score a one or greater in the City's 2024 Watershed Management Plan (WMP) with a focus on projects that address structural and roadway issues.

The following projects are planned to begin engineering design in FY2028 with the goal of construction in FY2029.

- **996 East Rue De La Banque Street (DC-C-03)** seeks to address streambank erosion that is threatening a habitable structure and existing stormwater infrastructure.
- **Ferngate Lane (CC-C-07)** intends to address erosion threating habitable structures, failing rip rap, and an exposed outlet pipe.

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

This project will be funded by the City's Parks & Stormwater sales tax. Projects may qualify for Metropolitan St. Louis Sewer District (MSD) OMCI and Proposition S funding.

Residents and the Stormwater Committee have been supportive of the City's approach to programming projects identified in the 2024 Watershed Management Plan.

Operating Budget Impact:
Projects will impact the City's Operating Budget if the installed assets are City-owned rather than privately-owned.

Comments:
None

FY2028 STORMWATER PROJECTS

Expenditure Type	Amount
Planning, Design, and Engineering	$ 300,000
Land Acquisition	$ 0
Construction	$ TBD
Equipment	$ 0
Other	$ 0
Total Expenditures	$ 300,000

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	$ 300,000
Total Funding	$ TBD
City's Contribution	**$ 300,000**

PARKS CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$41,505	$30,000	$0	$0	$0	$0	$0

Project Description:
The Department of Public Works proposes to purchase a mini-excavator with attachments for projects necessary to maintain the park nature trails and surrounding grounds. This FY2026 programmed cost will be shared at a 50% level with the Capital Fund. The total estimated purchase price of the mini-excavator is $60,000.

Existing Conditions:
The mini-excavator 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

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**

CAPITAL PROJECT ADMINISTRATION - 01 **PARKS AND STORMWATER FUND**

PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Year	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$175,728	$181,000	$186,500	$192,100	$197,900	$203,900	TBD

Project Description:
This line item includes the costs associated with the full-time salary and benefits for three Public Works staff members to help oversee the design and construction of projects outlined in the Capital Improvement Program. One Public Works staff member will be 100% funded through the Capital Fund, one Public Works staff member will be 100% funded through the Parks and Stormwater Fund, and one Public Works staff member will be 50% funded through the Capital Fund and 50% funded through the Parks and Stormwater Fund.

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

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

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

Comments:
None

Expenditure Type	Amount
Planning, Design, and Engineering	$ 961,400
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2026-FY2030)	$ 961,400

Funding Type	Amount
Outside Funding	$ 0
Total Funding	$ 0

Summary	Amount
Total Expenditures	$ 961,400
Total Funding	$ 0
City’s Contribution (FY2026-FY2030)	**$ 961,400**

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.

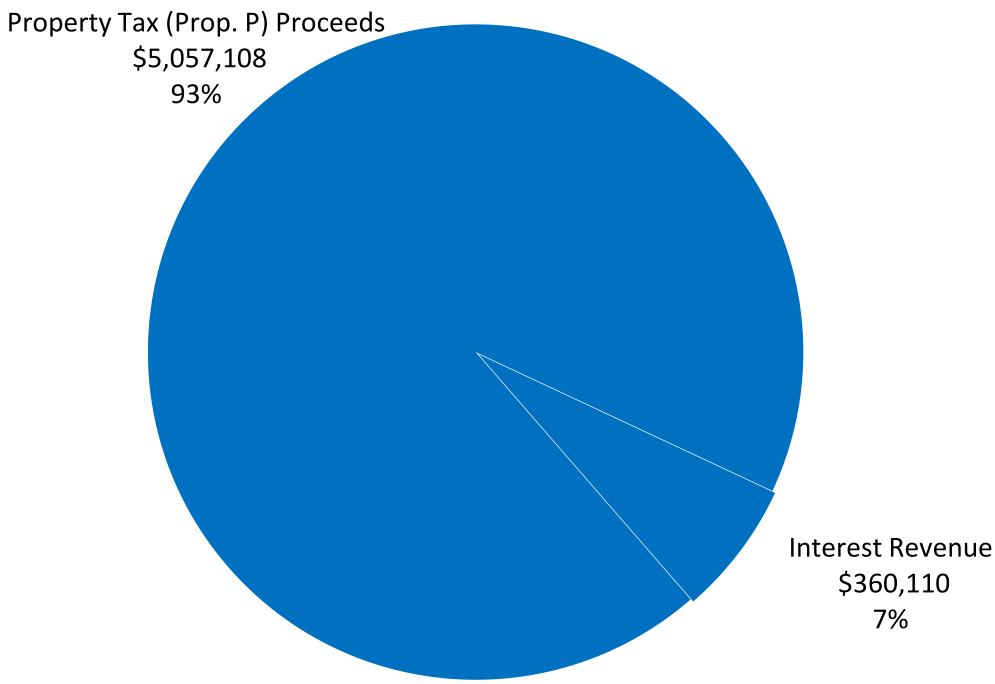
Now that the police building project is complete, the remaining balance of this fund will be allocated to safety, security, and accessibility improvements to the Creve Coeur Government Center and the Police Station. Planning and design for the renovation of the Government Center are identified as a project 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

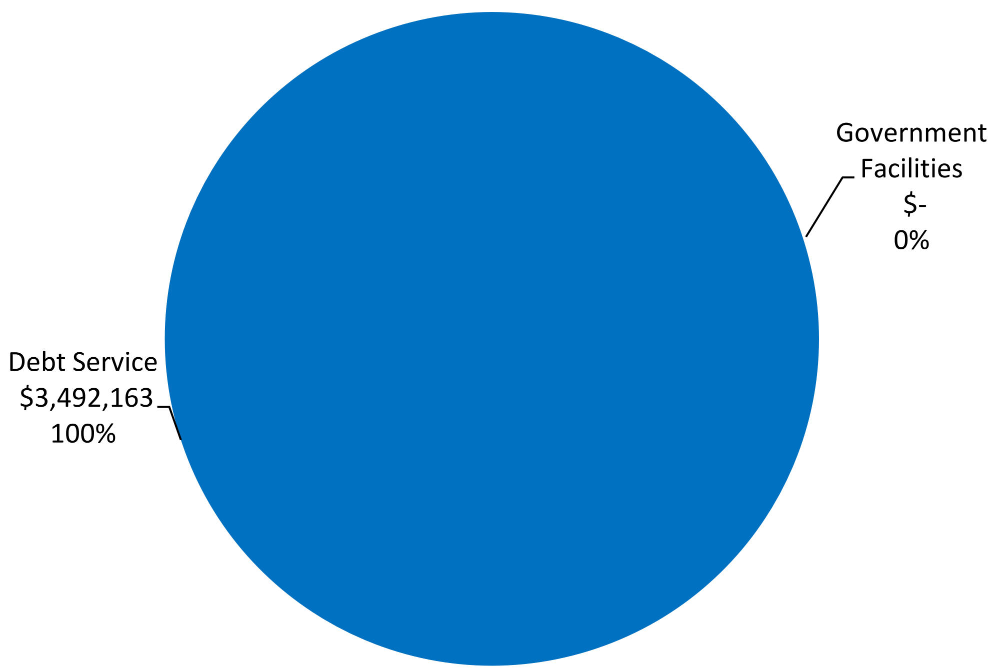
Most of the remaining revenues and expenses for the Building Project Bond Fund involve the debt service for the bonds. The debt service for the Building Project Bond Fund will be paid through a 20-year real estate and personal property tax levy, which is anticipated to sunset in 2037.

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.



FY2026-FY2030 BUILDING PROJECT BOND FUND REVENUES



FY2026-FY2030 BUILDING PROJECT BOND FUND EXPENSES

CAPITAL FUND

9501 GOVERNMENT FACILITIES	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
02 Government Center Renovations	30,000	-	30,000	-	30,000	30,000	30,000	30,000	30,000
04 Salt Dome Roof Repairs (Insurance Claim)	60,000	40,433	-	-	-	-	-	-	-
06 Government Center Roof Repairs (Insurance Claim) (108E)	255,653	243,436	-	-					
07 Demo of 1030 N Lindbergh Blvd Building (105E)	40,000	2,285	28,820	40,035					
08 Roofing for Public Works Garage	-				575,000				
09 EV Charging Stations at the Police Station and Government Center	112,500		100,000	-					
10 Public Works Garage Parking Lot Repairs			75,000	55,469					
11 Public Works Settlement Study (100E)			35,000	26,000					
Subtotal (Government Facilities)	**498,153**	**286,154**	**268,820**	**121,504**	**605,000**	**30,000**	**30,000**	**30,000**	**30,000**
% of Total Capital Fund Outlay	5%	5%	3%	1%	7%	1%	1%	1%	1%

9506 PARKS AND RECREATIONAL FACILITIES	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
14 Ice Arena Refrigerant Switchover (Municipal & ARPA Grant)	2,412,970	933,050	1,736,472	1,736,472	-	-	-	-	-
16 Dielmann Recreation Complex HVAC Replacement - Phase 2 (Dielemann East)	127,259	116,035	8,734	8,734	-	-	-	-	-
17 Dielmann Recreation Complex Roof Drainage	93,000	113,574	-	-	-	-	-	-	-
18 Ice Arena Flooring Replacement	200,000	104,215	-	-	-	-	-	-	-
21 Ice Arena Dehumidification System Repair (ARPA)	68,704	73,304	-	-	-	-	-	-	-
23 Dielmann Complex Concessions & Pro Shop Renovation (Municipal Park Grant)	-	15,500	-	-	75,000	600,000	-	-	-
25 Golf Course Perimeter Fencing Replacement	40,000	17,968	-	-	-	-	-	-	-
26 Golf Course Maintenance Bridge	-		-	-	-	-	-	200,000	-
27 Dielmann Structural Repairs	20,000	3,350							
29 Roofing for Ice Arena (Insurance Claim)					425,000				
32 Golf Course Maintenance Building Replacement	30,000	4,046	15,704	15,704					100,000
33 Golf Course Irrigation System Replacement (Municipal Park Grant) (219E)					1,220,000	-	-		
34 DRC - East Parking Lot Mill & Resurface						**83,000**			
Subtotal (Parks and Recreational Facilities)	**3,011,933**	**1,381,042**	**1,760,910**	**1,760,910**	**1,720,000**	**683,000**	**-**	**200,000**	**100,000**
% of Total Capital Fund Outlay	28%	23%	17%	19%	20%	12%	0%	5%	3%

9510 STREETS AND SIDEWALKS	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
01 Street and Sidewalk Maintenance Program (600E)	2,680,810	1,891,980	3,028,125	2,937,280	1,500,000	1,530,000	1,560,000	1,590,000	1,620,000
02 Street Reconstruction/Rehabilitation (600E)	380,327	60,561	-	-	300,000	-	305,000	310,000	315,000
04 Fernview Sidewalk - Phase 1 Olive to Gallagher (TAP Grant) (19701E)	50,000	6,056	341,188	125,000	230,000	645,000	-	-	-
05 New Ballas Median Plantings	50,000	28,960	-	-	-	-	-	-	-
10 N Ballas Road Improvements - Phase 1 - Olive to Craig (STP Grant) (21701E)	548	959,744	337,475	445,000	-	-	-	-	-
11 425 N. New Ballas Sidewalk - (TAP Grant) (604E)	29,204	1,265	58,735	271,235	330,000	-	-	-	-
12 Lindbergh-Old Olive Intersection (State Cost-Share; STP Grant) (21702E)	2,045,500	394,837	2,045,000	2,240,000	25,000	-	-	-	-
13 Olive-Lindbergh Interchange & Olive Enhancements	30,000		50,000	-	50,000	-	-	-	-
14 Pavement Condition Ratings Update	-		-	-	-	58,000	-	-	-
15 Olive Median Enhancement Stock	20,000	-	20,000	-	20,000	-	20,000	-	20,000
16 Craig Road Improvements (STP Grant) (18702E)	325,600	175,789	1,377,011	81,286	1,600,000	-	-	-	-
17 N Ballas Road Improvements - Phase 2 S. New Ballas (STP Grant) (608E)	150,000	13,204	184,956	135,000	1,315,000	-	-	-	-
18 N Ballas Road Improvements - Phase 3 - Ladue to Magna C (STP Grant) (611E)	-			16,286	150,000	10,000	850,000	-	-

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

New or Substantially Modified Projects are in Bold

19 N Ballas Road Improvements - Phase 4 - Magna C to Olive (STP Grant) (612E)	-		-	-		150,000	25,000	1,100,000	-
20 Ladue Road Improvements - Phase 1 (STP Grant) (609E)	-	6,500	175,000	177,741	25,000	1,800,000	-	-	-
21 Olive-270 Overpass Cleaning & Painting	80,000		20,000	-	25,000	150,000	-	-	-
22 Old Olive Sidewalk Extension (Design & Construct)	30,549	-							
23 Fernview Sidewalk - Phase 2 Gallagher to LeHavre (TAP Grant eligible)					-	-	125,000	100,000	800,000
24 Mason Road Pedestrian Signal (610E)			25,000	34,123					
25 Powder Coat Signals on Ladue (MoDOT project)				20,000					
26 First Bank Utility Replacement	225,000								
26 Old Olive Road Imp. - Phase 1 - Lindbergh to Olive (west) (STP Grant) (613E)				-			-	**125,000**	**25,000**
27 Olive Blvd at Olia Village - Median Irrigation and Plantings (2) (614E)						**150,000**			
28 Olive Median Project - Woodcrest to Mason					**92,000**				
29 Mary Meadows Resurfacing - South of Olive (NID)					**75,000**				
30 Ladue Road Bike Lane Study - East of I-270 to Eastern City Limits					**35,000**				
31 Feasibility Studies - Falaise Drive Sidewalk & Pathway Connections					**35,000**				
32 Old Olive Road Imp. Phase 2 - Lindbergh to Olive (east) (STP Grant)									**125,000**
33 Sidewalk Rehabilitation Program					**50,000**		**50,000**		**-**
						-			
Subtotal (Streets and Sidewalks)	**6,097,538**	**3,538,896**	**7,662,490**	**6,482,951**	**5,857,000**	**4,493,000**	**2,935,000**	**3,225,000**	**2,905,000**
% of Total Capital Fund Outlay	56%	58%	72%	70%	67%	77%	82%	79%	79%

9516 CAPITAL EQUIPMENT	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
01 Public Works Capital Equipment	814,265	387,452	452,666	450,448	379,655	428,288	435,586	445,593	429,057
02 Golf Course Capital Equipment	55,000	52,000	-	-	-	-	-	-	-
06 Permitting Software	114,537	129,138	-	-	-	-	-	-	-
09 Capital Equipment Back Order	123,042	123,042	326,755	326,755	-				
10 Olympia Zamboni Repair		35,480							
Subtotal (Capital Equipment)	**1,106,844**	**727,112**	**779,421**	**777,203**	**379,655**	**428,288**	**435,586**	**445,593**	**429,057**
% of Total Capital Fund Outlay	10%	12%	7%	8%	4%	7%	12%	11%	12%

CAPITAL PROJECT ADMINISTRATION	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
01 Project Management	163,104	164,421	180,226	180,226	183,831	187,507	191,257	195,082	198,984
Subtotal (Administration)	**163,104**	**164,421**	**180,226**	**180,226**	**183,831**	**187,507**	**191,257**	**195,082**	**198,984**
% of Total Capital Fund Outlay	**1%**	**3%**	**2%**	**2%**	**2%**	**3%**	**5%**	**5%**	**5%**

TOTAL CAPITAL FUND OUTLAY	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
	10,877,572	**6,097,625**	**10,651,867**	**9,322,794**	**8,745,486**	**5,821,795**	**3,591,843**	**4,095,675**	**3,663,041**

9514 DEBT SERVICE	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 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)	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
	10,877,572	**6,097,625**	**10,651,867**	**9,322,794**	**8,745,486**	**5,821,795**	**3,591,843**	**4,095,675**	**3,663,041**

CAPITAL FUND REVENUES	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	1,764,724	3,440,107	5,855,822	5,855,822	1,459,636	1,372,750	769,413	766,642	471,713
Estimated Capital Improvement Sales Tax Revenue (Half-Cent Sales Tax)	2,470,850	2,339,563	2,320,587	2,300,000	2,311,500	2,323,058	2,334,673	2,346,346	2,358,078
Estimated Interest Revenue	-	150,556	193,643	25,000	25,000	25,000	25,000	25,000	25,000
Estimated Additional Revenue (Grants, Reimbursement, and Other)	5,561,190	3,862,916	3,721,360	2,078,708	4,902,100	2,350,400	709,400	909,400	749,400
Proceeds from Equipment Sales	10,000	21,000	20,000	22,900	20,000	20,000	20,000	20,000	20,000
General Fund Transfers In	400,000	2,139,305	500,000	500,000	1,400,000	500,000	500,000	500,000	500,000
Total Revenues & General Fund Transfers In - Capital Fund	**8,442,040**	**8,513,340**	**6,755,590**	**4,926,608**	**8,658,600**	**5,218,458**	**3,589,073**	**3,800,746**	**3,652,478**
Total Anticipated Year End Expenditures	**10,877,572**	**6,097,625**	**10,651,867**	**9,322,794**	**8,745,486**	**5,821,795**	**3,591,843**	**4,095,675**	**3,663,041**
Ending Fund Balance (Cash Basis) - Capital Fund	**(670,808)**	**5,855,822**	**1,959,545**	**1,459,636**	**1,372,750**	**769,413**	**766,642**	**471,713**	**461,150**

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
New Ballas Improvements - Phase 1 (STP Grant) (21701E)	816,000	903,952	904,000	-	-	-	-	-	-
Lindbergh-Old Olive Intersection (State Cost-Share Program) (21702E)	875,050	62,227	875,000	-	350,000	-	-	-	-
Lindbergh-Old Olive Intersection (STP Grant) (21702E)	934,360	262,020	934,360	-	920,000	-	-	-	-
New Ballas Sidewalk - Phase 3 (TAP Grant) (604E)			8,000	175,000	273,000	-	-	-	-
Ice Arena Refrigerant Switchover (Municipal Park Grant)	-	-	-	**525,000**	-	-	-	-	-
Craig Road Improvements (STP Grant) (18702E)	80,000		960,000	-	960,000	-	-	-	-
Misc.	-	23,847	-	-	35,000	-	-	-	-
Olive Median Enhancement Stock (Insurance Proceeds)	20,000	-	20,000	-	20,000	-	20,000	-	20,000
Ice Arena Refrigerant Switchover & dehumidification (ARPA)	1,670,535	956,755		874,125					
Street and Sidewalk Maintenance Program (ARPA)	1,145,245	1,145,245							
New Ballas Improvements - Phase 2 (STP Grant) (608E)					1,060,000	-			
Fernview Sidewalk - Phase 1 (TAP Grant) (19701E)					184,000	516,000			
Missouri American Water Concrete Reimbursement		508,870							
Lindbergh-Old Olive Intersection (Governor's Cost Share) (21702E)					575,100				
Lawsuit settlement for Govt. Center, PW & DRC roof damages				**494,583**					
Municipal Park Grants Awarded (All projects)				**10,000**	**525,000**	-	-		
Municipal Park Grants Projected (All projects)						***525,000***			
TAP Grants Awarded (All projects)									
TAP Grants Projected (All projects)									***720,000***
STP Grants Awarded (All projects)						**1,300,000**			
STP Grants Projected (All projects)							***680,000***	***900,000***	-
Mary Meadows Resurfacing NID						**9,400**	**9,400**	**9,400**	**9,400**
Subtotal	**5,561,190**	**3,862,916**	**3,721,360**	**2,078,708**	**4,902,100**	**2,350,400**	**709,400**	**909,400**	**749,400**

PARKS AND STORMWATER FUND

9501 GOVERNMENT FACILITIES	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 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	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
03 Historic Building Rehabilitation and Preservation	100,000	21,611	55,000	6,000	25,000	80,000	25,000	25,000	25,000
04 Conway Park Cabins Relocation	-	-	-	7,695	-	-	-	-	-
05 Park Restroom Renovations	153,000	152,927					-		-
10 Park Furniture Replacement (209E)	20,000	-	20,000	13,000	20,000	20,000	20,000	20,000	20,000
11 Malcolm Terrace Park Trail Improvements	-		-	-	25,000	-	-	-	-
14 Millennium Park Improvements - Phase 1 (204E)	2,334,878	2,601,376	12,987	43,000	-	-	-	-	-
15 Millennium Park Improvements - Ph 2 - Trails & Ridgemoor Forest Pedestrian Bridge	-	-	-	-	-	100,000	650,000	-	-
17 Venable Park Improvements - Phase 1 - Trail, Bridge & Tennis Courts (218E)	125,000	-	2,660,574	3,100,000			-	-	-
18 Conway Park Parking Lot Expansion (Design)	-	20,500	-		-	-	-	-	-
19 Playground Safety Surface Replacement (MTP 2027 & Conway 2029)		-			-	200,000	-	125,000	-
21 Millennium Park - Phase 3 - Park Entrance & Parking Lot Improvements						-		70,000	400,000
22 Lake School Park Renovations (217E)	17,890	-	19,810	8,809	200,000	375,000	150,000	** 1,500,000	
23 39N Greenway Connection to Centennial Trail	33,750	46,550		23,350	-	300,000	-	700,000	-
24 Venable Park Memorial (HDR Foundation Grant)	288,500	102,428	234,880	235,480				-	-
25 Malcolm Terrace Park Pavilion Replacement					80,000			-	-
26 Millennium Park - Parking Lot Solar Lighting			25,000	29,000					
27 Demolition of Bridge in Malcolm Terrace Park (50% of costs)					**75,000**				
28 Conway Park Sidewalk & Lot Resurfacing						**51,000**			
29 Conway Park Pavillion					**70,000**				
Subtotal (Parks and Recreational Facilities)	**3,073,018**	**2,945,392**	**3,028,251**	**3,466,334**	**495,000**	**1,126,000**	**845,000**	**2,440,000**	**445,000**
% of Total Parks and Stormwater Fund Outlay	65%	75%	57%	75%	18%	49%	35%	60%	20%

9509 STORMWATER	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
01 Watershed Management Plan Update (400E)	339,633	204,405	-	-	-	-	-	**75,000**	-
04 Hibler Roadside Drainage (401)	339,000	170,563	330,741	318,000	-	-	-	-	-
05 Alden Lane Drain Replacement (Deer Creek OMCI) (402E)	87,000	97,557	-	-	-	-	-	-	-
06 Ballas Culvert Erosion Rehabilitation (Deer Creek OMCI) (403E)	383,471	255,133	33,637	44,000	-	-	-	-	-
07 Golf Course Pond Aeration (404E)	64,000	64,745	-	-	-	-	-	-	-
08 Hibler Woods Drain Replacement (406E)	42,540	99	-	-	-	-	-	-	-
09 Stormwater Concept Plans (Design)	150,000	-							
11 Conway Park Pocket Wetland & Golf Course Pond (408E)	40,000	8,910	450,000	53,725	500,000	40,000	500,000	-	
13 Stormwater Management Cost-Share Program		-	120,000	19,000	60,000	60,000	60,000	60,000	60,000
15 FY2025 Stormwater Projects (412 E)		-	617,000	215,000	450,000				
16 Beaver Drive Crossing (Deer Creek OMCI) (409E)			174,000	191,000	650,000				
17 Sona Lane (Deer Creek OMCI) (411E)			160,000	27,133	50,000				
20 Various Projects - University City (OMCI)						175,000			
21 Drain Replacements - West Rue De La Banque & Bellerive Manor			70,000	85,000					
22 Grant Funding Consultant Research for Stormwater Projects			25,000		25,000				

	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
23 Video Inspection Ballas storm sewer (Olive to Conway) Video of Roadway Culverts			75,000	-	75,000				
24 MTP Bridge Study				3,380					
25 12173 Royal Valley Drive French Drains		9,000							
26 Demolition of Bridge in Malcolm Terrace Park (50% of costs)					**75,000**				
27 Projects from Watershed Management Plan (WMP)								**1,300,000**	**1,500,000**
28 FY2026 Stormwater Projects (413E)					**160,000**	**435,000**			
29 FY2027 Stormwater Projects (414E)						**295,000**	**535,000**		
30 FY2028 Stormwater Projects (415E)							**300,000**		
				-					
Subtotal (Stormwater)	**1,445,644**	**810,412**	**2,055,378**	**956,238**	**2,045,000**	**1,005,000**	**1,395,000**	**1,435,000**	**1,560,000**
% of Total Parks and Stormwater Fund Outlay	31%	21%	39%	21%	74%	43%	57%	35%	71%

9510 STREETS AND SIDEWALKS	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal (Streets and Sidewalks)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
% Total Parks-Stormwater Tax Fund Outlay	0%	0%	0%	0%	0%	0%	0%	0%	0%

9516 CAPITAL EQUIPMENT	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
01 Parks Capital Equipment	30,000	30,000	30,000	41,505	**30,000**	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal (Capital Equipment)	**30,000**	**30,000**	**30,000**	**41,505**	**30,000**	**-**	**-**	**-**	**-**
% of Total Parks and Stormwater Fund Outlay	1%	1%	1%	1%	1%	0%	0%	0%	0%

CAPITAL PROJECT ADMINISTRATION	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
01 Project Management	147,495	160,926	175,728	175,728	181,000	186,500	192,100	197,900	203,900
Subtotal (Administration)	**147,495**	**160,926**	**175,728**	**175,728**	**181,000**	**186,500**	**192,100**	**197,900**	**203,900**
% of Total Parks and Stormwater Fund Outlay	3%	4%	3%	4%	7%	8%	8%	5%	9%

CAPITAL OUTLAY SUMMARY	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
Total Parks-Stormwater Tax Fund Outlay	4,696,157	3,946,730	5,289,357	4,639,805	2,751,000	2,317,500	2,432,100	4,072,900	2,208,900
% of Total Annual Expenses	89%	87%	90%	89%	84%	81%	82%	88%	80%

OPERATIONS AND MAINTENANCE	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
Transfer Out - General Fund (Parks and Stormwater Operations and Maintenance)	582,434	582,434	565,998	565,998	541,181	543,887	546,606	549,339	552,086
Subtotal	**582,434**	**582,434**	**565,998**	**565,998**	**541,181**	**543,887**	**546,606**	**549,339**	**552,086**
% of Total Annual Expenses	11%	13%	10%	11%	16%	19%	18%	12%	20%

9514 DEBT SERVICE	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 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)	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
	5,278,591	**4,529,164**	**5,855,355**	**5,205,803**	**3,292,181**	**2,861,387**	**2,978,706**	**4,622,239**	**2,760,986**

PARKS AND STORMWATER FUND REVENUES	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	4,106,102	4,138,823	2,950,287	2,950,287	749,092	1,172,822	1,509,465	2,052,454	585,643
Estimated Parks-Stormwater Tax Revenue (Half-Cent Sales Tax)	2,970,411	2,746,471	2,858,291	2,705,903	2,719,433	2,733,030	2,746,695	2,760,428	2,774,230
Estimated Interest Revenue	25,049	107,205	227,624	25,000	25,000	25,000	25,000	25,000	25,000
Estimated Additional Revenue (Grants, Reimbursement, and Other)	215,000	486,952	281,643	273,705	971,478	440,000	750,000	370,000	125,000
Capital Fund Transfers In	-	-	-	-	-	-	-	-	-
General Fund Transfers In	-	-	-	-	-	-	-	-	-
Proceeds from Equipment Sales	-	-	-	-	-	-	-	-	-
Total Revenues & Transfers In - Parks and Stormwater Fund	**3,210,460**	**3,340,628**	**3,367,558**	**3,004,608**	**3,715,911**	**3,198,030**	**3,521,695**	**3,155,428**	**2,924,230**
Total Anticipated Year End Expenditures	**5,278,591**	**4,529,164**	**5,855,355**	**5,205,803**	**3,292,181**	**2,861,387**	**2,978,706**	**4,622,239**	**2,760,986**
Ending Fund Balance (Cash Basis) - Parks and Stormwater Fund	**2,037,971**	**2,950,287**	**462,490**	**749,092**	**1,172,822**	**1,509,465**	**2,052,454**	**585,643**	**748,888**

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
ADA Improvements (Community Development Block Grant)	-	-	-	-	-	-	-	-	-
Stormwater Improvements (Deer Creek OMCI)	65,000	61,952	281,643	272,197	950,000	140,000	225,000	120,000	-
Venable Park Memorial (HDR Foundation Grant)	100,000	100,000	-	-	-	-	-	-	-
Venable Park Memorial (Private Donations)	50,000	25,000	-	-	-	-	-	-	-
Venable Park Master Plan (HDR Foundation Grant)		300,000							
Various Projects - (University City OMCI)	-	-	-	-		175,000	-	-	-
Miscellaneous Donations				1,508					
MSD Proposition S Funds (Most stormwater projects eligible)						**125,000**	**-**	**250,000**	**125,000**
Alden Lane refund from MOAW					21,478				
Municipal Park Grant Awarded (All Projects)									
Municipal Park Grant Projected (All Projects)							***525,000***		
Annual Total	**215,000**	**486,952**	**281,643**	**273,705**	**971,478**	**440,000**	**750,000**	**370,000**	**125,000**

***** = Fountain Park sale proceeds of $750,000 are programmed to construction costs for the project.***

BUILDING PROJECT BOND FUND (PROP P)

BUILDING PROJECT BOND FUND REVENUES	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	1,159,121	1,159,121	1,209,147	1,209,147	1,034,995	1,086,352	1,138,223	1,190,612	1,243,525
Estimated Bond Proceeds	-	-	-	-	-	-	-	-	-
Estimated Interest Revenue	33,000	50,026	50,848	50,848	51,357	51,871	52,389	52,913	52,913
Reimbursement from Smoke Evacuation System Settlement	-	-	-	-	-	-	-	-	-
Transfers In	-	-	-	-	-	-	-	-	-
Total Revenues & Transfers In	**33,000**	**50,026**	**50,848**	**50,848**	**51,357**	**51,871**	**52,389**	**52,913**	**52,913**

9501 BUILDING DESIGN AND CONSTRUCTION	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 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	225,000	-	-	-	-	-
Transfers Out	-	-	-	-	-	-	-	-	-
Total Anticipated Year End Expenditures & Transfers	**80,000**	**-**	**210,000**	**225,000**	**-**	**-**	**-**	**-**	**-**
Ending Fund Balance (Cash Basis) - Building Project Bond Fund	**1,112,121**	**1,209,147**	**1,049,995**	**1,034,995**	**1,086,352**	**1,138,223**	**1,190,612**	**1,243,525**	**1,296,438**

9514 DEBT SERVICE	FY2024 BUDGETED	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 PROJECTED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED
DEBT SERVICE (PROP P) REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)	462,792	462,792	750,484	750,484	1,037,966	1,354,278	1,672,147	2,017,892	2,359,735
Estimated Property Tax Collection Revenue	964,600	964,600	964,600	964,600	993,538	993,538	1,023,344	1,023,344	1,023,344
Estimated Interest Revenue	9,500	19,000	19,190	19,190	19,382	19,576	19,771	19,969	19,969
Total Anticipated Revenues	**974,100**	**983,600**	**983,790**	**983,790**	**1,012,920**	**1,013,114**	**1,043,115**	**1,043,313**	**1,043,313**
DEBT SERVICE (PROP P) EXPENSES									
Estimated Expenditures	320	320	320	320	320	320	320	320	320
Estimated Interest Expenses	215,588	215,588	205,988	205,988	191,288	179,925	167,050	151,150	151,150
Estimated Principal Expenses	480,000	480,000	490,000	490,000	505,000	515,000	530,000	550,000	550,000
Total Anticipated Expenditures	**695,908**	**695,908**	**696,308**	**696,308**	**696,608**	**695,245**	**697,370**	**701,470**	**701,470**
Ending Cash Balance - Debt Service	**740,984**	**750,484**	**1,037,966**	**1,037,966**	**1,354,278**	**1,672,147**	**2,017,892**	**2,359,735**	**2,701,579**

DEPARTMENT OF PUBLIC WORKS
OFFICE MEMO

DATE: February 27, 2025

TO: Mark Perkins, City Administrator

FROM: Jim Heines, Director of Public Works

SUBJECT: CIP Fleet Replacement Report FY 2026-FY 2030

Fleet Replacement Program Overview

Each year, the Public Works Department evaluates the condition of our fleet of vehicles and equipment as part of the annual Capital Improvement Program (CIP) update. As part of this process, we typically purchase one two-ton truck each year to maintain our 12-year rotation schedule. Additionally, we include other vehicles and equipment such as one-ton trucks, pickup trucks, leaf vacuums, chippers, skid steers, and other necessary equipment, depending on operational needs.

Over the past three years, global supply chain disruptions and manufacturing delays have posed challenges in acquiring and receiving new equipment. However, manufacturers and aftermarket outfitters have made significant improvements in their ability to produce and outfit trucks within a year of order placement, helping to mitigate some of these delays.

Current Fleet Size

The size of our fleet is determined by the operational needs of the Maintenance Division to effectively deliver services. Some vehicles and equipment are designated for specific tasks, while others serve multiple functions throughout the year. Below are the details regarding the optimal fleet size and the specific job responsibilities associated with each vehicle and piece of equipment.

Two-ton Trucks

<u>Dump Trucks</u>

The two-ton trucks in our fleet are vital to the core operations of Public Works, with their use largely driven by the demands of leaf vacuuming and snow removal services. Over the years, we have strategically reduced the size of our fleet to better align with operational needs. This includes transitioning to heavy-duty diesel trucks, streamlining operations, and trimming the fleet to minimize purchase and maintenance costs.

Leaf Collection Operations:
Leaf season is a significant undertaking that consumes a large amount of manpower and capital resources for several months each year. To meet the service expectations of our residents, we

aim to deploy eight trucks and vacuums with three-man crews during the peak season. To ensure consistent service, a fleet of nine trucks is necessary, with one truck serving as a backup for potential breakdowns. However, when fully loaded, the leaf vacuum trailers are too heavy to be towed by our smaller one-ton trucks.
To assist with the leaf collection effort, several years ago, the city entered into a contract with Hendel Lawncare to provide an additional truck, leaf vacuum, and crew. This partnership has been highly successful and has enabled us to stay on schedule throughout the entire fall leaf collection season.

Winter Operations:
During the winter, Public Works staff utilizes six to seven two-ton plow trucks per shift, along with two to three one-ton trucks, depending on driver availability. To maintain the current level of snow plow service, it is critical to have at least one backup two-ton plow truck available for use in the event of breakdowns, which are common during storm events.

Year-Round Use:
Outside of leaf collection and snow removal operations, the two-ton trucks are used regularly for hauling asphalt, rock, mulch, dirt, water tanks, and other materials to job sites throughout the city.

Replacement Plan:
Our current fleet includes 12 two-ton trucks, consisting of 9 dump trucks, 2 chipper trucks, and 1 aerial bucket truck. While the American Public Works Association (APWA) recommends a 10-year replacement cycle for these vehicles, we believe that our robust maintenance program allows us to extend the life of our trucks. As a result, we recommend continuing on a 12-year replacement cycle by replacing one two-ton truck nearly every year.

Chipper Trucks

The Public Works Department currently operates two chipper trucks, each equipped with a 25 CY Arbortech dump box. These trucks are specifically dedicated to chipping operations and are in use approximately 8 to 9 months each year. In addition to the chipper trucks, we maintain three chippers in total. Two of these chippers are stationed at the Public Works maintenance shed, while the third is stored at the Golf Course, where it is available for use by the Golf Maintenance staff as needed.

Bucket Truck

In the fall of 2023, the City Council approved the purchase of a new bucket truck. Unfortunately, due to production timelines, the new unit will not be delivered until the fall of 2025. In the interim, the Public Works Department will continue to rely on our existing 1996 International 2-ton chassis, which is equipped with a 35-foot Altec boom, a man-bucket, and a crane hook. This truck, originally purchased from the City of Clayton in 2007, plays a critical role in our operations, including tree removal and pruning, as well as maintaining decorative lighting, banners, and holiday decorations along Olive Blvd. and in parking lots.

One-ton Trucks

Public Works currently operates nine trucks rated in the one-ton range, three of which are dedicated to specific year-round duties:

- Concrete Foreman's Truck: Also functions as a service body truck for concrete tools and equipment
- Pothole Patch Truck: Remains ready year-round, fully stocked with cold patch material
- Water Tank Truck: Serves as a snow truck during the winter months

This leaves six one-ton trucks available for day-to-day operations and projects within the Streets and Parks divisions. These tasks include:

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

The one-ton trucks are the backbone of our fleet during the construction season, supporting smaller projects and delivering tools and materials to most job sites, especially in hard-to-reach locations. According to the American Public Works Association (APWA), the recommended replacement cycle for these trucks is 10 years. However, Public Works has typically replaced these trucks in the 12- to 14-year range. Since transitioning to diesel-powered one-ton trucks, we've seen a significant reduction in repairs and downtime.

Future one-ton purchases will include two styles of truck:

- 350 Series Diesel-Powered Trucks: Used for general work tasks
- 550 Series Diesel-Powered Trucks: Heavier-duty trucks used for snow plowing

The primary difference between the two is the Gross Vehicle Weight Rating (GVWR). The 350 series has a GVWR of 14,000 lbs., while the 550 series has a GVWR of 18,000 lbs. In addition to the upgrade to diesel and higher payload ratings, staff recommends moving toward a 10-year replacement cycle to reduce repair costs and increase the reliability of these vehicles.

Pick-up Trucks

In the past, Public Works staff reduced the pickup truck fleet from nine to six in an effort to increase efficiency. Recently, the Engineering Division added a pickup truck to support Project Engineers and Project Managers with project management duties. As a result, our current fleet consists of seven trucks, which we believe is the optimal number for maintaining efficiency while meeting operational needs.
To maximize the utility of each truck, we have assigned specific duties to ensure each vehicle is used effectively. The trucks are currently designated for the following tasks:

1. Operations Superintendent Truck
2. Park Foreman Truck
3. Asphalt Foreman Truck/Flatbed (for transporting asphalt tools and supplies)
4. Service Body Truck (for sign repair and replacement)
5. Engineering/Inspector Truck (located at City Hall)

6. Small Pickup Truck (Engineering/Inspector Truck located at City Hall)
7. Engineering/Inspector Truck (located at City Hall)

According to the American Public Works Association (APWA) national guidelines, the recommended replacement cycle for these vehicles is between 7 and 10 years. Although our oldest pickup truck is 11 years old, Public Works has successfully adhered to a 10-year replacement schedule, ensuring that the fleet remains well-maintained and operational.
Given our past success with this maintenance schedule, staff recommends continuing with this approach moving forward.

Leaf Vacuums

Over the past 15 years, Public Works staff has transitioned the entire leaf vacuum fleet from gas-powered to diesel engines. This conversion has resulted in a more reliable and powerful fleet. We currently have nine leaf vacuums, with eight roadworthy units and one parts vacuum.

To meet the expected service level for our residents, we aim to have 6-7 city vacuums on the street, in addition to Hendel Lawncare's crew, during the peak fall season. As a result of contracting with Hendel Lawncare for assistance during the peak leaf collection season, we reduced our fleet by one leaf vacuum. This adjustment still allows for 6-7 vacuums on the road, while maintaining one in reserve and one as a parts vacuum.

To continue providing service at the expected level, we recommend having 7-8 vacuums on the street, including Hendel's crew, during peak fall season. Therefore, staff recommends that the city's optimum leaf vacuum fleet size be nine units—seven on the road, one in reserve, and one for parts.

Although there is no specific APWA life expectancy standards for this equipment, based on past experience, a 10-year replacement cycle is recommended for leaf vacuums.

Skid Steer

Public Works currently operates two skid steers, which play a crucial role in a wide variety of operations. At times, both units are utilized on the same job site, each with different attachments working concurrently to maximize efficiency. Some of the primary uses for these skid steers include:

- Asphalt milling and replacements
- Concrete removal and replacements
- Moving supplies and equipment around the shop yard and job sites
- Loading trucks
- Grading and excavating
- Operating various attachments, including augers, trenchers, millers, sweepers, punch bits, pavement breakers, snow boxes, mulch buckets, and more.

According to the American Public Works Association (APWA), the national average recommended replacement cycle for skid steers is 10 years. However, with regular maintenance, we aim to extend the lifespan of our units to 12-15 years.

Backhoe

The city's current backhoe was replaced in 2008 and remains an essential piece of equipment for a variety of tasks, including:

- Full-depth pavement removals
- Loading trucks on job sites
- Repairing and replacing bridges in parks and golf courses
- Small stormwater projects
- Installing drain pipes
- Grading
- Serving as backup to load trucks for winter operations

The American Public Works Association (APWA) recommends a 10-year replacement cycle for this type of equipment. However, through diligent preventative maintenance and storing the equipment under cover, we anticipate the backhoe will have a service life of up to 20 years.

Front Loader

The city's current front loader was replaced in 2012 and is a vital piece of equipment used for a variety of tasks, including:

- 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

According to the American Public Works Association (APWA), the recommended replacement cycle for this equipment is 10 years. However, with regular preventative maintenance and storing the equipment under cover, staff anticipates a 20-year service life for the front loader.

Capital Equipment Purchasing Process and Strategy

When recommending vehicle and equipment purchases, Public Works staff thoroughly evaluates a variety of options before making a final recommendation. The options reviewed include:

- Purchasing new vehicles and equipment through the MoDOT Cooperative Purchase Program, Sourcewell, or other cooperative purchasing opportunities.
- City bidding for specific vehicles and equipment.
- Rent/Lease programs.
- Used vehicle/equipment purchases.

Over the years, we have found that the MoDOT Cooperative Purchase Program offers the most competitive pricing for new vehicles and equipment. Typically, new equipment purchased through this program is priced up to 37% lower than MSRP and 20% lower than the cost of city-bid individual purchases.

When evaluating used equipment, we've observed that purchasing a used unit that is a couple of years old with low miles/hours often costs the same as buying a new unit through the State Cooperative Purchase Program, which includes a warranty.

While Rent/Lease programs can provide the advantage of keeping the fleet stocked with newer vehicles, they are often a more expensive option. Past investigations into these programs have shown that lease payments over a 3-5 year period can equal the cost of purchasing a new unit. Recently, staff met with Enterprise Leasing to explore leasing options for trucks. We discovered that Enterprise does not lease two-ton trucks. However, for one-ton and pickup trucks, they purchase these vehicles through the same MoDOT Cooperative Purchase Program used by the city and then lease them to municipalities. We are continuing discussions with Enterprise Leasing to assess whether leasing smaller trucks offers any potential benefits.

The attached FY2026-FY2030 Equipment Replacement Projections spreadsheet outlines the proposed replacement schedule for the next five years.

Adjustments to Fleet Size

Through our contract with Hendel Lawncare to assist city staff during the peak of the fall leaf season, Public Works was able to reduce the two-ton truck and leaf vacuum fleet by one truck and one vacuum.

Once the city assumes maintenance responsibilities for Old Olive and the streets in Olia Village, it is recommended that we revisit our crew and fleet size. These new responsibilities will necessitate both fleet additions and additional staffing to ensure efficient operations.

Conclusion

In the past, Public Works has utilized a rotational method for fleet replacement. However, we now follow the APWA guidelines to determine which trucks and equipment are replaced each year. The attached CIP 5-Year Equipment Replacement Schedules serve as a comprehensive guide for our long-term planning.

The city is fortunate to have a dedicated mechanic on staff who performs preventative maintenance and repairs for all vehicles and equipment, including Police vehicles. In previous years, particularly pre-COVID, we experienced a reduction in vehicle repair costs. However, with delays of up to two years on new equipment deliveries, our maintenance costs have significantly increased as we work to keep older equipment serviceable.

To better track maintenance, repairs, and downtime, Public Works implemented a Fleet Maintenance Program. This system allows us to evaluate the factors used to assign condition points to vehicles and equipment, permitting staff to make more informed decisions regarding replacements.

We recognize that each year's equipment purchases represent a major investment, and the total investment in our fleet over the years is even larger. Staff uses all available data to make informed decisions about when to replace vehicles and equipment. We believe that our two-ton truck and leaf vacuum fleets have been optimized to maximize efficiency while staying within budgetary constraints. We will continue to seek opportunities to streamline the fleet and improve efficiency, all while meeting the service expectations of our residents.

We look forward to discussing the 5-year plan in greater detail during the Council Work Session on Monday, March 10, 2025.

FY2026-FY2030 CAPITAL IMPROVEMENT PROGRAM

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	$ 105,000.00	2013 One-ton Dump Truck
Skid Steer	$ 66,300.00	2012 Skid Steer
Mini-Excavator	$ 60,000.00	New Equipment-50% of cost to PSW Fund
	$ 409,655.00	

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
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	2014 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
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	

FY2030 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 193,057.00	2016 Two-ton Dump Truck
3/4 Pick-up w/service body	$ 80,000.00	2019 3/4 ton Service Body
Skid steer with attachments	$ 90,000.00	2015 Bobcat Skid steer
3/4 ton Pickup w/plow	$ 66,000.00	2018 3/4 ton Foreman Truck
	$ 429,057.00	

DEPARTMENT OF PUBLIC WORKS
STAFF MEMORANDUM

DATE: February 28, 2025

TO: Mark Perkins, City Administrator

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

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

SUBJECT: FY2026-FY2030 Stormwater Program Recommendations

The Department of Public Works proposes the stormwater program outlined below for the fiscal years 2026 through 2030.

Project Selection

Projects were selected from the possible public projects listed in the City's adopted 2024 Watershed Management Plan (WMP).

Under the WMP, potential public projects are given scores based on risks, benefits, and estimated costs. Potential public 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 within 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.

Stormwater Committee Direction

The Stormwater Committee provides direction for the selection of projects. For the FY2026-FY2030 CIP, the Committee requested that Stormwater Program focus on:

- Projects that address structural flooding (for example, basement flooding)
- Projects that address roadway flooding
- WMP possible projects with a Prioritization Ranking Score of 1.0 or above

Staff's recommended projects were presented to the Stormwater Committee at the February 12, 2025 meeting. The Committee did not request any revisions to City staff's proposed Stormwater Program CIP programming.

Proposed Stormwater Projects in the FY2026-FY2030 CIP

Stormwater	FY2026 Projected	FY2027 Projected	FY2028 Projected	FY2029 Projected	FY2030 Projected
Watershed Management Plan Update				$75,000	
Conway Park Pocket Wetland & Golf Course Pond	$500,000	$40,000	$500,000		
Stormwater Management Cost-Share Program	$60,000	$60,000	$60,000	$60,000	$60,000
FY2025 Stormwater Projects	$450,000				
Beaver Drive Crossing	$650,000				
Sona Lane	$50,000				
Various Projects - University City		$175,000			
Grant Funding Consultant Research for Stormwater Projects	$25,000				
Video Inspection Ballas storm sewer (Olive to Conway) Video of Roadway Culverts	$75,000				
Demolition of Bridge in Malcolm Terrace Park (50% of costs)	$75,000				
Projects from Watershed Management Plan (WMP)				$1,300,000	$1,500,000
FY2026 Stormwater Projects	$160,000	$435,000			
FY2027 Stormwater Projects		$295,000	$535,000		
FY2028 Stormwater Projects			$300,000		
Subtotal (Stormwater)	**$2,045,000**	**$1,005,000**	**$1,395,000**	**$1,435,000**	**$1,560,000**
% of Total Parks and Stormwater Fund Outlay	74%	43%	57%	35%	71%

Table 1: Stormwater Projects CIP FY2026-FY2030

Proposed Projects Programmed for FY2026-FY2030

The proposed FY2026-FY2030 CIP allocates a five-year estimated total of $7,440,000 for the following Stormwater projects.

- **Watershed Management Plan Update**
  - FY2029 will be approximately five years from the time the 2024 WMP was adopted.
  - An update to the plan will allow for the consideration of stormwater issues identified after the 2024 WMP reporting window.
    - New potential projects will use the 2024 WMP's system for assessing risks and benefits.
    - Like projects currently listed in the 2024 WMP, a cost/benefit ratio will be used to determine the priority ranking of any new potential public projects.
  - During the update, possible projects identified in the 2024 WMP may potentially be rescored with a revised cost/benefit ration, but only if site conditions have significantly changed from what is shown in the 2024 WMP.

- **Conway Park Pocket Wetland & Golf Course Pond**
    - Stormwater issues:
        - Over time, sediment has deposited in the Conway Park Lake and the Golf Course Ponds.
        - As more sediment deposits, the depth of the lake and ponds becomes increasingly shallower.
        - The Conway Park Lake and some of the Golf Course Ponds lacks the depths required for a fountain and aeration system to function.
        - Sediment and nutrient accumulation create conditions where algae flourishes.
        - As a result of sediment accumulation, foul odors at both the Conway Park Lake and the Golf Course Ponds detract from residents' enjoyment of City amenities.
    - Conway Park Lake Project (FY2026):
        - At Conway Park Lake, the excess sediment will be beneficially reused to transform the pond into a pocket wetland.
        - For estimated costs that are significantly less than the estimated costs of dredging, the lake's sediment will be graded and shaped to create the design and structure for a pocket wetland.
        - The pocket wetland will feature a wide array of native plant species with a range of bloom times so that the wetland will be colorful and visually interesting throughout as much of the year as possible.
        - The wetland will provide water quality benefits as well as habitat for song birds, amphibians, honey bees, butterflies, and other native species.
        - The wetland is envisioned as a place for residents to enjoy recreational walks, scenic views, beautiful photo backdrops, quite reflection, and outdoor relaxation.
    - Conway Park Lake Schedule:
        - The pocket wetland is currently in the preliminary engineering design phase.
        - In FY2026, the project is anticipated to move into final engineering design.
        - Construction is anticipated in FY2026.
    - Golf Course Ponds Schedule (FY2027 to FY2028):
        - The project is anticipated to undergo design and construction in FY2028.

- **Stormwater Management Cost Share Program (FY2026-FY2030)**
    - The City's Stormwater Cost Share Program helps individual homeowners and Home Owner Associations pay for the costs of addressing stormwater issues.
    - Demand for the program, particularly among individual homeowners, appears to be strong.

- **FY2025 Stormwater Projects**
    - This line item represents the following projects:
        - CC-S-09: 252 Bellington Lane
        - CC-S-04: Fernpark Drive

        - CC-S-07: Mason Forest Drive
        - DC-S-26: Warington Square
        - DC-S-03: Woodbridge Manor
    - Stormwater issues:
        - 252 Bellington Lane: Structural and yard flooding
        - Fernpark Drive: Structural and yard flooding
        - Mason Forest Drive: Structural and yard flooding
        - Warington Square: Structural and yard flooding
        - Woodbridge Manor: Roadway, structural, and yard flooding
    - Project:
        - Preliminary engineering for the five projects was completed in FY2025.
        - Two homes on Warington Square are currently being considered for redevelopment.
            - City staff has talked with the potential redeveloper about known stormwater issues.
            - Engineering design for Warington Square is on hold until more is known about the potential site redevelopments.
        - For the Woodbridge Manor project, the design engineering firm (Trekk Design Group) is developing more extensive modeling of the existing roadway stormwater conveyance system.
            - Modeling will help determine if the existing system is adequately sized to manage runoff that flows towards Woodbridge Manor.
            - If modeling shows that pipes are undersized, the proposed solution may be broader than the recommendation in the WMP.
        - 252 Bellington Lane, Fernpark Drive, and Mason Forest Drive are actively in the engineering design phase.
            - City staff is starting the easement acquisition process.
            - Moving into the construction phase depends on homeowners' willingness to sign easements.
            - If homeowners sign easements, then construction is anticipated for FY2026.

- **DC-C-02: Beaver Drive Crossing (WMP)**
    - Stormwater issues:
        - The roadway culvert near 41 and 45 Beaver Drive is at risk for failure.
        - In the WMP, nearby homes reported structural and yard flooding.
        - Downstream of the culvert, existing gabion walls are failing.
    - Project:
        - This project will:
            - Replace the failing culvert with a concrete box culvert
            - Address homeowners' flooding issues
            - Replace the failing gabion walls with a retaining wall
        - Preliminary engineering for this project was completed in FY2025.
        - The project is currently in final engineering phase.
        - Construction is anticipated to begin in FY2026.

- **DC-S-17: Sona Lane (WMP)**
  - Stormwater issues: Homes on the west side of Sona Lane are experiencing structural flooding, yard flooding, and yard erosion.
  - Project:
    - This project seeks to address stormwater issues with possibly installing inlets and pipes plus re-grading.
    - In FY2025, the project began preliminary engineering.
    - The project is being further evaluated and studied.

- **Grant Funding Consultant Research for Stormwater Projects**
  - The City is working with an experienced grant consultant expert who can help identify possible funding opportunities.
  - Additional funding opportunities may make it possible for the City to address more stormwater issues in a shorter period of time.

- **Video inspection of Ballas Storm Sewer (Olive to Conway) & Video Roadway Culverts**
  - Stormwater inlets and pipe along Ballas Road between Olive Boulevard and Conway Road are currently owned and maintained by the City.
  - Typically, the St. Louis Metropolitan Sewer District (MSD) owns and maintains components of the stormwater conveyance system.
  - Before the City can dedicate the sewers to MSD, a video inspection is required to show that the existing inlets and pipes are in good repair and built to MSD standards.
  - After MSD accepts ownership of the system, the City will no longer be responsible for maintenance and repairs.

- **Demolition of the Bridge at Malcom Terrace Park (50% of the costs)**
  - In FY2025, the bridge at the end of Townsend Street underwent a structural inspection, which determined that the bridge is in poor condition and suggested that the bridge is past its useful life.
  - To protect public safety, the bridge is currently closed to both vehicle and pedestrian traffic.
  - The bridge was primarily used by the City’s Public Works Staff to transport equipment for park maintenance activities.
  - Public Works staff can alternatively use a nearby low-water crossing for moving equipment.
  - If the bridge collapses, debris could cause a flooding risk to nearby homes.
  - To protect public safety and property, the bridge will be removed.
  - The cost of the project will be shared equally by the Parks and Recreation Facilities and Stormwater funds.
  - In FY2026, additional engineering design work is required for necessary streambank repairs and the permitting process.

Proposed Projects from the 2024 Watershed Management Plan
For the proposed projects in the FY2026-FY2030 CIP, the City intends to work with engineering firms included on the on-call list approved under Resolution No. 1704 (adopted on January 22, 2024).

As projects move into the engineering design phase, design contracts will be presented to City Council for consideration and approval before work begins.

Projects for FY2026-FY2028 are listed below. Potential projects for FY2029 and FY2030 have been preliminarily identified and will be listed in future CIPs.

WMP Projects Identified for FY2026-FY2028

Stormwater Projects	Cost/Benefit Ratio
FY2026 Stormwater Projects	
DC-S-19 308 South Spoede Road	1.21
DC-S-22 North Spoede Road & Mission Hills Court	1.19
DC-S-09 Pine Manor Drive	1.05
DC-S-02 18 Sackston Woods Lane	2.08
DC-C-18 Alden Lane	1.47
FY2027 Stormwater Projects	
CC-C-16 Villa Hill Lane	2.28
CC-S-05 740 North Mason Road	1.06
CC-C-23 Oak Hollow Drive	1.55
DC-S-13 Morwood Lane	0.94
FY2028 Stormwater Projects	
DC-C-03 996 East Rue De La Banque Street	1.52
CC-C-07 Ferngate Lane	1.09

Table 2: WMP Projects Identified for FY2026-FY2028

Proposed Project Descriptions and Anticipated Scheduling
For each possible public project, the WMP included descriptions of stormwater issues and possible solutions. The following is a brief summary of the project descriptions listed in the WMP's Appendix E: Potential Projects Creve Coeur. The WMP can be found on the City Website under Public Works, Stormwater.

During the design phase, engineers will go beyond the scope of engineering services of the WMP with deeper examinations of existing site conditions, which may include modeling. The design engineer may propose solutions that differ from the WMP's recommendation.

FY2026

The following projects are planned to enter into engineering design in FY2026 with hopes of going to construction phase in FY2027.

- DC-S-19: 308 South Spoede Road
  - Stormwater issue: Structural flooding
  - Possible solution: Installation of a swale, catch basin, and stormwater pipes

- DC-S-22: North Spoede Road & Mission Hills Court
  - Stormwater issue: Roadway flooding
  - Possible solution: Extend the existing stormwater conveyance system with the addition of additional inlets and pipe

- DC-S-09: Pine Manor Drive
  - Stormwater issues: Roadway and yard flooding
  - Possible solution:
    - Expand the existing stormwater conveyance system with a trench drain across Ridgecore Place
    - Install additional roadway inlets and modify existing inlets
    - Construct berms and swales

- DC-S-02: 18 Sackston Woods Lane
  - Stormwater issues: Yard flooding
  - Possible solution: Install a stormwater sewer system that channels flows to a berm and swale that directs flows to an existing roadway inlet

- DC-C-18: Alden Lane
  - Stormwater issues:
    - Roadway flooding
    - Roadway sinkholes
    - Failing streambank stabilization
    - Yard flooding
  - Possible solution:
    - Install bank stabilization and grade control structure
    - Add roadway curbing and possibly an inlet and pipes
    - Repave sections of the roadway
    - Construct a berm and swale

FY2027
The following projects are planned to enter into engineering design in FY2027 with hopes of going to construction phase in FY2028.

- CC-C-16: Villa Hill Lane
  - Stormwater issue: Bank erosion threatens a retaining wall
  - Possible solution: Bank stabilization

- CC-S-05: 740 North Mason Road
  - Stormwater issue: Homes on the south side of Villa Lane are experiencing yard flooding
  - Possible solution: Construct a berm and swale system that directs flows to an existing drainage point

- CC-C-23: Oak Hollow Drive
  - Stormwater issues: Streambank erosion threatening habitable structures
  - Possible solution: Stabilize the creek banks

- DC-S-13: Morwood Lane
  - Stormwater issues: Roadway ponding and yard flooding
  - Possible solution:
    - Reestablish roadway curb and gutter
    - Extend the existing stormwater conveyance system with additional inlets and pipes

FY2028
The following projects are planned to enter into engineering design in FY2028 with hopes of going to construction phase in FY2029.

- DC-C-03: 996 East Rue De La Banque Street
  - Stormwater issue: Streambank erosion threatening a habitable structure
  - Possible solution: Bank stabilization with grade controls

- CC-C-07: Ferngate Lane
  - Stormwater issue: Streambank erosion threatening habitable structures
  - Possible solution:
    - Bank stabilization with grade controls and a stilling basin
    - Stabilize an existing outfall pipe with the installation of wing walls

Stormwater Program Progress
Since the current WMP was adopted in 2024, the following WMP-identified projects have been programmed. FY2024-FY2030 encompass the first seven years of stormwater project programming under the 2024 WMP.

Projects Programmed for the First Seven Years of the 2024 Watershed Management Plan

Stormwater Projects	Cost/Benefit Ratio
DC-S-03 Woodbridge Manor	6.83
CC-S-07 Mason Forest Drive	4.69
CC-S-09 252 Bellington Lane	1.29
DC-S-26 Warington Square	1.29
CC-S-04 Fernpark Drive	2.07
DC-C-02 Beaver Drive Crossing	1.41
DC-S-17 Sona Lane	2
DC-S-19 308 South Spoede Road	1.21
DC-S-22 North Spoede Road & Mission Hills Court	1.19
DC-S-09 Pine Manor Drive	1.05
DC-S-02 18 Sackston Woods Lane	2.08
DC-C-18 Alden Lane	1.47
CC-C-16 Villa Hill Lane	2.28
CC-S-05 740 North Mason Road	1.06
CC-C-23 Oak Hollow Drive	1.55
DC-S-13 Morwood Lane	0.94
DC-C-03 996 East Rue De La Banque Street	1.52
CC-C-07 Ferngate Lane	1.09
FY2029 Stormwater Projects	4.43
FY2030 Stormwater Projects	2.67
Total	**42.12**

Table 3: Projects Programmed for the First Seven Years of the 2024 Watershed Management Plan (FY2024-FY2030)

The WMP lists a 102 possible public projects. The sum total of the 102 possible public project's cost/benefit ratios is 93.36.

A measure of progress can be the percentage of the total sum of cost/benefit ratios that the City has programed in past and current CIPs. Using that measure, within the first seven years of the 2024 WMP, projects representing 45% of the sum of all the possible project's cost/benefit ratios will be programmed.

Percentage of Total Sum of Cost/Benefit Ratios Programmed FY2024-FY2030

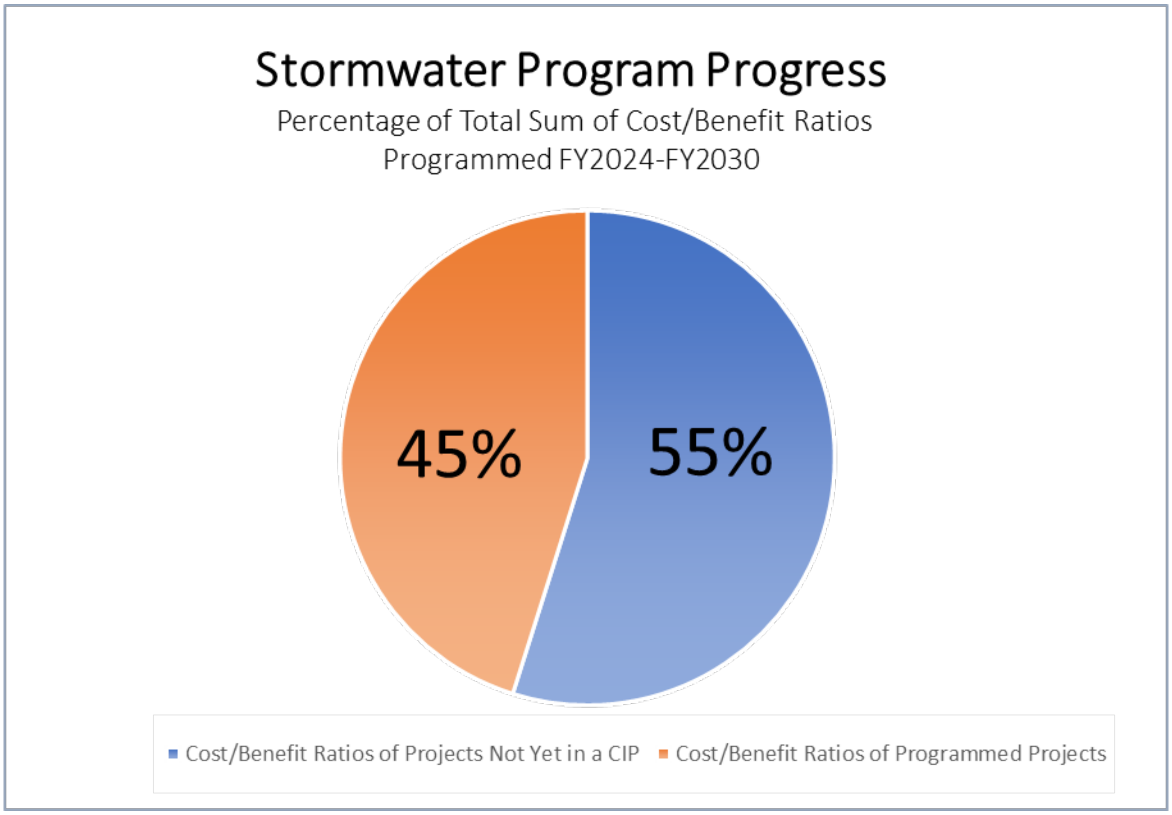


Chart 1: Percentage of Total WMP Cost/Benefit Ratios Programmed FY2024-FY2030

Program Costs
City staff estimates that the costs for the proposed FY2026-FY2030 Stormwater Program is approximately $7,440,000.

The program will be funded by the Parks and Stormwater Fund with estimated additional revenues from:
- MSD Proposition S funding
- MSD Deer Creek Operations, Maintenance, and Construction Improvement (OMCI) funding
- MSD University City OMCI funding

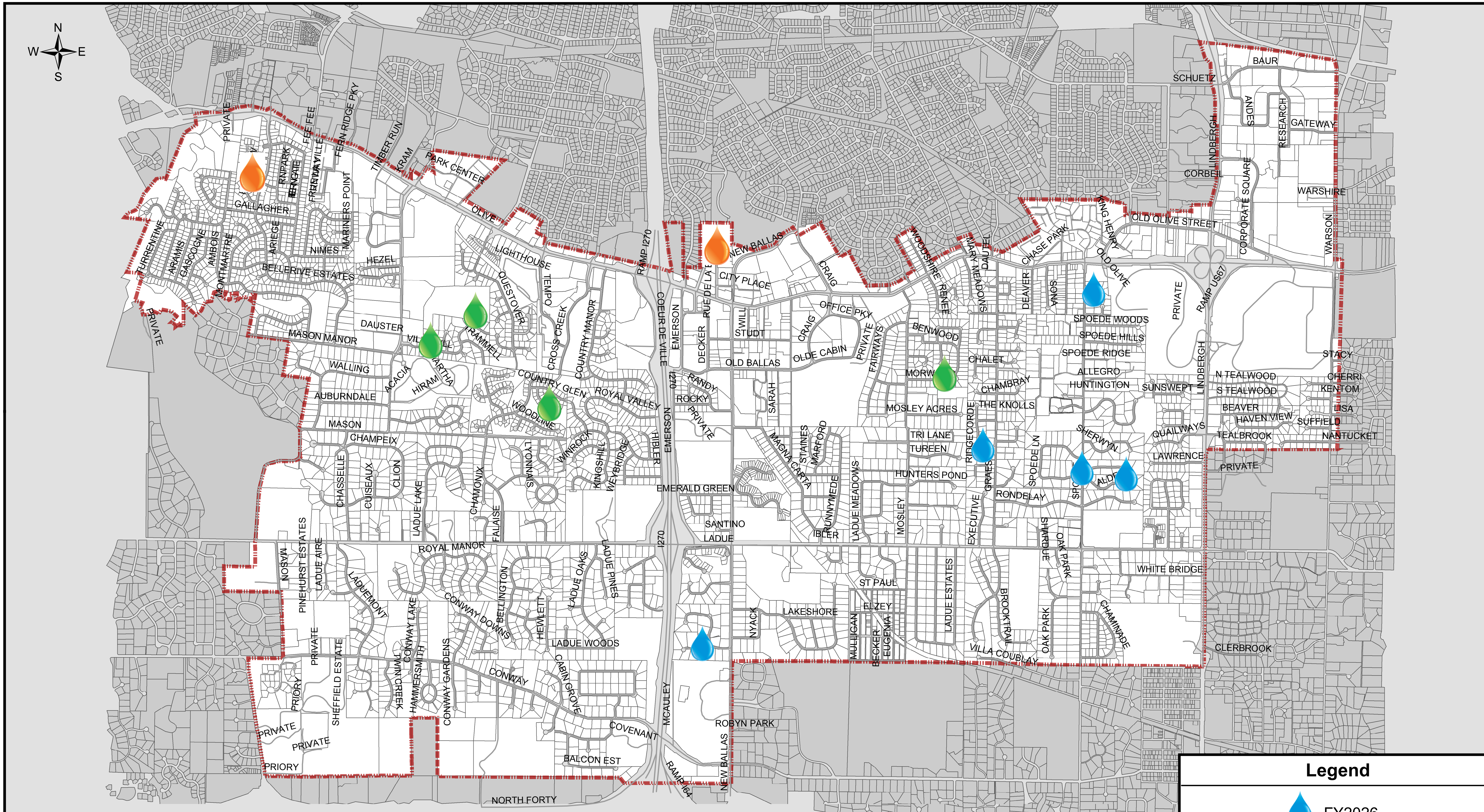
The City anticipates receiving funds in each of the fiscal years under this CIP. The total estimated additional funding for FY2026-FY2030 is approximately $2,110,000.

Estimated Additional Revenue FY2026-FY2030

Estimated Additional Revenue (Funding Sources)	**FY2026 Projected**	**FY2027 Projected**	**FY2028 Projected**	**FY2029 Projected**	**FY2030 Projected**
Stormwater Improvements (Deer Creek OMCI)	$950,000	$140,000	$225,000	$120,000	
Various Projects - (University City OMCI)		$175,000			
MSD Proposition S Funds		$125,000		$250,000	$125,000
Alden Lane refund from MOAW	$21,478				
Annual Total	**$971,478**	**$440,000**	**$225,000**	**$370,000**	**$125,000**

Table 4: Estimated Additional Revenue FY2026-FY2030

Attachment: Map of Proposed FY2026-FY2028 Stormwater Program



Proposed FY2026 to FY2028 Stormwater Projects

DEPARTMENT OF PUBLIC WORKS
STAFF MEMORANDUM

DATE: February 28, 2025

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: FY2026-FY2030 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 FY2026

In FY2026, eight park projects will be the focus:

- Millennium Park
  - Tappmeyer House cosmetic repairs – addressing interior and exterior issues
- Venable Park
  - Parking lot, drainage, and trail improvements. Replacement of walking bridge, pavilion, and playground for pre-school children – Construction phase
  - Memorial Art – Construction phase
- Malcolm Terrace Park
  - Trail improvements & Demolition of Bridge at end of Townsend St.
  - Pavilion replacement
- Conway Park
  - Remove Gazebo and replace with new pavilion
- Lake School Park
  - Restroom Restoration – Construction phase
  - Development of Lake School Playground – Design phase

Proposed Parks Projects for FY2027

In FY2027, six park projects will be focus:

- Millennium Park
  - Repaint Tappmeyer Exterior
  - Phase 2 – Trails & Ridgemoor Forest Pedestrian Bridge – Design phase
- Malcolm Terrace Park
  - Install Playground Safety Surface
- Lake School Park
  - New playground and site grading near Lake School – Construction phase
- 39N Greenway Trail
  - Connection to Centennial Trail – Design phase
- Conway Park
  - Sidewalk & Lot Resurfacing

Proposed Parks Projects for FY2028

In FY2028, two park projects will be focus:

- Millennium Park
  - Phase 2 – Trails & Ridgemoor Forest Pedestrian Bridge – Construction phase
- Lake School Park
  - Park improvements, court improvements, walking paths, parking lot improvements – Design phase

Proposed Parks Projects for FY2029

In FY2029, four park projects will be focus:

- Millennium Park
  - Phase 3 – Park entrance & parking lot improvements – Design phase
- Conway Park
  - Playground safety surface replacement
- Lake School Park
  - Construction of improvements designed in FY2028.
- 39N Greenway Trail
  - Connection to Centennial Trail – Construction phase

Proposed Parks Projects for FY2030

In FY2030, one park projects will be focus:

- Millennium Park
  - Phase 3 – Park entrance & parking lot improvements – Construction phase

Schedule for FY2026

Staff released the Venable Park improvements in two phases. The first phase which included the tennis court reconstruction and restroom renovations were both completed as of February 2025.

The second phase will involve the memorial, pathways, parking lot and grading improvements, small playground, and new walking bridge from Foxbrook Drive into the park (bid as a project alternate). This phase has an anticipated bid release in March 2025, with intent to present contracts to City Council in April 2025. Phase two construction could start in May 2025 and wrap up in the fall of 2025.

Staff plans to begin replacement of the pavilions at Malcolm Terrace and Conway Parks in fall of 2025. Repairs to the trails at Malcolm Terrace Park are planned for late summer 2025. Demolition of the pedestrian bridge at Malcolm Terrace Park is anticipate over the winter of 2025 (50% of the project costs will be shared with Stormwater).

Finally, Staff plans to begin the Lake School Park restroom renovation project in the fall and complete this project before winter of 2025.

Program Costs FY2026

City staff estimates that the proposed FY2026 Parks Program will cost approximately $495,000, with funding provided by Parks and Stormwater Fund. Project costs are summarized as follows:

Historic Building Rehabilitation	$	25,000
Park Furniture Replacement	$	20,000
Conway Park Pavilion	$	70,000
Lake School Playground Design	$	50,000
Lake School Bathroom Renovations	$	150,000
Malcolm Terrace Park Trail Improvements	$	25,000
Malcolm Terrace Park Pavilion Replacement	$	80,000
Demo of Bridge in Malcolm Terrace Park (50% cost)	$	75,000
Total	**$**	**495,000**

DEPARTMENT OF PUBLIC WORKS
STAFF MEMORANDUM

DATE: February 26, 2025

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: FY2026 Pavement Maintenance Program Recommendations

The Department of Public Works proposes the roadway and sidewalk maintenance program as outlined below for the 2026 fiscal year. This program is divided into six different programs that aim to preserve and improve the City's roadway and sidewalk networks.

Additional projects in the Capital Improvement Program are dedicated to improvements on a single street (such as the Lindbergh/Old Olive intersection, Craig Road, South New Ballas Road, and Ladue Road) and are not detailed in this memorandum.

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 FY2026 Pavement Maintenance Program.

Concrete Pavement Replacement

Work involved in this program will include the removal and replacement of failed concrete pavement along concrete roadways.

Since early 2023, the City has bid out the annual concrete project in February or March because this allows the City to get bids from more contractors at better prices. Bids for this project will be opened at the end of March 2025.

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 100 concrete slabs. The locations for the proposed concrete pavement replacement program for 2025 are 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. Since Missouri American Water was responsible to replace half the width of Ladue Woods Drive & Court and Ladue Oaks Drive, Court, & Circle, City staff took the opportunity to program replacement of the other half of the composite streets with concrete pavement. Staff planned on replacing half of the pavement in 2024 and the other half in 2025.

However, prior to the start of construction Staff found that pricing to replace the entire street all at once was very competitive and proposed a change order for the project. City Council approved a change order to replace all of the pavement. About $350,000 of the FY2026 budget was used to complete this project, leaving about $400,000 for the 2025 Concrete Project.

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 2025 sidewalk program includes replacing the entire sidewalk network on Bellington Drive. This work will be included in the 2025 Concrete Project.

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 FY2026 is included on the attached map, with the majority of the work being on Hibler Road, Executive Parkway, West Rue de la Banque, and Fourwynd 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 FY2026 are included on the attached map, including Chasselle Lane, Chamblee Lane, Clion Lane, Champeix Lane, Coulange Court and Cuiseaux Court.

Roadway Reconstruction/Rehabilitation

The proposed reconstruction/rehabilitation program for FY2026 involves asphalt resurfacing and the removal and replacement of the sidewalk on Old Ballas Road between Olive Blvd and Olde Cabin Road. The asphalt pavement on Old Ballas has been deteriorating for years and the sidewalk is in poor shape and does not meet current ADA standards. This work will result in a significant improvement to this street. This project will likely be bid as its own project in the early 2026, with construction in Spring 2026.

The funds for FY2027 roadway reconstruction have been programmed to fund a portion of the Ladue Road Improvement Project.

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. Spoede Road, Center Parkway, Decker Lane, Emerson Road, Executive Parkway, and West Rue de la Banque are proposed for restriping in FY2026.

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 2025 Concrete Pavement Replacement Project will be opened at the end of March 2025. 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 2025 with the intent of presenting contracts to the City Council in late June or early July. Construction would generally begin in July and be completed before December.

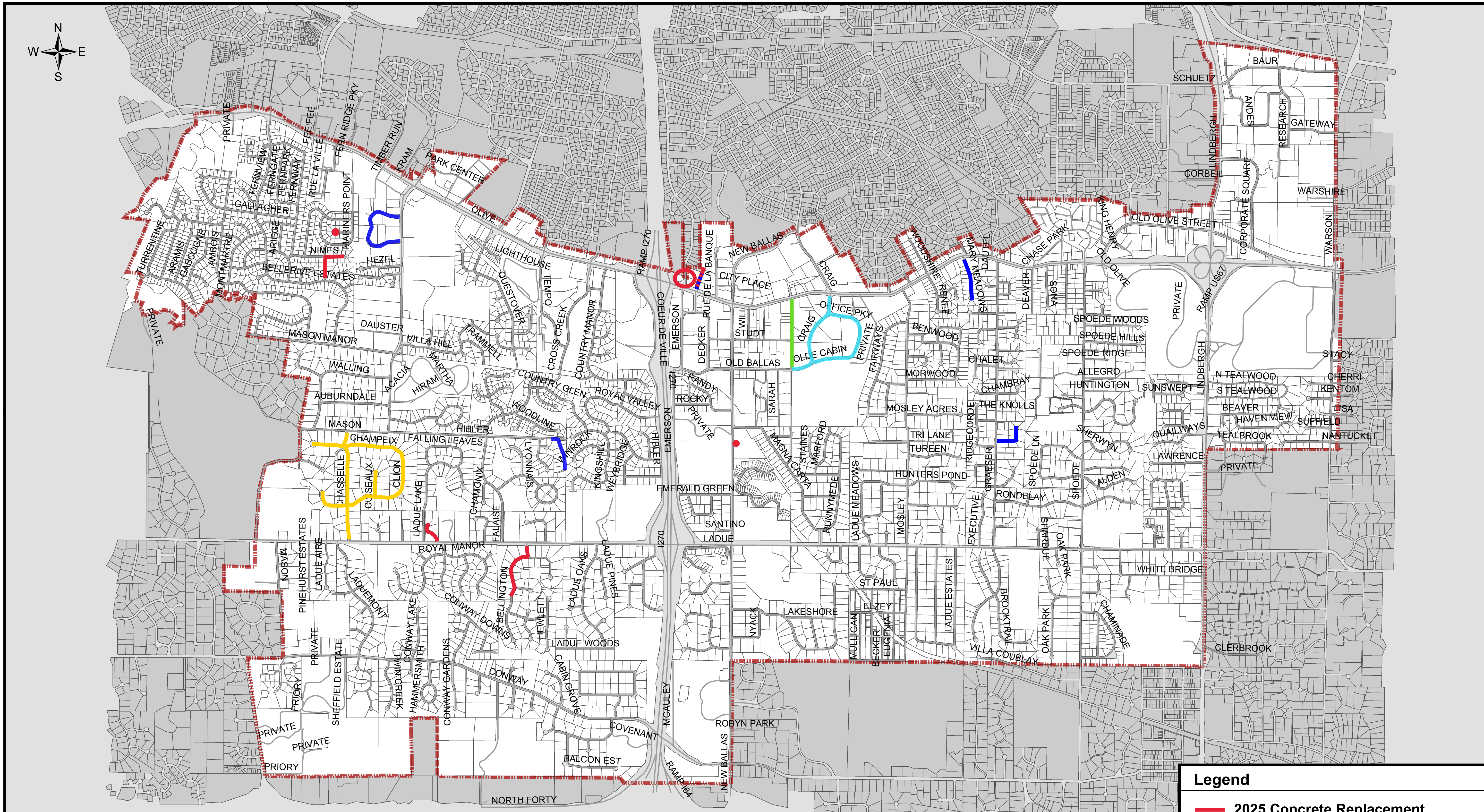
Program Costs

City staff estimates that completion of the proposed FY2026 Roadway Maintenance Program will cost approximately $1,500,000, summarized as follows:

Concrete Pavement & Sidewalk Project (FY2026)	$ 750,000*
Asphalt Resurfacing	$ 400,000
Microsurfacing	$ 250,000
Pavement Marking	$ 100,000
Total FY2026	**$ 1,500,000**

*The annual concrete projects are bid in February or March with construction anticipated to start soon thereafter. The FY2026 Concrete Project will be developed by staff in late 2025, with construction to begin in Spring of 2026.

Attachment: Map of Proposed FY2026 Roadway Maintenance Program



Proposed FY2026 Pavement Maintenance Program

Legend

- 2025 Concrete Replacement
- FY2026 Asphalt Resurfacing
- FY2026 Microsurfacing
- FY2026 Roadway Rehabilitation
- Craig Road Project (STP Grant)