

Public Works-Capital Projects Fund

Mission Statement

It is the mission of the Capital Projects Division to provide community facilities and services through a planned program of infrastructure replacements and additions.

Primary Functions → The primary functions of the Capital Projects Division include:

- Planning, development, and management of the City's five-year Capital Improvement Program. This includes setting priorities for infrastructure repair, replacement, and expansion of various facilities, including parking facilities, surface transportation, storm water management, sanitary sewers, and water distribution and production.
- Meeting with various local, state, and federal agencies to secure funding for major projects. This includes preparing grant applications for grant funding to reduce the local public financing burden.
- Implementing projects through negotiation of professional engineering and architectural contracts, preparation of bid specifications for competitive public bidding, administration of consultant and contractor payments, and preparing capital project information to the general public.
- Coordinating administrative activities associated with capital improvement projects, including the development of intergovernmental agreements, the acquisition of right-of-way, the conducting of public meetings, the notification of residents and businesses, the preparation and approval of final project plans and specifications, the recommending of contract awards, and the approval of project related payments and contract change orders.

2009 Accomplishments

- Completed several arterial /collector reconstructions and neighborhood streets.
- Resurfaced Guilford Road, Brookview Road, Ohio Parkway, Rural Street, and Ridge Avenue.
- Completed approximately 60 blocks of residential resurfacing across every zone in the City. The residential program also included the resurfacing or reconstruction of 19 alleys.
- The Independence Bridge over Kent Creek was reconstructed and design engineering of three other bridges was initiated.
- Extensive design work for the Morgan Street Bridge project was completed in 2009.
- Construction was completed on Harrison Avenue Bridges project.
- Design engineering for seven projects under the federal American Reinvestment and Recovery Act was completed.

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- Several properties within the West State Corridor were acquired. Seven demolitions were completed. The Relocation Plan (required under Federal guidelines) was initiated.
- Concrete repair of Charles Street (Parkside to Fairview Avenue) was completed.
- The Relocation Plan for the Harrison Avenue project (20th Street to 11th Street) was submitted to IDOT and approved.
- The City received Phase I design approval for the North Main & Auburn Roundabout.
- Construction for the first phase of the Kishwaukee Bridge Project (15th Avenue to 10th Avenue) began.
- Wyman Street was converted to two-way traffic from Elm Street to Chestnut Street, including the design and implementation of a new signal configuration.
- The intersection of Church Street and Chestnut Street was reconfigured, including the expansion of sidewalks on the west and south sides of the Metrocenter.
- After 33 years, the downtown Pedestrian mall between Elm Street and Mulberry Street was removed. A new Downtown Streetscape is being constructed including expanded sidewalks, new street lighting, street furniture, and brick paver sidewalks. These two blocks will support two way traffic and on-street parking, and two drop-off zones.
- Extensive progress in the data collection and assembly of the Stormwater Management Master Plan. The Ollie/Toft neighborhood drainage project was completed, and the first phases of the Camella Court (Spring Creek) drainage project were initiated. Several nuisance drainage issues were also completed.
- Two properties were acquired within the Harmon Park Flood Control Project in 2009. Design engineering for two additional section of the project were completed.
- The City received approval of the 3-Part Permit (IEPA, IDNR, USACOE) for the Riverwalk – Museum Campus project. Phase I design has been submitted to IDOT.
- Sidewalks on the south side of East State Street between Alpine Road and Fairview Avenue were completed. The second phase of the Applewood sidewalk project (4th Ward) was also completed.
- The 3rd year of the tree survey (urban trees located within public ROW) under the urban forestry program was undertaken.

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2010 Goals and Objectives

- Begin the South Main Street Corridor (Cedar Street to Beltline Road) and the North Main Street Corridor (Auburn Street to West Riverside) projects.
- Resurfacing of several arterials/collectors under the ARRA program. The State Mini-Capital Plan will also fund the resurfacing of Sandy Hollow Road from 20th Street to 9th Street.
- Continued investment into various maintenance programs such as inlet repair, concrete patching, crack sealing, and handicap ramp installation.
- Kishwaukee Street (Taft to Sawyer) will be reconstructed under the Kishwaukee – Sandy Hollow to Harrison Reconstruction Project .
- Continued advancement of design and permitting in support of both the Major Bridge and Local Bridge Programs.
- Seek Major Bridge funding for the rehabilitation of the Harrison Avenue Bridge and the complete replacement of the Jefferson Street Bridge. Funding is targeted for the FY 2014.
- The decline in Sales Tax and MFT revenue will impact the Neighborhood Program, although a robust program (\$4 Million) is expected. The DPW will research the use of alternate paving methods that could extend the reach of the neighborhood resurfacing program.
- Continue to assess the feasibility of converting the downtown one-way pair system (Church Street & Main Street); and, the US 251 one-way pair system one-way pair system (2nd Street & 3rd Street), including the potential reconfiguration of the Whitman interchanges, through the eastern portion of downtown.
- Work with IDOT to include the possibility of including a potential interchange at Bypass 20 and Kishwaukee Street (US 251) within their US Bypass 20 Corridor analysis.
- Continue work on regional transportation issues through active participation in the Rockford Metropolitan Agency for Planning (RMAP).
- Advance the Riverwalk – Museum Campus project through the Phase I and Phase II design phases to begin potential construction.
- Continue the progress in aesthetic and operational improvements within the Kishwaukee corridor through the relocation of the overhead utilities, design and installation of a new lighting system, and improvements to the parkways through landscaping and streetscape elements.
- Complete the second phase of construction of the Kishwaukee Bridge project.

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- Complete the final phase of the Downtown Streetscape project in 2010, including the design and installation of gateway structures, street lights, wayfinding signage & kiosks, and building up lighting.
- Continue investment into arterial/collector sidewalk program. Create a neighborhood sidewalk construction program (primarily for areas without sidewalks, but also to fill in gaps in neighborhoods where total sidewalk replacement or development are warranted).
- Collect and utilize data on the City's infrastructure systems (including pavement conditions). Move toward an asset management model to focus infrastructure investment in those areas of greatest need.
- Work cooperatively with Community Development and other City Departments to implement the Kishwaukee Corridor and previously completed Focus Area Plans.
- Continue program support for the Water Division, including analysis of existing system facilities within the design cycle of road projects.
- Work with the Rockford Park District to complete Intergovernmental Agreements for the Alpine Dam, 10th Street Park, and the Riverwalk.

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Budget Summary

PUBLIC WORKS CAPITAL PROJECTS DIVISION BUDGET SUMMARY					
APPROPRIATION	2008 ACTUAL	2009 BUDGET	2009 ACTUAL	2010 BUDGET	INCREASE (DECREASE)
PERSONNEL	\$1,152,203	\$1,302,931	\$1,195,289	\$1,445,959	\$143,028
CONTRACTUAL	8,407,166	197,680	9,449,058	219,580	21,900
SUPPLIES	15,532	5,460	7,270	5,460	0
OTHER	1,067,780	725,650	2,413,861	1,683,200	957,550
CAPITAL	<u>29,515,142</u>	<u>49,674,579</u>	<u>43,484,546</u>	<u>54,255,801</u>	<u>4,581,222</u>
TOTAL	<u>\$40,157,823</u>	<u>\$51,906,300</u>	<u>\$56,550,024</u>	<u>\$57,610,000</u>	<u>\$5,703,700</u>
ACTUALS EXCLUDE WATER AND PARKING PROJECTS; THESE ARE TRANSFERRED TO THEIR RESPECTIVE FUNDS.					
STAFFING REVIEW	2007	2008	2009	2010	INCREASE (DECREASE)
ENGINEERING	4.50	4.50	10.00	7.45	(2.55)
CAPITAL PROJECTS	<u>15.80</u>	<u>15.80</u>	<u>16.30</u>	<u>17.05</u>	<u>0.75</u>
TOTAL	20.30	20.30	26.30	24.50	(1.80)
FUNDING SOURCE	2009		2010		
	AMOUNT	PERCENTAGE	AMOUNT	PERCENTAGE	
BOND & CERTIFICATE PROCEEDS					
GENERAL OBLIGATION BONDS	\$0	0.0	\$0	0.0	
GENERAL OBLIGATION-ALTERNATE	0	0.0	0	0.0	
WATER REVENUE BONDS	<u>12,000,000</u>	<u>29.0</u>	<u>12,000,000</u>	<u>24.8</u>	
SUBTOTAL	12,000,000	29.0	12,000,000	24.8	
CURRENT REVENUE					
STATE MOTOR FUEL TAX	4,200,000	10.0	3,800,000	7.9	
LOCAL SALES TAX	16,000,000	38.2	14,250,000	29.5	
OTHER GOVERNMENTS/PRIVATE	7,500,000	17.9	16,060,000	33.2	
INTERFUND TRANSFERS	<u>2,200,000</u>	<u>5.3</u>	<u>2,200,000</u>	<u>4.6</u>	
SUBTOTAL	<u>29,900,000</u>	<u>71.4</u>	<u>36,310,000</u>	<u>75.2</u>	
TOTAL	<u>\$41,900,000</u>	<u>100.0</u>	<u>\$48,310,000</u>	<u>100.0</u>	
APPROPRIATIONS AND REVENUES MAY NOT MATCH DUE TO MULTIPLE YEAR FINANCING OF CAPITAL PROJECTS.					

Budget Analysis

For the City, the first year of the five-year capital improvement program becomes part of the current year's budget. Accordingly, the City Council annually determines the composition of the program and includes it when considering the current year's total resources and need. The capital improvement effort is funded by a mix of current revenues from a variety of sources and bond proceeds that are repaid from property taxes, water revenues, and abatements.

Currently, the City is in the midst of a four year \$75 million water improvement program that is being financed by bond issues and participation in a state loan program. These borrowings will be repaid by water revenues. When this program is complete at the end of 2010, the City will finance future water improvements on a cash basis.

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The 2010 work program consists of \$36.3 million for transportation and economic development and \$21.3 million for water for new projects. Ongoing projects, already funded in previous years, will continue and incur expenses in 2010 as well.

The proposed water system improvements, \$21.3 million in 2010 work, include construction of 10 treatment plants at various well sites, installation of two wells, and construction of about 15 miles of trunkline water main. The project is being done to address several problems including low water pressure, discolored water, and the requirement to remediate radium levels at five wells.

The current program revenues for 2010 are at \$36.3 million, which is 75.2% of the total revenues. A new local sales tax replaces the annual street bond referendum and provides \$14.2 million in revenue. State motor fuel tax revenues decrease \$400,000.

The CIP Fund will purchase \$233,200 in direct services from other City departments such as Legal, Community Development, and Finance.

In 2009, the CIP Fund spent \$56,550,024 or 107.9% of its budgeted allocation. In the past several years, 68% to 180% of the budget has been spent.

Five Year Financial Forecast

The 2011-2015 five-year forecast assumes that the City will continue to have a balanced capital replacement and construction program funded by a variety of resources, both long and short term.

CAPITAL PROJECTS FUND 2011-2015 FINANCIAL FORECAST (IN 000'S)

	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Revenues	\$49,759	\$51,252	\$52,790	\$54,374	\$56,005
Expenses	<u>49,759</u>	<u>51,252</u>	<u>52,790</u>	<u>54,374</u>	<u>56,005</u>
Excess (Deficit)	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Beginning Balance	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

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Personnel Review

PUBLIC WORKS CAPITAL PROJECTS DIVISION				
BENEFITS AND SALARIES		2009	2010	INCREASE/
SALARY		<u>BUDGET</u>	<u>BUDGET</u>	<u>(DECREASE)</u>
PERMANENT		\$884,484	\$946,704	\$62,220
TEMPORARY		22,000	22,000	0
OVERTIME		20,000	22,000	2,000
MERIT PAY		0	0	0
SALARY ADJUSTMENT		<u>(18,247)</u>	0	18,247
TOTAL SALARIES		\$908,237	\$990,704	\$82,467
BENEFITS				
IMRF RETIREMENT		\$160,958	\$197,167	\$36,209
UNEMPLOYMENT TAX		1,027	1,074	47
WORKMENS COMPENSATION		7,365	7,380	15
HEALTH INSURANCE		218,205	240,120	21,915
LIFE INSURANCE		1,271	1,330	59
PARKING BENEFITS		<u>5,868</u>	<u>8,184</u>	<u>2,316</u>
TOTAL BENEFITS		\$394,694	\$455,255	\$60,561
TOTAL COMPENSATION		<u>\$1,302,931</u>	<u>\$1,445,959</u>	<u>\$143,028</u>
	POSTION	2009	2010	INCREASE/
POSITION TITLE	<u>RANGE</u>	<u>EMPLOYEES</u>	<u>EMPLOYEES</u>	<u>(DECREASE)</u>
CITY ENGINEER-ENGINEERING SERVICES	E-11	0.30	0.30	0.00
CITY ENGINEER-CAPITAL PROJECTS	E-11	0.50	1.00	0.50
CONSTRUCTION PROGRAM MANAGER	E-11	1.00	1.00	0.00
TRAFFIC ENGINEER	E-11	0.00	1.00	1.00
WATER PROGRAM MANAGER	E-8	1.00	0.00	(1.00)
ENGINEERING OPERATIONS MANAGER	E-8	0.00	0.25	0.25
STORM WATER PROJECT MANAGER	E-8	0.50	0.50	0.00
PROJECT MANAGER	E-8	3.00	3.00	0.00
ENVIRONMENTAL PROJECT COORDINATOR	E-7	0.50	0.50	0.00
SENIOR CONSTRUCTION TECHNICIAN	E-6	1.00	1.00	0.00
SENIOR ENGINEERING TECHNICIAN	E-6	4.00	4.00	0.00
ENGINEERING TECHNICIAN	E-5	2.00	2.00	0.00
SENIOR ACCOUNT CLERK	A-21	0.50	0.50	0.00
SENIOR CLERK	A-19	<u>2.00</u>	<u>2.00</u>	<u>0.00</u>
TOTAL PERSONNEL		<u>16.30</u>	<u>17.05</u>	<u>0.75</u>