

Capital Improvement Programming

Fiscal Years 2016-2020



City of Belton

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EXECUTIVE SUMMARY

The City of Belton is a great place to live, work and play, and the City's leaders believe it is important to be thoughtful and holistic in the planning of significant improvements that alter or enhance the character of the community. The CIP is extremely important in the wise utilization of resources and funds, and should be further utilized to ensure that services are maintained or improved to provide the customers the best quality of life in the most cost-effective manner possible. It is not meant to be a static document or guide, but to be fluid so the City may make adjustments in its best interests.

In this update, the detailed project sheets are focused primarily on those projects anticipated to occur in the next five years. Administrative changes in the document were made to cross-reference projects to their supporting master plans, and descriptions and justifications for projects were re-evaluated to improve clarity. Illustrations for each project were also enhanced in several instances to make it easier on the reader to locate the project.

Subsequent to the completion of the City's first Stormwater Master Plan (SWMP) in 2012, a number of stormwater projects that are capital in nature have been identified. These projects were evaluated, scored to determine priority and categorized into three priority groups. While the first priority group is included in this CIP, the City has not determined a source of funding for those projects. These projects will require General Obligation Bonds and/or a user fee to generate new funds.

The drinking water system continues to be a high priority for the City, which is reflected in this update. The first phase of the water project approved by the voters in 2013, which includes the ongoing construction of the elevated storage tank near Markey Park and related water lines, is nearing completion. The second phase includes rehabilitation of the Holmes Road Pump Station, improvements to the existing 300,000 gallon water tower and construction of a 16" watermain on Markey Road. The estimated total for both phases combined is approximately \$13 Million and the City has successfully secured a low-interest loan from the Missouri Department of Natural Resources, State Revolving Fund (SRF) loan program. Future project phases will include a second source of water to add security and reliability to the system.

The wastewater system is increasingly important as the treatment plant requires significant improvements to maintain the City's environmental obligations, operational efficiency and compliance with state and federal regulations. Funding for these improvements was approved by the voters in the 2013 Bond election, and the City is working to secure a low-interest loan from the state's SRF program.

Capital transportation improvements are largely driven by new development which is primarily paid for by impact fees, financing districts and tax increment financing tools. Maintenance of the road system continues to be a challenge as revenues remain essentially flat while the system deteriorates and operating costs increase. However, the transportation division has inspected each segment of the system over the last two years through a new routine program that will continue long term, and has developed a summary of types of needs to improve the system to an acceptable level. This summary is represented by project T-1, the Street Preservation Program. Like the stormwater projects, the City has not determined a source of funding, and therefore these projects would require General Obligation Bonds or other funding mechanisms. This CIP does include the 155th Street Widening Project, which is slated for construction in FY2017 and leverages local dollars from both Belton and Grandview to secure federal funding. This project will be accompanied by the replacement of the I-49 Hwy Bridge by the Missouri Department of Transportation in 2016, and may be accompanied by improvements on 155th Street west of 71 Hwy to be led by the City of Kansas City.

This CIP reflects a continuation of the approach that began in last year's CIP to replace water lines and rehabilitate sanitary sewer lines. Utilizing the drinking water master plan as a foundation, the City is replacing cast-iron and asbestos water lines each year in a practical and cost-effective manner. The quantity replaced each year is dictated by the amount of cash the water fund can carry each year and keep user rate adjustments reasonable, considering other commitments. Currently the target funding level is \$400,000 per year but it will need to be increased to a level that results in completion of the replacement program inside 15-20 years from today. The City has also decided to commit to a more aggressive goal of 40% inflow and infiltration (I&I) reduction to the wastewater system in five to seven years. Reducing both public and private I&I saves dollars in treatment costs each year and helps to defer significant dollars for plant expansion. The City will also measure the effectiveness of this program each year and identify needs to increase pipe capacity in key areas, where applicable.

It is and will continue to be important to utilize best practices across the board in all areas of the drinking water program, including rate modeling. The models are utilized to determine revenues each year necessary to provide quality services at the lowest rate possible. The model uses three key indicators to measure the health of the water and wastewater funds each year to ensure solvency, and includes all drinking water and wastewater CIP projects over the next ten years along with operational and administrative costs. These models will serve as a guide for the City regarding water and wastewater for decision making each year. Rates can be adjusted each year to meet the needs of the services and programs responding to customer demands, inflation, state and federal regulations, and infrastructure condition.

This FY2016-2020 CIP is a comprehensive portfolio of projects the City believes critical over the next five years and is likely to change as new opportunities present themselves and new challenges surface. It has been reviewed by the Planning Commission and the City Council for completeness, appropriateness, and to reflect the vision of the community.

INTRODUCTION

A CIP is a portfolio of projects determined to be important over the next five years and provides a planning schedule with options identified for financing the projects. Essentially, the program provides a link between the City's comprehensive plan, various master plans, the annual budget, and long range financial forecasts. A long-term capital improvement program has many benefits resulting from its organized approach to planning projects. However, these benefits cannot be attained from the production of this document alone. One key benefit of a centralized capital improvement program is the opportunity to foster cooperation among departments and an ability to inform other governmental entities and rating agencies of the City's priorities and future plans. The support of the citizens of Belton and the City's commitment to carrying out these programs is required in order to realize the following benefits:

- Focuses attention of community goals and needs
- Informs the public of future plans
- Encourages efficient program administration
- Helps to plan for future debt issues
- Defines the impact of master plans and studies
- Optimizes the use of taxpayer dollars

The City of Belton is facing the challenge of maintaining existing aging infrastructure while preparing for growth with a limited budget. An objective for the Public Works Department and the City over the next five year's CIP is to be able to prepare for and overcome these challenges. In order to make this vision a reality, the City must make planning and improving of public infrastructure and facilities a priority. The maintenance and construction of facilities, streets, stormwater, water, and sewer lines must keep pace with the changing population, demands, and regulations.

CAPITAL IMPROVEMENT PROGRAM FUNDING

Table 1 on the following page provides the projects that make up the FY2016-2020 Capital Improvement Program and associated costs. These projects are separated into two groups: 1) projects with current or identified funding sources from the general fund, special funds or proprietary funds, and 2) projects with uncertain funding sources.

Projected funding per division/department for each fiscal year is provided in Figure 1. This figure includes projects with unidentified funding sources provided in Table 1.

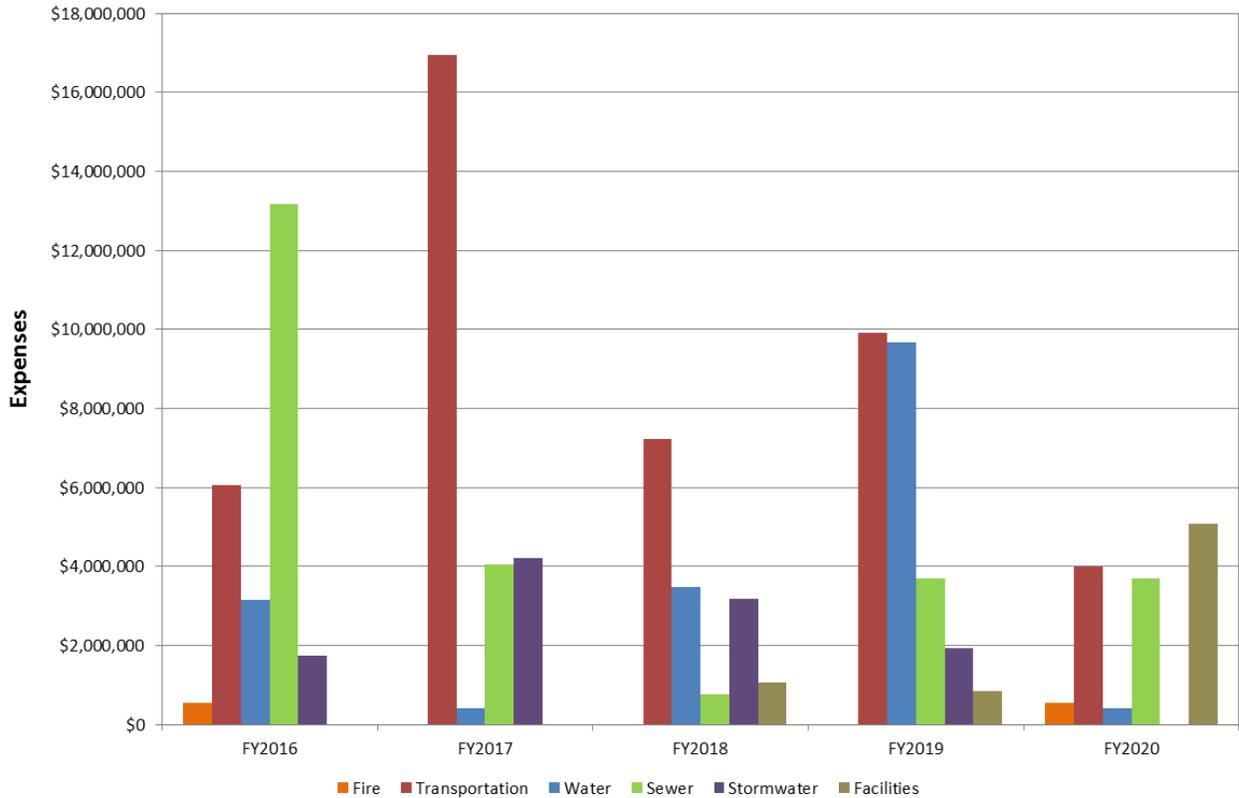


Figure 1. Project expenses by division/department

Table 2 provides a summary of expected annual expenses for each fund. Finally, pie charts for each fiscal year divided by funding source are provided in the appendix.

Summary of FY2016-FY2020 CIP Projects

General, Proprietary and Special Revenue Funded Projects									
Project ID	Project Name	Prior	FY2016	FY2017	FY2018	FY2019	FY2020	Beyond	Total
DW-1	Waterline Installation - Phase 1	\$5,856,012	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$6,856,012
DW-2	Waterline Installation - Phase 2	\$200,000	\$1,748,128	\$0	\$0	\$0	\$0	\$0	\$1,948,128
DW-3	Waterline Installation - Phase 3	\$0	\$0	\$0	\$3,090,656	\$9,271,969	\$0	\$0	\$12,362,625
DW-4	Waterline Replacement Program	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$0	\$2,400,000
WW-1	Wastewater Treatment Plant Upgrades	\$2,420,000	\$10,650,000	\$1,550,000	\$0	\$0	\$0	\$0	\$14,620,000
WW-2	Public Infiltration and Inflow Program	\$2,318,957	\$1,290,000	\$1,164,000	\$72,000	\$3,000,000	\$3,000,000	\$0	\$10,844,957
WW-3	Private Infiltration and Inflow Program	\$0	\$684,000	\$684,000	\$684,000	\$684,000	\$684,000	\$0	\$3,420,000
WW-4	Markey Parkway & Y-Hwy Sewer Improvements	\$460,300	\$535,000	\$0	\$0	\$0	\$0	\$0	\$995,300
WW-5	Wastewater Master Plan	\$0	\$0	\$550,000	\$0	\$0	\$0	\$0	\$550,000
WW-6	West Cimarron Lift Station Removal	\$0	\$0	\$98,200	\$0	\$0	\$0	\$0	\$98,200
T-2	155th Street Widening Project	\$350,000	\$600,000	\$2,700,000	\$2,140,000	\$0	\$0	\$0	\$5,790,000
T-3	Mullen Road Widening Project	\$245,000	\$1,460,000	\$10,245,000	\$0	\$0	\$0	\$0	\$11,950,000
SW-7	Markey Parkway Dry Detention	\$38,000	\$583,020	\$0	\$0	\$0	\$0	\$0	\$621,020
Uncertain Funding Sources									
T-1	Street Preservation Program	\$0	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$0	\$20,000,000
T-4	North Cass Connector Project	\$0	\$0	\$0	\$1,090,000	\$5,917,000	\$0	\$0	\$7,007,000
T-5	Scott Ave and 58 Intersection Realignment	\$0	\$0	\$0	\$0	\$0	\$0	\$2,533,000	\$2,533,000
T-6	Markey Parkway Extension to N Scott	\$0	\$0	\$0	\$0	\$0	\$0	\$6,030,000	\$6,030,000
T-7	Markey Parkway from N Scott to Westover	\$0	\$0	\$0	\$0	\$0	\$0	\$5,580,000	\$5,580,000
T-8	Markey Parkway from Westover to Bales	\$0	\$0	\$0	\$0	\$0	\$0	\$4,150,000	\$4,150,000
T-9	Markey Parkway from Bales to Prospect	\$0	\$0	\$0	\$0	\$0	\$0	\$9,166,000	\$9,166,000
T-10	Kentucky Road Widening Project	\$0	\$0	\$0	\$0	\$0	\$0	\$14,240,000	\$14,240,000
T-11	Cleveland Road Widening Project	\$0	\$0	\$0	\$0	\$0	\$0	\$6,570,000	\$6,570,000
Fa-1	Transportation, Water Services and Parks Facility	\$0	\$0	\$0	\$1,044,000	\$0	\$0	\$0	\$1,044,000
Fa-2	Soccer Complex	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000
Fa-3	West Satellite Fire Station	\$0	\$0	\$0	\$15,000	\$800,000	\$4,455,000	\$0	\$5,270,000
Fa-4	Live Burn Training Facility	\$0	\$0	\$0	\$0	\$45,000	\$630,000	\$0	\$675,000
F-1	Fire Engines	\$0	\$500,000	\$0	\$0	\$0	\$550,000	\$0	\$1,050,000
F-2	Squad Vehicle	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
SW-1	East Pacific Drive SW Improvements	\$0	\$289,534	\$0	\$0	\$0	\$0	\$0	\$289,534
SW-2	Lacy Estates SW Improvements	\$0	\$856,720	\$2,145,000	\$0	\$0	\$0	\$0	\$3,001,720
SW-3	Somerset Hills SW Improvements	\$0	\$0	\$911,928	\$764,926	\$0	\$0	\$0	\$1,676,854
SW-4	Hargis Lake SW Improvements	\$0	\$0	\$1,154,406	\$1,430,000	\$0	\$0	\$0	\$2,584,406
SW-5	West Sunrise and Buena Vista SW Improvements	\$0	\$0	\$0	\$729,057	\$0	\$0	\$0	\$729,057
SW-6	162nd Street SW Improvements	\$0	\$0	\$0	\$250,520	\$1,920,979	\$0	\$0	\$2,171,499
Total		\$12,288,269	\$24,646,403	\$25,602,534	\$15,710,160	\$26,038,948	\$13,719,000	\$58,269,000	\$176,274,313

MAINTENANCE AND OPERATIONS COSTS

The City of Belton's operating budget can be summarized as the maintenance operations, salaries, and interest payments which provide ongoing services to citizens. As Capital Improvement Projects are completed, operation and maintenance of these new facilities must be absorbed in the operating budget. Operating costs for new facilities may include reductions or increases in maintenance supplies, equipment, and staff. These operating costs are adjusted annually to account for new capital projects or accommodate growth and inflation in maintaining or improving service levels. The City should be careful when considering new projects if operating revenues are unavailable to cover the associated operating costs. The availability of recurring revenues must be considered prior to scheduling the various projects in the program.

BEST MANAGEMENT PRACTICES

The City of Belton's master planning and comprehensive planning documents outline several maintenance and improvement needs related to essential services: sanitary sewers, water, stormwater, and road improvements. More maintenance and improvement needs have been highlighted by the Stormwater Master Plan and additional needs may surface through transportation master planning.

The City has attempted to balance investments in water and sanitary sewer capital improvement projects funded through the water and wastewater funds while being sensitive to the associated user rates that will be required to fund them by recommending projects in the most practical manner possible. Also noted is a lack of capital investment in the City's roadways. The City is entirely dependent on other revenue sources (grants, impact fees, MoDOT, TIF's, and TDD's) to support roadway improvements.

Currently, the Transportation Division manages maintenance of the City's stormwater facilities. As funding street maintenance is a challenge for all cities, it may be in the cities best interest to work towards establishing a stormwater utility. A stormwater utility is to stormwater what a sewer utility is to sewage. It is a "stand-alone" service unit within the City government, which generates revenues through fees for service. A stormwater utility is responsible for funding the operation, construction and maintenance of stormwater management devices and infrastructure, for stormwater system planning, and management. A stormwater utility generates its revenue through user fees and the revenues from the stormwater charges would go into a separate fund that may only be used for stormwater services.

CONCLUSION

Like other cities, the City of Belton is facing the challenge of maintaining existing aging infrastructure while preparing for growth with a limited budget. As existing infrastructure ages, it is absolutely imperative for the City to invest in renewing these facilities so they continue to operate and serve the citizens as initially designed and constructed. Moderate growth is expected for the City of Belton in the future. The proposed CIP provides a plan to begin addressing these challenges.

Project Detail Sheets

General, Proprietary, and Special Revenue Funded Projects



**FY2016-2020
Capital Improvement Program**



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Drinking Water Capacity Improvements - Phase 1 DW-1

PROJECT TYPE: Drinking Water Capacity Project

DEPARTMENT: Public Works - Water Services Division

DESCRIPTION:

This project is Phase 1 of a multi-phase program to address deficiencies in the City's drinking water system. This project involves the construction and placement of a 3 MG elevated storage tank and associated waterlines in Markey Park.



JUSTIFICATION:

Additional capacity and storage to the City's drinking water system is essential to meet both present and future demand. These improvements will enhance the City's ability to provide water during peak demands. This project is consistent with recommendations provided to the City in the 2012 Drinking Water Master Plan.

Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	\$40,000	-	-	-	-	-	-	\$40,000
Design	\$1,157,454	-	-	-	-	-	-	\$1,157,454
Construction	\$4,459,742	\$1,000,000	-	-	-	-	-	\$5,459,742
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance Costs	\$198,816	-	-	-	-	-	-	\$198,816
Contingency	-	-	-	-	-	-	-	-
Total	\$5,856,012	\$1,000,000	-	-	-	-	-	\$6,856,012
Op Expense	-	-	-	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	\$5,856,012	\$1,000,000	-	-	-	-	-	\$6,856,012
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	\$5,856,012	\$1,000,000	-	-	-	-	-	\$6,856,012



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Drinking Water Capacity Improvements - Phase 2 DW-2

PROJECT TYPE: Drinking Water Capacity Project

DEPARTMENT: Public Works - Water Services Division

DESCRIPTION:

This project is Phase 2 of a multi-phase program to address deficiencies in the City's drinking water system. This project involves improvements to the existing Holmes Road Booster Pump Station, improvements to the existing 300,000 gallon water tower and construction of a 16" watermain on Markey Road.



JUSTIFICATION:

Additional capacity and storage to the City's drinking water system is essential to meet both present and future demand. These improvements will enhance the City's ability to provide water during peak demands. This project is consistent with recommendations provided to the City in the 2012 Drinking Water Master Plan.

Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	\$10,000	-	-	-	-	-	-	\$10,000
Design	\$190,000	\$1,716,000	-	-	-	-	-	\$1,906,000
Construction	-	-	-	-	-	-	-	-
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance Costs	-	\$32,128	-	-	-	-	-	\$32,128
Contingency	-	-	-	-	-	-	-	-
Total	\$200,000	\$1,748,128	-	-	-	-	-	\$1,948,128
Op Expense	-	-	-	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	\$200,000	\$1,748,128	-	-	-	-	-	\$1,948,128
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	\$200,000	\$1,748,128	-	-	-	-	-	\$1,948,128



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Drinking Water Capacity Improvements - Phase 3 DW-3

PROJECT TYPE: Drinking Water Capacity Project

DEPARTMENT: Public Works - Water Services Division

DESCRIPTION:

This project is a continuation of the multi-phase drinking water improvements program, and is expected to begin in FY 2018. This phase may be a regional effort between several municipalities. This phase includes the construction of 28,000 linear feet of water main and a system development charge to WaterOne of Johnson County Kansas. *Costs provided on this sheet account for only 1 MGD of additional capacity; the cost for additional capacity is uncertain at this time.*



JUSTIFICATION:

Additional capacity and storage to the City's drinking water system is essential to meet both present and future demand. These improvements will enhance the City's ability to provide water during peak demands as well as provide the City a second source of water. This project is consistent with recommendations provided to the City in the 2012 Drinking Water Master Plan.

Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	-	-	\$618,131	-	-	-	\$618,131
Design	-	-	-	\$1,236,263	-	-	-	\$1,236,263
Construction	-	-	-	\$1,081,729	\$8,808,370	-	-	\$9,890,100
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	\$154,533	\$463,598	-	-	\$618,131
Total	-	-	-	\$3,090,656	\$9,271,969	-	-	\$12,362,625
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	\$3,090,656	\$9,271,969	-	-	\$12,362,625
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	-	\$3,090,656	\$9,271,969	-	-	\$12,362,625



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Waterline Replacement Program **DW-4**

PROJECT TYPE: Drinking Waterline Replacements

DEPARTMENT: Public Works - Water Services Division

DESCRIPTION:

This project involves replacing existing waterline pipes at various locations throughout the City as indicated. It will include replacing both cast iron and asbestos pipe in a systematic process on an annual basis. Waterlines to be replaced in FY2019 and beyond will be identified in the future and depicted in the adjacent figure. In addition, the financial level of commitment may vary from year to year depending on priority.



JUSTIFICATION:

A Waterline Replacement Program is one of the recommendations of the 2012 Drinking Water Master Plan. The waterlines indicated to be replaced represent the top priority of this program. Several pipe segments in this area consist of asbestos cement materials which require special handling by City staff. The program also includes installing several loops in the system to improve fire protection flows at various locations. This program was first included in the CIP last year and represents an ongoing transition from development-driven improvements to a proactive replacement of aging infrastructure.

Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	\$40,000	-	-	-	-	-	\$40,000
Design	\$32,000	\$32,000	\$32,000	\$32,000	\$32,000	\$32,000	-	\$192,000
Construction	\$364,000	\$324,000	\$364,000	\$364,000	\$364,000	\$364,000	-	\$2,144,000
Utility	-	-	-	-	-	-	-	-
Legal	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	-	\$24,000
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Total	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	-	\$2,400,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	-	\$2,400,000
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	-	\$2,400,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Wastewater Treatment Plant Upgrades WW-1

PROJECT TYPE: Wastewater Treatment Plant

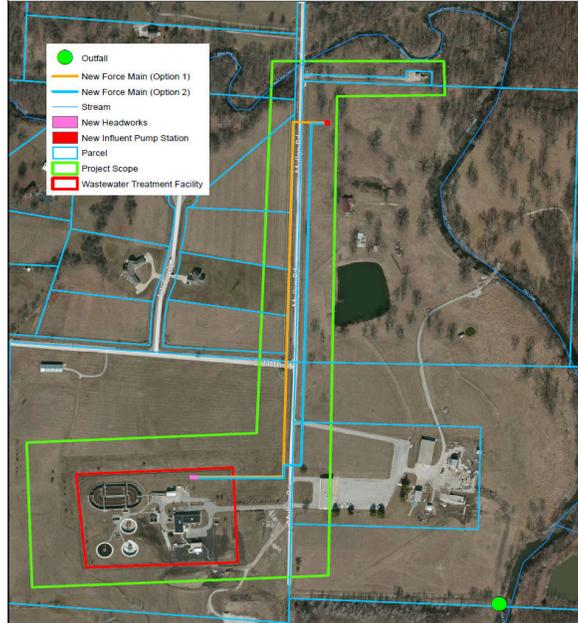
DEPARTMENT: Public Works - Water Services Division

DESCRIPTION:
 This project includes a new parallel pump station and force main; realignment of existing force main; replacement of the preliminary treatment facility (headworks), and miscellaneous plant system process improvements. Funding for this project is provided by a bond approved by the voters in April 2013.

JUSTIFICATION:
New Parallel Influent Pump Station & Force Main:
 The peak influent flow rates to the existing influent pump station have occasionally exceeded the pumping capacity. As a result, there have been overflows at the upstream manhole.

Headworks Facility: The preliminary treatment equipment in the existing Headworks has reached the end of its useful life. Staff has observed plastics and other undesirable material present after passing through the preliminary treatment facility.

New SCADA System: This improvement is recommended for more effective and effective operation of the treatment plant.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	\$50,000	-	-	-	-	-	-	\$50,000
Design	\$1,000,000	\$350,000	\$250,000	-	-	-	-	\$1,600,000
Construction	-	\$10,000,000	\$1,000,000	-	-	-	-	\$11,000,000
Utility	\$1,000,000	-	-	-	-	-	-	\$1,000,000
Legal	-	\$100,000	\$100,000	-	-	-	-	\$200,000
Bond Issuance Costs	\$370,000	-	-	-	-	-	-	\$370,000
Contingency	-	\$200,000	\$200,000	-	-	-	-	\$400,000
Total	\$2,420,000	\$10,650,000	\$1,550,000	-	-	-	-	\$14,620,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	\$2,420,000	\$10,650,000	\$1,550,000	-	-	-	-	\$14,620,000
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	\$2,420,000	\$10,650,000	\$1,550,000	-	-	-	-	\$14,620,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Infiltration and Inflow Reduction Program - Public System **WW-2**

PROJECT TYPE: Sanitary Sewer System

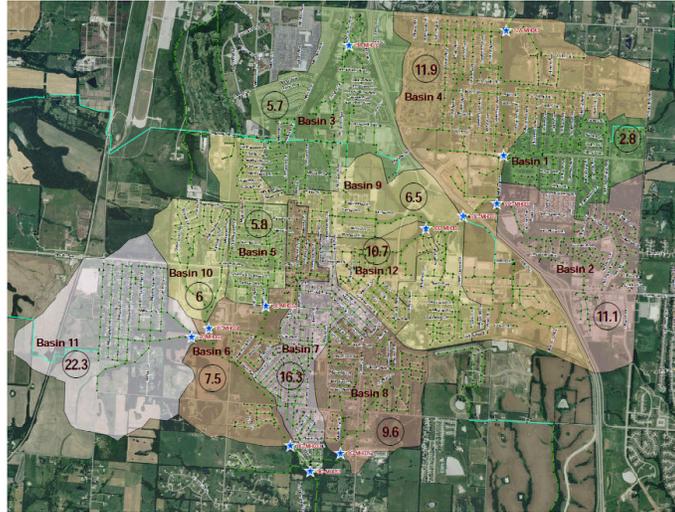
DEPARTMENT: Public Works - Water Services Division

DESCRIPTION:

This project is the City's Infiltration & Inflow (I&I) Reduction Program. Repairs to sanitary manholes and pipes will prevent rainwater from entering the sanitary system, decreasing costs to treat sanitary sewage. The goal of the public and private programs are to reduce I&I in the system by 40%.

JUSTIFICATION:

The 2007 Wastewater Collection System Master Plan recommended manhole and pipeline rehabilitation work as part of a comprehensive I&I reduction program.



Projected Five-Year Cost Schedule

Breakdown	Prior	Fiscal Year					Beyond	Total
		2016	2017	2018	2019	2020		
Land	-	-	-	-	-	-	-	-
Design	\$225,000	90,000	-	-	-	-	-	\$315,000
Construction	\$2,093,957	1,200,000	\$970,000	\$60,000	\$2,500,000	\$2,500,000	-	\$9,323,957
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	\$194,000	\$12,000	\$500,000	\$500,000	-	\$1,206,000
Total	\$2,318,957	\$1,290,000	\$1,164,000	\$72,000	\$3,000,000	\$3,000,000	-	\$10,844,957
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Prior	Fiscal Year					Beyond	Total
		2016	2017	2018	2019	2020		
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	\$2,318,957	\$1,290,000	\$1,164,000	\$72,000	\$3,000,000	\$3,000,000	-	\$10,844,957
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	\$2,318,957	\$1,290,000	\$1,164,000	\$72,000	\$3,000,000	\$3,000,000	-	\$10,844,957



CAPITAL IMPROVEMENT PROGRAM

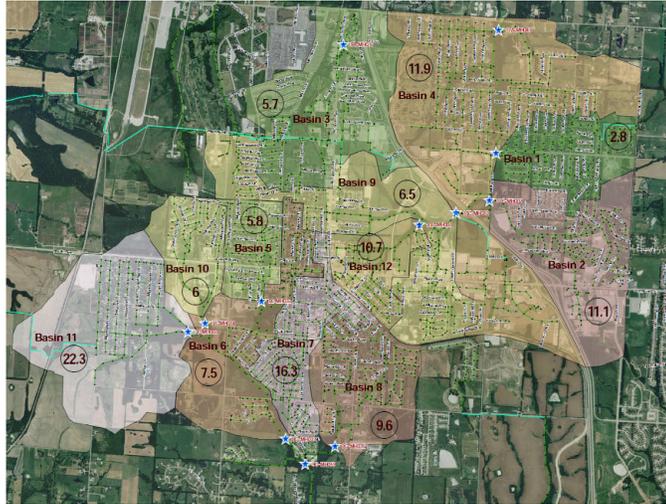
PROJECT TITLE: Infiltration and Inflow Reduction Program - Private Infiltration and Inflow Abatement WW-3

PROJECT TYPE: Sanitary Sewer System

DEPARTMENT: Public Works - Water Services Division

DESCRIPTION:
 This project is the City's Private Infiltration & Inflow (I&I) Reduction Program. Private building evaluations and source removal of cleanouts, downspouts, sump pumps, etc. will prevent rainwater from entering the sanitary system, decreasing costs to treat sanitary sewage. The goal of the public and private programs are to reduce I&I in the system by 40%.

JUSTIFICATION:
 The 2007 Wastewater Collection System Master Plan recommended manhole and pipeline rehabilitation work as part of a comprehensive I&I reduction program.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	-	-	-	-	-	-	-
Design	-	\$130,000	\$120,000	\$110,000	\$110,000	\$110,000	-	\$580,000
Construction	-	\$440,000	\$450,000	\$460,000	\$460,000	\$460,000	-	\$2,270,000
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	\$114,000	\$114,000	\$114,000	\$114,000	\$114,000	-	\$570,000
Total	-	\$684,000	\$684,000	\$684,000	\$684,000	\$684,000	-	\$3,420,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	\$684,000	\$684,000	\$684,000	\$684,000	\$684,000	-	\$3,420,000
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/ModOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	\$684,000	\$684,000	\$684,000	\$684,000	\$684,000	-	\$3,420,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Markey Parkway and Y-Hwy Sewer Improvements **WW-4**

PROJECT TYPE: Sanitary Sewer Recommended Capacity Imp.

DEPARTMENT: Public Works - Water Services Division

DESCRIPTION:

This project includes upsizing 3,400 feet of existing sanitary sewer per the recommendations of the 2007 Collection System Master Plan and in anticipation of future development in the contributing area. Work remaining and scheduled for FY2016 is the second and final phase of this project.



JUSTIFICATION:

To correct existing system capacity issues, the City needs to work towards upsizing existing sanitary sewer lines. This sanitary sewer line has been identified with past sewer overflow complaints and the City's sanitary sewer modeling program. With potential development at the new Y-Hwy interchange and the widening of 163rd Street, preparing existing facilities for potential growth is recommended.

Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	\$20,000	-	-	-	-	-	-	\$20,000
Design	\$65,000	\$15,000	-	-	-	-	-	\$80,000
Construction	\$375,300	\$510,000	-	-	-	-	-	\$885,300
Utility	-	-	-	-	-	-	-	-
Legal	-	\$10,000	-	-	-	-	-	\$10,000
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Total	\$460,300	\$535,000	-	-	-	-	-	\$995,300
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	\$460,300	\$535,000	-	-	-	-	-	\$995,300
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	\$460,300	\$535,000	-	-	-	-	-	\$995,300



CAPITAL IMPROVEMENT PROGRAM

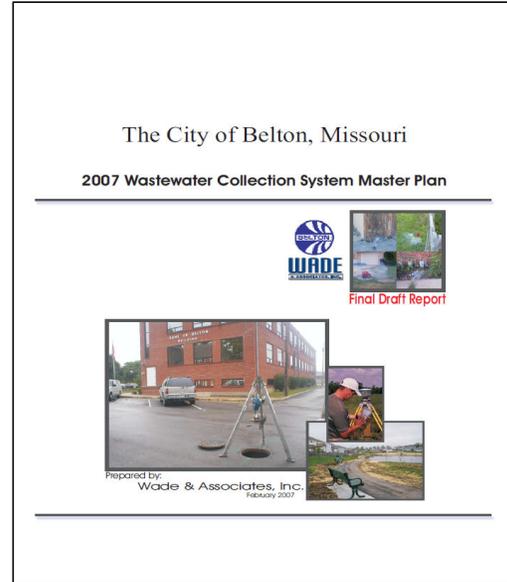
PROJECT TITLE: Wastewater Collection System Master Plan WW-5

PROJECT TYPE: Wastewater Collection System

DEPARTMENT: Public Works - Water Services Division

DESCRIPTION:
This project includes updating the City's current Wastewater Collection System Master Plan.

JUSTIFICATION:
The Collection System Master Plan Update will present the findings of a comprehensive analysis of the capacity of the District's wastewater collection system and recommendations for updates to the required collection system improvement projects in the District's Capital Improvement Plan. It is recommended to update the master plan every five years to keep up to date with changes in the system and ensure the right project is completed at the right time to ensure the most efficient use of funding.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	-	-	-	-	-	-	-
Design	-	-	\$550,000	-	-	-	-	\$550,000
Construction	-	-	-	-	-	-	-	-
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Total	-	-	\$550,000	-	-	-	-	\$550,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	\$550,000	-	-	-	-	\$550,000
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	\$550,000	-	-	-	-	\$550,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: West Cimarron Lift Station Removal **WW-6**

PROJECT TYPE: Lift Station Removal & Reconfiguration Program

DEPARTMENT: Public Works - Water Services Division

DESCRIPTION:

This project involves disconnecting the West Cimarron Lift Station and routing flows through an existing KCMO sanitary sewer pipeline. This will require negotiations with KCMO regarding costs to treat the additional sewage.

JUSTIFICATION:

This is the fourth of five lift station removal projects that the City has identified. Removal of these lift stations provides an ability to facilitate future growth to the collection system, removes sources of maintenance concerns, and alleviates existing issues.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	-	-	-	-	-	-	-
Design	-	-	\$32,000	-	-	-	-	\$32,000
Construction	-	-	\$66,200	-	-	-	-	\$66,200
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Total	-	-	\$98,200	-	-	-	-	\$98,200
Op Expense	\$20,000	\$20,000	\$20,000	-	-	-	-	\$60,000
Cost Savings	-	-	-	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	\$98,200	-	-	-	-	\$98,200
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	\$98,200	-	-	-	-	\$98,200



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: 155th Street Widening Project T-2

PROJECT TYPE: Transportation - Roadway Improvements

DEPARTMENT: Public Works - Transportation Division

DESCRIPTION:
 Widening of 155th Street from the East Frontage (Outer) Road of I-49 to Harris Avenue. Project will include accommodations for pedestrians and bicyclists.

JUSTIFICATION:
 155th Street runs west to east from the Centerpoint development at the former Richards Gebaur Airport to Ward Road in Lee's Summit. 155th Street is projected to have large increases in traffic in the coming years and is a natural route for traffic to access I-49. Belton has worked with Grandview to secure federal funding through the Mid-America Regional Council. Federal funds would pay for 70% of the project design and construction costs with the remaining costs to be split between Belton and Grandview.



Projected Five-Year Cost Schedule

Breakdown	Prior	Fiscal Year					Beyond	Total
		2016	2017	2018	2019	2020		
Land	-	\$200,000	-	-	-	-	-	\$200,000
Design	\$350,000	\$350,000	\$50,000	\$50,000	-	-	-	\$800,000
Construction	-	-	\$2,000,000	\$2,040,000	-	-	-	\$4,040,000
Utility	-	-	\$600,000	-	-	-	-	\$600,000
Legal	-	\$10,000	\$10,000	\$10,000	-	-	-	\$30,000
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	\$40,000	\$40,000	\$40,000	-	-	-	\$120,000
Total	\$350,000	\$600,000	\$2,700,000	\$2,140,000	-	-	-	\$5,790,000
Op Expense	-	-	-	-	\$75,000	\$75,000	\$75,000	\$225,000
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Prior	Fiscal Year					Beyond	Total
		2016	2017	2018	2019	2020		
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fees	\$175,000	\$250,000	275,000	-	-	-	-	\$700,000
Grandview Contribution	\$175,000	\$300,000	325,000	-	-	-	-	\$800,000
Water Impact Fee	-	\$50,000	50,000	-	-	-	-	\$100,000
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	\$2,050,000	\$2,140,000	-	-	-	\$4,190,000
General Fund	-	-	-	-	-	-	-	-
Total	\$350,000	\$600,000	\$2,700,000	\$2,140,000	-	-	-	\$5,790,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Mullen Road Widening Project

T-3

PROJECT TYPE: Transportation - Roadway Improvements

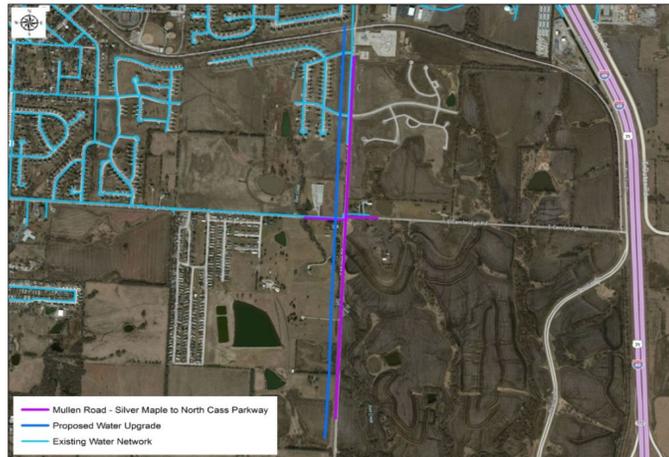
DEPARTMENT: Public Works - Transportation Division

DESCRIPTION:

Widen Mullen Road from Silver Maple Drive to the future North Cass Parkway connection.

JUSTIFICATION:

The City envisions Markey Parkway and Mullen Road eventually connecting the interchanges of 163rd Street and North Cass Parkway along Interstate-49. A TDD is formed which will provide funding for this project. The focus of fiscal year 2016 expenditures is uncertain at this time.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	\$1,190,000	-	-	-	-	-	\$1,190,000
Design	\$245,000	\$270,000	\$155,000	-	-	-	-	\$670,000
Construction	-	-	\$8,305,717	-	-	-	-	\$8,305,717
Utility	-	-	\$136,000	-	-	-	-	\$136,000
Legal	-	-	-	-	-	-	-	-
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	\$1,648,283	-	-	-	-	\$1,648,283
Total	\$245,000	\$1,460,000	\$10,245,000	-	-	-	-	\$11,950,000
Op Expense	-	-	-	\$100,000	\$103,000	\$106,090	\$109,273	\$418,363
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	\$245,000	\$1,460,000	\$10,245,000	-	-	-	-	\$11,950,000
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	\$245,000	\$1,460,000	\$10,245,000	-	-	-	-	\$11,950,000



CAPITAL IMPROVEMENT PROGRAM

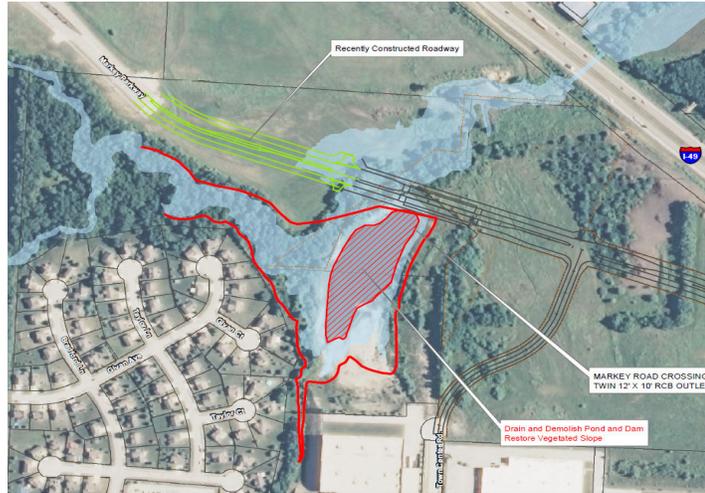
PROJECT TITLE: Markey Parkway Dry Detention SW-7

PROJECT TYPE: Storm Water Project

DEPARTMENT: Public Works - Storm

DESCRIPTION:
 A regional detention basin located along an unnamed tributary of Oil Creek east of Highway Y, north of the Price Chopper shopping complex.

JUSTIFICATION:
 This regional detention basin will aid in flood control as this area is developed while also capturing sediments, nutrients, and metal pollutants from areas west of Highway Y, particularly as new development occurs. This is the #7 priority project in Priority Group 1 as identified in the Stormwater Master Plan. Development within the watershed will contribute to the cost in some fashion.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	-	-	-	-	-	-	-
Design	\$38,000	-	-	-	-	-	-	\$38,000
Construction	-	\$533,020	-	-	-	-	-	\$533,020
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	\$50,000	-	-	-	-	-	\$50,000
Total	\$38,000	\$583,020	-	-	-	-	-	\$621,020
Op Expense	-	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$220,000	\$275,000
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	\$38,000	-	-	-	-	-	-	\$38,000
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	\$583,020	-	-	-	-	-	\$583,020
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	\$38,000	\$583,020	-	-	-	-	-	\$621,020

Uncertain Funding Sources



FY2016-2020
Capital Improvement Program



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Street Preservation Program

T-1

PROJECT TYPE: Transportation - Roadway Maintenance

DEPARTMENT: Public Works - Transportation Division

DESCRIPTION:

This program includes fully reconstructing approximately 21 linear miles of public streets that are currently rated "poor" or worse. The five-year program would require approximately \$20 million. The City is working to identify funding sources and strategies. Funding could be used for sidewalk/curb rehabilitation and minor stormwater crossings in addition to pavement.



JUSTIFICATION:

Staff has a thorough understanding of the condition and needs of the streets based on a recently completed condition assessment. Staff tracks the condition and activities with the Cartegraph system. There are approximately 21 linear miles with a rating of "poor" to "failed." These are segments that predominantly require reconstruction with some overlays included. Currently, there are no dedicated funds for this work.

Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Construction	-	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	-	\$20,000,000
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Total	-	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	-	\$20,000,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	-	\$20,000,000
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	-	\$20,000,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: North Cass Connector Project T-4

PROJECT TYPE: Transportation - New Roadway

DEPARTMENT: Public Works - Transportation Division

DESCRIPTION:
Construction of North Cass Parkway from Mullen Road east to the new North Cass Parkway/I-49 interchange

JUSTIFICATION:
The City envisions Markey Parkway and Mullen Road eventually connecting the interchanges of 163rd Street and North Cass Parkway along Interstate-49. A TDD is formed which will provide funding for this project. The Mullen Road portion (Project T-3) indicated as the priority, and therefore construction of this project would occur after T-3.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	-	-	\$940,000	-	-	-	\$940,000
Design	-	-	-	\$100,000	\$600,000	-	-	\$700,000
Construction	-	-	-	-	\$5,147,000	-	-	\$5,147,000
Utility	-	-	-	-	\$40,000	-	-	\$40,000
Legal	-	-	-	-	\$50,000	-	-	\$50,000
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	\$50,000	\$80,000	-	-	\$130,000
Total	-	-	-	\$1,090,000	\$5,917,000	-	-	\$7,007,000
Op Expense	-	-	-	-	-	\$100,000	\$100,000	\$200,000
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	\$1,090,000	\$5,917,000	-	-	\$7,007,000
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	-	\$1,090,000	\$5,917,000	-	-	\$7,007,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Scott Ave. and 58 Highway Intersection Realignment

T-5

PROJECT TYPE: Transportation - Intersection Realignment

DEPARTMENT: Public Works - Transportation Division

DESCRIPTION:

Realign the intersection of Scott Avenue and 58 Highway

JUSTIFICATION:

The intersection of Scott Avenue and 58 Highway is currently offset due to railroad safety requirements. The existing railroad has a very low volume relative to common lines in the region, and this specific crossing is proposed to be removed entirely as a part of this project. It is a high priority that this intersection operate at the most efficient level possible as it is the main corridor connecting east and west Belton, and has a traffic volume of approximately 15,000 ADT.



Projected Five-Year Cost Schedule

Breakdown	Prior	Fiscal Year					Beyond	Total
		2016	2017	2018	2019	2020		
Land	-	-	-	-	-	-	\$62,000	\$62,000
Design	-	-	-	-	-	-	\$249,000	\$249,000
Construction	-	-	-	-	-	-	\$1,960,000	\$1,960,000
Utility	-	-	-	-	-	-	\$162,000	\$162,000
Legal	-	-	-	-	-	-	\$50,000	\$50,000
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	\$50,000	\$50,000
Total	-	-	-	-	-	-	\$2,533,000	\$2,533,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Prior	Fiscal Year					Beyond	Total
		2016	2017	2018	2019	2020		
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	\$2,533,000	\$2,533,000
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	\$2,533,000	\$2,533,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Markey Parkway Extension to North Scott T-6

PROJECT TYPE: Transportation - New Roadway Construction

DEPARTMENT: Public Works - Transportation Division

DESCRIPTION:
Extension of existing Markey Parkway from Quik Trip Way to the intersection of Markey Road and N. Scott.

JUSTIFICATION:
This is the next phase of Markey Parkway from the original conceptual design started in 2004. Markey Parkway currently ends at the intersection with Quik Trip Way. This project is expected connect two major arterial corridors within the City. The link between these two roadways would be beneficial to the City for potential commercial development and a more efficient roadway system. A TDD is formed south of this project and could potentially provide funding for it.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	-	-	-	-	-	\$1,512,000	\$1,512,000
Design	-	-	-	-	-	-	\$519,000	\$519,000
Construction	-	-	-	-	-	-	\$2,970,000	\$2,970,000
Utility	-	-	-	-	-	-	\$714,000	\$714,000
Legal	-	-	-	-	-	-	\$100,000	\$100,000
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	\$215,000	\$215,000
Total	-	-	-	-	-	-	\$6,030,000	\$6,030,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	\$6,030,000	\$6,030,000
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	\$6,030,000	\$6,030,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Reconstruct Markey Road from N. Scott to Westover Rd. **T-7**

PROJECT TYPE: Transportation - Roadway Reconstruction

DEPARTMENT: Public Works - Transportation Division

DESCRIPTION:
Reconstruction of Markey Road from North Scott to Westover Road.

JUSTIFICATION:
This corridor is a phase of the original Markey Parkway engineering study completed in 2004. Overall, this section of road will eventually help to complete the Markey Parkway loop from the intersection of 58-Hwy. and Prospect Ave. to Mullen Rd. and 58-Hwy. The reconstruction of Markey Road will be beneficial to the City as it will provide better access from west Belton and increase capacity for anticipated growth in the City.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Beyond	Total
	Prior	2016	2017	2018	2019	2020			
Land	-	-	-	-	-	-	\$425,000	\$425,000	
Design	-	-	-	-	-	-	\$470,000	\$470,000	
Construction	-	-	-	-	-	-	\$3,480,000	\$3,480,000	
Utility	-	-	-	-	-	-	\$905,000	\$905,000	
Legal	-	-	-	-	-	-	\$150,000	\$150,000	
Bond Issuance Costs	-	-	-	-	-	-	-	-	
Contingency	-	-	-	-	-	-	\$150,000	\$150,000	
Total	-	-	-	-	-	-	\$5,580,000	\$5,580,000	
Op Expense	-	-	-	-	-	-	-	-	
Cost Savings	-	-	-	-	-	-	-	-	

Projected Five-Year Funding Schedule

Source	Fiscal Year							Beyond	Total
	Prior	2016	2017	2018	2019	2020			
Capital Improvements Fund	-	-	-	-	-	-	-	-	
Transportation Fund	-	-	-	-	-	-	-	-	
Water Fund	-	-	-	-	-	-	-	-	
Wastewater Fund	-	-	-	-	-	-	-	-	
Street Impact Fee	-	-	-	-	-	-	-	-	
Water Impact Fee	-	-	-	-	-	-	-	-	
Wastewater Impact Fee	-	-	-	-	-	-	-	-	
Bonds	-	-	-	-	-	-	-	-	
Grants	-	-	-	-	-	-	-	-	
Unidentified	-	-	-	-	-	-	\$5,580,000	\$5,580,000	
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-	
STP/MoDOT	-	-	-	-	-	-	-	-	
General Fund	-	-	-	-	-	-	-	-	
Total	-	-	-	-	-	-	\$5,580,000	\$5,580,000	



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Construct Markey Parkway from Bales Rd. to Prospect Ave.

T-9

PROJECT TYPE: Transportation - Roadway Construction

DEPARTMENT: Public Works - Transportation Division

DESCRIPTION:
Construct Markey Parkway from Bales Rd. to Prospect Ave.

JUSTIFICATION:
This corridor is a phase of the original Markey Parkway engineering study completed in 2004. Overall, this section of road will complete the Markey Parkway loop from the 58-Hwy. and Prospect Ave. intersection to Mullen Rd. and Hwy. 58. The general benefits of the project include better access from west Belton to I-49, increased probability for commercial development, and an overall increase in the roadway system's capacity.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	-	-	-	-	-	\$733,000	\$733,000
Design	-	-	-	-	-	-	\$750,000	\$750,000
Construction	-	-	-	-	-	-	\$7,110,000	\$7,110,000
Utility	-	-	-	-	-	-	\$58,000	\$58,000
Legal	-	-	-	-	-	-	\$150,000	\$150,000
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	\$365,000	\$365,000
Total	-	-	-	-	-	-	\$9,166,000	\$9,166,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	\$9,166,000	\$9,166,000
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	\$9,166,000	\$9,166,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Kentucky Road Widening Project

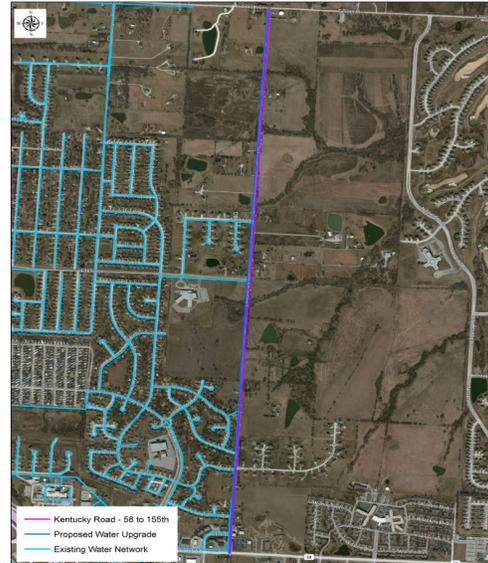
T-10

PROJECT TYPE: Transportation - Road Widening

DEPARTMENT: Public Works - Transportation Division

DESCRIPTION:
Widening of Kentucky Road from 58 Highway to 155th Street

JUSTIFICATION:
Kentucky Road is a two lane road with open ditches at this time. There is a significant amount of growth anticipated with respect to traffic volume and general population along this roadway in the near future. Given that both Cities of Belton & Raymore have recently experienced major commercial growth adjacent to Kentucky Road, this roadway may need to be widened to minor arterial standards.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	-	-	-	-	-	\$1,810,000	\$1,810,000
Design	-	-	-	-	-	-	\$1,100,000	\$1,100,000
Construction	-	-	-	-	-	-	\$10,050,000	\$10,050,000
Utility	-	-	-	-	-	-	\$425,000	\$425,000
Legal	-	-	-	-	-	-	\$100,000	\$100,000
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	\$755,000	\$755,000
Total	-	-	-	-	-	-	\$14,240,000	\$14,240,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	\$14,240,000	\$14,240,000
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	\$14,240,000	\$14,240,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Cleveland Avenue Widening Project T-11

PROJECT TYPE: Transportation - Road Widening

DEPARTMENT: Public Works - Transportation Division

DESCRIPTION:
Widening of Cleveland Avenue from London Way to Cambridge Road

JUSTIFICATION:
Cleveland Avenue south of Highway 58 is a two lane road with open ditches. With the growth of the City as well as the development of the school facilities along Cleveland, this section of roadway may need to be widened to arterial standards.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	-	-	-	-	-	\$773,000	\$773,000
Design	-	-	-	-	-	-	\$500,000	\$500,000
Construction	-	-	-	-	-	-	\$4,340,000	\$4,340,000
Utility	-	-	-	-	-	-	\$557,000	\$557,000
Legal	-	-	-	-	-	-	\$100,000	\$100,000
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	\$300,000	\$300,000
Total	-	-	-	-	-	-	\$6,570,000	\$6,570,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	\$6,570,000	\$6,570,000
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	\$6,570,000	\$6,570,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Transportation, Water Services and Parks Maintenance Facility **Fa-1**

PROJECT TYPE: Facilities and Grounds

DEPARTMENT: Public Works - Transportation Division

DESCRIPTION:
Relocation to a new facility for the Parks Department and the Transportation and Water Services Divisions of the Public Works Department

JUSTIFICATION:
The current facilities for the City of Belton Transportation and Water Services Departments are located at the old Wastewater Treatment Facility. Current facilities are very outdated and are located in a floodplain as shown. During times of high rainfall, the facilities cannot be accessed. This project would relocate the current facility to the existing Seabees facility adjacent to Markey Park, which would also provide space for the Parks Department. This project is contingent on the Navy's vacation of the Seabee facility and cost impact. Costs to relocate to the Seabee facility and timing of the Navy's vacation of the facility are unknown at this time. This is not expected to occur any earlier than the third year of this CIP.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	-	-	-	-	-	-	-
Design	-	-	-	\$100,000	-	-	-	\$100,000
Construction	-	-	-	\$800,000	-	-	-	\$800,000
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	\$64,000	-	-	-	\$64,000
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	\$80,000	-	-	-	\$80,000
Total	-	-	-	\$1,044,000	-	-	-	\$1,044,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	\$1,044,000	-	-	-	\$1,044,000
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	-	\$1,044,000	-	-	-	\$1,044,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Soccer Complex **Fa-2**

PROJECT TYPE: Facilities and Grounds

DEPARTMENT: Parks Department

DESCRIPTION:

This 80-acre state-of-the-art complex includes 11 lighted turf soccer fields to accommodate all age divisions through adults. The site also includes a 80,000 sq ft multiuse facility that would host volleyball, basketball and indoor soccer, as well as additional meeting room space. This would ensure year-round use of the complex. This is more than a soccer complex, it is a destination place for the community, complete with concessions, picnic area and playground.

JUSTIFICATION:

KC Prime Elite has developed into the fastest growing and third largest soccer program in the KC metro area with more than 1,200 participants, which is a 400 percent growth in a few short years. A new soccer complex would not only better serve the current soccer program but would attract new players.

With this growth has come the addition of two competitive soccer tournaments that collectively bring in more than 200 teams to Belton each year. These weekend events provide an economic impact far beyond park grounds, as families are staying, eating and shopping in Belton.

This would be more than just a soccer complex, it would be the staple in a commercial site in Belton that would bring more jobs and retail revenue to the community. In addition, it would put Belton on the map as a premier place to play soccer, shop, dine and stay.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Total	-	-	-	-	-	-	\$10,000,000	\$10,000,000

Projected Five-Year Funding Schedule

Possible Funding Sources	Prior	2016	2017	2018	2019	2020	Beyond	Total
Bonds	-	-	-	-	-	-	\$10,000,000	\$10,000,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: West Satellite Fire Station

Fa-3

PROJECT TYPE: Construction

DEPARTMENT: Fire Department

DESCRIPTION:
This project involves the location and construction of a fire station west of 58 & Prospect.

JUSTIFICATION:
Fire and EMS response are most effective when the proper resources arrive within six minutes of notification. Therefore travel distance from facilities to areas served should be targeted to be four minutes or less. Insurance rates are also affected by the proper distribution of fire stations. Areas within the western City limits are outside of a four minute travel distance from the closest fire station. There has been interest expressed by a developer in dedicating land for this purpose in the proposed area.



Projected Five-Year Cost Schedule

Breakdown	Prior	2016	2017	2018	2019	2020	Beyond	Total
Land	-	-	-	-	-	-	-	-
Design	-	-	-	\$15,000	\$800,000	-	-	\$815,000
Construction	-	-	-	-	-	\$4,455,000	-	\$4,455,000
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Total	-	-	-	\$15,000	\$800,000	\$4,455,000	-	\$5,270,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Prior	2016	2017	2018	2019	2020	Beyond	Total
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	\$800,000	\$4,455,000	-	\$5,255,000
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	\$15,000	-	-	-	\$15,000
Total	-	-	-	\$15,000	\$800,000	\$4,455,000	-	\$5,270,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Live Burn Training Facility

Fa-4

PROJECT TYPE: Construction

DEPARTMENT: Fire Department

DESCRIPTION:
This project involves the location and construction of a live burn training facility.

JUSTIFICATION:
As structure fires become less frequent it becomes more important for firefighting staff to train with live fire scenarios in order to maintain proficiency with firefighting skills and reduce the risk of injury and/or death. Firefighter training and availability of a permanent facility contribute creditable points for the City's fire protection class rating (ISO) and the insurance rates paid by



Projected Five-Year Cost Schedule

Breakdown	Prior	2016	2017	2018	2019	2020	Beyond	Total
Land	-	-	-	-	-	-	-	-
Design	-	-	-	-	\$45,000	-	-	\$45,000
Construction	-	-	-	-	-	\$630,000	-	\$630,000
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Total	-	-	-	-	\$45,000	\$630,000	-	\$675,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Prior	2016	2017	2018	2019	2020	Beyond	Total
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	\$45,000	\$630,000	-	\$675,000
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	-	-	\$45,000	\$630,000	-	\$675,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Fire Engines

F-1

PROJECT TYPE: Vehicle Replacement

DEPARTMENT: Fire Department

DESCRIPTION:
This project replaces two fire engines.

JUSTIFICATION:
The department has two engines that were placed in service in 2000. The recommended standard for engines are 10 years front line with five years in reserve. Maintenance issues are affecting the reliability of the engines. Replacing one engine may extend the life of the other, however both units fall within the recommended replacement window.



Projected Five-Year Cost Schedule

Breakdown	Prior	2016	2017	2018	2019	2020	Beyond	Total
Land	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Construction	-	\$500,000	-	-	-	\$550,000	-	\$1,050,000
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Total	-	\$500,000	-	-	-	\$550,000	-	\$1,050,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Prior	2016	2017	2018	2019	2020	Beyond	Total
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	\$500,000	-	-	-	\$550,000	-	\$1,050,000
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	\$500,000	-	-	-	\$550,000	-	\$1,050,000



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Squad F-2

PROJECT TYPE: Vehicle

DEPARTMENT: Fire Department

DESCRIPTION:

This project adds a squad style vehicle to the department.

JUSTIFICATION:

The department is currently studying the implementation of a change in staffing and vehicle configuration. Many department responses can be handled by a smaller crew than utilized on the engine. A vehicle configured like this could remove some workload from the engines reducing fuel and maintenance costs. The vehicle would need to be large enough to carry necessary equipment and could also be utilized to tow the Mass Casualty Incident trailer accepted under the homeland security grant.



Projected Five-Year Cost Schedule

Breakdown	Prior	2016	2017	2018	2019	2020	Beyond	Total
Land	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Construction	-	\$50,000	-	-	-	-	-	\$50,000
Utility	-	-	-	-	-	-	-	-
Legal	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Total	-	\$50,000	-	-	-	-	-	\$50,000
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Prior	2016	2017	2018	2019	2020	Beyond	Total
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Bonds	-	-	-	-	-	-	-	-
Grants	-	-	-	-	-	-	-	-
Unidentified	-	\$50,000	-	-	-	-	-	\$50,000
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	\$50,000	-	-	-	-	-	\$50,000



CAPITAL IMPROVEMENT PROGRAM

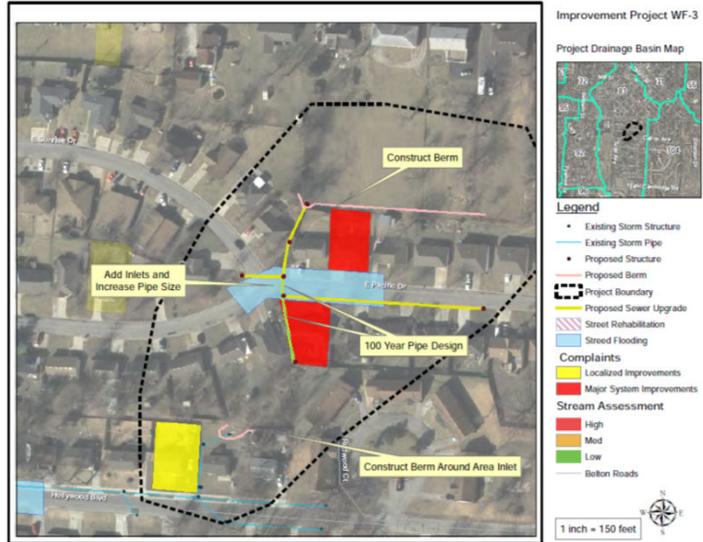
PROJECT TITLE: East Pacific Drive Stormwater Improvements SW-1

PROJECT TYPE: Storm Water Project

DEPARTMENT: Public Works - Storm

DESCRIPTION:
 The conceptual improvement for this area includes upsizing the storm sewer system on East Pacific Avenue, installing an area inlet behind 206 East Pacific Avenue, and constructing a berm behind the houses on the north side of East Pacific Avenue.

JUSTIFICATION:
 Residential and street flooding are caused by undersized storm inlets and pipes on East Pacific Drive. This is the #1 priority project in Priority Group 1 as identified in the Stormwater Master Plan.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	\$16,963	-	-	-	-	-	\$16,963
Design	-	\$30,000	-	-	-	-	-	\$30,000
Construction	-	\$169,630	-	-	-	-	-	\$169,630
Utility	-	\$16,963	-	-	-	-	-	\$16,963
Legal	-	\$13,570	-	-	-	-	-	\$13,570
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	\$42,408	-	-	-	-	-	\$42,408
Total	-	\$289,534	-	-	-	-	-	\$289,534
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	\$289,534	-	-	-	-	-	\$289,534
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	\$289,534	-	-	-	-	-	\$289,534



CAPITAL IMPROVEMENT PROGRAM

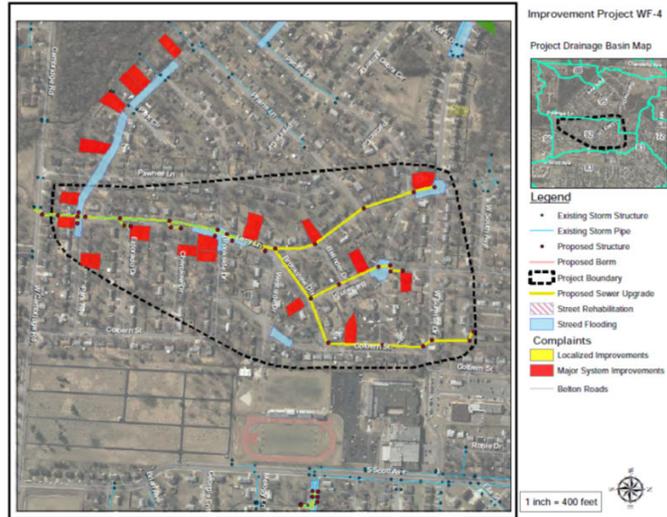
PROJECT TITLE: Lacy Estates Stormwater Improvements **SW-2**

PROJECT TYPE: Storm Water Project

DEPARTMENT: Public Works - Storm

DESCRIPTION:
The conceptual improvement for this area includes installing a new storm sewer system where none currently exist and upsizing existing pipes to meet design criteria for a 10 year storm event.

JUSTIFICATION:
Residential flooding, street flooding, and crumbling pavement are caused because of the lack of a storm sewer system at the upper end of the subdivision. Existing storm sewers at the south end of Lacy Estates are undersized creating flooding problems. This is the #2 priority project in Priority Group 1 as identified in the Stormwater Master Plan.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	\$179,851	-	-	-	-	-	\$179,851
Design	-	\$250,000	-	-	-	-	-	\$250,000
Construction	-	\$298,510	\$1,500,000	-	-	-	-	\$1,798,510
Utility	-	\$29,851	\$150,000	-	-	-	-	\$179,851
Legal	-	\$23,881	\$120,000	-	-	-	-	\$143,881
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	\$74,628	\$375,000	-	-	-	-	\$449,628
Total	-	\$856,720	\$2,145,000	-	-	-	-	\$3,001,720
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	\$856,720	\$2,145,000	-	-	-	-	\$3,001,720
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	\$856,720	\$2,145,000	-	-	-	-	\$3,001,720



CAPITAL IMPROVEMENT PROGRAM

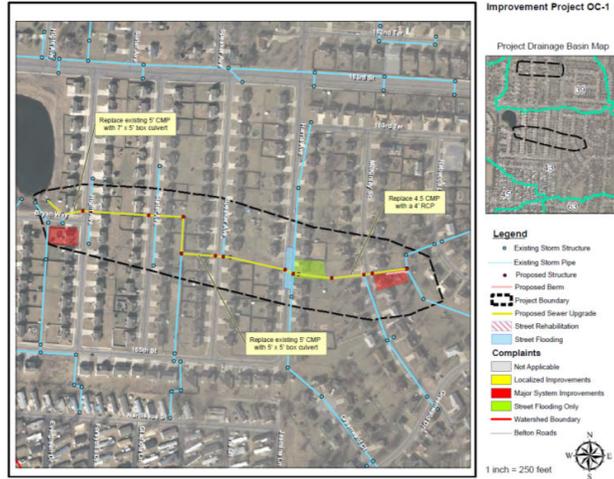
PROJECT TITLE: Summerset Hills Stormwater Improvements **SW-3**

PROJECT TYPE: Storm Water Project

DEPARTMENT: Public Works - Storm

DESCRIPTION:
The conceptual improvement for this area includes replacing the entire main line system from the outlet of the system at Somerset Park Lake to east of McKinley Street. While the line is being replaced an overflow path will be graded over the top of the pipe to carry the water for storms more frequent than the 10-year event.

JUSTIFICATION:
The problem consists of reported building flooding in two locations as well as street flooding in five locations. The entire system lacks the capacity for the 5-year storm with houses adjacent to the enclosed system and the overflow path above the pipe being in danger of flooding in frequent events. This is the #3 priority project in Priority Group 1 as identified in the Stormwater Master Plan.



Projected Five-Year Cost Schedule

Breakdown	Prior	Fiscal Year					Beyond	Total
		2016	2017	2018	2019	2020		
Land	-	-	\$96,928	-	-	-	-	\$96,928
Design	-	-	\$100,000	\$93,856	-	-	-	\$193,856
Construction	-	-	\$500,000	\$469,280	-	-	-	\$969,280
Utility	-	-	\$50,000	\$46,928	-	-	-	\$96,928
Legal	-	-	\$40,000	\$37,542	-	-	-	\$77,542
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	\$125,000	\$117,320	-	-	-	\$242,320
Total	-	-	\$911,928	\$764,926	-	-	-	\$1,676,854
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Prior	Fiscal Year					Beyond	Total
		2016	2017	2018	2019	2020		
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	\$911,928	\$764,926	-	-	-	\$1,676,854
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	\$911,928	\$764,926	-	-	-	\$1,676,854

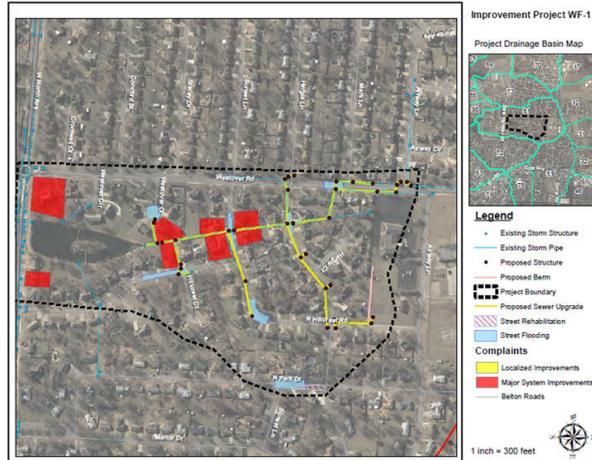


CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: Hargis Lake Stormwater Improvements **SW-4**
PROJECT TYPE: Storm Water Project
DEPARTMENT: Public Works - Storm

DESCRIPTION:
 The conceptual improvement for this area provides 100 year storm event protection and includes new storm sewers at key locations, upsized and more efficient inlets, and upsizing main trunk line pipes to box culverts.

JUSTIFICATION:
 Fourteen residential concerns regarding stormwater flooding, sanitary sewer backup, street flooding, and erosion have been received in the Hargis Lake subdivision. The existing storm system is undersized resulting in significant amounts of overland flow during significant rainfall events. Above ground swales are insufficient to handle the overland flow resulting in fast moving water with home flooding which may be responsible for some surcharging of the sanitary sewer system. This is the #4 priority project in Priority Group 1 as identified in the Stormwater Master Plan.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	-	\$155,844	-	-	-	-	\$155,844
Design	-	-	\$200,000	-	-	-	-	\$200,000
Construction	-	-	\$558,435	\$1,000,000	-	-	-	\$1,558,435
Utility	-	-	\$55,844	\$100,000	-	-	-	\$155,844
Legal	-	-	\$44,675	\$80,000	-	-	-	\$124,675
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	\$139,609	\$250,000	-	-	-	\$389,609
Total	-	-	\$1,154,406	\$1,430,000	-	-	-	\$2,584,406
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	\$1,154,406	\$1,430,000	-	-	-	\$2,584,406
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	\$1,154,406	\$1,430,000	-	-	-	\$2,584,406



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: West Sunrise and Buena Vista Stormwater Improvements SW-5
PROJECT TYPE: Storm Water Project
DEPARTMENT: Public Works - Storm

DESCRIPTION:
 The conceptual improvement for this area includes upsizing the culverts at West Sunrise Drive and Park Avenue, upgrading the storm sewer system at Buena Vista Court, redirection discharge at the downstream end of the culvert at West Sunrise Drive, and increasing the ditch size to a 9 foot flat bottom ditch with 4 to 1 side slopes and 2 feet deep north of 510 West Sunrise Drive.

JUSTIFICATION:
 Potentially 7 residential concerns regarding stormwater flooding as well as flash flooding of the streets during large storm events. The existing storm system is undersized resulting in significant amounts of overland flow during significant rainfall events. Above ground swales are insufficient to handle the overland flow. This is the #5 priority project in Priority Group 1 as identified in the Stormwater Master Plan.



Projected Five-Year Cost Schedule

Breakdown	Prior	Fiscal Year					Beyond	Total
		2016	2017	2018	2019	2020		
Land	-	-	-	\$45,690	-	-	-	\$45,690
Design	-	-	-	\$30,000	-	-	-	\$30,000
Construction	-	-	-	\$456,900	-	-	-	\$456,900
Utility	-	-	-	\$45,690	-	-	-	\$45,690
Legal	-	-	-	\$36,552	-	-	-	\$36,552
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	\$114,225	-	-	-	\$114,225
Total	-	-	-	\$729,057	-	-	-	\$729,057
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Prior	Fiscal Year					Beyond	Total
		2016	2017	2018	2019	2020		
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	\$729,057	-	-	-	\$729,057
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	-	\$729,057	-	-	-	\$729,057



CAPITAL IMPROVEMENT PROGRAM

PROJECT TITLE: 162nd Street Stormwater Improvements **SW-6**

PROJECT TYPE: Storm Water Project

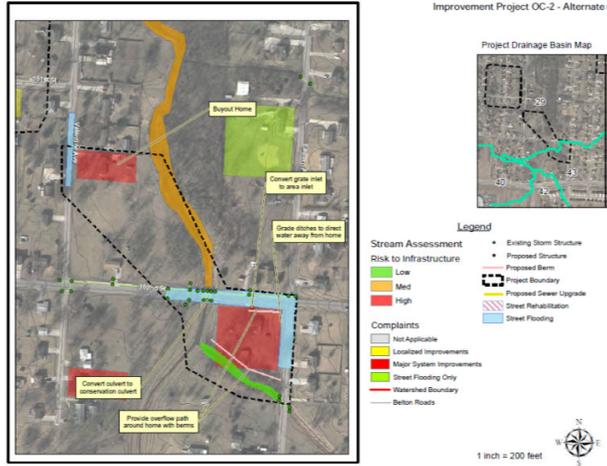
DEPARTMENT: Public Works - Storm

DESCRIPTION:

The conceptual improvement for this area includes installing berms and improved ditches around 7111 162nd Street to allow storm water to be conveyed around the house, expand the natural channel to allow multiple houses to be removed from the flood plain, and replace the bridge at 162nd Street to prevent 7 inches of overtopping in the 100-year storm event.

JUSTIFICATION:

The lack of capacity in the natural channels and culvert at 162nd Street in this area cause reported flooding at one house and street flooding on 162nd Street in large rain events. 16105 Valentine has reported flooding 6 times in 4 years and modeling for the area indicates 162nd Street overtops in the 10-year rain event. This is the #6 priority project in Priority Group 1 as identified in the Stormwater Master Plan.



Projected Five-Year Cost Schedule

Breakdown	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Land	-	-	-	\$125,520	-	-	-	\$125,520
Design	-	-	-	\$125,000	\$126,040	-	-	\$251,040
Construction	-	-	-	-	\$1,255,202	-	-	\$1,255,202
Utility	-	-	-	-	\$125,520	-	-	\$125,520
Legal	-	-	-	-	\$100,416	-	-	\$100,416
Bond Issuance Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	\$313,801	-	-	\$313,801
Total	-	-	-	\$250,520	\$1,920,979	-	-	\$2,171,499
Op Expense	-	-	-	-	-	-	-	-
Cost Savings	-	-	-	-	-	-	-	-

Projected Five-Year Funding Schedule

Source	Fiscal Year							Total
	Prior	2016	2017	2018	2019	2020	Beyond	
Capital Improvements Fund	-	-	-	-	-	-	-	-
Transportation Fund	-	-	-	-	-	-	-	-
Water Fund	-	-	-	-	-	-	-	-
Wastewater Fund	-	-	-	-	-	-	-	-
Street Impact Fee	-	-	-	-	-	-	-	-
Water Impact Fee	-	-	-	-	-	-	-	-
Wastewater Impact Fee	-	-	-	-	-	-	-	-
Bonds	-	-	-	\$250,520	\$1,920,979	-	-	\$2,171,499
Grants	-	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	-
Potential TIF/TDD/CID/NID	-	-	-	-	-	-	-	-
STP/MoDOT	-	-	-	-	-	-	-	-
General Fund	-	-	-	-	-	-	-	-
Total	-	-	-	\$250,520	\$1,920,979	-	-	\$2,171,499

Appendix – Part III



BEST PRACTICE

Capital Asset Assessment, Maintenance and Replacement Policy (2007 and 2010)(CEDCP)

CAPITAL IMPROVEMENT PROCESS

Definition – A capital improvement is a necessary or desirable project that supports or improves infrastructure or facilities and enhances the City’s ability to provide safe and desirable services for the benefit of the community and the future of the City of Belton. These projects directly affect the way citizens live, travel and conduct business within our community. Furthermore, a capital project may be further defined as a project or asset with a minimum total cost of \$50,000 resulting in 1) creation of a new fixed asset; or 2) enhancement to an existing fixed asset with a life expectancy of at least 20 years.¹ Examples include construction or expansion of public buildings, new storm and sanitary sewers, water line upgrades and extensions, the acquisition of land for public use, planning and engineering costs, and street construction. The Planning Commission reviews the preliminary program for consistency with the comprehensive plan and, if appropriate, submits the preliminary program to the City Council for consideration. The City Council either accepts the program with or without amendments, or rejects it. Thus, the CIP becomes an essential guide to basic community improvements.

Identification – The need for capital improvements may be identified by an appropriate master plan, by changes within a growing community or by regulatory legislation. Planned and coordinated capital improvement project identification enhances the City’s ability to change the appearance and make the community more desirable to existing and potential residents, businesses and industries. Projects 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 city engineer or project manager defines the scope of the project and prepares a preliminary cost estimate for the design and acquisition of property, if applicable, and construction of the project. These cost estimates are typically conceptual in nature with considerable contingencies included. Each phase of the project will be placed on the CIP and the City will budget funds accordingly.

MODIFYING THE CIP

The proposed five year CIP for the City of Belton is a fluid document that can be changed as the infrastructure requirements change, development occurs, and funding opportunities become available. Additionally, changing needs and priorities, emergencies, cost changes, mandates

¹ The City of Belton is applying accepted accounting practices in the CIP report.

and changes in technology may require the CIP to be updated. As new projects are identified and new revenues become available, projects are added to the annual prioritized funding schedule. Future changes anticipated by the Public Works Department include:

- **Transportation Master Plan (TMP):** It is recommended that the City develop a TMP in the near future as it would provide a summary of all findings and recommendations developed and culminate in a master recommended action plan to address the City's immediate and long range transportation needs. The action plan will include capital improvement projects, land use planning and policy modifications, maintenance efforts, and public outreach and education programs. The action plan will be organized and presented in a concise manner whereby actions are prioritized, assigned to appropriate staff with recommended timelines/schedules, budgets and expected benefits. Belton's CIP will need updating once the TMP is complete.
- Continued focus toward the Livable Streets concepts
- Creation of a Stormwater Utility that generates dedicated revenues for the maintenance of stormwater infrastructure like water and wastewater
- Possible regional efforts in water and wastewater services

CAPITAL IMPROVEMENTS PLAN IMPLEMENTATION

When a project on the CIP schedule is funded, the City's Project Manager (typically the City Engineer or the Assistant City Engineer) will assume the oversight responsibilities. Although the City has an adopted Project Management Manual (PMM), this section will highlight the fundamentals of project management. The first phase involves securing professional engineering services or move forward with in-house design services to define the exact scope, detail and cost of a project. Phase two is the actual design of the project. With the exception of small, easily defined projects, these phases typically occur over a two-year period. This allows for the design to be completed, easements and right-of-way secured, and funding to be identified and authorized for the actual construction of a project.

- **Design** - The Project Manager will negotiate an engineering services contract for the design of a defined project unless the project is to be designed in-house. Architectural and engineering services contracts are awarded to firms strictly based on the firms qualifications and expertise to perform the work. The selected consultant then submits

a schedule of total hours and a scope of services needed to complete the design of the project. Upon award of a design contract, the selected consultant or in-house design team will complete a set of preliminary design plans. After reviewing the preliminary design, the engineering firm or in-house design team may have a public meeting followed by development right of way and easements documents. The legal descriptions and related documents are necessary for all land, right of way and easement acquisitions necessary before proceeding with the project. The consultant or in-house design team will complete the general conditions documentation and any remaining technical specifications for a complete package ready to advertise for construction services. The project is advertised when all land, right-of-way and easement acquisitions are complete.

- **Advertisement and Award** - The project is advertised for periods of at least two weeks, depending on the complexity of the project. Each contractor must submit with their bid, a bid bond equal to five (5) percent of the contract value and certification of compliance with state prevailing wage regulations. State law requires that all labor by contractors on public improvements must be paid for at prevailing wage rates. When the contract is awarded, the contractor must provide performance and payment bonds, which guarantees the acceptable completion of the project. The majority of construction projects managed through the Public Works Department are unit price contracts, which define a quantity of product at a specific per unit cost. A minority of projects may result in lump sum contracts for the construction of a structure or new facility.
- **Schedule** - The project scope defines a construction duration period from the time a "Notice to Proceed" is issued to the point of substantial completion and final completion. The Project Manager will confer with the contractor to assign a construction schedule to define the development of the project within the contracted time. Consideration is given to the project scope, seasonal issues, procurement schedules, job complexity and other items in the development of a project schedule. The assessment of liquidated damages is included in construction contracts for failure to meet project schedules.
- **Payments** - As construction of the project proceeds, the contractor will submit to the Project Manager an application for monthly payment based upon the estimated percent of project completion. The City Engineer and consulting engineering firm evaluates the progress and approves an appropriate payment. A percent retainage fee (typically five percent) is withheld to assure all tasks are completed before final payment is made.

- **Changes** - When something occurs to change the scope of the construction project the contractor will request a change order. A change order is an amendment to the original contract which details the scope and cost of the change. All change orders are processed and approved in accordance with the cities adopted purchasing policy.
- **Substantial Completion** - When the contractor has delivered a usable product to the community, a request for payment for substantial completion will be made. At this time, a comprehensive inspection is performed by City staff or the engineering consultant and a punch list of outstanding items is prepared. Upon acceptance of substantial completion, the contractor will be fully paid for all work completed on the project less the 5% retainage held back until final acceptance. The punch list items and all deficiencies must be completed before final acceptance of the project, and final payment is approved and made.
- **Final Acceptance** - Final acceptance is achieved when the contractor has completed all punch list and items and has provided the City with a maintenance bond (usually two years from final acceptance) to cover labor material expenses through this warranty period. At the same time, the resident inspector initiates the completion of “as-built” drawings prepared from field records. These records will be delivered to the city. Any un-spent moneys authorized for a project will be returned to the CIP fund for reallocation on future projects.

CIP FUNDING SOURCES

A large component of developing the CIP focuses on the balancing of available resources with the identified budget needs. The process involves reviewing all funding sources used for various capital improvements each year. 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 utilizes staff projections of future bond sales, interest rates, population growth, assessed valuation increases, user fees, and other variables.

A listing of existing funding sources and definitions follow:

General Fund

The General Fund is the primary operating fund for the City. Expenditures from this fund provide basic City services such as police and fire protection, planning, inspection, engineering, animal control, civil defense, municipal court, and overall basic services such as finance and

data processing, personnel, and general administration of the City. Revenue sources include items such as property taxes, sales taxes, franchise taxes, cigarette taxes, fines, business licensing and permitting, grants, allocations from other City departments for services provided, and other small sources. The General Fund can be 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 percent transportation sales tax, motor vehicle taxes, and fuel taxes.

Stormwater

The City currently does not have a dedicated revenue source to maintain and improve the storm system and these services are currently provided through the Transportation Fund. As funding street maintenance is a challenge for all cities, it may be in the cities best interest to work towards establishing a stormwater utility.

Water and Wastewater Funds

The Water and Wastewater Funds cover all expenses related to providing water and collecting and treating sanitary sewer for residents and businesses in the City of Belton. The main sources of revenue for the Water and Wastewater Funds come from:

- Rates and User Fees
- Water Tap Fees
- Water and Sanitary Sewer Impact Fees

Arterial Street Impact Fees

Impact fees are to be paid for a development that generates new traffic in the City. Fees are based on the amount of traffic the new development will generate. The proceeds of which shall be used for improvements to arterial streets improvements throughout the City.

Capital Improvements Fund

The Capital Improvements Fund is funded solely by a ½ percent capital improvements sales tax. Revenues from this fund are currently committed to debt service on the 71 and Y-Highway interchange project, new Police and Court building, and City Hall Renovations.

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 stormwater, roads, sewers, parks 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, Waste Water, Stormwater, 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.