WORK SESSION MEETING
AGENDA
CITY OF CREVE COEUR
CITY COUNCIL
300 NORTH NEW BALLAS RD
MARCH 22, 2021
6:00 PM

As a precautionary measure to help prevent exposure and spread of COVID-19, the City Council Work Session meeting scheduled for Monday, March 22, 2021, at 6:00 p.m. will be livestreamed online.

The Council Chambers will be closed to the public; however, citizens are encouraged to participate and submit public comments in the following ways:

1. **Video Livestream** — Watch a live video broadcast of the City Council meeting here https://us02web.zoom.us/j/86802290522.
   The public will be required to provide a name and email address to enter the meeting. The email address will not be saved or used to contact you. Citizens will have the opportunity to make public comments live during the meeting using the video livestream program (How to Participate in Online Public Meetings).
2. **Teleconference** — Call in to the meeting by dialing 1 312 626 6799/// webinar id: 868 0229 0522
3. **Email** — Public comment may also be emailed to the city clerk no later than 5:00 p.m. on the day of the meeting. Submit public comments to Deborah Ryan, City Clerk, at dryan@crevecoeurmo.gov.
4. **Live Audio** — Listen to a live audio broadcast of the City Council meeting by visiting the Agendas & Minutes page and clicking on the "Audio" link at the start of the meeting (audio only).

CALL TO ORDER

ROLL CALL

DISCUSSION ITEMS

1. **Proposed FY2022 Street and Sidewalk Program**
   Summary: Public Works staff will review the scope and location of the street and sidewalk improvements that are proposed for FY2022.

2. **CIP 5-Year PW Equipment Projections**
   Summary: The attached report discusses the Public Works fleet inventory, equipment replacement process and 5-year projections.

3. **FY2022-FY2026 CIP Updates**
   Summary: Staff will review several changes to the proposed Capital Improvement Program that have been made since the March 8 work session. Most of these changes involve corrections to budget projections and responses to discussions with the City Council, Planning and Zoning Commission, Stormwater Committee, and Parks and Historic Preservation Committee.

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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: ___________________________ posted 03/19/2021
Deborah Ryan, MPCC
City Clerk

City Council
300 North New Ballas Rd
Creve Coeur, MO 63141

SCHEDULED

Meeting: 03/22/21 06:00 PM
Department: Public Works Department
Category: Report
Prepared By: Matt Wohlberg
Department Head: Jim Heines

STAFF REPORT

Proposed FY2022 Street and Sidewalk Program

Public Works staff will review the scope and location of the street and sidewalk improvements that are proposed for FY2022.

DEPARTMENT OF PUBLIC WORKS
STAFF MEMORANDUM

DATE: March 18, 2021

TO: Mark Perkins, City Administrator

CC: Jim Heines, Director of Public Works

FROM: Matt Wohlberg, P.E., City Engineer

SUBJECT: Repair Location Recommendations
FY2022 Pavement Maintenance Program

The Department of Public Works proposes the roadway and sidewalk maintenance program outlined below for the 2022 fiscal year. This program is divided into six different projects that aim to preserve and improve the City's roadway and sidewalk networks.

The proposals outlined below depend upon several factors, some of which are outside of the City's control. These proposals may need to be revised if conditions change or if current assumptions turn out to be incorrect. Examples of such conditions and assumptions include subsurface pavement conditions, utility work schedules, roadway grant awards, and any continuing impacts of the pandemic.

Additional projects in the Capital Improvement Program are dedicated to improvements to a single street (such as Mosley Road) and are not in detail here.

Pavement Condition Definitions
Two aspects of the pavement data that are used in this report require some explanation:

1. PCI. The pavement condition index (PCI) for each street is developed based upon the number and severity of cracks, potholes, and other defects that can be seen. This index is on a scale of 0-100, where 100 represents perfect pavement with no problems.

2. Roughness Index. The amount of vertical variance in the street is measured along its length, and this is converted into an index that reflects the level of discomfort a driver might experience by using that street. This index is on a scale of 0-100, where 100 represents a perfectly smooth street.

The City hired a consultant in 2016 to measure the pavement conditions and the smoothness of the ride for every City-maintained street. Since then, City staff has updated the PCI information for approximately one quarter of the City's pavement network each year to keep this information relevant. The annual updates have been organized by ward, with the following evaluation schedule: Ward 3 (2017), Ward 4 (2018), Ward 1 (2019), and Ward 2 (2020).

The proposed Capital Improvement Program includes hiring a consultant in FY2022 to complete an independent review of the City's roadway network. This review will help ensure that City's pavement condition information remains accurate. This review will also use specialized scanning equipment that will allow for an update of the pavement roughness index.

Roadway Selection

Combined, the City's street and sidewalk networks are the City's greatest material asset. Fittingly, the City invests a significant portion of its annual capital budget into street and sidewalk maintenance and improvements. As is typical for most communities, the cost to make all needed and wanted repairs exceeds the City's annual budget, so the City's investment must be prioritized and coordinated in order to make that investment as effective as possible. To this end, staff makes its repair recommendations based upon two principal goals:

1) to find the most impact for the money spent to perform the maintenance, and

2) to make repairs that improve the lives of the citizens of Creve Coeur.

To achieve the first goal, the number of motorists using the roadway, the cost of the repair, and the condition of the street are weighed for each street. The opportunity cost of not doing a repair is also considered, and this is an important decision factor for roads that are on the verge of deteriorating to a point where a particular repair can no longer be effective, thus making the street more expensive to fix if addressed later. This first goal, therefore, is to perform the right repair on the right street at the right time. This is pavement management in its most basic form.

The City uses a "neighborhood approach" for street repairs in an attempt to achieve the second goal. Where possible, streets within a subdivision are targeted so to improve as much of the pavement in that subdivision as possible within a span of one or several consecutive years. While this will mean that some of the streets addressed each year might be in better condition than a few others in the City, it will also mean that repairs are concentrated in an area for a short time rather than having these repairs performed piecemeal each (and perhaps every) year. The intent is to create a condition in which future repair needs are similar throughout each neighborhood. This should result in clearer and more intuitive planning for future maintenance and should minimize the inconvenience to the residents in each area.

Concrete Pavement Replacement

Work involved in this program will include the removal and replacement of failed concrete pavement along concrete roadways and curb and gutter replacement along roads involved with the asphalt resurfacing and microsurfacing programs.

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 280 concrete slabs, which represents about 2% of the over 15,000 total concrete slabs that make up the City's concrete streets.

Approximately 1,300 pavement slabs were identified this winter as having a level of distress that would warrant replacement, meaning that this program will replace about 17% of the slabs identified as replacement candidates on concrete streets. While this means that most of the distressed slabs must remain to be re-prioritized for future replacement programs, it is important to note that the total number of distressed slabs has remained fairly constant. At the current funding level, the City is generally replacing concrete pavement at the same pace as the concrete pavement network is deteriorating.

The proposed concrete pavement replacement program for FY2022 is listed below, along with the current pavement condition index (PCI) and roughness index for each street with pavement replacement. Many of the streets listed below were part of the original (i.e. pre-pandemic) proposal for the FY2021 program but were postponed due to the reduced FY2021 budget.

Street Name	Current PCI	Roughness Index (2016)
Beauvais Court	56	48
Cannes Drive	49	45
Carriage Square Drive	77	50
Center Parkway Drive (Phase 2)	73	55
Conway Downs Drive (Phase 2)	57*	55*
Conway Holmes Circle (Phase 2)	54*	52*
Corum Way Drive (Phase 2)	59	49
Country Manor Lane	69	60
Decker Lane (Phase 2)	56*	47*
Emerson Road (Phase 3)	68	48
Executive Estates (Phase 1)	56	44
Fairways Circle (Phase 2)	70	60
Fairways Road	67*	55*
Hackmann Lane	74*	70*
Ladue Aire Drive	59	39
Ladue Meadows Drive	78	75
Larkmont Drive	71	46
Montmartre Drive (Phase 3)	67	43
Morwood Lane	63	58
Mosley Hill Drive	71	43
Pinehurst Estates Drive	73	42
Princetowne Drive (Phase 2)	59*	45*
Royal Valley Drive (Phase 2)	60	45
Royalwood Drive	67*	52*
Runnymede Drive (Phase 4)	69	45
Sandhurst Drive	70	59
Tureen Drive	61	58

** Indicates an average condition rating for multiple street segments.*

"Phase 1" listed for a street indicates that the current repair will be for a section of the street, with further repairs in future years. A different phase listed will mean that work has been completed on that street in recent years.

These streets are proposed to be included in this program for one or several of the following reasons: pavement conditions, previous commitments, support of other projects, and future planning.

Pavement Conditions. City staff reviews the concrete pavement network at the end of each winter to prioritize the repair needs for concrete pavement and curbing. Failed and potentially hazardous pavement and curbing have been given the highest priority for replacement, and all of the pavement identified as potentially hazardous is included in the proposed program.

Several factors that should be considered with respect to the PCI for concrete roadways:

- Local Failures and PCI. The pavement condition index (PCI) shown for each street represents the average condition for the entire street. One localized failure will lower the street's condition, but it might not make a big impact to the street's PCI, particularly for longer streets. Concrete conditions usually vary from one slab to the next. It is quite possible to have a hazardous slab failure requiring replacement on a street with a high PCI. Such a street would be a high priority to repair despite a relatively high PCI.

Some streets that are included in the proposed FY2022 program have developed potentially hazardous slabs. These streets include Morwood Lane, Ladue Meadows Drive, and Conway Downs Drive.

- Joint Deterioration. Spalled (i.e. deteriorated) joints present a different problem for a street's PCI. When patched, joint spalling is a relatively low-severity problem which will not significantly lower a street's PCI, particularly if the rest of the concrete slab is in good condition. Joint spalling along many of the concrete joints on a street can become a problem, not just for the number of slabs that are affected, but because the failure of one or two joint patches can change the pavement conditions overnight.

  Deteriorated joints are what drivers tend to feel most when driving on a concrete street, prompting several to claim that streets with deteriorated joints are "the worst in the City." Such a sentiment would not be reflected in the street's PCI.

  Concrete slabs can be in very good condition except for their joints. Joint issues often impact adjacent slabs, spreading out the problem. Routine crack and joint sealing will help to prevent joint spalling. Once it has begun, however, spalling can be addressed in several ways, but badly spalled joints should be cut out and replaced. If many of the street's joints have this problem, then the best long-term solution becomes full slab replacement. Unfortunately, the cost to replace much of the street is expensive and will seem disproportionate to the street's PCI.

  Center Parkway, Decker Lane, and Emerson Road are good examples of streets that are recommended for repairs due, in large part, to generally poor concrete joints. Slab failures on each of these streets also helped to distinguish each street as priorities to address this year. The extent of the repairs needed for these three streets has caused these repairs to be phased over several years.

- Roughness Index. The 2016 investigation into the roughness of the City's streets offers an insight into the level of joint deterioration on concrete streets. A low (poor) roughness index on a street with a good PCI could indicate that the street has significant joint deterioration. Several streets in the proposed program reflect this situation in varying degrees. The repair recommendations for these streets in particular aim to make the street smoother, not just structurally sound.

Previous Commitments. It is often difficult or impractical to commit enough resources to address all of the repair needs of a subdivision – or in some cases, a single street – in one year. Many of the streets in the proposed FY2022 program are phased into consecutive years:

- The work proposed on Center Parkway, Decker Lane, and Emerson Road will continue a multi-year effort to improve pavement conditions in the business district south of Olive and between New Ballas Road and Interstate 270.
- Slab replacement on Fairways Drive and Fairways Circle will be in support of the second and final phase of asphalt repaving of this subdivision's combination streets. This work was postponed from FY2021.
- Slab replacement on Princetowne, Royalwood Drive, and Royal Valley Drive continues a multi-year effort to improve concrete streets in the Creve Coeur Place subdivision.
- Improvements in Bellerive Estates continue with Beauvais Court, Cannes Drive, and Montmartre Drive.

- The work on Runnymede Drive will focus on the southern entrance to the Runnymede subdivision and is expected to complete a four-year effort to rehabilitate this street. In addition, the work on Hackman Lane, Larkmont Drive, and Sandhurst Drive are intended to complete concrete repairs in the Runnymede subdivision for the foreseeable future. This work was postponed in FY2021 due to the pandemic.

Support for Other Projects and Future Planning. It is common that more than one type of project or approach is required or recommended to address the needs of a street or sidewalk. This tends to occur with sidewalk projects that require street work (or vice versa) and with composite streets (i.e. concrete streets with an asphalt overlay). The proposed FY2022 concrete program will involve concrete slab replacement on streets like Fairways Drive, Fairways Circle, Morwood Lane, and Tureen Drive and curb and gutter replacement on streets like Olde Cabin Road to support the asphalt resurfacing and microsurfacing programs.

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 FY2022 sidewalk program includes the following highlights:

Olde Cabin Road. The sidewalk and rolled curb and gutter along the north side of Olde Cabin Road will be removed so that vertical curb and gutter and a wider sidewalk can be installed. The asphalt pavement is also proposed to be resurfaced in FY2022. This work will begin a multi-year effort to improve the streets in the Creve Coeur Executive Office Park.

Studt Avenue. The sidewalk along Studt Avenue east of New Ballas Road is in poor condition and will be replaced in anticipation of pavement resurfacing along Studt in FY2023.

Microsurfacing Program. Sidewalk improvements will be required for some of the streets in the proposed microsurfacing program, including Mosley Farm Court.

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.

This program targets asphalt and composite streets whose condition is declining. Resurfacing is one of the last forms of maintenance available to the City for an asphalt street before the road needs to be rebuilt.

The asphalt resurfacing program proposed for FY2022 includes the following asphalt roadways:

Street Name	Current PCI	Roughness Index (2016)
Fairways Circle (Phase 2)	70	60
Fairways Road	67*	55*
Ladue Heights Drive	54	55
Morwood Lane	63	58
Olde Cabin Road	54	67
Tureen Drive	61	58
Weybridge Drive	44*	56*

** Indicates an average condition rating for multiple street segments.*

Asphalt patching for collector and arterial streets:

Craig Road
Mosley Road
New Ballas Road

Notable elements of the proposed asphalt resurfacing program include:

- Work on Fairways Road, Fairways Circle, Morwood Lane, and Tureen Drive were originally planned for the FY2021 asphalt program but were postponed due to the financial effects of the pandemic.
- The northern portion of Fairways Circle was resurfaced in FY2020. The proposed program will complete Fairways Circle and Fairways Road. Both streets are combination streets, and concrete slab replacement is expected to be needed on both streets. This resurfacing project will be coordinated with the concrete pavement replacement project.
- Tureen Drive is a combination street and will also need to be coordinated with the concrete pavement replacement project.
- Resurfacing along Ladue Heights Drive and Weybridge Drive will begin a two-year effort to repave the asphalt streets in the Ladue Heights subdivision.
- Small-scale asphalt repairs will be necessary to Morwood Drive and Ladue Meadows Drive to help prepare these streets for the FY2022 microsurfacing program and to address concrete base failures on both streets.
- Repairs to Craig Road, Mosley Road, and New Ballas Road will be limited but are needed to maintain the driving surface until larger roadway improvements can be made.

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 roadways proposed for this program are:

Streets along Ladue Road between Lindbergh and Mosley

Street Name	Current PCI	2016 Roughness Index
Ladue Court	79	32
Ladue Meadows Lane	77	49
Middlebrook Lane	72	51
Oak Park Court	48	38
Shardue Lane	66*	50*

Streets along Mosley Road

Street Name	Current PCI	2016 Roughness Index
Ladue Meadows Drive	78*	65*
Mosley Acres Drive	82	51
Mosley Farm Court	66	48
Benwood Lane	75*	66*
Morwood Lane	74*	62*
Sarawood Lane	77	64

Creve Coeur Place Subdivision

Street Name	Current PCI	2016 Roughness Index
Kingshill / Princetowne Drive	80*	70*
Royal Valley Drive	58*	45*

Other areas:

Street Name	Current PCI	2016 Roughness Index
Craig Road	46*	58*

** Indicates an average condition rating for multiple street segments.*

The microsurfacing project targets subdivisions and groups of similar streets in order to make the program more intuitive, more efficient, and less expensive to implement.

Most of the streets in the proposed program are in relatively good condition and will probably be candidates for another microsurfacing application when the program cycles back to them in 8-10 years. However, for Oak Park Court and Ladue Meadows Drive, the current pavement conditions likely mean that the proposed microsurfacing may be the last before asphalt resurfacing or base rehabilitation will be necessary.

Craig Road is included in the proposed program in order to help preserve the pavement until the possibly grant-funded rehabilitation of this street can be completed in 2024.

The proposed FY2022 microsurfacing program continues the westward movement of this program through the City and begins work on the west side of Interstate 270.

Roadway Reconstruction/Rehabilitation

The proposed reconstruction/rehabilitation program for FY2022 involves the widening and repaving of Mosley Road from Tureen Drive to Ladue Road. This project has been combined with the grant-funded improvements to Mosley Road from Tureen Drive to Olive Boulevard in order to complete all of the work on Mosley Road as a single project.

Street Name	Current PCI	2016 Roughness Index
Mosley Road (Ladue to Tureen)	46*	50*

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. Both Ladue Road and Conway Road are proposed for restriping in FY2022, as both were originally planned to be restriped in FY2021 but were postponed due to the pandemic.

Crack Sealing

A small crack sealing project is proposed for FY2022. Crack sealing is the most cost-effective pavement maintenance and is an essential component of a successful pavement maintenance program. This program will supplement the crack sealing that is completed by Public Works staff.

Schedule

Staff plans to release bids for the proposed programs in April and May 2021 with the intent of presenting contracts to the City Council in late June. Construction would generally begin in August and be completed before December.

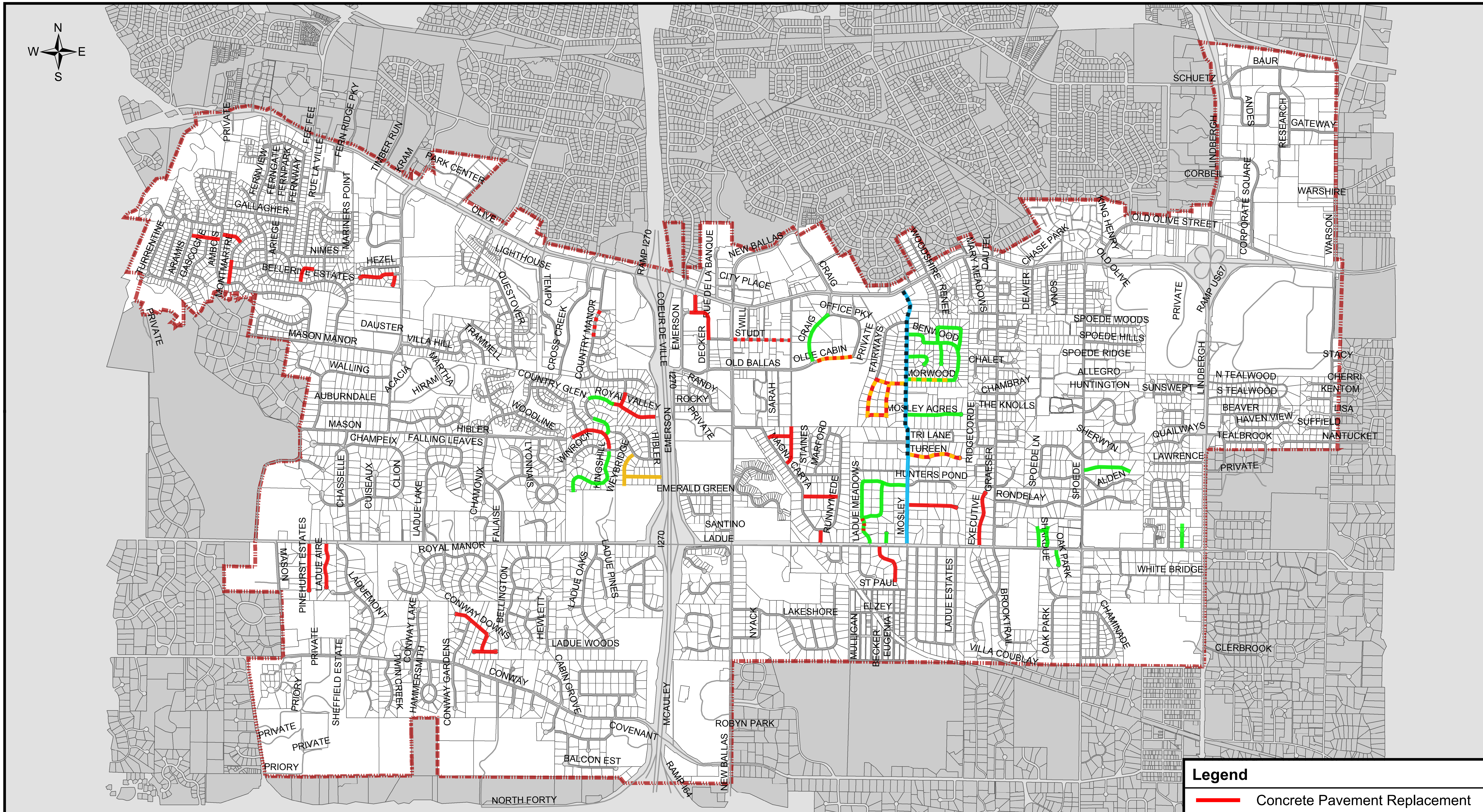
Program Costs

City staff estimates that completion of the proposed FY2022 Roadway Maintenance Program will cost approximately $ 1,375,000, summarized as follows:

Concrete Pavement Replacement	$ 475,000
Sidewalk Replacement	$ 150,000
Asphalt Resurfacing	$ 350,000
Microsurfacing	$ 250,000
Pavement Marking	$ 100,000
Crack Sealing	$ 50,000
Total	**$ 1,375,000**

Attachment: Map of Proposed FY2022 Roadway Maintenance Program

FY2023, FY2024, and Future Roadway Maintenance Program Projections



Legend

- Concrete Pavement Replacement
- Asphalt Pavement Resurfacing
- Microsurfacing
- Roadway Rehabilitation
- Mosley Road Improvements
- Other Roadways

CITY OF CREVE COEUR, MO
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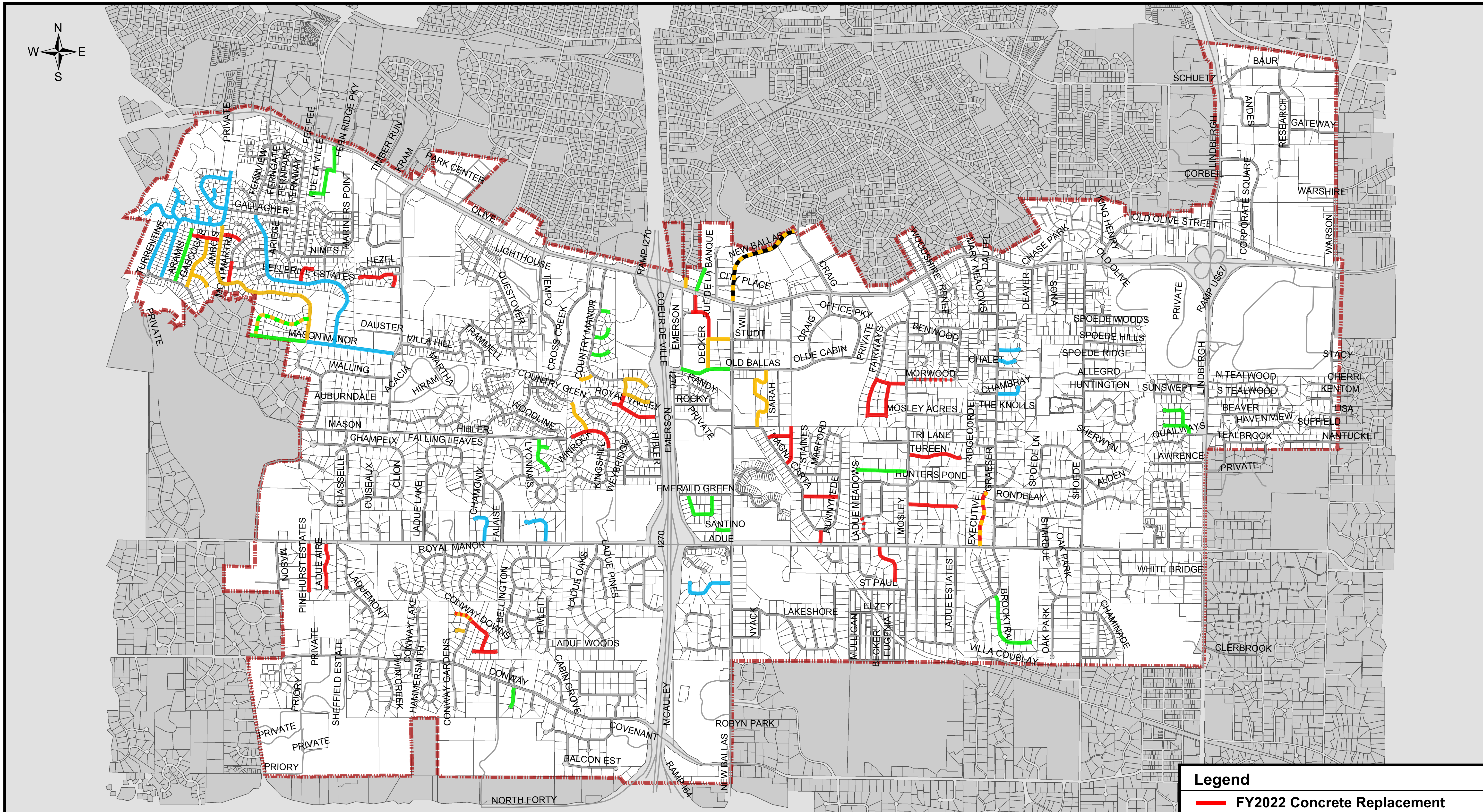
Proposed FY2022 Pavement Maintenance Program

March 19, 2021



Proposed FY2022 Concrete Pavement Replacement Project

with Future Concrete Pavement Replacement Projections

March 19, 2021

CITY OF CREVE COEUR, MO
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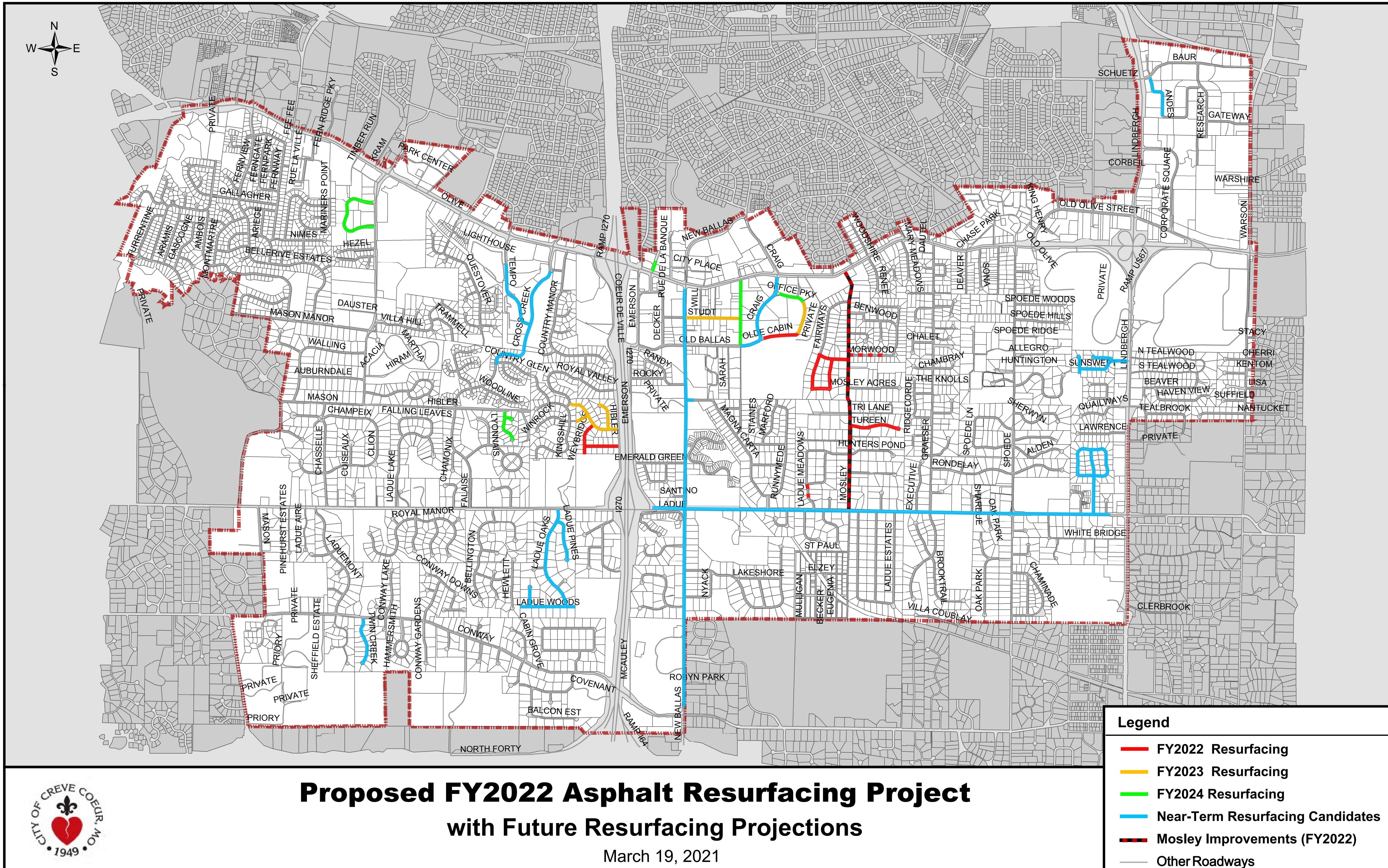
Legend

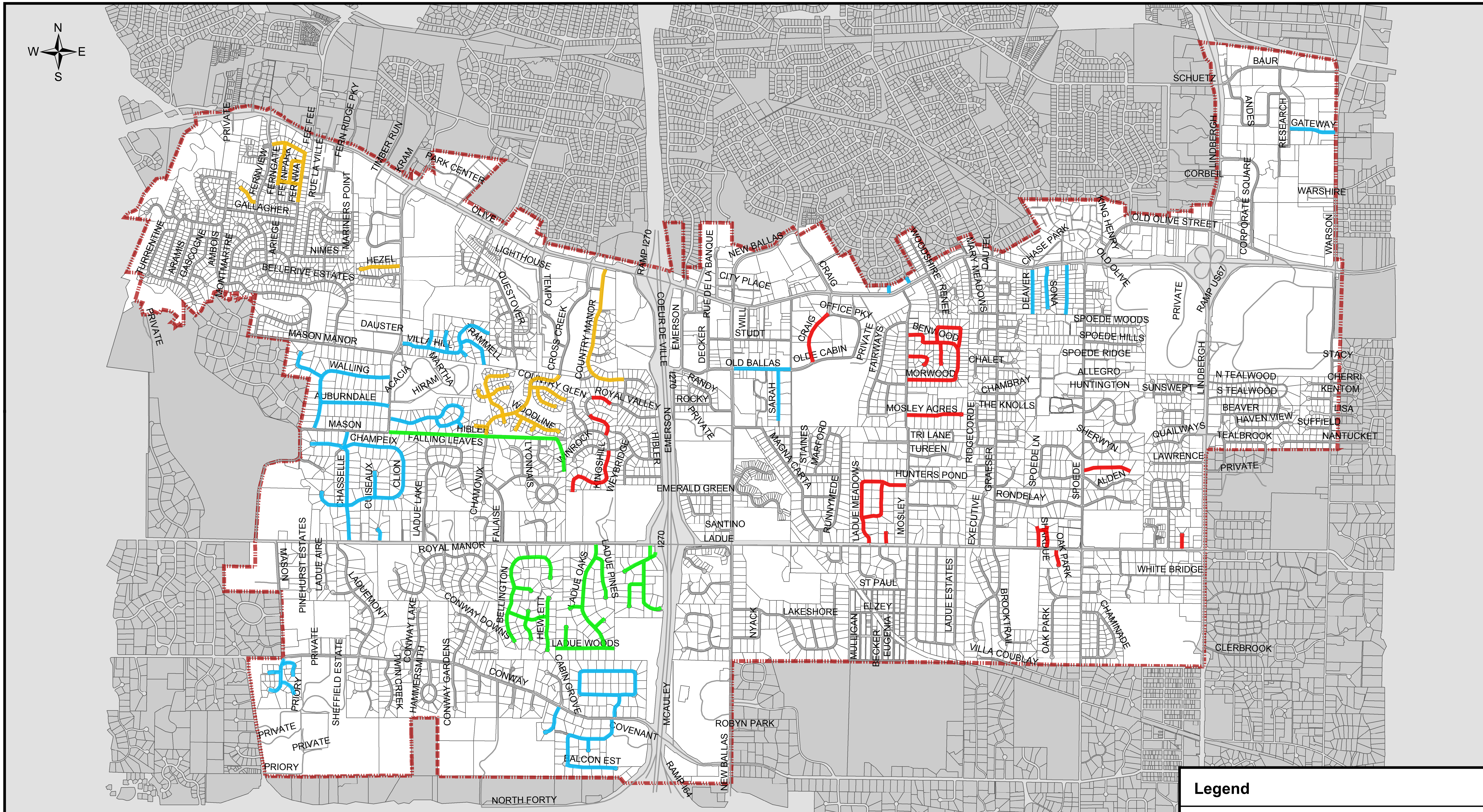
- FY2022 Concrete Replacement
- FY2023 Concrete Replacement
- New Ballas Improvements (FY2023)
- FY2024 Concrete Replacement
- Near-Term Concrete Repair Locations
- Other Roadways



Proposed FY2022 Asphalt Resurfacing Project

with Future Resurfacing Projections

March 19, 2021



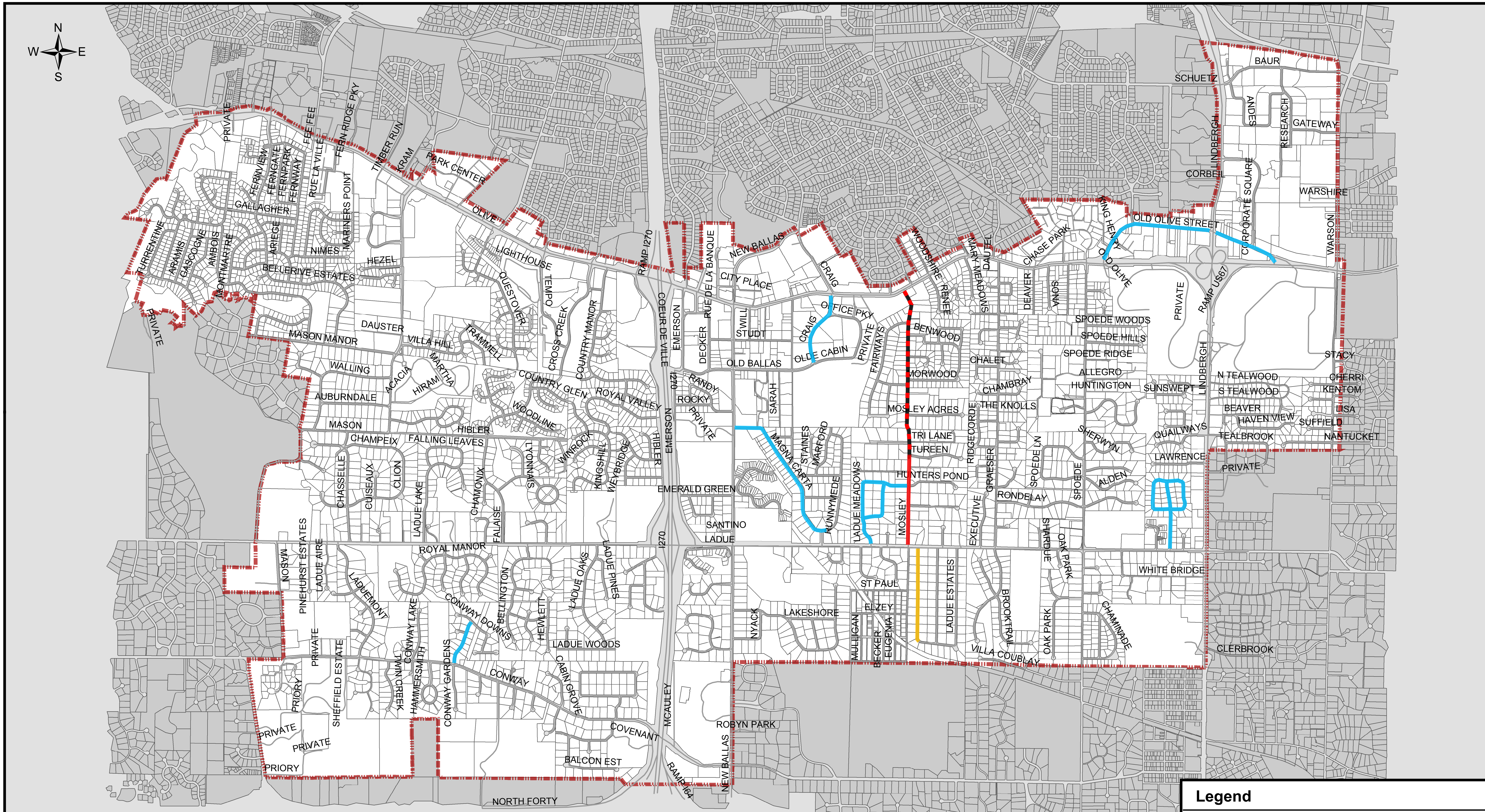
Proposed FY2022 Microsurfacing Project

with Future Microsurfacing Projections

March 19, 2021

Legend

- FY2022 Microsurfacing
- FY2023 Microsurfacing
- FY2024 Microsurfacing
- Near-Term Microsurfacing Candidates
- Other Roadways



Legend

- FY2022 Rehabilitation (Mosley)
- FY2023 Rehabilitation
- Future Rehabilitation Candidates
- Mosley Improvements (FY2022)
- Other Roadways

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Proposed FY2022 Roadway Rehabilitation Project

with Future Rehabilitation Projections

March 19, 2021

City Council
300 North New Ballas Rd
Creve Coeur, MO 63141

SCHEDULED

STAFF REPORT

Meeting: 03/22/21 06:00 PM
Department: Public Works Department
Category: Presentation
Prepared By: Jim Heines
Department Head: Jim Heines

CIP 5-Year PW Equipment Projections

The attached report discusses the Public Works fleet inventory, equipment replacement process and 5-year projections.

DEPARTMENT OF PUBLIC WORKS
OFFICE MEMO

DATE: March 2, 2021

TO: Mark Perkins, City Administrator

FROM: Jim Heines, Director of Public Works

SUBJECT: Fleet Replacement Report FY 2022-FY 2026

Program History

Each year Public Works staff evaluates our fleet of vehicle and equipment as a component to the annual Capital Improvement Program update. A number of factors are examined in determining the optimum fleet size and replacement schedule. The criteria used to determine vehicle and equipment life is a national standard promoted by the American Public Works Association (APWA). Key Factors used in determining the vehicle life cycles include:

- The ability to minimize safety risks by driving vehicles with state of the art safety equipment and newer components.
- Reduced downtime for employees driving vehicles that require minimal repair and maintenance
- Enhanced employee morale and organizational public image
- Reduction in the expense incurred to maintain and repair vehicles

In addition to the items listed above the APWA promotes the use of a point system to determine when each vehicle should be considered for replacement. Five factors about each vehicle are evaluated and points are assessed to each category. The replacement factors and point assessments are as follows:

Factor Evaluated	Points Assessed
Vehicle Age	1 point per year
Miles	1 point per 10,000 miles
Reliability	1 to 5 points
Maintenance and repair costs	1 to 5 points
Condition	1 to 5 points

Point Ranges

Under 18 points	Condition I	Excellent
18-22 points	Condition II	Good
23-27 points	Condition III	Qualifies for replacement
28 points and above	Condition IV	Needs immediate consideration

The attached 5-year CIP projections provide a projected schedule for replacement of our fleet. Below is a description of our major equipment, its uses and projected replacement schedule.

Please note that these are projections and all equipment is evaluated annually to determine which pieces of equipment should be replaced.

Two-ton Trucks

These trucks are the base of our operations and the number of two-ton fleet is largely determined by our leaf vacuuming service as well as snow removal services. In the past, due to the continued review of our operations and evaluation of our fleet needs, we have gradually reduced the size of our two-ton fleet from 14 two-ton trucks down to our recommended optimum of 9 trucks. This in part is due to converting our fleet over time to heavy duty diesel trucks as well as stream lining our operations and trimming the fleet to meet our needs.

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

To provide snow removal services we have split our crew into two 12-hour shifts. This allow the city to deploy 6 two-ton plow trucks and, by recruiting drivers from other departments, several one-ton trucks are also part of the snow removal fleet. If we are to continue to provide snow plow service at the current level it is imperative that we have at least two back up, two-ton plow trucks available for drivers to access in the event of break downs which happens quite often during storms.

Although the APWA reports that the national standard is a ten-year replacement schedule for these vehicles, our goal is to rotate the two-ton fleet using a 12-year life cycle. As our diesel trucks age, we will continue to evaluate their condition and better know if the life cycle can be further extended.

Chipper Trucks

Public Works has 2 chipper trucks in our fleet to pull the three chippers. Two of these trucks are used on a regular basis and designated for chipping only, containing 25 cubic yard Arbortech Chipper beds mounted to the chassis to maximize load size. A third truck can be accessed from our two-ton fleet above by attaching a 10 cubic yard bolt-on box that slides into the back of the dump bed. This is usually one of our oldest trucks and is used in this capacity for one or two years before it is sent to auction. The backup truck is only utilized in the event of extreme storms in a massive effort for storm damage cleanup

Although the chipper trucks are used for approximately 9 months of the year, we feel that by converting our chipper truck fleet to Diesel, we will be able to get 12 years of service. This will allow the two chipper trucks to fit into the 12-year replacement schedule along with the 9 two-ton trucks above, and the Bucket truck (below) thus having a 12-year rotation by replacing one of these trucks each year.

Bucket Truck

The city has one bucket truck in our fleet, a 1996 International 2-ton chassis with a 35 ft. Altec boom with a man-bucket and crane hook which was purchased from the city of Clayton in 2007. This truck is necessary for tree removal/ pruning operations as well as servicing the decorative lighting, banners, and holiday decorations on Olive or in parking lots. Staff has focused on keeping up with proper preventative maintenance, annual safety inspections and certification. We hope to keep the truck in service until FY 2025, at that point, we would plan to look at the used equipment market due to our limited usage and a comparatively high cost of a new bucket truck.

One-ton Trucks

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

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

Our one-ton trucks are the heart of our fleet during the construction season. They are used for smaller projects and delivering tools and materials to most job sites especially in hard-to-get-to locations. Although the APWA national average recommended replacement for these trucks is 10 years, we have been replacing one-ton trucks in the 12 to 15-year range. In the past, Public Works experienced a significant amount of down time from these trucks so we started converting the one-ton fleet over to diesel power heavy duty trucks which has resulted in better service and reliability from these vehicles.

Future one-ton purchases will continue to include two styles of truck. Diesel powered one-ton 350 series trucks will be purchased for our normal work trucks, and replacement snow plow trucks will be diesel powered 550 series trucks. The main difference between these two types of trucks is the payload. The 350 series truck has a GPRW of 14,000 lbs. whereas the 550 series truck has a GPRW of 18,000. The higher GPRW allows for snow plow trucks to carry a full load of salt in their spreaders for snow plow operations.

Pick-up Trucks

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

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

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

Leaf Vacuum

Public Works staff has completed converting the leaf vacuum fleet from gas to diesel power engines. This has helped create a more reliable and powerful fleet. Due to the resulting reduction in breakdowns and downtime, we have been able to reduce the size of our leaf vacuum fleet from 13 gas powered to 9 diesel powered units.

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

Skid Steer

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

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

The APWA national average recommended replacement for this equipment is 10 years. With a good preventative maintenance program we hope to get up to 12 years from these units.

Backhoe

The city purchased a John Deere Backhoe in 2008 and it is used for a number of tasks which include:

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

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

Front Loader

The city replaced a 1992 John Deere Front Loader in 2011 with another John Deere Front Loader. This piece of equipment is used for a number of tasks which include:

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

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

Capital Equipment Purchasing

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

- Purchase new from the MoDOT Cooperative Purchase Program for vehicles and equipment
- City bidding specific vehicles and equipment
- Rent/Lease programs
- Used vehicle/equipment purchases.

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

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

Although Rent/Lease programs can keep your fleet stocked with newer trucks, it can be a costly option. Past investigations for these programs have revealed that lease payments over a three-year period will equal the cost of purchasing a new unit. In addition, staff met with Enterprise Leasing a few years back to revisit leasing for trucks and found that they did not lease two –ton trucks. Upon further discussions about one-ton and pickup trucks, they commented that they cannot compete with the state purchase pricing we receive on trucks through the MoDOT State Cooperative Bids.

Conclusion

Although we use a rotational method to determine replacement schedules, to determine the specific vehicles and equipment that are to be replaced each year, we use the APWA method of evaluating vehicles and equipment which is accepted nationwide by APWA organizations. The attached CIP 5-year Equipment Replacement schedules are merely guides used for long term planning and strategies.

The city also has a mechanic on staff to perform preventative maintenance and repairs to all of our vehicles and equipment as well as the Police fleet. We have experienced a significant reduction in down time and the cost to repair vehicles. It is expected that this trend will continue.

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

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

PUBLIC WORKS CAPITAL EQUIPMENT PROJECTIONS

FY2022 - FY2026 CAPITAL IMPROVEMENT PROGRAM

FY2022 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 124,800.00	2009 Two-ton Dump Truck
One-ton Dump Truck	$ 69,500.00	2012 One-ton Dump Truck
Crack Seal Machine	$ 48,800.00	2000 Crafco Machine
Limb Chipper	$ 70,200.00	2007 Limb Chipper
	$ 313,300.00	

FY2023 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Chipper Truck with 25 CY Box	$ 141,500.00	2012 Two-ton Chipper Truck
Skid Steer	$ 91,300.00	2012 Skid Steer
3/4-ton Crew Cab Pickup Truck	$ 51,100.00	2012 1/2-ton Pickup Truck
Leaf Vacuum (25 CY; Diesel Powered)	$ 82,000.00	2012 Leaf Vacuum (Diesel Powered)
	$ 365,900.00	

FY2024 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 137,600.00	2010 Two-ton Dump Truck
One-ton Dump Truck	$ 76,600.00	2013 One-ton Dump Truck
Leaf Vacuum (25 CY; Diesel Powered)	$ 86,100.00	2013 Leaf Vacuum (Diesel Powered)
	$ 300,300.00	

FY2025 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 144,400.00	2011 Two-ton Dump Truck
Bucket Truck (used)	$ 125,000.00	1996 Bucket Truck
Leaf Vacuum (25 CY; Diesel Powered)	$ 90,400.00	2013 Leaf Vacuum (Diesel Powered)
	$ 359,800.00	

FY2026 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck	$ 143,200.00	2011 Two-ton Dump Truck
One-ton Dump Truck	$ 84,500.00	2013 One-ton Dump Truck
3/4-ton Pickup Truck (Asphalt flat bed)	$ 66,300.00	2013 3/4-ton Pickup Truck
Leaf Vacuum (25 CY; Diesel Powered)	$ 90,400.00	2014 Leaf Vacuum (Diesel Powered)
	$ 384,400.00	

City Council
300 North New Ballas Rd
Creve Coeur, MO 63141

SCHEDULED

Meeting: 03/22/21 06:00 PM
Department: Public Works Department
Category: Report
Prepared By: Matt Wohlberg
Department Head: Jim Heines

STAFF REPORT

FY2022-FY2026 CIP Updates

Staff will review several changes to the proposed Capital Improvement Program that have been made since the March 8 work session. Most of these changes involve corrections to budget projections and responses to discussions with the City Council, Planning and Zoning Commission, Stormwater Committee, and Parks and Historic Preservation Committee.

DEPARTMENT OF PUBLIC WORKS
STAFF MEMORANDUM

DATE: March 19, 2021

TO: Mark Perkins, City Administrator
CC: Jim Heines, Director of Public Works

FROM: Matt Wohlberg, P.E., City Engineer

SUBJECT: Review of Recent Changes and Committee Recommendations FY2022-FY2026 Capital Improvement Program

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This report summarizes the discussions and changes that have been made regarding the proposed Capital Improvement Program (CIP) since the CIP was presented to the City Council at the work session on Monday, March 8.

Committee Reviews
Staff presented the draft CIP to several committees since the March 8 work session:

Stormwater Committee (March 10). The Stormwater Committee reviewed the CIP with a focus on stormwater-related projects and provided the attached recommendation to the City Council. In short, the Stormwater Committee supports the stormwater projects listed in the proposed CIP but feels that it needs more information before it can make an educated recommendation regarding the stormwater management plan.

Planning and Zoning Commission (March 15). Staff presented the draft CIP to the Planning and Zoning Commission to introduce them to the CIP. A second discussion with the Planning and Zoning Commission is scheduled for April 5, and staff will seek a recommendation from the Commission at that time.

Parks and Historic Preservation Committee (March 17). The Parks and Historic Preservation Committee reviewed the parks-related projects in the draft CIP and provided the attached recommendation to the City Council. The Parks and Historic Preservation Committee supports the proposed CIP and stated its focus on Millennium Park and possible new amenities there.

Revisions to the Proposed CIP
Several changes have been made to the proposed CIP in recent weeks. These changes have varying impacts to the CIP, but none of the changes cause the CIP to end with a negative fund balance. These changes highlighted in yellow on the attached CIP Exhibit A spreadsheets and are described below in the order in which they appear on the spreadsheets.

Capital Fund

Revisions to the projected revenues and expenses in the Capital Fund include adjustments to five line items and the addition of two line items that impact the projections for FY2021, FY2022, and FY2023. The net impact of the changes is a reduction of the five-year fund balance by $267,911.

Government Facilities

05 Salt Dome Roof Repairs

Funding for this item was moved from FY2023 to FY2022 following comments from the City Council during the March 8 work session.

Parks and Recreational Facilities

13 Park Path Improvements (Municipal Park Grant)

This project involves improvements to both Malcolm Terrace Park and Conway Park. While most of the work in Malcolm Terrace Park will be completed in FY2021, all of the construction work at Conway Park will take place in FY2022. The projected expenses in FY2021 were reduced accordingly. The anticipated FY2022 expenses and the anticipated grant reimbursement for the project were added to FY2022 in the Parks-Stormwater Tax Fund.

14 Ice Arena Refrigerant Switchover (Design – Planning Grant)

$20,000 was added to the FY2022 budget to fund architectural and engineering consulting to determine the City's options for phasing in the replacement of certain mechanical equipment at the Ice Arena and changing the refrigerant used for the system. Staff will apply for a planning grant from the Municipal Park Grant Commission to help offset this cost, but the grant funding will not be reflected in the CIP until the grant is awarded.

Streets and Sidewalks

10 Mosley Road Improvement Project (STP Grant)

The estimated construction cost was increased by $30,000 in FY2022 to allow for a plan to replace the City's aging message boards through this project. In order to do this, the construction contractor would obtain and use the message boards during the project, the contractor would invoice the City for the price bid for the message boards, and then the City would take ownership of the message boards. This method can benefit the City with lower traffic control costs for the construction project, as well as new message boards.

Capital Equipment

03 Police Department Capital Equipment

A new line item for a new Police Department vehicle was added to the CIP. The Police Department plans to purchase a new investigations vehicle in FY2022 for $42,000 to replace a 10-year-old vehicle.

07 Building Department Software

A new line item for new permitting and inspections software was added to the CIP. The Community Development Department plans to replace its current software with a system that provides more capabilities. The software would be replaced in FY2022 for $70,000.

Capital Project Administration

Project Management

The projected expenses in FY2021 was reduced by $862, and the projection in FY2022 was increased by $82.

Capital Fund (Continued)

Capital Fund Revenues

Both the interest revenue and proceeds from equipment sales have been corrected. The net change is a reduction in the FY2020 revenue by $21,191.

Parks-Stormwater Tax Fund

Revisions were made that impacted three line items in FY2021 through FY2026. These changes resulted in an increase of the five-year fund balance by $513,438.

Parks and Recreational Facilities

05 Park Path Improvements (Municipal Park Grant)
The estimated cost of the path improvements in Conway Park, benches, and trail signs were added to FY2022. The grant reimbursement for the project was also added under additional revenues.

Stormwater

01 Stormwater Management Plan
Funding for this plan was originally identified as $350,000 in FY2022 and $350,000 in FY2023. The budget for the development of this plan has been removed from the CIP and has been replaced with $15,000 to assist with researching an appropriate scope and fee for the study. Once this research is complete, staff intends to seek a recommendation from the Stormwater Committee regarding the scope of the plan. A budget amendment would be necessary to add sufficient funding for the study if the intent is to begin this study in FY2022.

Capital Project Administration

01 Project Management
The total projected expenses from FY2021 through FY2026 were increased by $23,364.

Building Project Bond Fund

Revenue and expense projections were updated on six line items in this fund, with impacts to FY2021 through FY2026. Most of these changes have only a minor impact to the fund balance, but the change to the property tax revenue projections is significant and is summarized below. The total impact of these changes is a reduction in the five-year fund balance by $1,142,897, with the ending fund balance for FY2026 at $544,134.

Debt Service – Property Tax Revenue

The tax rate will be reduced beginning in FY2022, which will lower the City's projected revenue for each year of the CIP by $254,724.

The current version of the proposed CIP can be found on the City's website at:
http://www.creve-coeur.org/95/Capital-Improvement-Program

Attachments: Stormwater Committee Recommendation
Parks and Historic Preservation Committee Recommendation
CIP Spreadsheet (Exhibit A) with Changes Highlighted

CITY OF CREVE COEUR
MEMORANDUM

DATE: March 19, 2021

TO: Mayor Glantz and City Council
Mark Perkins, City Administrator

CC: Matt Wohlberg, City Engineer

FROM: Judy Campbell, Chair of the Stormwater Committee

SUBJECT: Recommendation for FY2022-FY2026 Capital Improvement Program

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The Stormwater Committee discussed the proposed Capital Improvement Program at its meeting on March 10, 2021, and the Committee made the following recommendation:

> *The Stormwater Committee recommends that the City Council pursue the stormwater projects outlined in the proposed Capital Improvement Program for FY2022-FY2026, with the stipulation that the Committee would like City staff to investigate and present an appropriate scope and cost of the proposed stormwater management plan. The Stormwater Committee feels that the Committee will be able to make a more educated recommendation specific to the stormwater management plan once the Committee has had a chance to review the results of this investigation. This investigation and the subsequent recommendation by the Stormwater Committee are expected to be complete in the summer or fall of 2021.*

CITY OF CREVE COEUR

MEMORANDUM

Date: March 18, 2021
To: Mayor, City Council and City Staff
From: David McCoy, Chair of the Parks and Historic Preservation Committee
Rupi Pujji, Vice Chair of the Parks and Historic Preservation Committee
CC: Jason Valvero, Director of Recreation
Subject: Parks CIP

During the Parks and Historical Preservation meeting on March 17, 2021, the committee reviewed the parks portion of the Parks and Stormwater Sales Tax Fund in the CIP with City Engineer, Matt Wohlberg.

After discussion, comments to staff emphasized the #1 priority is to work with Planning Design Studio to implement changes in Millennium Park that includes a potential amphitheater and other amenities that will encompass the $500K (or more if needed). The other projects that are on the CIP for 2022 "maintenance" are important but won't transform our parks.

A motion was made by Allen to accept the CIP as presented, that included maintenance of current facilities. McCoy made a first to accept the motion and Pujji made a second. Motion passed unanimously.

The committee would like to thank everyone on their hard work in getting to this point in the CIP process and the members look forward to working with staff and City Council in moving forward in the park master plan process.

If you need further information please contact the PHP committee.

Sincerely,

Dave McCoy, Chair

Rupi Pujji, Vice Chair

APPENDIX A
FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

CAPITAL FUND

REVENUE AND EXPENSE DETAIL

9501 GOVERNMENT FACILITIES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Accessibility Improvements (CDBG Grant)	20,000	23,395	-	-	-	20,000	20,000	20,000	20,000
02 Government Center Gym HVAC Replacement	-	36,030	-	-	-	-	-	-	-
03 Government Center Renovations (Lower Level)		-	30,000	30,000	200,000	-	-	-	-
04 Government Center Renovations (Upper Level)	-	-	-	-	50,000	200,000	1,750,000	-	-
05 Government Center Parking Lot Repairs		-	-	-	25,000	-	-	-	-
06 Salt Dome Roof Repairs		-	-	-	60,000	-	-	-	-
		-	-	-	-	-	-	-	-
Subtotal (Government Facilities)	20,000	59,425	30,000	30,000	335,000	220,000	1,770,000	20,000	20,000
% of Total Capital Fund Outlay	1%	2%	1%	1%	8%	5%	30%	1%	1%

9506 PARKS AND RECREATIONAL FACILITIES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Park or Dielmann Complex Improvements (Grant Match)		-	-	-	-	30,500	-	30,500	-
03 Parks Master Plan	-	2,000	-	-	-	-	-	-	-
04 Ice Arena Improvements (Municipal Park Grant)	-	112,194	-	-	-	-	-	-	-
05 Creve-Coeur-Frontenac Missouri Pacific Trail Study	30,000	-	-	-	-	-	-	-	-
06 Tennis Court Repairs	35,000	-	-	-	-	-	-	-	-
07 Millennium Park Trail Study	20,000	8,288	-	-	-	-	-	-	-
08 Golf Course Pond Fountain	25,000	673	-	-	-	-	-	-	-
09 Ice Arena Compressor Replacement	30,000	24,059	-	-	-	-	-	-	-
10 Historic Building Rehabilitation and Preservation	35,000	8,855	-	-	-	-	-	-	-
11 Playground Safety Surface Replacement	-	-	30,000	31,988	-	-	-	-	-
12 Dielmann Recreation Complex Parking Lot Lighting	20,000	2,100	37,000	43,074	-	-	-	-	-
13 Park Path Improvements (Municipal Park Grant)	-	-	471,000	116,000	-	-	-	-	-
14 Ice Arena Refrigerant Switchover (Design - Park Planning Grant)	-	-	15,000	9,400	20,000	-	-	-	-
15 Malcolm Terrace Parking Lot Improvements (CDBG Grant)	-	-	45,000	-	-	-	-	-	-
16 Dielmann Recreation Complex HVAC Replacement - Phase 2	-	-	-	-	110,000	-	-	-	-
17 Dielmann Recreation Complex Roof Drainage	-	-	-	-	50,000	-	-	-	-
18 Ice Arena Flooring Replacement	-	-	-	-	-	200,000	-	-	-
19 Park Restroom Renovations (Design)	-	-	-	10,000	-	-	-	-	-
20 Park Preliminary Design - Millennium Park (Park Planning Grant)	-	-	-	18,000	-	-	-	-	-
Subtotal (Parks and Recreational Facilities)	195,000	158,169	598,000	228,462	180,000	230,500	-	30,500	-
% of Total Capital Fund Outlay	8%	6%	18%	7%	4%	5%	0%	1%	0%

9509 STORMWATER	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Stormwater Improvements Per Master Plan	-	-	-	-	-	-	-	-	-
02 Middlebrook Drive Culvert Rehabilitation	250,000	3,610	-	285,658	-	-	-	-	-
03 Balcon Estates Culvert Improvements	18,250	7,977	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal (Stormwater)	268,250	11,587	-	285,658	-	-	-	-	-
% of Total Capital Fund Outlay	11%	0%	0%	9%	0%	0%	0%	0%	0%

DRAFT 03/19/2021

New and Revised Items are Highlighted in Yellow

CAPITAL FUND
REVENUE AND EXPENSE DETAIL

APPENDIX A
FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

9510 STREETS AND SIDEWALKS	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Street and Sidewalk Maintenance Program	1,331,250	1,398,761	600,000	640,000	1,375,000	1,353,000	1,373,300	1,393,900	1,414,800
02 Street Reconstruction/Rehabilitation	365,000	484,009	-	-	-	300,000	-	200,000	300,000
03 North New Ballas Sidewalk Phase 2A (TAP Grant)	-	5,683	-	600	-	-	-	-	-
04 Warson Road Improvement Project (STP Grant)	-	29,254	-	-	-	-	-	-	-
05 Fernview Sidewalk Concept Plan (Design & Grant Match)	35,000	20,689	-	5,964	**35,000**	-	**111,000**	**80,000**	-
06 New Ballas Median Plantings	-	-	20,000	20,000	-	-	-	-	-
07 Signal Enhancement Projects	-	88,136	240,000	56,883	**180,000**	-	-	-	-
08 Emerson Road Improvement Project (STP Grant)	35,000	27,941	605,000	613,450	-	-	-	-	-
09 Fernview Drive Resurfacing (STP Grant)	-	28,773	275,000	226,342	-	-	-	-	-
10 Mosley Road Improvement Project (STP Grant)	20,000	79,306	277,000	179,552	1,340,000	-	-	-	-
11 New Ballas Road Improvements - Phase 1 (STP Grant)	-	-	150,000	155,411	180,000	1,020,000	-	-	-
12 Lindbergh-Old Olive Intersection (State Cost-Share; STP Grant)	-	10,837	190,000	215,000	**25,000**	**325,000**	**2,045,500**	-	-
13 Olive-Lindbergh Interchange Enhancements	70,000	55,000	-	161,386	30,000	-	-	-	-
14 Pavement Condition Ratings Update	-	-	-	-	45,000	-	-	-	-
15 New Ballas Sidewalk Extension (TAP Grant)	**-**	**6,027**	**-**	**-**	**50,000**	**210,000**	-	-	-
16 Craig Road Improvements (Design & Grant Match)	-	33,830	-	-	-	150,000	20,000	220,000	-
17 New Ballas Road Improvements - Phase 2 (Design & Grant Match)		-	-	-	-	-	100,000	25,000	250,000
18 New Ballas Road Improvements - Phase 3 (Design & Grant Match)	-	-	-	-	-	-	-	100,000	20,000
19 New Ballas Road Improvements - Phase 4 (Design & Grant Match)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100,000**
20 Olive Median Enhancement Stock	**-**	**-**	**-**	**-**	**75,000**	-	-	-	-
Subtotal (Streets and Sidewalks)	**1,856,250**	**2,268,246**	**2,357,000**	**2,274,588**	**3,335,000**	**3,358,000**	**3,649,800**	**2,018,900**	**2,084,800**
% of Total Capital Fund Outlay	73%	81%	70%	72%	75%	79%	62%	79%	80%

9516 CAPITAL EQUIPMENT	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Public Works Capital Equipment	88,948	161,644	243,700	243,700	313,300	365,900	300,300	359,800	384,400
02 Golf Course Capital Equipment	35,000	31,751	-	-	25,000	-	35,000	40,000	-
03 Police Department Capital Equipment	-	-	-	-	42,000	-	-	-	-
04 Police Department Fitness Equipment	-	17,500	-	-	-	-	-	-	-
05 Phone System Replacement	-	-	-	-	52,000	-	-	-	-
06 Public Works Facility Gasoline System Replacement	-	-	35,000	18,433	-	-	-	-	-
07 Building Department Software	-	-	-	-	70,000	-	-	-	-
Subtotal (Capital Equipment)	**123,948**	**210,895**	**278,700**	**262,133**	**502,300**	**365,900**	**335,300**	**399,800**	**384,400**
% of Total Capital Fund Outlay	5%	8%	8%	8%	11%	9%	6%	16%	15%

CAPITAL PROJECT ADMINISTRATION	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Project Management	89,505	90,283	92,804	91,942	93,082	95,800	98,700	101,700	104,800
Subtotal (Administration)	**89,505**	**90,283**	**92,804**	**91,942**	**93,082**	**95,800**	**98,700**	**101,700**	**104,800**
% of Total Capital Fund Outlay	**4%**	**3%**	**3%**	**3%**	**2%**	**2%**	**2%**	**4%**	**4%**

CAPITAL FUND
REVENUE AND EXPENSE DETAIL

APPENDIX A
FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

TOTAL CAPITAL FUND OUTLAY	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
	2,552,953	2,798,605	3,356,504	3,172,783	4,445,382	4,270,200	5,853,800	2,570,900	2,594,000

9514 DEBT SERVICE	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 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)	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
	2,552,953	2,798,605	3,356,504	3,172,783	4,445,382	4,270,200	5,853,800	2,570,900	2,594,000

CAPITAL FUND REVENUES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	997,953	1,998,718	1,548,626	2,115,874	2,088,577	1,058,127	619,058	747,842	639,899
Estimated Capital Improvement Sales Tax Revenue (Half-Cent Sales Tax)	2,151,761	2,025,908	1,677,510	1,874,443	1,911,932	1,950,171	1,989,174	2,028,957	2,069,537
Estimated Interest Revenue	3,000	29,161	10,000	13,000	4,000	4,000	4,000	4,000	4,000
Estimated Additional Revenue (Grants, Reimbursement, and Other)	983,600	460,692	1,316,300	841,943	839,000	1,266,960	1,829,410	20,000	20,000
Proceeds from Equipment Sales	-	-	10,000	16,100	10,000	10,000	10,000	10,000	10,000
General Fund Transfers In	400,000	400,000	400,000	400,000	650,000	600,000	2,150,000	400,000	400,000
Public Safety Transfer In	-	-	-	-	-	-	-	-	-
Total Revenues & General Fund Transfers In - Capital Fund	**3,538,361**	**2,915,761**	**3,413,810**	**3,145,486**	**3,414,932**	**3,831,131**	**5,982,584**	**2,462,957**	**2,503,537**
Total Anticipated Year End Expenditures	**2,552,953**	**2,798,605**	**3,356,504**	**3,172,783**	**4,445,382**	**4,270,200**	**5,853,800**	**2,570,900**	**2,594,000**
Ending Fund Balance (Cash Basis) - Capital Fund	**1,983,361**	**2,115,874**	**1,605,932**	**2,088,577**	**1,058,127**	**619,058**	**747,842**	**639,899**	**549,436**

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
ADA Improvements (Community Development Block Grant)	20,000	23,395	20,000	20,000	-	20,000	20,000	20,000	20,000
Emerson Road Improvement Project (STP Grant)	444,000	-	444,000	444,000	-	-	-	-	-
Fernview Drive Improvement Project (STP Grant)		-	220,000	167,212	-	-	-	-	-
North New Ballas Lighting and Signal Enhancements - Olive TDD	-	72,575	-	-	-	-	-	-	-
North New Ballas Signal Enhancements - Development Escrow	-	-	-	25,705	-	-	-	-	-
Ladue Court Escrow Reimbursement	-	-	-	17,226	-	-	-	-	-
Ice Arena Improvements (Municipal Park Grant)	397,600	349,804	-	-	-	-	-	-	-
Mosley Road Improvements - North Phase (STP Grant)	-	-	84,000	60,000	676,000	-	-	-	-
Park Master Plan (Municipal Park Planning Grant)	-	6,400	-	-	-	-	-	-	-
New Ballas Improvements - Phase 1 (STP Grant)	-	-	-	-	144,000	816,000			
Park Path Improvements (Municipal Park Grant)	-	-	440,500	-	-	-	-	-	-
Lindbergh-Old Olive Intersection (State Cost-Share Program)	-	-	95,000	95,000	15,000	35,200	875,050	-	-
Lindbergh-Old Olive Intersection (STP Grant)	-	-	-	-	-	229,840	934,360	-	-
New Ballas Sidewalk - Phase 3 (TAP Grant)	-	-	-	-	4,000	165,920	-	-	-
Signal Enhancement Reimbursement (MoDOT)	-	8,518	-	-	-	-	-	-	-
Ice Arena Refrigerant Switchover (Municipal Park Planning Grant)	-	-	6,400	6,400	-	-	-	-	-
Millennium Park Preliminary Design (Municipal Park Planning Grant)	-	-	6,400	6,400	-	-	-	-	-
Subtotal	**861,600**	**460,692**	**1,316,300**	**841,943**	**839,000**	**1,266,960**	**1,829,410**	**20,000**	**20,000**

PARKS-STORMWATER TAX FUND

REVENUE AND EXPENSE DETAIL

APPENDIX A

FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

9506 PARKS AND RECREATIONAL FACILITIES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Park Preliminary Designs	-	-	-	-	50,000	50,000	-	-	-
02 Implementation of Park Master Plan	-	-	-	-	500,000	800,000	800,000	800,000	800,000
03 Historic Building Rehabilitation and Preservation	-	-	-	-	25,000	25,000	25,000	25,000	25,000
04 Park Restroom Renovations	-	-	-	-	100,000	100,000	-	-	-
05 Park Path Improvements (Municipal Park Grant)	-	-	-	-	680,000	-	-	-	-
06 Malcolm Terrace Parking Lot Improvements (CDBG Grant)	-	-	-	-	50,000	-	-	-	-
07 Park Identification Signage Master Plan	-	-	-	-	20,000	-	-	-	-
08 Park Parking Lot Improvements/Preservation	-	-	-	-	50,000	-	-	-	-
09 Park Furniture Replacement	-	-	-	-	80,000	-	30,000	-	-
10 Malcolm Terrace Park Trail Improvements	-	-	-	-	150,000	-	-	-	50,000
11 Repaint & Restripe Conway Park and Lake School Park Tennis Courts	-	-	-	-	75,000	-	-	-	-
12 Remove Small Playground at Millennium Park	-	-	-	-	20,000	-	-	-	-
13 Playground Safety Surface Replacement	-	-	-	-	-	100,000	-	100,000	-
14 Venable Park Improvements (Grant Match)	-	-	-	-	-	-	150,000	-	-
Subtotal (Parks and Recreational Facilities)	-	-	-	-	1,800,000	1,075,000	1,005,000	925,000	875,000
% of Total Parks-Stormwater Tax Fund Outlay	N/A	N/A	N/A	N/A	86%	68%	55%	53%	46%

9509 STORMWATER	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Stormwater Management Plan		-	-	-	15,000	-	-	-	-
02 Stormwater Improvements per Master Plan	-	-	-	-	-	-	400,000	400,000	600,000
03 Stormwater Improvements (Deer Creek - Deer Creek OMCI)	-	-	-	-	-	-	224,000	224,000	224,000
04 Hibler Roadside Drainage	-	-	-	-	50,000	100,000	-	-	-
05 Alden Lane Drain Replacement (Deer Creek OMCI)	-	-	-	-	35,000	-	-	-	-
06 Ballas Culvert Erosion Rehabilitation (Deer Creek OMCI)	-	-	-	-	75,000	250,000	-	-	-
07 Golf Course Pond Aeration (Deer Creek OMCI)	-	-	-	-	25,000	-	-	-	-
08 Hibler Woods Drain Replacement	-	-	-	-	-	20,000	-	-	-
Subtotal (Stormwater)	-	-	-	-	200,000	370,000	624,000	624,000	824,000
% Total Parks-Stormwater Tax Fund Outlay	N/A	N/A	N/A	N/A	10%	23%	34%	36%	43%

9516 CAPITAL EQUIPMENT	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Parks Capital Equipment	-	-	-	-	-	30,000	-	-	-
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal (Capital Equipment)	-	-	-	-	-	30,000	-	-	-
% Total Parks-Stormwater Tax Fund Outlay	N/A	N/A	N/A	N/A	0%	2%	0%	0%	0%

CAPITAL PROJECT ADMINISTRATION	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Project Management	-	-	-	8,698	104,364	107,500	185,800	191,400	197,200
Subtotal (Administration)	-	-	-	8,698	104,364	107,500	185,800	191,400	197,200
% Total Parks-Stormwater Tax Fund Outlay	N/A	N/A	N/A	N/A	5%	7%	10%	11%	10%

New and Revised Items are Highlighted in Yellow

PARKS-STORMWATER TAX FUND

REVENUE AND EXPENSE DETAIL

APPENDIX A

FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

CAPITAL OUTLAY SUMMARY	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Total Parks-Stormwater Tax Fund Outlay	-	-	-	8,698	2,104,364	1,582,500	1,814,800	1,740,400	1,896,200
% of Total Annual Expenses	N/A	N/A	N/A	N/A	85%	81%	80%	79%	80%

OPERATIONS AND MAINTENANCE	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Transfer Out - General Fund (Parks and Stormwater Operations and Maintenance)	-	-	-	-	380,000	380,000	458,900	468,100	477,500
Subtotal	-	-	-	-	**380,000**	**380,000**	**458,900**	**468,100**	**477,500**
% of Total Annual Expenses	N/A	N/A	N/A	N/A	15%	19%	20%	21%	20%

9514 DEBT SERVICE	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
N/A	-	-	-	-	-	-	-	-	-
Subtotal	-	-	-	-	-	-	-	-	-
% of Total Annual Expenses	N/A	N/A	N/A	N/A	0%	0%	0%	0%	0%

TOTAL ANNUAL EXPENSES (Capital Outlay, Transfers Out, and Debt Service)	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
	-	-	-	8,698	2,484,364	1,962,500	2,273,700	2,208,500	2,373,700

PARKS-STORMWATER TAX FUND REVENUES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	-	-	-	-	459,912	471,148	1,053,067	1,343,672	1,746,281
Estimated Parks-Stormwater Tax Revenue (Half-Cent Sales Tax)	-	-	-	468,610	1,900,000	2,294,319	2,340,205	2,387,009	2,434,749
Estimated Interest Revenue	-	-	-	-	100	100	100	100	100
Estimated Additional Revenue (Grants, Reimbursement, and Other)	-	-	-	-	595,500	250,000	224,000	224,000	224,000
Capital Fund Transfers In	-	-	-	-	-	-	-	-	-
General Fund Transfers In	-	-	-	-	-	-	-	-	-
Proceeds from Equipment Sales	-	-	-	-	-	-	-	-	-
Total Revenues & Transfers In - Parks-Stormwater Tax Fund	-	-	-	**468,610**	**2,495,600**	**2,544,419**	**2,564,305**	**2,611,109**	**2,658,849**
Total Anticipated Year End Expenditures	-	-	-	**8,698**	**2,484,364**	**1,962,500**	**2,273,700**	**2,208,500**	**2,373,700**
Ending Fund Balance (Cash Basis) - Parks-Stormwater Tax Fund	-	-	-	**459,912**	**471,148**	**1,053,067**	**1,343,672**	**1,746,281**	**2,031,430**

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
ADA Improvements (Community Development Block Grant)	-	-	-	-	20,000	-	-	-	-
Stormwater Improvements (Deer Creek OMCI)	-	-	-	-	-	-	224,000	224,000	224,000
Alden Lane Drain Replacement (Deer Creek OMCI)	-	-	-	-	35,000	-	-	-	-
Ballas Culvert Erosion Rehabilitation (Deer Creek OMCI)	-	-	-	-	75,000	250,000	-	-	-
Golf Course Pond Aeration (Deer Creek OMCI)					25,000				
Park Path Improvements (Municipal Park Grant)	-	-	-	-	440,500	-	-	-	-
Annual Total	-	-	-	-	**595,500**	**250,000**	**224,000**	**224,000**	**224,000**

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New and Revised Items are Highlighted in Yellow

BUILDING PROJECT BOND FUND
REVENUE AND EXPENSE DETAIL

APPENDIX A
FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

BUILDING PROJECT BOND FUND REVENUES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	2,928,351	2,928,351	1,196,296	1,196,296	1,129,953	1,081,953	1,083,953	-	-
Estimated Bond Proceeds		-	-	-	-	-	-	-	-
Estimated Interest Revenue	200	31,673	12,000	2,353	2,000	2,000	-	-	-
Reimbursement from Smoke Evacuation System Settlement		193,826	-	-	-	-	-	-	-
Transfers In		-	-	-	-	-	-	-	-
Total Revenues & Transfers In	**200**	**225,499**	**12,000**	**2,353**	**2,000**	**2,000**	**-**	**-**	**-**

9501 BUILDING DESIGN AND CONSTRUCTION	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Police Building Professional Services	25,000	247,672	-	-	-	-	-	-	-
02 Police Building Site Work and Building Construction	1,418,341	1,701,882	-	3,696	-	-	-	-	-
03 Government Center Accessibility & Security Improvements		-	-	-	-	-	1,083,953	-	-
04 Government Center Electrical Switchgear Replacement	17,500	8,000	150,000	65,000	-	-	-	-	-
05 Government Center Renovations (Lower Level)		-	-	-	50,000	-	-	-	-
Transfers Out		-	-	-	-	-	-	-	-
Total Anticipated Year End Expenditures & Transfers	**1,460,841**	**1,957,554**	**150,000**	**68,696**	**50,000**	**-**	**1,083,953**	**-**	**-**
Ending Fund Balance (Cash Basis) - Building Project Bond Fund (Prop P)	**1,467,710**	**1,196,296**	**1,058,296**	**1,129,953**	**1,081,953**	**1,083,953**	**-**	**-**	**-**

9514 DEBT SERVICE	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
DEBT SERVICE (PROP P) REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)	380,522	362,136	569,266	586,711	775,270	716,626	656,632	656,632	600,728
Estimated Property Tax Collection Revenue	901,000	934,040	901,000	898,165	657,232	657,232	657,232	657,232	657,232
Estimated Interest Revenue	1,000	3,541	2,500	820	750	750	750	750	750
Total Anticipated Revenues	**902,000**	**937,581**	**903,500**	**898,985**	**657,982**	**657,982**	**657,982**	**657,982**	**657,982**
DEBT SERVICE (PROP P) EXPENSES									
Estimated Expenditures	250	-	250	320	320	320	320	320	320
Estimated Interest Expenses	283,006	283,006	270,106	270,106	261,306	247,656	233,566	223,956	209,256
Estimated Principal Expenses	430,000	430,000	440,000	440,000	455,000	470,000	480,000	490,000	505,000
Total Anticipated Expenditures	**713,256**	**713,006**	**710,356**	**710,426**	**716,626**	**717,976**	**713,886**	**714,276**	**714,576**
Ending Cash Balance	**569,266**	**586,711**	**762,410**	**775,270**	**716,626**	**656,632**	**600,728**	**600,338**	**544,134**

CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2022-2026

CAPITAL FUND

PARKS-STORMWATER TAX FUND

BUILDING PROJECT BOND FUND

DRAFT – MARCH 19, 2021

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EXECUTIVE SUMMARY

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

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

CIP Goals

The following are goals of the CIP:

- Provide a planned replacement of deteriorating infrastructure
- Repair deteriorated 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 planned replacement of major equipment required for City 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*: projects that are eligible for and are likely to be considered for grant funding or shared-cost programs.
- *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
- *Citizen Demand*: projects that have received a level of demonstrated citizen 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 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 which reduce the cost of operations will receive priority. Projects which increase the cost of operations shall have identified 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 by the City Council to review the final draft of the CIP in March or April, prior to adoption.

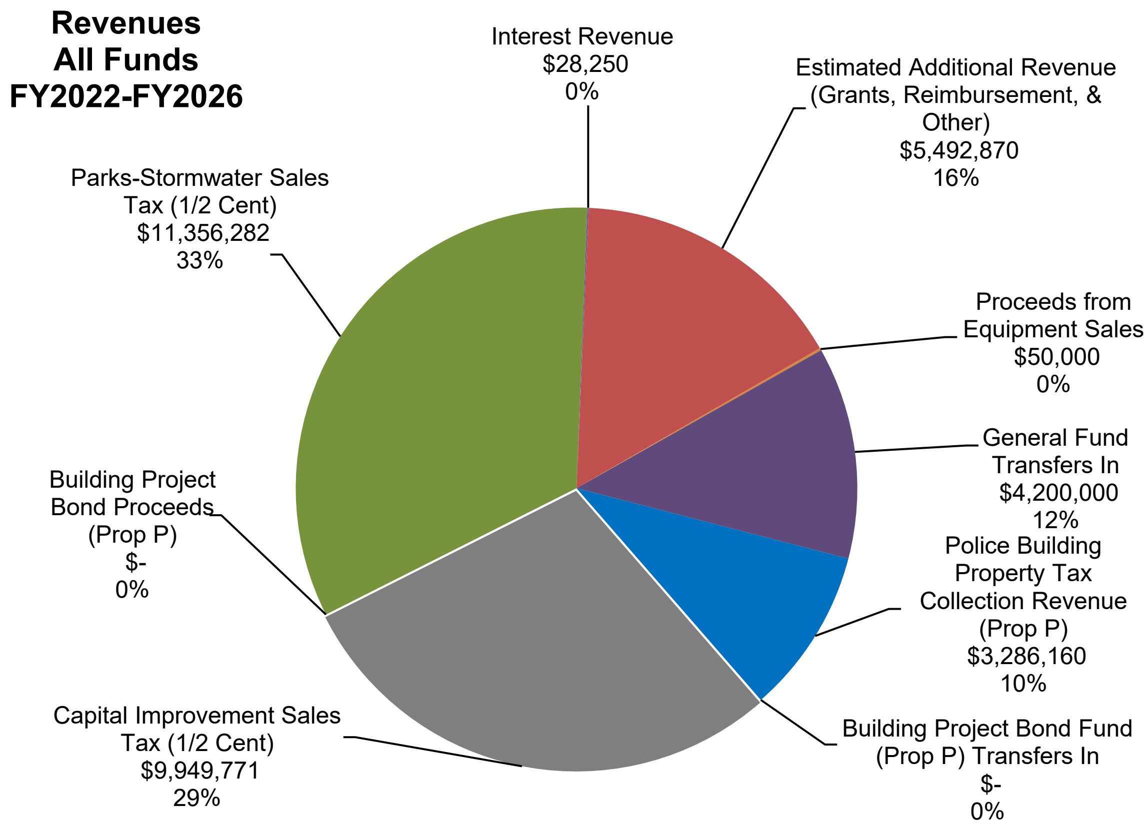
The CIP includes a description of each proposed project and equipment with details regarding justification, cost estimate, operating and maintenance budget impact, and funding sources.

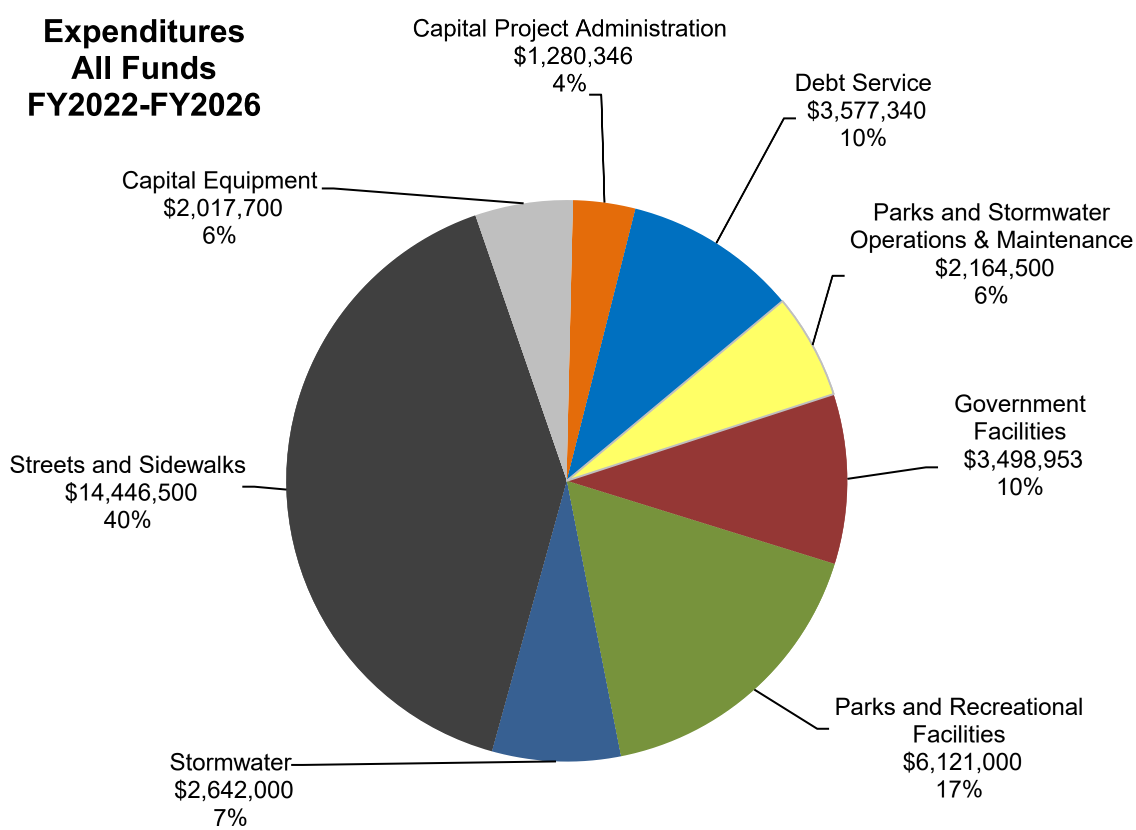
Funds in the CIP

There will be three funds that contribute to the FY2022-FY2026 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: $18.2 million
    - Total Capital Fund expenses: $19.7 million
2. Parks-Stormwater Tax 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 new revenue source necessitated the creation of the Parks-Stormwater Tax Fund, which will be supplemented by grants and other outside funding related to parks and stormwater.
    - Total Parks-Stormwater Tax Fund revenues: $12.9 million
    - Total Parks-Stormwater Tax Fund expenses: $11.3 million
3. Building Project Bond Fund. In November 2016, voters in Creve Coeur approved a bond measure to build a new police station and to make security and accessibility improvements to the Creve Coeur Government Center. The police station was completed in 2020, so the majority of this fund's project-related expenses are complete. However, investments into the Government Center and the fund's debt service will be active in the FY2022-FY2026 CIP.
    - Total Building Project Bond Fund revenues: $3.3 million
    - Total Building Project Bond Fund expenses: $4.7 million

Combined, these three funds have a projected revenue of $34.4 million and projected expenses of $35.7 million for the FY2022-FY2026 CIP. The charts below break down these revenues and expenses 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 FY2022-FY2026 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 FY2021 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: FY2022-FY2026 CIP Spreadsheets
- Appendix B: FY2017-FY2026 CIP 10-Year Summary
- Appendix C: Community Comments and Requests
- Appendix D: Future Project List

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 Matt Wohlberg, City Engineer, at mwohlberg@crevecoeurmo.gov or (314) 442-2084.

CAPITAL FUND

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

Capital Fund Revenues

The City's Capital Fund has three main funding sources: a half-cent capital improvement sales tax, grants and other outside funding, and transfers from the General Fund. Together, these funding sources are projected to generate $18.2 million over the FY2022-FY2026 CIP.

Half-Cent Capital Improvement Sales Tax. Projected sales tax revenues are approximately $9.95 million for the FY2022-FY2026 CIP, which averages out to approximately $1.99 million per year in the plan.

Sales tax revenue projections were reduced significantly in 2020 due to the uncertainty and economic downturn associated with the COVID-19 pandemic. Sales tax revenue has been lower than normal, but it has also been greater than planned. Sales tax projections in the FY2022-FY2026 CIP include an estimated 2% increase each year, which will return the sales tax revenues to the FY2020 level by FY2025.

Grants and Outside Funding. Federal grants for roadway projects and accessibility improvements will provide approximately $3.98 million over the FY2022-FY2026 CIP.

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

Transfers from the General Fund. The total transfer from the General Fund to the Capital Fund over the proposed FY2022-FY2026 CIP is $4.2 million.

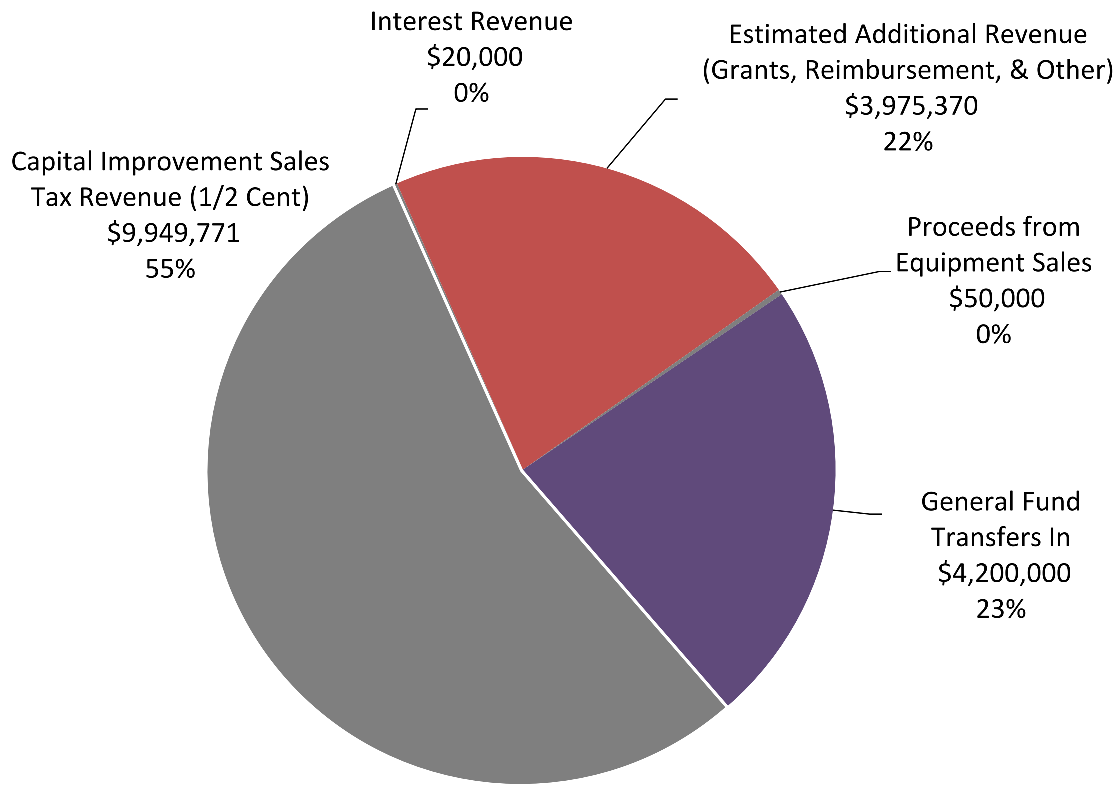
A transfer from the General Fund to the Capital Fund is proposed for each fiscal year in the proposed CIP. General Fund transfers to the Capital Fund of $400,000 are made in most years and are appropriate based on the transportation-oriented revenue sources of the General Fund which include the County road and bridge tax revenues.

The City has set aside $2.2 million in the General Fund for renovations to the Creve Coeur Government Center. Design and construction of those improvements is programmed into the proposed CIP, as are corresponding transfers from the General Fund to the Capital Fund.

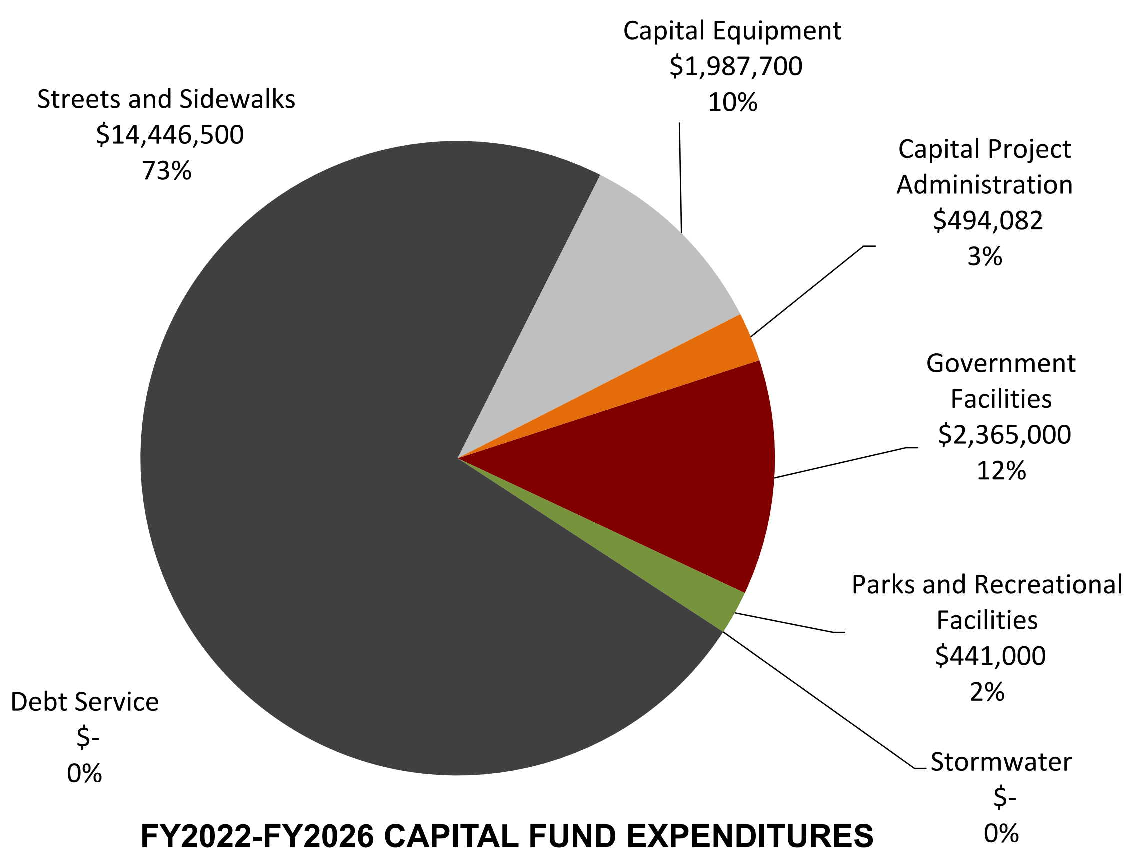
The total transfer from the General Fund to the Capital Fund over the proposed FY2022-FY2026 CIP is $4.2 million.

Capital Fund Expenses

Capital expenditures from the Capital Fund are projected to be approximately $19.73 million over the proposed FY2022-FY2026 CIP, with a maximum annual expense of $5.85 million in FY2024. Details about these expenses can be found in the project summary sheets that follow.



FY2022-FY2026 CAPITAL FUND REVENUES



FY2022-FY2026 CAPITAL FUND EXPENDITURES

9501 GOVERNMENT FACILITIES - 01 **CAPITAL FUND**

ACCESSIBILITY IMPROVEMENTS (CDBG)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$0	$20,000	$20,000	$20,000	$20,000	$20,000

Project Description:
In FY2022, $20,000 of Community Development Block Grant (CDBG) funds have been committed to providing accessibility improvements to the parking lot at Malcolm Terrace Park. That project and its costs will be managed through the Parks and Stormwater Tax Fund. Funding in FY2023 has been designated for accessibility improvements to several bus stops along New Ballas Road. Projects in FY2024-FY2026 will focus on accessibility improvements for public facilities elsewhere in the City.

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

Justification: *Public Safety; Coordination; Availability of Outside Funding*
Each project seeks to improve ADA compliance through accessibility improvements to government facilities and along public pedestrian routes. The focus of these projects is to provide public safety as well as to upgrade existing facilities.

Operating Budget Impact:
None. Projects that are undertaken as part of this program are relatively small in scope, and the City typically receives 100% reimbursement for the project costs through the CDBG federal grant.

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

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	0
Land Acquisition	$	0
Construction	$	20,000
Equipment	$	0
Other	$	0
Total Annual Cost	**$**	**20,000**

Total Annual Cost	$	20,000
Community Development Block Grant (CDBG)	$	20,000
City Share	$	0

9501 GOVERNMENT FACILITIES - 03 CAPITAL FUND

GOVERNMENT CENTER RENOVATIONS (LOWER LEVEL)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$30,000	$200,000**	$0	$0	$0	$0	$0

** Construction costs in FY2022 will be shared with the Building Project Bond Fund.

Project Description:
This project involves renovations and expansion of the existing court offices and dispatch area on the lower level of the Creve Coeur Government Center. Several adjacent offices that were previously used by the Police Department will be incorporated into the court office and dispatch center, the nearby restrooms will be renovated to become fully accessible, and portions of the heating and cooling system will be upgraded.

Existing Conditions:
The existing court offices are outdated with limited space for storage, and the dispatch area is not large enough to host the West Central Dispatch Center (WCDC). Adjacent to the court offices and dispatch area are several vacant offices that were used by the Police Department before the police staff moved to their new building. The adjacent restrooms are in poor condition and are deficient in several aspects with regard to accessibility. The heating and cooling system relies upon a network of pipes in the ceiling, and these pipes are wearing out, sometimes causing destructive and costly coolant leaks into the work space.

Justification: *Coordination; Operating Efficiency; Condition of Existing Facility*
Renovation of the court offices will improve the ability of the court staff to serve the public and will make use of the space now available. The extra space will allow the City to consider expansion of the court function. Likewise, renovation of the dispatch area allows the City to host the WCDC.

Operating Budget Impact:
No significant costs are anticipated. New, energy-efficient light fixtures will decrease future electricity bills.

Comments
The City is exploring the feasibility of hosting the West Central Dispatch Center (WCDC) and is exploring creating and hosting a group of area municipal courts, similar to the WCDC. The City has set aside $2.2 million in its General Fund for use for renovations to the Government Center. The construction cost associated with this project will be offset by General Fund transfers into the Capital Fund.

Expenditure Type	**Amount**
Planning, Design, and Engineering	$ 30,000
Land Acquisition	$ 0
Construction	$ 200,000
Equipment	$ 0
Other	$ 0
Total (Capital Fund Portion)	**$ 230,000**

Total Cost (Capital Fund Portion)	$ 230,000
Outside Funding Source: (N/A)	$ 0
City Share	$ 230,000

9501 GOVERNMENT FACILITIES - 04 **CAPITAL FUND**

GOVERNMENT CENTER RENOVATIONS (UPPER LEVEL)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$50,000	$200,000	$1,750,000**	$0	$0	$0

** Construction costs in FY2024 will be shared with the Building Project Bond Fund.

Project Description:
This project involves reviewing the existing concept-level renovation plans for the upper level of the Creve Coeur Government Center in FY2022, updating these plans and developing construction drawings for the renovation project in FY2023, and proceeding with construction in FY2024. The design is expected to include modifications to the City Council chamber, employee work spaces, and building equipment.

Existing Conditions:
The Creve Coeur Government Center has inadequate space for staff, meetings, archives, and storage. The former Police Department and the rest of the Government Center will require extensive renovations to move departments to more accessible locations and to make the Government Center more accommodating, helpful, and useful for both residents and staff.

Justification: *Operating Efficiency; Condition of Existing Facility*
Renovation of the Government Center will require careful design in order to create a building layout that promotes efficient and effective service to the City's residents.

Operating Budget Impact:
The renovated Government Center will be more energy efficient and will replace aging systems that need frequent and costly maintenance.

Comments
The City has set aside $2.2 million in its General Fund for use for renovations to the Government Center. The cost of this project will be offset by General Fund transfers into the Capital Fund. The cost of construction will also be shared with the Building Project Bond Fund, which has funding reserved for accessibility and security improvements at the Government Center.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	250,000
Land Acquisition	$	0
Construction	$	1,750,000
Equipment	$	0
Other	$	0
Total (Capital Fund Portion)	**$**	**2,000,000**

Total Cost (Capital Fund Portion)	$	2,000,000
Outside Funding Source: (N/A)	$	0
City Share	$	2,000,000

9501 GOVERNMENT FACILITIES - 04 CAPITAL FUND

GOVERNMENT CENTER PARKING LOT REPAIRS

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$25,000	$0	$0	$0	$0	$0

Project Description:
This project involves minor asphalt repairs and crack sealing of the Creve Coeur Government Center parking lots prior to a new seal coat and new parking line striping.

Existing Conditions:
The parking lots at the Government Center were last sealed and painted approximately ten years ago. Open cracks, broken curbing, and failing sections of asphalt can be found throughout the lots. The asphalt and pavement striping have faded to the point where some parking spots are difficult to distinguish.

Justification: *Operating Efficiency; Condition of Existing Facility*
Crack sealing, asphalt repairs, and parking lot sealing will help to preserve the asphalt pavement. Pavement preservation is important to postpone more costly work to repave the lots. The sealing and repainting of the lines will make the lots easier to use, but will also help to make the Government Center more presentable.

Operating Budget Impact:
None.

Comments
This project is planned to be combined with similar parking lot improvements in the City's parks. The parks parking lot improvements will be funded through the Parks and Stormwater Tax Fund.

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

Total Cost	$	25,000
Outside Funding Source: (N/A)	$	0
City Share	$	25,000

9501 GOVERNMENT FACILITIES - 06

CAPITAL FUND

SALT DOME ROOF REPAIRS

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$60,000	$0	$0	$0	$0	$0

Project Description:
This project involves repairs and new shingles for the roof at the City's salt dome, where the majority of the City's winter de-icing salt is stored.

Existing Conditions:
The salt dome roof is 15 years old and has developed a leak. The leak, if not repaired, could begin to impact the City's de-icing salt supply.

Justification: *Condition of Existing Facility; Public Safety*
While a repair could be made without replacing all of the shingles on the roof, the shingles are coming due for replacement, and the size and slope of the roof will make it more cost-effective to combine the repair and shingles than if completed in two separate projects.

Operating Budget Impact:
None.

Comments
None.

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

Total Cost	$	60,000
Outside Funding Source: (N/A)	$	0
City Share	$	60,000

9506 PARKS AND RECREATIONAL FACILITIES - 01 **CAPITAL FUND**

PARK OR DIELMANN COMPLEX IMPROVEMENTS (GRANT MATCH)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$0	$30,500	$0	$30,500	$0	$30,500

Project Description:
Funds listed in this account represent the City's anticipated matching funds for projects funded through Municipal Park Grants. The City needs to limit its applications for Municipal Park Grants to every other year in order to remain competitive. The grant applications in FY2023 and FY2025 are currently envisioned to be for two-phase implementation of the Ice Arena Refrigerant Switchover project. This approach and the scope of the project will be investigated further in FY2022 (see the project sheet for more information).

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

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

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

Comments
The current maximum amount of funding that the City is eligible for through the Municipal Park Grant program is currently $475,000 for a given project. These grants are competitive, and the City's contribution to the project affects the project application score and likelihood of a funding award. The City plans to provide a 6% grant match for its projects in order to maximize the number of points related to the City's contribution, which would make the grant match about $30,500 for a project that receives the maximum grant funding.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	TBD
Land Acquisition	$	TBD
Construction	$	TBD
Equipment	$	TBD
Other	$	TBD
Total (Grant Match)	**$**	**30,500**

Total Cost	$	TBD
Municipal Park Grant	$	TBD
City Share	**$**	**30,500**

9506 PARKS AND RECREATIONAL FACILITIES - 14 **CAPITAL FUND**

ICE ARENA REFRIGERANT SWITCHOVER (DESIGN; PARK PLANNING GRANT)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$9,400	$20,000	$0	$0	$0	$0	$1.2M to $1.5M

Project Description:
The current system that cools the ice at the Creve Coeur Ice Arena operates using R-22 (Freon), a product that is now illegal to import into or produce in the United States. This project would include transitioning the current cooling system, through retrofit or replacement of the existing equipment, to an alternative coolant such as Ammonia or CO_2. The equipment in the system was evaluated in FY2021, and further design is proposed in FY2022 to better determine the City's options and potential costs. Estimates for the cost of this project is range from $1.2 to $1.5 million. If possible, the project would be divided into phases and partially funded through Municipal Park Grants in FY2023 and FY2025.

Existing Conditions:
The existing equipment is currently operational, but the three compressors in this system have required frequent maintenance. Even small repairs to the system can result in a loss of coolant and, therefore, require a system "charge" or refill. Vendors who do these repairs are responsible for disposing of lost Freon, and the City often incurs service charges associated with these disposals.

Justification: *Operating Efficiency; Condition of Existing Facility; Coordination; Availability of Outside Funding; Protection & Conservation*
This project directly affects operational efficiency. Under the U.S. Clean Air Act & the Montreal Protocol on Substances that Deplete the Ozone Layer, use of R-22 refrigerant has been phased out of use because of the damage these types of substances can cause to the earth's ozone layer. Starting on January 1, 2020, the U.S. no longer allowed the production or import of R-22 refrigerant. Any repair or catastrophic system failure could mean that the City will be unable to recharge the system to maintain cooling.

Operating Budget Impact:
Once the switch over occurs, the cost of maintaining the system will be included in the building's preventive maintenance contract. The real savings will be seen when the system moves away from the expensive R-22 cost, simply due to the lack of supply for R-22 coolant.

Comments
A grant will be applied for in FY2023 and, if approved, the project will take place in FY2023. The City received a planning grant from the Municipal Park Grant Commission to assist with the preliminary design cost.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	29,400
Land Acquisition	$	0
Construction	$	TBD
Equipment	$	TBD
Other	$	0
Total (Design & Grant Match)	**$**	**29,400**

Total (Design & Grant Match)	$	29,400
Municipal Park Planning Grant	$	6,400
Municipal Park Grant(s)	$	TBD
City Share	$	23,000

9506 PARKS AND RECREATIONAL FACILITIES - 16 **CAPITAL FUND**

DIELMANN RECREATION COMPLEX HVAC REPLACEMENT – PHASE 2

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$110,000	$0	$0	$0	$0	$0

Project Description:
This project involves the removal and replacement of the remaining air handler and condensing unit that serve the Dielmann Recreation Complex. The replacement of this equipment will complement and complete the air handler, condenser, and boiler units that were replaced in FY2018.

Existing Conditions:
The Dielmann Recreation Complex uses two air handlers and two condensing units for its heating and air conditioning. The two units that are proposed to be replaced are beyond their useful lives.

Justification: *Operating Efficiency; Condition of Existing Facility*
New units will be more reliable and more efficient than the existing units, and the new units are expected to require little or no maintenance for several years.

Operating Budget Impact:
Increased efficiency and limited maintenance should result in lower operating costs.

Comments
None.

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

Total Cost	$ 110,000
Outside Funding Source: N/A	$ 0
City Share	$ 110,000

9506 PARKS AND RECREATIONAL FACILITIES - 17 **CAPITAL FUND**

DIELMANN RECREATION COMPLEX ROOF DRAINAGE

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$50,000	$0	$0	$0	$0	$0

Project Description:
This project involves the design and construction of improved drainage systems to capture stormwater from a portion of the Dielmann Recreation Complex roof and carry it away from the building.

Existing Conditions:
Much of the roof above the ice arena and warming room at the Dielmann Recreation Complex drains toward the roof above the administrative offices. The gutters in this location are not capable of handling the amount of water that often comes to them, and the result is that the stormwater spills down the side of the building and onto the ground outside of the offices. The ground in this location is slightly sloped toward the building, and the offices have had several leaks over the past year during moderate and heavy storms.

Justification: *Condition of Existing Facility*
Controlling the roof drainage and surface drainage near the offices will help prevent future leaks into the building.

Operating Budget Impact:
None.

Comments
None.

Expenditure Type	**Amount**
Planning, Design, and Engineering	$ 20,000
Land Acquisition	$ 0
Construction	$ 30,000
Equipment	$ 0
Other	$ 0
Total	**$ 50,000**

Total Cost	$ 50,000
Outside Funding Source: N/A	$ 0
City Share	$ 50,000

9506 PARKS AND RECREATIONAL FACILITIES - 18 CAPITAL FUND

ICE ARENA FLOORING REPLACEMENT

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$0	$200,000	$0	$0	$0	$0

Project Description:
This project involves replacing the rubberized flooring that is around the ice rink, in the player's locker rooms, and in the referee's changing room.

Existing Conditions:
A majority of the flooring is the original floor from the major renovation project in 2003 and is near the end of its useful life. Some smaller areas have been replaced due to high traffic areas, including the areas beneath the player's benches and near the public entrance gate area that leads onto the ice rink.

Justification: *Public Safety; Condition of Existing Facility*
The project will focus on preserving and protecting the general public from harm when using the ice rink for public skating, special events, or ice rentals and will reduce the City's risk exposure. The project will update the aging flooring and provide an aesthetic look to match the rest of the facility.

Operating Budget Impact:
The rink's ice will need to be taken out to allow the concrete floor temperature to rise to the manufacturer's recommendation to warranty the installation. This will cause a shutdown of the ice for approximately three weeks, two for the floor project and one for the removal and installation of new ice. The Ice Arena will schedule the replacement of the flooring to coincide with a shutdown of the ice in order to limit the construction impact on ice users and possible revenue losses. Once the floor is installed, there will be minimal upkeep involved.

Comments:
None.

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

Total Cost	$ 200,000
Outside Funding Source: N/A	$ 0
City Share	$ 200,000

9506 PARKS AND RECREATIONAL FACILITIES - 19 **CAPITAL FUND**

PARK RESTROOM RENOVATIONS (DESIGN)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$10,000	$0**	$0**	$0	$0	$0	$0

*** Construction of the restroom renovations will be funded through the Parks-Stormwater Tax Fund.*

Project Description:
This project involves renovations to the restroom facilities at Conway Park, Lake School Park, Malcolm Terrace Park, and Venable Park to allow them to be open throughout the year and to improve their accessibility, function, and appearance. The design phase will determine if renovations are feasible, the scope of the renovations, and the estimated construction cost.

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

Justification: *Citizen Demand; Coordination*
One of the primary citizen requests in the Parks and Recreation Master Plan was to offer year-round restroom facilities in the parks.

Operating Budget Impact:
The main impact to the operating budget will be the need to staff the daily cleaning of the restrooms between the months of October and April when the restrooms are currently closed. The City will need to evaluate whether the restrooms can be cleaned effectively with the current staffing levels during labor-intensive operations, such as fall leaf collection and winter snow removal.

Comments:
Design of the renovations will be funded through the Capital Fund, but construction of the renovations will be financed through the Parks-Stormwater Tax Fund.

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

Total Cost (Design Phase)	$	10,000
Outside Funding Source: N/A	$	0
City Share	$	10,000

9506 PARKS AND RECREATIONAL FACILITIES - 20 CAPITAL FUND

PARK PRELIMINARY DESIGNS – MILLENNIUM PARK

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$18,000	$0 **	$0 **	$0	$0	$0	$0

*** Park preliminary designs in FY2022 and FY2023 will be funded through the Parks-Stormwater Tax Fund.*

Project Description:
This project will review and evaluate the feasibility of the improvements to Millennium Park that are envisioned by the Parks and Recreation Master Plan. The result will be a preliminary design that considers aspects like stormwater management and accessibility and will guide future stages of construction at Millennium Park.

Existing Conditions:
The Parks and Recreation Master Plan provided a list of possible improvements for Millennium Park. Several aspects of the park, including the walking paths, playgrounds, and ball fields, are in need of maintenance.

Justification: *Availability of Outside Funding; Condition of Existing Facility; Coordination; Citizen Demand*
The preliminary design will advance the vision of the Parks and Recreation Master Plan into actionable phases of improvements that complement each other. Without such a design, the City runs the risk of limiting its future options with the initial phases of improvements.

Operating Budget Impact:
The preliminary designs will not directly impact operating expenses.

Comments:
The City received a planning grant from the Municipal Park Grant Commission to assist with the cost of this preliminary design.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	18,000
Land Acquisition	$	0
Construction	$	0
Equipment	$	0
Other	$	0
Total	**$**	**18,000**

Total Cost	$	18,000
Municipal Park Planning Grant	$	6,400
City Share	$	11,600

9510 STREETS AND SIDEWALKS - 01 **CAPITAL FUND**

STREET AND SIDEWALK MAINTENANCE PROGRAM

Estimated Annual Costs						
Prior Year	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$640,000	$1,375,000	$1,353,000	$1,373,300	$1,393,900	$1,414,800	TBD

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

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

Justification: *Public Safety; Condition of Existing Facility; Coordination; Citizen 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	$	30,000
Land Acquisition	$	0
Construction	$	1,345,000
Equipment	$	0
Other	$	0
Total (FY2022)	**$**	**1,375,000**

Total Cost (FY2022)	$	1,375,000
Outside Funding Source: N/A	$	0
City Share	$	1,373,000

9510 STREETS AND SIDEWALKS - 02 **CAPITAL FUND**

STREET RECONSTRUCTION / REHABILITATION

Estimated Annual Costs						
Prior Year	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$0	$300,000	$0	$200,000	$300,000	TBD

Project Description:
The City plans to fully or substantially replace sections of failed residential roadways through this project. The various needs of the pavement network are evaluated each year to determine which streets need to be reconstructed. Funding in FY2022 is shown to be $0, because these funds have been allocated to help offset the cost of improvements to Mosley Road between Ladue Road and Tureen Drive and are included in the total for that project. The City plans to complete the pavement work in the Ladue Estates subdivision in FY2023, but later projects will be determined by future reviews of pavement conditions.

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

Justification: *Public Safety; Condition of Existing Facility; Citizen 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. Allocation of funds for reconstruction also allows for more of the maintenance budget to be used for maintaining and preserving streets that are in better condition. This allows for more streets and sidewalks to be addressed and will reduce the number of calls for City staff to make repairs.

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

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	30,000
Land Acquisition	$	0
Construction	$	770,000
Equipment	$	0
Other	$	0
Total (FY2022-FY2026)	**$**	**800,000**

Total Cost (FY2022-FY2026)	$	800,000
Outside Funding Source: N/A	$	0
City Share	$	800,000

9510 STREETS AND SIDEWALKS - 05 **CAPITAL FUND**

FERNVIEW SIDEWALK (DESIGN AND GRANT MATCH)

Estimated Annual Costs						
Prior Year	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$26,653	$35,000	$0	$111,000	$80,000	$0	$0

Project Description:
The City developed a concept plan to add a sidewalk along Fernview Drive between Olive Boulevard and Gallagher Road. This project will involve expanding that sidewalk concept plan in FY2022 along the residential streets with sidewalks that connect to Fernview Drive, including Gallagher Road, Ferntop Drive, Ferntrails Drive, and Fernway Drive. Funding in FY2024 and FY2025 represents the City's anticipated matching funding for a federal Transportation Alternatives Program (TAP) grant in FY2023.

Existing Conditions:
Fernview Drive is a collector roadway that serves a significant number of the residential subdivisions in Ward 4. Sidewalks were constructed throughout several 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: *Citizen Demand; Public Safety; Availability of Outside Funding*
Increasing the walkability of Creve Coeur is a common request from residents and a goal outlined in the City's Strategic Plan. Creating a sidewalk along Fernview that connects to the adjacent existing sidewalks will make progress toward this goal.

Operating Budget Impact:
None.

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

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	136,653
Land Acquisition	$	36,000
Construction	$	80,000
Equipment	$	0
Other	$	0
Total (Design and Grant Match)	**$**	**252,653**

Total Cost (Design & Grant Match)	$	252,653
Federal Transportation Alternatives Program Grant	$	TBD
City Share	$	252,653

SIGNAL ENHANCEMENT PROJECTS

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$243,011	$180,000	$0	$0	$0	$0	TBD

Project Description:
These projects involve partnerships with the Missouri Department of Transportation (MoDOT) and the Olive Boulevard Transportation Development District (Olive TDD) to add black powder coating and illuminated street name signs to several traffic signals along Olive Boulevard, Lindbergh Boulevard, and North New Ballas Road. The work in FY2022 will involve a partnership with MoDOT to add black powder coating and illuminated street name signs along Olive Boulevard, from Interstate 270 to Fernview Drive.

Existing Conditions:
MoDOT owns and maintains the traffic signals along Olive Boulevard. In FY2022, MoDOT plans to replace the old and/or outdated traffic signals at the intersections of Olive at Tempo Drive, Ross/Questover, and Fernview Drive.

Justification: *Coordination; Condition of Existing Facility; Beautification*
Including these enhancements to new traffic signals as part of the MoDOT projects will be much more cost effective and will result in better products than if completed as part of one or more independent projects to add these enhancements once the traffic signals are in place.

Operating Budget Impact:
The City will be responsible to maintain the illuminated street name signs and the black powder coating on the signal equipment, and the City will be responsible to pay the electric bills for the signs. These costs are expected to be minimal.

Comments:
The outside funding sources include construction reimbursement from the Olive TDD for the lighting work along Olive Boulevard and New Ballas Road and a development escrow (estimated at $25,705) for illuminated street name signs at the intersections of New Ballas Road at Studt Avenue and at Old Ballas Road.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	44,292
Land Acquisition	$	0
Construction	$	378,719
Equipment	$	0
Other	$	0
Total	**$**	**423,011**

Total Cost	$	423,011
Olive TDD Reimbursement	$	72,575
Development Escrow	$	25,705
MoDOT Reimbursement	$	8,515
City Share	$	316,216

MOSLEY ROAD IMPROVEMENT PROJECT (FEDERAL STP GRANT)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$379,315	$1,340,000	$0	$0	$0	$0	$0

Project Description:
Improvements to Mosley Road will involve roadway resurfacing, localized roadway reconstruction adjust the vertical alignment, and sidewalk improvements from Olive Boulevard to Ladue Road. The City was awarded a federal Surface Transportation Program (STP) grant for 80% of the anticipated costs for the right-of-way and construction phases for the improvements between Olive Boulevard and Tureen Drive (up to a maximum reimbursement of $760,000). The design for the project and the improvements south of Tureen Drive will be fully funded by the City.

Existing Conditions:
Mosley Road is an asphalt street that last saw major roadway work in 2000 with the addition of the existing sidewalk. The pavement is failing in areas, but the general need for the roadway is resurfacing. The roadway width is also inconsistent, with some areas less than 20 feet wide. Mosley Road was found to have an average pavement condition index (PCI) of 42 in 2020, which indicates that the pavement is a good candidate for resurfacing now, but also that it may soon deteriorate to the point where resurfacing is no longer an option.

Justification: *Public Safety; Condition of Ex. Facility; Citizen Demand; Availability of Outside Funding*
The pavement conditions of Mosley Road are among the worst of the City's collector and arterial streets. Complaints are common regarding the pavement condition, poor ride quality, and stormwater drainage issues. A preliminary design completed in FY2016 for Mosley Road also found several areas where the vertical or horizontal alignments do not meet design standards.

Operating Budget Impact:
The City completes significant pavement patching along Mosley Road nearly every year. Completing this project would eliminate this need and expense.

Comments:
A conceptual design for Mosley Road was completed for $86,768 in FY2014-FY2016. FY2022 Roadway Reconstruction funds will be used to offset the cost of the improvements to Mosley south of Tureen Drive.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	185,947
Land Acquisition	$	106,600
Construction	$	1,310,000
Equipment	$	0
Other (Concept Plan – FY2016)	$	86,768
Total	**$**	**1,689,315**

Total Cost	$	1,689,315
Federal Surface Transportation Program Grant	$	760,000
City Share	$	929,315

NEW BALLAS ROAD IMPROVEMENTS– PHASE 1 (FEDERAL STP GRANT)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$155,411	$180,000	$1,020,000	$0	$0	$0	$0

Project Description:
The project includes the replacement of approximately 25% of the concrete pavement, joint replacement, and diamond grinding of the pavement surface along North New Ballas Road between Olive Boulevard and Craig Road. The project will also include sidewalk improvements and updates to highlight the signal at Cityplace Drive and the four-way stop at American Legion Drive. The City has been awarded a federal Surface Transportation Program (STP) grant that will fund 80% (up to $960,000) of the costs related to right-of-way acquisition and construction.

Existing Conditions:
Areas of the concrete pavement are in good condition, but many areas are in poor condition and require replacement. Joint deterioration is the primary issue along this section of North New Ballas Road, and this issue causes poor ride quality. Much of the existing sidewalk was constructed in the early 1990's and falls short of the current accessibility standards. This section of North New Ballas Road was found to have an average pavement condition index (PCI) of 61 in 2020.

Justification: *Public Safety; Condition of Ex. Facility; Availability of Outside Funding; Beautification*
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 concrete pavement, sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable. An alternative to grant funding would have been to devote approximately 10% of the City's annual concrete repairs to this section of New Ballas Road for approximately 5-10 years.

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

Comments:
None

Expenditure Type	**Amount**
Planning, Design, and Engineering	$ 155,411
Land Acquisition	$ 180,000
Construction	$ 1,020,000
Equipment	$ 0
Other (Concept Plan – FY2016)	$ 0
Total	**$ 1,355,411**

Total Cost	$ 1,355,411
Federal Surface Transportation Program Grant	$ 960,000
City Share	$ 395,411

9510 STREETS AND SIDEWALKS - 12 CAPITAL FUND

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

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$231,143	$25,000	$325,000	$2,045,500	$0	$0	$0

Project Description:
This project involves the partial reconstruction of the intersection of Lindbergh Boulevard and Old Olive Street Road in order 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.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	231,143
Land Acquisition	$	350,000
Construction	$	1,870,500
Equipment	$	0
Construction Inspection	$	175,000
Total	**$**	**2,626,643**

Total Cost	$	2,626,643
State Cost-Share Program Grant	$	1,020,250
Federal Surface Transportation Program Grant	$	1,164,200
City Share	$	442,193

9510 STREETS AND SIDEWALKS - 13 **CAPITAL FUND**

OLIVE-LINDBERGH INTERCHANGE ENHANCEMENTS

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$216,386	$30,000	$0	$0	$0	$0	TBD

Project Description:
The City has partnered with the St. Louis Economic Development Partnership (SLEDP) and the Missouri Department of Transportation (MoDOT) to add decorative elements to the planned reconfiguration of the interchange of Olive Boulevard at Lindbergh Boulevard. The enhancements include black powder coat and illuminated street name signs to two new traffic signals on Olive and decorative median, pedestrian-scale lighting, and bridge treatments along Olive over Lindbergh. The project will be managed by SLEDP and is expected to be complete by spring 2022.

The funding identified in FY2022 is for the design of landscaping for the Olive-Lindbergh interchange.

Existing Conditions:
The existing cloverleaf interchange is outdated and will be reconfigured to a more compact and more pedestrian-friendly design.

Justification: *Coordination; Condition of Existing Facility; Beautification*
The Olive-Lindbergh interchange serves as one of the main entry points to the City and is located in the middle of the emerging 39 North District. Visual improvements in this area promote the City and encourage growth. Including these enhancements as part of the SLEDP project will be much more cost effective and will result in better products than if completed as part of one or more independent projects to add these enhancements once the traffic signals and bridge improvements are in place.

Operating Budget Impact:
The City will be responsible to maintain the signal and bridge enhancements, but these costs are expected to be minimal for the foreseeable future.

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

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	85,000
Land Acquisition	$	0
Construction	$	161,386
Equipment	$	0
Other	$	0
Total	**$**	**246,386**

Total Cost	$	286,386
Outside Funding Source: (N/A)	$	0
City Share	$	286,386

9510 STREETS AND SIDEWALKS - 14 **CAPITAL FUND**

PAVEMENT CONDITION RATINGS UPDATE

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$45,000	$0	$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, and the data needs to be up-to-date to remain relevant and useful.

Existing Conditions:
The last time that the pavement conditions were independently evaluated was in FY2016. 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*
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.

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

Total Cost	$	45,000
Outside Funding Source: (N/A)	$	0
City Share	$	45,000

NEW BALLAS SIDEWALK EXTENSION (FEDERAL TAP GRANT)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$8,557	$50,000	$210,000	$0	$0	$0	$0

Project Description:
This project involves relocating a retaining wall and underground utilities to accommodate a new sidewalk along the west side of North New Ballas Road between Magna Carta Drive and Rocky Drive. Constructing this sidewalk will connect two sections of sidewalk to create a continuous pedestrian path along the west side of New Ballas from Conway Road to Old Ballas Road. The City has applied for federal funding for this project through the Transportation Alternatives Program. The grant would include 80% of the cost for right-of-way acquisition and construction costs.

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; Citizen 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 would 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 in FY2019 and FY2020 and funded through the Street and Sidewalk Maintenance Program.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	50,872
Land Acquisition	$	7,685
Construction	$	210,000
Equipment	$	0
Other	$	0
Total	**$**	**268,557**

Total Cost	$	268,557
Federal Transportation Alternatives Program (TAP) Grant	$	169,920
City Share	$	98,637

9510 STREETS AND SIDEWALKS - 16 CAPITAL FUND

CRAIG ROAD IMPROVEMENTS (DESIGN AND GRANT MATCH)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$39,800	$0	$150,000	$20,000	$220,000	$0	$0

Project Description:
The project involves improvements to the intersection layout, pavement, and sidewalks of Craig Road and Olde Cabin Road between Old Ballas Road and Olive Boulevard. The City applied for federal STP grant funding in February 2021 to assist with the costs of this project, but whether or not the City will be awarded federal funding will not be known until later in 2021. The costs shown are for the full design cost and for an estimated 20% of the right-of-way acquisition and construction costs. The full cost of the project will be included upon award of a grant.

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; Citizen 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 the flow and safety of this traffic and to provide better 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 would reduce future maintenance costs.

Comments:
City staff recommends including Craig Road in the FY2022 microsurfacing program if a grant is awarded, so that the pavement life can be extended until construction in FY2025.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	189,800
Land Acquisition	$	20,000
Construction	$	220,000
Equipment	$	0
Other	$	0
Total (Design and Grant Match)	**$**	**429,800**

Total (Design and Grant Match)	$	429,800
Federal Surface Transportation Program (STP) Grant	$	TBD
City Share	$	429,800

9510 STREETS AND SIDEWALKS - 17 **CAPITAL FUND**

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

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$0	$0	$100,000	$25,000	$250,000	$0

Project Description:
The project includes pavement resurfacing, concrete curb and sidewalk replacement, and accessibility improvements along New Ballas Road from Conway Road to Ladue Road. The project will also include extending the existing planted median toward Conway Road, a pedestrian connection to the bus stop near Mercy Hospital along the east side of New Ballas, and a review of the traffic operations at New Ballas and Ladue Road. Staff plans to apply for a federal grant for this project in FY2022. The grant match for Phase 2 includes 100% of the design costs and 20% of the estimated land acquisition and construction costs. The full project cost will be included in the appropriate fiscal years if the City is successful in obtaining a grant.

Existing Conditions:
The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Although much of the sidewalk and curbing was 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 70 in 2020, which indicates that the pavement is generally in "very good" 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 is 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 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 second of what is expected to be four phases of work along New Ballas Road.

Expenditure Type	Amount	
Planning, Design, and Engineering	$	100,000
Land Acquisition	$	25,000
Construction	$	250,000
Equipment	$	0
Other	$	0
Total (Design and Grant Match)	**$**	**375,000**

Total (Design and Grant Match)	$	375,000
Federal Surface Transportation Program (STP) Grant	$	TBD
City Share	$	375,000

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

NEW BALLAS IMPROVEMENTS – PHASE 3 (DESIGN AND GRANT MATCH)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$0	$0	$0	$100,000	$20,000	$250,000

Project Description:
The project includes pavement resurfacing, concrete curb replacement, illuminated street name signs, and accessibility improvements along New Ballas Road from Ladue Road to Magna Carta Drive. Staff plans to apply for federal grant assistance for this project in FY2023. The grant match for this phase includes 100% of the design and 80% of the land acquisition and construction costs. The full project cost will be included in the appropriate fiscal years if the City successfully obtains a grant for this work.

Existing Conditions:
The asphalt pavement along New Ballas Road is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Much of the existing sidewalk falls short of the current accessibility standards. North New Ballas Road was found to have an average pavement condition index (PCI) of 70 in 2020, indicating the pavement was generally in "very good" condition at that time. New Ballas Road was last resurfaced in 2008, meaning that it will be over 20 years old and will need to be resurfaced by the time this 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.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	100,000
Land Acquisition	$	25,000
Construction (FY2027)	$	250,000
Equipment	$	0
Other	$	0
Total (Design and Grant Match)	**$**	**375,000**

Total (Design and Grant Match)	$	375,000
Federal Surface Transportation Program (STP) Grant	$	TBD
City Share	$	375,000

9510 STREETS AND SIDEWALKS - 19 CAPITAL FUND

NEW BALLAS IMPROVEMENTS – PHASE 4 (DESIGN AND GRANT MATCH)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$0	$0	$0	$0	$100,000	$300,000

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 FY2024. The grant match for Phase 4 includes 100% of the design costs and 20% of the estimated land acquisition and construction costs. The full project cost will be included in the appropriate fiscal years if the City is successful in obtaining a grant for the work.

Existing Conditions:
The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. The City has improved the accessibility features at the signalized intersections, but improvements remain. This portion of North New Ballas Road was found to have an average pavement condition index (PCI) of 72 in 2020, which indicates that the pavement is generally in "very good" condition and that is currently an appropriate candidate for pavement preservation. The pavement will be over 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 over 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.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	100,000
Land Acquisition (FY2027)	$	25,000
Construction (FY2028)	$	275,000
Equipment	$	0
Other	$	0
Total (Design and Grant Match)	**$**	**400,000**

Total (Design and Grant Match)	$	400,000
Federal Surface Transportation Program (STP) Grant	$	TBD
City Share	$	400,000

9510 STREETS AND SIDEWALKS - 20 CAPITAL FUND

OLIVE MEDIAN ENHANCEMENT STOCK

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$75,000	$0	$0	$0	$0	$0

Project Description:
The City has installed decorative street lights and planter boxes along much of the median of Olive Boulevard. Unfortunately, several of the lights and planter boxes have been damaged or destroyed through vehicular accidents. While each driver's insurance typically pays for the replacement of the damaged items, the process of ordering and installing the new lights or planters can take months, and there is no light or planter in place during that time. The City plans to order several decorative street lights and planter boxes to establish a stock of materials that can be used to more rapidly replace damaged lights. The City would then use applicable insurance proceeds from accidents to replenish the stock of equipment.

Existing Conditions:
The City maintains approximately 50 decorative street lights and 51 planter boxes in the medians along nearly two miles of the Olive Boulevard. These lights and planter boxes help illuminate Olive at night, beautify Olive during the day, and provide a sense of place in Creve Coeur.

Justification: *Public Safety; Operating Efficiency; Beautification*
The process of ordering and installing a new light can take months to complete. The City will be able to more rapidly replace damaged items if replacements are in stock.

Operating Budget Impact:
None.

Comments:
The stock of lights will be stored at one of the City's Public Works facilities, where the equipment will be protected from the weather and from possible damage from on-site operations.

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

Total Cost	$	75,000
Outside Funding Source (N/A)	$	0
City Share	$	75,000

9516 CAPITAL EQUIPMENT - 01 CAPITAL FUND

PUBLIC WORKS CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	FY2022	FY2023	FY2024	FY2025	FY2026	Future
$243,700	$313,300	$365,900	$300,300	$359,800	$384,400	TBD

Project Description:
The following major equipment purchases are planned for FY2022 as replacements for older equipment used by the Department of Public Works:

- Two-ton Dump Truck with Plow .... $ 124,800
- One-ton Dump Truck .... $ 69,500
- Crackseal Machine .... $ 48,800
- Limb Chipper .... $ 70,200

$ 313,300

Equipment replacement is based upon a scheduled rotation that helps limit the financial impact on any one year. The equipment that will be replaced ranges in age from 9-21 years old.

Existing Conditions:
The current equipment has reached the end of its useful and dependable life. Significant maintenance costs can be expected if this equipment is kept in service.

Justification: *Public Safety; Operating Efficiency; Condition of Existing Facility*
Replacement of the equipment noted above is necessary to provide services to the residents and repair the City's infrastructure. Without replacement, it will not only have an effect on public safety, it will also affect the City's operating efficiency due to down time for equipment repairs.

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

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

Expenditure Type	Amount	
Planning, Design, and Engineering	$	0
Land Acquisition	$	0
Construction	$	0
Equipment	$	313,000
Other	$	0
Total Cost (FY2022)	**$**	**313,000**

Total Cost (FY2022)	$	313,000
Outside Funding Source (N/A)	$	0
City Share	$	313,000

9516 CAPITAL EQUIPMENT - 02 — CAPITAL FUND

GOLF COURSE CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$25,000	$0	$35,000	$40,000	$0	TBD

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

- FY2022 – Heavy-Duty Turf Vehicle .... $ 25,000
- FY2024 – Greensmower .... $ 35,000
- FY2025 – Rough Mower.. $ 40,000

$ 100,000

These vehicles are used to maintain the fairways, rough, and greens at the golf course. The equipment that will be replaced will range in age from 24 to 29 years old at the time of replacement.

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

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

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

Comments:
None.

Expenditure Type	**Amount**
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 100,000
Other	$ 0
Total Cost (FY2022-FY2026)	**$ 100,000**

Total Cost (FY2022-F2026)	$ 100,000
Outside Funding Source (N/A)	$ 0
City Share	$ 100,000

9516 CAPITAL EQUIPMENT - 03 **CAPITAL FUND**

POLICE DEPARTMENT CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$42,000	$0	$0	$0	$0	$0

Project Description:
The Police Department plans to purchase a new investigations vehicle in FY2022.

Existing Conditions:
The new vehicle will be an SUV and will replace a ten-year-old Chevrolet Impala.

Justification: *Condition of Existing Equipment; Operating Efficiency*
The Police Department typically keeps its investigations vehicles in service for 6-8 years before maintenance costs and general wear begin to add up. The vehicle that the proposed investigations vehicle will replace is beyond the average life span in the investigations fleet.

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

Comments:
A hybrid vehicle is often a consideration for new police vehicles, but a hybrid would not be a cost-effective option for an investigation vehicle, due to the limited amount of idling time expected for this vehicle.

Expenditure Type	**Amount**
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 42,000
Other	$ 0
Total Cost	**$ 42,000**

Total Cost	$ 42,000
Outside Funding Source (N/A)	$ 0
City Share	$ 42,000

9516 CAPITAL EQUIPMENT - 05 **CAPITAL FUND**

PHONE SYSTEM REPLACEMENT

Estimated Annual Costs						
Prior Year	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$52,000	$0	$0	$0	$0	$0

Project Description:
This project involves the replacement of the phone system used by the City's staff. The existing system will no longer be under warrantee or supported after 2021.

Existing Conditions:
While the existing system is in fair condition, it seems likely that it will soon need a software or server upgrade.

Justification: *Condition of Existing Equipment; Operating Efficiency*
Technical support for the phone system is essential to keeping it functional, and the manufacturer will no longer offer technical support for the City's phone system beginning in 2021. The City's staff cannot fully perform their jobs without a functional phone system.

Operating Budget Impact:
A monthly licensing fee would be added to the operating budget of approximately $25,800/year. This fee would be slightly offset by eliminating current PRI for phone ($10,092/year) and phone maintenance ($2,000/year).

Comments:
Due to Toshiba eliminating its telecommunications division, the current phone system will be unsupported after 2021, requiring the need to move to a new system that is up to date and supported.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	0
Land Acquisition	$	0
Construction	$	0
Equipment	$	52,000
Other	$	0
Total Cost	**$**	**52,000**

Total Cost	$	52,000
Outside Funding Source (N/A)	$	0
City Share	$	52,000

9516 CAPITAL EQUIPMENT - 07 **CAPITAL FUND**

BUILDING DEPARTMENT SOFTWARE

Estimated Annual Costs						
Prior Year	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$70,000	$0	$0	$0	$0	$0

Project Description:
This project involves the procurement and implementation of new computer software to help manage the City's permitting and inspections.

Existing Conditions:
The City's Building Division completes thousands of inspections each year, and all of these inspections are filed and tracked using computer software. The existing software was developed for desktop computer use and is only marginally capable of use with current cell phone or tablet technology.

Justification: *Condition of Existing Equipment; Operating Efficiency*
More capable and efficient software will allow the Building Division to be more effective with its inspections, permit tracking, and archives.

Operating Budget Impact:
A monthly or annual licensing fee is expected for the software, but the software has not yet been selected, so the fees are not yet known.

Comments:
The Building Division considered using an extension of the City's current financial software, but that software did not offer a significant advantage over the existing software that is in use.

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

Total Cost	$	70,000
Outside Funding Source (N/A)	$	0
City Share	$	70,000

CAPITAL PROJECT ADMINISTRATION

CAPITAL FUND

PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Year	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$91,942	$93,082	$95,800	$98,700	$101,700	$104,800	TBD

Project Description:
This item includes the costs associated with the full-time salary and benefits for a civil engineer to help oversee the design and construction of projects outlined in the Capital Improvement Program.

Existing Conditions:
The project manager assists the Public Works Department-Administration Division with monitoring construction activity, preparing contract documents, performing design surveys, and developing review processes in order to ensure compliance with codes and specifications for capital improvement projects for the City of Creve Coeur.

Justification: *Operating Efficiency*
The responsible and effective administration of the City's capital improvement projects, and grant-related projects in particular, requires significant staff time. Projects often have similar schedules, and multiple projects often require immediate attention at the same time. The City's Public Works Administration 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 ongoing employee training, city equipment, cell phone, and general supplies, which are anticipated to be approximately $1,000 per year.

Comments:
Prior to FY2019, this position was fully funded through the General Fund – Public Works/Administration operating budget.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	0
Land Acquisition	$	0
Construction	$	0
Equipment	$	0
Other	$	93,082
Total Cost (FY2022)	**$**	**93,082**

Total Cost (FY2022)	$	93,082
Outside Funding Source (N/A)	$	0
City Share	$	93,082

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PARKS-STORMWATER TAX FUND

In November 2020, Creve Coeur voters approved a new half-cent sales tax, the revenue from which will be dedicated to operations, maintenance, and improvements to 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-Stormwater Tax Fund Revenues

The City's Parks-Stormwater Tax Fund has two main funding sources: a half-cent parks and stormwater sales tax and reimbursement from grants and other outside funding. Together, these funding sources are projected to generate approximately $12.87 million over the FY2022-FY2026 CIP.

Half-Cent Parks and Stormwater Sales Tax. The projected sales tax revenues are approximately $11.30 million for the FY2022-FY2026 CIP, which averages out to approximately $2.26 million per year in the plan.

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

- *Municipal Park Grant*. The City can seek Municipal Park Grant to supplement up to $475,000 for parks improvements about every other 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. The City plans to seek approximately $1 million in reimbursement from this program over the five-year CIP.

Parks-Stormwater Tax Fund Expenses

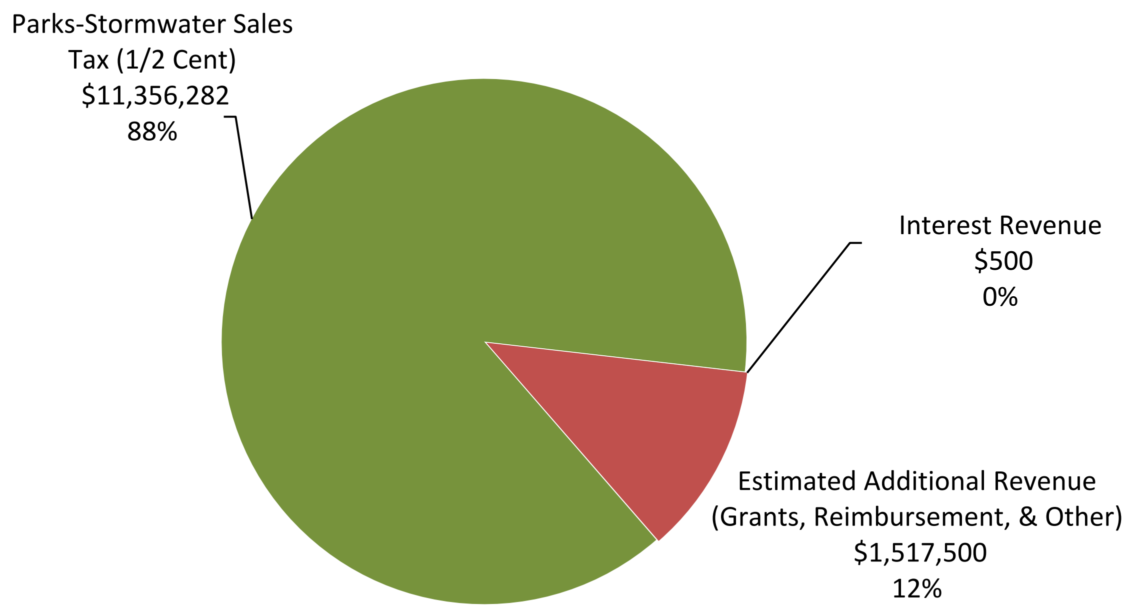
This sales tax revenue does not have a designated division of how it will be spent, but the City Council can decide to set the allocation amounts or to evaluate the division of funds through each CIP process. The proposed five-year CIP includes the following allocation of the sales tax revenue:

- Parks Projects.. 50%
- Stormwater Projects 23%
- Capital Project Administration.. 7%
- Parks and Stormwater Operations & Maintenance.................. 20%

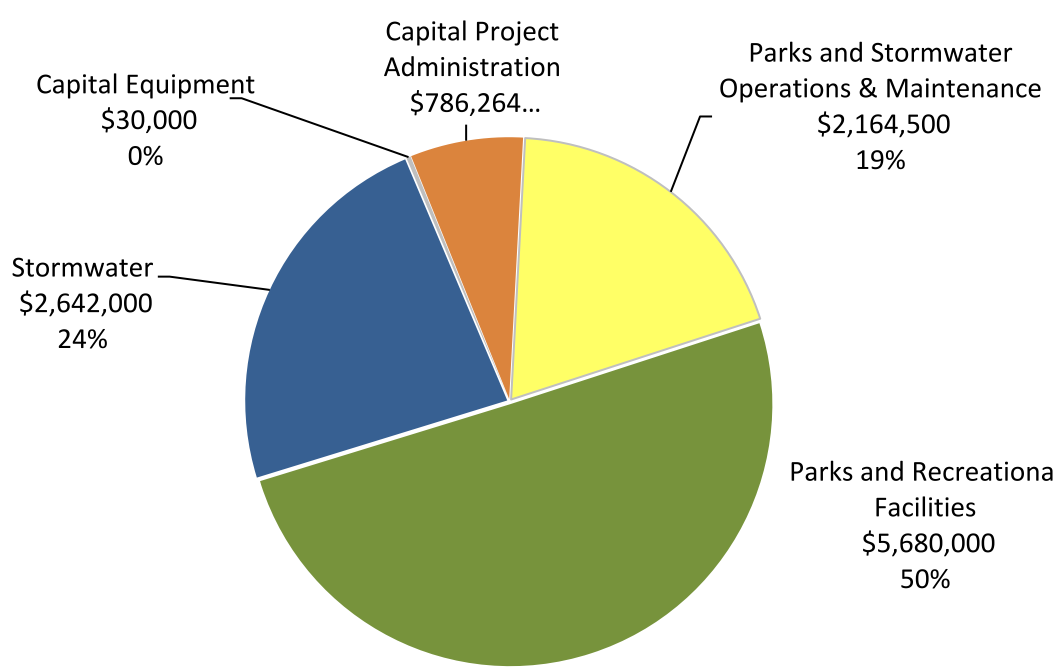
Funding for parks is proposed to be the greatest portion due a backlog of deferred parks maintenance, the improvements envisioned through the Parks and Recreation Master Plan, and the initial stormwater focus on developing a Stormwater Management Plan.

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

Summaries of the projected revenues and expenses for the Parks-Stormwater Tax 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.



FY2022-FY2026 PARKS-STORMWATER TAX FUND REVENUES



FY2022-FY2026 PARKS-STORMWATER TAX FUND EXPENSES

9506 PARKS AND RECREATIONAL FACILITIES - 01 **PARKS-STORMWATER TAX FUND**

PARK PRELIMINARY DESIGNS

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0 **	$50,000	$50,000	$0	$0	$0	$0

*** Park preliminary design for Millennium Park in FY2021 will be funded through the Capital Fund.*

Project Description:
This project will review and evaluate the feasibility of the improvements envisioned by the Parks and Recreation Master Plan for each park. A preliminary design will be prepared for Millennium Park in FY2021 through a similar project financed through the Capital Fund. In FY2022, it is recommended that the City focus on Venable Park and Lake School Park, and then prepare preliminary designs for Conway Park, Malcolm Terrace Park, and Laverne Collins Park in FY2023. The result will be a preliminary design for each park that considers aspects like stormwater management and accessibility and will guide future stages of construction.

Existing Conditions:
The Parks and Recreation Master Plan provided a list of possible improvements and additions to the City's parks. Several aspects of the park, including the walking paths, playgrounds, and tennis courts, are in need of maintenance.

Justification: *Coordination; Condition of Existing Facility; Citizen Demand*
The preliminary design will advance the vision of the Parks and Recreation Master Plan into defined, actionable phases of improvements that are understood and that complement each other. Without such a design, the City runs the risk of limiting its future options with the initial phases of improvements.

Operating Budget Impact:
The preliminary designs will not directly impact operating expenses.

Comments:
None.

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

Total Cost	$ 100,000
Outside Funding Source: N/A	$ 0
City Share	$ 100,000

9506 PARKS AND RECREATIONAL FACILITIES - 02 **PARKS-STORMWATER TAX FUND**

IMPLEMENTATION OF PARK MASTER PLAN

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$500,000	$800,000	$800,000	$800,000	$800,000	TBD

Project Description:
The completion of the preliminary design for each park will identify the priorities and phases of improvements for each park so that the vision of the Parks and Recreation Master Plan can be implemented and maintained. Significant funding is identified in each fiscal year for these improvements, which might include such projects as creating new parks amenities, repaving park trails, and the replacement of aging tennis courts, playgrounds, and other features. Improvements in FY2022 are envisioned for the spring of 2022.

Existing Conditions:
The Parks and Recreation Master Plan lists many improvements for the City's parks. Some improvements will become priorities due to the conditions of the existing facilities that will be replaced, but some improvements will be a priority due to the new facilities that they will offer for parks users.

Justification: *Condition of Existing Facility; Coordination; Citizen Demand*
The Parks and Recreation Master Plan was adopted by the City Council in 2019 and serves as part of the foundation for the parks and stormwater sales tax that the residents of Creve Coeur approved in 2020. Implementing this plan and preserving the parks are necessary to meet the demands of the residents of Creve Coeur.

Operating Budget Impact:
Improvements to the parks will have varying impacts to the costs to operate and maintain the parks.

Comments:
As the individual projects are identified and scheduled, these projects will be broken out as separate line items in future Capital Improvement Program plans.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	TBD
Land Acquisition	$	0
Construction	$	TBD
Equipment	$	0
Other	$	0
Total (FY2022-FY2026)	**$**	**3,700,000**

Total Cost (FY2022-FY2026)	$	3,700,000
Outside Funding Source: N/A	$	0
City Share	$	3,700,000

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

HISTORIC BUILDING REHABILITATION AND PRESERVATION

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0**	$25,000	$25,000	$25,000	$25,000	$25,000	TBD

** Financed through the Capital Fund prior to FY2022.

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 FY2022, the focus will be on repairing the front porch at Lake School, and FY2023 will focus on stabilizing the support for Lake School and cleaning up the Lake School basement. Funds in future years may be combined to allow for a larger project or may be designated for preparations for the sale of the cabins at Conway Park.

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

Justification: *Condition of Existing Facility; Protection and Conservation*
Like any of the City's buildings and facilities, the Lake School House and Tappmeyer House will need regular routine maintenance and improvements to remain structurally sound and attractive

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

Comments:
None.

Expenditure Type	**Amount**
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 125,000
Equipment	$ 0
Other	$ 0
Total (FY2022-FY2026)	**$ 125,000**

Total Cost (FY2022-FY2026)	$ 125,000
Outside Funding Source: N/A	$ 0
City Share	$ 125,000

PARK RESTROOM RENOVATIONS

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0**	$100,000	$100,000	$0	$0	$0	$0

*** Design for the restroom renovations was financed through the Capital Fund in FY2021.*

Project Description:
This project involves renovations to the restroom facilities at Conway Park, Lake School Park, Malcolm Terrace Park, and Venable Park to allow them to be open throughout the year and to improve their accessibility, function, and appearance. The FY2021 design phase will determine if renovations are feasible and advisable.

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

Justification: *Citizen Demand; Coordination*
One of the primary citizen requests in the Parks and Recreation Master Plan was to offer year-round restroom facilities in the parks.

Operating Budget Impact:
The main impact to the operating budget will be the need to staff the daily cleaning of the restrooms between the months of October and April when the restrooms are currently closed. The City will need to evaluate whether the restrooms can be cleaned effectively with the current staffing levels during labor-intensive operations, such as fall leaf collection and winter snow removal.

Comments:
Design of the renovations will be funded through the Capital Fund, but construction of the renovations will be financed through the Parks-Stormwater Tax Fund.

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

Total Cost	$ 200,000
Outside Funding Source: N/A	$ 0
City Share	$ 200,000

Park Path Improvements (Municipal Park Grant)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0**	$680,000	$0	$0	$0	$0	$0

** Financed through the Capital Fund prior to FY2022.

Project Description:
This project extends from the FY2021 Capital Fund project that will replace the paved paths at Conway Park and Malcolm Terrace Park and will be substantially funded by a Municipal Park Grant. The path improvements at Conway Park offer an opportunity to replace two failing drainage swales as part of the path project with only one round of disturbance and restoration for Conway Park. This portion of the project includes the path and drainage swale replacement at Conway Park.

Existing Conditions:
The asphalt paths at Conway Park are old and broken, their width is less than the recommended minimum of 8 feet, and these paths do not meet current accessibility standards. In addition, two concrete drainage swales carry stormwater between the path and the pond at Conway Park. These swales have become undermined, and now stormwater runs both on the concrete (as intended) and below the concrete (not intended).

Justification: *Condition of Existing Facility; Coordination, Beautification; Operating Efficiency*
The replacement of the paths is necessary to provide the park experience and accessibility to park features, like the dog park. Replacement of the drainage swales offers an opportunity to modify the path project to include an underground drainage system instead of surface culverts and swales. The enclosed, underground system will be effective and should require little or no maintenance. Further, removal of the concrete swales will allow for that portion of Conway Park to be returned to grass, which will make that area feel more like a park.

Operating Budget Impact:
Removal of the concrete swales will eliminate the need for staff to maintain or try to repair or replace the paved swales.

Comments:
The replacement of the Malcolm Terrace Park path and the design for the Conway Park improvements was completed through the Capital Fund in FY2021 for a total of approximately $116,000.

Expenditure Type	**Amount**
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 680,000
Equipment	$ 0
Other	$ 0
Total	**$ 680,000**

Total Cost	$ 680,000
Municipal Park Grant	$ 440,500
City Share	$ 239,500

9506 PARKS AND RECREATIONAL FACILITIES - 06 **PARKS-STORMWATER TAX FUND**

MALCOLM TERRACE PARKING LOT IMPROVEMENTS (CDBG)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$50,000	$0	$0	$0	$0	$0

Project Description:
The project involves accessibility and pavement improvements to the parking lot at Malcolm Terrace Park. The City has applied for $20,000 in Community Development Block Grant (CDBG) funding to assist with the cost of this project.

Existing Conditions:
The parking lot at Malcolm Terrace Park is an asphalt lot that has accessible parking spaces marked, but these spaces and the paths leading to them do not meet accessibility guidelines. The entrance to the park's restrooms is located adjacent to the parking lot, and the pavement at and near this entrance requires modifications to be considered accessible.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*
The City's parks are a sense of pride for Creve Coeur, and the City is obligated to provide adequate and safe access to the parks. Grant funding to assist with maintaining this access allows the City to meet its obligations at a reduced cost.

Operating Budget Impact:
New asphalt pavement and parking lot striping should require less maintenance than the existing lot, and this should reduce repairs that would be completed through the operating budget for the foreseeable future.

Comments:
This project was moved from FY2021 to FY2022 to better align with the funding schedule through the Community Development Block Grant program.

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

Total Cost	$	50,000
Community Development Block Grant (CDBG)	$	20,000
City Share	$	30,000

PARK IDENTIFICATION SIGNAGE MASTER PLAN

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$20,000	$0	$0	$0	$0	$0

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

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

Justification: *Condition of Existing Facility; Coordination; Beautification*
Development of a Sign Master Plan for the City's parks and recreational facilities was included as an action item in the FY2018-2021 Strategic Plan and is supported by the Park and Historical Preservation Committee.

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

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

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

Total Cost	$	20,000
Outside Funding Source: N/A	$	0
City Share	$	20,000

9506 Parks and Recreational Facilities - 08 **Parks-Stormwater Tax Fund**

Park Parking Lot Improvements/Preservation

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$50,000	$0	$0	$0	$0	$0

Project Description:
This project involves pavement repairs, crack sealing, seal coat, and restriping lines and arrows for the parking lots at Lake School Park, Millennium Park, and Venable Park. The pavement of these lots is generally in good condition, but the minor repairs and sealing will help preserve and extend the life of the lot pavement.

Existing Conditions:
Most of the asphalt pavement in the parking lots at Lake School Park, Millennium Park, and Venable Park is in good condition, but the asphalt is beginning to deteriorate, and the parking lot lines have faded.

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

Operating Budget Impact:
Preventive maintenance will help reduce the need for City staff to make repairs to the parking lots.

Comments:
Improvements to the lots at Conway Park and Malcolm Terrace Park are not included in this project, because those lots are planned to be incorporated into other projects.

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

Total Cost	$	50,000
Outside Funding Source: N/A	$	0
City Share	$	50,000

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

PARK FURNITURE REPLACEMENT

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$80,000	$0	$30,000	$0	$0	$0

Project Description:
This project involves the replacement of benches, trash receptacles, picnic tables, and barbecue pits in its parks. This effort will focus on Millennium Park and Venable Park in FY2022 and then will focus on Malcolm Terrace Park, Conway Park, and Lake School Park in FY2024.

Existing Conditions:
The City offers dozens of benches, trash receptacles, and picnic tables and approximately ten barbecue pits for parks visitors to use and enjoy. Much of this furniture is original to each park, and many pieces have deteriorated with time. Some of the furniture has broken and needs to be removed or replaced. The style of the furniture is inconsistent among the parks and sometimes inconsistent within a particular park.

Justification: *Condition of Existing Facility; Beautification; Operating Efficiency*
Replacement of the park furniture will provide new facilities for parks visitors to use and will provide a visual improvement over the existing faded and broken furniture. The new furniture will be installed with accessibility as a primary consideration.

Operating Budget Impact:
New furniture will be expected to be virtually maintenance-free for the next 5-10 years.

Comments:
None.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	0
Land Acquisition	$	0
Construction	$	10,000
Equipment	$	100,000
Other	$	0
Total	**$**	**110,000**

Total Cost	$	110,000
Outside Funding Source: N/A	$	0
City Share	$	110,000

MALCOLM TERRACE PARK TRAIL IMPROVEMENTS

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$150,000	$0	$0	$0	$50,000	$0

Project Description:
This project involves the widening, re-establishment, and marking of the wooded trails at the south end of Malcolm Terrace Park in FY2022. Maintenance of the trails, including new wood chips, is planned for FY2026.

Existing Conditions:
Over a mile of nature trails weave through the woods of Malcolm Terrace Park, but some of the trails have become overgrown and are difficult to distinguish. Most of the wood chips that once covered the trails is now gone. Also, few maps of the trails and no wayfinding within the trail network exist to guide trail users.

Justification: *Citizen Demand; Condition of Existing Facility; Coordination, Operating Efficiency*
One of the goals set out in the City's Strategic Plan was to establish a more options for pedestrians. The Parks and Recreation Master Plan also called for the expansion of the parks trail network.

Operating Budget Impact:
Once re-established, the trails will require routine maintenance to keep the trails clear from the surrounding brush and to monitor the trail conditions.

Comments:
None.

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

Total Cost	$	200,000
Outside Funding Source: N/A	$	0
City Share	$	200,000

Repaint and Restripe Conway & Lake School Tennis Courts

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$75,000	$0	$0	$0	$0	$0

Project Description:
This project involves sealing and smoothing cracks and making surface repairs before the entire tennis courts at Conway Park and Lake School Park repainted. The goal of the project will be to improve the playing experience for court users and to extend the life of the courts until the parks preliminary plans can be completed. Lines for pickleball will be incorporated into the newly painted courts.

Existing Conditions:
The tennis courts at Lake School Park were last resurfaced and painted in 2009. The paint for the Conway Park courts is older, and it has lost most of its color over time. Moderate cracking can be found at the courts.

Justification: *Citizen Demand; Condition of Existing Facility; Beautification*
Tennis and pickleball are popular sports in Creve Coeur. Repairing and repainting the surface of the courts at Lake School Park and Conway Park will offer a better playing experience for court users, and adding pickleball striping at each court will offer more options for players.

Operating Budget Impact:
None expected.

Comments:
None.

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

Total Cost	$	75,000
Outside Funding Source: N/A	$	0
City Share	$	75,000

9506 PARKS AND RECREATIONAL FACILITIES - 12 **PARKS-STORMWATER TAX FUND**

REMOVE SMALL PLAYGROUND AT MILLENNIUM PARK

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$20,000	$0	$0	$0	$0	$0

Project Description:
This project involves the removal of the small playground and by the athletic fields at Millennium Park. After the playground is removed, its safety surface will be removed and replaced with concrete.

Existing Conditions:
The safety surface that serves this playground was found to be too small in late 2019, so the playground was shut down to public use. In order to meet safety standards, the playground's safety surface would need to be extended outward.

Justification: *Condition of Existing Facility; Operating Efficiency; Public Safety*
Removal of the playground is unfortunate, but extending the safety surface involves removal of a portion of the surrounding concrete walkways, which is not recommended. The City is also considering its options for the site through the preliminary design plans for Millennium Park, and a different amenity might be installed in this location.

Operating Budget Impact:
Removal of the playground will eliminate the need for staff to regularly check on the playground and the fencing installed around it to keep children from playing on it.

Comments:
None.

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

Total Cost	$	20,000
Outside Funding Source: N/A	$	0
City Share	$	20,000

PLAYGROUND SAFETY SURFACE REPLACEMENT

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0**	$0	$100,000	$0	$100,000	$0	TBD

*** Similar projects prior to FY2022 were funded through the Capital Fund.*

Project Description:
This project involves the replacement of damaged areas and rejuvenation or replacement of the rubberized safety surface beneath the City's playgrounds at Conway Park, Millennium Park, and Venable Memorial Park. The safety surface beneath the primary playground at Millennium Park is scheduled for replacement in FY2023, and the safety surface for the playground at Venable Park is scheduled for replacement in FY2025.

Existing Conditions:
The rubberized surfaces beneath the City's playgrounds provide the required protection for children and other users against injury from a fall off of the playground or swing set. Following the repair to the safety surface for the southern playground at Millennium Park, all of the City's playground surfaces met the minimum requirements for fall protection in 2020. These surfaces lose their flexibility over time, and generally need to be rehabilitated or replaced within 12-15 years. 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, Beautification; Operating Efficiency*
Keeping the safety surface of the City's playgrounds in good condition is required for the continuing use of the playgrounds and the safety of the playgrounds' users.

Operating Budget Impact:
None.

Comments:
This work would qualify for grant funding through the Municipal Parks Grant program, but the next several grant opportunities will be directed toward other needs.

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

Total Cost	$ 200,000
Outside Funding Source: N/A	$ 0
City Share	$ 200,000

VENABLE PARK IMPROVEMENTS (GRANT MATCH)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$0	$0	$150,000	$0	$0	$0

Project Description:
In FY2023, the City plans to apply for a Land and Water Conservation Fund (LWCF) grant to make improvements to Dr. H. Phillip Venable Memorial Park. The project will depend on the outcome of the park preliminary design and could involve such improvements to the park as a new pavilion, new tennis courts, improved walking paths, or parking lot improvements. The maximum grant amount through the LWCF program is $150,000, and it will require 50% participation from the City. The amount shown in FY2024 is the City's planned 50% grant match for a LWCF grant that could be for a stand-alone $300,000 project or could be a supplement to a larger project.

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

Justification: *Availability of Outside Funding; Citizen Demand; Condition of Existing Facility; Coordination*
The LWCF grant will allow the City to maximize the effect of the funding available for improvements to Venable Memorial Park. The project will coordinate with the recommendations of the Park Master Plan and the preliminary design plans for Venable Park.

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

Comments:
None.

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

Total Cost	$	TBD
Land and Water Conservation Fund (LWCF) Grant	$	150,000
City Share	$	TBD

9509 STORMWATER - 01 **PARKS-STORMWATER TAX FUND**

STORMWATER MANAGEMENT PLAN

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$15,000	$0	$0	$0	$0	TBD

Project Description:
This project involves an in-depth study of stormwater behavior and needs throughout Creve Coeur in order to provide a sound, clear, and prioritized basis for the City's stormwater management program. This process will include the review of existing studies and citizen complaints and an investigation of the creeks and infrastructure in Creve Coeur in order to create a prioritized and coordinated list of improvements. The scoping phase for this study is identified in FY2022.

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

Justification: *Citizen Demand; Condition of Existing Facility; Coordination; Operating Efficiency*
In previous years, the City's capital improvement budget allowed for a small stormwater program that could respond to emergencies. With the residents' approval of the parks and stormwater sales tax, the City is now poised to have a planned and proactive stormwater program. Creating a comprehensive stormwater management plan will help guide the stormwater program to operate in a logical and efficient manner.

Operating Budget Impact:
Development of the stormwater management plan will not impact the operations and maintenance budget.

Comments:
Completion of the scoping phase is anticipated in FY2022. Upon completion of this phase, staff and the Stormwater Committee plan to provide a recommendation to the City Council regarding an appropriate scope and budget for the study, and possibly a request to amend the budget to begin the study in FY2022.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	15,000
Land Acquisition	$	0
Construction	$	0
Equipment	$	0
Other	$	0
Total	**$**	**TBD**

Total Cost	$	TBD
Outside Funding Source: N/A	$	0
City Share	$	TBD

9509 STORMWATER - 02 **PARKS-STORMWATER TAX FUND**

STORMWATER IMPROVEMENTS PER MASTER PLAN

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$0	$0	$400,000	$400,000	$600,000	TBD

Project Description:
This line item represents stormwater projects that will begin to be designed and constructed following the completion of the Stormwater Management Plan. The locations and types of the projects are not yet known, but it is expected that FY2024 and FY2025 will concentrate on design, and that construction of projects will begin as early as FY2026. The actual schedule will depend on the complexity of the highest-priority projects. The projects and their associated costs will become specific line items in the CIP as they are defined, and this line item may not be necessary in future versions of the CIP.

Existing Conditions:
The creeks that run through Creve Coeur have locations where erosion exists along their banks, and some streets are served by outdated or deteriorating stormwater infrastructure.

Justification: *Citizen Demand; Condition of Existing Facility; Coordination; Operating Efficiency*
The residents of Creve Coeur approved the parks and stormwater sales tax in late 2020, which gives the City the ability to create a planned and proactive stormwater program.

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

Comments:
None.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	TBD
Land Acquisition	$	TBD
Construction	$	TBD
Equipment	$	0
Other	$	0
Total (FY2022-FY2026)	**$**	**1,400,000**

Total Cost (FY2022-FY2026)	$	1,400,000
Outside Funding Source: N/A	$	0
City Share	$	1,400,000

9509 STORMWATER - 03 PARKS-STORMWATER TAX FUND

STORMWATER IMPROVEMENTS (DEER CREEK – DEER CREEK OMCI)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$0	$0	$224,000	$224,000	$224,000	TBD

Project Description:
This line item is similar to the Stormwater Improvements per Master Plan line item, in that it represents planned investment into the City's public stormwater infrastructure following the anticipated completion of the Stormwater Management Plan. The distinction of this line item is that it involves investments into the Deer Creek watershed that will be at least partially funded through MSD's Operations, Maintenance, and Construction Improvement (OMCI) reimbursement program that applies only to the Deer Creek watershed. The actual type and schedule of projects in FY2024 and beyond will depend on the findings of the Stormwater Management Plan and the scale and complexity of the highest-priority projects. The projects and their associated costs will become specific line items in the CIP as they are defined, and this line item may not be necessary in future versions of the CIP.

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

Justification: *Condition of Existing Facility; Coordination; Availability of Outside Funding*
MSD offered to allow the City to seek reimbursement for the City's stormwater priorities within the Deer Creek watershed so that taxes paid in Creve Coeur will help make improvements in Creve Coeur. Improvements will follow the priorities set by the Stormwater Management Plan.

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

Comments:
None.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	TBD
Land Acquisition	$	TBD
Construction	$	TBD
Equipment	$	0
Other	$	0
Total (FY2022-FY2026)	**$**	**672,000**

Total Cost (FY2022-FY2026)	$	672,000
Deer Creek Operations Maintenance and Construction Improvement (OMCI) Reimbursement	$	672,000
City Share	$	0

9509 STORMWATER - 04 PARKS-STORMWATER TAX FUND

HIBLER ROADSIDE DRAINAGE

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$50,000	$100,000	$0	$0	$0	$0

Project Description:
This project will involve the re-establishment and improvement of roadside drainage along Hibler Road at several locations between Mason Road and Hibler Oaks Drive. Improvements will include new and improved roadside drainage swales and may incorporate some new curbing. Design is planned for FY2022, and construction is planned for FY2023.

Existing Conditions:
Portions of Hibler Road do not have curbing and use roadside swales and the adjacent grades to carry stormwater runoff. City staff have received complaints that this approach does not always work, and investigation into the complaints has found that improvements are recommended.

Justification: *Citizen Demand; Condition of Existing Facility; Operating Efficiency*
This project aims to address the concerns raised by several area residents and to improve the stormwater performance along Hibler Road.

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

Comments:
None.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	50,000
Land Acquisition	$	0
Construction	$	100,000
Equipment	$	0
Other	$	0
Total	**$**	**150,000**

Total Cost	$	150,000
Outside Funding Source (N/A)	$	0
City Share	$	150,000

9509 STORMWATER - 05 **PARKS-STORMWATER TAX FUND**

ALDEN LANE DRAIN REPLACEMENT (DEER CREEK OMCI)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$35,000	$0	$0	$0	$0	$0

Project Description:
This project involves the design and construction needed to replace a small storm drain system that serves a section of Alden Lane. Design and construction are anticipated in FY2022.

Existing Conditions:
The drain system includes two small inlets – one on each side of Alden Lane – that carry stormwater from the street and the north side of Alden Lane to a small creek on the south side of the street. The drains are not standard drains and clog easily with mulch or leaf debris, and the clogged drains cause roadway flooding. In addition, an apparent failure of the drainage pipe has caused a large hole to form near the side of Alden Lane. This hole was found to be a potential hazard and has been filled with rock as a temporary measure.

Justification: *Citizen Demand; Condition of Existing Facility; Operating Efficiency*
Replacement of the existing inlets and pipes will improve the capacity and performance of this small stormwater system and will eliminate the hole that has formed. The new drains will have larger openings that will make them much less likely to clog.

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

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

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	20,000
Land Acquisition	$	0
Construction	$	15,000
Equipment	$	0
Other	$	0
Total	**$**	**35,000**

Total Cost	$	35,000
Deer Creek Operations Maintenance and Construction Improvement (OMCI) Reimbursement	$	35,000
City Share	$	0

9509 STORMWATER - 06 PARKS-STORMWATER TAX FUND

BALLAS CULVERT EROSION REHABILITATION (DEER CREEK OMCI)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$75,000	$250,000	$0	$0	$0	$0

Project Description:
This project involves the design and construction needed to address creek erosion for a short section of creek starting at the east side of South New Ballas Road and extending east behind the homes on Tarrytown Drive to the City line. Design is planned for FY2022, and construction is planned for FY2023. Easements may be necessary. If so, the type and size of these easements will be determined early in the design process, and these could impact the extent and schedule of this project.

Existing Conditions:
A stormwater culvert runs beneath South New Ballas Road just south of Tarrytown Drive, and water flows from west to east through this culvert. Significant erosion has been observed at the downstream (east) end of the culvert. City staff have also received complaints regarding erosion, poor drainage, and flooding along this creek downstream of New Ballas Road.

Justification: *Citizen Demand; Condition of Existing Facility; Operating Efficiency*
Improvements to address the erosion at the downstream end of the culvert will help prevent the situation from deteriorating to the point that it will impact South New Ballas Road, the most heavily traveled section of road that the City maintains. Addressing the creek downstream as part of this project should be less expensive and less intrusive to the neighboring properties than if the two projects were completed independently.

Operating Budget Impact:
None.

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

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	75,000
Land Acquisition	$	0
Construction	$	250,000
Equipment	$	0
Other	$	0
Total	**$**	**325,000**

Total Cost	$	325,000
Deer Creek Operations Maintenance and Construction Improvement (OMCI) Reimbursement	$	325,000
City Share	$	0

9509 STORMWATER - 07 PARKS-STORMWATER TAX FUND

GOLF COURSE POND AERATION (DEER CREEK OMCI)

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$25,000	$0	$0	$0	$0	$0

Project Description:
This project involves the addition of an aeration system for the south pond at the Creve Coeur Golf Course. The aerator was originally intended to be part of the dam stabilization project in 2017, but the need to upgrade the electrical power feed for the aerator forced the aerator to be eliminated from the dam project.

Existing Conditions:
A small electrical supply is located on the west side of the pond, slightly north of the #5 green. This electric supply currently powers the fountain in the pond, but it will need to be upgraded to be able to handle an aerator as well. The 2017 dam project removed the built-up silt from the pond, which made the pond deeper. An aerator will help circulate the water and promote a clear and algae-free pond.

Justification: *Condition of Existing Facility; Beautification; Availability of Outside Funding*
From a practical point of view, the aerator will help the City extend its investment into the pond. From an aesthetic point of view, the clarity of the pond that the aerator will promote will look better to golfers than an algae-covered pond would.

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

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

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	5,000
Land Acquisition	$	0
Construction	$	20,000
Equipment	$	0
Other	$	0
Total	**$**	**25,000**

Total Cost	$	25,000
Deer Creek Operations Maintenance and Construction Improvement (OMCI) Reimbursement	$	25,000
City Share	$	0

9509 STORMWATER - 08 PARKS-STORMWATER TAX FUND

HIBLER WOODS DRAIN REPLACEMENT

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$0	$20,000	$0	$0	$0	$0

Project Description:
This project involves the replacement of a broken trench drain that extends across Hibler Woods Drive.

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

Justification: *Condition of Existing Facility*
The trench drain will need to be replaced in order to provide a sound structure for vehicle and pedestrian traffic.

Operating Budget Impact:
Replacement of the drain should eliminate the need for additional repairs to the drain for at least the next ten years.

Comments:
None.

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

Total Cost	$	20,000
Outside Funding Source (N/A)	$	0
City Share	$	20,000

9516 CAPITAL EQUIPMENT - 01 **PARKS-STORMWATER TAX FUND**

PARKS CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$0	$30,000	$0	$0	$0	$0

Project Description:
The Department of Public Works proposes to purchase a used tractor that will have the power and capability to perform proper maintenance at the parks, including such work as mowing the prairie areas of Conway Park, aerating the parks fields, and trimming brush along the perimeter and paths.

Existing Conditions:
The current tractor is aging and lacks the power to pull the equipment needed to best care for the City's parks. The Department of Public Works has needed to borrow equipment from the golf course to service the parks, because the current tractor was not able to do the job.

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

Operating Budget Impact:
Although used, the proposed tractor will have fewer service hours and will likely require less maintenance than the existing equipment.

Comments:
None.

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

Total Cost	$	30,000
Outside Funding Source (N/A)	$	0
City Share	$	30,000

CAPITAL PROJECT ADMINISTRATION

PARKS-STORMWATER TAX FUND

PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Years	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$8,698	$104,364	$107,500	$185,800	$194,400	$197,200	TBD

Project Description:
This item includes the costs associated with the full-time salary and benefits for a civil engineer to help oversee the design and construction of parks and stormwater projects outlined in the Capital Improvement Program beginning in FY2022. This item also envisions the addition of a second project manager or engineer upon the completion of the Stormwater Management Plan to help manage the new stormwater program.

Existing Conditions:
The City's Department of Public Works manages the implementation of most of the Capital Improvement Program, but this staff consists of one project manager and two engineers. The Public Works staff can manage the projects outlined in the Capital Fund and Building Project Bond Fund, but staff does not have 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. Additional project management staff 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 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	$ 0
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 104,364
Total Cost (FY2022)	**$ 104,364**

Total Cost (FY2022)	$ 104,364
Outside Funding Source (N/A)	$ 0
City Share	$ 104,364

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.

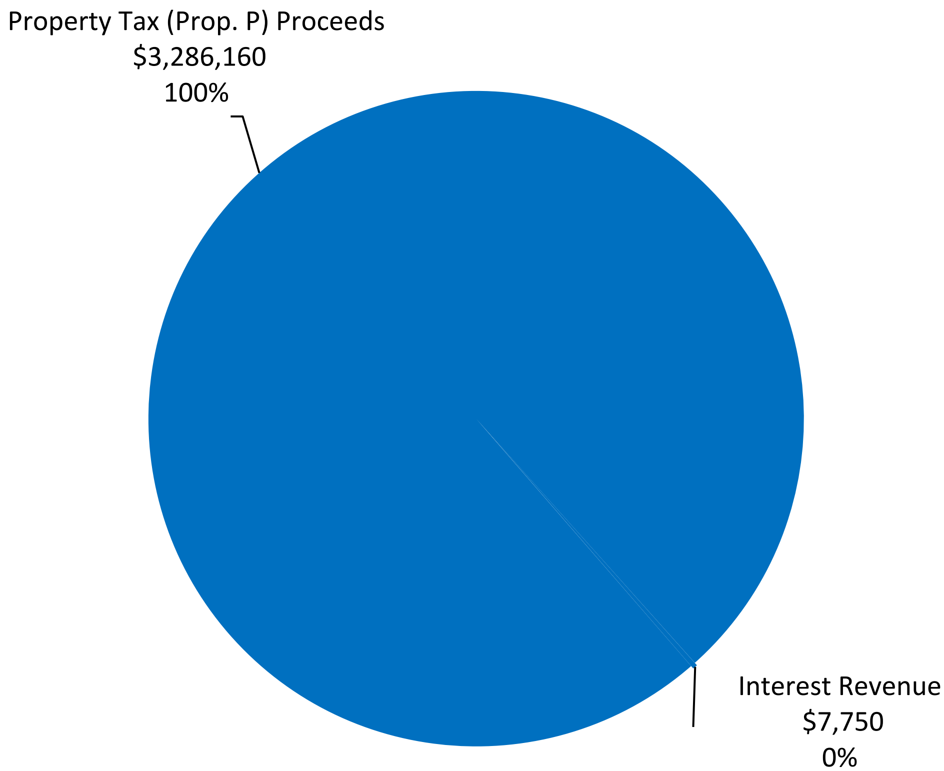
Now that the police building project is complete, the remaining balance of this fund will be allocated to safety, security, and accessibility improvements to the Creve Coeur Government Center. Renovations to the lower level and upper level of the Government Center are identified as projects in both the Capital Fund and the Building Project Bond Fund to designate the contribution of each fund toward those renovations. These renovations are tentatively planned for FY2022-FY2024.

Debt Service

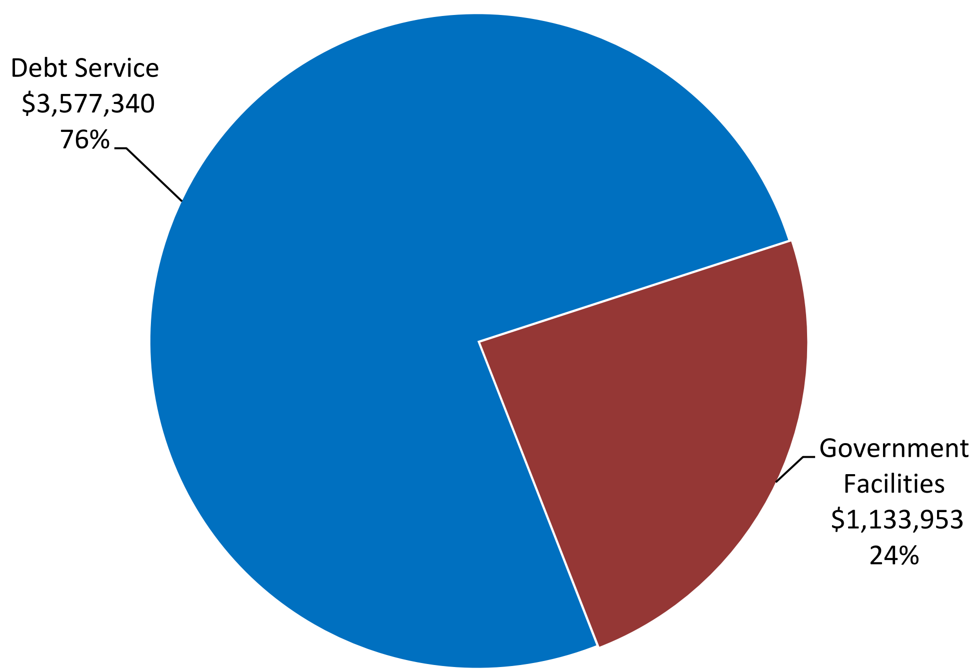
Most of the remaining revenues and expenses involve the debt service for the bonds. The debt service for the Building Project Bond Fund will be paid through a 20-year real estate and personal property tax levy, which is anticipated to sunset in 2037.

The property tax that funds the debt service is planned to be reduced beginning in FY2022. This will result in an reduction in the annual revenue by approximately $250,000.

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.



FY2022-FY2026 BUILDING PROJECT BOND FUND REVENUES



FY2022-FY2026 BUILDING PROJECT BOND FUND EXPENSES

9501 BUILDING DESIGN AND CONSTRUCTION - 03 **BUILDING PROJECT BOND FUND**

GOVERNMENT CENTER ACCESSIBILITY & SECURITY IMPROVEMENTS

Estimated Annual Costs						
Prior Year	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0	$0**	$0**	$1,083,953**	$0	$0	$0

*** Design and a portion of the construction cost for this project will be financed through the Capital Fund.*

Project Description:
This project involves the assessment of and improvements to various aspects of the Creve Coeur Government Center building in order to bring the building into better compliance with current accessibility and security standards and expectations. These improvements will be incorporated into the Government Center Renovations (Upper Level) project that is identified in the Capital Fund. That project will begin design in FY2022 with construction anticipated in FY2024.

Existing Conditions:
The Creve Coeur Government Center is a renovated elementary school. Several aspects of the layout and features of the building do not meet the current standards for accessibility or security.

Justification: *Citizen Demand, Public Safety; Coordination*
Security and accessibility improvements to the Government Center were specifically outlined in the bond referendum. As a public building, the Creve Coeur Government Center is expected to be accessible and secure, both for visitors and City staff.

Operating Budget Impact:
Accessibility and security renovations are expected to have minimal impact on the operating budget. These renovations may replace aging equipment or facilities, which should decrease the maintenance costs associated with them.

Comments:
The amount shown in FY2024 represents the fund balance for the Building Project Bond Fund. The investment into the Government Center will be greater than the $521,059 originally envisioned due to favorable prices and cost savings associated with the Police building project.

Expenditure Type	**Amount**
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 1,083,953
Equipment	$ 0
Other	$ 0
Total (Building Project Bond Fund Portion)	**$ 1,083,953**

Total (Building Project Bond Fund Portion)	$ 1,083,953
Outside Funding Source (N/A)	$ 0
City Share	$ 1,083,953

GOVERNMENT CENTER RENOVATIONS (LOWER LEVEL)

Estimated Annual Costs						
Prior Year	**FY2022**	**FY2023**	**FY2024**	**FY2025**	**FY2026**	**Future**
$0**	$50,000**	$0	$0	$0	$0	$0

*** Design costs and a majority of the construction costs will be financed through the Capital Fund.*

Project Description:
This project involves renovations and expansion of the existing court offices and dispatch area on the lower level of the Creve Coeur Government Center. Several adjacent offices that were previously used by the Police Department will be incorporated into the court office and dispatch center, the nearby restrooms will be renovated to become fully accessible, and portions of the heating and cooling system will be upgraded. The Building Project Bond fund will assist with the construction of the accessibility and security improvements.

Existing Conditions:
The existing court offices are outdated with limited space for storage, and the dispatch area is not large enough to host the West Central Dispatch Center (WCDC). Adjacent to the court offices and dispatch area are several vacant offices that were used by the Police Department before the police staff moved to their new building. The adjacent restrooms are in poor condition and are deficient in several aspects with regard to accessibility. The heating and cooling system relies upon a network of pipes in the ceiling, and these pipes are wearing out, sometimes causing destructive and costly coolant leaks into the work space.

Justification: *Coordination; Operating Efficiency; Condition of Existing Facility*
Security and accessibility improvements to the Government Center were specifically outlined in the bond referendum. As a public building, the Creve Coeur Government Center is expected to be accessible and secure, both for visitors and City staff.

Operating Budget Impact:
The planned improvements will install new and more energy-efficient facilities and systems that are likely to decrease the need for maintenance and decrease future electricity bills.

Comments:
None.

Expenditure Type	**Amount**	
Planning, Design, and Engineering	$	0
Land Acquisition	$	0
Construction	$	50,000
Equipment	$	0
Other	$	0
Total (Building Project Bond Fund Portion)	**$**	**50,000**

Total (Building Project Bond Fund Portion)	$	50,000
Outside Funding Source (N/A)	$	0
City Share	$	50,000

CAPITAL FUND

REVENUE AND EXPENSE DETAIL

APPENDIX A

FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

9501 GOVERNMENT FACILITIES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Accessibility Improvements (CDBG Grant)	20,000	23,395	-	-	-	20,000	20,000	20,000	20,000
02 Government Center Gym HVAC Replacement	-	**36,030**	-	-	-	-	-	-	-
03 Government Center Renovations (Lower Level)		-	**30,000**	**30,000**	**200,000**	-	-	-	-
04 Government Center Renovations (Upper Level)	-	-	-	-	**50,000**	**200,000**	**1,750,000**	-	-
05 Government Center Parking Lot Repairs		-	-	-	**25,000**	-	-	-	-
06 Salt Dome Roof Repairs		-	-	-	**60,000**	-	-	-	-
		-	-	-	-	-	-	-	-
Subtotal (Government Facilities)	**20,000**	**59,425**	**30,000**	**30,000**	**335,000**	**220,000**	**1,770,000**	**20,000**	**20,000**
% of Total Capital Fund Outlay	1%	2%	1%	1%	8%	5%	30%	1%	1%

9506 PARKS AND RECREATIONAL FACILITIES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Park or Dielmann Complex Improvements (Grant Match)		-	-	-	-	**30,500**	-	30,500	-
03 Parks Master Plan	-	2,000	-	-	-	-	-	-	-
04 Ice Arena Improvements (Municipal Park Grant)	-	112,194	-	-	-	-	-	-	-
05 Creve-Coeur-Frontenac Missouri Pacific Trail Study	30,000	-	-	-	-	-	-	-	-
06 Tennis Court Repairs	35,000	-	-	-	-	-	-	-	-
07 Millennium Park Trail Study	20,000	8,288	-	-	-	-	-	-	-
08 Golf Course Pond Fountain	25,000	673	-	-	-	-	-	-	-
09 Ice Arena Compressor Replacement	30,000	24,059	-	-	-	-	-	-	-
10 Historic Building Rehabilitation and Preservation	35,000	8,855	-	-	-	-	-	-	-
11 Playground Safety Surface Replacement	-	-	30,000	31,988	-	-	-	-	-
12 Dielmann Recreation Complex Parking Lot Lighting	20,000	2,100	37,000	43,074	-	-	-	-	-
13 Park Path Improvements (Municipal Park Grant)	-	-	**471,000**	**116,000**	-	-	-	-	-
14 Ice Arena Refrigerant Switchover (Design - Park Planning Grant)	-	-	15,000	9,400	20,000	-	-	-	-
15 Malcolm Terrace Parking Lot Improvements (CDBG Grant)	-	-	45,000	-	-	-	-	-	-
16 Dielmann Recreation Complex HVAC Replacement - Phase 2	-	-	-	-	110,000	-	-	-	-
17 Dielmann Recreation Complex Roof Drainage	-	-	-	-	**50,000**	-	-	-	-
18 Ice Arena Flooring Replacement	-	-	-	-	-	200,000	-	-	-
19 Park Restroom Renovations (Design)	-	-	-	**10,000**	-	-	-	-	-
20 Park Preliminary Design - Millennium Park (Park Planning Grant)	-	-	-	**18,000**	-	-	-	-	-
Subtotal (Parks and Recreational Facilities)	**195,000**	**158,169**	**598,000**	**228,462**	**180,000**	**230,500**	**-**	**30,500**	**-**
% of Total Capital Fund Outlay	8%	6%	18%	7%	4%	5%	0%	1%	0%

9509 STORMWATER	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Stormwater Improvements Per Master Plan	-	-	-	-	-	-	-	-	-
02 Middlebrook Drive Culvert Rehabilitation	250,000	3,610	-	285,658	-	-	-	-	-
03 Balcon Estates Culvert Improvements	18,250	7,977	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal (Stormwater)	**268,250**	**11,587**	**-**	**285,658**	**-**	**-**	**-**	**-**	**-**
% of Total Capital Fund Outlay	11%	0%	0%	9%	0%	0%	0%	0%	0%

CAPITAL FUND
REVENUE AND EXPENSE DETAIL

APPENDIX A
FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

9510 STREETS AND SIDEWALKS	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Street and Sidewalk Maintenance Program	1,331,250	1,398,761	600,000	640,000	1,375,000	1,353,000	1,373,300	1,393,900	1,414,800
02 Street Reconstruction/Rehabilitation	365,000	484,009	-	-	-	300,000	-	200,000	300,000
03 North New Ballas Sidewalk Phase 2A (TAP Grant)	-	5,683	-	600	-	-	-	-	-
04 Warson Road Improvement Project (STP Grant)	-	29,254	-	-	-	-	-	-	-
05 Fernview Sidewalk Concept Plan (Design & Grant Match)	35,000	20,689	-	5,964	**35,000**	-	**111,000**	**80,000**	-
06 New Ballas Median Plantings	-	-	20,000	20,000	-	-	-	-	-
07 Signal Enhancement Projects	-	88,136	240,000	56,883	**180,000**	-	-	-	-
08 Emerson Road Improvement Project (STP Grant)	35,000	27,941	605,000	613,450	-	-	-	-	-
09 Fernview Drive Resurfacing (STP Grant)	-	28,773	275,000	226,342	-	-	-	-	-
10 Mosley Road Improvement Project (STP Grant)	20,000	79,306	277,000	179,552	1,340,000	-	-	-	-
11 New Ballas Road Improvements - Phase 1 (STP Grant)	-	-	150,000	155,411	180,000	1,020,000	-	-	-
12 Lindbergh-Old Olive Intersection (State Cost-Share; STP Grant)	-	10,837	190,000	215,000	**25,000**	**325,000**	**2,045,500**	-	-
13 Olive-Lindbergh Interchange Enhancements	70,000	55,000	-	161,386	30,000	-	-	-	-
14 Pavement Condition Ratings Update	-	-	-	-	45,000	-	-	-	-
15 New Ballas Sidewalk Extension (TAP Grant)	-	**6,027**	-	-	**50,000**	**210,000**	-	-	-
16 Craig Road Improvements (Design & Grant Match)	-	33,830	-	-	-	150,000	20,000	220,000	-
17 New Ballas Road Improvements - Phase 2 (Design & Grant Match)		-	-	-	-	-	100,000	25,000	250,000
18 New Ballas Road Improvements - Phase 3 (Design & Grant Match)	-	-	-	-	-	-	-	100,000	20,000
19 New Ballas Road Improvements - Phase 4 (Design & Grant Match)	-	-	-	-	-	-	-	-	**100,000**
20 Olive Median Enhancement Stock	-	-	-	-	**75,000**	-	-	-	-
Subtotal (Streets and Sidewalks)	**1,856,250**	**2,268,246**	**2,357,000**	**2,274,588**	**3,335,000**	**3,358,000**	**3,649,800**	**2,018,900**	**2,084,800**
% of Total Capital Fund Outlay	73%	81%	70%	72%	75%	79%	62%	79%	80%

9516 CAPITAL EQUIPMENT	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Public Works Capital Equipment	88,948	161,644	243,700	243,700	313,300	365,900	300,300	359,800	384,400
02 Golf Course Capital Equipment	35,000	31,751	-	-	25,000	-	35,000	40,000	-
03 Police Department Capital Equipment	-	-	-	-	42,000	-	-	-	-
04 Police Department Fitness Equipment	-	17,500	-	-	-	-	-	-	-
05 Phone System Replacement	-	-	-	-	52,000	-	-	-	-
06 Public Works Facility Gasoline System Replacement	-	-	35,000	18,433	-	-	-	-	-
07 Building Department Software	-	-	-	-	70,000	-	-	-	-
Subtotal (Capital Equipment)	**123,948**	**210,895**	**278,700**	**262,133**	**502,300**	**365,900**	**335,300**	**399,800**	**384,400**
% of Total Capital Fund Outlay	5%	8%	8%	8%	11%	9%	6%	16%	15%

CAPITAL PROJECT ADMINISTRATION	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Project Management	89,505	90,283	92,804	91,942	93,082	95,800	98,700	101,700	104,800
Subtotal (Administration)	**89,505**	**90,283**	**92,804**	**91,942**	**93,082**	**95,800**	**98,700**	**101,700**	**104,800**
% of Total Capital Fund Outlay	**4%**	**3%**	**3%**	**3%**	**2%**	**2%**	**2%**	**4%**	**4%**

New or Substantially Modified Projects are in Bold

CAPITAL FUND
REVENUE AND EXPENSE DETAIL

APPENDIX A
FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

TOTAL CAPITAL FUND OUTLAY	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
	2,552,953	**2,798,605**	**3,356,504**	**3,172,783**	**4,445,382**	**4,270,200**	**5,853,800**	**2,570,900**	**2,594,000**

9514 DEBT SERVICE	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 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)	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
	2,552,953	**2,798,605**	**3,356,504**	**3,172,783**	**4,445,382**	**4,270,200**	**5,853,800**	**2,570,900**	**2,594,000**

CAPITAL FUND REVENUES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	997,953	1,998,718	1,548,626	2,115,874	2,088,577	1,058,127	619,058	747,842	639,899
Estimated Capital Improvement Sales Tax Revenue (Half-Cent Sales Tax)	2,151,761	2,025,908	1,677,510	1,874,443	1,911,932	1,950,171	1,989,174	2,028,957	2,069,537
Estimated Interest Revenue	3,000	29,161	10,000	13,000	4,000	4,000	4,000	4,000	4,000
Estimated Additional Revenue (Grants, Reimbursement, and Other)	983,600	460,692	1,316,300	841,943	839,000	1,266,960	1,829,410	20,000	20,000
Proceeds from Equipment Sales	-	-	10,000	16,100	10,000	10,000	10,000	10,000	10,000
General Fund Transfers In	400,000	400,000	400,000	400,000	650,000	600,000	2,150,000	400,000	400,000
Public Safety Transfer In	-	-	-	-	-	-	-	-	-
Total Revenues & General Fund Transfers In - Capital Fund	**3,538,361**	**2,915,761**	**3,413,810**	**3,145,486**	**3,414,932**	**3,831,131**	**5,982,584**	**2,462,957**	**2,503,537**
Total Anticipated Year End Expenditures	**2,552,953**	**2,798,605**	**3,356,504**	**3,172,783**	**4,445,382**	**4,270,200**	**5,853,800**	**2,570,900**	**2,594,000**
Ending Fund Balance (Cash Basis) - Capital Fund	**1,983,361**	**2,115,874**	**1,605,932**	**2,088,577**	**1,058,127**	**619,058**	**747,842**	**639,899**	**549,436**

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
ADA Improvements (Community Development Block Grant)	20,000	23,395	20,000	20,000	-	20,000	20,000	20,000	20,000
Emerson Road Improvement Project (STP Grant)	444,000	-	444,000	444,000	-	-	-	-	-
Fernview Drive Improvement Project (STP Grant)		-	220,000	167,212	-	-	-	-	-
North New Ballas Lighting and Signal Enhancements - Olive TDD	-	72,575	-	-	-	-	-	-	-
North New Ballas Signal Enhancements - Development Escrow	-	-	-	25,705	-	-	-	-	-
Ladue Court Escrow Reimbursement	-	-	-	17,226	-	-	-	-	-
Ice Arena Improvements (Municipal Park Grant)	397,600	349,804	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Mosley Road Improvements - North Phase (STP Grant)	-	-	84,000	60,000	676,000	**-**	**-**	**-**	**-**
Park Master Plan (Municipal Park Planning Grant)	-	6,400	-	-	-	-	-	-	-
New Ballas Improvements - Phase 1 (STP Grant)	-	-	-	-	144,000	816,000			
Park Path Improvements (Municipal Park Grant)	-	-	440,500	-	-	-	-	-	-
Lindbergh-Old Olive Intersection (State Cost-Share Program)	-	-	95,000	95,000	15,000	35,200	875,050	-	-
Lindbergh-Old Olive Intersection (STP Grant)	-	-	-	-	-	229,840	934,360	-	-
New Ballas Sidewalk - Phase 3 (TAP Grant)	-	-	-	-	4,000	165,920	-	-	-
Signal Enhancement Reimbursement (MoDOT)	-	8,518	-	-	-	-	-	-	-
Ice Arena Refrigerant Switchover (Municipal Park Planning Grant)	-	-	6,400	6,400	-	-	-	-	-
Millennium Park Preliminary Design (Municipal Park Planning Grant)	-	-	6,400	6,400	-	-	-	-	-
Subtotal	**861,600**	**460,692**	**1,316,300**	**841,943**	**839,000**	**1,266,960**	**1,829,410**	**20,000**	**20,000**

PARKS-STORMWATER TAX FUND
REVENUE AND EXPENSE DETAIL

APPENDIX A
FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

9506 PARKS AND RECREATIONAL FACILITIES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Park Preliminary Designs	-	-	-	-	50,000	50,000	-	-	-
02 Implementation of Park Master Plan	-	-	-	-	500,000	800,000	800,000	800,000	800,000
03 Historic Building Rehabilitation and Preservation	-	-	-	-	25,000	25,000	25,000	25,000	25,000
04 Park Restroom Renovations	-	-	-	-	100,000	100,000	-	-	-
05 Park Path Improvements (Municipal Park Grant)	-	-	-	-	680,000	-	-	-	-
06 Malcolm Terrace Parking Lot Improvements (CDBG Grant)	-	-	-	-	50,000	-	-	-	-
07 Park Identification Signage Master Plan	-	-	-	-	20,000	-	-	-	-
08 Park Parking Lot Improvements/Preservation	-	-	-	-	50,000	-	-	-	-
09 Park Furniture Replacement	-	-	-	-	80,000	-	30,000	-	-
10 Malcolm Terrace Park Trail Improvements	-	-	-	-	150,000	-	-	-	50,000
11 Repaint & Restripe Conway Park and Lake School Park Tennis Courts	-	-	-	-	75,000	-	-	-	-
12 Remove Small Playground at Millennium Park	-	-	-	-	20,000	-	-	-	-
13 Playground Safety Surface Replacement	-	-	-	-	-	100,000	-	100,000	-
14 Venable Park Improvements (Grant Match)	-	-	-	-	-	-	150,000	-	-
Subtotal (Parks and Recreational Facilities)	-	-	-	-	1,800,000	1,075,000	1,005,000	925,000	875,000
% of Total Parks-Stormwater Tax Fund Outlay	N/A	N/A	N/A	N/A	86%	68%	55%	53%	46%

9509 STORMWATER	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Stormwater Management Plan		-	-	-	15,000	-	-	-	-
02 Stormwater Improvements per Master Plan	-	-	-	-	-	-	400,000	400,000	600,000
03 Stormwater Improvements (Deer Creek - Deer Creek OMCI)	-	-	-	-	-	-	224,000	224,000	224,000
04 Hibler Roadside Drainage	-	-	-	-	50,000	100,000	-	-	-
05 Alden Lane Drain Replacement (Deer Creek OMCI)	-	-	-	-	35,000	-	-	-	-
06 Ballas Culvert Erosion Rehabilitation (Deer Creek OMCI)	-	-	-	-	75,000	250,000	-	-	-
07 Golf Course Pond Aeration (Deer Creek OMCI)	-	-	-	-	25,000	-	-	-	-
08 Hibler Woods Drain Replacement	-	-	-	-	-	20,000	-	-	-
Subtotal (Stormwater)	-	-	-	-	200,000	370,000	624,000	624,000	824,000
% Total Parks-Stormwater Tax Fund Outlay	N/A	N/A	N/A	N/A	10%	23%	34%	36%	43%

9516 CAPITAL EQUIPMENT	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Parks Capital Equipment	-	-	-	-	-	30,000	-	-	-
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal (Capital Equipment)	-	-	-	-	-	30,000	-	-	-
% Total Parks-Stormwater Tax Fund Outlay	N/A	N/A	N/A	N/A	0%	2%	0%	0%	0%

CAPITAL PROJECT ADMINISTRATION	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Project Management	-	-	-	8,698	104,364	107,500	185,800	191,400	197,200
Subtotal (Administration)	-	-	-	8,698	104,364	107,500	185,800	191,400	197,200
% Total Parks-Stormwater Tax Fund Outlay	N/A	N/A	N/A	N/A	5%	7%	10%	11%	10%

New or Substantially Modified Projects are in Bold

PARKS-STORMWATER TAX FUND
REVENUE AND EXPENSE DETAIL

APPENDIX A
FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

CAPITAL OUTLAY SUMMARY	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Total Parks-Stormwater Tax Fund Outlay	**-**	**-**	**-**	**8,698**	**2,104,364**	**1,582,500**	**1,814,800**	**1,740,400**	**1,896,200**
% of Total Annual Expenses	N/A	N/A	N/A	N/A	85%	81%	80%	79%	80%

OPERATIONS AND MAINTENANCE	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Transfer Out - General Fund (Parks and Stormwater Operations and Maintenance)	-	-	-	-	380,000	380,000	458,900	468,100	477,500
Subtotal	**-**	**-**	**-**	**-**	**380,000**	**380,000**	**458,900**	**468,100**	**477,500**
% of Total Annual Expenses	N/A	N/A	N/A	N/A	15%	19%	20%	21%	20%

9514 DEBT SERVICE	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
N/A	-	-	-	-	-	-	-	-	-
Subtotal	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
% of Total Annual Expenses	N/A	N/A	N/A	N/A	0%	0%	0%	0%	0%

TOTAL ANNUAL EXPENSES (Capital Outlay, Transfers Out, and Debt Service)	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
	-	**-**	**-**	**8,698**	**2,484,364**	**1,962,500**	**2,273,700**	**2,208,500**	**2,373,700**

PARKS-STORMWATER TAX FUND REVENUES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	-	-	-	-	459,912	471,148	1,053,067	1,343,672	1,746,281
Estimated Parks-Stormwater Tax Revenue (Half-Cent Sales Tax)	-	-	-	468,610	1,900,000	2,294,319	2,340,205	2,387,009	2,434,749
Estimated Interest Revenue	-	-	-	-	100	100	100	100	100
Estimated Additional Revenue (Grants, Reimbursement, and Other)	-	-	-	-	595,500	250,000	224,000	224,000	224,000
Capital Fund Transfers In	-	-	-	-	-	-	-	-	-
General Fund Transfers In	-	-	-	-	-	-	-	-	-
Proceeds from Equipment Sales	-	-	-	-	-	-	-	-	-
Total Revenues & Transfers In - Parks-Stormwater Tax Fund	**-**	**-**	**-**	**468,610**	**2,495,600**	**2,544,419**	**2,564,305**	**2,611,109**	**2,658,849**
Total Anticipated Year End Expenditures	**-**	**-**	**-**	**8,698**	**2,484,364**	**1,962,500**	**2,273,700**	**2,208,500**	**2,373,700**
Ending Fund Balance (Cash Basis) - Parks-Stormwater Tax Fund	**-**	**-**	**-**	**459,912**	**471,148**	**1,053,067**	**1,343,672**	**1,746,281**	**2,031,430**

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
ADA Improvements (Community Development Block Grant)	-	-	-	-	20,000	-	-	-	-
Stormwater Improvements (Deer Creek OMCI)	-	-	-	-	-	-	224,000	224,000	224,000
Alden Lane Drain Replacement (Deer Creek OMCI)	-	-	-	-	35,000	-	-	-	-
Ballas Culvert Erosion Rehabilitation (Deer Creek OMCI)	-	-	-	-	75,000	250,000	-	-	-
Golf Course Pond Aeration (Deer Creek OMCI)					25,000				
Park Path Improvements (Municipal Park Grant)	-	-	-	-	440,500	-	-	-	-
Annual Total	**-**	**-**	**-**	**-**	**595,500**	**250,000**	**224,000**	**224,000**	**224,000**

New or Substantially Modified Projects are in Bold

BUILDING PROJECT BOND FUND

REVENUE AND EXPENSE DETAIL

APPENDIX A

FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

BUILDING PROJECT BOND FUND REVENUES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	2,928,351	2,928,351	1,196,296	1,196,296	1,129,953	1,081,953	1,083,953	-	-
Estimated Bond Proceeds		-	-	-	-	-	-	-	-
Estimated Interest Revenue	200	31,673	12,000	2,353	2,000	2,000	-	-	-
Reimbursement from Smoke Evacuation System Settlement		193,826	-	-	-	-	-	-	-
Transfers In		-	-	-	-	-	-	-	-
Total Revenues & Transfers In	**200**	**225,499**	**12,000**	**2,353**	**2,000**	**2,000**	**-**	**-**	**-**

9501 BUILDING DESIGN AND CONSTRUCTION	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Police Building Professional Services	25,000	247,672	-	-	-	-	-	-	-
02 Police Building Site Work and Building Construction	1,418,341	1,701,882	-	3,696	-	-	-	-	-
03 Government Center Accessibility & Security Improvements		-	-	-	-	-	1,083,953	-	-
04 Government Center Electrical Switchgear Replacement	17,500	8,000	150,000	65,000	-	-	-	-	-
05 Government Center Renovations (Lower Level)		-	-	-	50,000	-	-	-	-
Transfers Out		-	-	-	-	-	-	-	-
Total Anticipated Year End Expenditures & Transfers	**1,460,841**	**1,957,554**	**150,000**	**68,696**	**50,000**	**-**	**1,083,953**	**-**	**-**
Ending Fund Balance (Cash Basis) - Building Project Bond Fund (Prop P)	**1,467,710**	**1,196,296**	**1,058,296**	**1,129,953**	**1,081,953**	**1,083,953**	**-**	**-**	**-**

9514 DEBT SERVICE	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
DEBT SERVICE (PROP P) REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)	380,522	362,136	569,266	586,711	775,270	716,626	656,632	656,632	600,728
Estimated Property Tax Collection Revenue	901,000	934,040	901,000	898,165	657,232	657,232	657,232	657,232	657,232
Estimated Interest Revenue	1,000	3,541	2,500	820	750	750	750	750	750
Total Anticipated Revenues	**902,000**	**937,581**	**903,500**	**898,985**	**657,982**	**657,982**	**657,982**	**657,982**	**657,982**
DEBT SERVICE (PROP P) EXPENSES									
Estimated Expenditures	250	-	250	320	320	320	320	320	320
Estimated Interest Expenses	283,006	283,006	270,106	270,106	261,306	247,656	233,566	223,956	209,256
Estimated Principal Expenses	430,000	430,000	440,000	440,000	455,000	470,000	480,000	490,000	505,000
Total Anticipated Expenditures	**713,256**	**713,006**	**710,356**	**710,426**	**716,626**	**717,976**	**713,886**	**714,276**	**714,576**
Ending Cash Balance	**569,266**	**586,711**	**762,410**	**775,270**	**716,626**	**656,632**	**600,728**	**600,338**	**544,134**

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FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

9501 GOVERNMENT FACILITIES ACCOUNT SUMMARY

CAPITAL FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Accessibility Improvements (CDBG Grant)	20,000	23,395	-	-	-	20,000	20,000	20,000	20,000
02 Government Center Gym HVAC Replacement	-	36,030	-	-	-	-	-	-	-
03 Government Center Renovations (Lower Level)		-	30,000	30,000	200,000	-	-	-	-
04 Government Center Renovations (Upper Level)	**-**	**-**	**-**	**-**	**50,000**	**200,000**	**1,750,000**	**-**	**-**
05 Government Center Parking Lot Repairs		**-**	**-**	**-**	**25,000**	**-**	**-**	**-**	**-**
06 Salt Dome Roof Repairs		**-**	**-**	**-**	**60,000**	**-**	**-**	**-**	**-**
		-	-	-	-	-	-	-	-
Subtotal - Government Facilities Expenses - Capital Fund	**20,000**	**59,425**	**30,000**	**30,000**	**335,000**	**220,000**	**1,770,000**	**20,000**	**20,000**

PARKS-STORMWATER TAX FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Subtotal - Government Facilities Expenses - Parks-Stormwater Tax Fund	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

BUILDING PROJECT BOND FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Police Building Professional Services	25,000	247,672	-	-	-	-	-	-	-
02 Police Building Site Work and Building Construction	1,418,341	1,701,882	-	3,696	-	-	-	-	-
03 Government Center Accessibility & Security Improvements		-	-	-	-	-	**1,083,953**	-	-
04 Government Center Electrical Switchgear Replacement	17,500	8,000	150,000	65,000	-	-	-	-	-
05 Government Center Renovations (Lower Level)		-	-	-	**50,000**	-	-	-	-
Subtotal - Government Facilities Expenses - Building Project Bond Fund	**1,460,841**	**1,957,554**	**150,000**	**68,696**	**50,000**	**-**	**1,083,953**	**-**	**-**

TOTAL CAPITAL EXPENSES (ALL FUNDS) GOVERNMENT FACILITIES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Total Capital Expenses - Government Facilities	**$ 1,480,841**	**$ 2,016,979**	**$ 180,000**	**$ 98,696**	**$ 385,000**	**$ 220,000**	**$ 2,853,953**	**$ 20,000**	**$ 20,000**

APPENDIX A
FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

9506 PARKS AND RECREATIONAL FACILITIES ACCOUNT SUMMARY

CAPITAL FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Park or Dielmann Complex Improvements (Grant Match)	-	-	-	-	-	30,500	-	30,500	-
03 Parks Master Plan	-	2,000	-	-	-	-	-	-	-
04 Ice Arena Improvements (Municipal Park Grant)	-	112,194	-	-	-	-	-	-	-
05 Creve-Coeur-Frontenac Missouri Pacific Trail Study	30,000	-	-	-	-	-	-	-	-
06 Tennis Court Repairs	35,000	-	-	-	-	-	-	-	-
07 Millennium Park Trail Study	20,000	8,288	-	-	-	-	-	-	-
08 Golf Course Pond Fountain	25,000	673	-	-	-	-	-	-	-
09 Ice Arena Compressor Replacement	30,000	24,059	-	-	-	-	-	-	-
10 Historic Building Rehabilitation and Preservation	35,000	8,855	-	-	-	-	-	-	-
11 Playground Safety Surface Replacement	-	-	30,000	31,988	-	-	-	-	-
12 Dielmann Recreation Complex Parking Lot Lighting	20,000	2,100	37,000	43,074	-	-	-	-	-
13 Park Path Improvements (Municipal Park Grant)	-	-	471,000	116,000	-	-	-	-	-
14 Ice Arena Refrigerant Switchover (Design - Park Planning Grant)	-	-	15,000	9,400	20,000	-	-	-	-
15 Malcolm Terrace Parking Lot Improvements (CDBG Grant)	-	-	45,000	-	-	-	-	-	-
16 Dielmann Recreation Complex HVAC Replacement - Phase 2	-	-	-	-	110,000	-	-	-	-
17 Dielmann Recreation Complex Roof Drainage	-	-	-	-	50,000	-	-	-	-
18 Ice Arena Flooring Replacement	-	-	-	-	-	200,000	-	-	-
19 Park Restroom Renovations (Design)	-	-	-	10,000	-	-	-	-	-
20 Park Preliminary Design - Millennium Park (Park Planning Grant)	-	-	-	18,000	-	-	-	-	-
Subtotal - Parks and Recreational Facilities Expenses - Capital Fund	**195,000**	**158,169**	**598,000**	**228,462**	**180,000**	**230,500**	**-**	**30,500**	**-**

PARKS-STORMWATER TAX FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Park Preliminary Designs	-	-	-	-	50,000	50,000	-	-	-
02 Implementation of Park Master Plan	-	-	-	-	500,000	800,000	800,000	800,000	800,000
03 Historic Building Rehabilitation and Preservation	-	-	-	-	25,000	25,000	25,000	25,000	25,000
04 Park Restroom Renovations	-	-	-	-	100,000	100,000	-	-	-
05 Park Path Improvements (Municipal Park Grant)	-	-	-	-	680,000	-	-	-	-
06 Malcolm Terrace Parking Lot Improvements (CDBG Grant)	-	-	-	-	50,000	-	-	-	-
07 Park Identification Signage Master Plan	-	-	-	-	20,000	-	-	-	-
08 Park Parking Lot Improvements/Preservation	-	-	-	-	50,000	-	-	-	-
09 Park Furniture Replacement	-	-	-	-	80,000	-	30,000	-	-
10 Malcolm Terrace Park Trail Improvements	-	-	-	-	150,000	-	-	-	50,000
11 Repaint & Restripe Conway Park and Lake School Park Tennis Courts	-	-	-	-	75,000	-	-	-	-
12 Remove Small Playground at Millennium Park	-	-	-	-	20,000	-	-	-	-
13 Playground Safety Surface Replacement	-	-	-	-	-	100,000	-	100,000	-
14 Venable Park Improvements (Grant Match)	-	-	-	-	-	-	150,000	-	-
Subtotal - Parks and Rec. Facilities Expenses - Parks-Stormwater Tax Fund	**-**	**-**	**-**	**-**	**1,800,000**	**1,075,000**	**1,005,000**	**925,000**	**875,000**

BUILDING PROJECT BOND FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal - Parks and Rec. Facilities Expenses - Building Project Bond Fund	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

TOTAL CAPITAL EXPENSES (ALL FUNDS) PARKS AND RECREATIONAL FACILITIES	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Total Capital Expenses - Parks and Recreational Facilities	**$ 195,000**	**$ 158,169**	**$ 598,000**	**$ 228,462**	**$ 1,980,000**	**$ 1,305,500**	**$ 1,005,000**	**$ 955,500**	**$ 875,000**

New or Substantially Modified Projects are in Bold

APPENDIX A
FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

9509 STORMWATER ACCOUNT SUMMARY

CAPITAL FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Stormwater Improvements Per Master Plan	-	-	-	-	-	-	-	-	-
02 Middlebrook Drive Culvert Rehabilitation	250,000	3,610	-	285,658	-	-	-	-	-
03 Balcon Estates Culvert Improvements	18,250	7,977	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal - Stormwater Expenses - Capital Fund	**268,250**	**11,587**	**-**	**285,658**	**-**	**-**	**-**	**-**	**-**

PARKS-STORMWATER TAX FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Stormwater Management Plan		**-**	**-**	**-**	**15,000**	**-**	**-**	**-**	**-**
02 Stormwater Improvements per Master Plan	**-**	**-**	**-**	**-**	**-**	**-**	**400,000**	**400,000**	**600,000**
03 Stormwater Improvements (Deer Creek - Deer Creek OMCI)	**-**	**-**	**-**	**-**	**-**	**-**	**224,000**	**224,000**	**224,000**
04 Hibler Roadside Drainage	**-**	**-**	**-**	**-**	**50,000**	**100,000**	**-**	**-**	**-**
05 Alden Lane Drain Replacement (Deer Creek OMCI)	**-**	**-**	**-**	**-**	**35,000**	**-**	**-**	**-**	**-**
06 Ballas Culvert Erosion Rehabilitation (Deer Creek OMCI)	**-**	**-**	**-**	**-**	**75,000**	**250,000**	**-**	**-**	**-**
07 Golf Course Pond Aeration (Deer Creek OMCI)	**-**	**-**	**-**	**-**	**25,000**	**-**	**-**	**-**	**-**
08 Hibler Woods Drain Replacement	**-**	**-**	**-**	**-**	**-**	**20,000**	**-**	**-**	**-**
Subtotal - Stormwater Expenses - Parks-Stormwater Tax Fund	**-**	**-**	**-**	**-**	**200,000**	**350,000**	**624,000**	**624,000**	**824,000**

BUILDING PROJECT BOND FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal - Stormwater Expenses - Building Project Bond Fund	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

TOTAL CAPITAL EXPENSES (ALL FUNDS) STORMWATER	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Total Capital Expenses - Stormwater	**$ 268,250**	**$ 11,587**	**$ -**	**$ 285,658**	**$ 200,000**	**$ 350,000**	**$ 624,000**	**$ 624,000**	**$ 824,000**

New or Substantially Modified Projects are in Bold

APPENDIX A
FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

9510 STREETS AND SIDEWALKS ACCOUNT SUMMARY

CAPITAL FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Street and Sidewalk Maintenance Program	1,331,250	1,398,761	600,000	640,000	1,375,000	1,353,000	1,373,300	1,393,900	1,414,800
02 Street Reconstruction/Rehabilitation	365,000	484,009	-	-	-	300,000	-	200,000	300,000
03 North New Ballas Sidewalk Phase 2A (TAP Grant)	-	5,683	-	600	-	-	-	-	-
04 Warson Road Improvement Project (STP Grant)	-	29,254	-	-	-	-	-	-	-
05 Fernview Sidewalk Concept Plan (Design & Grant Match)	**35,000**	**20,689**	**-**	**5,964**	**35,000**	**-**	**111,000**	**80,000**	**-**
06 New Ballas Median Plantings	-	-	20,000	20,000	-	-	-	-	-
07 Signal Enhancement Projects	-	88,136	240,000	56,883	180,000	-	-	-	-
08 Emerson Road Improvement Project (STP Grant)	35,000	27,941	605,000	613,450	-	-	-	-	-
09 Fernview Drive Resurfacing (STP Grant)	-	28,773	275,000	226,342	-	-	-	-	-
10 Mosley Road Improvement Project (STP Grant)	20,000	79,306	277,000	179,552	1,340,000	-	-	-	-
11 New Ballas Road Improvements - Phase 1 (STP Grant)	-	-	150,000	155,411	180,000	1,020,000	-	-	-
12 Lindbergh-Old Olive Intersection (State Cost-Share; STP Grant)	**-**	**10,837**	**190,000**	**215,000**	**25,000**	**325,000**	**2,045,500**	**-**	**-**
13 Olive-Lindbergh Interchange Enhancements	70,000	55,000	-	161,386	30,000	-	-	-	-
14 Pavement Condition Ratings Update	-	-	-	-	45,000	-	-	-	-
15 New Ballas Sidewalk Extension (TAP Grant)	**-**	**6,027**	**-**	**-**	**50,000**	**210,000**	**-**	**-**	**-**
16 Craig Road Improvements (Design & Grant Match)	-	33,830	-	-	-	150,000	20,000	220,000	-
17 New Ballas Road Improvements - Phase 2 (Design & Grant Match)		-	-	-	-	-	100,000	25,000	250,000
18 New Ballas Road Improvements - Phase 3 (Design & Grant Match)	-	-	-	-	-	-	-	100,000	20,000
19 New Ballas Road Improvements - Phase 4 (Design & Grant Match)	-	-	-	-	-	-	-	-	100,000
20 Olive Median Enhancement Stock	-	-	-	-	**75,000**	-	-	-	-
Subtotal - Streets and Sidewalks - Capital Fund	**1,856,250**	**2,268,246**	**2,357,000**	**2,274,588**	**3,335,000**	**3,358,000**	**3,649,800**	**2,018,900**	**2,084,800**

PARKS-STORMWATER TAX FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
		-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal - Streets and Sidewalks - Parks-Stormwater Tax Fund	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

BUILDING PROJECT BOND FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal - Streets and Sidewalks - Building Project Bond Fund	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

TOTAL CAPITAL EXPENSES (ALL FUNDS) STREETS AND SIDEWALKS	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Total Capital Expenses - Streets and Sidewalks	**$ 1,856,250**	**$ 2,268,246**	**$ 2,357,000**	**$ 2,274,588**	**$ 3,335,000**	**$ 3,358,000**	**$ 3,649,800**	**$ 2,018,900**	**$ 2,084,800**

New or Substantially Modified Projects are in Bold

APPENDIX A

FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

9516 CAPITAL EQUIPMENT ACCOUNT SUMMARY

CAPITAL FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Public Works Capital Equipment	88,948	161,644	243,700	243,700	313,300	365,900	300,300	359,800	384,400
02 Golf Course Capital Equipment	35,000	31,751	-	-	25,000	-	35,000	40,000	-
03 Police Department Capital Equipment	-	-	-	-	42,000	-	-	-	-
04 Police Department Fitness Equipment	-	17,500	-	-	-	-	-	-	-
05 Phone System Replacement	-	-	-	-	52,000	-	-	-	-
06 Public Works Facility Gasoline System Replacement	-	-	35,000	18,433	-	-	-	-	-
07 Building Department Software	-	-	-	-	70,000	-	-	-	-
Subtotal - Capital Equipment - Capital Fund	**123,948**	**210,895**	**278,700**	**262,133**	**502,300**	**365,900**	**335,300**	**399,800**	**384,400**

PARKS-STORMWATER TAX FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Parks Capital Equipment	-	-	-	-	-	30,000	**-**	**-**	**-**
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal - Capital Equipment - Parks-Stormwater Tax Fund	**-**	**-**	**-**	**-**	**-**	**30,000**	**-**	**-**	**-**

BUILDING PROJECT BOND FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal - Capital Equipment - Building Project Bond Fund	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

TOTAL CAPITAL EXPENSES (ALL FUNDS) CAPITAL EQUIPMENT	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Total Capital Expenses - Capital Equipment	**$ 123,948**	**$ 210,895**	**$ 278,700**	**$ 262,133**	**$ 502,300**	**$ 395,900**	**$ 335,300**	**$ 399,800**	**$ 384,400**

New or Substantially Modified Projects are in Bold

APPENDIX A
FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

CAPITAL PROJECT ADMINISTRATION ACCOUNT SUMMARY

CAPITAL FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Project Management	89,505	90,283	92,804	91,942	93,082	95,800	98,700	101,700	104,800
Subtotal - Capital Project Administration - Capital Fund	**89,505**	**90,283**	**92,804**	**91,942**	**93,082**	**95,800**	**98,700**	**101,700**	**104,800**

PARKS-STORMWATER TAX FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
01 Project Management	-	-	-	8,698	104,364	107,500	185,800	191,400	197,200
Subtotal - Capital Project Administration - Parks-Stormwater Tax Fund	**-**	**-**	**-**	**8,698**	**104,364**	**107,500**	**185,800**	**191,400**	**197,200**

BUILDING PROJECT BOND FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Subtotal - Capital Project Administration - Building Project Bond Fund	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

TOTAL CAPITAL EXPENSES (ALL FUNDS) CAPITAL PROJECT ADMINISTRATION	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Total Capital Expenses - Capital Project Administration	**$ 89,505**	**$ 90,283**	**$ 92,804**	**$ 100,640**	**$ 197,446**	**$ 203,300**	**$ 284,500**	**$ 293,100**	**$ 302,000**

APPENDIX A

FY2022-FY2026 CAPITAL IMPROVEMENT PROGRAM

CAPITAL IMPROVEMENT PROGRAM SUMMARY

CAPITAL FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Beginning Fund Balance (Estimated Cash Basis as of July 1)	997,953	1,998,718	1,548,626	2,115,874	2,088,577	1,058,127	619,058	747,842	639,899
Total Anticipated Annual Revenues	3,538,361	2,915,761	3,413,810	3,145,486	3,414,932	3,831,131	5,982,584	2,462,957	2,503,537
Total Anticipated Annual Expenses	(2,552,953)	(2,798,605)	(3,356,504)	(3,172,783)	(4,445,382)	(4,270,200)	(5,853,800)	(2,570,900)	(2,594,000)
Total Anticipated Debt Service Revenues	-	-	-	-	-	-	-	-	-
Total Anticipated Debt Service Expenses	-	-	-	-	-	-	-	-	-
Ending Cash Balance - Capital Fund	**1,983,361**	**2,115,874**	**1,605,932**	**2,088,577**	**1,058,127**	**619,058**	**747,842**	**639,899**	**549,436**

PARKS-STORMWATER TAX FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Beginning Fund Balance (Estimated Cash Basis as of July 1)	-	-	-	-	459,912	471,148	1,053,067	1,343,672	1,746,281
Total Anticipated Annual Revenues	-	-	-	468,610	2,495,600	2,544,419	2,564,305	2,611,109	2,658,849
Total Anticipated Annual Expenses	-	-	-	(8,698)	(2,484,364)	(1,962,500)	(2,273,700)	(2,208,500)	(2,373,700)
Total Anticipated Debt Service Revenues	-	-	-	-	-	-	-	-	-
Total Anticipated Debt Service Expenses	-	-	-	-	-	-	-	-	-
Ending Cash Balance - Parks-Stormwater Tax Fund	**-**	**-**	**-**	**459,912**	**471,148**	**1,053,067**	**1,343,672**	**1,746,281**	**2,031,430**

BUILDING PROJECT BOND FUND	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	3,308,873	3,290,487	1,765,562	1,783,007	1,905,223	1,798,579	1,740,585	656,632	600,728
Total Anticipated Annual Revenues	200	225,499	12,000	2,353	2,000	2,000	-	-	-
Total Anticipated Annual Expenses	(1,460,841)	(1,957,554)	(150,000)	(68,696)	(50,000)	-	(1,083,953)	-	-
Total Anticipated Debt Service (Prop P) Revenues	902,000	937,581	903,500	898,985	657,982	657,982	657,982	657,982	657,982
Total Anticipated Debt Service (Prop P) Expenses	(713,256)	(713,006)	(710,356)	(710,426)	(716,626)	(717,976)	(713,886)	(714,276)	(714,576)
Ending Cash Balance - Building Project Bond Fund	**2,036,976**	**1,783,007**	**1,820,706**	**1,905,223**	**1,798,579**	**1,740,585**	**600,728**	**600,338**	**544,134**

TOTAL COMBINED CAPITAL IMPROVEMENT PROGRAM (CAPITAL, PARKS-STORMWATER, AND BUILDING PROJECT BOND FUNDS)	FY2020 BUDGETED	FY2020 ACTUAL	FY2021 BUDGETED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED	FY2024 PROJECTED	FY2025 PROJECTED	FY2026 PROJECTED
Total Combined Beginning Fund Balance	4,306,826	5,289,205	3,314,188	3,898,881	4,453,712	3,327,854	3,412,710	2,748,146	2,986,908
Total Combined Revenues & Transfers In	4,440,561	4,078,841	4,329,310	4,515,434	6,570,514	7,035,532	9,204,871	5,732,048	5,820,368
Total Combined Anticipated Year End Expenditures & Transfers	(4,727,050)	(5,469,165)	(4,216,860)	(3,960,603)	(7,696,372)	(6,950,676)	(9,925,339)	(5,493,676)	(5,682,276)
Ending Fund Balance (Cash Basis) - All Capital Funds	**4,020,337**	**3,898,881**	**3,426,637**	**4,453,712**	**3,327,854**	**3,412,710**	**2,692,242**	**2,986,518**	**3,125,000**

APPENDIX B
TEN-YEAR CAPITAL IMPROVEMENT PROGRAM
(COMBINED CAPTIAL FUND, PARKS-STORMWATER TAX FUND, AND BUILDING PROJECT BOND FUND)
SUMMARY OF REVENUES AND EXPENDITURES
FY2017-FY2026

BEGINNING FUND BALANCE	Actual FY2017	Actual FY2018	Actual FY2019	Actual FY2020	Projected FY2021	Projected FY2022	Projected FY2023	Projected FY2024	Projected FY2025	Projected FY2026
Cash Basis (as of July 1)	$ 2,188,311	$ 12,168,363	$ 10,885,185	$ 5,289,205	$ 3,898,881	$ 4,453,712	$ 3,327,854	$ 3,412,710	$ 2,748,146	$ 2,986,908

REVENUES	Actual FY2017	Actual FY2018	Actual FY2019	Actual FY2020	Projected FY2021	Projected FY2022	Projected FY2023	Projected FY2024	Projected FY2025	Projected FY2026
City Capital Improvement Sales Tax	$ 2,057,326	$ 2,130,456	$ 2,167,326	$ 2,025,908	$ 1,874,443	$ 1,911,932	$ 1,950,171	$ 1,989,174	$ 2,028,957	$ 2,069,537
Building Project Bond Fund (Prop P)	$ 10,843,381	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Project Property Tax Collection	$ -	$ 824,154	$ 815,260	$ 934,040	$ 898,165	$ 657,232	$ 657,232	$ 657,232	$ 657,232	$ 657,232
Parks-Stormwater Sales Tax	$ -	$ -	$ -	$ -	$ 468,610	$ 1,900,000	$ 2,294,319	$ 2,340,205	$ 2,387,009	$ 2,434,749
Interest on Investments	$ 2,923	$ 125,409	$ 139,564	$ 64,375	$ 16,173	$ 6,850	$ 6,850	$ 4,850	$ 4,850	$ 4,850
Other Agency Funding	$ 662,851	$ 664,998	$ 422,276	$ 460,692	$ 841,943	$ 1,434,500	$ 1,516,960	$ 2,053,410	$ 244,000	$ 244,000
Proceeds from Equipment Sales	$ 10,420	$ -	$ -	$ -	$ 16,100	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000
Transfers In from Other Funds	$ 400,000	$ 1,200,000	$ 400,000	$ 593,826	$ 400,000	$ 650,000	$ 600,000	$ 2,150,000	$ 400,000	$ 400,000
TOTAL REVENUES	**$ 13,976,901**	**$ 4,945,017**	**$ 3,944,426**	**$ 4,078,841**	**$ 4,515,434**	**$ 6,570,514**	**$ 7,035,532**	**$ 9,204,871**	**$ 5,732,048**	**$ 5,820,368**

EXPENDITURES	Actual FY2017	Actual FY2018	Actual FY2019	Actual FY2020	Projected FY2021	Projected FY2022	Projected FY2023	Projected FY2024	Projected FY2025	Projected FY2026
Government Facilities	$ 482,677	$ 1,871,699	$ 6,022,472	$ 2,016,979	$ 98,696	$ 385,000	$ 220,000	$ 2,853,953	$ 20,000	$ 20,000
Parks and Recreational Facilities	$ 163,003	$ 813,462	$ 367,850	$ 158,169	$ 228,462	$ 1,980,000	$ 1,305,500	$ 1,005,000	$ 955,500	$ 875,000
Stormwater	$ 198,457	$ 148,370	$ 3,174	$ 11,587	$ 285,658	$ 200,000	$ 370,000	$ 624,000	$ 624,000	$ 824,000
Streets and Sidewalks	$ 2,900,591	$ 2,444,553	$ 2,034,781	$ 2,268,246	$ 2,274,588	$ 3,335,000	$ 3,358,000	$ 3,649,800	$ 2,018,900	$ 2,084,800
Capital Equipment	$ 252,121	$ 384,490	$ 316,864	$ 210,895	$ 262,133	$ 502,300	$ 395,900	$ 335,300	$ 399,800	$ 384,400
Capital Project Administration	$ -	$ -	$ 83,612	$ 90,283	$ 100,640	$ 197,446	$ 203,300	$ 284,500	$ 293,100	$ 302,000
Debt Service	$ -	$ 565,622	$ 711,656	$ 713,006	$ 710,426	$ 716,626	$ 717,976	$ 713,886	$ 714,276	$ 714,576
Transfers Out	$ -	$ -	$ -	$ -	$ -	$ 380,000	$ 380,000	$ 458,900	$ 468,100	$ 477,500
TOTAL CAPITAL EXPENDITURES	**$ 3,996,849**	**$ 6,228,196**	**$ 9,540,409**	**$ 5,469,165**	**$ 3,960,603**	**$ 7,696,372**	**$ 6,950,676**	**$ 9,925,339**	**$ 5,493,676**	**$ 5,682,276**

ENDING FUND BALANCE (CASH BASIS)	**$ 12,168,363**	**$ 10,885,184**	**$ 5,289,202**	**$ 3,898,881**	**$ 4,453,712**	**$ 3,327,854**	**$ 3,412,710**	**$ 2,692,242**	**$ 2,986,518**	**$ 3,125,000**

DRAFT 03/19/2021

APPENDIX C
COMMUNITY RECOMMENDATIONS AND STAFF RESPONSES
CAPITAL IMPROVEMENT PROGRAM
FISCAL YEARS 2022-2026

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

Sgt. Jonathan McIntosh (Creve Coeur Police)

Suggestion

I suggest we put trash cans along Olive - especially near bus stops. We have a lot of trash that piles up in these areas while people are waiting for buses. Plus, I believe they are required to throw away food/drink before getting on the bus.

Some of the stops have trash cans, but not all and this starts to look pretty raggedy.

Additionally, the EB bus stop at Olive/Will and NB bus stop at Ballas and Olive (in front of Aldi) are not covered and are very busy. There are often 2 or 3 people waiting there and some people have set up their own chairs there (looks stylish).

These are folks who live and work in town and it would be nice if we could figure out a decent way to put a bus stop that would protect folks from the elements while waiting.

At a minimum, I think the trash cans are a must.

Staff Response

Improving the accommodations at bus stops in Creve Coeur is a good idea. We have eleven bus stops in the City's right of way along New Ballas Road, and we currently have projects in progress to make seven of these accessible and to add a bench and trash receptacle at each stop. Improvements to the other four are being considered for future grant-funded projects.

We will coordinate with Metro as we develop each project to see if they want to provide a shelter if we provide a bench and trash can. We would look to Metro to provide and maintain the shelters.

The bus stops along Olive are generally in state right of way, which will make those more difficult to handle. Ideally, MoDOT and Metro would outfit the stops along Olive similar to those that are in place, but we will look into adding trash cans where possible.

Tom Huster (10 Sackston Woods Lane)

Suggestion

Sackston Woods subdivision asphalt street widening and replacement with concrete. Older asphalt streets are extremely narrow, deteriorating, and without much of a curb due to overlays, causes problems with traffic, drainage and driving into yards at curves.

Staff Response

Thank you for sending your idea for consideration in the Capital Improvement Program.

While I agree that the asphalt portion of your subdivision would probably be wider if built today, I think it will be unlikely that the City would reconstruct this portion of your subdivision's streets in the near future. The City's reconstruction program for residential streets is limited, and there are several streets already in the queue for replacement. Further, these streets were repaved in 2018, so our focus will be more on repair and preservation than it will be on replacement.

Cathy Luh (12233 Kingshill Drive)

Suggestion

I am a walker. I would like a safe way to walk on the road where cross creek becomes Falaise. It is curvy, and there's no shoulder. I turn onto country glen. A sidewalk?

Staff Response

The City has considered its options for adding a sidewalk along Falaise Drive in the past, and a study to determine the likely location for such a sidewalk is included as a "future project" in the CIP. Such a study would involve determining whether there would be a sidewalk added to one or both sides of Falaise, how this sidewalk would connect at Hibler and at Cross Creek, and how the sidewalk might work with other ideas, like a possible trail connection to Millennium Park.

In the meantime, we are considering pavement repairs and new pavement markings on Falaise in the coming years. While it would not be a sidewalk, the designation of a shoulder along each side of Falaise would help separate vehicles from those who are walking along Falaise.

Kathy Rockamann (159 Carriage Square Drive)

Suggestion

I would like the city to consider putting in some pickleball courts. It is becoming a very popular sport with people of all ages. Des Pete's park put in 3 pickleball courts and they are busy all day and evening. My daughter and I have played their many times. But it would certainly be nice to have these courts in Creve Coeur.

Staff Response

Thank you for the suggestion to add pickleball courts. We have heard several similar suggestions before, so it appears that you are right about the popularity of the sport.

The City will begin reviewing each park and the Parks and Recreation Master Plan to develop improvement plans for each park. The tennis courts at Lake School Park, Conway Park, and Venable Park are all coming due for major repairs or replacement, and whether to add courts designated for pickleball will be considered as part of those projects.

In the meantime, the proposed capital improvement program includes repainting the courts at Lake School Park and Conway Park. Pickleball lines would be added to the tennis courts as part of the repainting project.

Ann Fingerhood (712 Country Manor Lane)

Suggestion

In light of COVID-19, I have been riding my bicycle. I have noticed that there are two areas where I feel a sidewalk should be added to increase the safety of individuals on those streets.

The first location is on the south side of Olive, just east of Country Manor Lane (and the vacant Gundaker real estate building lot) and just west of St. Monica Church. There is no safe place to walk or bike ride, and up until you reach that spot, there are sidewalks to use. Suddenly, you are on Olive itself.

The other location is the south side of Mason between Chasselle and Hibler. There are no sidewalks and it is quite dangerous since that area of Mason Road is rather heavily traveled, in my experience.

Would you please consider accommodating this request to add sidewalks to increase the safety of the community? Thank you for the opportunity for me to suggest an idea for the capital improvement budget, that I believe would make our city safer for pedestrians, runners, and bike riders.

Staff Response

Thank you for the suggestions for new sidewalks in Creve Coeur.

The two locations that you mention are in Creve Coeur, but are in rights of way that are controlled and maintained by other agencies.

- Olive Boulevard is maintained by MoDOT as State Route 340. MoDOT is currently designing a project for that will add a sidewalk along the section of Olive that you mentioned. This project will also add or improve sidewalks along much of Olive between Interstate 270 and Highway 141. You can view the preliminary plans for the project on the MoDOT website at: https://www.modot.org/route-340-resurfacing-between-lea-oak-and-i-270. MoDOT is planning for construction to last about two years, and construction may begin as early as the summer or fall of 2021.
- Mason Road is maintained by St. Louis County. The City of Creve Coeur, St. Louis County, and the City of Town and Country have had joint discussions about the future of Mason Road and the desire of the two cities to partner with the County to add a sidewalk along Mason when roadway improvements are made there in the future. Unfortunately, I do not have a schedule for when this might be accomplished.

Sherman Rotskoff (693 Questover Lane)

Suggestion

I would like to see the detention basin at Millennium Park changed to a retention basin and stocked with fish in order to have public fishing.

Staff Response

Thank you for your suggestion for the Capital Improvement Program.

Conversion of the detention basin into a permanent pond may not be possible without significant changes to the detention area or the rest of the park. The detention basin provides a certain amount of volume where stormwater runoff from Millennium Park and the nearby hospital sites can be temporarily stored during and immediately after a rain storm. If this volume was filled with water permanently, the stormwater would not have a place to be stored, and we would need to create that volume somewhere else. This would require either making the detention area deeper or providing a different or wider detention basin.

The City is planning to create a preliminary design plan for Millennium Park to determine how the Parks and Recreation Master Plan can be implemented there. This process will begin in the spring of 2021 and will involve public meetings. I encourage you to participate in those meetings to see what is planned for Millennium Park and to offer your suggestions.

Appendix C – Community Recommendations
CIP FY2022–FY2026

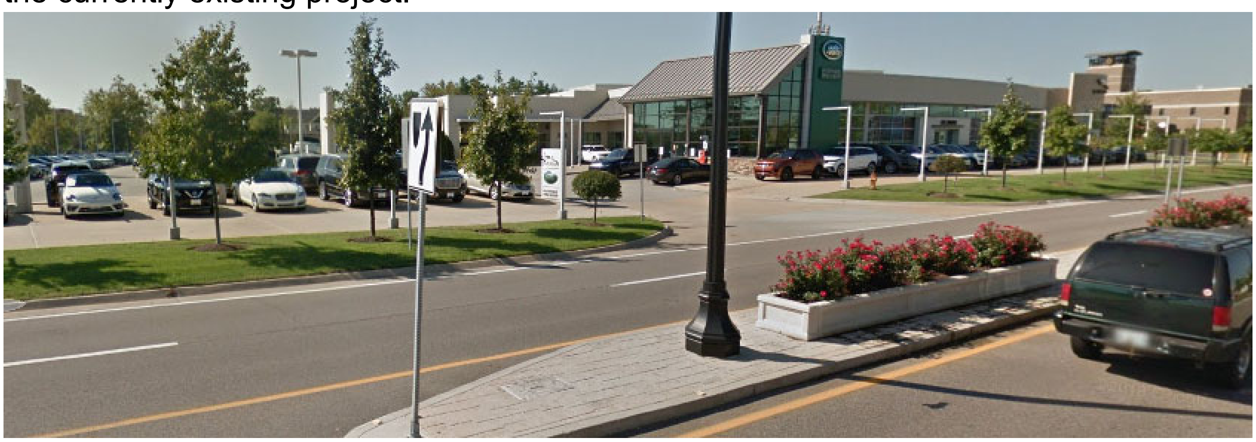
Elijah Perry

Suggestion

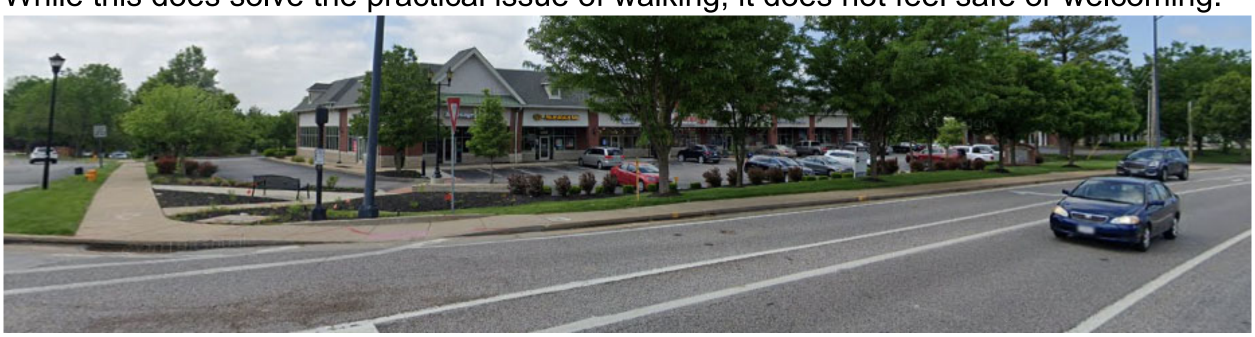
Olive Blvd has a lot of good spots with interesting places, but walkability prevents casual exploration of the area. I personally don't wander much further in this area than my own semi-walkable bubble unless I have somewhere specific I am already aware of and going to. My neighbors who jog usually go north, out of Creve Coeur, for a safer path. I'd love to be able to comfortably wander further and get more familiar with the area.
I know Olive Blvd is owned by MoDOT, but Creve Coeur is already partnering with MoDOT and the Olive TDD for improvements as part of the overall Street and Sidewalk Improvements project. I believe this partnership could go further.

Specific things that could help walkability:

1. Ensuring consistently available sidewalks. There are a few places on Olive where the sidewalk is not present so one has to go across the street to cross a specific area (or uncomfortably walk on grass or in a business area). I believe this is in conjunction with the currently existing project.



2. A bigger issue for walkability, almost every sidewalk on Olive is right next to the road. While this does solve the practical issue of walking, it does not feel safe or welcoming.



The National Association of City Transportation Officials recommends an absolute minimum of two feet between the walking space and the road depending on road size (the site has many other recommendations as well).

They also recommend buffer objects to increase the feeling of safety. The few places where Olive does have a space between sidewalk and road are empty:

Ward four has a couple areas with wide spaces between the road and sidewalk, but they are also empty:

There are trees but only on the inside, leaving the pedestrian still feeling a little exposed despite the extra space.

Adding or moving trees or other barrier objects to the road's side creates a very safe-feeling walkway. Other than trees, some potential barrier objects include art installations, benches (which also increase walkability), rocks or man-made barriers. Different objects could be chosen in different areas in consideration of local design and maintenance requirements.

Further, it may be difficult in some areas to get the space needed for wide walkways, and barrier objects can help a space feel further from the road.

I believe such a project could contribute to the interest in the area by making it more appealing, as well as to the economics of the area by increasing exposure to local businesses. This could be done in phases if necessary, by location and by goal (i.e. moving further from the road, and then later adding barrier objects). As a bonus, if you choose trees as a barrier object this project could improve the environment.

Staff Response

Thank you for your detailed suggestions for improved sidewalks along Olive Boulevard.

You are correct that MoDOT operates and maintains Olive Boulevard as State Route 340. MoDOT is currently designing a project that will create continuous sidewalks along both sides of most of Olive between Interstate 270 and Interstate 64/40. The preliminary plans for this project can be found on MoDOT's website at: https://www.modot.org/route-340-resurfacing-between-lea-oak-and-i-270

MoDOT's project might begin as early as this summer or fall, and MoDOT plans on construction lasting about two years.

Some of your suggestions for sidewalks (including separation from the street and streetscape elements) are influenced by planning, development, and the amount of right of way available. These elements do not always line up along Olive, but we are planning to incorporate quite a bit of what you suggest into Old Olive Street Road as part of the 39 North developments and redefinition of Old Olive. Relevant plans for Old Olive can be found on the City's website at: http://www.creve-coeur.org/179/Comprehensive-Plan-and-Design-Guidelines

Appendix C – Community Recommendations
CIP FY2022–FY2026

Scott MacArthur (40 Williamsburg Road)

Suggestion

I would like to suggest lighting under the 270 / Conway overpass. As an avid runner, I run under this bridge frequently and it is very dark at all hours of the day, and more recently I noticed some parts of the bridge have started falling. The other day I was running and there was a big rock that I didn't see because it was dark and almost tripped over it.

Lighting under this bridge is essential for safety.

Staff Response

Thank you for the suggestion for the Capital Improvement Program.

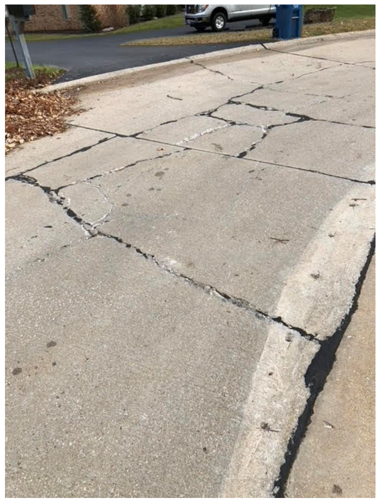
The Interstate 270 bridge over Conway Road is in poor condition, and MoDOT is currently designing a new bridge for this location. That project should be underway within the next year or two, and it will involve changes to both Conway and Interstate 270. We will ask that lighting be added beneath the bridge as part of that project. If necessary, the City would also consider partnering with MoDOT to add lights along the sidewalk as part of their project.

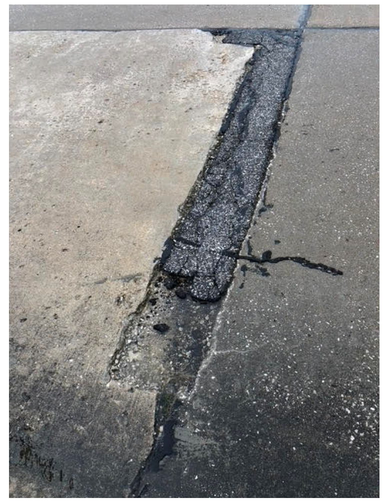
Appendix C – Community Recommendations
CIP FY2022–FY2026

Katie Gunning (40 Williamsburg Road)

Suggestion

Respectfully, please consider adding Mosley Hill Drive and the sidewalks to the capital improvements plan. The subdivision was created in 1987. The concrete street and sidewalks need repair or replacement. I have included some photos. The severely damaged and cracked sidewalk has been a safety hazard for more than a year.





I found the online 2016 Pavement Management Analysis Report. Our street had a "good" PCI rating of 67 five years ago. Since there has been subsequent deterioration, our homeowners would like a rehabilitation strategy that will improve the structural and functional condition of the concrete pavement.

Staff Response

Thank you for submitting your request for the Capital Improvement Program.

Repairs to the Mosley Hill pavement and sidewalk will be considered as part of this summer's roadway and sidewalk maintenance program. It seems safe to say that the damaged and misshaped sidewalk you show will be replaced in 2021. Pavement repairs will be based upon a City-wide re-evaluation of the concrete streets in early March. Replacement of broken sections of the concrete will be more likely than a full replacement of the street. The City has a program for residential street replacement, but reconstruction is a last resort. Further, this program is limited to only one or two streets each year, and there are several streets already in the queue for reconstruction. For Mosley Hill, our intent would be to repair the broken areas and to preserve the rest of the street as best we can through crack sealing and other preventive maintenance.

Appendix C – Community Recommendations
CIP FY2022–FY2026

Melissa Inkley (12958 Ferntop Lane)
Jim Hearne (12970 Ferntop Lane

Suggestion (Melissa Inkley)

I am requesting again that the city consider the erosion around the stormwater pipe behind our home in the CIP. I saw the request for project ideas in the recent city newsletter. For reference, this pipe effects directly at least four other properties around us, and all are experiencing major erosion issues. I know the pipe itself is under MSDs jurisdiction, however, we are hoping the city's CIP can at least help with some erosion control for now. I'm forwarding what we discussed last year, just for reference.

Using the project prioritization list from the newsletter, this should be a priority due to:

1. Public safety - the steep drop offs on both sides are a public safety issue to all. There have been at least four sink holes on our property alone, that MSD has attempted to correct, however, they keep returning. Since the area is quite open, we often see children attempting to cut through to the common area behind it, and that's concerning, safety-wise and liability-wise. There are also a multitude of large trees leaning towards several homes on the south side of the bank. If it experiences more erosion, or with a big storm, I can easily see one of these crashing into someone's home.

2. Condition of existing facility - as you and others have noted, the pipe is corroded, rusted, and there is no rip rap left. Chunks of concrete and rock fall into the open area daily, and especially in hard rain.

3. Operational efficiency - given #2 above, the will become a drainage/effecting-the-flow issue soon, if it hasn't already.

4. Citizen demand - multiple neighbors are experiencing issues with this, and will be contacting you to request this be looked at for the CIP, if they haven't already. One neighbor has lost about a third of his backyard due to erosion, including a fence, and our retaining wall is close to caving in there, as well.

Additionally, the sidewalk off Fernview that the city put in to access the common area for lawn mowing is also close to caving in.

Suggestion (Jim Hearne)

I would like to submit a request for the below mentioned flooding, drainage and erosion and paramount to all, for the safety of the community. I would like to be considered for the capital improvement plan.

Appendix C – Community Recommendations
CIP FY2022–FY2026

Since purchasing my home years ago I was told of a city storm water committee plan from back around 2002 with pictures of my yard, where there was a proposal to prevent and repair erosion and flooding on my and adjacent properties. There was never any action taken and I have watched things get far worse especially recently and have been very passive about it.

This has now gotten very bad.

There have always been flooding and drainage issues as it pertains to the creek in the rear of our properties and erosion which is now a very serious not issue, but problem.

Because my home is located at the very bottom of the hills between Olive to the north and Gallagher Road to the south, all of the rain water runs down the hills both through the yards and the storm water sewer system and overwhelm the creek to the point where the water backs up, floods and comes into my basement. The creek flow is from east to west. On the east, the LARGE tunnel pipe (which is shot) opening discharging the water is very, very large into my back yard and the opening for the intake for the creek out of my yard is very small thus causing water to flood severely to the point it comes up the back yards steep hill and overtakes our back yards anytime we have a medium to heavy rain. You can see on the foundation of my home, where the water level has left marks up to 3 feet in height!!!

In Essence, MSD is using my yard as a staging area for it's storm water and flooding my home in which I have a finished basement. In the picture of the flooded creek, that picture was taken at 02:15AM last summer where the water had overtaken my entire back yard and entered my basement. Most unfortunately it did not dawn on me to take a picture of the flooding until much of it had receded because I was too busy mopping up.

More than a third of my yard has eroded away in very, very quick fashion. It is even more noticeable since spring of last year as the erosion has picked up speed and gotten much worse as time goes on. I have walked out in my yard and my foot fell through the ground above a metal sewer pipe leading from the street to the creek cutting my heal. MSD has since repaired that one. There are children that play in their yards and in the creek areas that also my become injured due to these issues. The erosion has caused my patio slab to crack and the stairs pull away from the rear man-door entrance to the garage, as well as the entire yard is sliding into the creek. My neighbor to the east is also experiencing very major erosion issues and flooding. We have to keep sandbags by our basement doors to even attempt to keep the water from entering which does not work! The home on the west is also experiencing erosion issues. I have maintained tall decretive grass that is planted on the hillside to see if it will slow the erosion, all to no avail.

Staff Response

Thank you for meeting staff to review this situation in January.

As we discussed, the proposed CIP will include the preparation of a City-wide stormwater management plan that would review all of the creeks in Creve Coeur to identify the location and scope of existing stormwater issues. This plan would also provide a way to understand how your concerns could be fixed and where such a project would be prioritized among the other stormwater issues that the City faces. The stormwater study will involve requests for public comments, opportunities to have your situation reviewed and included in the study, and public meetings to discuss and review the plan. I encourage you to participate in this study.

We are following up with MSD to determine what they plan to do to address their infrastructure and how those plans could help alleviate the sinkholes and flooding concerns.

Cheryl Whatley (12900 Bellerive Estates Drive)

Suggestion

I live in the 4th Ward. A few years ago, when Creve Coeur was working toward being a walkable city, our neighborhood wrote about and had completed sidewalk on Mason Manor from Mason to Rue de Ville, where Bellerive Elementary School is.

Now I am asking for an extension of this safety and walkability measure. Belleriive Estates/Fernveiw is the only through street in the area. It goes from the sidewalk on Mason Manor all the way to Olive Street. Many people walk this route, ride bicycles, walk dogs and children--with no sidewalks. Some of the neighborhoods have bylaws that require approval, so they would have to be addressed.

However, in terms of home values, most younger families who move in, move into the cul de sacs. If we want to extend the move to younger families replaciing the aging population, we need the long street to be safer and more inviting.

Please take this suggestion into serious consideration.

Staff Response

Thank you for your suggestion for the Capital Improvement Program.

The City has an ongoing effort to become a more walkable city, and that effort includes both adding new sidewalks and maintaining or improving the existing sidewalks.

Adding a sidewalk along Fernview and Bellerive Estates is a project that has been a consideration for some time. In 2019, the City developed a concept plan for adding a sidewalk to Fernview Drive between Olive and Gallagher. The proposed Capital Improvement Program includes an expansion of this concept plan to connect the future sidewalk on Fernview to the sidewalks in the adjacent neighborhoods. This design work would be to prepare for a federal grant application to help fund the construction of the sidewalk. The grant will be necessary, because the cost to design and construct the sidewalk will cost about $700,000. If we are successful with that application, then construction would be several years from now, probably around 2025.

A similar effort could be undertaken to add a sidewalk along Bellerive Estates between Gallagher and Mason Manor, but our current focus is to get the first half underway along Fernview.

Appendix C – Community Recommendations
CIP FY2022–FY2026

Art Lewis (11549 Templar Drive)

Suggestion

Although there is a lot of hard surfaces in the city, we lack clearly defined, safe and easily assessable bike paths throughout the city. These paths need to connect to as many city parks as possible and include riding paths in the parks.

Staff Response

Thank you for your suggestion for the Capital Improvement Program.

Creating connected bicycle and pedestrian networks - and connecting these to the City's parks - is a priority for the City. However, doing this will take time and will probably need to be created in pieces.

The proposed CIP includes several projects that are in line with your request:

1. Parks Signage Master Plan. One aspect of this study will be how to better direct people to the parks.
2. Park path improvements. The asphalt path at Conway Park will be repaved and widened during the summer of 2021.
3. Intersection improvements to Lindbergh at Old Olive. This project will add a traffic signal and a bicycle/pedestrian crossing at this intersection, which will set up a future bike path along Old Olive. Plans for the 39 North Greenway and Old Olive can be found on the City's website at: http://www.creve-coeur.org/179/Comprehensive-Plan-and-Design-Guidelines
4. Park Preliminary Plans. The Parks and Recreation Master Plan includes many ideas for the City's parks. The proposed CIP includes a series of design efforts to decide what can be done and how these projects can fit together. Among the possible projects are several that would add and improve pedestrian and bicycle connections to the City's parks, including possibilities for trail and bridge connections to Millennium Park, Malcolm Terrace Park, and Venable Park.

Tracy Gibli (47 Villa Coublay Drive)

Suggestion

As part of the annual update to the 5 year capital improvement program, I'd very much like to suggest attention be focused on the Deer Creek area for erosion along the creekbanks in residential areas such as the Villa Coublay subdivision. The bridge has been compromised, water has overflowed making it impassable at times of heavy rain, and the neighborhood citizens are concerned. We would be very supportive of any work upstream or around this area in order to address the increasing erosion to preserve the area. Thank you for your attention not this matter.

Staff Response

Thank you for your suggestion for the Capital Improvement Program.

The proposed CIP includes the preparation of a City-wide stormwater management plan that would review all of the creeks in Creve Coeur to identify the location and scope of existing stormwater issues. This plan would also provide a way to understand how your concerns could be fixed and where such a project would be prioritized among the other stormwater issues that the City faces. The stormwater study will involve requests for public comments, opportunities to have your situation reviewed and included in the study, and public meetings to discuss and review the plan. I encourage you to participate in this study.

DRAFT 2/18/2021

APPENDIX D
FUTURE PROJECTS

Future Projects are those that have been determined to be necessary or desired but are not identified in the five-year Capital Improvement Program. The reason why a project is not identified in the CIP varies, but many projects are desingated as future due to lack of available funding, forecasting future needs, or a combination of the two.

In addition to annual condition assessments of the City's facilities, equipment, and infrastructure, several planning documents have contributed to the Future Projects list:

- 39 North Greenway Plan (2020)
- Golf Course Needs Assessment (2015)
- Historic Building Assessment (2019)
- Millennium Park Trails Study (2019)
- Old Olive Street Road Great Street Plan (2019)
- Parks and Recreation Master Plan (2019)
- Stormwater Master Plan Update (2012)

Several projects that were listed as future projects in the FY2021-FY2025 CIP have been removed from this list, primarily due to two factors: the residents passed the parks and stormwater tax to increase the City's ability for capital improvements, and the FY2022-FY2026 CIP programs in the renovation of the Creve Coeur Government Center.

The total estimated cost of projects identified as Future Projects is approximately $62 million, summarized as follows:

$	700,000	Government Facilities
$	8,870,000	Parks and Recreational Facilities
$	12,797,000	Stormwater
$	39,650,000	Streets and Sidewalks
$	**62,017,000**	**Future Project Total**

Specific projects are outlined in the pages that follow.

FUTURE PROJECTS - GOVERNMENT FACILITIES

PROJECT	COST
Community Center Renovation	$ 500,000
Renovate and update the meeting rooms, mulit-purpose room, and restrooms on the lower level of the Government Center to be more useful, attractive, and accessible.	
Public Works Equipment Shelter	$ 200,000
Demolish the existing structure at 1030 N. Lindbergh Boulevard and construct a new building to house the City's leaf vacuums and other equipment when not in use.	
SUBTOTAL:	**$ 700,000**

FUTURE PROJECTS - PARKS AND RECREATIONAL FACILITIES

CONWAY PARK		COST
Improve Park Signage	$	25,000
Replace the existing signage for the park.		
Expand Parking (Remove Tennis Court)	$	200,000
Remove the south tennis court and expand the parking lot north to add about 40 parking spaces.		
Dredge Silt from Pond and Stock for Fishing	$	250,000
Remove the silt that has accumulated at the bottom of the lake and restore the pond to a suitable depth for fish and a healthy pond system.		
Repair and Stabilize the Exterior of the Log Cabins	$	175,000
Multiple repairs are needed to restore the exterior of the Hackmann Cabin and the Clester Cabin so that both are water-tight and structurally sound.		
Create Disc Golf Course	$	20,000
Add a nine-hole frisbee golf course throughout the park.		
Add Second Playground with Swingset	$	150,000
Construct a second playground that is focused on swings.		
Create an Arboretum	$	200,000
Partner with area agencies to convert the northern portion of Conway Park into an arboretum with entry monuments, informational signage, and interperative trails.		
SUBTOTAL - CONWAY PARK:	**$**	**1,020,000**

FUTURE PROJECTS - PARKS AND RECREATIONAL FACILITIES

LAKE SCHOOL PARK		COST
Improve Park Signage	$	20,000
Add signs for Lake School Park that follow the design from the FY2022 sign master plan.		
Renovate Lake School House	$	150,000
Future exterior and structural improvements to Lake School House .		
Create a Walking Path	$	150,000
Build an asphalt walking path around the perimeter of the park that connects to the sidewalk on Coeur de Ville Drive.		
Create New Tennis Complex	$	300,000
In addition to the new courts that are envisioned in FY2025, add a new tennis pro shop building and possibly additional courts for pickleball or other racket sports.		
Dam Repairs	$	100,000
The south portion of Lake School Park is a detention facility that uses a large earthen dam to restrict stormwater flow. This dam will need maintenance in time.		
SUBTOTAL - LAKE SCHOOL PARK:	**$**	**720,000**

FUTURE PROJECTS - PARKS AND RECREATIONAL FACILITIES

LAVERNE COLLINS PARK	COST
Add a Dog Park	$ 100,000
Create a fenced-in dog park in the open area of the park.	
Develop a Community Garden	$ 25,000
Designate a space for a community garden and set up water service for the garden.	
SUBTOTAL - LAVERNE COLLINS PARK:	**$ 125,000**

MALCOLM TERRACE PARK	COST
Improve Park Signage	$ 20,000
Add signs for Malcolm Terrace Park that follow the design from the FY2022 sign master plan.	
Replace Pavillion	$ 50,000
Replace the existing pavilion near the parking lot.	
Replace Playgrounds and Safety Surface	$ 350,000
Remove the existing playgrounds and install new, accessible playgrounds with rubberized safety surface.	
Park Bridge and Stream Rehabilitation	$ 500,000
Improve the stream channel and protect the footings for the vehicular bridge at the south end of Townsend Street. This bridge is currently closed.	
Creve-Coeur-Frontenac Rails-to-Trails Project	$ 250,000
Parner with the City of Frontenac to create a trail connection between Malcolm Terrace Park and a new park in Frontenac using the former railroad right of way.	
Add Pedestrian Bridges for Nature Trails	$ 500,000
Two pedestrian bridges are envisioned for the nature trails. Challenges for these bridges include access and their location in the regulatory flood plain.	
Add a Multi-Use Court	$ 200,000
Create a new sport court that can be used for sports from basketball to badminton to roller hockey.	
SUBTOTAL - MALCOLM TERRACE PARK:	**$ 1,870,000**

FUTURE PROJECTS - PARKS AND RECREATIONAL FACILITIES

MILLENNIUM PARK		COST
Parking Lot Lighting	$	80,000
Add lights to the parking lot closest to Millennium Park that resemble those recently installed by Barnes Jewish Hospital in adjacent lots.		
Improve Park Signage	$	20,000
Add signs for Millennium Park that follow the design from the FY2022 sign master plan.		
Asphalt Trail Resurfacing	$	200,000
Repair, widen, and repave the asphalt trail around Millennium Park.		
Add Nature Trail with Interpretive Elements	$	400,000
Create a new trail through the wooded area along the creek at the south end of the project. Two new bridges would be added to provide access to the trail.		
Add Outdoor Fitness Equipment	$	50,000
Install finess stations along the walking path.		
Create an Outdoor Amphitheater/Band Stand	$	250,000
Replace one of the ball fields with a permanent amphitheater or band stand to promote summer concerts and other events.		
Replace and Expand the Water Play Feature	$	300,000
Remove the existing splash pad and replace it with a larger water play feature with more interactive elements.		
Park Trail Connection to Deland Drive	$	175,000
Add a bridge and path to create a trail connection bewteen Millennium Park and the Ridgemoor Forest Subdivision to the south.		
Park Trail Connection to Questover Subdivision	$	200,000
Add a trail connection between Millennium Park and the Questover Subdivision on the east side of the park.		
SUBTOTAL - MILLENNIUM PARK:	**$**	**1,675,000**

FUTURE PROJECTS - PARKS AND RECREATIONAL FACILITIES

DR. H PHILLIP VENABLE MEMORIAL PARK	COST
Asphalt Trail Resurfacing	$ 200,000
Repair, widen, and repave the asphalt trail around the park.	
Improve Park Signage	$ 20,000
Add signs for Venable Memorial Park that follow the design from the FY2022 sign master plan.	
Replace Pedestrian Bridge	$ 150,000
Remove and replace the existing wooden pedestrian bridge between Venable Memorial Park and Foxbrook Drive.	
Replace Tennis Courts	$ 250,000
The existing asphalt tennis courts can no longer be effectively maintained. New courts would be constructed with post-tensioned concrete.	
Create a Dog Park	$ 100,000
Designate a section of the park as a new dog park, fence it in, and create a walking path to it.	
Add a Water Play Feature	$ 200,000
Install an interactive splash pad near the existing playground.	
Replace the 2-5 Year Old Playground	$ 200,000
Remove the existing play structures and install new, accessible playgrounds and new safety surfaces beneath them.	
Install a New Multi-Use Court	$ 200,000
Create a new sport court that can be used for sports from basketball to badminton to roller hockey.	
SUBTOTAL - VENABLE MEMORIAL PARK:	**$ 1,320,000**

FUTURE PROJECTS - PARKS AND RECREATIONAL FACILITIES

DIELMANN RECREATION COMPLEX AND GOLF COURSE	COST
Dielmann Recreation Complex Renovations - Phase 2	$ 500,000
Improvements include new locker rooms, renovated concession area, and the addition of a catering kitchen.	
Golf Course Irrigation Replacement	$ 875,000
Install new pump stations and a new state-of-the-art irrigation system to replace the existing system that is over 40 years old.	
Golf Course Maintenance Bridge	$ 150,000
Remove the existing, failed wooden maintenance bridge with a culvert that would allow for greater loads to safely cross.	
Golf Course South Fence Replacement	$ 75,000
Clear brush and trees from the fence line and then replace the existing chain link fence with a new one.	
New Golf Course Maintenance Facility	$ 500,000
Replace the existing maintenance facility and garage with a new facility.	
Renovate Hole #4 Putting Green	$ 40,000
Improve the grades and drainage for this green.	
SUBTOTAL - DIELMANN REC. COMPLEX:	**$ 2,140,000**

FUTURE PROJECTS - STORMWATER

EROSION PROJECTS	BENEFIT SCORE	COST
New Ballas Culvert Rehabilitation	1.12	$ 125,000
Clear area downstream of the culvert beneath New Ballas Road to regrade and armor the banks to protect from future erosion.		
Brooktrail Court Bank Protection	0.34	$ 35,000
Install gabion baskets along the banks of Windrush Creek to protect the bank and combat erosion at 257 Brooktrail Court.		
Ferntop Lane Bank Protection	0.28	$ 70,000
Use limestone rock to armor the banks of the creek behind 12970 Ferntop Lane to combat bank erosion.		
Fairways Circle Bank Protection	0.31	$ 32,000
Stabilize the banks of the creek behind 527 Fairways Circle to limit future bank erosion.		
Fernview Drive Outlet Protection	0.29	$ 35,000
Clear out eroded drainage outlet at 1009 Fernview Drive that has been filled with debris and construct a rock-lined swale to limit further erosion.		
Royal Manor Bank Stabilization	0.28	$ 45,000
Clear honeysuckle from banks and install bank stabilization behind 12554 Royal Manor.		
D'Artagnan Court Outlet Protection	0.28	$ 36,000
Mitigate the erosion at the end of the stormater discharge at 13200 D'Artagnan Court and construct channel protection to help prevent future erosion.		
Laduemont Drive Outlet Protection	0.25	$ 40,000
Mitigate the erosion at the end of the stormater discharge at 240 Laduemont Drive and construct channel protection to help prevent future erosion.		
Country Manor Lane Outlet Protection	0.20	$ 49,000
Mitigate the erosion at the end of the stormater discharge at 240 Laduemont Drive and construct channel protection to help prevent future erosion.		
Chamblee Lane Bank Stabilization	0.17	$ 265,000
Construct vegetated gabions along the creek bank to limit future erosion behind 606 and 622 Chamblee Lane.		
Spoede View Bank Stabilization	0.05	$ 215,000
Construct vegetated gabions and heavy stone along the creek bank to limit future erosion behind 10677 Spoede View Court.		
	SUBTOTAL - EROSION PROJECTS:	**$ 822,000**

FUTURE PROJECTS - STORMWATER

FLOODING WITH EROSION PROJECTS	BENEFIT SCORE	COST
Fernridge Creek Flood Mitigation	0.17	$ 5,000,000
Stabilize the banks of Fernridge Creek from Bellerive Estates Drive to Ambois Drive and increase flood capacity for the creek.		
Chasselle and Chamblee Flood Mitigation	0.12	$ 3,500,000
Stabilize and reinforce the banks of the creeks between Chasselle and Chamblee and construct a berm/levy along Hibler Creek to protect homes on Chamblee.		
Hibler Creek Tributary Stabilization	0.08	$ 1,000,000
Regrade and reinforce the banks of approximately 400 feet of creek along the west side of 12759 Ladue Road.		
	SUBTOTAL - FLOODING WITH EROSION:	**$ 9,500,000**

FUTURE PROJECTS - STORMWATER

INFRASTRUCTURE PROJECTS	BENEFIT SCORE	COST
New Inlet at Magna Carta Drive at Templar Drive	0.50	$ 20,000
Replace the existing small, non-standard inlet at the corner of Magna Carta and Templar with a standard grate inlet to reduce the tendancy to clog.		
Mosley Acres Curbing	0.38	$ 55,000
Replace approximately 400 feet of curbing to help prevent erosion behind the curb. This work would be best incorporated into a larger road project on Mosley Acres.		
Oak Park Court Stormwater Improvements	0.30	$ 50,000
New curbing, inlet, and pipes to ensure that the roadway runoff does not flood and erode the yard at #3 Oak Park.		
New Inlet at Magna Carta Drive at Runnymede Drive	0.20	$ 50,000
Design and construct a new curb inlet near the intersection of Magna Carta and Runnymede where water tends to collect.		
Graeser Lane Drainage Improvements	0.13	$ 100,000
Graeser Lane currently relies upon one area inlet at the end of the street. This project would design and construct additional stormwater facilities along Graeser Lane.		
Creve Coeur Golf Course Pond Rehabilitation	0.02	$ 2,000,000
The golf course ponds serve as detention ponds and have silted in. Work includes dredging the ponds, replacing the dam, and installing rock along pond banks.		
Inspect and Update New Ballas Stormwater System	0.00	$ 200,000
It is unclear whether the stormwater system along New Ballas was ever dedicated to and accepted by MSD. This work would prepare the system for dedication.		
	SUBTOTAL - INFRASTRUCTURE PROJECTS:	**$ 2,475,000**

FUTURE PROJECTS - STREETS

MAJOR ROADWAY PROJECTS	COST
Ladue Road Phase 1	$ 1,500,000
Resurfacing and sidewalk improvements from Emerson to Mosley	
Ladue Road Phase 2	$ 1,500,000
Resurfacing and sidewalk improvements from Mosley to Lindbergh	
New Ballas Road Phase 3	$ 1,500,000
Pavement resurfacing and sidewalk improvements from Ladue to Magna Carta.	
New Ballas Road Phase 4	$ 1,500,000
Resurfacing and sidewalk improvements from Magna Carta to Olive	
New Ballas Road at Olive Boulveard Intersection Expansion	$ 2,000,000
Re-align the through lanes and extend the turn lanes of New Ballas Road at Olive Boulevard. Relocate the traffic signals to accommodate the new layout.	
Old Olive Street Road Great Street Phase 2	$ 3,000,000
Old Olive Great Street Plan east of Lindbergh (reduced road width, new sidewalk and bike path)	
Old Olive Street Road Great Street Phase 3	$ 6,000,000
Old Olive Great Street Plan west of Lindbergh (reduced road width, new sidewalk and bike path)	
Olive Boulevard Lighting and Signal Repainting	$ 200,000
Repaint the decorative median lighting and traffic signals along Olive Boulevard between New Ballas Road and Cross Creek Drive.	
Olive Boulevard Median Enhancements (Mason to Fernview)	$ 2,200,000
Construct landscaped medians with decorative lighting along the centerline of Olive Boulevard from Mason Road west to Fernview Drive.	
Olive Boulevard Median Plantings and Irrigation Repairs	$ 250,000
Evaluate and repair the irrigation system for the Olive median planting areas and replace the median flowers, bushes, and trees.	
Olive-Lindbergh Interchange Landscaping	$ 250,000
Add landscaping to the existing lawn areas at the Olive-Lindbergh interchange according to the design that is scheduled for FY2022.	
SUBTOTAL - MAJOR ROAD PROJECTS:	**$ 19,900,000**

LOCAL ROADWAY MAINTENANCE AND IMPROVEMENTS	COST
Microsurfacing	$ 1,500,000
Asphalt Pavement Resurfacing	$ 2,500,000
Concrete Slab Replacement	$ 3,500,000
Rehabilitation/Reconstruction	$ 1,500,000
SUBTOTAL - LOCAL ROAD PROJECTS:	**$ 9,000,000**

FUTURE PROJECTS - SIDEWALKS

NEW SIDEWALK AND TRAIL PROJECTS	COST
39 North Greenway	$ 5,000,000
Construct a new multi-use path through much of the 39 North District that connects to Stacy Park in the south to the Centennial Greenway in the north.	
Bellerive Estates Sidewalk	$ 750,000
Design, acquire easements for, and construct a new sidewalk along Bellerive Estates Drive from Fernview Drive to Mason Manor Drive.	
Creekside/Bellerive Trail	$ 150,000
Add a new multi-use path between Creekside subdivision and Bellerive Elementary School.	
Falaise Sidewalk Feasibility Study	$ 30,000
Explore the possibility and cost of a sidewalk along Falaise between Hibler and Cross Creek.	
Fernview Drive Sidewalk	$ 700,000
Design, acquire easements for, and construct a sidewalk along the east side of Fernview Drive from Olive to Gallagher Road and connect to adjacent sidewalks.	
Mason Road Sidewalk Infill	$ 1,500,000
Add a sidewalk along Mason Road from Conway Road to Hibler Road through a partnership with St. Louis County and Town and Country when Mason is next paved.	
Office Park Sidewalk Improvements	$ 400,000
Remove and replace the existing sidewalk along Office Parkway and Olde Cabin Road with a 6-foot-wide sidewalk that is protected by a new vertical curb.	
Trail Connection between Ridgemoor Forest and Country Forest Subdivisions	$ 220,000
Create a multi-use trail from the end of Trammell Court to Cross Green Drive as part of a larger effort to increase connectivity to Millennium Park.	
SUBTOTAL - NEW PROJECTS:	**$ 8,750,000**

MAINTENANCE OF THE EXISTING SIDEWALK NETWORK	Cost
Sidewalk Repairs and Accessibility Upgrades	$ 2,000,000
City-wide repairs to and replacement of existing sidewalk and curb ramps to fix broken areas, correct tripping hazards, and make accessibility improvements.	
SUBTOTAL - EXISTING MAINTENANCE NEEDS:	**$ 2,000,000**