



LIFE OUTSIDE THE LINES

2024-2028 Capital Improvements Plan



Approved By the Board of Alderman:

Resolution R23-49



The Honorable Mike Todd and Board of Aldermen:

I am pleased to submit the proposed 2024-2028 Capital Improvements Plan (CIP). Capital improvements planning is the multi-year scheduling of large-scale capital improvements and major purchases. The CIP also acts as a public information document to advise residents and property owners of how the City plans to address significant capital needs over the next five years.

It is important to emphasize that the CIP is a flexible plan that can be altered as conditions, funding, priorities, and regulations change. With growing demands for project expenditures and a limited amount of Local, State and Federal resources available, it has become increasingly difficult to predict the availability of future funding for capital projects. As the population in Grain Valley continues to grow, so do the demands on City services. It is imperative that our organization plan the use of our limited dollars wisely to complete this plan and ultimately benefit all citizens of the City of Grain Valley.

The benefits of adopting a Capital Improvements Plan are as follows:

- Ensure that plans for community facilities are carried out.
- Improve scheduling of public improvements that require more than one year to construct.
- Provide an opportunity to acquire needed land before costs escalate.
- Provide an opportunity for long-range financial planning and management.
- Offer an opportunity for residents and community interest groups to participate in decisions that directly impact the future of Grain Valley.
- Take advantage of Grant Funding Opportunities.

The City of Grain Valley 2024-2028 Capital Improvements Plan provides general information about the CIP process and gives details regarding the funding of the projects:

- Capital Improvements Overview
- Capital Improvement Process
- Capital Improvement Plan Implementation
- Capital Improvement Funding



Each of the above plan areas will contain the following details of each project:

- Project Title
- Project Type
- Department
- Description
- Justification
- Projected Cost Schedule
- Projected Funding Schedule

Highlights contained in the 2024-2028 CIP include:

- The proposed road improvement asphalt overlay program for the next 5 years
- Water/Sewer capital improvement projects
- Significant street improvement and construction projects
- Recreational Trail System which has been narrowed down to the most immediate projects including projects approved for Grant Funding
- Vehicle and equipment replacement program
- Use Grant Funds from Federal Funding

Preparation of the CIP and the projects reflected in it are the result of considerable effort from City staff. The CIP was presented for review and comment to the Planning and Zoning Commission on June 14, 2023.

Respectfully submitted,

Ken Murphy
City Administrator

| PROJECT | PROJECT NAME | TOTAL | Year | Funded/Unfunded |
|---------|--|----------------------|----------------|------------------|
| PR -5D | Park Trail Master Plan | \$ 380,100 | Beyond | unfunded |
| PR-5E | Park Trail Master Plan | \$ 241,500 | 2026 | unfunded |
| PR-5G | Park Trail Master Plan | \$ 408,760 | Beyond | unfunded |
| PR-7C | Park Trail Master Plan | \$ 82,500 | Beyond | unfunded |
| PR-7D | Park Trail Master Plan | \$ 141,460 | Beyond | unfunded |
| PR-7E | Park Trail Master Plan | \$ 318,890 | Beyond | unfunded |
| PR-7F | Park Trail Master Plan | \$ 341,110 | 2027 | unfunded |
| PR-7G | Park Trail Master Plan | \$ 378,142 | 2022/2023/2025 | funded |
| PR-9 | Park Trail Master Plan | \$ 586,630 | 2024/2025 | funded |
| PR-10A | Park Trail Master Plan | \$ 407,900 | Beyond | unfunded |
| PR-10B | Park Trail Master Plan | \$ 606,400 | Beyond | unfunded |
| PR-11 | Monkey Mountain Parking Lot | \$ 184,800 | 2028 | unfunded |
| PW-3 | Downtown Phase IIB Street Improvements | \$ 1,957,094 | 2023/2024 | funded |
| PW-4A | Downtown Phase III Street Improvements | \$ 2,375,400 | 2026/2027/2028 | unfunded |
| PW-4B | James Rollo Road Extension | \$ 1,147,800 | 2027/2028 | unfunded |
| PW-6 | James Rollo Sanitary Sewer Upgrade | \$ 1,162,710 | 2026/2028 | funded |
| PW-24 | Water Tower Upgrade | \$ 4,850,000 | 2023/2024 | partially funded |
| PW-30 | 2024 Pavement Maintenance Program | \$ 775,000 | 2024 | funded |
| PW-31 | 2025 Pavement Maintenance Program | \$ 517,000 | 2025 | unfunded |
| PW-33 | 2026 Pavement Maintenance Program | \$ 529,000 | 2026 | unfunded |
| PW-34 | Eagles Parkway Phase A | \$ 840,000 | 2024/2025 | unfunded |
| PW-36 | Buckner Tarsney North Street Improvements | \$ 5,850,000 | 2027/2028 | unfunded |
| PW-37 | 2027 Pavement Maintenance Program | \$ 556,000 | 2027 | unfunded |
| PW-38 | Roadway Scanning and Report Update | \$ 70,000 | 2025 | unfunded |
| PW-39 | SW Grain Valley Sewer System Expansion | \$ 452,500 | 2027/2028 | unfunded |
| PW-40 | NE Sewer Interceptor Phase 1 | \$ 2,913,500 | 2023/2024/2025 | partially funded |
| PW-41 | Duncan Road Box Culvert 9 (SB-300) Replacement | \$ 700,000 | 2025/2026/2027 | unfunded |
| PW-42 | Intersection Improvements-Duncan & Buckner Tarsney | \$ 1,990,000 | 2024/2025 | unfunded |
| PW-43 | 2028 Pavement Maintenance Program | \$ 568,000 | 2028 | unfunded |
| VR-CD | Vehicle Replacment-Community Development | \$ 76,500 | 2025/2027 | unfunded |
| VR-PD | Vehicle Replacment-Police Department | \$ 466,300 | 2024-2028 | unfunded |
| VR-PR | Vehicle/Equipment Replacment-Parks Department | \$ 226,000 | 2024-2027 | unfunded |
| VR-PW | Vehicle/Equipment Replacment-Public Works | \$ 1,130,000 | 2024-2028 | unfunded |
| | | | | |
| | TOTAL | \$ 33,230,996 | | |



CAPITAL IMPROVEMENTS OVERVIEW

The City of Grain Valley's Capital Improvement Plan (CIP) is a major financial, public infrastructure and capital purchase planning tool for the City. The CIP is a statement of the City's policies and financial abilities to manage the physical development of the community and plan capital purchases. The development of a five (5) year CIP provides information for planned improvements and major capital purchases with anticipated funding and identifying potential funding sources. Through the presentation of the identified projects and purchases combined with funding availability and alternatives, the CIP presents a systematic plan for providing the needed improvements within a prioritized framework.

The proposed Fiscal Year 2024 to 2028 CIP for the City of Grain Valley sets the general schedule for which public improvements and major purchases are to be undertaken given the current circumstances. The CIP is not a static document, but rather, a fluid document that can be changed as the City's infrastructure and requirements change, development occurs, and funding opportunities become available or change.

The CIP includes projects that are fully, partially or not yet funded. Some projects that relate to capital improvements may come out of the same budget sources but are not included in the CIP. The five-year plan represents projects and major purchases that are proposed for funding at this time based on the current revenue projections but may change as priorities and available funding are updated.

As new projects are identified and new revenues become available, projects are added to the annual prioritized funding schedule.

There are several benefits that can be derived from developing and adopting a CIP. It can provide valuable information to citizens, developers, and businesses that are interested in the development of the community. The CIP provides a long-range financial planning and management tool for the Mayor, Board of Aldermen and City Staff. It will also help with the coordination of projects and timely planning for future developments. The CIP reflects the community's assets, needs and goals.

CAPITAL IMPROVEMENT PROCESS

DEFINITION

A capital improvement is a necessary or desirable project or major purchase that supports or improves and enhances the City's ability to provide safe and desirable services for the benefit of our community and the future of the City of Grain Valley. These projects directly affect the City's citizens as far as safety, travel and ability to conduct business within our community

IDENTIFICATION

The need for capital improvements and major purchases may be identified by an appropriate master plan, vehicle and equipment replacement program, and by changes within a growing community or by regulatory legislation. Smart capital improvement identification provides the ability to change the appearance and make the community more desirable to existing and potential residents, businesses and industries. Projects and purchases are prioritized based on many factors including their critical necessity, effect on property values, city growth, and the overall health, safety and welfare of the citizens.

CREATION

When a capital improvement has been identified, the Community Development Director, City Engineer or other Department Heads define the scope and prepares a preliminary cost estimate for design, acquisition of property, if applicable, construction and or acquisition or replacement of equipment. These cost estimates are general in nature.

CAPITAL IMPROVEMENT PROGRAM FUNDING

Where Does the Money Come From?

All funding sources that may be used for various capital improvements are reviewed each year. Most of the work to develop the CIP focuses on the balancing of available resources with the identified budget needs. Consideration must be given to legal limitations of debt capacity, as well as the impact of debt issuance on tax rates, and user charges. Financial analysis utilize staff projections of future bond sales, interest rates, population growth, increases in assessed valuation, user fees, potential grant opportunities and other variables. The following is a list of existing funding sources and definitions for each:

General Fund

The General Fund is the general operating fund of the City. It is used to account for all financial resources (assets, liabilities, revenues and expenditures) except those required to be accounted for in another fund. These include the general governmental service such as general administration, municipal court, planning, public safety, and public works/ engineering. It can be and is used to provide funds for programs and projects where shortfalls exist.

Transportation Fund

The Transportation Fund (Street Fund) is used for the Annual Paving Program, Ice and Snow Removal, and Street Maintenance. The main sources of revenue for this fund include a ½ cent transportation sales tax, motor vehicle sales tax, and a fuel tax.

Water/Sewer Fund

The Water/Sewer Fund covers all expenses related to providing water and sewer to the residents and businesses in Grain Valley. The main sources of revenue for the Water/Sewer Fund come from:

- Rates and User Fees
- Tap Fees
- Impact Fees

Capital Improvements Fund

The Capital Improvements Fund is funded solely by a ½ cent capital improvements sales tax. The revenues fund capital improvement items not provided in the General Fund.

G.O. Bond Fund

The City is authorized to issue General Obligation Bonds payable from ad valorem taxes to finance capital improvement and equipment upon a two-thirds majority vote, and on general election dates, a four-sevenths majority vote, of the qualified voters. The Missouri Constitution permits the City to incur general obligation indebtedness for general purposes not to exceed 10 percent of the assessed valuation of taxable tangible property. The City is also permitted to incur general obligation indebtedness not to exceed an additional 10 percent for acquiring rights of way; to construct and improve streets, sanitary sewers, and storm sewers; and to purchase or construct waterworks plants.

ALTERNATIVE FUNDING SOURCES

Tax Increment Financing (TIF)

Tax Increment Financing provides for the capture of up to fifty percent of the incremental increase in Economic Activity Taxes (sales tax, franchise taxes, utility taxes) and up to one hundred percent of the incremental increase in property taxes on real property in a designated redevelopment project area, for a period of up to twenty-three years, in order to fund improvements.

Transportation Development Districts (TDD)

Transportation Development Districts are geographic areas that may be designated to levy an additional sales or property tax assessment to pay for transportation related infrastructure improvements.

Special Grants from Federal or State Programs

Grants may be received from the federal, state, and county governments. Grants are available for roads, trails, parks, drinking water improvements, sewer improvements, storm water improvements and public safety equipment.

Federal Community Development Block Grant (CDBG)

The Community Development Block Grant Program (CDBG) offers grants to Missouri Communities to improve local facilities, address health and safety concerns, and develop a greater capacity for growth. Funds are available for Water, Wastewater, Storm Water, and Transportation.

Neighborhood Improvement District/Community Improvement District (NID/CID)

A Neighborhood Improvement District (NID) or Community Improvement District (CID) may be created in an area desiring certain public-use improvements that are paid for by special tax assessments to property owners in the area in which the improvements are made. Projects that can be financed through a NID/CID must be for facilities used by the public and must confer a benefit on property within the NID/CID.

Transportation Excise Tax

Excise Tax is to be paid for a development that generates new traffic in the City in the form of a license tax on building contractors for the purpose of raising revenue, the proceeds of which shall be used for streets and related improvements throughout the City.

PROJECTED 5-YEAR FUNDING SCHEDULE

| | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Parks & Rec Fund | \$31,142 | \$162,000 | \$253,970 | \$26,000 | \$60,000 | \$184,800 | \$0 | \$717,912 |
| General Fund | | \$115,300 | \$111,500 | \$0 | \$109,500 | \$184,000 | \$0 | \$520,300 |
| Cap Improvements Fund | \$123,302 | \$225,000 | \$200,000 | \$0 | \$25,000 | \$0 | \$0 | \$573,302 |
| Transportation Fund | \$34,600 | \$920,600 | \$797,000 | \$591,000 | \$654,000 | \$611,400 | \$0 | \$3,608,600 |
| Water/Sewer Fund | \$67,710 | \$341,400 | \$240,000 | \$318,000 | \$177,000 | \$415,600 | \$0 | \$1,559,710 |
| Bonds | \$67,492 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$67,492 |
| Grants | \$650,000 | \$350,000 | \$657,660 | \$0 | \$0 | \$0 | \$0 | \$1,657,660 |
| Unidentified/Unfunded | | \$4,450,000 | \$3,638,500 | \$501,500 | \$650,000 | \$2,986,510 | \$9,667,210 | \$21,893,720 |
| Potential TIF/TDD/NID/Other | \$75,300 | \$1,562,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,637,300 |
| MoDOT | \$0 | \$0 | \$995,000 | \$0 | \$0 | \$0 | \$0 | \$995,000 |
| Total | \$1,049,546 | \$8,126,300 | \$6,893,630 | \$1,436,500 | \$1,675,500 | \$4,382,310 | \$9,667,210 | \$33,230,996 |

CAPITAL IMPROVEMENT FUNDING

Where Does the Money Go?

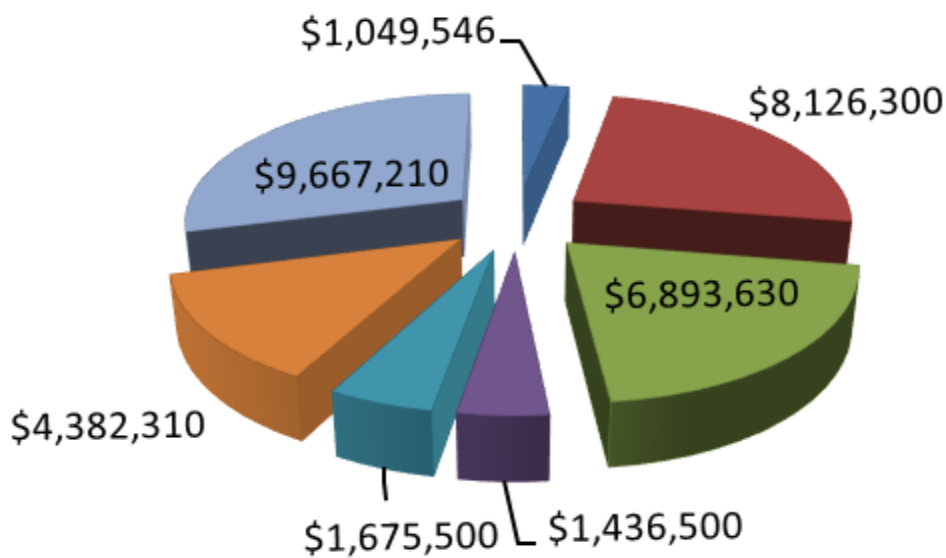
The 2024-2028 CIP reflects the City's anticipated projects and major purchases. Funding and budgeting for this program assumes an increase in assessed valuation in each of the five years. Certain projects also anticipate the possibility of grants. The program must be continually monitored to determine if revenues and expenditures meet or exceed expectations. If revenues do not occur at expected levels, projects will be postponed or cut back.

PROJECTED FIVE-YEAR COST SCHEDULE

| | Project | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------|--|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|--------------------|---------------------|
| PR-5D | Park Trail Master Plan-Blue Branch South | | | | | | | \$380,100 | \$380,100 |
| PR-5E | Park Trail Master Plan-Blue Branch Center | | | | \$241,500 | | | | \$241,500 |
| PR-5G | Park Trail Master Plan-Blue Branch West | | | | | | | \$408,760 | \$408,760 |
| PR-7C | Park Trail Master Plan-Cross Creek | | | | | | | \$82,500 | \$82,500 |
| PR-7D | Park Trail Master Plan-Sni-A-Bar Center | | | | | | | \$141,460 | \$141,460 |
| PR-7E | Park Trail Master Plan-Sni-A-Bar West | | | | | | | \$318,890 | \$318,890 |
| PR-7F | Park Trail Master Plan-Sni-A-Bar East | | | | | \$341,110 | | | \$341,110 |
| PR-7G | Park Trail Master Plan-Buckner Tarsney South | \$31,142 | \$42,000 | \$305,000 | | | | | \$378,142 |
| PR-9 | Park Trail Master Plan-Eagles Parkway | | \$55,000 | \$531,630 | | | | | \$586,630 |
| PR-10A | Park Trail Master Plan-Buckner Tarsney North | | | | | | | \$407,900 | \$407,900 |
| PR-10B | Park Trail Master Plan-Duncan Road | | | | | | | \$606,400 | \$606,400 |
| PR-11 | Monkey Mountain Parking Lot | | | | | | \$184,800 | | \$184,800 |
| PW-3 | Downtown Phase IIB Street Improvements | \$266,094 | \$1,691,000 | | | | | | \$1,957,094 |
| PW-4A | Downtown Phase III Street Improvements | | | | \$230,000 | \$150,000 | \$1,995,400 | | \$2,375,400 |
| PW-4B | James Rollo Road Extension | \$34,600 | | | | \$125,000 | \$988,200 | | \$1,147,800 |
| PW-6 | James Rollo Sanitary Sewer Upgrade | \$67,710 | | | \$70,000 | | \$1,025,000 | | \$1,162,710 |
| PW-24 | Water Tower Upgrade | \$400,000 | \$4,450,000 | | | | | | \$4,850,000 |
| PW-30 | 2024 Pavement Maintenance Program | | \$775,000 | | | | | | \$775,000 |
| PW-31 | 2025 Pavement Maintenance Program | | | \$517,000 | | | | | \$517,000 |
| PW-33 | 2026 Pavement Maintenance Program | | | | \$529,000 | | | | \$529,000 |
| PW-34 | SW Eagles Parkway | | \$180,000 | \$660,000 | | | | | \$840,000 |
| PW-36 | Buckner Tarsney North Street Improvements | | | | | \$650,000 | \$5,200,000 | | \$5,850,000 |
| PW-37 | 2027 Pavement Maintenance Program | | | | | \$556,000 | | | \$556,000 |
| PW-38 | Roadway Scanning & Condition Report Update | | | \$70,000 | | | | | \$70,000 |
| PW-39 | SW Grain Valley Sewer System Extension | | | | | \$102,500 | \$350,000 | | \$452,500 |
| PW-40 | NE Sewer Interceptor Phase 1 | \$250,000 | \$350,000 | \$2,313,500 | | | | | \$2,913,500 |
| PW-41 | Duncan Road Box Culvert (SB 300) Replacement | | | \$170,000 | \$30,000 | \$500,000 | | | \$700,000 |
| PW-42 | Intersection Improvements-Duncan & Buckner Tarsney | | \$150,000 | \$1,840,000 | | | | | \$1,990,000 |
| PW-43 | 2028 Pavement Maintenance Program | | | | | | \$568,000 | | \$568,000 |
| VR-CD | Vehicle Replacement Program CD | | | \$31,500 | | \$45,000 | | | \$76,500 |
| VR-PD | Vehicle Replacement Program PD | | \$115,300 | \$80,000 | \$0 | \$87,000 | \$184,000 | | \$466,300 |
| VR-PR | Vehicle/ Equipment Replacement Parks | | \$65,000 | \$75,000 | \$26,000 | \$60,000 | | | \$226,000 |
| VR-PW | Vehicle/Equipment Replacement Public Works | | \$253,000 | \$300,000 | \$310,000 | \$50,000 | \$217,000 | | \$1,130,000 |
| | Total | \$1,049,546 | \$8,126,300 | \$6,893,630 | \$1,436,500 | \$2,666,610 | \$10,712,400 | \$2,346,010 | \$33,230,996 |

Projected Funding Per Year

■ Prior ■ 2024 ■ 2025 ■ 2026 ■ 2027 ■ 2028 ■ Beyond



As Capital Improvement Projects are completed, operation and maintenance of these facilities must be absorbed in the operating budget, which provides ongoing services to citizens. These operating costs, which may include additional staff, are adjusted annually to accommodate growth and inflation in maintaining or improving service levels. It is the City of Grain Valley's philosophy that new projects should not be constructed if operating revenues are unavailable to cover the operating costs. These must be funded with recurring (ongoing) revenues. As a result, the availability of recurring revenues must be considered prior to scheduling the various projects in the program.

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JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provide access to parks, schools and businesses, and can be used to protect habitat along stream corridors.

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|------|------|------|-----------|-----------|
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Parks & Rec Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$380,100 | \$380,100 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$380,100 | \$380,100 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-5E

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail from SW Eagles Parkway to Sni-A-Bar Boulevard running parallel to Blue Branch Creek. The project includes approximately 1,840 feet of 10 foot wide asphalt trail and a crossing of Eagles Parkway.

JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provide access to parks, schools and businesses, and can be used to protect habitat along stream corridors.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|-----------|------|------|--------|-----------|
| Design/Construct | \$0 | \$0 | \$0 | \$241,500 | \$0 | \$0 | \$0 | \$241,500 |
| Landscaping | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$241,500 | \$0 | \$0 | \$0 | \$241,500 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|-----------|------|------|--------|-----------|
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Parks & Rec Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified | \$0 | \$0 | | \$241,500 | \$0 | \$0 | \$0 | \$241,500 |
| Total | \$0 | \$0 | \$0 | \$241,500 | \$0 | \$0 | \$0 | \$241,500 |

CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-5G

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail from Sni-A-Bar Boulevard west to SW Eagles Parkway running parallel and on the south side of Blue Branch Creek. The project consists of approximately 3,400 feet of 10 foot wide asphalt trail.



JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provide access to parks, schools and businesses, and can be used to protect habitat along stream corridors.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|------|------|------|-----------|-----------|
| Design/Construct | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$371,600 | \$371,600 |
| Landscaping | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$37,160 | \$37,160 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$408,760 | \$408,760 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|------|------|------|-----------|-----------|
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Parks & Rec Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$408,760 | \$408,760 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$408,760 | \$408,760 |

CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: **PARK TRAIL MASTER PLAN**

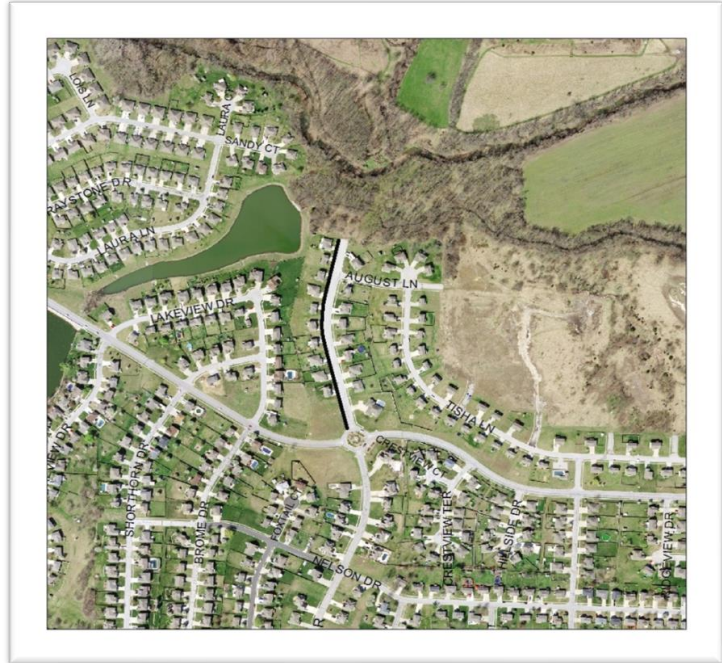
PR-7C

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes approximately 1,020 feet of a 5-foot wide concrete sidewalk from the traffic circle at Sni-A-Bar Boulevard north running parallel to Cross Creek Drive to existing street dead end. This will connect with the existing trail that connects to Cross Creek Park.



JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provides access to parks, schools and businesses, and can be used to protect habitat along stream corridors.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|--------------|-------------|-------------|-------------|-------------|-------------|-----------------|-----------------|
| Design/Construct | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$75,000 |
| Landscaping | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,500 | \$7,500 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$82,500 | \$82,500 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|--------------|-------------|-------------|-------------|-------------|-------------|-----------------|-----------------|
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Parks & Rec Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$82,500 | \$82,500 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$82,500 | \$82,500 |



| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|------|------|------|-----------|-----------|
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Parks & Rec Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$141,460 | \$141,460 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$141,460 | \$141,460 |

CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: **PARK TRAIL MASTER PLAN**

PR-7E

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail running parallel to Sni-A-Bar Boulevard from Farmington Meadows Lake to SW Eagles Parkway. The project includes approximately 3,155 feet of 10foot wide asphalt trail.



JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provides access to parks, schools and businesses, and can be used to protect habitat along stream corridors.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|------|------|------|-----------|-----------|
| Design/Construct | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$289,900 | \$289,900 |
| Landscaping | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$28,990 | \$28,990 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$318,890 | \$318,890 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|------|------|------|-----------|-----------|
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Parks & Rec Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$318,890 | \$318,890 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$318,890 | \$318,890 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-7F

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail running parallel to Sni-A-Bar Boulevard from the traffic circle at Cross Creek Drive east to Buckner-Tarsney Road. The project includes approximately 3,375 feet of 10 foot wide asphalt trail connecting to project 7G.



JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provide access to parks, schools and businesses, and can be used to protect habitat along stream corridors.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|------|-----------|------|--------|-----------|
| Design/Construct | \$0 | \$0 | \$0 | \$0 | \$310,100 | \$0 | \$0 | \$310,100 |
| Landscaping | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$31,010 | \$0 | \$0 | \$31,010 |
| Total | \$0 | \$0 | \$0 | \$0 | \$341,110 | \$0 | \$0 | \$341,110 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|------|-----------|------|--------|-----------|
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Parks & Rec Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified | \$0 | \$0 | \$0 | \$0 | \$341,110 | \$0 | \$0 | \$341,110 |
| Total | \$0 | \$0 | \$0 | \$0 | \$341,110 | \$0 | \$0 | \$341,110 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-7G

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

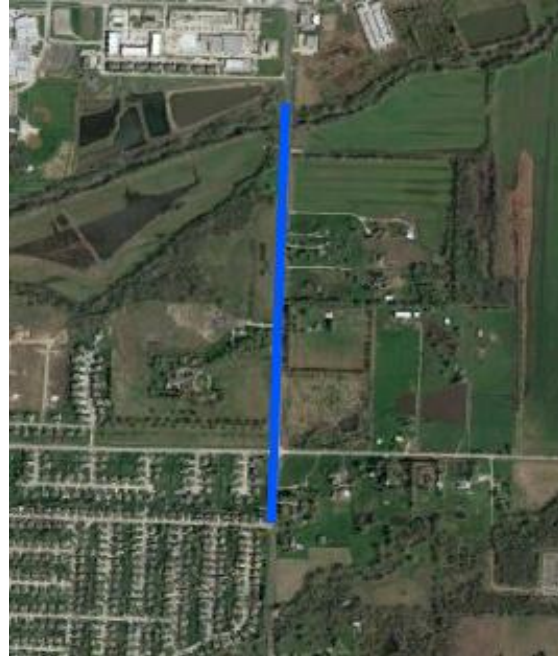
DESCRIPTION:

This project includes an asphalt trail running parallel to Buckner-Tarsney Road from Nelson Drive north to the Blue Branch Trail. The project includes approximately 3,650 feet of 10 foot asphalt trail and a crossing of Blue Branch connecting the Blue Branch Trail to the subdivisions to the south. A TAP Grant application has been approved for this project.

JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provide access to parks, schools and businesses, and can be used to protect habitat along stream corridors.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|----------|----------|-----------|------|------|------|--------|-----------|
| Land Acquisition | \$0 | \$42,000 | | \$0 | \$0 | \$0 | \$0 | \$42,000 |
| Design | \$31,142 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$31,142 |
| Construction | \$0 | \$0 | \$305,000 | \$0 | \$0 | \$0 | \$0 | \$305,000 |
| Landscaping | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | \$0 |
| Total | \$31,142 | \$42,000 | \$305,000 | \$0 | \$0 | \$0 | \$0 | \$378,142 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|----------|----------|-----------|------|------|------|--------|-----------|
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Parks & Rec Fund | \$31,142 | \$42,000 | \$61,000 | \$0 | \$0 | \$0 | \$0 | \$134,142 |
| Grants | \$0 | \$0 | \$244,000 | \$0 | \$0 | \$0 | \$0 | \$244,000 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$31,142 | \$42,000 | \$305,000 | \$0 | \$0 | \$0 | \$0 | \$378,142 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

PR-9

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail running parallel to SW Eagles Parkway from the Blue Branch Trail east to the High School entrance. The project also includes widening the existing sidewalk from the High School entrance to Buckner Tarsney Road from 5 feet to 10 feet. The project includes approximately 5,830 feet of 10 foot wide trail. The project includes trees for shading the path. A TAP Grant application has been approved for this project.



JUSTIFICATION:

This project recognizes the important role that bicycling and walking play in the City's total transportation system. As our local transportation needs continue to grow, walking and bicycling is a healthy, environmentally friendly mode of transportation.

Alternative transportation modes help address air quality issues, promote healthy living, provide access to parks, schools and businesses, and can be used to protect habitat along stream corridors.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|----------|-----------|------|------|------|--------|-----------|
| Design/Construct | \$0 | \$55,000 | \$455,300 | \$0 | \$0 | \$0 | \$0 | \$510,300 |
| Landscaping | \$0 | \$0 | \$23,000 | \$0 | \$0 | \$0 | \$0 | \$23,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$53,330 | \$0 | \$0 | \$0 | \$0 | \$53,330 |
| Total | \$0 | \$55,000 | \$531,630 | \$0 | \$0 | \$0 | \$0 | \$586,630 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|----------|-----------|------|------|------|--------|-----------|
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Parks & Rec Fund | \$0 | \$55,000 | \$117,970 | \$0 | \$0 | \$0 | \$0 | \$172,970 |
| Grants | \$0 | \$0 | \$413,660 | \$0 | \$0 | \$0 | \$0 | \$413,660 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$55,000 | \$531,630 | \$0 | \$0 | \$0 | \$0 | \$586,630 |

CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: PARK TRAIL MASTER PLAN

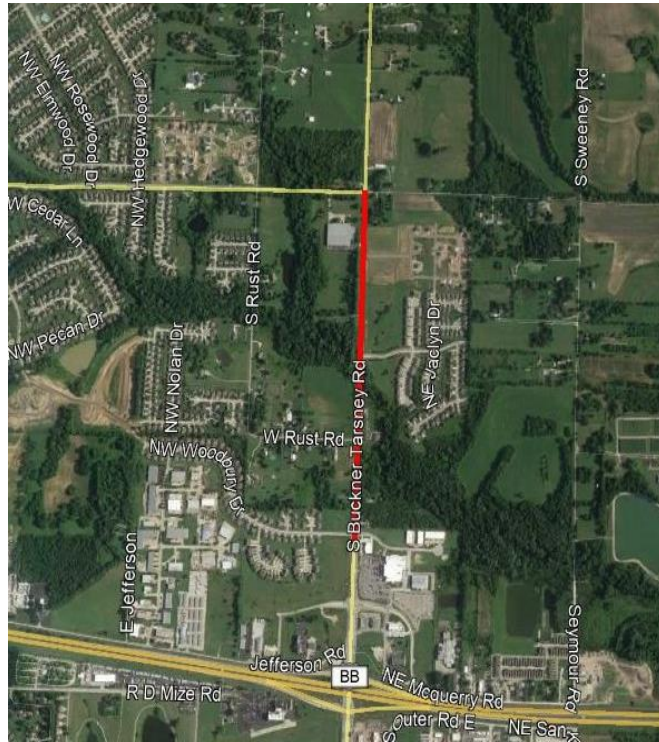
PR-10A

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an asphalt trail providing connectivity between the north and south sides of I70. This trail can be combined with widening and improvement of Buckner Tarsney Road from Woodbury to Duncan Road. The project includes approximately 2,700 feet of 10' wide asphalt trail along the east side of Buckner Tarsney Road.



JUSTIFICATION:

A portion of this trail has already been constructed by a developer, with additional sections to be constructed as development in the area continues. This project recognizes and important role and the City's commitment to a total transportation system. Including walking and bicycling as a healthy, environmentally friendly alternative mode of transportation. Alternative transportation helps address air quality issues, promote healthy living, provide access to parks, schools and businesses.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|------|------|------|-----------|-----------|
| Design/Construct | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$407,900 | \$407,900 |
| Landscaping | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$407,900 | \$407,900 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|------|------|------|-----------|-----------|
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Parks & Rec Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$407,900 | \$407,900 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$407,900 | \$407,900 |



PR-10B

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|------|------|------|-----------|-----------|
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Parks & Rec Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$606,400 | \$606,400 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$606,400 | \$606,400 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Monkey Mountain Park, Parking Lot Extension PR-11

PROJECT TYPE: Park Improvements

DEPARTMENT: Parks and Recreation

DESCRIPTION:

This project includes an additional asphalt parking area attached to the existing asphalt parking lot at Monkey Mountain Park.



JUSTIFICATION:

When all four baseball fields are in use, the existing asphalt parking lot exceeds maximum occupancy. Currently we have an additional parking area adjacent/attached to the existing parking lot that is loose-fill (gravel & millings). This project would provide for an asphalt surface over the existing loose-fill material.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|------|------|-----------|--------|-----------|
| Design/Construct | \$0 | \$0 | \$0 | \$0 | \$0 | \$168,000 | \$0 | \$168,000 |
| Landscaping | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$16,800 | \$0 | \$16,800 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$184,800 | \$0 | \$184,800 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|------------------|-------|------|------|------|------|-----------|--------|-----------|
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Parks & Rec Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$184,800 | \$0 | \$184,800 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$184,800 | \$0 | \$184,800 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: DOWNTOWN PHASE II B STREET IMPROVEMENTS

PW-3

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project includes the downtown road reconstruction of Front Street. The road improvements will include curb and gutter improvements as well as waterline improvements, pedestrian walkways, and pavement reconstruction. Status: This set of project plans is currently completed and included in the Downtown Improvements Plan (Engineers Report). However the plans were completed in 2009 and require updating prior to construction.

JUSTIFICATION:

To increase safety for commuters and connectivity for pedestrians. Also, the improvements will help alleviate storm water problems in this area and provide much needed water line rehabilitation.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|-----------|-------------|------|------|------|------|--------|-------------|
| Land | \$168,602 | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$318,602 |
| Design | \$97,492 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$97,492 |
| Construction | \$0 | \$1,140,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,140,000 |
| Water/Sewer | \$0 | \$129,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$129,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$272,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$272,000 |
| Total | \$266,094 | \$1,691,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,957,094 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|-----------|-------------|------|------|------|------|--------|-------------|
| Capital Improvements Fund | \$123,302 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$123,302 |
| Transportation Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Water/Sewer Fund | \$0 | \$129,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$129,000 |
| Bonds | \$67,492 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$67,492 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TIF/TDD | \$75,300 | \$1,562,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,637,300 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$266,094 | \$1,691,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,957,094 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: DOWNTOWN PHASE III STREET IMPROVEMENTS

PW-4A

PROJECT TYPE: Streets Improvements

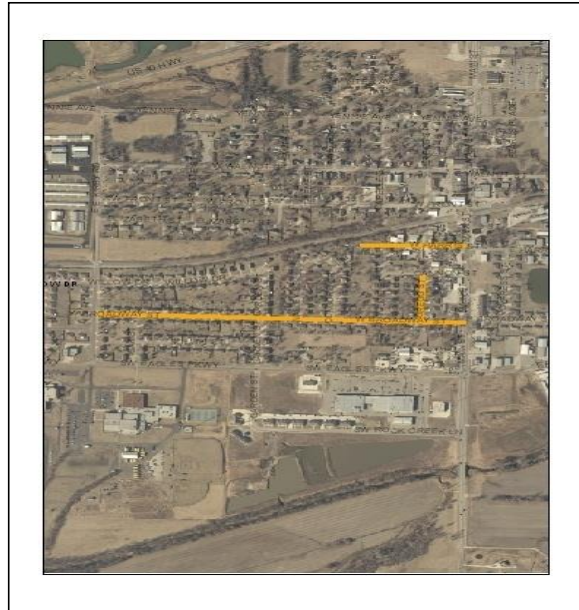
DEPARTMENT: Community Development

DESCRIPTION:

This project involves the reconstruction of Harris Street and Broadway Street (east of Garden). These roads will include roadway, curb, drainage and water improvements. Status: This project is included in the Downtown Improvement Plan (Engineers Report).

JUSTIFICATION:

This project will remove and replace the existing asphalt which is in need of repair as identified by the TranSystems pavement management program study.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|-------|------|------|-----------|-----------|-------------|--------|-------------|
| Land | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$150,000 |
| Design | \$0 | \$0 | \$0 | \$230,000 | \$0 | \$0 | \$0 | \$230,000 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,530,000 | \$0 | \$1,530,000 |
| Water/Sewer | \$0 | \$0 | \$0 | \$0 | \$0 | \$283,400 | \$0 | \$283,400 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$182,000 | \$0 | \$182,000 |
| Total | \$0 | \$0 | \$0 | \$230,000 | \$150,000 | \$1,995,400 | \$0 | \$2,375,400 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|-------|------|------|-----------|-----------|-------------|--------|-------------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$0 | \$230,000 | \$150,000 | \$1,995,400 | \$0 | \$2,375,400 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$230,000 | \$150,000 | \$1,995,400 | \$0 | \$2,375,400 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: James Rollo Road Extension

PW-4B

PROJECT TYPE: Streets Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves the construction of the James Rollo extension. This will include roadway, curb, and gutter. Status: This project is included in the Downtown Improvement Plan (Engineers Report). Project plans are approximately 50% complete

JUSTIFICATION:

This project will provide the much needed connection of James Rollo Dr. and San Kar Dr. to allow truck traffic to access a traffic signal.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|----------|------|------|------|-----------|-----------|--------|-------------|
| Land | \$0 | \$0 | \$0 | \$0 | \$25,000 | \$0 | \$0 | \$25,000 |
| Design | \$34,600 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$134,600 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$832,000 | \$0 | \$832,000 |
| Water/Sewer | \$0 | \$0 | \$0 | \$0 | \$0 | \$67,000 | \$0 | \$67,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$89,200 | \$0 | \$89,200 |
| Total | \$34,600 | \$0 | \$0 | \$0 | \$125,000 | \$988,200 | \$0 | \$1,147,800 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|----------|------|------|------|-----------|-----------|--------|-------------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$25,000 | \$0 | \$0 | \$25,000 |
| Transportation Fund | \$34,600 | \$0 | \$0 | \$0 | \$88,000 | \$0 | \$0 | \$122,600 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$12,000 | \$67,000 | \$0 | \$79,000 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$0 | \$0 | \$0 | \$921,200 | \$0 | \$921,200 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$34,600 | \$0 | \$0 | \$0 | \$125,000 | \$988,200 | \$0 | \$1,147,800 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: JAMES ROLLO SANITARY SEWER UPGRADE PW-6

PROJECT TYPE: Sewer Improvements

DEPARTMENT: Community Development

DESCRIPTION:

The project includes sewer main replacements and modifications between Main Street and James Rollo Court per Trekk Design recommendations. Status: Project design has been completed. Due to the age of the design, some redesign may be needed to conform to existing conditions.

JUSTIFICATION:

Increase capacity due to new development and decrease inflow and infiltration due to deterioration and damage in the existing mains.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|----------|------|------|----------|------|-------------|--------|-------------|
| Land | \$0 | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$50,000 |
| Design | \$67,710 | \$0 | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$87,710 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,025,000 | \$0 | \$1,025,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$67,710 | \$0 | \$0 | \$70,000 | \$0 | \$1,025,000 | \$0 | \$1,162,710 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|----------|------|------|----------|------|-------------|--------|-------------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Water/Sewer Fund | \$67,710 | \$0 | \$0 | \$70,000 | \$0 | \$0 | \$0 | \$137,710 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,025,000 | \$0 | \$1,025,000 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$67,710 | \$0 | \$0 | \$70,000 | \$0 | \$1,025,000 | \$0 | \$1,162,710 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Water Tower Upgrade

PW-24

PROJECT TYPE: Water Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves the addition of a new 1.25 Million Gallon Elevated Storage Tank next to the existing 0.5 Million Gallon storage tank including the foundation, valve vaults, controls, and yard piping. Part of the project design will include performing modeling of the City's water system.

JUSTIFICATION:

The current tank and pumping facility capacity and fire flow storage are adequate. However the current population growth rate along with new industrial and commercial development north of I-70, fire flows and fire storage will fall below the MoDNR required peak demand. This storage tank and pumping facility is expected to cover demand over the next 20 years.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|-----------|-------------|------|------|------|------|--------|-------------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400,000 |
| Construction | \$0 | \$4,200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,200,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| Total | \$400,000 | \$4,450,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,850,000 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|-----------|-------------|------|------|------|------|--------|-------------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400,000 |
| Unidentified/Unfunded | \$0 | \$4,450,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,450,000 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$400,000 | \$4,450,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,850,000 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: 2024 Street Maintenance Program

PW-30

PROJECT TYPE: Street Improvements

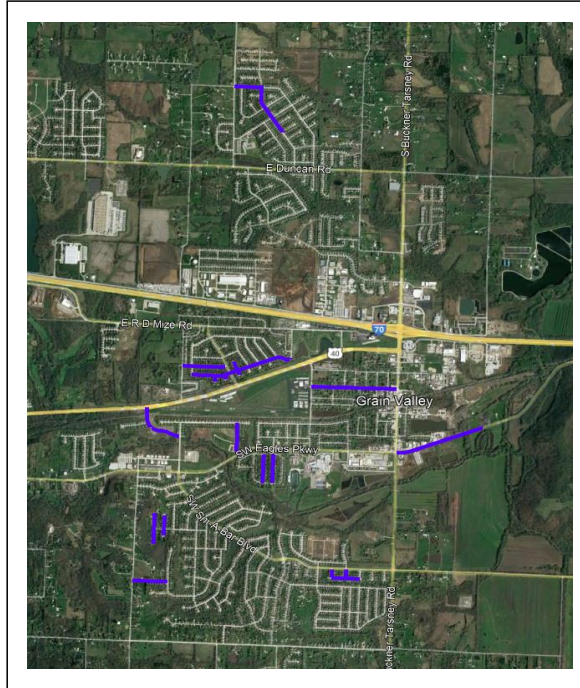
DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 18,900 L.F. of edge mill and asphalt overlay of the road surface. The project covers Cross Creek Drive, Cross Creek Lane, Addie Lane, Foothill Drive, Oakwood Lane, Royer Drive, Rosewood Drive, Hedgewood Drive, Ridgeview Drive, Crestview Drive, Logan Drive, Sawgrass Drive, NW Long Drive, Silverstone Court, Silverstone Circle, Magnolia Circle, Azalea Circle, Old 40 Highway and Sni-A-Bar Blvd. The project also includes providing 3,270 L.F. of micro seal on Walnut Street and Royer Drive to put off the need for an overlay for 4 to 5 years. The cost shown is for roadway repairs only.

JUSTIFICATION:

This project will remove and replace the failing asphalt surface and striping for Collector streets. This will provide an improved ride and increase the longevity to the roadway base and surface.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|-------|-----------|------|------|------|------|--------|-----------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Construction | \$0 | \$775,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$775,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$775,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$775,000 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|-------|-----------|------|------|------|------|--------|-----------|
| Capital Improvements Fund | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| Transportation Fund | \$0 | \$675,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$675,000 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$775,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$775,000 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: 2025 Pavement Maintenance Program

PW-31

PROJECT TYPE: Street Improvements

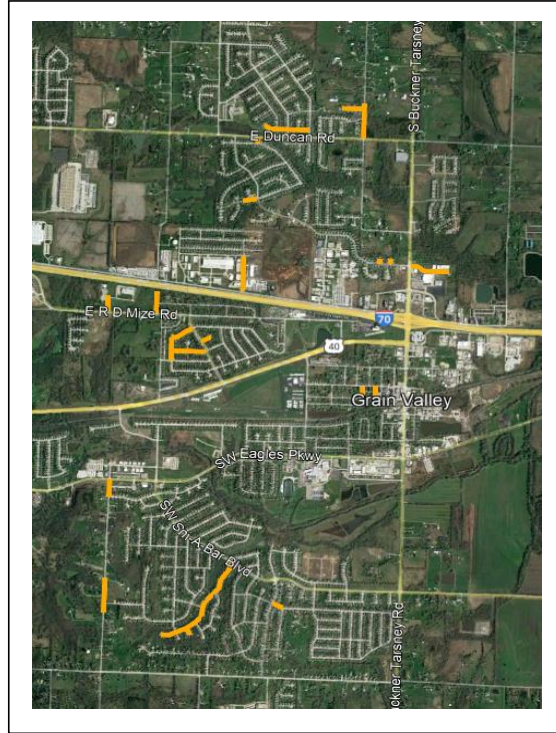
DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 12,775 L.F. of edge mill and asphalt overlay of the road surface. The project covers Pamela Blvd, Meadow Court, Baytree Drive, Dogwood Drive, Scenic Lane, Lakeview Drive, Primrose Court, Pecan Drive, Thieme Street, Rust Road Rust Court, Alley west of Capelle Street, Tyer Road, Pavilion Drive, Nelson drive and Woodbury Place. In addition 2,747 feet of road would receive patch and seal for Woodbury Lane, NE Woodbury Drive and the City portions of Minter Road. The cost shown is for roadway repairs only.

JUSTIFICATION:

This project will remove and replace the failing asphalt surface. This will provide an improved ride and increase the longevity to the roadway base and surface.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|-------|------|-----------|------|------|------|--------|-----------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Construction | \$0 | \$0 | \$517,000 | \$0 | \$0 | \$0 | \$0 | \$517,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$517,000 | \$0 | \$0 | \$0 | \$0 | \$517,000 |
| Op Expense | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Cost Savings | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|-------|------|-----------|------|------|------|--------|-----------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$0 | \$517,000 | \$0 | \$0 | \$0 | \$0 | \$517,000 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$517,000 | \$0 | \$0 | \$0 | \$0 | \$517,000 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: 2026 Pavement Maintenance Program PW-33

PROJECT TYPE: Street Improvements

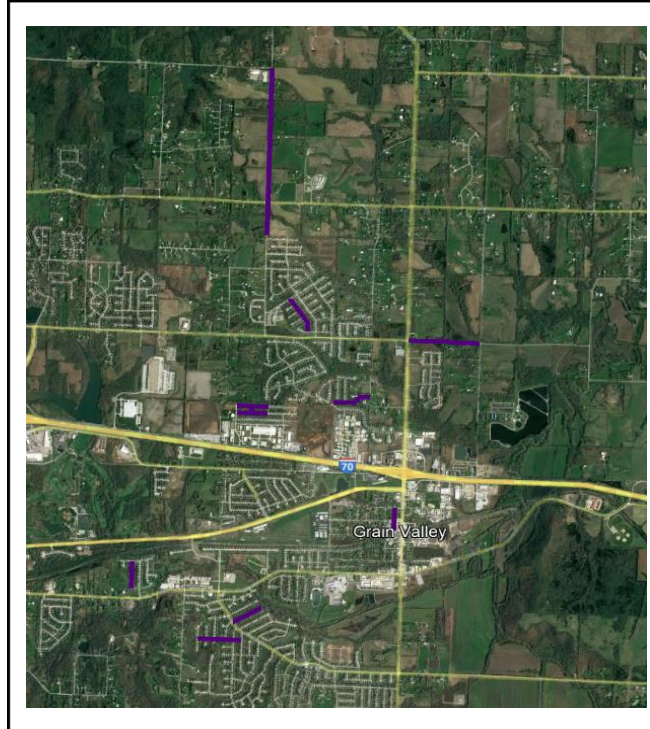
DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 6,320 L.F. of edge mill and asphalt overlay of the road surface and 13,245 L.F of patching and micro seal. The overlay portion covers Ephraim Drive, Elmwood Drive, Gegg Street, Whitney Drive and Michael Drive. The following streets will receive patching and a micro seal: Hill Top Lane, High View Drive, Short Street, Duncan Road east of Buckner Tarsney Road, Hillsboro Drive and Dillingham Road from Crestwood drive to Argo Road. The cost shown is for roadway repairs only.

JUSTIFICATION:

This project will remove and replace the failing asphalt surface and striping for Collector streets. This will provide an improved ride and increase the longevity to the roadway base and surface.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|-------|------|------|-----------|------|------|--------|-----------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Construction | \$0 | \$0 | \$0 | \$529,000 | \$0 | \$0 | \$0 | \$529,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$529,000 | \$0 | \$0 | \$0 | \$529,000 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|-------|------|------|-----------|------|------|--------|-----------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$0 | \$0 | \$529,000 | \$0 | \$0 | \$0 | \$529,000 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$529,000 | \$0 | \$0 | \$0 | \$529,000 |



CAPITAL IMPROVEMENTS PROGRAM

PROJECT TITLE: SW Eagles Parkway Phase A

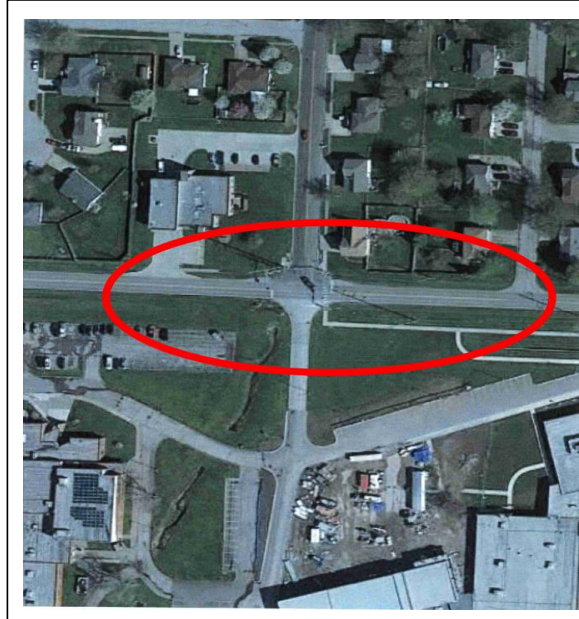
PW-34

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project is the reconstruction and addition of turn lanes, curb & gutter, under ground drainage, and sidewalks at the intersection of the High School entrance, Kirby Road and Eagles Parkway. Status: a STIP grant application was submitted to MARC with funds coming from MoDOT to improve Eagles Parkway from Main Street. Final grant was not approved, so the project has been reduced to just this intersection to be constructed with the bike path that was approved for grant funding. Design will take place in 2024 with



JUSTIFICATION:

Grain Valley High and Sni-A-Bar Elementary School intersect with Eagles Parkway and Kirby Road; with the growth in the school district and planned high school expansion, turn lanes are warranted and additional sidewalks needed. Plans to convert the south side sidewalk to a bike path and extend the path to the Blue Branch Trail were approved for TAP grant funding. The intersection needs to be designed with the path to make sure they don't interfere with each other and require reconstruction later.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|-------|-----------|-----------|------|------|------|--------|-----------|
| Land | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| Design | \$0 | \$160,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$160,000 |
| Construction | \$0 | \$0 | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$60,000 | \$0 | \$0 | \$0 | \$0 | \$60,000 |
| Total | \$0 | \$180,000 | \$660,000 | \$0 | \$0 | \$0 | \$0 | \$840,000 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|-------|-----------|-----------|------|------|------|--------|-----------|
| Capital Improvements Fund | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| Transportation Fund | \$0 | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$120,000 |
| Water/Sewer Fund | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| Parks & Rec Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$660,000 | \$0 | \$0 | \$0 | \$0 | \$660,000 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$180,000 | \$660,000 | \$0 | \$0 | \$0 | \$0 | \$840,000 |



| Projected Five-Year Funding Schedule | | | | | | | | |
|--------------------------------------|-------|------|------|------|-----------|-------------|--------|-------------|
| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$0 | \$0 | \$650,000 | \$5,200,000 | \$0 | \$5,850,000 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$650,000 | \$5,200,000 | \$0 | \$5,850,000 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: 2027 Pavement Maintenance Program

PW-37

PROJECT TYPE: Street Improvements

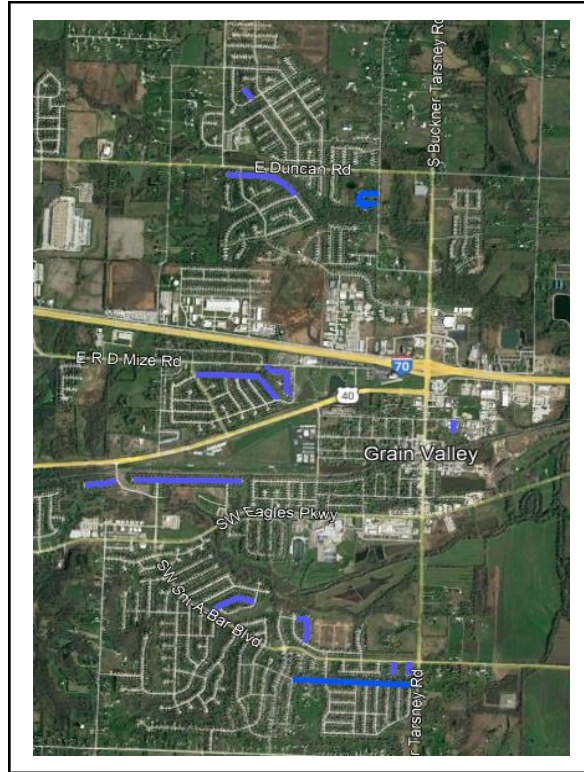
DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 8,140 L.F. of edge mill and asphalt overlay of the road surface and 9,305 L.F of patching and sealing. The overlay project covers Graystone Drive, Sweetgum Court, Cedar Lane, Scenic Drive, Green Drive, Nelson Drive, Europa Drive Minos Drive, Orion Drive, Helen Court, Armstrong Road Harvest Circle and Woodland Circle. The patching and sealing portion of the project covers Willow Drive east and west of Sni-A-Bar Blvd, Crestview Drive, August Lane, Nelson Drive, Cedar Court, Valley Woods Drive and Scenic Drive. The cost shown is for roadway repairs (

JUSTIFICATION:

This project will remove and replace the failing asphalt surface, with an asphalt overlay or a surface seal. This will provide an improved ride and increase the longevity to the roadway base and surface.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|-------|------|------|------|-----------|------|--------|-----------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$556,000 | \$0 | \$0 | \$556,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$556,000 | \$0 | \$0 | \$556,000 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|-------|------|------|------|-----------|------|--------|-----------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$0 | \$0 | \$0 | \$556,000 | \$0 | \$0 | \$556,000 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$556,000 | \$0 | \$0 | \$556,000 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: ROADWAY SCANNING AND CONDITION REPORT UPDATE **PW-38**

PROJECT TYPE: Street Study

DEPARTMENT: Community Development

DESCRIPTION:

This project includes laser scanning all of the City's Streets, assessing their condition and preparing a plan to maintain and improve the City's streets.

JUSTIFICATION:

The City hired IMS to perform this work in 2020. The information was used to determine the condition of the City's streets and which streets should receive maintenance and the order to provide that maintenance.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|-------|------|----------|------|------|------|--------|----------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$0 | \$0 | \$70,000 | \$0 | \$0 | \$0 | \$0 | \$70,000 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Water/Sewer | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$70,000 | \$0 | \$0 | \$0 | \$0 | \$70,000 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|-------|------|----------|------|------|------|--------|----------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$0 | \$70,000 | \$0 | \$0 | \$0 | \$0 | \$70,000 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$70,000 | \$0 | \$0 | \$0 | \$0 | \$70,000 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: SOUTHWEST GRAIN VALLEY SEWER SYSTEM PW-39
EXPANSION

PROJECT TYPE: Sewer Improvements

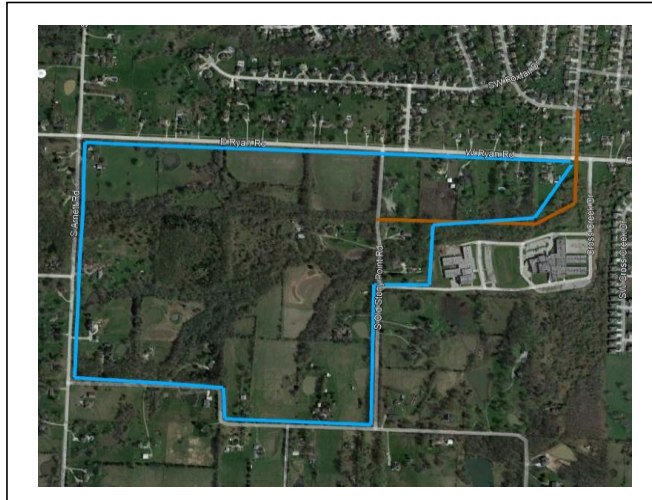
DEPARTMENT: Community Development

DESCRIPTION:

This project consists of extending the City's sewer system from the South Middle School westward to vacant property to encourage new development in this area. Approximately 2,690 feet of 10 inch sewer main would be required.

JUSTIFICATION:

The largest drawback to continued development of the areas just outside the City is availability of City sewer service. As was done with the Northwest Interceptor that opened up the area for Rosewood Hills and Woodbury, a combined effort between potential developers and the City can open up the vacant land west of the South Middle School to City growth.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|-------|------|------|------|-----------|-----------|--------|-----------|
| Land | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$50,000 |
| Design | \$0 | \$0 | \$0 | \$0 | \$52,500 | \$0 | \$0 | \$52,500 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$350,000 | \$0 | \$350,000 |
| Water/Sewer | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$102,500 | \$350,000 | \$0 | \$452,500 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|-------|------|------|------|-----------|-----------|--------|-----------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$102,500 | \$175,000 | \$0 | \$277,500 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$0 | \$0 | \$0 | \$175,000 | \$0 | \$175,000 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$102,500 | \$350,000 | \$0 | \$452,500 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: NORTHEAST SEWER INTERCEPTOR PHASE 1 PW-40

PROJECT TYPE: Sewer System Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project consists of extending sewer service to the area east of Buckner Tarsney Road and north of Duncan Road. The property owners in this area have made repeated requests about development potential. However, sewer service has been the main hold up. Phase 1 of the project would consist of approximately 5,600 feet of 27 inch gravity sewer along Seymore Road, a lift station near the corner of Duncan and Seymore and 1,370 feet of force on Seymore Road. The lift station would be designed to use 2 pumps in Phase 1 but provide for a third pump as development occurs. Phase 1 has the potential to serve 180 acres.

JUSTIFICATION:

The largest drawback to continued development of the areas just outside the City is availability of City sewer service. As was done with the Northwest Interceptor that opened up the area for Rosewood Hills and Woodbury, a combined effort between potential developers and the City can open up the vacant land east of Buckner Tarsney Road and north of Duncan Road. Cost of the project would be shared between the developers and the City. The City would recover their funds as the interceptor expands to additional development. Plan to use ARPA funds to get this project started.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|-----------|-----------|-------------|------|------|------|--------|-------------|
| Land | \$0 | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$350,000 |
| Design | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| Construction | \$0 | \$0 | \$2,313,500 | \$0 | \$0 | \$0 | \$0 | \$2,313,500 |
| Water/Sewer | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$250,000 | \$350,000 | \$2,313,500 | \$0 | \$0 | \$0 | \$0 | \$2,913,500 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|-----------|-----------|-------------|------|------|------|--------|-------------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$250,000 | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| Unidentified/Unfunded | \$0 | \$0 | \$2,313,500 | \$0 | \$0 | \$0 | \$0 | \$2,313,500 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$250,000 | \$350,000 | \$2,313,500 | \$0 | \$0 | \$0 | \$0 | \$2,913,500 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Duncan Road Box Culvert (Structure SB 300) Replacement PW-41

PROJECT TYPE: Storm Water Improvements Improvements

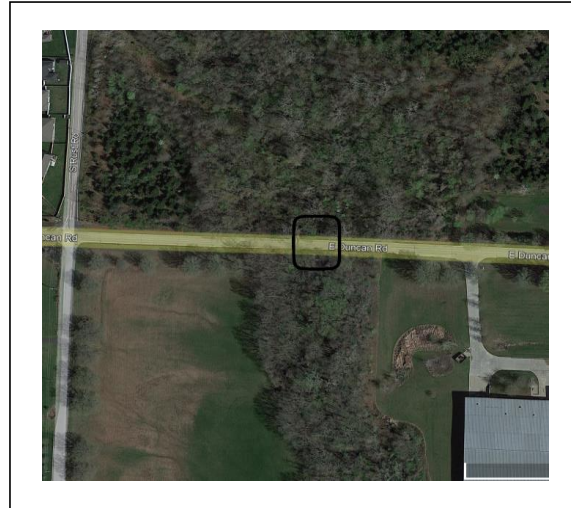
DEPARTMENT: Community Development

DESCRIPTION:

This project consists of replacing the box culvert under Duncan Road between Buckner Tarsney Road and Rust Road. The project was identified in the Storm Water Master Plan Update and may qualify for grant funding. The existing structure is a single 12 foot by 8 foot box culvert. The new structure is proposed as double 12 foot by 8 foot box culvert.

JUSTIFICATION:

The existing box culvert cannot carry a 10 year (10%) storm which would be the minimum requirement. In addition the 100 year (1%) storm would over top Duncan Road by one and half feet.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|-------|------|-----------|----------|-----------|------|--------|-----------|
| Land | \$0 | \$0 | \$0 | \$30,000 | \$0 | \$0 | \$0 | \$30,000 |
| Design | \$0 | \$0 | \$170,000 | \$0 | \$0 | \$0 | \$0 | \$170,000 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |
| Water/Sewer | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$170,000 | \$30,000 | \$500,000 | \$0 | \$0 | \$700,000 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|-------|------|-----------|----------|-----------|------|--------|-----------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$170,000 | \$30,000 | \$500,000 | \$0 | \$0 | \$700,000 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$170,000 | \$30,000 | \$500,000 | \$0 | \$0 | \$700,000 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Intersection Improvements-Duncan Road at Buckner Tarsney Road **PW-42**

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project consists of improving the intersection of Duncan Road and Buckner Tarsney Road by adding turn lanes, curb and gutter, drainage improvements and new signals.

JUSTIFICATION:

The intersection as it currently exists has become a traffic bottleneck. The pavement on East Duncan is deteriorated and in need of reconstruction. MoDOT currently owns and controls the intersection and has a program to share funding of these types of improvements. At present the funding is not available until 2025, however, preliminary design is needed now to assist with the funding application.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|-------|-----------|-------------|------|------|------|--------|-------------|
| Land | \$0 | \$0 | \$60,000 | \$0 | \$0 | \$0 | \$0 | \$60,000 |
| Design | \$0 | \$150,000 | \$75,000 | \$0 | \$0 | \$0 | \$0 | \$225,000 |
| Construction | \$0 | \$0 | \$1,550,000 | \$0 | \$0 | \$0 | \$0 | \$1,550,000 |
| Water/Sewer | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$155,000 | \$0 | \$0 | \$0 | \$0 | \$155,000 |
| Total | \$0 | \$150,000 | \$1,840,000 | \$0 | \$0 | \$0 | \$0 | \$1,990,000 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|-------|-----------|-------------|------|------|------|--------|-------------|
| Capital Improvements Fund | \$0 | \$75,000 | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$275,000 |
| Transportation Fund | \$0 | \$75,000 | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$225,000 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$495,000 | | \$0 | \$0 | \$0 | \$495,000 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$995,000 | \$0 | \$0 | \$0 | \$0 | \$995,000 |
| Total | \$0 | \$150,000 | \$1,840,000 | \$0 | \$0 | \$0 | \$0 | \$1,990,000 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: 2028 Pavement Maintenance Program **PW-43**

PROJECT TYPE: Street Improvements

DEPARTMENT: Community Development

DESCRIPTION:

This project involves approximately 10,570 L.F. of edge mill and asphalt overlay of the road surface and 3,290 L.F. of patching and sealing. The overlay project covers Sandy Lane, Sandy Court, Laura Lane, Laura Court, Scenic Lane, Albatross Drive, Lindsey Lane, Hillside Court, Lois Lane, Christie Lane, Indian Creek Drive, Meadow Glen, Cottonwood Court, Honey Locust Court, and Boxelder Court. The patching and sealing portion of the project covers Deer Creek Road, Coldwater Creek Drive, Clear Creek Road, Wolf Creek Road, Misty Glen, Orchard Court, Apple Grove Court and Hilltop Court. The cost shown is for roadway repairs only.

JUSTIFICATION:

This project will remove and replace the failing asphalt surface, with an asphalt overlay or a surface seal. This will provide an improved ride and increase the longevity to the roadway base and surface.



Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|--------------|-------|------|------|------|------|-----------|--------|-----------|
| Land | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$568,000 | \$0 | \$568,000 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Contingency | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$568,000 | \$0 | \$568,000 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|---------------------------|-------|------|------|------|------|-----------|--------|-----------|
| Capital Improvements Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Transportation Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$568,000 | \$0 | \$568,000 |
| Water/Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unidentified/Unfunded | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TIF/TDD | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| MoDOT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$568,000 | \$0 | \$568,000 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Vehicle Replacement Program

VR-CD

PROJECT TYPE: Fleet Replacement

DEPARTMENT: Community Development

DESCRIPTION:

According to the Vehicle and Equipment Replacement Program (VERP), the following vehicles are planned to be replaced during this CIP cycle: 1) In 2025, replace 2012 Ford Escape (ID# 47184). 2) In 2027, replace 2015 Ford Taurus (ID#84644). This vehicle will be replaced with a 4x4 truck/SUV that can be used on project sites to make job inspections.



2012 Ford Escape

JUSTIFICATION:

The City has developed a tailored vehicle and equipment replacement and lifecycle management strategy that includes type of vehicles and equipment, amount and type of usage and vehicle/equipment applications to determine the optimal point for replacement. The VERP draws from Operations and Maintenance experience and records to determine replacement targets by miles, hours or age.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|-----------|-------|------|----------|------|----------|------|--------|----------|
| Truck/SUV | | | \$31,500 | | \$45,000 | | | \$76,500 |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Total | | \$0 | \$31,500 | \$0 | \$45,000 | \$0 | | \$76,500 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|-----------------------|-------|------|----------|------|----------|------|--------|----------|
| General Fund | | | \$31,500 | | \$22,500 | | | \$54,000 |
| Transportation Fund | | | | | | | | |
| Water/Sewer Fund | | | | | \$22,500 | | | \$22,500 |
| Parks and Rec Fund | | | | | | | | |
| Grants | | | | | | | | |
| Unidentified/Unfunded | | | | | | | | |
| TIF/TDD | | | | | | | | |
| MoDOT | | | | | | | | |
| Total | \$0 | \$0 | \$31,500 | \$0 | \$45,000 | \$0 | \$0 | \$76,500 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Vehicle/Equipment Replacement Program VR-PD

PROJECT TYPE: Fleet Replacement

DEPARTMENT: Police

DESCRIPTION: According to the Vehicle and Equipment Replacement Program (VERP), the following vehicles/equipment are planned to be replaced during this CIP cycle. 1) In 2024, replace 2014 Ford PI Sedan (ID#0358), 2018 Chevrolet Tahoe Police Pursuit Vehicle (ID#9989) and 2013 Chev Impala (ID#7177). 2) In 2025, replace two (2) 2021 Ford PI Utility Vehicles (ID#6673 and ID#1462). 3) In 2027, replace the ACO unit, 2015 Chev 1500 Silverado with animal carriage (ID#1497)and 2021 Ford PI Utility (ID#6672). 4) In 2028, replace 2018 Chevrolet Impala (ID#4874) and three (3) 2022 Ford PI Utility (ID# 0015, 0448, and 5999).

JUSTIFICATION: The City has developed a tailored vehicle and equipment replacement and lifecycle management strategy that includes type of vehicles and equipment, amount and type of usage and vehicle/equipment applications to determine the optimal point for replacement. The VERP draws from Operations and Maintenance experience and records to determine replacement targets by miles, hours or age.



2013 Ford Police Utility
2013 Chevy Impala

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|-------------------------|-------|-----------|----------|------|----------|-----------|--------|-----------|
| Police Utility Vehicle | \$0 | \$115,300 | \$80,000 | | \$42,000 | \$184,000 | | \$421,300 |
| Light/Medium Duty Truck | | | | | \$45,000 | | | \$45,000 |
| Heavy Duty Trucks | | | | | | | | |
| Trailers | | | | | | | | |
| Mowers | | | | | | | | |
| Total | \$0 | \$115,300 | \$80,000 | \$0 | \$87,000 | \$184,000 | | \$466,300 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|-----------------------|-------|-----------|----------|------|----------|-----------|--------|-----------|
| General Fund | \$0 | \$115,300 | \$80,000 | | \$87,000 | \$184,000 | | \$466,300 |
| Transportation Fund | | | | | | | | |
| Water/Sewer Fund | | | | | | | | |
| Parks and Rec Fund | | | | | | | | |
| Grants | | | | | | | | |
| Unidentified/Unfunded | | | | | | | | |
| TIF/TDD | | | | | | | | |
| MoDOT | | | | | | | | |
| Total | \$0 | \$115,300 | \$80,000 | \$0 | \$87,000 | \$184,000 | \$0 | \$466,300 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Vehicle/Equipment Replacement Program **VR-PR**

PROJECT TYPE: Fleet Replacement

DEPARTMENT: Parks and Recreation

DESCRIPTION:

According to the Vehicle and Equipment Replacement Program (VERP), the following vehicles/equipment are planned to be replaced during this CIP cycle: 1) In 2024, replace 2012 Ford F-250 pick-up (ID#12433). 2) In 2025, replace 2010 Bobcat Compact track loader (ID#11124). 3) In 2026, replace 2018 John Deere riding mower (ID#40355). 4) In 2027, replace 2017 Chevrolet 3500HD dump truck (ID#58899).



2012 Ford F-150

JUSTIFICATION:

The City has developed a tailored vehicle and equipment replacement and lifecycle management strategy that includes type of vehicles and equipment, amount and type of usage and vehicle/equipment applications to determine the optimal point for replacement. The VERP draws from Operations and Maintenance experience and records to determine replacement targets by miles, hours or age.

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|-------------------------|-------|----------|----------|----------|----------|------|--------|-----------|
| Car/SUV | | | | | | | | \$0 |
| Light/Medium Duty Truck | | | | | | | | |
| Heavy Duty Trucks | | \$65,000 | | | \$60,000 | | | \$125,000 |
| Trailers | | | | | | | | \$0 |
| Mowers | | | | \$26,000 | | | | \$26,000 |
| Equipment | | | \$75,000 | | | | | \$75,000 |
| Total | | \$65,000 | \$75,000 | \$26,000 | \$60,000 | \$0 | | \$226,000 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|-----------------------|-------|----------|----------|----------|----------|------|--------|-----------|
| General Fund | | | | | | | | |
| Transportation Fund | | | | | | | | |
| Water/Sewer Fund | | | | | | | | |
| Parks and Rec Fund | | \$65,000 | \$75,000 | \$26,000 | \$60,000 | | | \$226,000 |
| Grants | | | | | | | | |
| Unidentified/Unfunded | | | | | | | | |
| TIF/TDD | | | | | | | | |
| MoDOT | | | | | | | | |
| Total | \$0 | \$65,000 | \$75,000 | | \$60,000 | \$0 | \$0 | \$226,000 |



CAPITAL IMPROVEMENTS PLAN

PROJECT TITLE: Vehicle/Equipment Replacement Program **VR-PW**

PROJECT TYPE: Fleet Replacement

DEPARTMENT: Public Works

DESCRIPTION:

According to the Vehicle and Equipment Replacement Program (VERP), the following vehicles/equipment are planned to be replaced during this CIP cycle: 1) In 2024, replace 2009 trailer (ID# 182) and 2013 International 7400 dump truck (ID# 02995). 2) In 2025, replace 2014 International 7400 Dump truck (ID# 73108) and 2015 Chevrolet pickup (ID# 37049). 3) In 2026, replace 2015 Chev Silverado 3500 (ID# 30273) and 2015 International 7400 (ID# 29912). 4) In 2027, replace 2015 Chev Silverado 1500 pickup (ID# 72340). 5) In 2028, replace 2016 Chevrolet Silverado truck (ID#74661), 2021 Bobcat 24" Planer (ID#6058), 2022 Western 8' Pro Plus snow plow(ID#74661-P), 2019 Snow-Ex Spreader (ID#PW500) and 2019 Ford F450 truck (ID#04930).

JUSTIFICATION:

The City has developed a tailored vehicle and equipment replacement and lifecycle management strategy that includes type of vehicles and equipment, amount and type of usage and vehicle/equipment applications to determine the optimal point for replacement. The VERP draws from Operations and Maintenance experience and records to determine replacement targets by miles, hours or age.



2013 International 7400 Dump Truck

Projected Five-Year Cost Schedule

| Breakdown | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|-------------------------|-------|-----------|-----------|-----------|----------|-----------|--------|-------------|
| Car/SUV | | | | | | | | \$0 |
| Light/Medium Duty Truck | | | \$50,000 | \$55,000 | \$50,000 | \$55,000 | | \$210,000 |
| Heavy Duty Trucks | | \$245,000 | \$250,000 | \$255,000 | | \$100,000 | | \$850,000 |
| Trailers | | \$8,000 | | | | | | \$8,000 |
| Equipment | | | | | | \$62,000 | | \$62,000 |
| | | | | | | | | \$0 |
| Total | | \$253,000 | \$300,000 | \$310,000 | \$50,000 | \$217,000 | | \$1,130,000 |

Projected Five-Year Funding Schedule

| Source | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | Beyond | Total |
|-----------------------|-------|-----------|-----------|-----------|----------|-----------|--------|-------------|
| General Fund | | | | | | | | |
| Transportation Fund | | \$50,600 | \$60,000 | \$62,000 | \$10,000 | \$43,400 | | \$226,000 |
| Water Fund | | \$101,200 | \$120,000 | \$124,000 | \$20,000 | \$86,800 | | \$452,000 |
| Sewer Fund | | \$101,200 | \$120,000 | \$124,000 | \$20,000 | \$86,800 | | \$452,000 |
| Parks and Rec Fund | | | | | | | | \$0 |
| Grants | | | | | | | | \$0 |
| Unidentified/Unfunded | | | | | | | | \$0 |
| TIF/TDD | | | | | | | | \$0 |
| MoDOT | | | | | | | | \$0 |
| Total | \$0 | \$253,000 | \$300,000 | \$310,000 | \$50,000 | \$217,000 | \$0 | \$1,130,000 |