



# LEE'S SUMMIT MISSOURI

**FY2022-2026 Capital Improvement Plan Draft**  
**April 13, 2021**  
**EXECUTIVE SUMMARY**

City staff completed the draft version of the FY2022-2026 Capital Improvement Plan (CIP) to be posted for public review and comment.

**CIP Summary**

- The 2022-2026 CIP proposes 105 projects and 11 annual programs
- The estimated budget for the FY22 CIP \$359,037,000 (includes prior years funding)
- 20 projects were completed and closed in FY21
- 21 new projects are proposed in the FY22 draft CIP
- The proposed draft is financially constrained
- Detailed project information available on the City's website at <https://cityofls.net/public-works/infrastructure-capital-projects/capital-improvement-plan-cip/cip-public-hearing>

**2022-2026 CIP SUMMARY (Costs in \$1000s)**

Category	Prior Years	% of Total	2022-26	% of Total
PW, WU & BERP Programs	8,382	7.8%	47,928	19.1%
Airport	5,838	5.4%	17,274	6.9%
Bridges, Streets and Signals*	44,463	41.4%	92,001	36.6%
Facilities	13,475	12.5%	5,000	2.0%
Parks and Recreation	420	0.4%	19,055	7.6%
Storm Water	7,848	7.3%	5,388	2.1%
Sanitary Sewer	13,520	12.6%	23,853	9.5%
Water	13,523	12.6%	41,069	16.3%
<b>Total</b>	<b>107,469</b>	<b>100.0%</b>	<b>251,568</b>	<b>100.0%</b>

**Significant Changes from Previous Years**

- FY22 CIP includes forecast Use Tax revenues
- Construction cost inflation increased many projects by 10%-15%
- Building Equipment Replacement Program (BERP) added to show annual capital maintenance costs for existing facilities



**Capital Improvement Plan Summary**  
**Fiscal Year 2022-2026**  
**(Costs in \$1,000s)**

<b>Project</b>	<b>Prior Yrs.</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Public Works Programs	7,323	7,576	8,111	8,539	8,572	8,781	48,902
Water Utilities Programs	1,045	653	552	2,058	306	762	5,376
Facilities Programs	14	547	120	96	588	667	2,032
Airport	5,838	2,857	3,109	1,387	5,088	4,833	23,112
Bridges, Streets and Signals*	44,463	16,595	31,460	21,624	12,152	10,170	136,464
Facilities	13,475	5,000	-	-	-	-	18,475
Parks and Recreation	420	425	850	9,360	8,410	10	19,475
Storm Water	7,848	2,888	500	500	500	1,000	13,236
Sanitary Sewer	13,520	5,550	2,500	5,300	4,500	6,003	37,373
Water	13,523	9,307	7,371	7,941	8,510	7,940	54,592
<b>Total</b>	<b>107,469</b>	<b>51,398</b>	<b>54,573</b>	<b>56,805</b>	<b>48,626</b>	<b>40,166</b>	<b>359,037</b>

\*Costs include water and sewer funding associated with road construction.

**PUBLIC WORKS PROGRAMS**  
(Costs in \$1,000s)













<b>Programs</b>	<b>Prior Yr</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
Overlay & Slurry Seal FY22	4,300	4,400	4,500	4,600	4,700	4,800
Annual Curb and Gutter Replacement Program FY22	1,700	1,750	1,800	1,850	1,900	1,950
Residential Street Reconstruction Program FY22	0	150	300	450	500	500
Neighborhood Traffic Safety Program FY22	50	50	50	50	50	50
Bridge Rehab/ Maintenance FY22	50	50	50	50	50	50
Capital Project Planning FY22	45	45	50	50	50	50
Pavement Marking FY22	525	450	652	750	552	581
Crack Sealing FY22	300	310	320	330	340	350
Community Bus Service - ATA/OATS FY22	353	371	389	409	430	450
<b>TOTAL</b>	<b>7,323</b>	<b>7,576</b>	<b>8,111</b>	<b>8,539</b>	<b>8,572</b>	<b>8,781</b>







**WATER UTILITIES PROGRAMS**  
(Costs in \$1,000s)

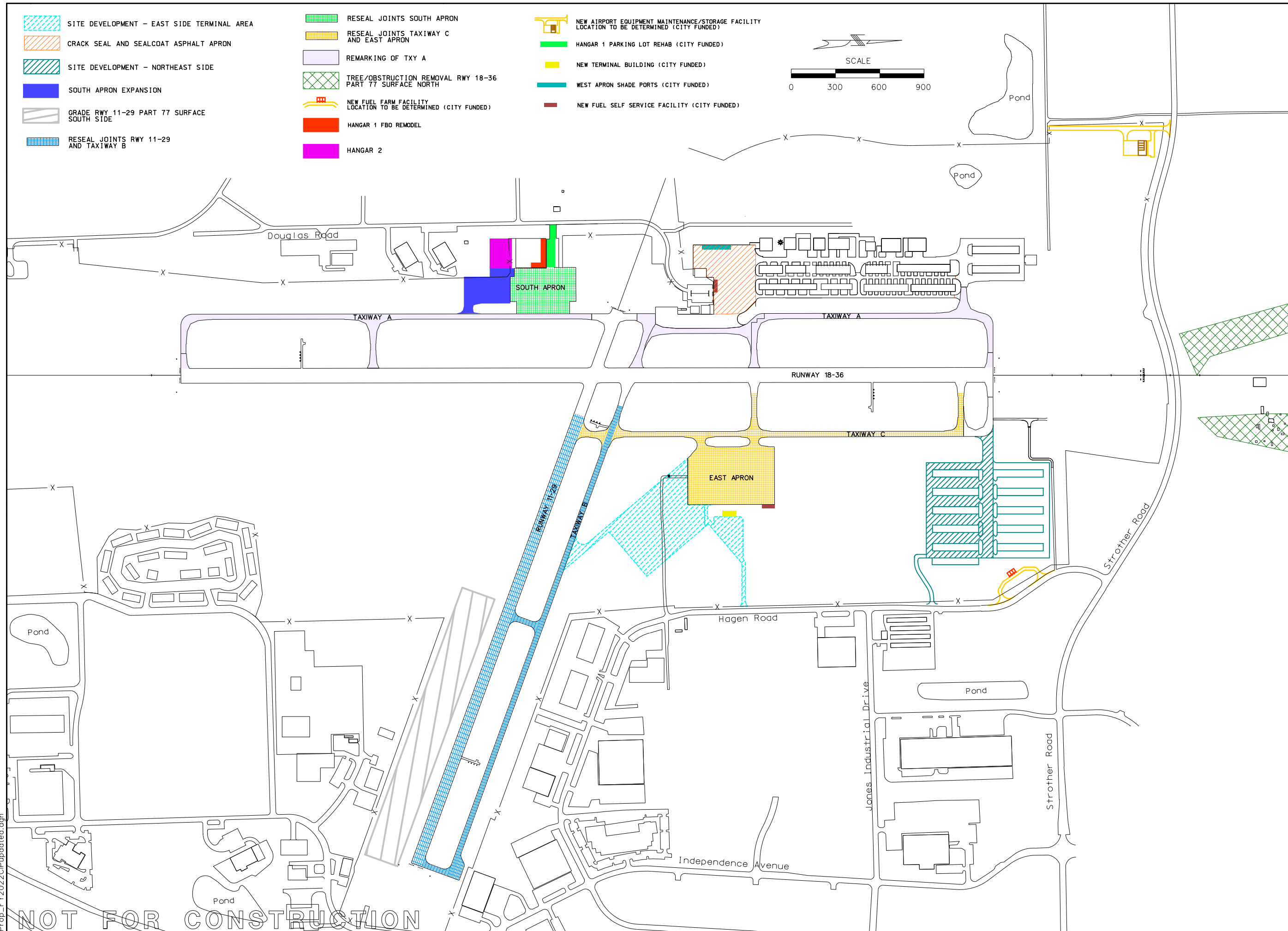
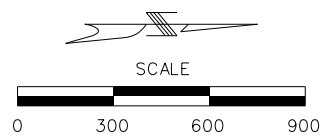
<b>Programs</b>	<b>Prior Yrs</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
Equipment Replacement/Rehab	1045	653	552	2,058	306	762
<b>TOTAL</b>	<b>1,045</b>	<b>653</b>	<b>552</b>	<b>2,058</b>	<b>306</b>	<b>762</b>

**FACILITIES PROGRAMS**  
(Costs in \$1,000s)

<b>Program</b>	<b>Prior Yrs.</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
Building Equipment Replacement Program (BERP)	14	547	120	96	588	667
<b>Total</b>	<b>14</b>	<b>547</b>	<b>120</b>	<b>96</b>	<b>588</b>	<b>667</b>

-  SITE DEVELOPMENT - EAST SIDE TERMINAL AREA
-  CRACK SEAL AND SEALCOAT ASPHALT APRON
-  SITE DEVELOPMENT - NORTHEAST SIDE
-  SOUTH APRON EXPANSION
-  GRADE RWY 11-29 PART 77 SURFACE SOUTH SIDE
-  RESEAL JOINTS RWY 11-29 AND TAXIWAY B
-  RESEAL JOINTS SOUTH APRON
-  RESEAL JOINTS TAXIWAY C AND EAST APRON
-  REMARKING OF TXY A
-  TREE/OBSTRUCTION REMOVAL RWY 18-36 PART 77 SURFACE NORTH
-  HANGAR 1 FBO REMODEL
-  HANGAR 2


-  NEW AIRPORT EQUIPMENT MAINTENANCE/STORAGE FACILITY LOCATION TO BE DETERMINED (CITY FUNDED)
-  HANGAR 1 PARKING LOT REHAB (CITY FUNDED)
-  NEW TERMINAL BUILDING (CITY FUNDED)
-  WEST APRON SHADE PORTS (CITY FUNDED)
-  NEW FUEL SELF SERVICE FACILITY (CITY FUNDED)
-  NEW FUEL FARM FACILITY LOCATION TO BE DETERMINED (CITY FUNDED)



REVISIONS		
NUMBER	BY	DATE

LEE'S SUMMIT MUNICIPAL AIRPORT  
LEE'S SUMMIT, MISSOURI

PRELIMINARY


  
 ONE MEMORIAL DRIVE, SUITE 500  
 ST. LOUIS, MO 63102  
 (314) 436-5500  
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 PROFESSIONAL ENGINEERING - 000631

FILE: Prop_FY2022CIPupdated.dgn
DESIGN BY:
DRAWN BY:
CHECKED BY: TCS
APPROVED BY: TCS
DATE: APRIL 24, 2017
JOB No: 16443-01
PROPOSED FY 2022 CIP
SHEET OF SHEETS

3/31/2021 Prop\_FY2022CIPupdated.dgn


NOT FOR CONSTRUCTION

**AIRPORT**  
(Costs in \$1,000s)


Project	Prior Yrs.	2022	2023	2024	2025	2026	Total
Crackseal and Sealcoat Apron	134	-	-	-	-	-	134
Hangar 1 FBO Remodel	-	-	-	-	-	278	278
Hangar 1 Parking Lot Rehab	-	-	-	200	-	-	200
Hangar 2	-	-	-	-	4,100	-	4,100
Land Acquisition of ALP Properties Phase 3	2,045	-	-	-	-	-	2,045
New Airport Equipment Maintenance/Storage Facility	-	-	-	694	-	-	694
New Fuel Farm Facility	1,880	-	-	-	-	-	1,880
New Fuel Self Serve Facility	450	-	-	-	-	-	450
New Terminal Building	-	-	1,100	-	-	-	1,100
Reseal Joint and Marking Runway 11-29 and Taxiway Bravo	593	-	-	-	-	-	593
Reseal Joint and Marking South Apron	-	172	-	-	-	-	172
Reseal Joint and Marking Taxiway Charlie and East Apron	-	-	-	-	396	-	396
Runway 29 Part 77 Grading	-	-	-	-	-	1,079	1,079
Site Development - East Side Terminal Area	-	2,653	-	-	-	-	2,653
Site Development - Northeast Side	-	-	-	-	-	3,476	3,476
South Apron Expansion	-	-	1,509	-	-	-	1,509
Taxiway Alpha Pavement Markings	-	-	-	108	-	-	108
Tree/Obstruction Removal North of RW 18/36 Part 77	-	-	-	-	143	-	143
Tree/Obstruction Removal RW 18/36 Lots 1&2	-	-	-	-	449	-	449
Tree Removal in South Avigation Easement	-	-	300	-	-	-	300
Update Airport Business Plan	109	-	-	-	-	-	109
Update Airport Master Plan	277	-	-	-	-	-	277
Update Airport Master Plan - Phase 2	350	32	-	-	-	-	382
West Apron Shade Ports	-	-	-	385	-	-	385
West Side Self Service Fuel	-	-	200	-	-	-	200
<b>Total</b>	5,838	2,857	3,109	1,387	5,088	4,833	23,112

CONSTRUCTION 2021 

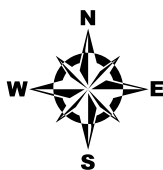
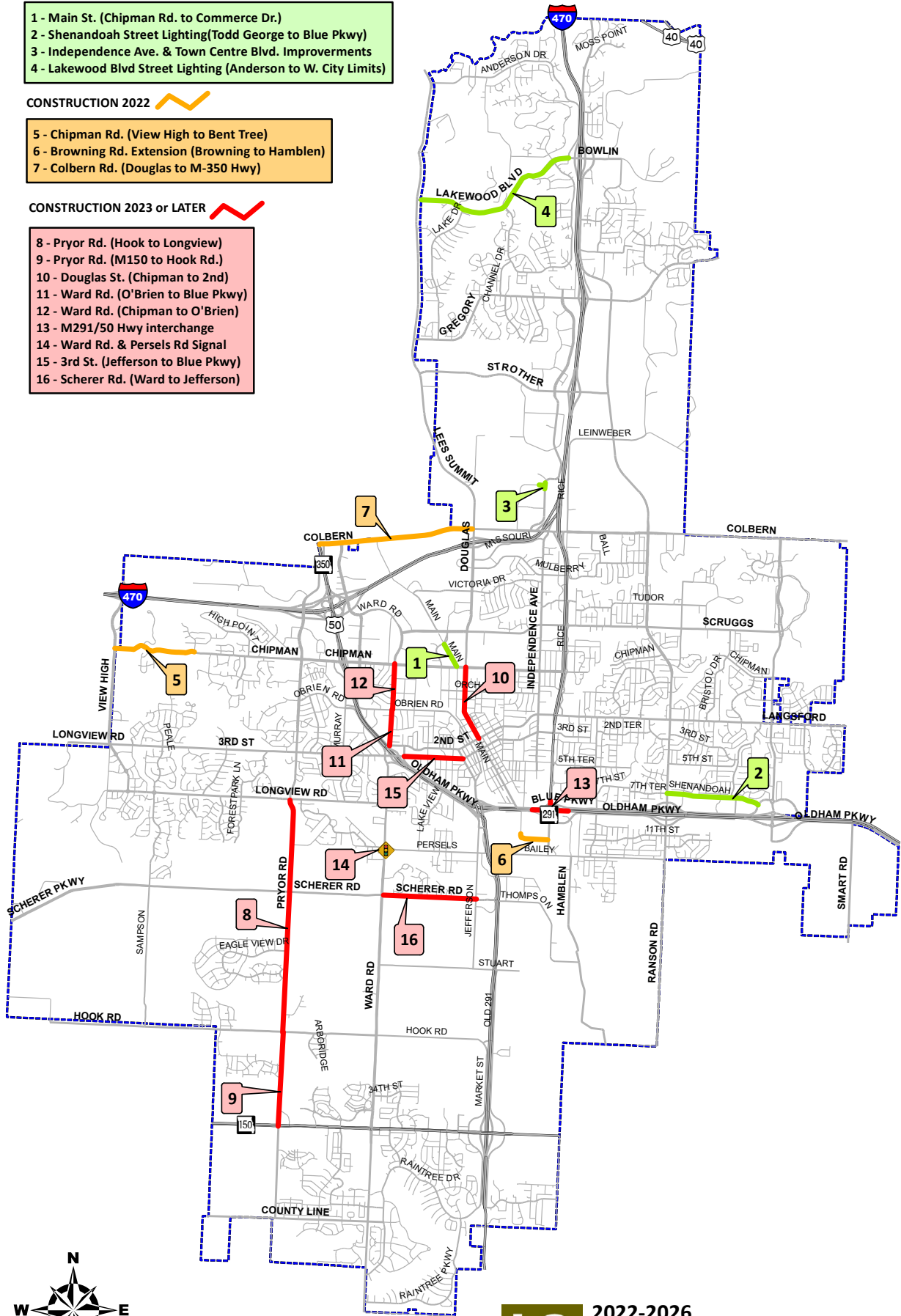
- 1 - Main St. (Chipman Rd. to Commerce Dr.)
- 2 - Shenandoah Street Lighting (Todd George to Blue Pkwy)
- 3 - Independence Ave. & Town Centre Blvd. Improvements
- 4 - Lakewood Blvd Street Lighting (Anderson to W. City Limits)

CONSTRUCTION 2022 

- 5 - Chipman Rd. (View High to Bent Tree)
- 6 - Browning Rd. Extension (Browning to Hamblen)
- 7 - Colbern Rd. (Douglas to M-350 Hwy)

CONSTRUCTION 2023 or LATER 

- 8 - Pryor Rd. (Hook to Longview)
- 9 - Pryor Rd. (M150 to Hook Rd.)
- 10 - Douglas St. (Chipman to 2nd)
- 11 - Ward Rd. (O'Brien to Blue Pkwy)
- 12 - Ward Rd. (Chipman to O'Brien)
- 13 - M291/50 Hwy interchange
- 14 - Ward Rd. & Persels Rd Signal
- 15 - 3rd St. (Jefferson to Blue Pkwy)
- 16 - Scherer Rd. (Ward to Jefferson)



April 2021

**BRIDGES, STREETS & SIGNALS**  
(Costs in \$1,000s)

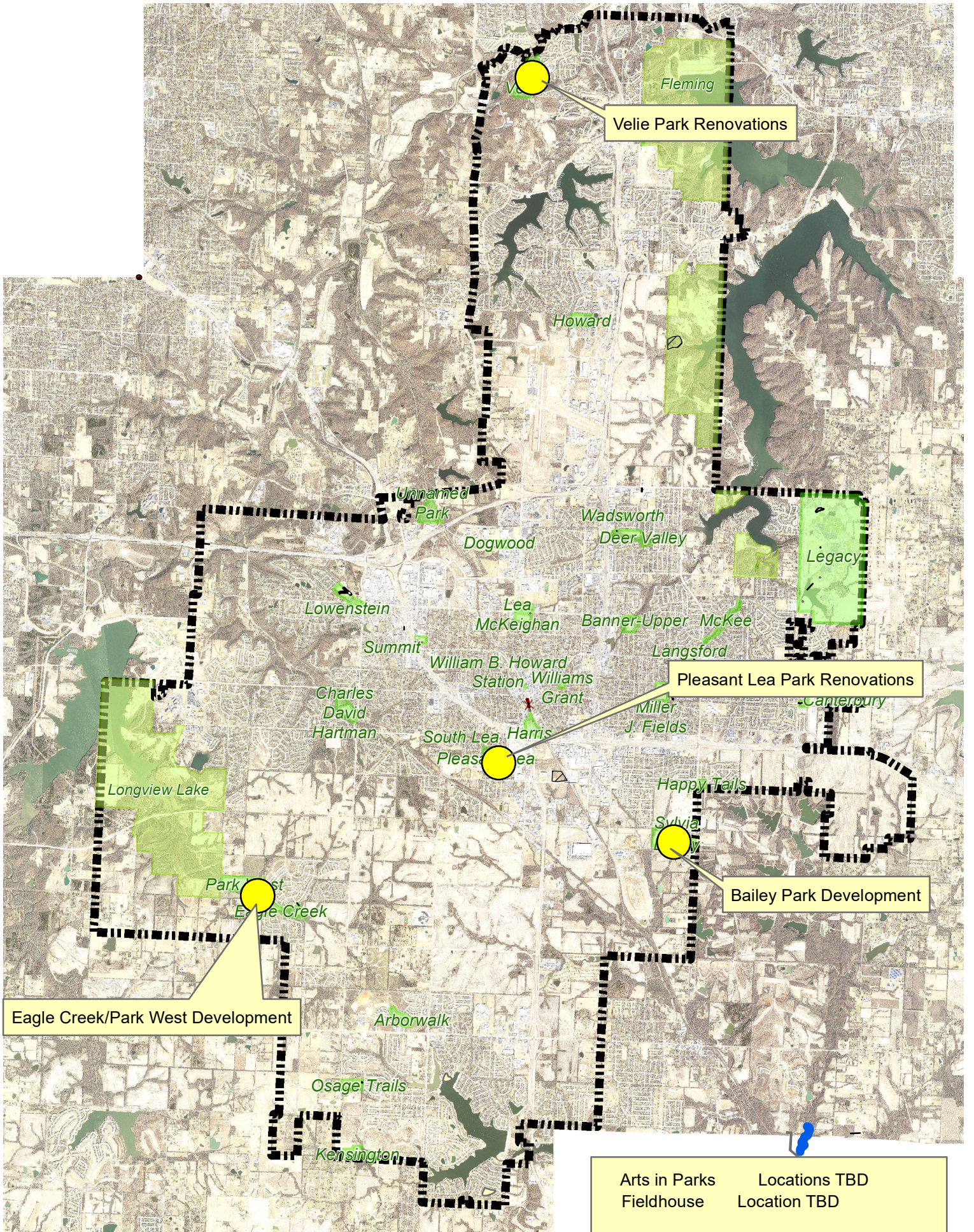
<b>Project</b>	<b>Prior Yrs.</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Browning Street Extension - Browning to Hamblen Rd	3,200	100	-	-	-	-	3,300
Chipman Road, Bent Tree Dr. to View High Dr.	15,773	-	-	-	-	-	15,773
Colbern Road - M350 to Douglas Street	5,827	6,205	8,945	-	-	-	20,977
Douglas Street - Chipman Road to 2nd Street	-	-	500	2,036	4,047	-	6,583
Existing Street Light Improvements	115	-	-	-	-	-	115
Independence Ave & Town Centre Blvd Intersect Imp	1,760	-	-	-	-	-	1,760
Jefferson Street - Persels Road to Oldham Parkway	4,022	-	-	-	-	-	4,022
Main Street - Chipman Road to Commerce Drive	1,200	340	-	-	-	-	1,540
M291 North Interchange with US50	-	2,000	4,950	10,000	3,500	500	20,950
Pryor Road Widening Phase 1 - Hook to Longview	2,550	4,500	10,880	3,070	-	-	21,000
Pryor Road Widening Phase 2 - M150 to Hook	-	-	-	750	3,000	5,400	9,150
Residential Curb Replacements	1,000	250	250	250	250	1,000	3,000
Scherer Road Reconstruction - Ward Road to Jefferson Street	-	-	-	-	-	1,000	1,000
Sidewalk Improvements	-	500	500	500	500	500	2,500
Streetlights - Lakewood Boulevard	875	-	-	-	-	-	875
Streetlights - Shenandoah Drive	530	-	-	-	-	-	530
Third Street Improvements - Jefferson St to Blue Parkway/US50	481	1,000	1,050	4,018	-	-	6,549
Third Street Improvements - Murray Road to Pryor Road	7,130	-	-	-	-	-	7,130
Ward Road & Persels Road Signal	-	650	2,700	1,000	-	-	4,350
Ward Road - Chipman Road to NW O'Brien	-	-	-	-	855	1,770	2,625
Ward Road - NW O'Brien Road to Blue Parkway	-	1,050	1,685	-	-	-	2,735
<b>Subtotal</b>	<b>44,463</b>	<b>16,595</b>	<b>31,460</b>	<b>21,624</b>	<b>12,152</b>	<b>10,170</b>	<b>136,464</b>
Less water and sewer funds included in totals	3,542	1,615	2,985	896	777	270	10,085
<b>Total</b>	<b>40,921</b>	<b>14,980</b>	<b>28,475</b>	<b>20,728</b>	<b>11,375</b>	<b>9,900</b>	<b>126,379</b>



**FACILITIES**  
**(Costs in \$1,000s)**

<b>Project</b>	<b>Prior Yrs.</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Fire Station 4 Replacement	7,000	-	-	-	-	-	7,000
Fire Station 5 Replacement	-	5,000	-	-	-	-	5,000
Police Department and Court Renovations	5,500	-	-	-	-	-	5,500
<b>Total</b>	12,500	5,000	-	-	-	-	17,500

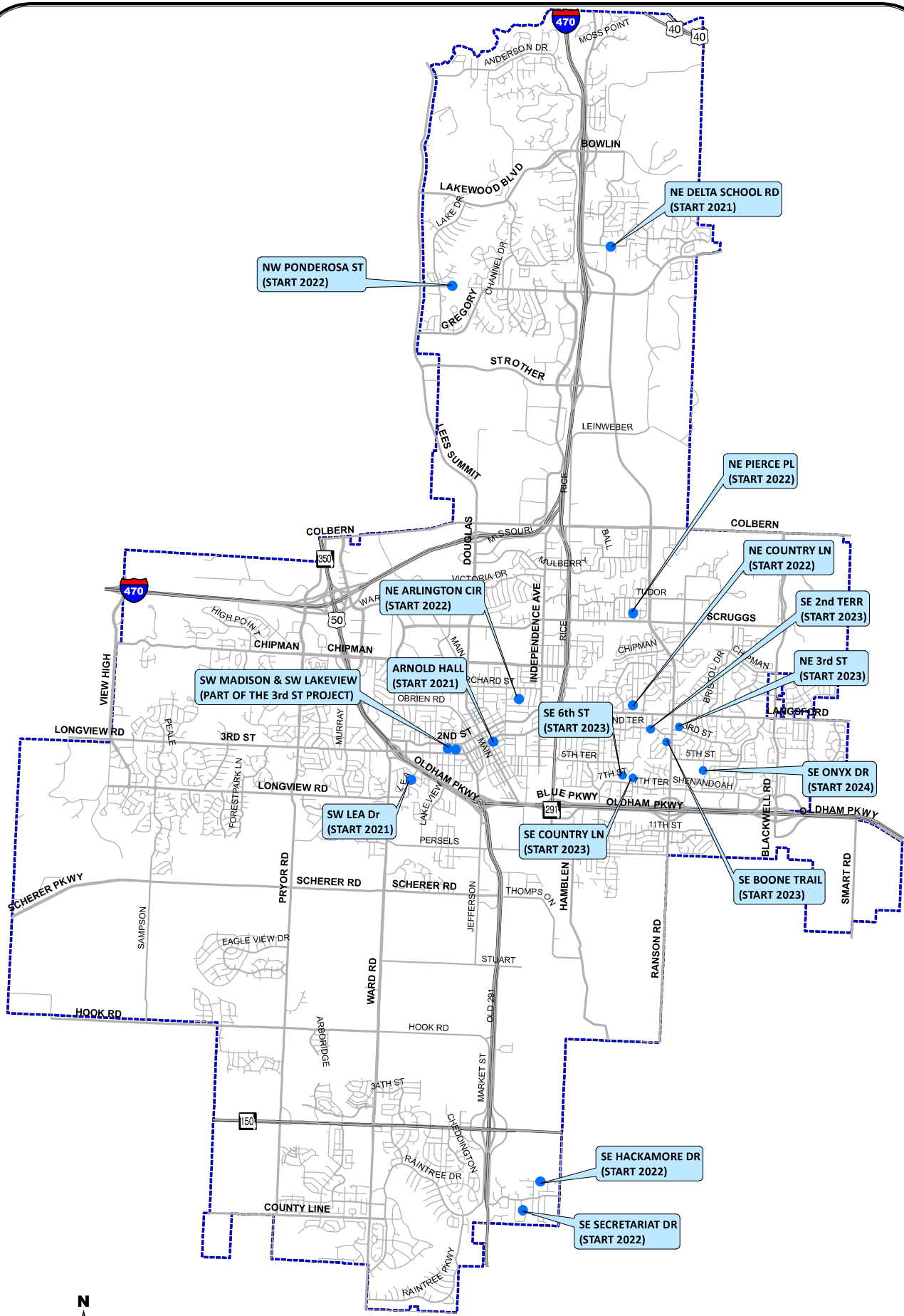




# FY 2022 CIP Parks and Recreation

**PARKS and RECREATION**  
(Costs in \$1,000s)

<b>Project</b>	<b>Prior Yrs.</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Arts in Parks	20	-	-	10	10	10	50
Bailey Park Development	-	-	400	5,100	-	-	5,500
Eagle Creek/Park West Development	-	-	200	850	-	-	1,050
Field House	-	-	250	3,400	8,400	-	12,050
Pleasant Lea Park Improvements	400	-	-	-	-	-	400
Velie Park Renovations	-	425	-	-	-	-	425
<b>Total</b>	420	425	850	9,360	8,410	10	19,475



April 2021



**2022- 2026**  
**STORMWATER BOND**  
**CAPITAL IMPROVEMENTS**

**STORM WATER**  
(Costs in \$1,000s)

<b>Project</b>	<b>Prior Yrs.</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Stormwater Infrastructure Improvements (2007)	1,718	-	-	-	-	-	1,718
Stormwater Infrastructure Improvements (2017)	5,630	2,638	-	-	-	-	8,268
Stormwater Utility Implementation Study	500	-	-	-	-	-	500
CMP rehab / replacement	-	250	500	500	500	1,000	2,750
<b>Total</b>	7,848	2,888	500	500	500	1,000	13,236

**SANITARY SEWER**  
(Costs in \$1,000s)

<b>Project</b>	<b>Prior Yrs.</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Big Creek Interceptor Capacity Improvements	650	-	-	3,000	-	-	3,650
Bogg's Hollow Meter Structure	400	-	-	-	-	-	400
Cedar Creek Downtown Improvements - Phase 2	-	-	-	-	3,000	1,000	4,000
Cedar Creek Improvements Along McClendon Ditch	3,400	600	-	-	-	-	4,000
Community Sewer Line Replacement	500	-	300	200	-	-	1,000
Flow Monitoring	-	-	-	50	-	-	50
South Prairie Lee Interceptor Upgrades	1,371	-	-	-	-	-	1,371
Large Diameter Sewer and Force Main Condition Assessments	1,460	200	200	-	-	-	1,860
Little Cedar 24" Parallel Force Main	-	-	-	-	-	-	-
Little Cedar Interceptor Improvements	-	-	-	-	-	3,028	3,028
Maybrook Watershed Capacity Improvements	-	-	-	300	-	-	300
Maybrook Watershed Knife Valve Replacement	-	-	-	150	-	-	150
Oaks Ridge Meadows Pump Stations Wetwell Rehab	-	-	-	-	-	128	128
Private I&I Removal Program	109	-	500	500	500	-	1,609
Sanitary Sewer Rehab - Relining, Manhole Rehab, Tap Repairs	900	1,000	1,000	700	600	500	4,700
Scruggs Pump Station, Pump Systems 1 and 4 Replacement	-	-	-	-	-	97	97
Sewer Main Cathodic Protection	-	-	-	300	300	-	600
Small Main Rehab and Creek Stabilization	300	-	-	100	100	-	500
Small Main Replacement Program	2,000	-	-	-	-	-	2,000
Tudor Force Main - Odor Control	1,200	500	500	-	-	-	2,200
Tudor Force Main - Air Relief & Control Valve Update	230	-	-	-	-	-	230
Unity Sewer Study, East and South	-	-	-	-	-	1,000	1,000
Wastewater Master Plan Update	-	-	-	-	-	250	250
Water Utilities Service Center Improvements	100	250	-	-	-	-	350
Water Utilities Strategic Plan	200	-	-	-	-	-	200
West Prairie Lee Sewer Capacity Study	700	3,000	-	-	-	-	3,700
<b>TOTAL</b>	<b>13,520</b>	<b>5,550</b>	<b>2,500</b>	<b>5,300</b>	<b>4,500</b>	<b>6,003</b>	<b>37,373</b>

**WATER**  
(Costs in \$1,000s)

<b>Project</b>	<b>Prior Yrs.</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Cathodic Protection Pilot Program	1,250	500	1,000	1,000	1,000	1,000	5,750
Facilities Asset Management CMOM Implmentation	-	100	-	-	-	-	100
Harris Park Standpipe - Recoating	287	-	250	-	-	-	537
Interconnection Projects – Tri County Water Authority	200	-	-	-	-	-	200
Scherer Tower - Recoating	417	382	-	-	-	-	799
South Terminal Water Tank Rehabilitation	-	200	-	-	-	-	200
Transmission Main Condition Assessment	675	850	-	-	-	-	1,525
Water Main – Lakewood Way – Ridgewood to Bowlin Rd	-	-	-	400	-	-	400
Langsford & Milton Thompson Upsize	-	-	450	-	-	-	450
Water Main – View High Longview Golf to Chipman Upsize	340	-	-	-	-	-	340
Water Main Rehab FY21	4,531	788	-	-	-	-	5,319
Water Main Rehab FY22	-	4,640	-	-	-	-	4,640
Water Main Rehab FY23	-	-	5,671	-	-	-	5,671
Water Main Rehab FY24	-	-	-	6,541	-	-	6,541
Water Main Rehab FY25	-	-	-	-	7,510	-	7,510
Water Main Rehab FY26	-	-	-	-	-	6,940	6,940
Water Master Plan Update	250	-	-	-	-	-	250
Water Meter Replacement	4,840	1,465	-	-	-	-	6,305
Water Operations Site Remediation and Genset Reconditioning	400	-	-	-	-	-	400
Woods Chapel Tower - Recoating	333	382	-	-	-	-	715
<b>TOTAL</b>	<b>13,523</b>	<b>9,307</b>	<b>7,371</b>	<b>7,941</b>	<b>8,510</b>	<b>7,940</b>	<b>54,592</b>





# LEE'S SUMMIT

## MISSOURI

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### CITY MANAGER'S MESSAGE

April 9, 2021

Members of the Lee's Summit Public Works Committee, Planning Commission and City Council:

Pursuant to the City of Lee's Summit Charter, Article XI, Section 11.4. Capital Program, I am pleased to submit the proposed fiscal years (FY) 2022-2026 Capital Improvement Plan (CIP). The CIP represents the multi-year scheduling of public infrastructure improvements and expansion, with much of it largely based on previously adopted master plans such as the Thoroughfare, Wastewater and Water Master Plans.

The benefits of adopting a Capital Improvements Plan are that it:

- Offers a vital link between the Comprehensive Plan and the actual construction of public improvements,
- Ensures that plans for community facilities are carried out,
- Improves coordination and scheduling of public improvements that require more than one year to complete,
- Provides an opportunity for long-range financial planning and management, and
- Offers an opportunity for residents and community interest groups to participate in decisions that impact their quality of life.

The CIP also acts as a public information document to advise residents and property owners of how the City plans to address significant capital needs over the next five years. With growing demands for project expenditures and a limited amount of revenues available, it has become increasingly difficult to predict the availability of future funding for capital projects. As the population in Lee's Summit continues to grow, so do the demands on City services. It is imperative that our organization plan the use of our limited dollars wisely to complete this plan and ultimately benefit all citizens of the City of Lee's Summit. As has been previously reported in various community surveys, infrastructure and growth management continue to be viewed as extremely important to residents.

## **Proposed Plan**

The 2022-2026 CIP totals \$359,037,000 (including funding from prior years), an increase from \$326,389,000 in the 2021-2025 plan. The increase in the total is due primarily to construction cost inflation. Construction cost inflation has been offset by increased sales tax revenues for dedicated CIP funding, adding the Use Tax revenues to dedicated CIP funds, and recently awarded State/Federal grants. Significant changes to the CIP include:

### **Completed Projects:**

- Cedar Creek Interceptor (sewer) Phases 3 and 4
- Downtown Parking Lot at 4th and Main
- Expand Hangar 1 Parking Lot
- Fire Station 3 Replacement
- Hamblen Road & Bailey Road Signal
- ITS Network Infrastructure
- Jefferson Street - Persels Road to Oldham Parkway
- Land Acquisition of ALP Properties Phase 2
- Lowenstein Park Improvements
- Maybrook Stormwater Improvements
- Mill and Overlay Hangar Taxi lanes Alpha and Bravo
- NE Maple Street Stormwater Project
- SE Bingham Drive Stormwater Project
- SE Brentwood Drive Stormwater Project
- SE Grand at 5th Street Stormwater Project
- Streambank Stabilization Projects
- SW 34th Street Stormwater Project
- Third Street Improvements - Murray Road to Pryor Road
- Water Main - Sampson Road Existing 12" to Hook
- Water Main Rehab FY20

### **New Projects:**

- Building Equipment Repair Program (BERP)
- Cedar Creek Downtown Improvements - Phase 2
- CMP rehab / replacement
- Fire Station 5 Replacement
- Flow Monitoring
- Hangar 1 FBO Remodel
- Hangar 1 Parking Lot Rehab
- Hangar 2
- Little Cedar Interceptor Improvements
- Oaks Ridge Meadows Pump Stations Wetwell Rehab
- Residential Street Reconstruction Program FY22
- Runway 29 Part 77 Grading
- Scherer Road Reconstruction - Ward Road to Jefferson Street
- Scruggs Pump Station, Pump Systems 1 and 4 Replacement

- South Terminal Water Tank Rehabilitation
- Stormwater Utility Implementation Study
- Unity Sewer Study, East and South
- Velie Park Renovations
- Wastewater Master Plan Update
- Water Main Rehab FY26
- West Side Self Service Fuel

Projects moved to out years

- Construct Middle Section of West Parallel Taxiway

The following table depicts the proposed annual appropriations for the five-year period in each of the major project areas plus the Public Works, Water Utility, and Facilities Programs, which are primarily major maintenance activities on City infrastructure.

### Expenditures by Year (in \$1000's)

	<b>PW, WU &amp; BERP Programs</b>	<b>Airport</b>	<b>Bridge Street &amp; Signal*</b>	<b>Facilities</b>	<b>Parks &amp; Recreation</b>	<b>Storm water</b>	<b>Sanitary Sewer</b>	<b>Water</b>	<b>Total</b>
Prior Years	8,382	5,838	44,463	13,475	420	7,848	13,520	13,523	107,469
2022	8,776	2,857	16,595	5,000	425	2,888	5,550	9,307	51,398
2023	8,783	3,109	31,460	0	850	500	2,500	7,371	54,573
2024	10,693	1,387	21,624	0	9,360	500	5,300	7,941	56,805
2025	9,466	5,088	12,152	0	8,410	500	4,500	8,510	48,626
2026	10,210	4,833	10,170	0	10	1,000	6,003	7,940	40,166
<b>Total</b>	<b>56,310</b>	<b>23,112</b>	<b>136,464</b>	<b>18,475</b>	<b>19,475</b>	<b>13,236</b>	<b>37,373</b>	<b>54,592</b>	<b>359,037</b>

\*Costs include water and sewer funding associated with road construction.

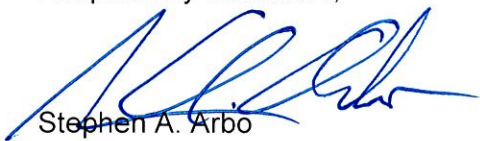
The majority of the capital funding continues to be allocated to the Bridges, Streets, and Signals section which includes 22 projects around the community. Programs, airport, facilities, parks, water and sanitary sewer continue to be significant portions of the plan. Among the major revenue sources for the various capital projects included in the plan are:

- 15-year Capital Improvements Sales Tax (transportation / stormwater)
- Use Tax allocated to the CIP Sales Tax Fund
- Bond Proceeds (roads, facilities, stormwater)
- 15-year Park Sales Tax (parks)
- Use Tax allocated to the Park Sales Tax Fund
- Permanent Transportation Sales Tax (roads)
- Use Tax allocated to the Transportation Sales Tax Fund
- State & Federal Grants (airport, roads, parks, sanitary sewer)
- TIF/TDD (roads)
- Sewer & Water Tap Fees (water & sewer system expansion)
- Sewer & Water User Fees (water & sewer system improvements)

It is important to emphasize that the CIP is a flexible plan that can be altered as conditions, funding, priorities, and regulations change. Although capital projects are scheduled throughout the five year plan, only those projects with activity scheduled during the first year (FY22) are financed and adopted as part of the City's Annual Operating Budget. Projects slated for subsequent years may be adjusted to reflect changes in priority or funding.

Preparation of the CIP is a result of considerable effort from staff in all departments in the City. Each year, staff attempts to reassess overall goals for capital improvements, and the means for accomplishing them. Every project has been considered for its financial feasibility, environmental impact, conformance to previously adopted plans, priorities established from the citizen input process via committees and voter approval, and to meet the public need. Their commitment to providing accurate and understandable information is greatly appreciated.

Respectfully submitted,



Stephen A. Arbo  
City Manager



## **CAPITAL IMPROVEMENTS PLAN IMPLEMENTATION**

When a project on the CIP schedule is funded, it is assigned to a project manager who will assume oversight responsibilities. A number of steps are required before a project is complete.

### **DESIGN**

The project manager will coordinate and participate in the selection process for an engineering or architectural design firm, as appropriate. Architectural and engineering services contracts, unlike commodities contracts, are awarded to firms strictly on the qualifications and expertise of the firm in the particular type of project. The project manager is responsible for negotiating a detailed scope and fee for the design services with the selected consultant. Design for some projects may be completed by City staff or awarded to consultants through annual on-call contracts.

The design process is typically divided into several phases: concept and/or preliminary design, right-of-way plans, right-of-way appraisal and acquisition, and final design. Plans and cost estimates are prepared, either by the consultant or City staff, for review at these project milestones. If state or federal funding is involved, plans and estimates are also provided to the appropriate agency for review. As more refined information on project scope and costs are developed, the CIP document is revised accordingly during the next annual update. Occasionally, projects may be deferred or deleted from the plan based on information gathered during the design process that indicates significant problems with pursuing the project.

One or more public meetings are held for major projects that have significant impacts on the public and affected property owners to obtain feedback and comments from the community. During 2020 and 2021, City staff implemented online public meetings similar to those conducted by several state and federal agencies. The online presentation generated more public comments than usually received through in-person public meetings. Going forward, staff plans to conduct both the in-person and online forums to solicit public input.

A meeting is often held at the completion of preliminary plans in order to let residents abutting the project know how the design will affect their properties. Comments made at the meetings are considered by City staff and the design firm for inclusion in revised plans, if appropriate, prior to appraisals and property acquisition. Other meetings may be held before any design is started and just before construction begins.

Right-of-way plans define the nature and extent of property required to complete a project. Property acquisition may be in the form of right-of-way, permanent easements or temporary construction easements. The City hires professional appraisers to determine fair market value of the acquisitions, which is the basis for initial offers to property owners. The City's right-of-way agent and/or contract agents complete the negotiation and acquisition process for the projects.

Once all property is acquired, final plans and specifications can be completed. During this time, any necessary relocation of private utilities (gas, phone, power) is also accomplished. Typically, all relocations are complete prior to bidding a capital project.

### **ADVERTISEMENT, BID AND AWARD**

Capital projects are publicly advertised through the City's Purchasing Division. City and consultant staff members evaluate all bids for completeness, correctness, business registrations, financial viability, potential disbarment, and references for the low bidder are checked. Based on the review and references, the consultant or the City's project manager makes a recommendation for award to the lowest and best bidder. The award of the construction contract is made by City Council.

### **DESIGN/BUILD**

As an alternative to the typical design-bid-build process described above, the design/build process may be used. For these projects, a Design/Build Team is selected using a qualifications based selection process. This delivery method has one contract between the City and the Design/Build Team. Design/Build can reduce risk through the Guaranteed Maximum Price contract and reduce the overall delivery schedule for a project by overlapping the design and construction phases of the work.

### **CONSTRUCTION MANAGER at RISK**

The third common delivery method, typically on facilities projects, is the Construction Manager at Risk. This process has some similarities to Design/Build by overlapping the design and construction phases of the work. The main difference is the City has two separate contracts. The first is Qualification Based Selection for the design professional that ends with a negotiated scope and fee. The second contract is between the City and a Construction Manager firm. This is usually conducted through Request for Proposal that evaluation qualifications and price. This will lead to a Guaranteed Maximum Price Contract in which the Construction Manager will develop the construction schedule and solicit bids from subcontractors to complete the work based on preliminary plans. The Design Professional will work closely with the Construction Manager to work through detailed design during construction.

### **SCHEDULE**

The construction contract sets forth the required completion time for the project. Time is counted from the date of the "Notice to Proceed" to the point of substantial completion and final completion. The duration is determined by the design

consultant and/or City staff based on the scope of work, seasonal constraints, coordination with property owners, and impacts on the traveling public. The order and duration of specific tasks within the allotted contract time is typically determined by the contractor. The assessment of liquidated damages is included in construction contracts for failure to meet required completion dates.

### **CONSTRUCTION ADMINISTRATION**

The City's project manager for the design process or a project manager from the construction management group is typically responsible for performing or coordinating project administration during construction. Such tasks generally include monitoring project progress, schedule and costs; coordinating and facilitating communications between the design consultant, inspections staff, contractor and City staff; negotiating and coordinating approval of changes in the project scope or cost; reviewing and approving regular progress payments; and reporting on the construction progress to City Council and the public through the City's publications and website. Changes to the contract totaling up to five percent of the original bid price may be approved administratively by the appropriate Department Director. Changes that increase the cost in excess of that amount must be approved by the City Council.

### **SUBSTANTIAL COMPLETION**

Substantial completion is defined as the time at which the project has progressed to the point where it is sufficiently complete that it can be utilized for the intended purpose. At this time, a comprehensive inspection is performed by City staff and the design consultant to create a list of all incorrect or outstanding items (a "punch list") remaining to be completed or corrected. The punch list items and all other deficiencies must be completed before final acceptance of the project by the City, and final payment to the contractor.

### **FINAL ACCEPTANCE**

Final acceptance is realized when the contractor has completed all work on the project, including punch list items, has provided the City with a maintenance bond, and has submitted all other close-out documents in accordance with the construction contract. The project manager is responsible for preparing a final project report and submitting it to city and department management staff as well as to City Council. Any unspent funds authorized for a project will be returned to the appropriate funding source for reallocation to future projects.

## **CAPITAL IMPROVEMENT PLAN FUNDING**

### **Revenue Sources**

All funding sources that may be used for various capital improvements are reviewed each year. Much of the work to develop the CIP focuses on the balancing of available resources with the identified capital needs. Consideration must be given to factors such as annual revenue projections from various sources, restrictions on the uses of certain funds, legal limitations on debt capacity, and City

policies relative to project funding. The following is a list of existing funding sources and definitions for each:

## **TAXES**

**Property Tax-** Revenue from the ad valorem tax levied on all real and personal property, based upon the assessed valuation established by the County Assessor on January 1<sup>st</sup> of each year. Real property assessed valuation is determined by applying the “market value” times the appropriate assessment ratios. As follows:

- Commercial/Industrial: 32%
- Residential: 19%
- Agricultural: 12%
- Personal Property assessed valuation is set at 33% of market value and is determined by the State Tax Commission.

**Sales Tax-** The City imposes a total sales tax of 2.25% (Capital Improvement: 0.50%, General fund: 1.0%, Parks and Recreation: 0.25%, Transportation: 0.50%) on all goods and commodities sold within the City limits with the exception of drugs and farm machinery. The tax is also levied on all vehicles registered by residents of the City, regardless of where those vehicles were purchased. Transportation tax is not levied on utilities and is earmarked specifically for use in funding transportation projects only. The State of Missouri receives the tax from the respective business and distributes the funds monthly to the City.

**Use Tax-** The City imposes a use tax that mirrors the sales tax. Therefore, a use tax of 2.25% (Capital Improvement: 0.50%, General fund: 1.0%, Parks and Recreation: 0.25%, Transportation: 0.50%) is levied on all goods and commodities sold outside the City limits and delivered to locations within the City limits. This is commonly referred to as an e-commerce tax because the use tax is applied to most online purchases, but not to products purchased at a brick and mortar store. Use taxes also applies to vehicles and equipment purchased outside the City to be used and permanently located within Lee’s Summit. The use tax does not apply to drugs and farm machinery. The State of Missouri receives the use tax revenues from the respective business and distributes the funds monthly to the City.

**Parks & Recreation 1/4-Cent Sales Tax-** Initially approved in November 1997 for 3/8-cent and renewed in 2016 for 1/4-cent, this revenue source is dedicated to Parks and Recreation improvements including completion of Legacy Park facilities, new park development, the Senior Center, and greenway development. This tax has a 15-year sunset provision, so it currently would end in 2033 unless it is renewed by the voters.

**Transportation 1/2-Cent Sales Tax-** Approved initially in the 1980s, this tax is available to pay for transportation and traffic infrastructure improvements and major maintenance, such as overlay and slurry seal, curb and gutter replacement, crack sealing and pavement marking. This sales tax also provides funding for several other Public Works Programs including bridge rehabilitation, pavement



resurfacing, curb replacement, community bus services and the Neighborhood Traffic Safety Program.

**Capital Improvement ½-Cent Sales Tax-** Originally approved in November 1997, this tax has been used in conjunction with the Road Excise tax to fund road improvements related to the “10-year road plan” adopted in 1997. The sales tax was renewed in April 2007 with collection beginning in 2008 and ending in 2018. This renewal of the sales tax will fund a second “10-year road plan” comprising 6 major projects. In April, 2017, voters approved a 15 year extension with collection beginning in April, 2018. In all, seven major road projects were identified as well as six transportation related projects. Additionally, this renewed tax will also be used to fund stormwater infrastructure projects throughout the City.

**Road Excise Tax-** Excise Tax is paid for development that generates new traffic in the City in the form of a license tax on building contractors. This revenue source is available for road improvements throughout the City that are required due to growth to at least some degree.

**Transportation Development Districts** A geographic area may be designated to levy an additional sales or property tax assessment to pay for transportation related infrastructure improvements.

**Tax Increment Financing** Provides for the capture of 50% of the Economic Activity Taxes (Sales and Franchise) generated within the boundaries of a designated area to be used to finance infrastructure improvements. All of the incremental increases in real estate taxes are also captured from all taxing jurisdictions until the infrastructure is paid off.

## **BOND PROCEEDS**

**General Obligation (G.O.) Bonds-** Bonds which are backed by the full faith and credit of the City and require either a 2/3rds or 4/7ths voter approval. Limitations for bonding capacity are set by state statute.

**Revenue Bonds-** Bonds which are backed by the fees and charges of a business-like government function, payable only from a specific source of revenue. Simple majority voter approval required. Limitations for bonding capacity are not set by state statute but rather the entity’s ability to repay the debt.

**Certificates of Participation-** A leasing structure that is backed by general revenues or fees and charges of a government. No voter approval is required. Limitations for financing capacity are determined by the market and the entity’s ability to repay the debt.

**Special Obligation Bonds-** Bonds which are backed by general revenues or fees and charges of a government. No voter approval is required. Limitations for bonding capacity are determined by the market and the entity’s ability to repay.

## **GRANT FUNDING**

Grants may be received from federal, state or county governments. Grants are typically available for transportation, airport improvements, parks, and public safety equipment. The City also receives community development block grants (CDBG) for use in low-to-moderate income areas within the community. Equipment purchases and CDBG projects are not included in the CIP.

## **FEES AND CHARGES**

Fees for direct receipt of public service by the parties who benefit from the service

**Parks and Recreation Activity Fees-** Collected by Parks & Recreation Department for participation in various sports and recreation programs, aquatic instruction, and the Camp Summit and Club Summit daycare programs at the Recreation Center.

**Recreation Memberships-** Membership fees collected for the Lee's Summit Pool and the Legacy Park Community Center.

**Water Sales-** Charges for supplying water to residential, commercial, industrial and wholesale customers.

**Sewer Charges-** Charges for providing wastewater collection and disposal services to residential, commercial and industrial customers.

**Sewer Tap-** The charge for a new sanitary sewer connection based on the number of drains in a structure and assessed at the time of building permit issuance.

**Water Tap-** The charge for a new water service connection based on the size of water meter required. Also included in the water tap fee is an amount which is intended to provide capital for the development of the City's water transmission capacity.

## **PRIVATE FUNDING**

Amounts paid by developers, generally for specific infrastructure improvements, pursuant to development agreements between the City and those developers.

## **CAPITAL IMPROVEMENT PLAN FUNDING**

The FY 2022-2026 Capital Improvement Plan has been divided into seven major categories, plus the Public Works and Water Utility Programs. The total estimated cost of all projects included in the five-year plan, including prior years, is \$359,037,000. A summary of the costs by category is summarized below.

**2022-2026 CIP SUMMARY  
(Costs in \$1000s)**

<b>Category</b>	<b>Prior Years</b>	<b>% of Total</b>	<b>2022-26</b>	<b>% of Total</b>
PW, WU & BERP Programs	8,382	7.8%	47,928	19.1%
Airport	5,838	5.4%	17,274	6.9%
Bridges, Streets and Signals*	44,463	41.4%	92,001	36.6%
Facilities	13,475	12.5%	5,000	2.0%
Parks and Recreation	420	0.4%	19,055	7.6%
Storm Water	7,848	7.3%	5,388	2.1%
Sanitary Sewer	13,520	12.6%	23,853	9.5%
Water	13,523	12.6%	41,069	16.3%
<b>Total</b>	<b>107,469</b>	<b>100.0%</b>	<b>251,568</b>	<b>100.0%</b>

Note:

\* See CIP Impact on Livable Streets section of this report for information regarding how the Livable Streets goals and policies adopted by Council Resolution are included in these projects.

**CIP IMPACT ON OPERATING BUDGET**

As part of the Capital Improvement Plan, the impact of each project on the City’s operating budget is identified. As capital improvement projects are completed, operation and maintenance of these facilities must be absorbed into the appropriate department operating budget, which provides ongoing services to citizens. These operating costs, which may include salaries, equipment, regular maintenance, and repairs, are adjusted annually to accommodate growth and inflation in maintaining or improving service levels. In some cases, elimination of high-maintenance facilities may also reduce these operating costs. It is the City of Lee’s Summit’s philosophy that new projects should not be constructed if operating revenues are unavailable to cover the operating costs. These must be funded with recurring (ongoing) revenues. As a result, the availability of recurring revenues must be considered in the decision to include projects in the plan.

This is also the first year that the City is showing the Building Equipment Replacement Program (BERP) in the CIP. The BERP is funded in the annual operating budget to replace aging facilities components. Common examples for projects funded through the BERP are re-roofing a building, replacing HVAC equipment, or other replace/upgrade large components needed to operate existing facilities. Re-investment in facilities can be used to reduce the annual operating costs through programs such as solar panel installation, high-efficiency HVAC systems, and moving towards “smart building” automation systems. Proactive asset management has been prioritized as part of the City’s iGNITE strategic plan framework. Big Idea #5 of proactive maintenance to promote resilient facilities. Including the BERP in the CIP shows the on-going need to plan long-term to ensure the City can extend the life of facilities in an efficient, cost-effective asset management program.

## CIP IMPACT ON LIVABLE STREETS\*

In accordance with Resolution 10-17, A Resolution Establishing the Livable Streets Policy for the City of Lee's Summit, the Capital Improvement Plan shall include a summary or description of the Livable Streets Elements of all Public Improvement Projects. If a Livable Streets Element identified in and required by adopted public plans or ordinance is not incorporated in the project, such omission shall be documented in the Livable Streets Summary.

Livable Streets is not applicable to all capital improvement projects. Some capital improvement projects, including water, sewer, airport, storm water and solid waste, typically do not have relevant elements to Livable Streets nor do these projects inhibit or advance the Livable Streets initiative. Consequently, water, sewer, airport, storm water and solid waste projects have not been identified in the Livable Streets Summary unless a positive or negative Livable Streets impact exists.

The Livable Streets concept and Livable Streets Elements have been considered in all Capital Improvement Projects for all modes and abilities. The following Livable Streets Summary identifies each capital improvement project that has a potential impact to Livable Streets as well as a description of the included and omitted Livable Streets Elements (elements that have been identified with an asterisk are not required, but have been included in the project scope).

### **Bridges, Streets and Signals**

#### Browning Street Extension – Browning Street to Hamblen Road:

Livable Streets Elements Included: Sidewalk, Street Gap Connectivity, ADA Compliance, Vehicular Capacity Improvements (New Local Roadway), Facilitates Access Management, Economic Development and Safety Improvements

Livable Streets Elements Omitted: None

#### Chipman Road - Bent Tree Dr. to View High Dr.:

Livable Streets Elements Included: Continuous Street Lighting, Shared-Use Path, Sidewalk, ADA Compliance, Street Gap Connectivity, Traffic Signal Control with Pedestrian Actuation and Bicycle Friendly Signal Detection (i.e. Video or Radar), Vehicular Safety and Capacity Improvements (Reconstructed Two-Lane Arterial with Turn Lanes), Connectivity to Regional Trail.

Livable Streets Elements Omitted: None.

#### Colbern Road – M350 Hwy to Douglas Street:

Livable Streets Elements Included: Continuous Street Lighting, Sidewalk, Shared-Use Path, Vehicular Safety Improvement, Vehicular Capacity Improvement, Access Management, ADA Compliance, Traffic Signal Improvements.

Livable Streets Elements Omitted: None

#### Douglas Street – Chipman Road to Second Street:

Livable Streets Elements Included: Continuous Street Lighting, Sidewalk, Bike Route Accommodation, Bike Safety Improvement, Vehicular Safety Improvement, Vehicular Capacity Improvement, ADA Compliance, Streetscape Elements

Livable Streets Elements Omitted: None

Existing Streetlight Improvements:

Livable Streets Elements Included: Technology Improvements (e.g. LED Conversions)

Livable Streets Elements Omitted: None

Independence Avenue and Town Centre Blvd Intersection Improvements:

Livable Streets Elements Included: Roundabout, Vehicular Safety Improvements, Vehicular Capacity Improvements, Pedestrian and Bicycle Safety Improvements, ADA Compliance, Sidewalk

Livable Streets Elements Omitted: None

Main Street - Chipman Road to Commerce Drive:

Livable Streets Elements Included: Sidewalk, ADA Compliance, Vehicular Safety Improvements, Vehicular Capacity Improvements.

Livable Streets Elements Omitted: None

M291 North Interchange with US50:

Livable Streets Elements Included: Continuous Street Lighting, Sidewalk, Shared-Use Path, Traffic Signal Control with Pedestrian Actuation and Bicycle Friendly Signal Detection (i.e. Video or Radar), Vehicular Safety Improvement, Vehicular Capacity Improvement, Access Management and Street Realignment, ADA Compliance.

Livable Streets Elements Omitted: None

Pryor Road – M150 Hwy to Longview Road (Project is split at Hook Road into two Phases):

Livable Streets Elements Included: Continuous Street Lighting, Sidewalk, Shared-Use Path, Vehicular Safety Improvement, Vehicular Capacity Improvement, Access Management, ADA Compliance, Traffic Signal Improvements.

Livable Streets Elements Omitted: None

Scherer Road – Ward Road to Jefferson Street:

Livable Streets Elements Included: Continuous Street Lighting, Sidewalk, Shared-Use Path, Vehicular Safety Improvement, Vehicular Capacity Improvement, Access Management, ADA Compliance, Traffic Signal Improvements.

Livable Streets Elements Omitted: None

Streetlights – Lakewood Boulevard:

Livable Streets Elements Included: Continuous Street Lighting

Livable Streets Elements Omitted: None

Streetlights – Shenandoah Drive:

Livable Streets Elements Included: Continuous Street Lighting

Livable Streets Elements Omitted: None

Third Street Improvements – Jefferson Street to Blue Parkway:

Livable Streets Elements Included: Continuous Street Lighting, Sidewalk, Access Management (Driveway Consolidation and Access Restrictions), Vehicular Safety Improvement, Vehicular Capacity Improvement, ADA Compliance, Streetscape Elements.

Livable Streets Elements Omitted: None

Ward Road & Persels Road Traffic Signal:

Livable Streets Elements Included: Sidewalk, Shared-Use Path/Regional Trail Crossings, ADA Compliance, Access Management and Street Realignment, Intersection Lighting, Traffic Signal Control with Pedestrian Actuation and Bicycle Friendly Signal Detection (i.e. Video or Radar), Vehicular Safety Improvement, Vehicular Capacity Improvement, and Pedestrian Safety Improvement.

Livable Streets Elements Omitted: None

Ward Road – Chipman Road to O’Brien Road:

Livable Streets Elements Included: Sidewalk, Safe Routes to School, Bike Route Accommodation, Bike Safety Improvement, Vehicular Safety Improvement, Vehicular Capacity Improvement, ADA Compliance

Livable Streets Elements Omitted: None

Ward Road – O’Brien Road to Blue Parkway:

Livable Streets Elements Included: Sidewalk, Safe Routes to School, Bike Route Accommodation, Bike Safety Improvement, Vehicular Safety Improvement, Vehicular Capacity Improvement, ADA Compliance

Livable Streets Elements Omitted: None

**Facilities:**

Although there are no particular Livable Streets elements planned within the City’s streets rights-of-way as part of the facilities projects, the following projects foster active living and may include multimodal accommodations on-site and/or connectors to off-site multimodal facilities:

- Downtown Performing Arts Space and Farmers Market Pavilion

**Parks:**

Although there are no particular Livable Streets elements are planned within the City’s streets rights-of-way as part of the parks projects, the following projects foster active living and may include multimodal accommodations on-site and/or connectors to off-site multimodal facilities:

- Arts in Parks
- Bailey Park Development

- Eagle Creek / Park West Development
- Fieldhouse
- Pleasant Lea Park Improvements
- Velie Park Renovations





Capital Improvement Project	No Construction/No Livable Street Impact	Pedestrian Capacity Impact	Pedestrian Safety Impact	Bicycle Capacity Impact	Bicycle Safety Impact	Vehicular Capacity Impact	Vehicular Safety Impact	Transit Impact	Pedestrian Furniture	Sidewalk	ADA Compliance	Shared-Use Path	Paved Shoulder	Share-The-Road /Signed Bike Route	Wide Curb Lane (14-16 ft)	Paved Shoulder Adjacent to Curb	Official Bicycle Lane	Street Gap Connectivity	Access Management (e.g. Raised Median)	Transit Facility/Transit Stop	Transit Operation	Bicycle Parking	Residential Traffic Calming	Continuous Street Lighting	Intersection Street Lighting	Landscaping	Roundabout(s) Intersection Control	Pedestrian Signal Improvements	Traffic Signal Improvements	Signal Improvements w/Pedestrian Detection	Signal Improvements w/Bike Friendly Detection					
	Third Street Improvements, Jefferson Street to Blue Pkwy		+	+			+	+	+	★	●	●								●				★		★										
Third Street Improvements, Murray Road to Pryor Road		+	+			+	+	+		●	●								●				★						★	★						
Traffic Signal Communication Master Plan	■																																			
Ward Road, M150 to Raintree Parkway		+	+	+	+	+	+	+		●	●	●		★										★												
Ward Road, O'Brien Road to Blue Parkway		+	+	+	+	+	+			●	●			★	★																					
Ward Road, Tudor Road to Blue Parkway		+	+			+	+	+		●	●								●					★					★	★						
Woods Chapel Road & Channel Drive Traffic Signal			+		+	+	+				●														●	★	★	★	★	★	★					
<b>Facilities</b>																																				
Downtown Market Center		+	+		+		+	+	★	●									●	●	●	●	●	★	●	★										
<b>Parks</b>																																				
Miscellaneous Projects		+	+	+	+				●	●	●	●													●											
<b>Water, Sewer, Storm Water, Solid Waste, Airport</b>																																				
Miscellaneous Projects																																				

- +** - *Project may have a positive impact to the Livable Streets transportation mode choice.*
- - *Project may have a negative impact to the Livable Streets transportation mode choice.*
  
- ★** - *Livable Streets Element is included in project scope although it is not required by Ordinance or Adopted Plan.*
- - *Livable Streets Element is included in project scope in accordance with Ordinance requirement or Adopted Plan.*
- - *Livable Streets Element is omitted from project scope otherwise required by Ordinance or Adopted Plan. See Project Information listed in the Livable Streets Summary for an explanation of the omitted Livable Streets Element.*