



**NOTICE OF PUBLIC MEETING
APRIL 15, 2024 – 7:00 P.M.
BOARD OF ALDERMEN MEETING
TENTATIVE AGENDA**

- I. MEETING CALLED TO ORDER
- II. ROLL CALL
- III. APPROVAL OF AGENDA
- IV. APPROVAL OF APRIL 1, 2024 MINUTES
- V. CITIZEN COMMENTS
- VI. TREASURER’S REPORT – MARCH 2024
- VII. PRESENTATIONS
 - a. Industry Update – Susan Piazza, Republic Services
- VIII. RESOLUTIONS
 - R11-24 A RESOLUTION PROCLAIMING THE TWENTY-SIXTH OF APRIL 2024, AS ARBOR DAY IN THE CITY OF GLENDALE
 - R12-24 A RESOLUTION AUTHORIZING A CONTRACT WITH E. MEIER CONTRACTING FOR AN ASPHALT OVERLAY OF A PUBLIC WORKS FACILITY PARKING LOT
- IX. DISCUSSIONS
 - a. FY2025-29 Capital Improvement Program
 - b. Low-Speed Vehicle Regulations
- X. REPORTS
 - a. Andy Haskenhoff – City Forester
- XI. ADJOURNMENT

Frank Johnson
City Administrator

Posted 5:00 P.M. April 12, 2024

MONDAY, APRIL 1, 2024 7:00 P.M.
BOARD OF ALDERMEN
MINUTES

MAYOR MIKE WILCOX

ALDERMAN PAUL ROETTGER

ALDERMAN AARON NAUMAN

ALDERMAN LISA CAPSHAW CUSHING

ALDERMAN BERRY LANE

ALDERMAN TONY ROBERTS

ALDERMAN WHITNEY ROPER

CITY ATTORNEY, JIM HETLAGE
CITY ADMINISTRATOR, FRANK JOHNSON
DEPUTY CITY CLERK, JOANNE CARR

MEETING CALLED TO ORDER

The meeting was called to order at 7:00 PM by Mayor Wilcox.

ROLL CALL

Present: Alderman Roettger, Alderman Nauman, Alderman Capshaw Cushing, Alderman Lane, Alderman Roper, Alderman Roberts

Absent: None

Also Present: Chief Jeff Beaton, City Attorney Jim Hetlage, City Administrator Frank Johnson, Deputy City Clerk Joanne Carr, Public Works Superintendent Terry Jones

APPROVAL OF THE AGENDA

Mayor Wilcox asked if there were any changes to the April 1, 2024 meeting agenda. There were none. Alderman Lane motioned to approve the agenda. Alderman Roettger seconded the motion which was unanimously approved.

APPROVAL OF THE MINUTES FROM MARCH 18, 2024 MEETING

Mayor Wilcox asked if there were any changes or corrections to the Board minutes from the meeting. Alderman Nauman motioned to approve the minutes from March 18, 2024. Alderman Lane seconded the motion, which was unanimously approved.

CITIZEN COMMENTS

None

ORDINANCE FOR FIRST READING, SECOND READING AND FINAL APPROVAL

B09-24 AN ORDINANCE APPROVING AND AUTHORIZING THE MAYOR TO EXECUTE, ON BEHALF OF THE CITY OF GLENDALE, MISSOURI, A COOPERATION AGREEMENT BETWEEN THE CITIES OF KIRKWOOD AND GLENDALE, MISSOURI, RELATING TO THE USE OF THE KIRKWOOD AQUATIC CENTER AND RECREATION FACILITIES AND PARTICIPATION IN RECREATIONAL PROGRAMS

Alderman Roettger moved approval of the first reading of Bill B09-24. Alderman Capshaw Cushing seconded the motion.

Mayor Wilcox asked for a report.

Mr. Johnson reported that he had been working on the agreement during the last month with terms discussed previously with the Board. Mr. Johnson stated that there would be a flat fee of \$45,000 for the aquatic center, with a 3.5% escalator, with a 3-year term which would automatically renew each year. The city will pay 30% of the total residents spend on program and activity registrations for the prior fiscal year, and he added that Glendale residents could sign up for camps five days after Kirkwood residents and for pavilion rental and 30 days after Kirkwood residents.

Mr. Johnson stated that the 30% figure is based on the average price difference between resident and non-resident rates for program and activity registrations, plus a 5% administrative fee.

Mr. Johnson reported that Glendale would retain two seats on the advisory council. Mayor Wilcox asked about the double billing. Mr. Johnson stated that with the previous agreement the City was two years in arrears with 2022 and 2023 still due. Mr. Johnson reported that the original agreement related to the bond structure and that the billed amount would vary each year and would be invoiced following an audit from the previous year which created the two-year lag. Mr. Johnson stated that \$100,000 would be budgeted, adding that if the Webster agreement is approved, the City might need to increase the number to \$110,000.00. Mr. Johnson also noted that the Kirkwood and Glendale fiscal year start dates were different.

Alderman Nauman was in approval of the agreement but suggested that an amendment be added under the terms section, section 3, Use of Facilities, in the second of last paragraph, extend the Glendale employee courtesy to Glendale council members as a courtesy to them noting that the members work hard on the Park and Recreation agreements as well as the Aquatic Center agreements.

It was noted that this agreement would not become effective until the Kirkwood City Council approves the agreement.

Mayor Wilcox asked if there were any questions or comments. No additional questions or comments were heard.

Mayor Wilcox called for a vote. The first reading was unanimously approved on a voice vote.

Mr. Johnson read the Ordinance by title only.

Alderman Nauman moved approval of the second reading of Bill B09-24 with the following amendment: inclusive of the two (2) Advisory Council members, shall be given the same discount as Kirkwood employees get for Parks and Recreation facilities and programs. For all other programs and facilities, Glendale residents shall be given the same rates and dates of access as Kirkwood residents. amendment of terms Glendale. Alderman Lane seconded the motion which was unanimously approved.

Mayor Wilcox asked for a report. Mr. Johnson had nothing new to report.

Mayor Wilcox asked if there were any questions or comments. There were none.

Mayor Wilcox called for a vote. The second reading was unanimously approved on a voice vote.

Mr. Johnson read the Ordinance by title only.

Alderman Nauman moved approval of the final reading of Bill B09-24. Alderman Lane seconded the motion.

Mayor Wilcox asked for a report and asked if there were additional questions. There were none.

Mayor Wilcox asked for a vote.

Ayes: Alderman Lane, Alderman Roettger, Alderman Roper, Alderman Roberts,
Alderman Capshaw Cushing, Alderman Nauman

Nays: None

The Ordinance Passed.

B10-24 AN ORDINANCE APPROVING AND AUTHORIZING THE MAYOR
TO EXECUTE, ON BEHALF OF THE CITY OF GLENDALE,
MISSOURI, A FACILITES USE AGREEMENT BETWEEN THE
CITIES OF WEBSTER GROVES AND GLENDALE, MISSOURI,
RELATING TO THE USE OF THE WEBSTER GROVES
RECREATIONAL FACILTIES

Alderman Capshaw Cushing moved approval of the first reading of Bill B10-24. Alderman Roettger seconded the motion.

Mayor Wilcox asked for a report.

Mr. Johnson reported that agreement with Webster Groves was enclosed in the packet showing an annual \$15,000.00 fee for resident rates at Webster Groves parks and recreation facilities, which includes the Aquatic Center, Recreation Center, Tennis Center and Ice Arena.

Mr. Johnson stated that initial discussions between the cities included a higher subsidy cap. At the proposed subsidy level, Webster Groves stated that the administrative complexity related to implementing the program was too high to include resident rates on all programs and activities. It was decided to work within a flat fee basis for one year for facility memberships only. Mr. Johnson stated that Webster Groves would send a monthly invoice and run a report which would allow the City to know how close we would be to the subsidy cap. Mr. Johnson stated that he would review the monthly report and report back to the Board adding that this was a short-term agreement with Webster Groves and noted that the agreement could be restructured in the future based on usage and cost.

Mayor Wilcox stated that he was agreeable to add the Webster Groves program with the small cap, adding that Webster Groves was very accommodating during discussions but added that due to the costs with Kirkwood and the survey results, he was not a big fan of this agreement. Mayor Wilcox stated that he was not a voting member but just wanted to weigh in on the cost issues.

Alderman Roberts stated that this process in remaining with an aquatic center has been a test of discussion adding that the agreement with Webster Groves may not work. Alderman Roberts went on to say that if the plan is fully accepted by our residents, we may want to keep the arrangement with Webster Groves. Alderman Roberts stated that this year the City will spend a little more money but added the outcome is unknown and the residents may want to use Webster Groves facilities. Mayor Wilcox stated that he liked the test.

Mr. Johnson stated that the City will need to get over the initial hump to get passed the Kirkwood fees that are owed in arrears, adding that for Webster Groves, if there is no usage, Glendale will pay nothing.

Alderman Roettger agreed with Alderman Roberts and with the fact-finding mission and asked how the program would work for Glendale. Mr. Johnson stated that there would be daily and annual passes available at the resident rate adding that Glendale would pay the difference.

Alderman Lane agreed with the idea and noted that it would be a test year.

Alderman Roper asked if the City could receive monthly metrics adding that it would be helpful to know the difference from month to month.

Mayor Wilcox asked if there were any questions or comments. There were none. Mayor Wilcox called for a vote. The first reading was unanimously approved on a voice vote.

Mr. Johnson read the Ordinance by title only.

Alderman Lane moved approval of the second reading of Bill B10-24. Alderman Capshaw Cushing seconded the motion.

Mayor Wilcox asked for a report.

Mayor Wilcox asked if there were any questions or comments. There were none.

Mayor Wilcox called for a vote. The second reading was unanimously approved on a voice vote.

Mr. Johnson read the Ordinance by title only.

Alderman Nauman moved approval of the final reading of Bill B10-24. Alderman Capshaw Cushing seconded the motion.

Mayor Wilcox asked for a report and asked if there were additional questions. There were none.

Mayor Wilcox asked for a vote.

Ayes: Alderman Lane, Alderman Roettger, Alderman Roper, Alderman Roberts,
Alderman Capshaw Cushing, Alderman Nauman

Nays: None

The Ordinance Passed.

RESOLUTIONS

R10-24 A RESOLUTION AUTHORIZING THE ENDORSEMENT OF
THE CITY OF GLENDALE WITH SAINT LOUIS COUNTY'S
GRANT PROGRAM FOR THE CITY'S WASTE REDUCTION
EFFORTS

Alderman Roettger moved approval of the reading of Resolution R10-24. Alderman Capshaw Cushing seconded the motion.

Mayor Wilcox asked for a report.

Mr. Johnson reported that cost reimbursement is for the shredding and electronics recycling event scheduled for Saturday, May 11, 2024. It also provides reimbursement for the composting class scheduled for May 16. This Resolution would be attached to the grant application requesting \$8,000.00 for reimbursement.

Mayor Wilcox asked if there were any additional comments or questions. There were none.

Mayor Wilcox called for a voice vote which was unanimously approved.

REPORTS

Mr. Johnson
Nothing additional

Alderman Roettger
None

Alderman Roper
None

Alderman Lane
Alderman Lane thanked Mr. Jones for sending a very clear and concise letter to a resident regarding the pavement scheduling.

Alderman Capshaw Cushing
Alderman Capshaw Cushing thanked Mr. Jones, Mr. Slaughter and Mr. Johnson for all their communications with residents concerning the streets adding that everyone was engaged with the residents' concerns. Alderman Capshaw Cushing stated that the letter written about the situation was clear and understandable and thanked the departments for their team effort.

Alderman Roberts
Alderman Roberts thanked Mr. Jones for the communication on the street issue and noted that he was surprised that the farmers market would not be open this year.

Alderman Nauman
None

Jim Hetlage
None

Mayor Wilcox
Mayor Wilcox stated that there would be a shred event on Saturday, May 11th noting that it would be a good opportunity for the Board to attend a City event.

Mayor Wilcox offered condolences to the family of Deb Voss who recently passed away. Mayor Wilcox stated that Ms. Voss had been a long-time employee of Glendale as a dispatcher and following retirement from the City, became an Alderman in Ward III.

Mayor Wilcox thanked Chief Beaton for all the updates and communications related to North Glendale this week including discussions concerning the stop sign, and crosswalk discussions.

ADJOURNMENT

Alderman Nauman moved to adjourn the meeting, seconded by Alderman Lane. The motion was unanimously approved.

These minutes are approved/amended as submitted this 15th day of April 2024.

Joanne Carr
Deputy City Clerk



Internal Memorandum

Office of the City Administrator

**To: Honorable Mayor Mike Wilcox
Members of the Board of Aldermen**

**From: Frank Johnson, City Administrator
Steve Chamberlin, City Treasurer & Dan Lawrence, Finance Officer**

Subject: March Treasurer's Report

Date: April 12, 2024

Cash and Investment Balances:

The City's cash position remains stable through the end of March with a cash and investment balance as of March 31, 2024, of \$5,734,403. Of this figure, \$5,037,038 is available for operations of the city. A month ago, the figure was \$4,930,158 with a comparable number on March 31, 2023 of \$4,243,307.

The increase in funds available for operations during March is unusual but it was caused by three events. The first was the maturation of Term Investment at MOSIP of \$27,681 with the second and third being very low expenditures in Capital Improvements and the transfer of funds from the ARPA account to Operating for over \$117,000.

The City's cash and investment position increases in December and January and generally declines from February through November as a normal occurrence until property tax collections start back up again in December.

General Fund Revenues and Expenditures:

During the month of March, the General Fund received \$329,819 in revenues and had \$347,168 in expenditures, resulting in expenditures exceeding revenues by \$17,349. During the same period last year, General Fund revenue was \$327,761 with \$435,839 in expenditures for a deficit of \$108,078.

The prior year expenditures included three payrolls in March compared to FY 2024 when the three payrolls fell into January. Therefore, the YTD figures are now comparable again. Also, I recently completed my second estimate regarding FY 2024 and the year is expected to conclude with a surplus of approximately \$650,000. As in previous years, I would recommend transferring most of the surplus to the Capital Fund to pay for future street improvement projects.

Revenue

1. Sales tax receipts for March 2024 were \$82,565 with a year-to-date figure of \$850,585 compared to amounts of \$70,037 and \$864,242 respectively for the prior fiscal year. The figure for the prior year-to-date includes a one-time error adjustment from earlier in calendar year 2022 of \$52,239. The total amount budgeted for FY 2024 is \$1,080,000.
2. Revenue from gross receipts tax-electricity was \$27,001 for March 2024 with a year-to-date figure of \$341,865 compared to amounts of \$24,274 and \$332,471 for the same period a year ago. The total budgeted revenue figure for FY 2024 is \$420,000.
3. Revenue from gross receipts tax-telephone for March 2024 was \$5,454 with a year-to-date figure of \$71,036 compared to figures of \$5,432 and \$69,236 for the prior fiscal year. The total budgeted figure for FY 2024 is \$95,000.
4. Revenue from gross receipts-gas for March 2024 is \$11,481 and \$194,898 year-to-date compared to \$46,530 and \$215,237 for the prior year figure. The total amount budgeted for FY 2024 is \$285,000. The amount received for March is extremely low for March and I have contacted Spire regarding the figure. Their response was that the extra day in the 2024 leap year caused computer errors and they are looking into this. As of this writing I do not have a final answer.
5. Gross receipts-water receipts for March 2024 are \$10,159 and \$158,125 year-to-date compared to figures of \$6,809 and \$126,275 for the prior year. The total revenue amount budgeted for FY 2024 is 160,000.
6. Court revenue for March 2024 and fiscal year-to-date are \$655 and \$39,503 while comparable figures for the prior year were \$6,352 and \$29,660. Total Court revenues budgeted for fiscal year 2024 are \$36,600.

Expenditures

1. Expenditures in the Administration Department for March were \$35,912 with a year-to-date figure of \$450,181 compared to prior year figures of \$49,614 and \$400,054. Most of the increase here is personnel related due to increased salaries and benefits.
2. Court expenditures were \$7,532 for March and \$78,286 year-to-date with a comparable figure of \$9,987 and \$74,108 for the prior year.
3. Police expenditures for March 2024 were \$118,163 and \$1,347,509 year-to-date compared to figures of \$165,099 and \$1,277,145 for the prior year. Similar to Administration, most of the increase in the year-to-date expenditures in the PD is personnel related.
4. Expenditures in the Fire Department were \$135,536 for March and \$1,351,484 year-to-date compared to figures of \$161,313 and \$1,362,537 for last year. The year-to-date savings are personnel related due to an employee who was out on sick leave for several months and ran out of PTO and was not paid for the time missed.
5. Public Works expenditures for March 2024 were \$50,026 and \$485,345 year-to-date compared to figures of \$49,826 and \$435,058 for the prior year. Expenditures in PW for FY 2024 will be significantly higher than previous due to hiring of a 5th employee and routine street repairs now expensed in General Fund. Through March 2024 the street repairs are \$27,876.

Sewer Lateral Revenue and Expenditures:

During the month of March, the Sewer Lateral Fund recorded \$9,556 in billable revenues, and expenditures of \$465. Year-to-date expenditures for the fund are \$39,395 compared to \$86,303 for the prior year. Actual cash collected during March was \$2,237.

Sanitation Fund Revenues and Expenditures:

During the month of March, the Sanitation Fund recorded \$56,035 in billable revenues. Actual trash receipts collected for the month totaled \$9,619. Actual expenditures for the month continue to remain relatively even at \$54,566.

Pension Fund Revenues and Expenditures:

The City's contribution to the Fire and Police Pension Fund is funded by property tax, which for FY 2024 is budgeted to generate \$529,200. This is substantially greater than FY 2020 and earlier year figures of approximately \$135,000 as the passage of Prop E during the June 2020 election will greatly increase the property tax revenues available to the Pension Plan. Fiscal year-to-date property tax collections through March are \$509,139. All full-time employees have been enrolled in the MO Lagers plan as of January 1, 2021. The employee (4% of salary) and City contributions (various rate depending on department) are paid monthly to MO Lagers. For March, the employee withholding was \$6,743 with a City contribution of \$20,296. On April 1, 2021, MO Lagers took over the legacy portion of the Glendale retirement plan for retirees as well. The underfunded balance in the legacy portion of the plan is paid through semi-annual payments of \$118,728 beginning May 1, 2021. Also beginning January of 2021, transfers to the General Fund from the Pension Fund are recorded for the Police and Fire portion of the City Lagers expense.

The Pension Fund's assets held at PNC of \$5,540,348 was transferred to MO LAGERS on March 9, 2021.

Park and Stormwater Revenues and Expenditures:

The ½ cent Park and Stormwater sales tax (collected on a point-of-sale basis) typically generates approximately \$185,000 a year. Of this amount, \$100,000 is budgeted to pay for the annual maintenance expense for Glendale's portion of the Aquatic Center as well as additional costs for an expanded parks and recreational agreement with the City of Kirkwood. The Aquatic Center payment was made August 2023 in the amount of \$35,842. Also budgeted for FY 2024 is the annual transfer of \$85,000 to the Capital Improvement Fund. For the first nine months of the fiscal year, \$129,568 was collected in sales tax revenue compared to \$140,343 for the prior year.

Capital Improvement Fund Revenues and Expenditures:

The Capital Improvement Fund has three sources of funding – a ½ cent sales (collection based on population) as well as a portion of the Fire Safety sales tax, transfers from the Park and Stormwater Fund, and occasional sales of surplus equipment. For the month of March, fiscal year-to-date sales tax revenue was \$407,385 compared to \$375,145 for the prior year. There were two significant Capital Improvements during March and they are listed below.

- E. Essex engineering fees-\$8,700.
- ARPA street improvements-\$5,568.

\$1,000 to \$5,000 Purchases:

There were 6 items that fell into this category during March 2024, and they are listed below.

- Kent Audio-\$2,600 Sound system 2023 Jazzfest.
- Todd Gwin Improvements-\$2,103 Building repairs Fire Dept.
- Wireless USA-\$2,728 Alarm System in FD required by STL County.
- Luby Equipment-\$1,102 Backhoe cooling system repair.
- Sam's Club-\$1,285 Taser cartridges and batteries for Police Dept.
- Ozark Vanguard-\$1,216 ADA equipment installed for Moreland Ave ARPA project.

If you have any questions regarding this report, please let me know. Thank you.



Industry Update prepared for Glendale

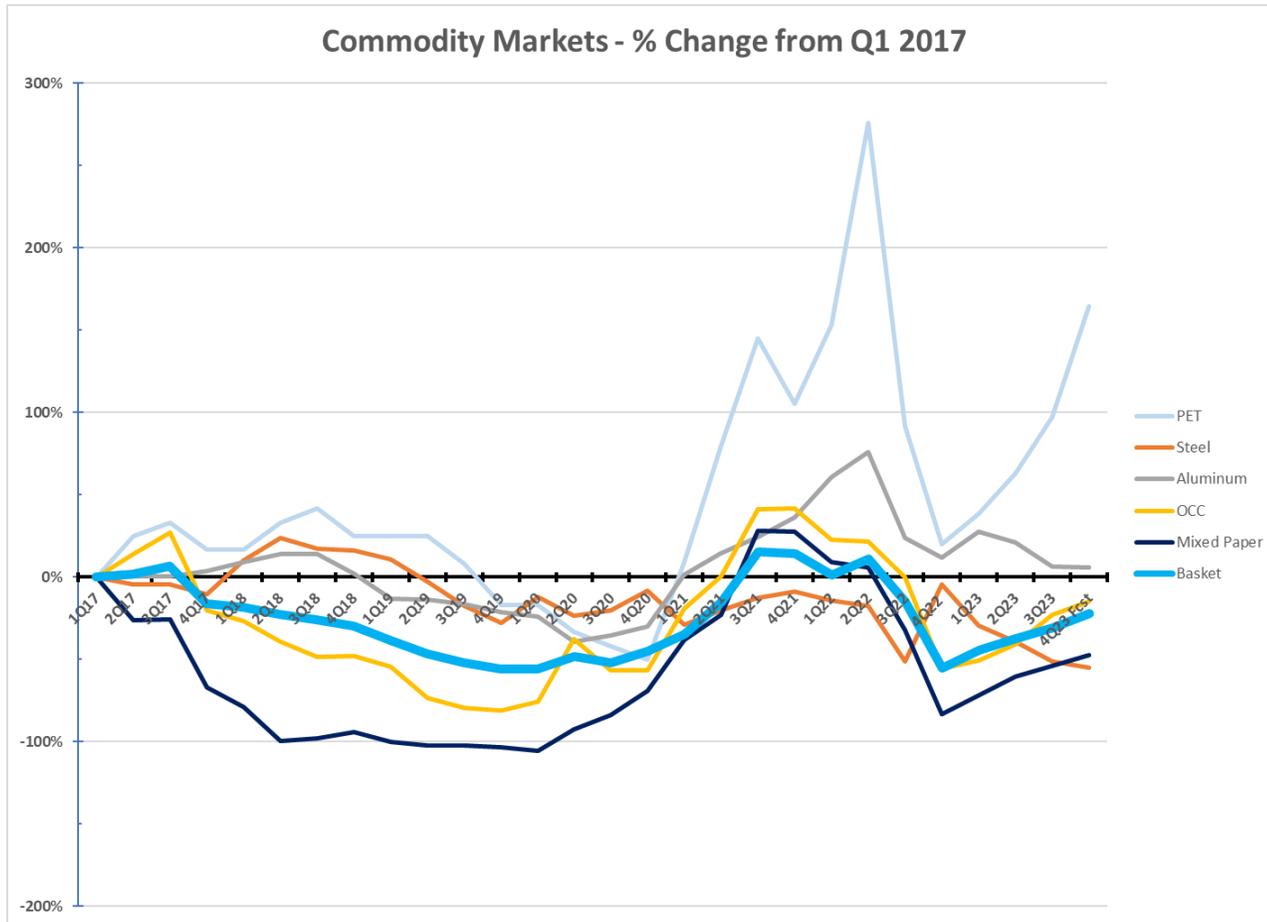
A look into St. Louis Market Activity &
Republic's Emerging Sustainability Trends



SEISMIC CHANGES OVER RECENT YEARS

	CHANGES	IMPACTS
 <p>China Sword</p>	<ul style="list-style-type: none"> ✓ China exit from global recycling commodity markets ✓ Shifted flow of commodities to markets 	<ul style="list-style-type: none"> ✓ Drove investment in MRF quality and new innovations ✓ Spotlighted need for relevant materials in programs
 <p>COVID-19 Pandemic</p>	<ul style="list-style-type: none"> ✓ Fluctuating demand patterns, challenges in procuring and distributing resources ✓ Remote work, safety protocols, surge in digital solutions 	<ul style="list-style-type: none"> ✓ Drove need for agile, resilient supply chain strategies ✓ Increased demand for hybrid/remote work environments
 <p>Labor</p>	<ul style="list-style-type: none"> ✓ Continued shrinkage of CDL workforce nationwide ✓ Shrinking workforce interested in tough field jobs 	<ul style="list-style-type: none"> ✓ Staff shortages leading to route completion challenges ✓ Automated collection routes as standard ✓ Innovation to hire / train / place workers ✓ Labor scarcity driving up wages (costs)
 <p>ESG Commitments</p>	<ul style="list-style-type: none"> ✓ Customers and shareholders driving companies to ESG and sustainability ✓ Growing gap in supply and demand driving investments and innovations 	<ul style="list-style-type: none"> ✓ Innovation in circularity ✓ Investments in infrastructure

COMMODITIES AND MARKET VALUES



Markets continue to run below pre-China Sword levels, setting aside the demand-generated spike during the pandemic

Curbside recycling programs need to be set on current best-practice terms to remove ties to commodity values.

ADAPTING TO NEW LABOR REALITIES

	CHANGES	EFFORT TO MITIGATE
 Drivers/Techs	<ul style="list-style-type: none">✓ Shrinking population of CDL drivers and techs in America continues	<ul style="list-style-type: none">✓ Increased wages✓ Driver and Tech Institutes - hire, train, certify, place
 Rear-Load Helpers	<ul style="list-style-type: none">✓ A decrease in workers willing to perform the role	<ul style="list-style-type: none">✓ Automating antiquated rear-load routes nationwide
 MRF Sorters	<ul style="list-style-type: none">✓ A decrease in workers willing to perform the role	<ul style="list-style-type: none">✓ Investments in sorting technology✓ Refining material lists
 Route Auditors	<ul style="list-style-type: none">✓ Increasing requirement in West Coast contracts✓ Will not scale	<ul style="list-style-type: none">✓ Investments in cameras with AI✓ Public education

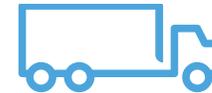
Understanding Economic and Supply Chain Realities



Capital Costs

Contracts are incredibly capital intensive. Inflation places pressure on large capital justifications.

- ✓ Expect higher pricing to cover increased costs of capital
- ✓ Longer terms also enable capital recovery



New Trucks

Build slots are 12-18+ months out.

- ✓ Rental trucks are scarce
- ✓ RFPs needed sooner to enable low-risk transitions
- ✓ Contracts need flexibility on fleet age

New contracts will cost more and take longer to properly transition.

2023 and YTD 2024 Bid and Extension Results

Bid Results *			
	Current	Winning	increase
Twin Oaks	\$23.10	\$30.00	29.9%
Pagedale	\$19.95	\$25.45	27.6%
Pine Lawn	\$21.42	\$24.02	12.1%
Troy	\$18.00	\$19.95	10.8%
Jennings	\$15.89	\$21.49	35.2%
Pasadena Park	\$20.49	\$24.99	22.0%
Shrewsbury	\$23.50	\$24.50	4.3%
Charlack	\$22.50	\$23.75	5.6%
Flordell Hills***	\$17.15	\$27.71	61.6%
Oakland	\$20.78	\$31.25	50.4%
Average	\$20.34	\$24.34	19.7%

2023 Extended - No Bid Process			
	Current	New	increase
St. Ann	\$14.37	\$16.87	17.3%
Webster Groves	\$24.88	\$25.37	2.0%
Crestwood	\$20.78	\$24.78	19.2%
Arnold	\$16.76	\$21.12	26%
Marlborough	\$24.07	\$25.34	5.4%

2024 Extended - No Bid Process				
	Current	New	increase	annual pi
Cool Valley	\$20.69	\$23.17	12.0%	4.5%
Richmond Heights	\$21.89	\$25.16	11.2%	5.0%
St. John	\$23.92	\$24.88	4.0%	4%

*Excluding Wildwood and Clayton

Glendale

- Current Rate per month/per home: \$22.44

- Includes: MSW/REC/YW/Bulk

- Annual PI was CPI W/S/T – capped at 3%

- Actual W/S/T (rolling 12 mos average)

• 2018	3.5%	2021	3.6%
• 2019	3.2%	2022	4.4%
• 2020	3.2%	2023	5.4%

RESILIENCE

Inflation

Pandemic

China Sword

Weathering storms from past 5 years...

- ✓ Commodity Markets Suppressed
- ✓ Public Confusion from Greenwashing
- ✓ Labor Issues
- ✓ Supply Chain Delays
- ✓ Antiquated Contracts v Multi-Year Inflation

Food/Organics

EV

Biogas

Circularity

... Offset by promising innovations and investments

- ✓ Electric Vehicles
- ✓ Plastics Circularity
- ✓ Landfill Gas to Energy
- ✓ New Programs
 - ✓ Organics / Food
 - ✓ Hazardous Materials



Sustainability in Action

SUSAN PIAZZA
Manager, Municipal Sales

e: SPiazza@RepublicServices.com
o: 314.656.2121
c: 618.581.8578



Member of
**Dow Jones
Sustainability Indices**

Powered by the S&P Global CSA

Sustainability Yearbook
Member 2023

S&P Global

A RESOLUTION PROCLAIMING THE TWENTY-SIXTH OF APRIL 2024, AS
ARBOR DAY IN THE CITY OF GLENDALE

WHEREAS, in 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees; and

WHEREAS, the holiday, known as Arbor Day, was first observed with the planting of more than one million trees in Nebraska; and

WHEREAS, Arbor Day is now observed throughout the nation and the world; and

WHEREAS, trees reduce erosion of topsoil by wind and water, lower heating and cooling costs, moderate the temperature, clean the air, and provide habitat for wildlife; and

WHEREAS, trees in our city increase property values, enhance the economic vitality of business areas, and beautify our community; and

WHEREAS, trees are a renewable resource, providing paper, wood for our homes, fuel for our fires, and numerous other wood products; and

WHEREAS, trees, wherever they are planted, are a source of joy and spiritual renewal.

NOW, THEREFORE, Be It Resolved that the Board of Aldermen of the City of Glendale does hereby proclaim **Friday, April 26, 2024**, as Arbor Day in the City of Glendale.

This Resolution Passed and Approved this 15th day of April, 2024.

Michael A. Wilcox
Mayor

ATTEST:

Frank Johnson
City Administrator/City Clerk



Internal Memorandum

TO: Frank Johnson, City Administrator
FROM: Terry Jones, Public Works Superintendent
DATE: April 2, 2024
RE: Contract Approval Recommendation – PW Interior Lot Resurfacing

Frank,

Bids have recently been sought for the resurfacing of the interior asphalt lot at the Public Works complex. The scope of work for the project includes milling down the existing pavement a depth of 3-inches; collecting, hauling, and disposing of the milling debris; and an application of a leveling course of asphalt followed with the application of an asphalt wearing course having a 3-inch-thick compacted measurement.

Three bids were collected:

E. Meier Contracting	\$36,422.70
Spencer Contracting	\$37,600.00
Jokerst Paving	\$45,870.00

E. Meier Contracting has submitted the lowest bid and the scope of work outlined in their Proposal matches the intended project scope. The city has contracted with E. Meier in the past and has coordinated with E. Meier on multiple Missouri American Water main replacement restoration projects, with positive results each time.

E. Meier is aware of the June 28, 2024, project deadline and has verbally stated their commitment to completing the work on time.

The 2023-24 CIP includes \$43,000 in line item 90-060-44040 “Buildings and Land,” which has been earmarked for this project.

Because of the reasons outlined above, I recommend the city enter a contract with E. Meier Contracting for the milling and resurfacing of the interior asphalt lot at the Public Works complex at an estimated cost of \$36,422.70 to be charged against CIP account 90-060-44040, “Buildings and Land.”

Please let me know if you have any questions.

A RESOLUTION AUTHORIZING A CONTRACT WITH E. MEIER
CONTRACTING FOR AN ASPHALT OVERLAY OF A PUBLIC WORKS
FACILITY PARKING LOT

WHEREAS, the City's adopted Annual Budget for Fiscal Year 2023-2024 provides an appropriation of \$43,000 from the Capital Improvement Fund for the improvements to the paved lots at the public works facility on Bismark Avenue; and

WHEREAS, City staff sought bids for the asphalt overlay portion of said parking lot improvements and received three responses:

<u>Vendor</u>	<u>Bid Price</u>
E. Meier Contracting	\$36,422.70
Spencer Contracting	\$37,600.00
Jokerst Paving	\$45,870.00

WHEREAS, after reviewing the submitted proposals, staff recommend the proposal from E. Meier Contracting be accepted and approved by the Board of Aldermen.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF GLENDALE, MISSOURI, AS FOLLOWS:

SECTION ONE:

The Board of Aldermen of the City of Glendale, Missouri, approves the proposal from E. Meier Contracting for a 3-inch asphalt overlay at a cost of thirty-six thousand and four hundred and twenty-two dollars and seventy cents (\$36,422.70) in substantially the form attached hereto as Exhibit A.

SECTION TWO:

The City Administrator and other appropriate officers, agents and employees of the City are authorized to execute an agreement with E. Meier Contracting, in substantially the form attached hereto as Exhibit A, and to take such further actions and execute and deliver such other documents, certificates, and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution.

SECTION THREE:

The cost of work completed under said contract shall be charged against the City's Capital Improvement Fund, budget account 90060-44040.

This Resolution Passed and Approved this 15th day of April, 2024.

Michael A. Wilcox
Mayor

ATTEST:

Frank Johnson
City Administrator/City Clerk

E. Meier Contracting, Inc.
860 Westwood Industrial Park Drive
Weldon Spring, MO 63304



City of Glendale
424 N. Sappington Road
Glendale, MO 63122

636.362.3031
achandler@emeier.com

Terry Jones
314-968-8157
tjones@glendalemo.org

Proposal No.
24AMC-036
3/27/2024

City of Glendale Public Works Lot
721 Bismark Ave. Glendale
MO 63122

PROPOSAL

Dear Terry Jones,

Thank you for the opportunity to provide you with a proposal.

E. Meier Contracting can tackle any job, any size. Our exceptional team of skilled tradesmen work quickly and efficiently to complete your asphalt or concrete project ensuring your paving, sealing or concrete project is handled. Parking lots, driveways, sidewalks, curbs, retaining walls, asphalt sealing, E. Meier has the equipment and manpower to make it happen.

Our fully staffed crews never leave you short-handed and allow us the flexibility to complete projects faster than many of our competitors. We put in the right effort to finish the project as promised.

Our team is able to cope with delays associated with weather by adjusting the staff on a job to make sure your deadline is met. We are experts at managing many projects at the same time, from large or small and dispatching crews to make sure they are all running smoothly. Past clients know that they can count on E. Meier to get their property back in shape, reducing inconvenience for customers and residents. Our ability to get the right size crew and the right size equipment on your paving or concrete project will save you money by keeping disruptions to a minimum.

Please review the proposal and feel free to call with any questions.

Per your request, we propose to supply the following:

- Labor, Material, Equipment, Hauling, Supervision

3" MILL EXISTING LOT (Area Shown in Yellow on Attached Diagram)

Approx. 1,061.00 SY

- This work is performed by profile milling the proposed area to a depth of 3".
- All debris will be removed from the site and disposed of at an approved dumping facility.
- Purchaser is responsible to ensure all vehicles are removed (towing if required) from the affected areas no later than 7:00 a.m.

INSTALL 3" ASPHALT OVERLAY (TYPE C MIX)

Approx. 1,061.00 SY

- This is performed by installing a new layer of hot mix asphalt over the existing pavement surface.
- Then a tack coat will be evenly distributed over the proposed overlay area to bond the new asphalt overlay to the existing surface.
- A asphalt wedge course will be used as needed to level up any low or uneven areas.
- The new asphalt will be installed at the above depth of 3" using a self-propelled paving machine and will be rolled and compacted to achieve a smooth and uniform surface.
- Type C asphalt will be installed.
- We will not be responsible for ponding water or poor drainage in areas where the grade is less than 2%.

TOTAL

Price: \$36,422.70

Exclusions:

- Permits, Fees, Traffic Control
- Engineering, Layout, Staking, As-Builts.
- Soil Remediation, Soil Stabilization, Subgrade Repairs.
- Utility Removal, Utility Relocation, Utility Repairs, Private Utility Locates.
- Site Restoration, Seed, Sod, Straw, Mulch, Landscaping, Irrigation.
- Overtime, Shiftwork, Weekend Work

General Notes:

- Due to market volatility, material and fuel prices are subject to price increases at the time of construction.
- E. Meier is not responsible for ponding water in areas where designed or existing grades are less than 2%.
- The purchaser is responsible to remove all vehicles (towed if required) from the work areas no later than 7am.
- All work is assumed to be completed during normal business hours, Mon. thru Fri., 7am to 4pm

Asphalt Notes:

- Asphalt prices are valid until the end of the month based on the proposal date

Concrete Notes:

- The color of the new concrete will not match the existing or surrounding concrete.
- E. Meier is not responsible for graffiti, tire tracks, footprints, etc. in the finished concrete.
- The new concrete should be kept free of traffic for a period of 10 days while the concrete reached 4,000 PSI.

Seal Notes:

- The work area may be reopened 36-48 hours after the completion of the work pending weather conditions.
- E. Meier is not responsible for damage to property from vehicular or foot traffic due to wet sealer.
- Cracks under vehicles and alligator/spider cracks will not be treated.
- Sealer will not bond to polished or heavily soiled areas.

AGREEMENT

The Unit Rates applicable to the categories of work to be performed pursuant to this Agreement are based on the following material costs and published indexes as the date of this proposal.

Purchaser acknowledges that if the above-listed items increase by the date all work under the contract is completed, the Unit Rates applicable to the categories of work to be performed under the Proposal shall be adjusted. The adjusted Unit Rates shall be committed and paid by purchaser as though a written change order were approved and signed by both parties.

E. Meier Contracting, Inc. proposes to furnish material and labor to perform the work outlined herein for the sum of:

\$36,422.70 thirty-six thousand four hundred twenty-two and 70 / 100

THE TOTAL PRICE OF THIS PROPOSAL AS PRESENTED ABOVE

Payment is to be made as follows: 30 days after date of completion.

This proposal is valid for thirty (30) days from the date written above.

This proposal is subject to material changes in price.

The proposal is subject to the terms and conditions enclosed, attached and/or on the backside of the proposal.

This proposal contains confidential information belonging to the sender, which is legally privileged. This information is intended only for the use of the individual or entity named above. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or taking of any action in reliance on the contents of this proposal is strictly prohibited. If you have received this proposal in error, please immediately notify us by telephone to arrange for return of the original document to us.

Please visit our website www.emeier.com to view photos of our quality work.

Sincerely,

 3/27/2024

E. Meier Contracting, Inc.

Phone: 636-300-0908

Accepted: The above proposed terms and conditions, including price and payment terms are satisfactory and hereby accepted. E. Meier Contracting, Inc. is hereby authorized to proceed with the work specified.

Purchaser: _____ Title: _____

Printed Name: _____ Date: _____

TERMS & CONDITIONS

These Terms and Conditions are by and between {Company} (hereinafter the "Contractor"), and the front-side "Purchaser", (hereinafter the "Purchaser").

All stone, asphalt, and concrete depths indicated are to be interpreted as average depths prior to compaction. Actual Asphalt Repair depth regardless of depth specified on the front will only go to the stone base or specified depth whichever is less.

Drainage is not guaranteed on areas having less than 2% grade.

If contract is cancelled by Purchaser prior to commencement of work, Purchaser will pay Contractor twenty percent (20%) of total contract price.

Unit prices, if specified, shall apply to all extra work performed beyond the original scope, if such work can be performed at the same time Contractor is working at the site on original items of work. Contractor reserves the right to renegotiate the terms and conditions, including price if it must move any equipment back to the site to perform additional work. Contractor will be under no obligation to perform any extra work.

All proposals are based on the existence of workable sub-base layer of at least four (4) inches. It shall not be Contractors responsibility to check sub-base unless it is specified and paid for in the contract. Contractor shall not be responsible for consequences of sub-base deficiency or failures, including but not limited to damages or inability to perform work due to poor compaction, underground springs, buried materials, grade failures, etc.

Each phase of work will be billed upon completion of that phase. Purchaser agrees to pay all invoices within 15 days of the invoice date. All amounts unpaid by the due date shall bear interest at the rate of 1.5% per month until paid. If full payment (including aforementioned late charges) has not been received by Contractor within 45 days of substantial completion, all of Purchasers warranty rights hereunder will be forfeited and automatically become void and Contractor shall be excused from further performance of work under this proposal, or any other contract with Purchaser and all amounts then due and owing, including retainage, shall become immediately payable.

The pricing contained herein is based on all work being completed within 30 days of the date of this proposal unless otherwise agreed in writing. The terms for doing any work after this date may, at Contractor's option, be renegotiated between Contractor and Purchaser. To the extent Contractor has performed any work within 30 days of the date of this proposal, Contractor shall be compensated for all such work under the terms and conditions and including price as set forth in this proposal, including retainage, together with any costs incurred as a result of Purchaser's delay in completion of the work. Purchaser agrees to compensate Contractor for ALL reasonable costs (and associated overhead and profit) for delays incurred completing the work.

Purchaser shall not prematurely subject the work to any type of traffic; loads in excess of the design capacity before proper cure, or in a manner which may damage the work. Contractor is not responsible for graffiti, tire tracks, animal, or human footprints, etc., on finished concrete/asphalt.

Although contractor will endeavor to cooperate fully with the progress of the work, it reserves the right to delay the start of work until the entire area of the job is ready to be poured, paved, or sealed. Unless otherwise noted, the total price is based on one move-in and complete access to work areas at the time of move-in. Purchaser agrees to pay Contractor \$2,500.00 for each additional move-in. The removal of vehicles from the work site is the sole responsibility of the Purchaser. Damage to vehicles left on the work site is the responsibility of the Purchaser. Contractor is not responsible for crack-fill that adheres to tires. Contractor is not responsible for overspray on vehicles, curb and gutter, and all structures within 50 feet of the edge of parking lot and or area being sealed or treated.

Contractor shall not be bound to any construction schedules unless agreed to in writing by Contractor. If no schedule is established, Contractor will undertake the work in the course of its normal operating schedule.

Purchaser to ensure all existing surfaces shall be in a condition suitable to receive any work to be performed by Contractor. Purchaser shall provide potable water and electrical source at no expense to Contractor. Contractor is not responsible for tire marks on asphalt and or concrete. Contractor is not responsible for damage to landscaping and sidewalks due to required access by trucks and or equipment. Contractor is not responsible for damage to existing asphalt pavement due to weak, unstable, non-compacted or wet subbase materials. Contractor is not responsible for damage to surrounding concrete due to vibration of jackhammers and equipment.

To the extent that the work is dependent upon work of other contractors or subcontractors, Contractor shall not assume responsibility for any defect, deficiency, or non-compliance in such other work.

Purchaser is responsible for getting all "private" (non-public) utilities, including wells and septic system elements, underground sprinklers systems, electrical wiring, etc marked by an independent utility locator prior to the commencement of work. All specifications and the work estimate are conditioned on all private utilities not being disturbed or changed by modifications needed to accommodate private utilities not disclosed to Contractor previously. Any damage caused to private lines during construction is the sole responsibility of Purchaser unless previously marked by independent utility locator. Purchaser is responsible for all damage to existing structures and facilities, including underground facilities, caused by equipment necessary to carry out the work.

Contractor will not be responsible for construction or material failures or delays in construction caused by any factor beyond its control, including, but not limited to, delays or failures caused by weather, acts of God, delays in transportation, acts of suppliers and subcontractors, acts of the Purchaser, Owner or its separate contractors, fuel or raw material shortages, plant failures, or any other cause beyond its control.

Unless stated in writing on this proposal, all engineering and testing, subgrade stabilization (undercut), excavation, utilities, adjustment of underground facilities, manholes, water valves, or underground structures, striping, landscaping, permits, bonds, government approvals, damage to existing asphalt and concrete and landscaping shall be Purchaser's sole responsibility. Purchaser agrees to indemnify, protect, and hold Contractor harmless from any and all damages, expenses and attorneys fees suffered or incurred on account of Purchaser's breach of any obligation or covenant of this proposal.

Unless stated in writing on this proposal, there shall be no warranties, express or implied, in connection with any material or service furnished under this proposal. All consequential damages are excluded.

In the event Contractor retains an attorney to recover any amount due under this agreement, the Purchaser agrees to pay all attorney fees, court costs and costs of collection incurred by Contractor.

Purchaser will, prior to Contractor leaving the job site, arrange for an authorized representative or agent of the Purchaser to inspect completed Contractor work in the company of a Contractor's representative. Purchaser's failure to inspect job site as above will signify acceptance of work performed by Contractor and agreement to pay the bill in full within fifteen (15) days.

GLENDALE PUBLIC WORKS MAIN LOT REPAVING PROJECT



3-inch mill and pave the area shown in yellow.
Contractor hauls and disposes of millings.
Type C asphalt overlay.

Address is:
Glendale Public Works
721 Bismark Ave
Glendale, MO 63122

Not prevailing wage
Deadline for completion is
June 28, 2024



Capital Improvement Program (CIP) Summary

FY 2025 - FY 2029

Department	Project/Equipment	Revenue Source	Cumulative Prior Yrs.	FY 25	FY26	FY27	FY 28	FY 29	Future	TOTAL
Administration	Comp Plan & Zoning Code Update	ARPA		85,000						85,000
Administration	City Hall Fence & Building Maintenance	Capital Improvement Fund								0
Administration	City Clock Tower	Capital Improvement Fund								0
Police	Police Patrol Vehicles	Capital Improvement Fund			46,000	46,500	47,000	47,500		187,000
Police	Bullet Proof Vests	Capital Improvement Fund		1,500	1,500	10,500	1,500	1,500		16,500
Police	Information Technology Contract	Capital Improvement Fund		9,300	9,300	9,300	9,300	9,300		46,500
Police	Covered Car Port	Capital Improvement Fund		30,000						30,000
Police	Body & Mobile Cameras	Capital Improvement Fund		8,400	8,400	8,400				25,200
Police	Flock Security Cameras	Capital Improvement Fund		12,500	12,500	12,500	12,500	12,500		62,500
Fire	NFPA Compliance Equipment	Capital Improvement Fund		16,000	8,000	8,000	8,000	8,000		48,000
Fire	Turn Out Gear	Capital Improvement Fund		5,000	5,000	5,000	65,000	5,000		85,000
Fire	Cardiac Monitor	Capital Improvement Fund				50,000				50,000
Fire	Radios portable	Capital Improvement Fund			115,000					115,000
Fire	Computer & Cradle	Capital Improvement Fund				6,500				6,500
Fire	Thermal Imaging Camera	Capital Improvement Fund		15,000						15,000
Fire	Fire Apparatus	Capital Improvement Fund					1,200,000			1,200,000
Fire	Firehouse Concrete Repair	Capital Improvement Fund		30,000						30,000
Fire	Radios mobile	Capital Improvement Fund		30,000						30,000
Fire	Guard Rail	Capital Improvement Fund		5,000						5,000
Public Works	Novachip	Capital Improvement Fund		87,000	200,000	200,000	200,000	200,000		887,000
Public Works	Streets-Crackseal & Sealcoat	Capital Improvement Fund		87,000	48,000	49,000	50,000	51,000		285,000
Public Works	Miscellaneous Tools & Equipment	Capital Improvement Fund		3,000	3,000	3,000	3,000	3,000		15,000
Public Works	Asphalt Curbing	Capital Improvement Fund		39,000	40,000	41,000	42,000	43,000		205,000
Public Works	TRIM Grant Program	Capital Improvement Fund			12,000	12,000	12,000	12,000		48,000
Public Works	50/50 Sidewalk Repairs & Improvement	Capital Improvement Fund		6,000	6,000	6,000	6,000	6,000		30,000
Public Works	Pedestrian Safety Devices	Capital Improvement Fund		24,000	25,000					49,000
Public Works	50/50 Tree Planting Program	Capital Improvement Fund		6,000	6,000	6,000	6,000	6,000		30,000



Capital Improvement Program (CIP) Summary

FY 2025 - FY 2029

Department	Project/Equipment	Revenue Source	Cumulative Prior Yrs.	FY 25	FY26	FY27	FY 28	FY 29	Future	TOTAL
Public Works	PW Roof Replacement	Capital Improvement Fund		45,000						45,000
Public Works	PW HVAC Replacement	Capital Improvement Fund		10,000						10,000
Public Works	2 1/2 Ton Dump Truck	Capital Improvement Fund		43,000						43,000
Public Works	1 1/2 Ton Dump Truck	Capital Improvement Fund		110,000						110,000
Public Works	E. Essex Ave STP Phase 1	Capital Improvement Fund		937,000						937,000
Public Works	E. Essex Ave STP Phase 2	Capital Improvement Fund		233,000	172,600	500,000	842,000			1,747,600
Public Works	N. Sappington STP	Capital Improvement Fund		82,000	480,000	485,000				1,047,000
Public Works	Dwyer Avenue	Capital Improvement Fund		400,000						400,000
Public Works	Skid Steer	Capital Improvement Fund					94,000			94,000
Public Works	Backhoe	Capital Improvement Fund						150,000		150,000
Public Works	Utility Truck	Capital Improvement Fund				70,000				70,000
Public Works	Stormwater Detention Ssystems	Parks & Storm Water Fund		5,000	5,000	5,000	5,000	5,000		25,000
Public Works	Stormwater Ordinance	MSD OMCI		110,000						110,000
TOTALS			\$ -	\$ 2,474,700	\$ 1,203,300	\$ 1,533,700	\$ 2,603,300	\$ 559,800		\$ 8,374,800

Capital Improvement Program (CIP) Estimated Revenue Sources

	Cumulative Prior Yrs.	FY 25	FY 26	FY27	FY 28	FY 29	Future	TOTAL
Sales Tax		515,000	525,000	535,000	555,000	575,000		2,705,000
Transfers		60,000	60,000	95,000	95,000	95,000		405,000
Sale of Surplus Equipn		5,000	5,000	5,000	5,000	5,000		25,000
Grants, Trim		15,000	7,000	7,000	7,000	7,000		43,000
Fire Sales Tax		33,000	34,000	35,000	36,000	37,000		175,000
MSD Reimbursement								0
E. Essex STP reimbursement		936,000	138,100	400,000	673,600			2,147,700
Sappington STP reimbursement		65,600	384,000	388,000				837,600
Sidewalk reimbursement		3,000	3,000	3,000	3,000	3,000		15,000
ARPA reimbursement		215,495	0					215,495
TOTALS	\$ -	\$ 1,848,095	\$ 1,156,100	\$ 1,468,000	\$ 1,374,600	\$ 722,000	\$ -	\$ 6,568,795



Capital Improvement Program (CIP) Summary

FY 2025 - FY 2029

Department	Project/Equipment	Revenue Source	Cumulative Prior Yrs.	FY 25	FY26	FY27	FY 28	FY 29	Future	TOTAL
		Surplus/(Deficit)		(626,605)	(47,200)	(65,700)	(1,228,700)	162,200		
		Fund Balance	679,562	52,957	5,757	(59,943)	(1,288,643)	-1,126,443		

1.0 Purpose and Overview

Introduction

The Capital Improvement Program (CIP) is a planning document that allows the City to prepare for and coordinate spending on infrastructure projects, vehicle purchases, equipment purchases, building projects and other special projects (collectively referred to as “capital spending”). Specifically, the CIP is a five-year plan for capital spending. The CIP is prepared by staff and adopted by the Board of Aldermen every year to allow continued adjustment in light of the community’s changing needs and the availability of resources.

The CIP is separate from the annual operating budget, which authorizes expenditures for the fiscal year. The operating budget covers routine costs for service delivery, while the capital budget covers one-time projects such as street reconstruction and acquisition of major items like a fire apparatus. The CIP also anticipates recurring purchases like police cars and computer systems, which are items that typically cost more than \$2,500 and last several years.

It should also be noted that the Capital Improvement Program is not the same as the Capital Improvement Fund in the City’s accounting system. The Capital Improvement Fund is one of nine funds in the City’s accounting system, and the main purpose of this fund is to account for revenue from the half-cent capital improvement sales tax. This sales tax revenue pays for the vast majority of the City’s capital projects, but expenditures and projects can and should be paid for by other sources as well.

Grants have also been key funding sources for capital projects in Glendale. Current projects include federal transportation funds for the resurfacing of E. Essex and N. Sappington Road as well as ARPA funds received for various items. Another revenue source for capital spending is the Park and Stormwater Sales Tax.

The Importance of Capital Reinvestment

We often associate capital spending with infrastructure (streets, sidewalks, and utilities). Infrastructure is the foundation of property values, and we in Glendale will have to give our streets, curbs and sidewalks increasing attention as the community continues to age. Aside from infrastructure, capital spending provides the facilities, vehicles and tools necessary to provide the City’s basic public services.

Part of the consideration in planning multi-year capital spending is the evaluation of ongoing maintenance expenses. For example, a NovaChip overlay on a street helps to preserve the subsurface street. A NovaChip application is a relatively small investment that helps prevent or significantly delay the need for more expensive maintenance such as an asphalt overlay or a complete street reconstruction. Similarly, replacing city vehicles at the appropriate time reduces recurring repairs and maintenance expenses. Some capital expenditures, such as certain equipment in Public Works, are intended to save labor or make it safer to carry out job duties. In any case, all requests are scrutinized to ensure they are critical to City functions and wise investments of City funds.

2.0 Funding Summary and Revenue Projections

Capital Improvement Sales Tax

Cities in Missouri are authorized by RSMo 94.577 to establish an extra half-cent sales tax specifically to fund capital improvements. The voters of Glendale approved this tax in 1995. This dedicated revenue source has been critical in funding capital improvements.

The table below provides recent historical revenue from the Capital Improvement Sales Tax and provides estimates for the coming fiscal year. This revenue source is the City’s predominant source for capital spending.

**HISTORICAL DATA AND REVENUE PROJECTIONS
CAPITAL IMPROVEMENTS SALES TAX**

	<i>Historical Revenue</i>					<i>Estimated</i>	<i>Projected</i>
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Sales Tax Revenue	\$391,442	\$382,498	\$401,828	\$443,601	\$476,418	\$506,000	515,000
Change from Previous Year	-4.7%	-2.3%	5.1%	10.4%	7.4%	6.2%	1.7%

Park and Stormwater Sales Tax

A special one-half cent sales tax for park and stormwater improvements was approved by Glendale’s voters in 1998. This tax is collected on a “point-of-sale” basis, meaning that this specific sales tax, unlike the City’s regular one-cent sales tax, is not distributed through the St. Louis County sales tax sharing pool. This explains the discrepancy between the Capital Improvement Sales Tax and the Park and Stormwater Sales Tax.

The Park and Stormwater Sales Tax has generated between \$160,000 and \$180,000 per year in recent years. Of this, \$96,000 is budgeted for an expanded Parks and Recreation agreement with the City of Kirkwood that will still include the arrears owed based on the previous agreement for the Kirkwood Aquatic Center. Also, for FY 24-25, a flat amount of \$60,000 will be transferred from the Park and Stormwater Fund to the Capital Improvement Fund to help fund street maintenance projects like asphalt curbs, NovaChip and other street maintenance tasks that improve drainage conditions. These funds will support additional street maintenance and repairs to improve street drainage which will also help improve the life of our streets. Monies available from the Park and Stormwater Tax increased slightly with the 2020 FY as the final payment for the Aquatic Center bonds was made August 2018. This freed up an extra \$35,000 per year but that amount will now be lowered back to \$60,000 due to the expanded Parks and Recreation agreement.

Grants

For the 2024-25 Fiscal Year, grants include the Public Safety grant of \$15,000 for mobile radios in the Fire Department. The previous Kirkham Ave reconstruction project as well as the E. Essex Ave. and upcoming Sappington Road projects are largely funded by a federal Surface Transportation Program (STP) grant. This program requires 20% local matching funds and typically occurs across two or three fiscal years. The just-concluded Stormwater Master Plan project was entirely reimbursed by MSD with the Stormwater Ordinance at least partially to be reimbursed by MSD as well. Also budgeted for FY 2025 are the ARPA funds received for a Comprehensive Plan and Zoning code update, and street improvements on Dwyer Avenue.

There are other grants that may be sought to fund other expenditures proposed in the CIP. In some cases, it is advantageous to a grant application to have the project in question listed as part of a formally approved CIP. This shows a local commitment to the project and demonstrates the City's intent to execute the project.

3.0 CIP Summary, FY 25–FY 29

The following table provides a comprehensive overview of capital improvements proposed to take place during the next five fiscal years.

Proposed projects or equipment purchases are listed in the following departmental groupings:

- Administration/City Wide/Court
- Police-Dispatch
- Fire-Emergency Management
- Public Works

Projects can be categorized as one of the following:

- Equipment
- Facilities
- Vehicle
- Infrastructure
- Technology

Critical Capital Improvement Issues

Below is a summary of the five biggest issues to be addressed by the City in the five-year planning period beginning with FY 2025. Most of these issues will be taken care of by the projects and expenditures proposed by this document.

- ❖ Street maintenance has been significantly increased throughout the 5-year plan as the condition of Glendale streets have deteriorated over the years due to wear and tear caused by weather, age and usage. The current CIP includes approximately \$1,117,520 per year on average for direct street maintenance including \$87,000 for FY 24-25 to resurface selected streets as part of the NovaChip program. Also, each year asphalt curbs are budgeted at a cost of \$39,000 for FY 2025 and approximately \$41,500 each year for the next four years. The bulk of the total street expenditures are for the reconstruction of E. Essex Avenue and N. Sappington Road (\$2,684,600 and \$1,047,000 respectively) which will be 80% reimbursed by the STP grant and will occur over multiple fiscal years.
- ❖ Stormwater improvements were added to the CIP budget beginning with the FY 2018 as a matter of convenience for Administration. With the completion of the Stormwater Masterplan, the only large project listed is the Stormwater Ordinance project at a cost of approximately \$110,000 for FY 2025 which we hope will be reimbursed by MSD's OMCI program.
- ❖ Technology upgrades in the Police Department, such as computer equipment, body and mobile cameras, security cameras, and radios are all required in the current and future years to ensure that we are keeping pace with contemporary law enforcement practices.

- ❖ The Public Works facility on Bismark Avenue consists of a main building and several outbuildings. For FY 24-25, \$45,000 is budgeted for replacement of the roof of the main Public Works complex garage.

- ❖ Administration has hired a professional planning firm to guide the City through creating a new Comprehensive Zoning Plan to completely re-write its Zoning Code to harmonize with the new ARB guidelines and modern planning best practices. Glendale's current Zoning Code dates to the 1960's and has been modified on a piecemeal basis over the years. Therefore, the current code is out of date with modern sensibilities and best practices and creates a hardship for staff trying to interpret rules and to work with residents, developers and business owners. The Comprehensive Plan will involve a public planning process and provide a document for staff to work from as the community continues to redevelop into the future. This project is expected to cost \$25,000 in FY 2024 with the balance of \$85,000 to be expensed in FY 2025. Funds from the ARPA monies have been earmarked for the entire cost of the project.

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4.0 Detailed CIP Project Information

A detailed project information sheet is included for each project listed in the preceding CIP Summary Table. Each sheet is intended to explain and justify each project or equipment expenditure proposed as part of the CIP. Each sheet includes a table proposing the timing and source of funds for the project in question.

The CIP is a planning document, and the Board considers each project or equipment purchase carefully. The CIP should be considered a preliminary statement of the Board's intent to make the purchase proposed in the timeframe presented in the CIP. However, in accordance with City Code, expenditures for all projects must be authorized as part of the City's annual budget. Furthermore, all expenditures included in the CIP must be carried out in accordance with bidding procedures and other requirements set out in the City Code and state or federal regulations.

CIP Project Information

Department	Category	Project/Equipment
Police Department	Vehicle	Police Patrol Vehicle

Summary

A continued program of purchasing new police vehicles to keep the Glendale Police Department police fleet safe, efficient and up-to-date.

Detailed Justification/Background Information

To keep the Glendale Police Department police vehicle fleet updated and in good working condition, the City usually purchases one new police vehicle a year. Due to unforeseen circumstances, the Police Department had to purchase four (4) new police vehicles last calendar year. This was due to three (3) vehicles having more than 100,000 miles on them and one (1) vehicle being totaled because of an automobile accident. The Department normally trades in the oldest police vehicle or the vehicle with the most miles on it. Due to the need to purchase four (4) vehicles last year, there is not a need to purchase a vehicle in FY 2025. The Department will resume the purchase program in FY 2026.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY28	FY 29	TOTAL
Capital Improvement Fund		46,000	46,500	47,000	47,500	187,000

CIP Project Information

Department	Category	Project/Equipment
Police Department	Equipment	Bullet Proof Vests

Summary

The purchase of new bullet proof vests for Glendale Police Officers.

Detailed Justification/Background Information

The Glendale Police Department is requesting the purchase of new bullet proof vests for its police officers as they expire. Per the NIJ standards, warranties for bullet proof vests expire after five (5) years. The City purchased seven (9) new vests in 2022 that will expire in 2027. The vest replacement program is needed to ensure that officers are adequately protected in the event of a shooting incident.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	1,500	1,500	10,500	1,500	1,500	16,500

CIP Project Information

Department	Category	Project/Equipment
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Police- Dispatch-City Hall-Fire-PW	Technology	Information Technology Contract
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Summary

The Glendale Police Department is requesting to extend the City of Glendale’s Technology Contract with Miken Technologies. This contract serves City Hall, the Police Department, the Fire Department and the Public Works Department.

Detailed Justification/Background Information

To continue with information technology and computer equipment updates and/or upgrades in replacing and purchasing new equipment and software as needed on an annual basis. This would include purchasing desktop computers, laptop computers, servers, printers, hardware, software and other related computer equipment.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	9,300	9,300	9,300	9,300	9,300	46,500

CIP Project Information

Department	Category	Project/Equipment
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Police	Facilities	Covered Car Port
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Summary

The Glendale Police Department is requesting to have a Covered Car Port built and installed on the Police Department parking lot.

Detailed Justification/Background Information

The Glendale Police Department is requesting to have a Covered Car Port built and installed on the Police Department’s rear parking lot. During the design and development phase of the construction project for the municipal building, the car port was removed from the project due to cost factors and considerations. It was agreed that the covered car port for the Police Department would be considered for a future Capital Improvement Project. This would complete the needed updates for the police facilities.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	30,000					30,000

CIP Project Information

Department	Category	Project/Equipment
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Police	Equipment	Body & Mobile Cameras
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Summary

In fiscal year 2022 the Glendale Police Department entered a five (5) year subscription (lease-to-own plan) for new in-car cameras and body cameras.

Detailed Justification/Background Information

The Glendale Police Department entered a five (5) year subscription agreement with Digital Ally for an in-car and body camera system. This subscription includes all new camera systems and secure cloud storage for all of the digital & video data. The system replaced the old in-car cameras that were purchased in 2015. The warranty for the old in-car camera system had expired and was becoming outdated. At the public’s request, most police agencies within the St. Louis metropolitan area have implemented body-camera programs in addition to the in-car camera systems. The Glendale Police Department moved toward this trend and the best practices within the law enforcement profession. This is vital to ensure officer safety and integrity. The five (5) year subscription (lease-to-own plan) for new in-car cameras began in 2022 and is scheduled to expire in 2027. At that time, a new subscription plan will need to be implemented.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	8,400	8,400	8,400			25,200

CIP Project Information

Department	Category	Project/Equipment
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Police	Equipment	Flock Security Cameras
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Summary

The Glendale Police Department is requesting to maintain a contract with Flock Safety for five (5) license plate recognition (LPR) cameras at various locations within the City of Glendale for crime prevention and security purposes.

Detailed Justification/Background Information

The Glendale Police Department purchased two (2) pole security cameras (LPR’s) from Flock Security in 2023 and last year, Glendale Chrysler-Dodge-Jeep-Ram donated three (3) additional cameras. These cameras assisted in the area crime detection and prevention. They can help identify suspects breaking into cars, stealing cars or other various street crimes. These cameras take video images of vehicles, and they have license plate recognition capabilities. Gathering this information greatly assists when investigating criminal activity within the City of Glendale.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	12,500	12,500	12,500	12,500	12,500	62,500

CIP Project Information

Department	Category	Project/Equipment
Fire Department	Equipment	NFPA Compliance Equip.

Summary

The Glendale Fire Department is requesting an annual amount for NFPA compliance equipment which will generally be fire hose.

Detailed Justification/Background Information

In accordance with the standards set by the NFPA in 1961, the acceptable life span for a section of hose is 10 years. The Fire Department has recently undergone an internal audit and has created a replacement schedule. In FY 25, the total needed sections of hose that are more than ten years old will cost approximately \$16,000. With requiring \$8,000 annually to continue replacing all our hose over 10 years old as it cycles, this year’s replacement will bring every section on the reserve pumper within compliance. Also, with this program, we will no longer have to do a full replacement of all hose for an engine when the truck is replaced, which is prior practice.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY28	FY 29	TOTAL
Capital Improvement Fund	16,000	8,000	8,000	8,000	8,000	48,000

CIP Project Information

Department	Category	Project/Equipment
Fire Department	Equipment	Turn-Out Gear
Summary		

This funding will supplement the operating budget for the purchase of Structural Firefighting Personal Protective Equipment ensemble.

Detailed Justification/Background Information

The City of Glendale Fire Department has recently hired two individuals, with possibly one retirement in FY 24-25. We will need to purchase two sets of personal protective equipment (PPE) for each new firefighter per NFPA 1500 if the PPE on hand does not fit the new firefighter. The cost of a new set of PPE is around \$2,500. This will be used to outfit new members with 2 sets. Staff is requesting that this be a continuing fund for at least the next five years as the department has members that are close to retirement. This will allow the department to properly outfit new members.

The ensemble is as follows all NFPA certified gear: Helmet, Hood, Coat, and Trousers with suspenders, Gloves, Boots, Internal replacement helmet parts.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	5,000	5,000	5,000	65,000	5,000	85,000

CIP Project Information

Department	Category	Project/Equipment
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Fire Department	Equipment	Cardiac Monitor
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Summary

The cardiac monitor used by paramedics is used in both basic as well as advanced life support medical situations to monitor, regulate and shock patients with cardiac complications.

Detailed Justification/Background Information

The City of Glendale Fire Department took delivery of a Tempus ALS Manual cardiac monitor during FY 2021. This monitor replaced the one that was purchased in 2014 which immediately went into reserve status. The purchase of a new cardiac monitor during FY 2027 will allow the Glendale Fire Department to have a reserve and frontline cardiac monitor in top-line working condition.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund			50,000			50,000

CIP Project Information

Department	Category	Project/Equipment
Fire Department	Equipment	Radios
Summary		

To replace all 13 handheld radios to continue to meet NFPA standards.

Detailed Justification/Background Information

Since St. Louis County switched all service to the digital P25 radio system, the department must replace equipment in conjunction with all fire agencies in St. Louis County, which is currently scheduled for 2026. Per a new NFPA standard, unless changed, all handheld radios in the fire service are to be intrinsically safe. Our current radios are intrinsically safe but due to changes from the manufacturer, they will no longer be certified as intrinsically safe whenever a unit goes for repair or a battery must be replaced. To replace all 13 handheld radios, we are estimating a replacement cost of \$115,000.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund		115,000				115,000

CIP Project Information

Department	Category	Project/Equipment
Fire Department	Equipment	Computer & Cradle

Summary

To replace ruggedized laptop computer to be used for receiving dispatch location and patient information at the emergency scene.

Detailed Justification/Background Information

Fire personnel utilize laptop computers to receive dispatch location information and collect patient information at the emergency scene. Ruggedized laptops are required due to the harsh conditions they must operate in. Loss of dispatch data and location information would present significant response problems in the areas of timely response and incident and patient medical care records. The current laptop will be 6 years old when replaced. Therefore, we are requesting that \$6,500 be budgeted for this which includes vehicle mount and charging station in truck.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund			6,500			6,500

CIP Project Information

Department	Category	Project/Equipment
Fire Department	Equipment	Thermal Imaging Camera

Summary

The Fire Department is requesting funds to replace a thermal imaging camera which will soon be 10 years old with outdated technology.

Detailed Justification/Background Information

The thermal imaging camera is a critical piece of equipment used to track heat signatures to be able to find both victims and heat sources. Often in a fire, firefighters cannot see their hands in front of them due to the thick smoke. The camera allows firefighters to see through the smoke to find fallen victims as well as the heat source in an electrical component possibly causing the hazard.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	15,000					15,000

CIP Project Information

Department	Category	Project/Equipment
Fire Department	Equipment	Fire Apparatus

Summary

The Fire Department is requesting to replace the 1999 Pierce Pumper in FY 2028. The 2019 KVCH front-line pumper will then transition to the reserve pumper.

Detailed Justification/Background Information

By FY 2028, the reserve pumper will be approximately 30 years old. The average life of a fire pumper is 10 years as a front-line pumper and 10 years as a reserve. The 1999 Pierce has already served 20 years as a front-line pumper and six years as a reserve pumper. The pumper currently has a variety of maintenance issues that the Fire Department is dealing with. The most serious of which is a slow water leak. The cost to fix the leak completely is exorbitant and not being considered at this time. Also, as of April 2024, the diesel engine has 14,385 engine hours on it. At the equivalent of 60 miles per hour this calculates to 863,142 miles.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund				1,200,000		1,200,000

CIP Project Information

Department	Category	Project/Equipment
Fire Department	Land & Building	Concrete Repair
Summary		

The Department is requesting funds to repair the concrete surface in front of the fire station.

Detailed Justification/Background Information

The Fire Department is requesting \$30,000 to prevent the concrete surface of the entrance area from spalling. The top layer of some of the concrete in the front walkway, including the handicap ADA ramp, has degraded and has lost part of its top surface. The Fire Department has sought out the opinion of the Public Works Director and he has suggested resurfacing the concrete over replacement. A member of the Department has sought out a price from a contractor to get a base price for the project of approximately mid twenty thousands.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	30,000					30,000

CIP Project Information

Department	Category	Project/Equipment
Fire Department	Equipment	Radios-mobile
Summary		

The Department is requesting funds for replacement of mobile radios that are kept in FD vehicles.

Detailed Justification/Background Information

The Fire Department is requesting 30,000 to be budgeted for Mobile radio replacement of aging radio equipment for the three vehicles operated by the FD. These are the full funds radios requested, but the request is contingent on pending approval to recuperate 50% of funds from the state through a Department of Public Safety Grant. The Grant was applied for in December of 2023 and has been pending approval since January of 2024

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	30,000					30,000

Department	Category	Project/Equipment
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Fire Department	Buildings	Guard Rail
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Summary

The Department is requesting funds for new guard rail next to engine bay on south side of building.

Detailed Justification/Background Information

The Fire Department is requesting \$5,000 to install a new guard rail on top of the tall retaining wall next to the engine bay on the south side. Young children have been seen playing on the retaining wall and they could sustain a substantial injury from a fall of such height. In pediatrics, falls greater than 10 feet or 2 to 3 times the height of the child are considered a trauma level fall. The wall ranges from 4 foot 10 inches at its lowest point to 8 foot 6 inches at its highest point. The retaining wall behind the FD has already received a guard rail for similar reasons.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	5,000					5,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Infrastructure	Nova Chip

Summary

Resurfacing of streets with Ultra-Thin Bonded Wearing Surfaces (NovaChip)

Detailed Justification/Background Information

The city works closely with all utility companies, allowing and encouraging them to repair or replace their underground systems. Once complete, city crews then install new or repair existing asphalt curbing. Finally, after all curbing work is complete; the streets are resurfaced with a bonded asphalt wearing surface commonly referred to as Nova Chip. This process is affordable and has a high resident approval rating.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	87,000	200,000	200,000	200,000	200,000	887,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Infrastructure	Streets Crackseal & Sealcoat

Summary

Crack sealing and sealcoat applications to paved roadways.

Detailed Justification/Background Information

In 2015 the city began paving residential roadways with UBAWS (Ultra-thin Bonded Wearing Surface), more commonly referred to as NovaChip, an asphalt overlay system. In efforts to preserve and extend the life of the asphalt product, it is necessary to seal cracks in the pavement and apply a sealant to the pavement surface. This is the first year of what will become an annual street maintenance activity as the city now has asphalt overlaid streets whose age now requires some level of maintenance. This maintenance will be performed in groupings matching the original street overlay groupings.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	87,000	48,000	49,000	50,000	51,000	\$285,000

IP Project Information

Department	Category	Project/Equipment
Public Works	Equipment	Misc. Tools & Equipment

Summary

Replacement and acquisition of new, miscellaneous equipment including hand tools, power tools, safety equipment, etc.

Detailed Justification/Background Information

Replacement and purchasing new small tools and equipment enables the Public Works Department to efficiently and safely maintain public streets and rights-of-way, service City fleet vehicles and maintain City buildings.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	3,000	3,000	3,000	3,000	3,000	15,000

CIP Project Information

Department	Category	Project/Equipment
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Public Works	Infrastructure	Asphalt Curbing
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Summary

Installation of new or repair of damaged asphalt curbing.

Detailed Justification/Background Information

The process of installing new or repair damaged asphalt curbing is not only part of the overall street maintenance program, it is also a vital part of the street resurfacing program whereas the curbing along streets scheduled to be resurfaced are either installed new or replaced prior to the resurfacing.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY28	FY 29	TOTAL
Capital Improvement Fund	39,000	40,000	41,000	42,000	43,000	205,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Forestry	TRIM Grant Program

Summary

Annual application to the Tree Resource Improvement and Maintenance Grant Program.

Detailed Justification/Background Information

Generally speaking, each year the city’s Tree Board makes an application to the Tree Resource Improvement and Maintenance Grant Program (TRIM) administered by the Missouri Department of Conservation (MDC). The purpose of the program is to promote tree planting and maintenance by municipalities by reimbursing up to 75% of the cost to perform tree related projects. Applications to this program are based on the needs of Glendale’s urban forest from year to year.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	00000	12,000	12,000	12,000	12,000	48,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Infrastructure	50/50 Sidewalk Repair

Summary

The 50/50 Sidewalk Repair Program is a cost-sharing program between the City and individual residents.

Detailed Justification/Background Information

As outlined in Section 520.200 of the Glendale Code, all residents are responsible for the upkeep of sidewalks abutting their property, with the exception of sidewalks along N. Sappington Rd and Kirkham Ave. Section 520.140 of the Code gives authority to the Board of Aldermen to, among other things, establish a sidewalk maintenance program and allowing sidewalks to be repaired or replaced at the expense, or partial expense, of the city. Because the cost to replace sidewalks can be a heavy financial burden on residents, sidewalks often go unrepaired or badly damaged for long periods of time, causing inconveniences and tripping hazards to the general public. Residents are encouraged to apply for funding to make the necessary repairs, thus promoting sidewalk maintenance.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	6,000	6,000	6,000	6,000	6,000	30,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Infrastructure	Pedestrian Safety Devices

Summary

Purchase and installation of pedestrian activated safety devices along Kirkham Avenue and N. Sappington Rd.

Detailed Justification/Background Information

During the 2023-24 fiscal year, the city purchased and installed two sets of pedestrian activated crosswalk systems. These systems were installed at mid-block crossings along Kirkham Ave and were purchased by the Police Department using grant funding from the Missouri Department of Transportation (MoDOT).

There is one more mid-block crossing along Kirkham Ave at Greenview Dr that needs a pedestrian system, and there are safety concerns about the controlled intersection at N. Sappington Rd at Hawbrook Rd.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Funds	24,000	25,000				49,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Forestry	50/50 Tree Planting Program

Summary

The city’s Tree Board recently voted to enact a 50/50 Tree Planting Cost Share Program in efforts to promote healthy reforestation of city streets. This program would function similarly to the 50/50 sidewalk repair program whereas a property owner could apply for the funding from the city to plant a tree on city ROW with direct involvement from the city in terms of tree species and planting location selection.

Detailed Justification/Background Information

Ove the past decade, the city has aggressively removed hazardous trees from its ROW’s. While these removals were warranted, and most likely prevented property damage, it has resulted in noticeable deforestation along city streets. It would be difficult for the city to afford to reforest at a quick pace, and equally difficult to coordinate with a large number of residents. However, accepting application to a cost share program provides direct communication with property owners who desire a tree at their home. This also gives the city the ability to manage tree plantings to ensure that unwanted species are not selected and that the trees are planted in appropriate locations so that the tree can be allowed to mature without interfering with utilities or cause other issues.

Funding Plan

Capital Improvement Program

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	6,000	6,000	6,000	6,000	6,000	30,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Facilities	PW Roof Replacement

Summary

Replacement of the roofing material on the main Public Works garage.

Detailed Justification/Background Information

The flat roof of the main Public Works garage was installed approximately 20 years ago and has developed several leaks. There are also several abandoned utilities that protrude through the roof that are contributing to leaks in the building.

The roof was inspected in 2022 and found to need replacement within the next two years.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Program	45,000					45,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Facilities	PW HVAC Replacement

Summary

Replacement of the HVAC system at the Public Works complex.

Detailed Justification/Background Information

The Public Works complex has a rooftop HVAC system that heats and cools the PW office, bathroom, and breakroom. The AC portion of the unit broke down in the summer of 2023, and again in the winter of 2024. Each time, the technician who made repairs estimated the age of the unit to be nearly 40 years and stated that repair parts are not readily available. When parts are available, they are costly. The unit is also highly inefficient, causing increased heating and cooling costs.

Funding Plan

Capital Improvement Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Program	10,000					10,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Vehicle	2 ½ Ton Dump Truck

Summary

Replacement of 2007 GMC 2 ½ ton dump truck.

Detailed Justification/Background Information

This piece of equipment serves many roles by way of snow and tree removals, curbing installation, and street repairs. In 2024, the current truck will be 18 years old. The expected lifespan of municipal dump trucks is between 10-15 years. This truck is beginning to develop costly rust issues because of years' worth of salt applications and is operating on a replaced transmission. Additionally, the manufacturer of the current truck no longer manufactures these types of trucks, making repair parts difficult to locate and costly to purchase.

The new 2024 cab and chassis was purchased in FY 2024. Also in FY 2024, the city issued a Contract to Knapheide Truck Equipment for the rehabilitation of the dump body and installation of the body to the new cab and chassis. Knapheide reports the work outlined in the Contract will not be completed before the beginning of FY 2025. Therefore, the cost of the Contract is being moved forward one fiscal year.

Funding Plan

Capital Improvement Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	43,000					43,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Vehicle	1 ½ Ton Dump Truck

Summary

Replacement of Ford 1 ½ ton dump truck

Detailed Justification/Background Information

This piece of equipment serves many roles by way of snow and tree removals, curbing installation, and street repairs. In 2024 the current truck will be 15 years old. The expected lifespan of municipal dump trucks is between 10-15 years. This truck is beginning to develop costly rust issues as a result of years' worth of salt applications.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	110,000					110,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Infrastructure	E. Essex Ave STP

Summary

An STP funded partnership between the cities of Glendale and Kirkwood to reconstruct E. Essex Ave. from N. Sappington Rd. to Dickson St.

Detailed Justification/Background Information

The city, in partnership with the City of Kirkwood, has been approved for an STP grant from MoDOT to receive approximately \$778,000 of a \$973,000 street reconstruction project along E. Essex from N. Sappington Rd. in Glendale to Dickson St. in Kirkwood. The street would be reconstructed with ADA compliant sidewalks along the north side of the street from N. Sappington Rd. to Dickson St. and includes concrete curb gutter sections, drainage improvements and an asphalt overlay.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	937,000					937,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Infrastructure	E. Essex Ave STP Phase 2

Summary

Reconstruction of E. Essex Ave. between N. Sappington Rd. and Devon Rd.

Detailed Justification/Background Information

E. Essex Ave. is considered a major arterial roadway in Glendale that connects Kirkwood streets to N. Berry Rd. and collects traffic from several intersecting streets. The roadway lacks sidewalks, stormwater collection and control facilities, and has badly deteriorated pavement. The portion of E. Essex Ave. from N. Sappington Rd. to Devon Rd. would be considered Phase 2. Phase 1 of the project is currently underway between Dickson St. and N. Sappington Rd.

Funding Plan

The city plans to submit an STP application to East-West Gateway in February 2024. If approved, the city’s CIP would pay for 20% of the overall project cost. The City’s cost to complete the project, after reimbursement, is estimated at \$349,250.

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	233,000	172,600	500,000	842,000		1,747,600

CIP Project Information

Department	Category	Project/Equipment
Public Works	Infrastructure	N. Sappington Rd. STP

Summary

Replacement of deteriorated sidewalk and curbing sections, improvement to the ADA facilities, improvements to pedestrian facilities, and replacement of the asphalt wearing course along N. Sappington Rd. between Manchester Rd. and Lockwood Ave.

Detailed Justification/Background Information

N. Sappington Rd. was originally reconstructed in 2007. Weather, traffic, and other factors have caused deterioration to the concrete and asphalt surfaces and N. Sappington Rd. is now in need of preservation.

Funding Plan

The STP Reimbursement Program provides for up to 80% of the cost to perform the outlined work. The City’s share of the estimated is \$212,600.

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	82,000	480,000	485,000			1,047,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Streets	Dwyer Ave. and Hillard Rd.

Summary

Rehabilitation of Dwyer Ave. and Hillard Rd. in a manner that includes installation of new concrete curb and guttering, and mill and paving along each street between N. Sappington Rd. and N. Berry Rd.

Detailed Justification/Background Information

There is an existing concrete curb along Dwyer Ave. between N. Sappington Rd. and Idlewild Place. This curbing is heavily deteriorated and there are several areas that are missing. There are no types of curbing along Hillard Rd. between Idlewild Place and N. Berry Rd. The pavement along each street is heavily deteriorated and there are several areas that have sunken along Dwyer Ave. due to many underground utility repairs and replacements.

These streets will have new concrete curbs and guttering installed after which the pavement will be milled down 2-inches, a leveling course of asphalt will be applied, and then a 2-inch thick wearing course of asphalt will be installed.

Funding Plan

Capital Improvement Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund	400,000					400,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Equipment	Skid Steer

Summary

The city purchased a new skid steer in 2013. A cold planer milling machine accompanied the skid steer purchase, and a sweeper attachment was purchased 1 year later.

Heavy construction equipment has a life expectancy of approximately 15 years. In 2029, the skid steer will be 16 years old and should be replaced, along with the cold planer and sweeper attachment.

Detailed Justification/Background Information

The Public Works department uses the skid steer, and its attachments, on a near daily basis to perform a wide variety of tasks. This piece of equipment is not only vital to the completion of city projects, but also prevents injury to employees by performing a large amount of heavy lifting, thus decreasing the need to lift materials by hand.

Over the years, the city has performed numerous repairs to the skid steer, some at a very high cost. The unit has sensitive electronics that are becoming outmoded which further drives up the cost to repair or replace. In addition, the daily use of the unit is driving up the engine hours and it is unknown how much longer the unit would be reliable for daily use.

Funding Plan

Capital Improvement Program

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
Capital Improvement Fund				94,000		94,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Equipment	Backhoe
Summary		

The City purchased a new backhoe in 2013.

Heavy construction equipment has a life expectancy of approximately 15 years. In 2028, the backhoe will be 15 years old and should be replaced.

Detailed Justification/Background Information

The Public Works department uses the backhoe often to perform a wide variety of tasks. This piece of equipment is not only vital to the completion of city projects, but also prevents injury to employees by performing a large amount of heavy lifting, thus decreasing the need to lift materials by hand.

The city uses the backhoe to perform street repairs, tree removal, sidewalk repairs, material loading, and salt handling. While the department takes appropriate measures to wash the unit after each snowfall, years worth of salt handling is now taking effect causing rust buildup on the unit.

Funding Plan

Capital Improvement Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
ARPA					150,000	150,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Equipment	Utility Truck

Summary

The city purchased a new utility truck in 2012.

Heavy construction equipment has a life expectancy of approximately 15 years. In 2027, the utility truck will be 15 years old and should be replaced.

Detailed Justification/Background Information

The Public Works department uses the utility truck on a near-daily basis to perform a wide variety of tasks. This piece of equipment hauls a wide variety of tools and equipment to jobsites in an enclosed utility body. Having these items in an enclosed utility body prevents damage or theft of the equipment. It also provides ease of organization. In addition, the truck cab has 4 doors with a back seat allowing a larger number of employees to traverse to the jobsite without the need for additional vehicles.

In 2028, the current 2012 utility truck and replacement parts are no longer produced by the manufacturer making repairs more and more difficult.

Funding Plan

Capital Improvement Plan

Revenue Source	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
CIP			70,000			\$70,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	Infrastructure	Stormwater Detention Systems

Summary

Installation of storm water detention systems to eliminate the persist presence of water on the streets at key locations.

Detailed Justification/Background Information

In the past the city has worked with individual homeowners to install storm water detention systems within the ROW. These systems collect water, generally sump pump discharge, from areas known to have the presence of water even during times of drought and prevent the water from draining to the roadway. A persistent presence of water causes quick deterioration of asphalt and concrete surfaces requiring frequent repair, and ice formation which poses an immediate safety concern to pedestrians, requiring time and money be spent applying ice melting materials.

Funding Plan

Revenue Source	FY 25	FY 26	FY 27	FY28	FY 29	TOTAL
Capital improvements Fund	5,000	5,000	5,000	5,000	5,000	25,000

CIP Project Information

Department	Category	Project/Equipment
Public Works	City Code	Stormwater Ordinance

Summary

This project will fund a task order issued from Lochmueller Group to have their stormwater experts utilize our Stormwater Master Plan, Architectural Review Board Guidelines, and other resources to craft a stormwater control ordinance that will better help Glendale manage its stormwater problems, both from a development perspective but also from projects that occur which do not require permits and other oversight from the City or its agents.

Detailed Justification/Background Information

The City of Glendale Board of Aldermen has made stormwater control a top priority going forward, as evidenced by its funding of a Stormwater Master Plan and aggressive new rules concerning impervious surface and stormwater controls in the ARB guidelines. A general stormwater control ordinance is needed to continue to correct longstanding stormwater issues in the community, give City officials standards to enforce and cite in stormwater related code enforcement issues, and provide guidance to the community as they seek to make modifications to their property.

Funding Plan

We anticipate using MSD OMCI funding to reimburse the City for the first phase of this project. Dependent on MSD’s decision to continue the OMCI program, the 2nd phase of the project could be funded through a combination of City and OMCI funds.

Revenue Source	FY 25	FY 26	FY 27	FY28	FY 29	TOTAL
Parks and Stormwater Fund	110,000					110,000



Glendale Police Department Chief Jeffrey Beaton

Memo

To: City Administrator Frank Johnson
From: Chief Jeffrey Beaton
CC: Mayor & Board of Aldermen
Date: April 11, 2024
Re: Low Speed Vehicle Ordinance

Per your request, I am explaining the Glendale Low-Speed Vehicle Ordinance (340.125) that was passed on March 5, 2018.

Due to the start of the popularity of golf carts (low-speed vehicles) at that time, the City of Glendale researched low-speed vehicle regulations in other communities for the purpose of considering an ordinance for our community.

At the time, golf carts or low-speed vehicles were prohibited from driving on County or State roadways, which would be Manchester Road (a State Roadway) and N. Berry Road & W. Lockwood Avenue (both County Roadways) in our community. The speed limit on Manchester Road is 30 mph east of N. Sappington Road and 35 mph west of N. Sappington Road. The speed limit on N. Berry Road and W. Lockwood Avenue is 30 mph.

In 2018, N. Sappington Road and W. Kirkham Avenue were both 30 mph but discussion had begun to consider switching them to 25 mph. All other City Streets were 20 mph or less.

Per definition, a low-speed vehicle (which includes golf carts) are vehicles that have a maximum speed of 20-25 mph. Therefore, looking through the lens of safety, it was suggested that low-speed vehicles should be prohibited from streets or roadways with speed limits of 25 mph or greater. Not only would they impede the normal flow of motor vehicle traffic on roadways 25 mph or greater but, more importantly, if involved in a crash with a normal motor vehicle, the driver and/or passenger could sustain serious physical injury, or even death.

The ordinance does not prohibit them from crossing a street or roadway 25 mph or more but they cannot drive on those streets.

Also, other requirements were mandated for safety purposes, such as headlights, taillights, blinkers, seatbelts, windshields and rear-view mirrors.

As the chief of police and traffic engineer for the City of Glendale, I would not be comfortable recommending low-speed vehicles to be allowed to drive on roadways with speed limits of 25 mph or greater. I have personally seen low-speed vehicles driving on city streets and they would not have a chance if involved in a motor vehicle crash. Most don't have headlights, taillights, blinkers or even safety belts. I personally think allowing them on roadways with increased speed limits would create a hazard for them, their passengers and other drivers.

Sincerely,

Jeffrey Beaton

Chief of Police
Glendale Police Department

Chapter 340. Miscellaneous Driving Rules

Section 340.125. Low-Speed Vehicles.

[Ord. No. B02-18, 3-5-2018]

- A. Notwithstanding any other law, a low-speed vehicle may be operated upon a City Street if it meets the requirements of this Section. Every person operating a low-speed vehicle shall be granted all the rights and shall be subject to all the duties applicable to the driver of any other motor vehicle except as to the special regulations in this Section and except as to those provisions which by their nature can have no application.
- B. The operator of a low-speed vehicle shall observe all traffic laws and ordinances of the City of Glendale regarding the rules of the road. A low-speed vehicle shall not be operated on a street or a highway with a posted speed limit greater than twenty (20) miles per hour. The provisions of this Subsection shall not prohibit a low-speed vehicle from crossing a street or highway with a posted speed limit greater than twenty (20) mile per hour.
- C. A low-speed vehicle shall be exempt from the requirement of Sections 307.350 to 307.402, RSMo., for the purpose of titling and registration. Low-speed vehicles shall comply with standards in 49 CFR Section 571.500 as amended.
- D. Every operator of a low-speed vehicle shall maintain financial responsibility on such low-speed vehicle as required by Chapter 303, RSMo., if the low-speed vehicle is to be operated upon the streets of the City.
- E. Each person operating a low-speed vehicle on a City street in this City shall possess a valid driver's license issued pursuant to Chapter 302, RSMo.
- F. For purposes of this Section a "low-speed vehicle" shall have the meaning ascribed to it in 49 CFR Section 571.3 as amended.
- G. All low-speed vehicles shall be manufactured in compliance with the National Highway Traffic Safety Administration standards for low-speed vehicles in 49 CFR Section 571.500 as amended.
- H. Each low-speed vehicle shall be equipped with properly operating:
 - 1. Head lamps;
 - 2. Tail lamps;
 - 3. Front and rear turn signals lamps;
 - 4. Stop lamps;
 - 5. Reflex reflectors; one (1) red reflector on each side as far to the rear as practicable, and one (1) red reflector on the rear;
 - 6. An exterior mirror mounted on the driver's side of the vehicle and either an exterior mirror mounted on the passenger's side of the vehicle or an interior rear view mirror;
 - 7. A parking brake;

8. A windshield that conforms to the Federal Motor Vehicle Safety Standard on glazing material in 49 CFR Section 571.205;
9. A VIN (vehicle identification number) that conforms to requirements of Part 380 Vehicle Identification Number of this Chapter;
10. A Type 1 or Type 2 seat belt assembly conforming to Section 571.209 of this Part, Federal Motor Vehicle Safety Standard 209, Seat belt assemblies, install at each designated seating position; and
11. Low-speed vehicles shall comply with rear visibility requirements specified in Paragraph S6.2 of FMVSS Number 111.



Internal Memorandum

Office of the City Administrator

TO: Honorable Mayor Mike Wilcox
and the Glendale Board of Aldermen

FROM: Frank Johnson, City Administrator

DATE: April 12, 2024

ADMINISTRATION

Draft Budget for Fiscal Year 2025

- Finance Director Dan Lawrence has concluded his meetings with the department heads and prepared a draft of the five-year CIP that includes \$2.4 million for various projects. A large portion of this total will be reimbursable through federal grants from East-West Gateway's Surface Transportation Program.
- We have also received our renewal rates for employee health benefits from SLAIT. Costs for Glendale will increase by 5 percent for 2024-25, out of a potential range of 2.5 to 12.5 percent.

Kirkwood-Des Peres Chamber of Commerce Night at the Ballpark

- We have received requests for 46 tickets for Glendale employees and their families for the Cardinals game on June 27th. We are happy to have such a large contingent, and it should be a great event.

SUP Review

- I have compiled a matrix of the various provisions for each active Special Use Permit and developed some initial strategies for checking compliance. My next steps will be working with other departments to further refine these strategies, locating all the relevant approved plans, and developing a checklist of items for each property.

Composting and Shred/Recycling Events

- The City's composting education class for residents has been rescheduled to May 16 due to a conflict with a Board of Adjustment meeting.

Glendale Chrysler

- The dealership provided an update this week on the site development for 10088 Manchester Road. This is the lot to the east of the dealership that previously contained a small building with several retail stores.
- During the process of demolishing the building, their structural engineer expressed concerns over the integrity of the large retaining wall on the southwest corner of the lot. The dealership is currently working with the engineer and their contractors to develop a design plan that can address the issue.

- Once the necessary modifications to the wall are completed, the graffiti will be cleaned off the wall and the dealership will proceed with submitting a site plan for the City to review. They currently anticipate the wall project to be completed by early August, with the site development to move forward quickly after that.

Comprehensive Plan and Zoning Code Update

- The first meeting of the Steering Committee is scheduled for April 22. Following this meeting, H3 will incorporate their feedback and prepare a draft of the existing zoning code analysis and consensus issues and opportunities.
- The next major phase of the project will be a public involvement process to identify the future vision for the community and the goals—both short- and long-range—that will accomplish this vision.

ARB Guidelines

- The Architectural Review Board reviewed the draft of the proposed guidelines as revised by City Attorney Jim Hetlage at a workshop meeting on March 27. They will be working on additional edits and revisions for discussion at another workshop in May, with the goal of coming to a consensus draft to recommend for Board approval.

POLICE DEPARTMENT

Accreditation

- The on-site assessment for the accreditation took place on April 9 and went very smoothly. The assessor advised the City that our accreditation will likely be recommended for approval to the Missouri Police Chiefs Association Executive Board. We expect to receive a letter formally recognizing the accreditation very soon, at which time we can make an official announcement.

FIRE DEPARTMENT

Safe Place Site

- The City of Glendale Fire Department is now a designated Safe Place Site. Safe Place is a preventative program aimed at helping children and teens in crisis situations. It is designed to assist in getting immediate help and safety through partnerships with youth in need. There are now signs posted at the Fire House, and information regarding Safe Place procedures is available in the EMS report writing office.

ISO Evaluation

- Department staff are currently gathering data and information in preparation for their five-year ISO evaluation. A meeting is scheduled with the evaluator for May 29, who will then issue a report in the following months. We currently expect that we will maintain our ISO 2 rating.

PUBLIC WORKS DEPARTMENT

Terry will be at the meeting Monday night to answer any questions about current or future projects.

Staff Departure

- Maintenance Worker/Mechanic Ian Martin notified the city that his last day with Glendale will be April 12. Ian has accepted a position with a local car dealership to become a full-time mechanic. The job posting for the position has been posted to the city's website and Indeed.com.

Cracksealing/Sealcoating

- The first phase of the 2024 Cracksealing and Sealcoating project will take place next week with the cracksealing of streets listed in the Contract, which are:
 1. Lisa Kay Dr.
 2. Alexandra Ave.
 3. 800-1100 blocks of Glenway Dr.
 4. 900 block of Victoria Ave.
 5. Albert Ave.
 6. Warwick Ln.
 7. Nancy Carol Ln.
 8. Nancy Jo Pl.
 9. Carol Anne Pl.
 10. Joanna Ave. (between Albert Ave and Carol Anne)
 11. Andrew Dr. (between the cul-de-sac and Joanna Ave)
- Rainy conditions on Wednesday of this week prevented McConnell from finishing the work. Therefore, McConnell will return on Monday and Tuesday of next week to perform cracksealing along the following streets:
 1. Andrew Dr. (between Joanna Ave and Manchester Rd.)
 2. Northview Ct.
 3. Nolan Dr.
 4. Joanna Ave. (between Andrew Dr. and the white fence)
 5. Bismark Ave.
 6. Belvedere Ln.
- The cracksealing work is much less disruptive than the sealcoating work. Residents will be asked to refrain from parking on the street between the hours of 7 a.m.-5 p.m. while the work is underway, otherwise they can park as normal.
- A page has been developed on the city's website providing detailed information for residents. Signs are being placed along each street on Friday of this week notifying residents of the upcoming work. The signs contain a QR code that residents can scan with their phone which will take them directly to the project page. Dates for the sealcoating portion of the project have not yet been selected.

ARPA Streets

- Street milling took place along Moreland Ave., S. Moreland Ave., and the 700 block of Edwin Ave. on April 2-3. On April 4-5, these streets received an asphalt overlay.
 - The City received an emailed video message from a resident expressing her appreciation for the work.
- A second application of hydroseed was made to the yard areas adjacent to the new curbing along Moreland Ave., S. Moreland Ave., the 700 block of Edwin Ave., and the 400 blocks of Parkland Ave. and Elm Ave. this week. The seed is expected to germinate in 2-3 weeks from now and begin to restore the turf grass.
- With the final application of hydroseed this week, this project is now considered complete.

Devon Rd. Walking Path

- There is a natural walking path used daily by many residents to cut between Devon Rd. and Willow Oak Ln. The path lies on city ROW but has not been upgraded by the city and has become somewhat of a hazard to traverse.
- Therefore, the city has issued a contract to Crowder Construction for the installation of a 60-foot-long, 5-foot-wide concrete sidewalk in place of the path. Crowder is planning to perform the work in two to three weeks from now.

E. Essex Ave STP Phase

- Lochmueller is scheduled to submit final construction plans (PS&E documents) to MoDOT on Friday, April 5. MoDOT is expected to review the plans for one to two months and provide approval. Once approved, Lochmueller will work with Glendale and Kirkwood to develop bidding documents.

ADA Sidewalk Ramps

- The city's contractor, Kingsland Construction, began the process of removing sidewalk sections at the northeast and southeast corners of the intersection of Brownell Ave. and Venneman Ave. Kingsland will be replacing the sidewalk sections, which currently require a step-down from the sidewalk to the street, with ADA compliant sidewalk ramps.

Street Repairs

- Crews milled several sections of deteriorated asphalt along Hill Dr. and Halcyon Dr. Crews then restored the areas using hot mix asphalt.
- Crews restored the asphalt driveway at 832 Hanamoor Ct. following a recent sewer lateral repair at this location that was underneath the driveway.
- Crews installed a water diverting berm across the driveway entrance at 32 Nolan Dr.
- Crews milled a small channel in the pavement to the front of 12 Cheyenne Ct. to help alleviate a water ponding issue at this location.
- Crews filled potholes along a portion of Chain Ridge Dr.

Sewer Lateral Repair Program

- A contract was awarded to NuFlow of St. Louis for the repair of the sewer lateral line at 54 Wingfield Rd.
- A contract was awarded to J. E. Redington Plumbing for the repair of the sewer lateral line at 435 Venneman Ave.
- Dan Smith Plumbing finalized the repairs to the sewer lateral line at 832 Hanamoor Ct. To the right is the photo of the roots that were in this person's sewer line and a good example of what can happen if maintenance is deferred indefinitely.



REMINDERS/UPCOMING EVENTS

Board of Aldermen Meeting

Monday, May 6, 7 p.m.

Shred and Electronics Recycling Event

Saturday, May 11, 9 a.m.-noon

“The Dirt on Compost” Education Class

Wednesday, May 16

Board of Aldermen Meeting

Monday, May 20, 7 p.m.

44th Annual Firehouse Run

Sunday, June 9, 2024