



CITY OF CREVE COEUR

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

CAPITAL FUND

BUILDING PROJECT BOND FUND

FISCAL YEARS 2021-2025

EXECUTIVE SUMMARY

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FISCAL YEARS 2021-2025



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

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.

CIP Criteria

To be eligible for the CIP, projects or equipment must have a useful life of at least five years and 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.

Development and Adoption of the CIP

By City charter, a draft of the five-year CIP is 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.

FY2021-FY2025 CIP Overview

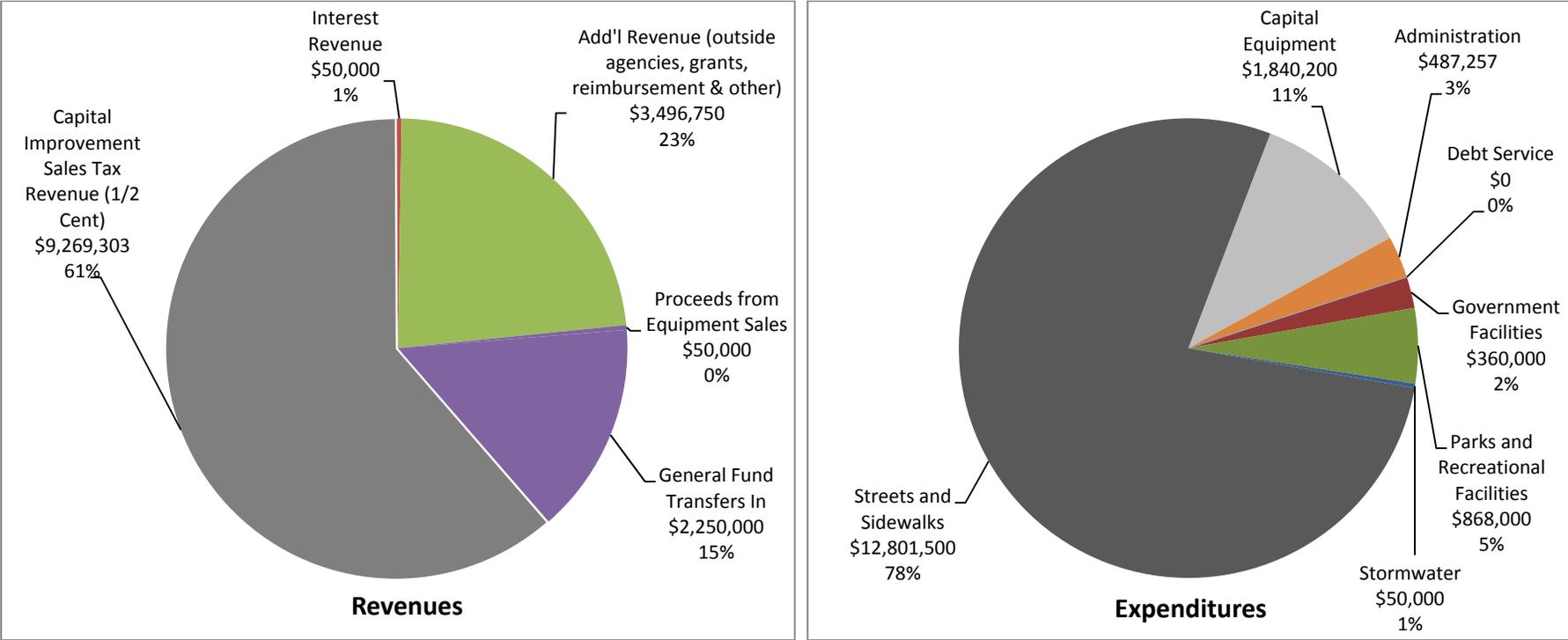
Capital Fund

Over the next five years, the projected revenues for capital projects total approximately \$15.12 million. The total cost of capital projects over the next five years is estimated at \$16.41 million. The Capital Fund's current fund balance will compensate for this discrepancy, but increasing revenue or decreasing expenses appears to be necessary in future budgets.

The half-cent capital improvement sales tax, grants, and transfers from the general fund serve as the primary funding sources for the City’s capital projects. The City anticipates that the current pandemic will cause an immediate 7.6% decrease in sales tax revenue in FY2020 and then an additional 16.3% decrease from FY2020 to FY2021. Economic recovery is projected to take years, with 5% increases in sales tax revenue projected each year from FY2022 through FY2025. These projections are the City’s best estimates: the length and scale of the economic impact of the pandemic remain uncertain. The budget and projects planned in the CIP will need to be re-evaluated adjusted if the revenues are significantly higher or lower than anticipated. To limit costs, the proposed CIP emphasizes maintenance and replacement of existing facilities and equipment over the introduction of additional facilities or programs.

The City plans to seek grant funding to assist with the cost of several of the major roadway, sidewalk, and park improvement projects. These grants typically require the City to fund a portion of the project, which is referred to as a local “grant match.” Several projects in the five-year CIP include grant matches and are noted accordingly. If the City is awarded the anticipated grant, future capital improvement plans will include the total project expenses and revenues in the applicable years.

Capital Fund Revenues and Expenses by Category for FY2021 - FY2025



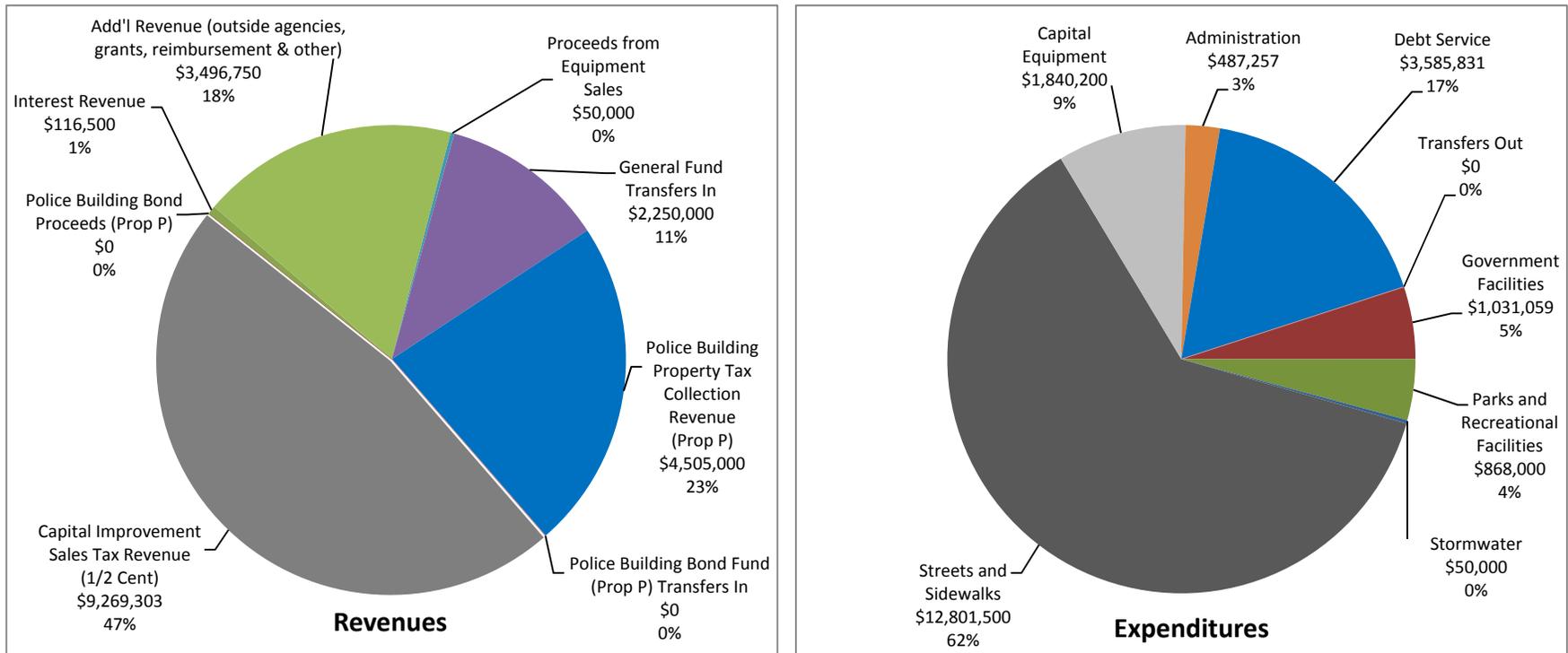
Building Project Bond Fund (Proposition P)

In November 2016, Creve Coeur voters approved a ballot measure authorizing 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. The expenses for the police building began in FY2018 and will continue through FY2020. Accessibility and security improvements to the existing Government Center building are tentatively planned for FY2023. 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.

Combined Capital Fund and Building Project Bond Fund

Over the next five years, the total projected revenues for capital projects in both the Capital and the Building Project Bond funds are estimated to be approximately \$19.69 million. The half-cent capital improvement sales tax and the building project bond property tax collection serve as the primary funding sources for FY2021-FY2025. The total combined projected expenses for capital projects over the next five years is estimated at \$20.66 million.

Combined Capital Fund & Building Project Bond Fund Revenues and Expenses by Category for FY2021 - FY2025



*Bond proceeds for the Building Project Bond Fund occurred in FY2017 and therefore are not reflected in FY2021-FY2025 total revenues.

For more information about the CIP, contact Matt Wohlberg, City Engineer, at mwohlberg@crevecoeurmo.gov or (314) 442-2084.



CAPITAL FUND PROJECTS

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2021-2025



CAPITAL FUND

9501 – GOVERNMENT FACILITIES

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2021-2025



ACCESSIBILITY IMPROVEMENTS (CDBG)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$20,000	\$20,000	\$0	\$20,000	\$0	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000

Project Description:

In FY2021, approximately \$20,000 of Community Development Block Grant (CDBG) funds have been committed to providing accessibility improvements to the parking lot at Malcolm Terrace Park. No funding is shown here for FY2021, because the Malcolm Terrace Park project is a separate project under Parks and Recreational Facilities. Projects in FY2022-FY2025 will focus on accessibility improvements for public facilities elsewhere in the City.

Existing Condition:

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.

The funding shown in Prior Years reflects improvements to the pedestrian signal on North New Ballas Road at Magna Carta Drive in FY2020.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	20,000
Equipment	\$	
Other	\$	
Annual Total	\$	20,000

GOVERNMENT CENTER RENOVATIONS (DESIGN)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$250,000	\$0	\$250,000	\$0	\$0	\$250,000	\$0	\$0	\$0	TBD

Project Description:

This project involves reviewing the existing concept-level renovation plans for the Creve Coeur Government Center, updating these plans, and developing construction drawings for the renovation project. The design is expected to include modifications to the City Council chamber, employee work spaces, and building equipment. Funds are specified in FY2022 for the design phase, which could extend into FY2023. Construction funds will be programmed in the appropriate fiscal years once the renovation plans and the construction schedule become more clearly defined.

Existing Condition:

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:

None.

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.

Expenditure Type:

Planning, Design & Engineering	\$	250,000
Land Acquisition	\$	
Construction	\$	
Equipment	\$	
Other	\$	
Total	\$	250,000

COURT OFFICE RENOVATION

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$30,000	\$0	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves renovations and expansion of the existing court offices 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. The renovations will include new ceiling tiles, lighting, carpet, and paint in the offices and a new courtesy window.

Existing Condition:

The existing court offices are outdated with limited space for storage. Adjacent to the court offices are several offices that were used by the Police Department before the police staff moved to their new building.

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.

Operating Budget Impact:

New, energy-efficient light fixtures will decrease future electricity bills.

Comments:

The City is exploring the feasibility of creating and hosting a group of area municipal courts, similar to the West Central Dispatch Center.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	30,000
Equipment	\$	
Other	\$	
Total	\$	30,000

CAPITAL FUND

9506 – PARKS AND RECREATIONAL FACILITIES

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2021-2025



PARK IMPROVEMENTS (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
TBD	TBD	\$30,500	\$0	\$0	\$0	\$0	\$0	\$0	\$30,500

Project Description:

Funds listed in this account represent the City’s anticipated matching funds for projects funded through Municipal Park Grants, for which the City can apply every two years. It is anticipated that, if successful, the grant in FY2021 will be used to improve asphalt paths in parks like Conway Park and Malcolm Terrace Park, FY2023 will assist with the Ice Arena Refrigerant Switch Over at the Creve Coeur Ice Arena, and FY2025 will be used to replace the tennis courts at Venable Memorial Park and/or Lake School Park. The CIP includes specific project descriptions for FY2021, FY2023, and FY2025. Refer to each project sheet for more information.

Existing Condition:

Numerous aspects of the City’s parks (including tennis courts, playgrounds, walking paths, pavilions, ball fields, and other amenities) require maintenance, improvements, or replacement.

Justification: *Availability of Outside Funding; Condition of Ex. Facility; others depend upon the project* Park grants are competitive. 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. Finally, these projects are supported by the Parks Master Plan and/or the needs assessments of the Dielmann Recreation Complex (FY2014) and Golf Course (FY2016) and the Parks 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:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	30,500
Equipment	\$	
Other	\$	
Total (Future Grant Match)	\$	30,500

Anticipated Municipal Park Grant Application Schedule:

FY2021 – Park Path Improvements

FY2023 – Ice Arena Refrigerant Switch Over

FY2025 – Venable Memorial Park and/or Lake School Park Tennis Court Replacement

HISTORIC BUILDING REHABILITATION AND PRESERVATION

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$44,973	\$0	\$44,973	\$19,973	\$0	\$25,000	\$0	\$0	\$0	\$200,000

Project Description:

This project involves the assessment, improvement, and preservation of three locally historic buildings that are located in the City’s Parks: Hackman Cabin and Clester Cabin in Conway Park, and Lake School House in Lake School Park. Following an assessment of these buildings in FY2019, building repairs and stabilization efforts are recommended for the preservation of the Lake School House in FY2020 and FY2022.

Existing Condition:

All three of the buildings need significant repairs and improvements to help keep rain and/or animals from entering the buildings.

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

The Parks and Historic Preservation Committee requested that the City invest into these buildings, as they are considered to be part of the heritage of Creve Coeur.

Operating Budget Impact:

Structural repairs to stabilize these buildings are expected to decrease future operating costs for building repairs.

Comments:

Funding in prior years includes the assessment of the cabins in FY2019 and the installation of informational signs for these buildings and the Tappmeyer House in FY2019. Improvements to Hackman Cabin and Clester Cabin were deferred to future years due to budget constraints.

Expenditure Type:

Planning, Design & Engineering	\$	5,100
Land Acquisition	\$	
Construction	\$	35,000
Equipment	\$	4,873
Other	\$	
Total	\$	44,973

PLAYGROUND SAFETY SURFACE REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs							
			Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future	
\$130,000	TBD	\$130,000	\$0	\$30,000	\$0	\$0	\$0	\$100,000	\$0	\$175,000

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 surface beneath the southern playground at Millennium Park will be overlaid with a new rubberized surface in order to bring it into compliance and allow it to open for the 2020 season. This safety surface failed its annual tests in late 2019, forcing the City to close the playground. Staff estimates that the safety surface of the northern playground at Millennium Park or the playground at Venable Memorial Park will need to be replaced by 2024.

Existing Condition:

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 will meet the minimum requirements for fall protection. Staff will continue to evaluate the surfaces at Conway Park, Millennium Park, and Venable Memorial Park and will recommend repairs or replacement to these surfaces accordingly.

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

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. “Future” costs include replacement of the safety surfaces for the playground at Conway Park and either the north playground at Millennium Park or the playground at Venable Memorial Park (whichever of the two is not completed in FY2024).

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	130,000
Equipment	\$	
Other	\$	
Total	\$	130,000

DIELMANN RECREATION COMPLEX PARKING LOT LIGHTING

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$40,000	\$0	\$40,000	\$3,000	\$37,000	\$0	\$0	\$0	\$0	\$0

Project Description:
 This project will include replacing the existing light fixtures with new and additional LED light fixtures for the two parking lots at the Dielmann Recreation Complex. The purpose of the project is to provide adequate and consistent light for the parking lots to increase safety and functionality of the lots.

Existing Condition:
 Currently, the parking lots are lit with light poles that were installed by and are maintained by Ameren. The front parking lot has some older and some newer light fixtures, and the back parking lot only has two light poles, but needs several more to cover the entrance and underserved sections of the lot.

Justification: *Public Safety; Operating Efficiency; Condition of Existing Facility*
 The safety of the users of the Dielmann Recreation Complex is a primary concern, and the new lights will help limit the City’s risk exposure. The current poles provide minimal, inadequate coverage, and these light poles need frequent maintenance. The new poles will have LED fixtures that will provide better, more consistent light output.

Operating Budget Impact:
 The project would replace the existing lights (which are owned by Ameren) with new lights (which would be owned by the City). The impact to the operating budget would be that the City will no longer pay a monthly fee to Ameren for the lights, and the City would begin to pay for the maintenance of the lights. Maintenance costs are expected to be minimal for the foreseeable future. The new LED lights should also minimize electricity costs for the lighting.

Comments:
 None.

Expenditure Type:	
Planning, Design & Engineering	\$ 3,000
Land Acquisition	\$
Construction	\$ 37,000
Equipment	\$
Other	\$
Total	\$ 40,000

PARK PATH IMPROVEMENTS (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
TBD	TBD	\$30,500	\$0	\$30,500	\$0	\$0	\$0	\$0	\$0

Project Description:

This project will repair and repave the asphalt paths at Conway Park and Millennium Park and will make selective repairs and preservation measures to the asphalt paths in Venable Memorial Park and Millennium Park. The City Share reflects the required 6% local contribution for a Municipal Park Grant. The City plans to seek \$475,000 in grant funding in FY2021. The FY2021 budget will need to be adjusted to reflect the full project cost if the City is successful in obtaining a grant for the project.

Existing Condition:

Asphalt paths are in use at Venable Memorial Park, Conway Park, Malcolm Terrace Park, and Millennium Park. Much of these paths are in good condition and need preventative maintenance to preserve their condition. However, portions of the paths at Malcolm Terrace Park, Conway Park, and an access path to Venable Memorial Park are in poor condition and require resurfacing and localized replacement.

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

Asphalt path maintenance can be costly. Replacement of the paths at Conway Park and Malcolm Terrace Park will reduce maintenance costs for the near future.

Comments:

The Parks and Historic Preservation Committee supports this project as the FY2021 Municipal Park Grant application. A grant will be applied for in FY2021 and, if approved, construction will take place in late FY2021.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	30,500
Equipment	\$	
Other	\$	
Total (Grant Match)	\$	30,500

ICE ARENA REFRIGERANT SWITCH-OVER (DESIGN AND GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$90,000	TBD	\$90,000	\$0	\$15,000	\$0	\$75,000	\$0	\$0	\$0

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 CO₂. A design of the system is planned for FY2021 to determine the City’s options. The total cost of this project is estimated to be \$550,000. The City Share reflects the remaining \$75,000 if the City is awarded a \$475,000 Municipal Park Grant in FY2023. The full project cost will be programmed into the appropriate fiscal years if the City is successful in obtaining a grant for the project.

Existing Condition:

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 produced or imported R-22. 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 switchover will take place in FY2023.

Expenditure Type:

Planning, Design & Engineering	\$	40,000
Land Acquisition	\$	
Construction	\$	
Equipment	\$	50,000
Other	\$	
Total (Grant Match)	\$	90,000

MALCOLM TERRACE PARKING LOT IMPROVEMENTS (CDBG GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$45,000	\$20,000	\$25,000	\$0	\$45,000	\$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 Condition:

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:

None.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	45,000
Equipment	\$	
Other	\$	
Total	\$	45,000

DIELMANN RECREATION CENTER HVAC REPLACEMENT – PHASE 2

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$110,000	\$0	\$110,000	\$0	\$0	\$110,000	\$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 Condition:
 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 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:	
Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$ 110,000
Other	\$
Total	\$ 110,000

CITY ENTRANCE AND PARK IDENTIFICATION SIGNAGE MASTER PLAN

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$20,000	\$0	\$20,000	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0

Project Description:
 This project includes the City contracting with a consultant to design new City Entrance signs/monuments, Park Identification signs/monuments, and directional sign leading visitors to City Facilities.

Existing Condition:
 City entrance signs are about 15 years old and some are damaged and in need of replacement. We have the same issue with the directional signs leading visitors to City facilities. There has been an interest expressed by the Park and Historical Preservation Committee to construct new signage/monuments at the entrance of each City Park.

Justification: *Condition of Existing Equipment; Beautification; Coordination*
 Existing signs are old and in need of replacement. Some signs are missing and others are damaged beyond repair. The park identification signs are extremely old and require replacement, however, a couple of parks have brick monument signs that are fairly new. Development of a Sign Masterplan was included as an action item in the FY2018-2021 Strategic Plan.

Operating Budget Impact:
 This is a design and cost estimate for the purchase and construction new signage. There is no effect on the operating budget. Once designed, we can obtain cost estimates and budget funding in future years for the manufacturing and installation of the new signs/monuments.

Comments:
 By reviewing the entire signage needs of the city, we will have an opportunity to evaluate the current sign types and locations. Although the signs for Parks may be different than the City Entrance signs, we can create a signage theme so that there are similarities with all City signs thus creating sign branding unique to Creve Coeur.

Expenditure Type:	
Planning, Design & Engineering	\$ 20,000
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 20,000

ICE ARENA FLOORING REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$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 Condition:

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:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	200,000
Equipment	\$	
Other	\$	
Total	\$	200,000

VENABLE MEMORIAL PARK IMPROVEMENTS (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
TBD0	TBD	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$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 involve such improvements to the park as a new pavilion, new tennis courts, improved walking paths, and more accessible parking. The amount shown in FY2023 is the City’s planned 50% grant match for a project that is expected to cost approximately \$300,000. Upon successfully obtaining the grant, the actual costs will be programmed into the FY2024 capital budget through a budget adjustment.

Existing Condition:

Several of the facilities at Venable Memorial Park are ageing 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 restrooms have not been updated in the past ten years.

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

The LWCF grant will allow the City to maximize the effect of the funding available for improvements to Venable Memorial Park.

Operating Budget Impact:

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

Comments:

The planned playground safety surface replacement for Venable Memorial Park in FY2024 could be combined with these improvements to further maximize the funding request through the LWCF grant.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	150,000
Equipment	\$	
Other	\$	
Total (Grant Match)	\$	150,000

TENNIS COURT REPLACEMENT PROJECT (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$30,500	TBD	\$30,500	\$0	\$0	\$0	\$0	\$0	\$30,500	\$0

Project Description:

In FY2025, the City plans to apply for a Municipal Park Grant to substantially fund the replacement of the courts at Lake School Park and/or Venable Memorial Park with post-tensioned concrete courts. The amount shown in FY2023 is the City’s planned grant match for a project that is expected to cost approximately \$500,000. Upon successfully obtaining the grant, the actual costs will be programmed into the FY2025 capital budget through a budget adjustment.

Existing Condition:

The courts at Lake School Park and Venable Memorial Park are asphalt courts that have been overlaid several times and cannot be effectively overlaid in the future.

Justification: *Availability of Outside Funding; Protection & Conservation; Beautification; Citizen Demand; Public Safety*

Tennis courts need to be meticulously maintained in order to make them suitable for play. Cracks, divots, and other defects can influence the bounce of the ball or cause players to trip, and neither condition encourages use of the courts.

Operating Budget Impact:

Maintenance of the tennis courts has increasingly become the job of the City’s Public Works staff. Such work is time consuming. New tennis courts would eliminate the need for significant repair efforts in the near future.

Comments:

The courts at Venable Memorial Park were repaired and repainted in FY2019, but additional maintenance or improvements to the Venable Memorial Park courts may no longer be effective.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	30,500
Equipment	\$	
Other	\$	
Total (Grant Match)	\$	30,500

CAPITAL FUND

9509 – STORMWATER

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2021-2025



STORMWATER IMPROVEMENTS PER MASTER PLAN

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs							
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000

Project Description:

The 2012 Stormwater Master Plan update identified numerous stormwater-related projects that involve streams and public infrastructure. The City aims to address these issues over time as funding allows and using the master plan benefit rating as a guide. The scope of work for some of the projects listed in the master plan is greater than what this program can afford at the current funding level. These projects have been treated as separate items in the Capital Improvement Plan, but funding for such projects typically replaces the annual funding in this account. In FY2021, funding is recommended to help address erosion of a creek next to South New Ballas Road. Description of that project is included on its own project sheet.

Existing Condition:

Issues under consideration typically exhibit erosion, deteriorated infrastructure, and/or flooding.

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

The Stormwater Committee reviewed the issues in the Stormwater Master Plan and agreed that the City's use of public funds should be limited to projects to resolve issues that involve public infrastructure and/or public conveyances of water. Such issues may never be adequately or correctly resolved without the City's initiative, funding, and oversight.

Operating Budget Impact:

None.

Comments:

Funding for FY2019 and FY2020 were used to offset the cost of the Middlebrook Drive Stormwater Improvements.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Annual Total:	\$ 0

BALLAS CULVERT EROSION REHABILITATION (DESIGN)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
TBD	\$0	\$50,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0

Project Description:

This project involves the survey and design services needed to develop a plan to repair erosion damage at the downstream end of a large stormwater culvert on the east side of New Ballas Road, generally opposite of Sackston Woods Lane. The design will provide the City with the full scope of the improvements and a reasonable cost estimate for the repair, and this cost will be entered into the appropriate year of the capital improvement program once it is known.

Existing Condition:

Stormwater flowing out of the downstream end of the culvert has carved out a void that is undermining the culvert. Rehabilitation of this area is needed before the erosion causes damage to the culvert.

Justification: *Public Safety; Condition of Existing Facility*

New Ballas Road is the most heavily used road that the City maintains. Protection of New Ballas Road and its infrastructure is necessary to limit impacts to daily traffic. This issue rated as one of the highest among reviewed stormwater issues with 140 points, and the project has a benefit-to-cost ratio is 1.1, according to the metrics used in the Stormwater Master Plan.

Operating Budget Impact:

The eventual repair would be designed to resemble a natural stream and would require little annual maintenance. The design will have no impact on the operating budget.

Comments:

The design for this project uses funding originally set aside for the FY2021 Stormwater Master Plan project.

Expenditure Type:

Planning, Design & Engineering	\$	50,000
Land Acquisition	\$	
Construction	\$	
Equipment	\$	
Other	\$	
Total (Design)	\$	50,000

CAPITAL FUND

9510 – STREETS AND SIDEWALKS

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2021-2025



STREET AND SIDEWALK MAINTENANCE PROGRAM

CAPITAL FUND

FY2021 Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$600,000	\$0	\$600,000	\$1,436,500	\$600,000	\$1,333,000	\$1,353,000	\$1,373,300	\$1,393,900	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 Condition:

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:

Funding in FY2021 was reduced to help limit expenditures during the COVID-19 pandemic. Approximately 10% of the annual street and sidewalk improvements are 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 described in separate project sheets.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	600,000
Equipment	\$	
Other	\$	
Total (FY2021)	\$	600,000

STREET RECONSTRUCTION/REHABILITATION

CAPITAL FUND

FY21-FY25I Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$500,000	\$0	\$500,000	\$483,933	\$0	\$0	\$300,000	\$0	\$200,000	TBD

Project Description:

The City plans to fully or substantially replace sections of failed residential roadways as part of this project. The various needs of the pavement network are evaluated each year to determine which streets will be reconstructed. Funding in FY2022 will be used to offset the costs for the “South Phase” improvements to Mosley Road. The City plans to complete the pavement work in the Ladue Estates subdivision in FY2023, but projects in FY2023 and beyond will be determined after future reviews of pavement conditions.

Existing Condition:

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 FY2018-FY2020 projects involved rehabilitation of the Ladue Estates subdivision, and Winrock Drive was included in the FY2019 project. Circumstances dictated that most of the costs of these projects were billed in FY2020, hence the large sum in “prior year.”

The candidates listed to the right do not form an exhaustive list and are not necessarily the streets with the lowest condition ratings – some streets with lower surface condition ratings can be repaired through extensive concrete slab replacement or asphalt resurfacing.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	500,000
Equipment	\$	
Other	\$	
Total (FY2021-FY2025)	\$	500,000

**Street Reconstruction/Rehabilitation Candidate
Examples (in Alphabetical Order)**

Street Name	Pavement Condition Index (0 – 100)
Country Fair Lane	80
Conway Garden Court	62
Craig Road	45
Emerson Road	41
Ladue Estates Drive West	52
Ladue Meadows Drive	75
Magna Carta Drive	90
Mosley Road	50
Tureen Drive	56

NEW BALLAS MEDIAN PLANTINGS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs							
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future	
\$20,000	\$0	\$20,000	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	TBD

Project Description:
 This project involves new trees, median end treatments, and plantings in the centerline median along North New Ballas Road near the Creve Coeur Government Center.

Existing Condition:
 The existing island is generally grass with ash trees along its center and landscaping at each end.

Justification: *Coordination; Condition of Existing Facility; Beautification*
 The ash trees in this median will be removed in FY2020 as part of the systematic removal of ash trees throughout the City due to the emerald ash borer infestation. This project will add low-maintenance flowers and plants to the planned replacement of the trees in the median.

Operating Budget Impact:
 The proposed planting plan is not expected to add any costs to the operating budget.

Comments:
 The planting plan is recommended by the City’s Horticulture, Ecology, and Beautification Committee.

Expenditure Type:	
Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$ 20,000
Equipment	\$
Other	\$
Total	\$ 20,000

SIGNAL ENHANCEMENT PROJECTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$436,128	\$87,705	\$348,423	\$196,128	\$240,000	\$0	\$0	\$0	\$0	TBD

Project Description:

These projects involve partnerships with the Missouri Department of Transportation (MoDOT), the Olive Boulevard Transportation Development District (Olive TDD), and Saint Louis County to add black powder coat and illuminated street name signs to several traffic signals along Olive Boulevard, Lindbergh Boulevard, and North New Ballas Road. The work in FY2021 will involve a partnership with MoDOT to add black powder coating and illuminated street name signs to two projects along Olive Boulevard – one involving the intersections of Olive at Spoeede and at Old Olive, and the second involving eight intersections along Olive Boulevard west of New Ballas Road.

Existing Condition:

MoDOT plans to replace the old and/or outdated traffic signals at the intersections of Olive at Old Olive Street Road, Spoeede Road, 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 and County 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 (estimated at \$62,000) for the lighting work along 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:

Planning, Design & Engineering	\$ 50,592
Land Acquisition	\$
Construction	\$ 385,536
Equipment	\$
Other	\$
Total	\$ 436,128

EMERSON ROAD IMPROVEMENT PROJECT (FEDERAL STP GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$694,768	\$444,000	\$250,768	\$89,768	\$605,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The project includes pavement widening and resurfacing, new curb and gutter, and enclosed stormwater facilities along the City-maintained section of Emerson Road from Old Ballas Road to De Smet Jesuit High School. In FY2016, the City was awarded a federal grant that will fund up to \$444,000, which is approximately 73% of the estimated construction cost for the project.

Existing Condition:

The existing roadway pavement is in marginal condition: its edges are deteriorating, a retaining wall supporting the street is failing, and the street width is insufficient. The City’s portion of Emerson Road was found to have an average pavement condition index (PCI) of 41 in 2019, which indicates that the pavement is in need of significant improvements.

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

Emerson Road does not meet current standards for width and safety. The project will increase the roadway width and will improve drivers’ sight lines by lowering the peak of the hill just north of De Smet Jesuit High School.

Operating Budget Impact:

Fixing the street and the failing headwall will reduce the number of maintenance calls to fix Emerson.

Comments:

The Emerson Road Improvement Project follows a concept plan that was developed for Emerson Road in FY2011. The sidewalk improvements that were part of this concept plan will be completed through the Emerson Road Sidewalk Improvement Project in FY2017, for which the City received a federal grant to assist with construction costs. The Missouri Department of Transportation owns Emerson Road south of De Smet Jesuit High School.

Expenditure Type:

Planning, Design & Engineering	\$ 84,988
Land Acquisition	\$ 4,780
Construction	\$ 605,000
Equipment	\$
Other	\$
Total	\$ 694,768

FERNVIEW DRIVE RESURFACING (FEDERAL STP GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$331,424	Up to \$250,000	\$111,424	\$56,424	\$275,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves asphalt pavement resurfacing along Fernview Drive from Gallagher Road to Olive Boulevard. The City was awarded a federal grant that will reimburse up to 80% (up to \$250,000) of the construction cost of the project.

Existing Condition:

Fernview Drive consists of an asphalt street with concrete curbs and gutters between Gallagher Road and Olive Boulevard. Fernview Drive has sections that are currently in good condition, but some sections have deteriorated. Fernview has an average pavement condition index (PCI) of 59, meaning that it is in “fair” condition with the need for a resurfacing soon. This average PCI balances very good sections with PCI in the 80’s with poor sections with PCI in the 40’s.

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

The roadway resurfacing is needed to maintain the pavement along Fernview Drive before more substantial rehabilitation becomes necessary. Fernview is used by about 4,300 vehicles per day, making it one of the most heavily traveled City streets in a residential area.

Operating Budget Impact:

The project will result in less need for City staff to patch Fernview Drive. Future maintenance expenses are expected to be lower due to this project.

Comments:

The construction cost is expected to be significantly lower than the estimate upon which the grant funding is based. Grant reimbursement will be 80% of the construction cost – up to \$250,000. The City Share calculated above includes the design fee plus 20% of the \$275,000 construction budget.

The Missouri Department of Transportation (MoDOT) plans to make signal and accessibility improvements at the intersection of Fernview Drive and Olive Boulevard through a project that begins in FY2021.

Expenditure Type:

Planning, Design & Engineering	\$ 56,424
Land Acquisition	\$
Construction	\$ 275,000
Equipment	\$
Other	\$
Total	\$ 331,424

MOSLEY ROAD IMPROVEMENT PROJECT (FEDERAL STP GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$1,782,457	\$760,000	\$1,022,457	\$195,457	\$277,000	\$1,310,000	\$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 Condition:

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 54 in 2016, which indicates that the pavement is a good candidate for resurfacing.

Justification: *Public Safety; Condition of Ex. Facility; Citizen Demand; Availability of Outside Funding*

Of the City’s principal roadways, the condition of Mosley Road is one of the worst. Complaints are common regarding the pavement condition, poor ride quality, and stormwater drainage issues. A preliminary design completed in FY2015 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:

Planning, Design & Engineering	\$ 140,689
Land Acquisition	\$ 245,000
Construction	\$ 1,310,000
Equipment	\$
Other (Concept Plan- FY2016)	\$ 86,768
Total	\$ 1,782,457

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

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$1,350,000	\$960,000	\$390,000	\$0	\$150,000	\$180,000	\$1,020,000	\$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 would also include sidewalk improvements and updates to highlight the signal at Cityplace Drive and the four-way stop at American Legion Drive.

Existing Condition:

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 75 in 2016.

Justification: *Public Safety; Condition of Existing 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:

Planning & Design	\$ 150,000
Land Acquisition	\$ 180,000
Construction	\$ 1,020,000
Equipment	\$
Other	\$
Total	\$ 1,350,000

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

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$1,454,706	\$1,012,750	\$441,956	\$43,406	\$190,000	\$25,000	\$90,160	\$1,106,140	\$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. The costs shown represent approximately 15% of what is expected to be a \$2.58 million project. The City has been awarded State Cost-Share funding in for approximately 40% of the total project cost. In FY2020, staff applied for federal STP grant funding for another 45% of the project cost. If the City is awarded this funding, then the full cost and grant funding will be included in the appropriate years.

Existing Condition:

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: *Availability of Outside Funding; Coordination*

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” represents design costs in FY2019 and FY2020 to refine the project plans and estimates in preparation for the grant applications. Future improvements to Old Olive are likely to qualify for federal funding, although the classification of Old Olive may change following its removal from the state roadway system.

Expenditure Type:

Planning, Design & Engineering	\$ 337,206
Land Acquisition	\$ 115,160
Construction	\$ 1,002,340
Equipment	\$
Other	\$
Total (Cost Share & STP Grant Match)	\$ 1,454,706

OLIVE-LINDBERGH INTERCHANGE ENHANCEMENTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$342,500	\$0	\$342,500	\$312,500	\$0	\$30,000	\$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 the end of 2020.

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

Existing Condition:

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:

Planning, Design & Engineering	\$ 85,000
Land Acquisition	\$
Construction	\$ 257,500
Equipment	\$
Other	\$
Total	\$ 342,500

PAVEMENT CONDITION RATINGS UPDATE

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$45,000	\$0	\$45,000	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0

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

Existing Condition:
 The pavement conditions were independently evaluated 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:	
Planning, Design & Engineering	\$ 45,000
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 45,000

CRAIG ROAD IMPROVEMENTS (DESIGN AND GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$399,800	TBD	\$399,800	\$39,800	\$0	\$0	\$100,000	\$10,000	\$250,000	\$0

Project Description:

The project involves improvements to the intersection layout, pavement, and sidewalks of Craig Road between Old Ballas Road and Olive Boulevard. The City plans to apply for federal STP grant funding in FY2021 to assist with the costs of this project. 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 for the project.

Existing Condition:

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. The sidewalks along Craig Road are generally inadequate and have poor accessibility at the intersections.

Justification: *Public Safety; Cond. 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:

None.

Expenditure Type:

Planning, Design & Engineering	\$	139,800
Land Acquisition	\$	10,000
Construction	\$	250,000
Equipment	\$	
Other	\$	
Total (Design and Grant Match)	\$	399,800

NEW BALLAS SIDEWALK EXTENSION (DESIGN & GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$110,818	TBD	\$110,818	\$10,818	\$0	\$50,000	\$50,000	\$0	\$0	\$0

Project Description:

This project involves relocating a retaining wall 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 plans to seek federal funding for this project through the Transportation Alternatives Program. The grant match for this project includes 100% of the design costs and 20% of the estimated 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 Condition:

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; Availability of Outside Funding*

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

Operating Budget Impact:

The new sidewalk will eventually need maintenance, but that maintenance will be funded through the City’s annual street and sidewalk maintenance program in the capital improvement budget.

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.

The Transportation Alternatives Program grant applications will be due in August 2020. Design is currently scheduled to begin at the beginning of FY2022 with construction in FY2023. This schedule might need to be revised if the funding schedule is different than expected.

Funding shown for “prior years” includes preliminary design that was completed in FY2019 and FY2020 and funded through the Street and Sidewalk Maintenance Program.

Expenditure Type:

Planning & Design	\$ 57,968
Land Acquisition	\$ 2,850
Construction	\$ 50,000
Equipment	\$
Other	\$
Total (Design & Grant Match)	\$ 110,818

NEW BALLAS ROAD IMPROVEMENTS – PHASE 2 (DESIGN & GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$425,000	TBD	\$425,000	\$0	\$0	\$0	\$0	\$100,000	\$25,000	\$300,000

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, pedestrian connections to the bus stops along the east side of New Ballas, and a review of the traffic operations at New Ballas and Ladue Road. The grant match for Phase 2 (\$425,000) 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 Condition:

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 2016, 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, and the pavement condition is expected to have deteriorated by then to the point that resurfacing is necessary.

Justification: *Public Safety; Condition of Existing 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 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:

Planning & Design (FY2024)	\$ 100,000
Land Acquisition (FY2025)	\$ 25,000
Construction (FY2026)	\$ 300,000
Equipment	\$
Other	\$
Total (Design & Grant Match)	\$ 425,000

NEW BALLAS ROAD IMPROVEMENTS – PHASE 3 (DESIGN & GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$350,000	TBD	\$350,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$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. 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 Condition:

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 72 in 2016, 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; 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 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 is expected to be four phases of improvements to New Ballas Road.

Expenditure Type:

Planning & Design	\$ 100,000
Land Acquisition (FY2026)	\$ 20,000
Construction (FY2027)	\$ 230,000
Equipment	\$
Other	\$
Total (Design and Grant Match)	\$ 350,000

CAPITAL FUND

9516 – CAPITAL EQUIPMENT

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2021-2025



PUBLIC WORKS CAPITAL EQUIPMENT

CAPITAL FUND

FY2021 Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$293,300	\$0	\$293,300	\$155,884	\$243,700	\$359,600	\$346,300	\$326,000	\$316,100	\$325,000

Project Description:

The following major equipment purchases are planned for FY2021 as replacements for older equipment used by the Department of Public Works:

- Two-ton Dump Truck with Plow and Spreader \$ 137,500
 - Leaf Vacuum (25 CY capacity) \$ 54,500
 - Leaf Vacuum (14 CY capacity) \$ 51,700
- \$ 243,700**

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 9-20 years old.

Existing Condition:

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; Condition of Existing Facility; Operating Efficiency*

Replacement of the equipment noted below 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. Holding on to older equipment will likely result in significant increases in repair bills and a reduction in efficiency and ability to provide service to the residents due to an increase in downtime cause by equipment failure.

Comments:

Capital equipment includes City equipment costing greater than \$20,000 and having a useful life of at least five years. Public Works staff plans to trade-in or sell the replaced equipment at auction after the new replacement vehicle arrives. The amount of revenue from the auctioned equipment will help offset the cost to purchase new equipment.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$ 243,700
Other	\$
Total (FY2021)	\$ 243,700

9516 CAPITAL EQUIPMENT – 02

GOLF COURSE CAPITAL EQUIPMENT

CAPITAL FUND

FY2021 Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$0	\$0	\$0	\$31,751	\$0	\$20,000	\$35,000	\$20,000	\$40,000	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 \$ 20,000
 - FY2023 – Greens mower \$ 35,000
 - FY2024 – Heavy-duty turf vehicle \$ 20,000
 - FY2025 – Rough mower (used) \$ 40,000
- \$ 115,000**

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 15 to 29 years old at the time of replacement.

Existing Condition:

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 either limited use 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 Unit; 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:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$ 115,000
Other	\$
Total (FY2021-FY2025)	\$ 115,000

9516 CAPITAL EQUIPMENT – 06

PHONE SYSTEM REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$48,500	\$0	\$48,500	\$0	\$0	\$48,500	\$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 warranty or supported after 2021.

Existing Condition:
 While the existing system is in fair condition, it seems likely that it will need a software or server upgrade in or around FY2021-FY2022.

Justification: *Condition of Existing Unit; 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 in 2021, requiring the need to move to a new system that is up to date and supported.

Expenditure Type:	
Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$ 48,500
Other	\$
Total	\$ 48,500

OLIVE MEDIAN STREET LIGHT STOCK

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$50,000	TBD	\$50,000	\$0	\$0	\$50,000	\$0	\$0	\$0	TBD

Project Description:

The City has installed decorative street lights along much of the median of Olive Boulevard. Unfortunately, several of the lights have been damaged or destroyed through vehicular accidents. While the drivers’ insurance typically pays for the replacement of the light, the process of ordering and installing the new light can take months, and there is no light in place during that time. The City plans to order three decorative street lights to establish a stock of lights 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 Condition:

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

Justification: *Public Safety; Beautification; Operating Efficiency*

The process of ordering and installing a new light can take months to complete. The City will be able to more rapidly replace damaged lights 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:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	50,000
Other	\$	
Total	\$	50,000

PUBLIC WORKS FACILITY GASOLINE SYSTEM REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$35,000	\$0	\$35,000	\$0	\$35,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves the replacement of the gasoline pumps and the software and computer system managing the fuel system at the Creve Coeur Public Works facility at 966 Rue de la Banque Drive.

Existing Condition:

The City operates a fueling station at its Public Works facility for the use of the City’s vehicles, primarily the Public Works and Police Department’s fleets. This fueling station includes two gasoline pumps and one diesel pump. The two gasoline pumps were installed in 1999 when the property was developed. A computer system is used to track gasoline use for each vehicle and to monitor the underground system for leaks. The software and hardware included in this computer system were installed in 2006. The City is required to have operational pumps and monitoring, and both have needed annual maintenance in order for the City to meet the minimum standards for the system.

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

Annual repairs are needed to bring the pumps into compliance with state requirements prior to each year’s inspection. Both the pumps and the computer system need to be re-calibrated frequently to remain a reliable monitoring system. Updates to the system are not possible, because the system is so old. Replacement is now necessary. The City could use a local gas station for fuel, but doing so would be less efficient for the frequent fueling of the Police and Public Works fleets.

Operating Budget Impact:

New pumps are expected to require less maintenance than the existing pumps. New computer software and hardware will reduce staff time needed to verify that the system is accurate.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	35,000
Other	\$	
Total	\$	35,000

CAPITAL FUND

ADMINISTRATION

CAPITAL FUND

CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2021-2025



ADMINISTRATION

PROJECT MANAGEMENT

CAPITAL FUND

FY2021 Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$91,777	N/A	\$91,777	\$90,387	\$91,777	\$94,530	\$97,366	\$100,287	\$103,296	TBD

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 Condition:
 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:	
Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$ 91,777
Total (FY2021)	\$ 91,777

BUILDING PROJECT BOND FUND PROJECTS
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
FISCAL YEARS 2021-2025



9501 – POLICE BUILDING CONSTRUCTION

BUILDING PROJECT BOND FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2021-2025



Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$521,059	\$0	\$521,059	\$0	\$0	\$0	\$521,059	\$0	\$0	\$0

Project Description:

This project involves 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.

Existing Condition:

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: *Public Safety; Citizen Demand; Coordination*

These improvements 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 ageing equipment or facilities, which should decrease the maintenance costs associated with them.

Comments:

The residents of Creve Coeur passed Proposition P in FY2017 to provide funding for a new police station and accessibility, safety, and security improvements to the Creve Coeur Government Center.

Expenditure Type:

Planning, Design & Engineering	\$ 50,000
Land Acquisition	\$
Construction	\$ 396,059
Equipment	\$ 75,000
Other	\$
Total	\$ 521,059

GOVERNMENT CENTER ELECTRICAL SWITCHGEAR REPLACEMENT

BUILDING PROJECT BOND FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
\$159,000	\$0	\$159,000	\$9,000	\$150,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves the replacement of the electrical switchgear that serves the Creve Coeur Government Center.

Existing Condition:

The electric service for the Creve Coeur Government Center includes an outdated switchgear that needs to be replaced. The switchgear is located in the lower level of the Government Center. Although it was impacted by the water service line leak several years ago, the switchgear remains functional.

Justification: *Public Safety; Condition of Existing Facility*

The switchgear must be operational for the Creve Coeur Government Center to be open for business. The existing system is too old to be repaired or updated.

Operating Budget Impact:

None.

Comments:

The residents of Creve Coeur passed Proposition P in FY2017 to provide funding for a new police station and accessibility, safety, and security improvements to the Creve Coeur Government Center.

Expenditure Type:

Planning, Design & Engineering	\$ 9,000
Land Acquisition	\$
Construction	\$
Equipment	\$ 150,000
Other	\$
Total	\$ 159,000