



**PLANNING & ZONING COMMISSION  
REGULAR MEETING AGENDA**

*June 12, 2024, at 6:30 P.M.*

**OPEN TO THE PUBLIC**

*Located in Grain Valley City Hall – Council Chambers  
711 Main Street – Grain Valley, Missouri*

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**ITEM I: CALL TO ORDER**

**ITEM II: ROLL CALL – Welcome new Commissioner Bob Headley**

**ITEM III: PLEDGE OF ALLEGIANCE**

**ITEM IV: APPROVAL OF MINUTES**

- October 11, 2023 Regular Meeting

**ITEM V: CITIZEN PARTICIPATION**

- Citizens are asked to please limit their comments to two (2) minutes.

**ITEM VI: PUBLIC HEARING**

**ITEM VII: ACTION ITEMS**

1. **FY2025-2029 Capital Improvement Plan** – Capital improvements planning is the multi-year scheduling of large-scale capital improvements and major purchases. The CIP is a public information document to advise residents and property owners on how the city plans to address significant capital needs over the next five years. The CIP is a flexible planning tool and not a financial, static, budget.

**ITEM VIII: PREVIOUS BUSINESS**

- **DISCUSSION TO AMEND SECTION 400.290 (OFF-STREET PARKING AND LOADING REGULATIONS) ALLOWING PARKING IN THE REAR YARD WITH CONDITIONS.**





**ITEM IX: NEW BUSINESS**

**1) Election of Officers**

- **Chairperson**
- **Vice Chairperson**
- **Secretary**

**ITEM X: ADJOURNMENT**

**PLEASE NOTE**

*The next scheduled meeting, if needed, of the City of Grain Valley Planning & Zoning Commission will take place on July 10, 2024, at 6:30 pm.*

PEOPLE REQUIRING ACCOMMODATION TO ATTEND AND PARTICIPATE IN THE MEETING SHOULD CONTACT THE CITY CLERK AT 816-847-6210 AT LEAST 48 HOURS BEFORE THE MEETING. UPON REQUEST, THE MINUTES FROM THIS MEETING CAN BE MADE AVAILABLE BY CALLING 816-847-6210.



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ITEM I: CALL TO ORDER

- The Planning & Zoning Commission of the City of Grain Valley, Missouri, met in Regular Session on October 11, 2023, in the Council Chambers at City Hall.
The meeting was called to order at 6:32 PM by Chair Craig Shelton.

ITEM II: ROLL CALL

- Present: Scott Shafer
Present: Debbie Saffell
Present: Craig Shelton
Present: Chris Bamman
Present: Elijah Greene
Present: Justin Tyson
Present: Rick Knox (BOA Liaison)
There was a quorum.

ITEM III: PLEDGE OF ALLEGIANCE

ITEM IV: APPROVAL OF MINUTES

- Commissioner Tyson motioned to approve minutes from the August 9, 2023, meeting. Commissioner Bamman seconded the motion. The motion was approved by a vote of 6 to 0.

ITEM V: CITIZEN PARTICIPATION

- None

ITEM VI: PUBLIC HEARINGS

- 1. RZ-2023-02 Jarett Primm w/Gold Block Ventures - Requesting a change of zoning from District R-3 (Multi-family Residential District) to District C-2 (General Business District) on 0.75 acres to allow a restaurant in the west side of existing building. The property is located at the northeast corner of Yennie Avenue and EE Kirby Road and is legally described as a part of Lot 1, Bristol Park subdivision in Grain Valley, aka 640 NW Yennie Avenue.

Commissioners Present

Craig Shelton
Scott Shafer
Chris Bamman
Debbie Saffell
Justin Tyson
Elijah Greene
Rick Knox BOA Liaison

Commissioners Absent

Staff Officials Present

Mark Trosen - CD Director
Dick Tuttle - City Engineer
John Mautino - City Attorney



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- Director Trosen presented the staff report. The change of zoning to District C-2 and the proposed use of the existing building space is consistent with the original intent of the development. Staff recommends approval.
- Jerett Primm with Gold Block Ventures appeared and stated that his company is the property owner. We want to bring the property into compliance. With Pub & Patio moving out, we want to lease the property to another restaurant/bar that serves good food. We are apartment investors. When we bought this property, we considered the restaurant/bar as an amenity for our residents and surrounding community.
- Commissioner Shafer asked if they would allow bands. He said that he heard a rumor about a potential tenant. Mr. Primm stated that they have not signed an agreement with anyone yet. He said there may be a band, depending upon tenant, but the priority is to make sure they don't disturb apartment renters. The tenant will not be allowed to apply for a 3AM liquor license.
- Commissioner Tyson asked if they plan to make any improvements before they rent the space. Primm replied when they find a tenant, they will negotiate improvements in the agreement. They want to customize improvements to tenant needs.
- Bamman said that it occurs to him that this is more of a housekeeping item to align the zoning with previous use, correct? Director Trosen responded that is correct.
- Commissioner Tyson asked that you as the property owner will you be responsible for the space even if it leased out? Primm replied yes, we will build controls into the agreement. Primm said they have a full-time staff that lives on-site.
- Chair Shelton asked what do see being the restrictions for the restaurant? Primm responded that their objective is to have a restaurant to benefit residents and not a nuisance. They know what they want from a potential tenant.
- Chuck Zuvers, Airport Board Member, supports this application and is looking forward to getting a new restaurant in that space. He said that they have pilots fly in and are looking for restaurants that they can walk too instead of being shuttled.
- Commissioner Tyson made a motion to close the public hearing. Commissioner Saffell second the motion. The motion passed by a vote of 6 to 0.

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**Commissioners Present**

Craig Shelton  
Scott Shafer  
Chris Bamman  
Debbie Saffell  
Justin Tyson  
Elijah Greene  
Rick Knox BOA Liaison

**Commissioners Absent**

**Staff Officials Present**

Mark Trosen – CD Director  
Dick Tuttle – City Engineer  
John Mautino – City Attorney





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**ITEM VII: ACTION ITEMS**

1. **RZ-2023-02 Jarett Primm w/Gold Block Ventures** – Requesting a change of zoning from District R-3 (Multi-family Residential District) to District C-2 (General Business District) on 0.75 acres to allow a restaurant in the west side of existing building. The property is located at the northeast corner of Yennie Avenue and EE Kirby Road and is legally described as a part of Lot 1, Bristol Park subdivision in Grain Valley, aka 640 NW Yennie Avenue.
  - Commissioner Tyson made a motion to recommend approval of the change in zoning to District C-2 (General Business). Commissioner Shafer seconded the motion. The motion was approved by a vote of 6 to 0.

**ITEM VIII: PREVIOUS BUSINESS**

1. **Discussion to amend Section 400.290 (Off-Street Parking and Loading Regulations) allowing parking in the rear yard with conditions.**
  - Director Trosen explained that in lieu of trying to get both the full Board of Aldermen and Planning and Zoning Commission together, an ad hoc committee was established consisting of Aldermen Knox and Cleaver and Commission members Shelton and Tyson. The committee met to discuss needs and concerns with a proposed amendment and then by email, worked on a couple of drafts before agreeing on the recommended changes that are in your packet. The purpose of tonight’s discussion is to get Commission feedback and decide if you are ready to proceed with advertising this code amendment and holding a public hearing at a future meeting.
  - Director Trosen reviewed each proposed section and explained the purpose.
  - Commissioner Tyson asked do we need to add something to address homes with rear driveways.
  - City Engineer Tuttle pointed out that the existing ordinance already has driveway width requirement of 35 feet. If you are under 35 feet with one driveway, then you could have a second driveway if the total width does not exceed 35 feet.
  - Commissioner Tyson stated in paragraph 3 that you change residential vehicles to recreational vehicles.
  - Chair Shelton said going back to the rear entry garages on residences, he recommended that item 2 has a statement added that residences that have a rear yard garage entry on a concrete paved surface are exempt.

**Commissioners Present**  
 Craig Shelton  
 Scott Shafer  
 Chris Bamman  
 Debbie Saffell  
 Justin Tyson  
 Elijah Greene  
 Rick Knox BOA Liaison

**Commissioners Absent**

**Staff Officials Present**  
 Mark Trosen – CD Director  
 Dick Tuttle – City Engineer  
 John Mautino – City Attorney



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- Chair Shelton asked regarding item 1, can someone park a car or recreational vehicle on the side? Director Trosen responded yes as long as it is on an approved surface and not in the grass.
- Commissioner Saffell asked for clarification regarding the limitation of no more than 2 items. The Commission discussed several scenarios on how this can be interpreted and enforced. The discussion included that if you have a boat on a trailer then that is only 1 item like if you have 4 Sea Doo on a trailer then that is still only 1 item.
- Aldermen Knox said that he has a residence in his area that has railroad ties that are ground level that they park a trailer on. One lane is railroad tie, then grassy area, then another railroad tie. Would that be fine? Commissioner Shelton said that wouldn't be an exception.
- Commissioner Shafer said that would apply to others then. Someone could put down some gravel in the rear yard and then be exempt from the concrete paved surface.
- City Engineer Tuttle said that the code requires new driveways to be concrete and cannot be gravel.
- Alderman Knox was asked if you need a paved driveway to get to the concrete pad. Director Trosen responded no. A resident could drive across the grass area of a front and side yard to get to the rear yard and then park on the concrete pad.
- Commissioner Bamman asked if the reason that the exception exists is for residents in Ward 2? If so, would it be a problem to clarify that in the exception section so that it does not become an issue for folks outside that area? Director Trosen and City Attorney Mautino said that you would not want to restrict to a certain geographical area but apply to city-wide.
- Commissioner Bamman said that the current ordinances would prohibit someone from installing a new gravel driveway. This exception applies to those that have had them for a long time. City Engineer Tuttle said yes, they would be grandfathered in.
- Commissioner Bamman said that folks will come in and build a fence over a utility easement. Did the committee discuss pouring a concrete pad over an easement? City Attorney Mautino said that if an obstruction is constructed over the easement, then it would be the responsibility of the property owner to repair it if the utility company needs to work in that easement. If it is a private easement, then typically the utility has paid the property owner for the easement and there is specific language in the document that would probably prohibit an obstruction in that easement area.

**Commissioners Present**

Craig Shelton  
 Scott Shafer  
 Chris Bamman  
 Debbie Saffell  
 Justin Tyson  
 Elijah Greene  
 Rick Knox BOA Liaison

**Commissioners Absent**

**Staff Officials Present**

Mark Trosen – CD Director  
 Dick Tuttle – City Engineer  
 John Mautino – City Attorney





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- City Engineer Tuttle said that if a permit is required then the city tells the property owner that they cannot block the use of the easement by a utility and that if a utility is required to do work in the easement and a fence for example is removed, it is the property owner's responsibility to put it back.
- Commissioner Tyson asked do we need to add that the RV or campers cannot be occupied when they are parked on the residence. Director Trosen responded that there is a current ordinance in Chapter 410 that prohibits someone to occupy a trailer outside a designated travel trailer park.
- Commissioner Shafer asked if it proposed that only 2 items can be parked in the rear yard? Commissioner Tyson responded that is correct.
- Commissioner Shafer asked why do we need to have a paved surface in the rear yard? Commissioner Tyson said that it comes down to drainage and the moving and parking of the item will become dirt and then you have a run-off problem.
- Commissioner Shafer said then with the setback requirements there is enough vegetation that should catch the run-off. Commissioner Shafer does not feel it is fair to require the installation of a concrete paved surface. He says that homeowners should be allowed to park on the grass even though the grass will die underneath since the setback area should address an erosion issue. Why should we make someone pay \$3,000 to \$5,000 for a concrete pad and then when they sell the house, it may have to be torn out?
- Commissioner Shafer asked how many calls do we get complaining about drainage? City Engineer Tuttle said that he gets calls on a regular basis that erosion or run-off is a result from items being parked in the rear yard.
- Chair Shelton said that in item 4, it doesn't address the rear yard unless, item 4 is a subject to item 3 which states you can park in rear yard on a concrete pad. Alderman Knox said that in item 4 that "in the rear yard" should be inserted.
- City Attorney Mautino said that anytime you can add for clarification and interpretation the better a statement is enforceable.
- Chair Shelton suggested that in item 4 after the word parked add "in the rear yard on a concrete paved surface".
- Commissioner Saffel suggested why don't we include the "No more than two (2)" unloaded utility or dump trailers, ...in item 3 and delete item 4.
- Commissioner Greene asked if the complaints the city has received about dead grass or parking in the back yard. Director Trosen said the complaints are about vehicles, boats,

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**Commissioners Present**

Craig Shelton  
Scott Shafer  
Chris Bamman  
Debbie Saffell  
Justin Tyson  
Elijah Greene  
Rick Knox BOA Liaison

**Commissioners Absent**

**Staff Officials Present**

Mark Trosen – CD Director  
Dick Tuttle – City Engineer  
John Mautino – City Attorney



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trailers, campers, and RV being parked in the rear yard.

- Commissioner Greene said the intent of this ordinance is to not allow parking in the rear yard. We feel that we need to address this because we get complaints that people are parking in the rear yard. He said that was not his take-away from the public comments made in previous meetings. He thinks this is very complicated and will upset citizens. He said that only the un-registered vehicles are not allowed to park in the rear yard and that would be a nuisance.
- Commissioner Greene said that it should say you can only park two vehicles in your backyard and not have these other sections. The requirement of the concrete pad is nonsense.
- Aldermen Knox said that we are in the middle regarding this change when looking at other city ordinances around us. He said it is a lose, lose, no matter what you do you are going to make someone upset.
- Commissioner Greene said we are using a lot of words that contradict each other. He said that it doesn't need to be this complicated.
- Chair Shelton said when we went about this the first time, we overly simplified by stating no parking in the rear yard is allowed. We heard from the public regarding their concern and now we need to meet in the middle and allow parking in the rear yard but limit the number of and types of items and that it is clear.
- Commissioner Saffell said that if you prohibit parking on grass and limit the parking to a pad, it provides consistency to the neighbors on what to expect. She said if you don't want to look at the parked item you can plant trees or shrubs to screen it.
- Commissioner Tyson says when you move into a city, a city has rules. You agree to follow those rules and the city has the right to create rules to protect property values. He said there are people that do not want anything parked in the back yard and then those property owners that want to be allowed to do whatever they want and park as many vehicles in the backyard they can. He said the committee thought this was a compromise and hope this meets in the middle.
- Commissioner Shafer said that if the proposed amendment is approved, he would like to see a grace period added to give property owners some time before the concrete pad needs to be installed. He wants to be fair to the taxpayer. He suggested 6 months or 1 year before you build the pad.

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#### Commissioners Present

Craig Shelton  
Scott Shafer  
Chris Bamman  
Debbie Saffell  
Justin Tyson  
Elijah Greene  
Rick Knox BOA Liaison

#### Commissioners Absent

#### Staff Officials Present

Mark Trosen – CD Director  
Dick Tuttle – City Engineer  
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- Commissioner Tyson asked if a property owner can approach the city and ask for some time before the pad is constructed. Director Trosen replied that if the property owner contacts the Code Enforcement Officer and communicates a schedule, then the city will work with the property owner.
- Commissioner Saffell said if this passes then how does the word get out to the residents. Director Trosen said that we can work with our Public Information Officer and post notice on city website or through other social media outlets.
- Chair Shelton said it is getting late and we need to make sure we get everyone's input. He said there is a way to make it simpler and still be enforceable. The Commission is a recommending body and the Board may decide to change it or strike it again. Let us try and wrap up by eight and then decide if we want to proceed with a public hearing or table this.
- Commissioner Bamman said regarding the pad, are there other ordinances that specify construction standards such as using reinforced steel so that the pad doesn't end up as gravel?
- City Engineer Tuttle said that we have concrete standards and specifications on what is done within the right-of-way but not on private property.
- Commissioner Tyson said can we add specifications? Director Trosen said yes, the Commission can add specifications to the concrete pad. He said that the City has regulations on pavement thickness for parking lots that are on private property.
- Commissioner Tyson said why can't we take the driveway standard the city has and apply it to the concrete pad. City Engineer Tuttle said the driveway approach in the right-of-way is normally stronger than the driveway. The driveway is normally 4 inches thick, and the approach is 6 inches with steel.
- Commissioner Shafer said that based on the discussion tonight, we need to table this.
- Commissioner Bamman said that he would like to add specifications on a minimum strength requirement for the concrete pad, pad thickness and pad reinforcement.
- Alderman Knox said why would you require a homeowner to comply to a stricter standard to park a utility trailer on than what we require for driveways.
- Commissioner Tyson said that is a requirement down the road after this amendment is passed.
- Commissioner Tyson said that he would like the Commission to move this on to a public

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**Commissioners Present**

Craig Shelton  
Scott Shafer  
Chris Bamman  
Debbie Saffell  
Justin Tyson  
Elijah Greene  
Rick Knox BOA Liaison

**Commissioners Absent**

**Staff Officials Present**

Mark Trosen – CD Director  
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John Mautino – City Attorney



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hearing instead of continuing to drag this out. Commissioner Tyson made a motion to move the proposed amendment as amended to a public hearing for consideration.

- Chair Shelton asked for a second. There was no second and therefore, the motion dies.
City Attorney Mautino said that the Commission is discussing this in a workshop setting and that the Commission does not have legislative authority. He said the Staff could bring it back for a public hearing if they want too.
Commissioner Shafer made a motion to continue the discussion on this item to the next meeting. Commissioner Bamman second the motion. Commissioner Greene said that the amendment should be no more than two vehicles can be parked in the backyard. Wrecked, inoperable or unlicensed vehicles are not allowed under the nuisance code.
Chair Shelton said that Commissioner Greene has a good point and that when we get back together, we should consider making this simpler.
The motion was approved by a vote of 6 to 0. Chair Shelton said we will continue this discussion at the next meeting.

ITEM IX: NEW BUSINESS

- Director Trosen announced that Bob Hedley had filed an application to be on the Planning and Zoning Commission. The Commission thought Bob would be a welcome addition.
Director Trosen also received verbal responses from Commissioners Saffell, Shelton, Greene, and Bamman that they would like to be re-appointed and continue to serve on the Commission.

ITEM X: ADJOURNMENT

- Commissioner Tyson made a motion to adjourn the meeting. Commissioner Shafer second the motion. The Commission approved the motion by a vote of 6 to 0.

-The Regular Meeting Adjourned at 8:12 PM-

Commissioners Present

Craig Shelton
Scott Shafer
Chris Bamman
Debbie Saffell
Justin Tyson
Elijah Greene
Rick Knox BOA Liaison

Commissioners Absent

Staff Officials Present

Mark Trosen - CD Director
Dick Tuttle - City Engineer
John Mautino - City Attorney



# GRAIN VALLEY MISSOURI

LIFE OUTSIDE THE LINES

## 2025-2029 Capital Improvements Plan



Approved By the Board of Alderman:

Resolution R24-



The Honorable Mike Todd and Board of Aldermen:

I am pleased to submit the proposed 2025-2029 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 and competition for Local, State and Federal resources, 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. This plan helps ensure our organization plans the use of our limited dollars wisely to complete much needed projects and equipment purchases, which ultimately benefits 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 2025-2029 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

711 Main Street  
Grain Valley, MO 64029  
816.847.6200

[cityofgrainvalley.org](http://cityofgrainvalley.org)

LIFE OUTSIDE THE LINES





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 2025-2029 CIP include:

- The proposed road improvement asphalt overlay program for the next 3 years
- Since Staff is proposing to perform a new pavement assessment study in 2025, paving schedules may change once the assessment is completed
- 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 and those that have grant applications pending
- Vehicle and equipment replacement program

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 12, 2024.

Respectfully submitted,

Ken Murphy  
City Administrator

711 Main Street  
Grain Valley, MO 64029  
816.847.6200

[cityofgrainvalley.org](http://cityofgrainvalley.org)

LIFE OUTSIDE THE LINES

PROJECT	PROJECT NAME	TOTAL	Year	Funded/Unfunded
PR -5D	Park Trail Master Plan	\$ 456,100	Beyond	unfunded
PR-5E	Park Trail Master Plan	\$ 539,800	2028	unfunded
PR-5G	Park Trail Master Plan	\$ 408,760	Beyond	unfunded
PR-7C	Park Trail Master Plan	\$ 86,250	2026/2027	unfunded
PR-7D	Park Trail Master Plan	\$ 209,220	Beyond	unfunded
PR-7E	Park Trail Master Plan	\$ 435,710	Beyond	unfunded
PR-7F	Park Trail Master Plan	\$ 482,313	2026/2027	unfunded
PR-7G	Park Trail Master Plan	\$ 508,532	2023/2024/2025	funded
PR-9	Park Trail Master Plan	\$ 595,350	2024/2025	funded
PR-10A	Park Trail Master Plan	\$ 588,600	Beyond	unfunded
PR-10B	Park Trail Master Plan	\$ 697,360	Beyond	unfunded
PR-11	Monkey Mountain Parking Lot	\$ 222,180	2028	unfunded
PW-3	Downtown Phase IIB Street Improvements	\$ 3,518,424	Prior/2024/2025	funded
PW-4A	Downtown Phase III Street Improvements	\$ 3,145,890	2027/2028/2029	unfunded
PW-4B	James Rollo Road Extension	\$ 1,478,160	Prior/2028/2029	unfunded
PW-6	James Rollo Sanitary Sewer Upgrade	\$ 1,427,710	Prior/2027/2028/2029	unfunded
PW-24	Water Tower Upgrade	\$ 4,850,000	2024/2025	funded
PW-31	2025 Pavement Maintenance Program	\$ 720,000	2025	unfunded
PW-33	2026 Pavement Maintenance Program	\$ 720,000	2026	unfunded
PW-34	Eagles Parkway Phase A	\$ 1,670,000	2024/2025/2026/2027	partially funded
PW-36	Buckner Tarsney North Street Improvements	\$ 7,010,000	2028/2029/Beyond	unfunded
PW-37	2027 Pavement Maintenance Program	\$ 740,000	2027	unfunded
PW-38	Roadway Scanning and Report Update	\$ 80,500	2025	unfunded
PW-39	SW Grain Valley Sewer System Expansion	\$ 575,000	2028/2029	unfunded
PW-40	NE Sewer Interceptor Phase 1	\$ 5,163,000	2024/2025/2026	partially funded
PW-41	Duncan Road Box Culvert 9 (SB-300) Replacement	\$ 1,000,000	2026/2027/2028	unfunded
PW-42	Intersection Improvements-Duncan & Buckner Tarsney	\$ 4,818,490	2024/2025/2026/2027	unfunded
VR-CD	Vehicle Replacement-Community Development	\$ 81,000	2026/2027	unfunded
VR-PD	Vehicle Replacement-Police Department	\$ 507,500	2026-2029	unfunded
VR-PR	Vehicle/Equipment Replacement-Parks Department	\$ 256,000	2025-2029	unfunded
VR-PW	Vehicle/Equipment Replacement-Public Works	\$ 1,299,500	2025-2029	unfunded
	<b>TOTAL</b>	<b>\$ 44,291,349</b>		



## 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 the plan for providing the needed improvements within a prioritized framework.

The proposed Fiscal Year 2025 to 2029 CIP for the City of Grain Valley sets a general schedule for which public improvements and major purchases are planned 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	2025	2026	2027	2028	2029	Beyond	Total
Parks & Rec Fund	\$146,257	\$290,525	\$101,000	\$158,713	\$287,180	\$30,000	\$0	\$1,013,675
General Fund		\$0	\$83,500	\$160,000	\$250,000	\$50,000	\$0	\$543,500
Cap Improvements Fund	\$0	\$170,000	\$150,000	\$180,000	\$25,000	\$0	\$0	\$525,000
Transportation Fund	\$194,600	\$710,500	\$690,900	\$894,500	\$216,200	\$48,000	\$0	\$2,754,700
Water/Sewer Fund	\$67,710	\$4,690,000	\$323,600	\$190,500	\$393,800	\$472,400	\$0	\$6,138,010
Bonds	\$67,492	\$0	\$0	\$0	\$0	\$0	\$0	\$67,492
Grants	\$970,965	\$1,242,100	\$0	\$1,554,850	\$0	\$0	\$0	\$3,767,915
Unidentified/Unfunded		\$359,000	\$4,490,000	\$4,672,325	\$2,069,800	\$5,403,250	\$9,035,750	\$26,030,125
Potential TIF/TDD/NID/Other	\$198,602	\$3,252,330	\$0	\$0	\$0	\$0	\$0	\$3,450,932
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$1,645,626</b>	<b>\$10,714,455</b>	<b>\$5,839,000</b>	<b>\$7,810,888</b>	<b>\$3,241,980</b>	<b>\$6,003,650</b>	<b>\$9,035,750</b>	<b>\$44,291,349</b>

### CAPITAL IMPROVEMENT FUNDING

#### *Where Does the Money Go?*

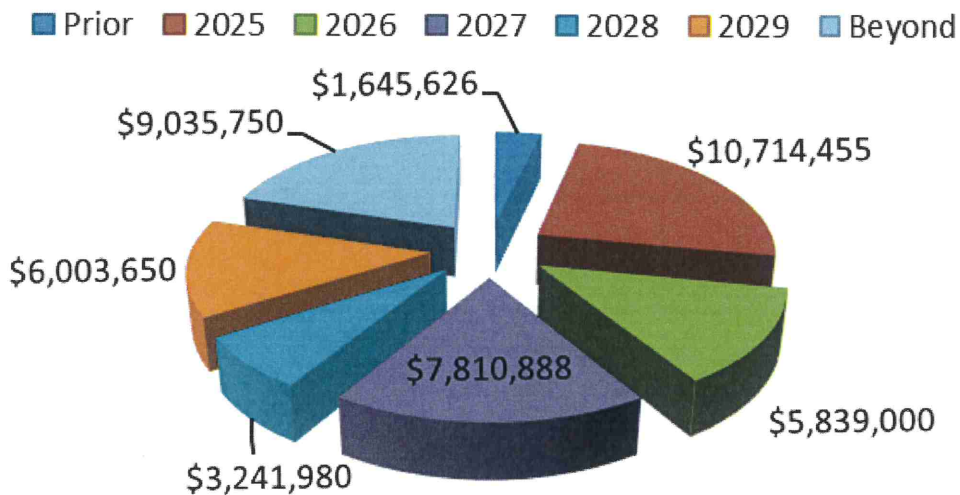
The 2025-2029 CIP reflects the City's anticipated projects and major purchases. Funding and budgeting for this program assumes an increase in assessed valuation in each of the five years. Certain projects also anticipate the possibility of grants. The program must be continually monitored to determine 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	2025	2026	2027	2028	2029	Beyond	Total
PR-5D	Park Trail Master Plan-Blue Branch South							\$456,100	\$456,100
PR-5E	Park Trail Master Plan-Blue Branch Center				\$539,800				\$539,800
PR-5G	Park Trail Master Plan-Blue Branch West							\$408,760	\$408,760
PR-7C	Park Trail Master Plan-Cross Creek			\$22,500	\$63,750				\$86,250
PR-7D	Park Trail Master Plan-Sni-A-Bar Center							\$209,220	\$209,220
PR-7E	Park Trail Master Plan-Sni-A-Bar West							\$435,710	\$435,710
PR-7F	Park Trail Master Plan-Sni-A-Bar East			\$52,500	\$429,813				\$482,313
PR-7G	Park Trail Master Plan-Buckner Tarsney South	\$68,032	\$440,500						\$508,532
PR-9	Park Trail Master Plan-Eagles Parkway	\$78,225	\$517,125						\$595,350
PR-10A	Park Trail Master Plan-Buckner Tarsney North							\$588,600	\$588,600
PR-10B	Park Trail Master Plan-Duncan Road							\$697,360	\$697,360
PR-11	Monkey Mountain Parking Lot				\$222,180				\$222,180
PW-3	Downtown Phase IIB Street Improvements	\$266,094	\$3,252,330						\$3,518,424
PW-4A	Downtown Phase III Street Improvements			\$390,800	\$150,000	\$2,605,090			\$3,145,890
PW-4B	James Rollo Road Extension	\$34,600			\$215,000	\$1,228,560			\$1,478,160
PW-6	James Rollo Sanitary Sewer Upgrade	\$67,710		\$80,000	\$50,000	\$1,230,000			\$1,427,710
PW-24	Water Tower Upgrade	\$400,000	\$4,450,000						\$4,850,000
PW-31	2025 Pavement Maintenance Program		\$720,000						\$720,000
PW-33	2026 Pavement Maintenance Program			\$720,000					\$720,000
PW-34	SW Eagles Parkway	\$160,000	\$20,000	\$40,000	\$1,450,000				\$1,670,000
PW-36	Buckner Tarsney North Street Improvements					\$600,000	\$170,000	\$6,240,000	\$7,010,000
PW-37	2027 Pavement Maintenance Program			\$740,000					\$740,000
PW-38	Roadway Scanning & Condition Report Update		\$80,500						\$80,500
PW-39	SW Grain Valley Sewer System Extension					\$125,000	\$450,000		\$575,000
PW-40	NE Sewer Interceptor Phase 1	\$513,000	\$350,000	\$4,300,000					\$5,163,000
PW-41	Duncan Road Box Culvert (SB 300) Replacement			\$190,000	\$30,000	\$780,000			\$1,000,000
PW-42	Intersection Impr-Duncan & Buckner Tarsney	\$57,965	\$509,000	\$0	\$4,251,525				\$4,818,490
VR-CD	Vehicle Replacement Program CD			\$36,000	\$45,000				\$81,000
VR-PD	Vehicle Replacement Program PD			\$47,500	\$160,000	\$250,000	\$50,000		\$507,500
VR-PR	Vehicle/ Equipment Replacement Parks		\$75,000	\$26,000	\$60,000	\$65,000	\$30,000		\$256,000
VR-PW	Vehicle/Equipment Replacement Public Works		\$300,000	\$404,500	\$110,000	\$245,000	\$240,000		\$1,299,500
<b>Total</b>		<b>\$1,645,626</b>	<b>\$10,714,455</b>	<b>\$5,839,000</b>	<b>\$7,810,888</b>	<b>\$3,241,980</b>	<b>\$6,003,650</b>	<b>\$9,035,750</b>	<b>\$44,291,349</b>



## Projected Funding Per Year



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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# CAPITAL IMPROVEMENTS PLAN

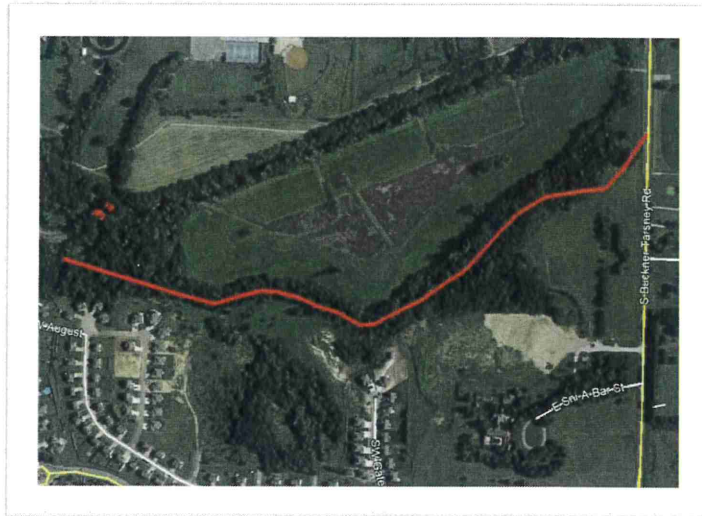
**PROJECT TITLE:** PARK TRAIL MASTER PLAN **PR-5D**

**PROJECT TYPE:** Park Improvements

**DEPARTMENT:** Parks and Recreation

**DESCRIPTION:**

This project includes an asphalt trail from the Cross Creek trail near the trail head parking area on Cross Creek Drive through the Mitigation area and the Grain Valley Campus site to Buckner-Tarsney Road. The project consists of approximately 3,790 feet of 10 foot wide asphalt trail and will require easements and creek crossings.



**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	\$456,100	\$456,100
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	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$456,100	\$456,100

**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	\$456,100	\$456,100
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$456,100	\$456,100







# 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 3,000 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	2025	2026	2027	2028	2029	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
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$37,160	\$37,160
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$408,760</b>	<b>\$408,760</b>

**Projected Five-Year Funding Schedule**

Source	Prior	2025	2026	2027	2028	2029	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
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$408,760</b>	<b>\$408,760</b>



# CAPITAL IMPROVEMENTS PLAN

**PROJECT TITLE:** PARK TRAIL MASTER PLAN PR-7C

**PROJECT TYPE:** Park Improvements

**DEPARTMENT:** Parks and Recreation

**DESCRIPTION:**  
 This project includes widening approximately 1,050 feet of a 4-foot wide concrete sidewalk to 8 foot width from the traffic circle at Sni-A-Bar Boulevard north running parallel to Cross Creek Drive to the existing trail head parking and Blue Branch Trail. A grant application has been submitted to fund 80% of the construction cost. This project would be built in conjunction with PR-7F.



**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. Design would take place in 2026 with construction to foolow in 2027.

### Projected Five-Year Cost Schedule

Breakdown	Prior	2025	2026	2027	2028	2029	Beyond	Total
Design/Construct	\$0	\$0	\$22,500	\$52,500	\$0	\$0	\$0	\$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
Contingency	\$0	\$0	\$0	\$11,250	\$0	\$0	\$0	\$11,250
Total	\$0	\$0	\$22,500	\$63,750	\$0	\$0	\$0	\$86,250

### Projected Five-Year Funding Schedule

Source	Prior	2025	2026	2027	2028	2029	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$22,500	\$12,750	\$0	\$0	\$0	\$35,250
Grants	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$51,000
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$22,500	\$63,750	\$0	\$0	\$0	\$86,250



# CAPITAL IMPROVEMENTS PLAN

**PROJECT TITLE:** PARK TRAIL MASTER PLAN

**PR-7D**

**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 the traffic circle at Cross Creek Drive. This project includes approximately 1,500 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, provides access to parks, schools and businesses, and can be used to protect habitat along stream corridors.

**Projected Five-Year Cost Schedule**

Breakdown	Prior	2025	2026	2027	2028	2029	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$190,200	\$190,200
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	\$19,020	\$19,020
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$209,220	\$209,220

**Projected Five-Year Funding Schedule**

Source	Prior	2025	2026	2027	2028	2029	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	\$209,220	\$209,220
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$209,220	\$209,220





# 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 3,100 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, provides access to parks, schools and businesses, and can be used to protect habitat along stream corridors.

**Projected Five-Year Cost Schedule**

Breakdown	Prior	2025	2026	2027	2028	2029	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$396,100	\$396,100
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	\$0	\$0	\$39,610	\$39,610
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$435,710	\$435,710

**Projected Five-Year Funding Schedule**

Source	Prior	2025	2026	2027	2028	2029	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	\$435,710	\$435,710
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$435,710	\$435,710



# 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 to connect to the new Buckner-Tarsney Trail. The project includes approximately 3,400 feet of 10 foot wide asphalt trail connecting to project 7G. A grant application has been submitted for this project to pay 80% of the construction cost, The project will be built in conjunction with PR-7C.



**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	2025	2026	2027	2028	2029	Beyond	Total
Design/Construct	\$0	\$0	\$52,500	\$373,750	\$0	\$0	\$0	\$426,250
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	\$56,063	\$0	\$0	\$0	\$56,063
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,500</b>	<b>\$429,813</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$482,313</b>

**Projected Five-Year Funding Schedule**

Source	Prior	2025	2026	2027	2028	2029	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$52,500	\$85,963	\$0	\$0	\$0	\$138,463
Grants	\$0	\$0	\$0	\$343,850	\$0	\$0	\$0	\$343,850
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,500</b>	<b>\$429,813</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$482,313</b>





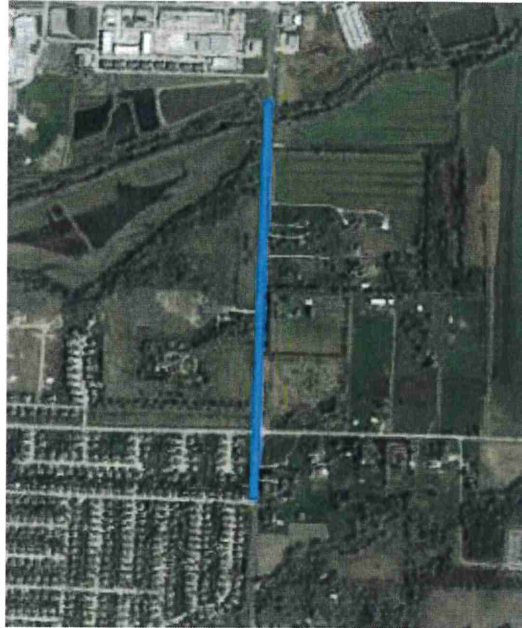
# CAPITAL IMPROVEMENTS PLAN

**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 was received for construction of this project. Design is complete and all easements needed for construction have been acquired.



**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	2025	2026	2027	2028	2029	Beyond	Total
Land Acquisition	\$36,890	\$0	\$0	\$0	\$0	\$0	\$0	\$36,890
Design	\$31,142	\$30,000	\$0	\$0	\$0	\$0	\$0	\$61,142
Construction	\$0	\$410,500	\$0	\$0	\$0	\$0	\$0	\$410,500
Landscaping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$68,032</b>	<b>\$440,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$508,532</b>

### Projected Five-Year Funding Schedule

Source	Prior	2025	2026	2027	2028	2029	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$68,032	\$112,100	\$0	\$0	\$0	\$0	\$0	\$180,132
Grants	\$0	\$328,400	\$0	\$0	\$0	\$0	\$0	\$328,400
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$68,032</b>	<b>\$440,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$508,532</b>





# CAPITAL IMPROVEMENTS PLAN

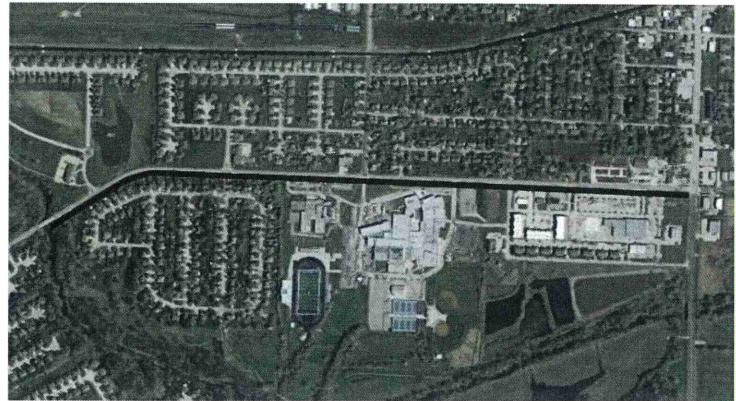
**PROJECT TITLE:** PARK TRAIL MASTER PLAN PR-9

**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 received for construction of this project. Design is currently underway.



**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	2025	2026	2027	2028	2029	Beyond	Total
Design/Construct	\$78,225	\$517,125	\$0	\$0	\$0	\$0	\$0	\$595,350
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
<b>Total</b>	<b>\$78,225</b>	<b>\$517,125</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$595,350</b>

**Projected Five-Year Funding Schedule**

Source	Prior	2025	2026	2027	2028	2029	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$78,225	\$103,425	\$0	\$0	\$0	\$0	\$0	\$181,650
Grants	\$0	\$413,700	\$0	\$0	\$0	\$0	\$0	\$413,700
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$78,225</b>	<b>\$517,125</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$595,350</b>



## 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:**

2 portions of this trail have already been constructed by the developer of Greystone Plaza and the Dollar General, with additional sections to be constructed as development in the area continues. This project recognizes an important role and the City's commitment to a total transportation system. Including walking and bicycling are a healthy, environmentally friendly alternative mode of transportation. Alternative transportation helps address air quality issues, promote healthy living, provide access to parks,



### Projected Five-Year Cost Schedule

Breakdown	Prior	2025	2026	2027	2028	2029	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$588,600	\$588,600
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
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$588,600</b>	<b>\$588,600</b>

### Projected Five-Year Funding Schedule

Source	Prior	2025	2026	2027	2028	2029	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	\$588,600	\$588,600
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$588,600</b>	<b>\$588,600</b>



# CAPITAL IMPROVEMENTS PLAN

**PROJECT TITLE:** Duncan Road

**PR-10B**

**PROJECT TYPE:** Trail Improvements

**DEPARTMENT:** Parks and Recreation

**DESCRIPTION:**

This project includes an asphalt trail providing connectivity from Buckner-Tarsney Road to the Dillingham Trail, including connections to Grayleigh Park, Rosewood Hills and Woodbury subdivision. In addition it will connect to Prarie Branch Elementary School. The project includes approximately 5,290 feet of 10' wide asphalt trail along Duncan Road.



**JUSTIFICATION:**

This project recognizes the important role that bicycling and walking 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.

**Projected Five-Year Cost Schedule**

Breakdown	Prior	2024	2025	2026	2027	2028	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$697,360	\$697,360
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	\$0	\$0	\$0	\$697,360	\$697,360

**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	\$697,360	\$697,360
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$697,360	\$697,360





# 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	2025	2026	2027	2028	2029	Beyond	Total
Design/Construct	\$0	\$0	\$0	\$0	\$193,200	\$0	\$0	\$193,200
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	\$28,980	\$0	\$0	\$28,980
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$222,180</b>	<b>\$0</b>	<b>\$0</b>	<b>\$222,180</b>

### Projected Five-Year Funding Schedule

Source	Prior	2025	2026	2027	2028	2029	Beyond	Total
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$222,180	\$0	\$0	\$222,180
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
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$222,180</b>	<b>\$0</b>	<b>\$0</b>	<b>\$222,180</b>



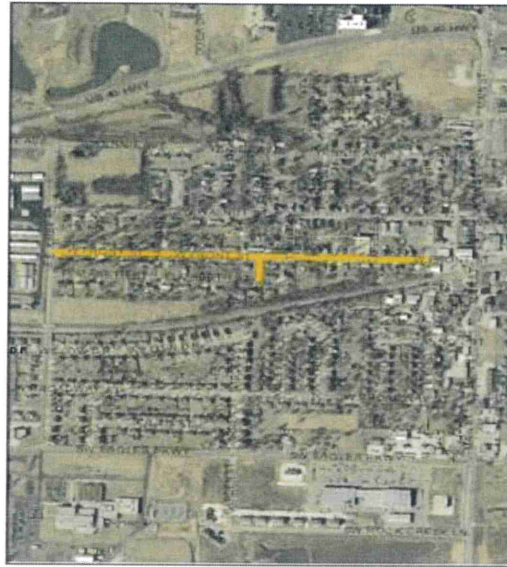
# CAPITAL IMPROVEMENTS PLAN

**PROJECT TITLE:** DOWNTOWN PHASE II B STREET IMPROVEMENTS PW-3

**PROJECT TYPE:**

**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).



**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	2025	2026	2027	2028	2029	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	\$2,395,830	\$0	\$0	\$0	\$0	\$0	\$2,395,830
Water/Sewer	\$0	\$482,500	\$0	\$0	\$0	\$0	\$0	\$482,500
Contingency	\$0	\$224,000	\$0	\$0	\$0	\$0	\$0	\$224,000
<b>Total</b>	<b>\$266,094</b>	<b>\$3,252,330</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,518,424</b>

**Projected Five-Year Funding Schedule**

Source	Prior	2025	2026	2027	2028	2029	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	\$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	\$198,602	\$3,252,330	\$0	\$0	\$0	\$0	\$0	\$3,450,932
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$266,094</b>	<b>\$3,252,330</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,518,424</b>



# 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, Gregg St. and Broadway Street (east of Concord). 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, replace 2-inch water mains, add curb and gutter where missing and improve drainage by installing inlets and underground piping.

### Projected Five-Year Cost Schedule

Breakdown	Prior	2025	2026	2027	2028	2029	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000
Design	\$0	\$0	\$0	\$390,800	\$0	\$0	\$0	\$390,800
Construction	\$0	\$0	\$0	\$0	\$0	\$1,899,960	\$0	\$1,899,960
Water/Sewer	\$0	\$0	\$0	\$0	\$0	\$270,950	\$0	\$270,950
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$434,180	\$0	\$434,180
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$390,800</b>	<b>\$150,000</b>	<b>\$2,605,090</b>	<b>\$0</b>	<b>\$3,145,890</b>

### Projected Five-Year Funding Schedule

Source	Prior	2025	2026	2027	2028	2029	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	\$390,800	\$150,000	\$2,605,090	\$0	\$3,145,890
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$390,800</b>	<b>\$150,000</b>	<b>\$2,605,090</b>	<b>\$0</b>	<b>\$3,145,890</b>





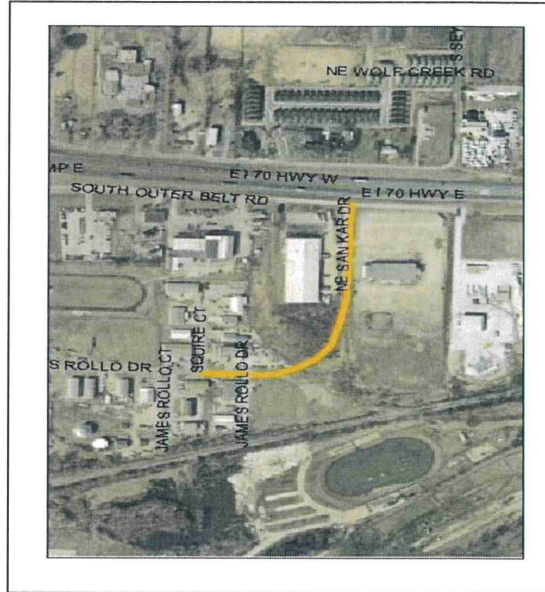
# CAPITAL IMPROVEMENTS PLAN

**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	2025	2026	2027	2028	2029	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000
Design	\$34,600	\$0	\$0	\$0	\$190,000	\$0	\$0	\$224,600
Construction	\$0	\$0	\$0	\$0	\$0	\$998,400	\$0	\$998,400
Water/Sewer	\$0	\$0	\$0	\$0	\$0	\$80,400	\$0	\$80,400
Contingency	\$0	\$0	\$0	\$0	\$0	\$149,760	\$0	\$149,760
<b>Total</b>	<b>\$34,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$215,000</b>	<b>\$1,228,560</b>	<b>\$0</b>	<b>\$1,478,160</b>

### Projected Five-Year Funding Schedule

Source	Prior	2025	2026	2027	2028	2029	Beyond	Total
Capital Improvements Fund	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000
Transportation Fund	\$34,600	\$0	\$0	\$0	\$167,200	\$0	\$0	\$201,800
Water/Sewer Fund	\$0	\$0	\$0	\$0	\$22,800	\$80,400	\$0	\$103,200
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	\$1,148,160	\$0	\$1,148,160
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$34,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$215,000</b>	<b>\$1,228,560</b>	<b>\$0</b>	<b>\$1,478,160</b>





# CAPITAL IMPROVEMENTS PLAN

**PROJECT TITLE:** 2026 Pavement Maintenance Program PW-33

**PROJECT TYPE:** Street Improvements

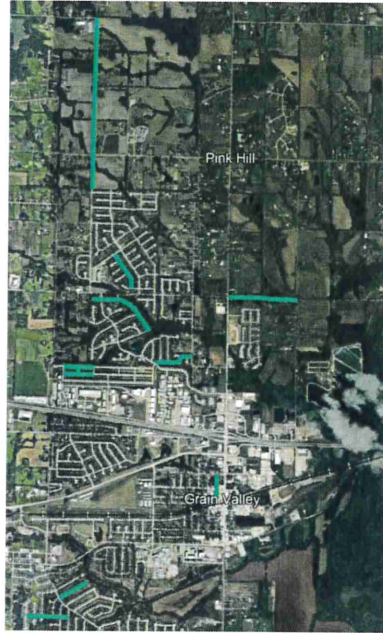
**DEPARTMENT:** Community Development

**DESCRIPTION:**

This project involves approximately 11,780 L.F. of edge mill and asphalt overlay of the road surface and 18,880 LF of patching and micro seal. The overlay portion covers Ephraim Drive, Elmwood Drive, Greg Street, Whitney Drive, Michael Drive, Jackie Avenue, Indian Creek Drive and a portion of RD Mize Road from Long Drive to OOIDA. The following streets will receive patching and a micro seal: Cedar Lane, Cedar Court, 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. The patch and sealing will increase the longevity of streets to prolong the time until a complete mill and overlay is required.



### Projected Five-Year Cost Schedule

Breakdown	Prior	2025	2026	2027	2028	2029	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$720,000	\$0	\$0	\$0	\$0	\$720,000
	\$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	\$720,000	\$0	\$0	\$0	\$0	\$720,000

### Projected Five-Year Funding Schedule

Source	Prior	2025	2026	2027	2028	2029	Beyond	Total
Capital Improvements Fund	\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
Transportation Fund	\$0	\$0	\$570,000	\$0	\$0	\$0	\$0	\$570,000
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	\$720,000	\$0	\$0	\$0	\$0	\$720,000





# CAPITAL IMPROVEMENTS PROGRAM

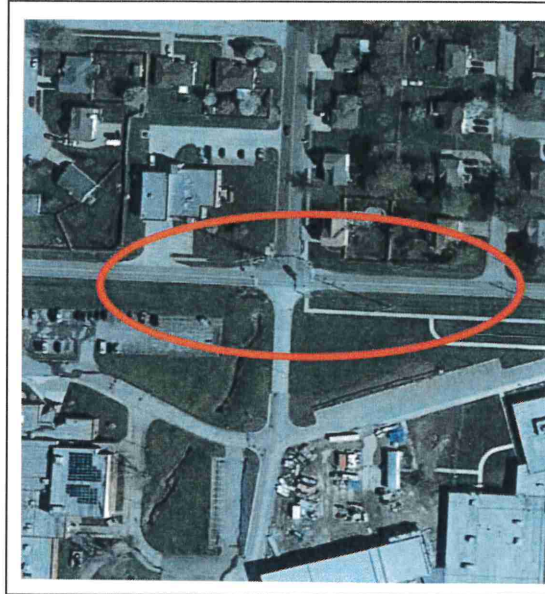
**PROJECT TITLE:** SW Eagles Parkway Phase A PW-34

**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. A new grant application has been submitted for this project. Design will take place in 2024, needed right of way acquisition in 2025 and construction in 2027.



**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	2025	2026	2027	2028	2029	Beyond	Total
Land	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Design	\$160,000	\$0	\$40,000	\$0	\$0	\$0	\$0	\$200,000
Construction	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000
<b>Total</b>	<b>\$160,000</b>	<b>\$20,000</b>	<b>\$40,000</b>	<b>\$1,450,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,670,000</b>

**Projected Five-Year Funding Schedule**

Source	Prior	2025	2026	2027	2028	2029	Beyond	Total
Capital Improvements Fund	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Transportation Fund	\$160,000	\$0	\$40,000	\$290,000	\$0	\$0	\$0	\$490,000
Water/Sewer Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parks & Rec Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$1,160,000	\$0	\$0	\$0	\$1,160,000
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
<b>Total</b>	<b>\$160,000</b>	<b>\$20,000</b>	<b>\$40,000</b>	<b>\$1,450,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,670,000</b>



## CAPITAL IMPROVEMENTS PROGRAM

**PROJECT TITLE:** Buckner Tarsney North Street Improvements PW-36

**PROJECT TYPE:** Street Improvements

**DEPARTMENT:** Community Development

**DESCRIPTION:**  
 This project is an extension of the improvements along Main Street and the I-70 Interchange. It involves the reconstruction of Buckner Tarsney from the existing improvements just south of Woodbury Drive to Duncan Road. Approximately 4,850 LF. The project will also include intersection improvements for Rust Road at Buckner Tarsney and Woodbury at Buckner Tarsney along with roadway widening, sidewalks and trail extension (PR-10A).



**JUSTIFICATION:**  
 Housing growth in the Rosewood Hills Subdivision, Greyleigh Park, Hoot Owl Estates, Greystone Subdivision, Eagle Ridge Subdivisions and increased commercial and industrial growth in the area has caused increased traffic volumes. Traffic volumes are expected to increase in future years as open lots are developed and the in-fill of commercial lots are completed.

**Projected Five-Year Cost Schedule**

Breakdown	Prior	2025	2026	2027	2028	2029	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$0	\$170,000	\$0	\$170,000
Design	\$0	\$0	\$0	\$0	\$600,000	\$0	\$0	\$600,000
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$6,240,000	\$6,240,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$170,000</b>	<b>\$6,240,000</b>	<b>\$7,010,000</b>

**Projected Five-Year Funding Schedule**

Source	Prior	2025	2026	2027	2028	2029	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	\$600,000	\$170,000	\$6,240,000	\$7,010,000
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$170,000</b>	<b>\$6,240,000</b>	<b>\$7,010,000</b>



## CAPITAL IMPROVEMENTS PLAN

**PROJECT TITLE:** 2027 Pavement Maintenance Program **PW-37**

**PROJECT TYPE:**

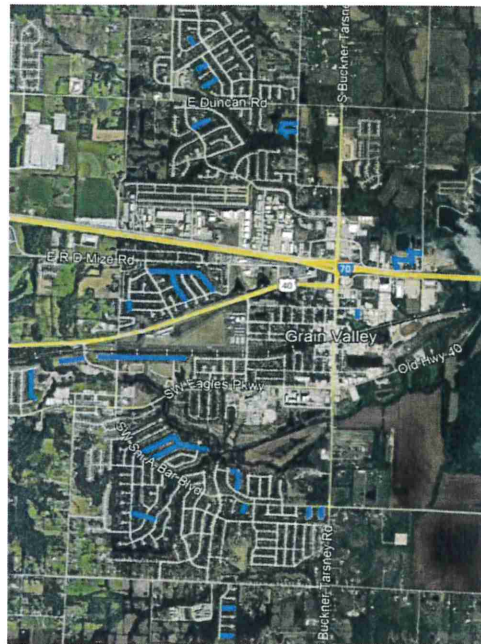
**DEPARTMENT:** Community Development

**DESCRIPTION:**

This project involves approximately 13,180 L.F. of edge mill and asphalt overlay of the road surface and 11,475 L.F. of patching and sealing. The overlay project covers Sweetgum Court, Scenic Drive, Scenic Lane, Europa Drive, Minos Drive, Orion Drive, Helen Court, Armstrong Road, Indian Creek Drive, Lindsey Lane, Sandy Lane, Sandy Court, Meadow Glen, Mill Creek Court, Cottonwood Court, Albatross Drive, Hillside Court, Lois Lane, Christie Lane, Honeylocust Court, Boxelder Court, 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, Deer Creek Road,

**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	2025	2026	2027	2028	2029	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$740,000	\$0	\$0	\$0	\$740,000
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$740,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$740,000</b>

### Projected Five-Year Funding Schedule

Source	Prior	2025	2026	2027	2028	2029	Beyond	Total
Capital Improvements Fund	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$180,000
Transportation Fund	\$0	\$0	\$0	\$560,000	\$0	\$0	\$0	\$560,000
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
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$740,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$740,000</b>







## 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	2025	2026	2027	2028	2029	Beyond	Total
Land	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Design	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$75,000
Construction	\$0	\$0	\$0	\$0	\$0	\$450,000	\$0	\$450,000
Water/Sewer	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$125,000</b>	<b>\$450,000</b>	<b>\$0</b>	<b>\$575,000</b>

**Projected Five-Year Funding Schedule**

Source	Prior	2025	2026	2027	2028	2029	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	\$125,000	\$200,000	\$0	\$325,000
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	\$250,000	\$0	\$250,000
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$125,000</b>	<b>\$450,000</b>	<b>\$0</b>	<b>\$575,000</b>



## 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	2025	2026	2027	2028	2029	Beyond	Total
Land	\$0	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000
Design	\$513,000	\$0	\$0	\$0	\$0	\$0	\$0	\$513,000
Construction	\$0	\$0	\$4,300,000	\$0	\$0	\$0	\$0	\$4,300,000
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
<b>Total</b>	<b>\$513,000</b>	<b>\$350,000</b>	<b>\$4,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,163,000</b>

**Projected Five-Year Funding Schedule**

Source	Prior	2025	2026	2027	2028	2029	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	\$513,000	\$350,000	\$0	\$0	\$0	\$0	\$0	\$863,000
Unidentified/Unfunded	\$0	\$0	\$4,300,000	\$0	\$0	\$0	\$0	\$4,300,000
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$513,000</b>	<b>\$350,000</b>	<b>\$4,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,163,000</b>





## CAPITAL IMPROVEMENTS PLAN

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

**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	2025	2026	2027	2028	2029	Beyond	Total
Land	\$0	\$0	\$0	\$30,000	\$0	\$0	\$0	\$30,000
Design	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$190,000
Construction	\$0	\$0	\$0	\$0	\$650,000	\$0	\$0	\$650,000
Water/Sewer	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$130,000	\$0	\$0	\$130,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$190,000</b>	<b>\$30,000</b>	<b>\$780,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>

### Projected Five-Year Funding Schedule

Source	Prior	2025	2026	2027	2028	2029	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	\$190,000	\$30,000	\$780,000	\$0	\$0	\$1,000,000
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$190,000</b>	<b>\$30,000</b>	<b>\$780,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>



# 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. The preliminary report indicates that a roundabout would provide the safest design for the intersection. However, if the existing pavement can be salvaged a new signal and the addition of turn lanes would be about the same cost. Staff has applied for a STP grant to help fund construction in 2027.



**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. Staff has applied for an STP grant through the Mid-America Regional Council (MARC) to fund 80% of the construction cost. If the grant is approved this funding would be available in 2027, however, the preliminary design is needed now to assist with the funding application.

**Projected Five-Year Cost Schedule**

Breakdown	Prior	2025	2026	2027	2028	2029	Beyond	Total
Land	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
Design	\$57,965	\$359,000	\$0	\$489,325	\$0	\$0	\$0	\$906,290
Construction	\$0	\$0	\$0	\$3,262,200	\$0	\$0	\$0	\$3,262,200
Water/Sewer	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000
<b>Total</b>	<b>\$57,965</b>	<b>\$509,000</b>	<b>\$0</b>	<b>\$4,251,525</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,818,490</b>

**Projected Five-Year Funding Schedule**

Source	Prior	2025	2026	2027	2028	2029	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	\$57,965	\$150,000	\$0	\$0	\$0	\$0	\$0	\$207,965
Unidentified/Unfunded	\$0	\$359,000	\$0	\$4,251,525	\$0	\$0	\$0	\$4,610,525
TIF/TDD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$57,965</b>	<b>\$509,000</b>	<b>\$0</b>	<b>\$4,251,525</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,818,490</b>



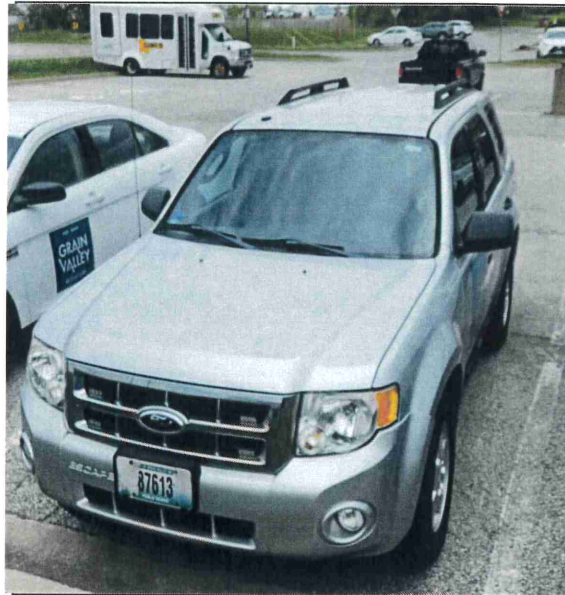
# CAPITAL IMPROVEMENTS PLAN

**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 2026, 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	2025	2026	2027	2028	2029	Beyond	Total
Truck/SUV			\$36,000	\$45,000				\$81,000
Total		\$0	\$36,000	\$45,000	\$0	\$0		\$81,000

### Projected Five-Year Funding Schedule

Source	Prior	2025	2026	2027	2028	2029	Beyond	Total
General Fund			\$36,000					\$36,000
Transportation Fund				\$22,500				\$22,500
Water/Sewer Fund				\$22,500				\$22,500
Parks and Rec Fund								
Grants								
Unidentified/Unfunded								
TIF/TDD								
MoDOT								
Total	\$0	\$0	\$36,000	\$45,000	\$0	\$0	\$0	\$81,000





## 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 2026, replace 2021 Ford PI Utility (ID#1463) 2) In 2027, replace the ACO unit, 2015 Chev 1500 Silverado with animal carriage (ID#1497), 2021 Ford PI Utility (ID#6672) and 2021 Ford PI Utility (ID#1462). 3) In 2028, replace 2016 Ford PI Utility (ID#6105), 2018 Chevrolet Impala (ID#4874) and three (3) 2022 Ford PI Utility (ID# 0015, 0448, and 5999). 4) In 2029, replace 2020 Chev Traverse (ID#4970).



2021 Ford Police Utility

**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	2025	2026	2027	2028	2029	Beyond	Total
Police Utility Vehicle	\$0		\$47,500	\$100,000	\$250,000	\$50,000		\$447,500
Light/Medium Duty Truck				\$60,000				\$60,000
Heavy Duty Trucks								
Trailers								
Mowers								
<b>Total</b>	<b>\$0</b>		<b>\$47,500</b>	<b>\$160,000</b>	<b>\$250,000</b>	<b>\$50,000</b>		<b>\$507,500</b>

### Projected Five-Year Funding Schedule

Source	Prior	2025	2026	2027	2028	2029	Beyond	Total
General Fund			\$47,500	\$160,000	\$250,000	\$50,000		\$507,500
Transportation Fund								
Water/Sewer Fund								
Parks and Rec Fund								
Grants								
Unidentified/Unfunded								
TIF/TDD								
MoDOT								
<b>Total</b>			<b>\$47,500</b>	<b>\$160,000</b>	<b>\$250,000</b>	<b>\$50,000</b>		<b>\$507,500</b>



## 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 2025, replace 2010 Bobcat Compact track loader (ID#11124). 2) In 2026, replace 2018 John Deere riding mower (ID#40355). 3) In 2027, replace 2017 Chevrolet 3500HD dump truck (ID#58899). 4) In 2028, replace 2016 Ford F-250 (ID#72759). 5) In 2029, replace 2019 John Deere riding mower (ID#51254).



2010 Bobcat Compact Track

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	2025	2026	2027	2028	2029	Beyond	Total
Car/SUV								\$0
Light/Medium Duty Truck								
Heavy Duty Trucks				\$60,000	\$65,000			\$125,000
Trailers								\$0
Mowers			\$26,000			\$30,000		\$56,000
Equipment		\$75,000						\$75,000
<b>Total</b>		\$75,000	\$26,000	\$60,000	\$65,000	\$30,000		\$256,000

### Projected Five-Year Funding Schedule

Source	Prior	2025	2026	2027	2028	2029	Beyond	Total
General Fund								
Transportation Fund								
Water/Sewer Fund								
Parks and Rec Fund		\$75,000	\$26,000	\$60,000	\$65,000	\$30,000		\$256,000
Grants								
Unidentified/Unfunded								
TIF/TDD								
MoDOT								
<b>Total</b>	\$0	\$75,000	\$26,000		\$65,000	\$30,000	\$0	\$256,000



## 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 2025, replace 2014 International 7400 Dump truck (ID# 73108) and 2015 Chevrolet pick-up (ID# 37049). 2) In 2026, replace 2015 Chev Silverado 3500 (ID# 30273), 2015 International 7400 (ID# 29912) and 2005 Crafcro Crack Sealer (ID#109). 3) In 2027, replace 2015 Chev Silverado 1500 pickup (ID# 72340) and 2015 Chev Silverado (ID#37049). 4) 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), 2007 Bomag Roller (ID#21139) and 2019 Ford F450 truck (ID#04930). In 2029, replace 2014 HD Industries Pro-patch (ID#58028) and 2014 Hyundai Excavator (ID#00888).



2014 International 7400 Dump Truck

**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	2025	2026	2027	2028	2029	Beyond	Total
Car/SUV								\$0
Light/Medium Duty Truck		\$50,000	\$55,000	\$110,000	\$60,000			\$275,000
Heavy Duty Trucks		\$250,000	\$255,000		\$100,000			\$605,000
Trailers								\$0
Equipment			\$94,500		\$85,000	\$240,000		\$419,500
								\$0
<b>Total</b>		<b>\$300,000</b>	<b>\$404,500</b>	<b>\$110,000</b>	<b>\$245,000</b>	<b>\$240,000</b>		<b>\$1,299,500</b>

### Projected Five-Year Funding Schedule

Source	Prior	2025	2026	2027	2028	2029	Beyond	Total
General Fund								
Transportation Fund		\$60,000	\$80,900	\$22,000	\$49,000	\$48,000		\$259,900
Water Fund		\$120,000	\$161,800	\$44,000	\$98,000	\$96,000		\$519,800
Sewer Fund		\$120,000	\$161,800	\$44,000	\$98,000	\$96,000		\$519,800
Parks and Rec Fund								\$0
Grants								\$0
Unidentified/Unfunded								\$0
TIF/TDD								\$0
MoDOT								\$0
<b>Total</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$404,500</b>	<b>\$110,000</b>	<b>\$245,000</b>	<b>\$240,000</b>	<b>\$0</b>	<b>\$1,299,500</b>



Current Ordinance – Section 400.290 Off-Street Parking and Loading Regulations

2. *Schedule of off-street parking.*

f. Parking of automobiles, trucks, boats, trailers, recreational vehicles, lawnmowers, tractors, or any other motorized vehicles is not permitted on unimproved surfaces in front, and side areas of property in commercial, industrial, and residential areas under two (2) acres per parcel throughout the City.

Exception: Properties with existing gravel driveways and/or gravel parking areas in the side yard, provided they are properly maintained.

**Option 1 - Revised with comments from Commission meeting on October 11, 2023**

**Delete the entire section f. above and replace with the following:**

f. 1. Parking of licensed and non-licensed automobiles, trucks, or any other motorized vehicles, except what is allowed in paragraph 3 below, excluding lawn equipment, is not permitted in grassy areas or unimproved surfaces in front and side areas of property in District A that are less than 5 acres in area, commercial, industrial, and residential zoned areas.

2. Parking of licensed and non-licensed automobiles, trucks, or any other motorized vehicles, except what is allowed in paragraph 3 below, excluding lawn equipment, is not permitted in the rear yard of properties zoned District A that are less than 5 acres in area and District R-1, R1A, R-1B, R-1C, R-2 and R-4. **A residence that has a rear yard garage entry with a concrete driveway is exempt.**

3. **No more than two (2)** unloaded utility or dump trailers, boats, boat trailers, campers, all-terrain vehicles, and residential **recreational** vehicles (**RV**) are allowed to park in the rear yard on a cement concrete paved surface on properties zoned District A that are less than 5 acres in area and District R-1, R-1A, R-1B and R-1C and not allowed in Districts R-2, R-3, and R-4. The cement concrete paved surface or items parked on it shall not be within 8 feet of an interior side lot line or 10 feet of the rear lot line. On a corner lot, the cement concrete paved surface cannot be closer than 15 feet to the property line.

~~4. No more than two (2) of the vehicles/items listed in paragraph 3 above, shall be parked or stored on a cement concrete paved surface on properties zoned District A that are less than 5 acres in area and District R-1, R-1A, R-1B and R-1C.~~

~~5. **4.** On properties zoned District A that are less than 5 acres in area and District, R-1, R-1A, R-1B and R-1C, the vehicles/items listed in paragraph 3 above must be parked or stored on property with a principal residence and cannot be parked or stored on a vacant lot.~~

**Exception:** Properties with existing gravel driveways and/or gravel parking areas in the side and rear yards, provided they are properly maintained.

**Option 2 – Simplify to adding the number of items allowed to park in back yard to existing ordinance.**

f. 1) Parking of automobiles, trucks, boats, trailers, all-terrain vehicles, campers, recreational vehicles, lawnmowers, tractors, or any other motorized vehicles is not permitted on unimproved surfaces in front, and side areas of property in commercial, industrial, and residential areas under two (2) acres per parcel throughout the City.

2) No more than two (2) automobiles, trucks, boats, trailers, all-terrain vehicles, campers, recreational vehicles (RV), lawnmowers, tractors, or any other motorized vehicles are allowed to park in the rear yard on property occupied with a residence in zoning Districts A that property is less than 5 acres in area, R-1, R-1A, R-1B and R-1C.

Exception: Properties with existing gravel driveways and/or gravel parking areas in the side yard, provided they are properly maintained.

**Option 3 – Include a concrete pad standard to Option 1**

The cement concrete paved surface shall be a minimum depth of 4 inches of 4,000 psi concrete mix and reinforcing steel as needed.