

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.

2010 Accomplishments

- Completed approximately 82 blocks of residential resurfacing across every zone in the City. The residential program also included the resurfacing and reconstruction of 16 alleys.
- Reconstructed neighborhood streets Day Ave (Sherman to Arthur and Fairview to Blaisdell) and Hecker Ave (Fulton to dead end).
- Resurfaced or reconstructed the following Arterial / Collectors: Kishwaukee (Harrison to Brooke), E. State St. (Fairview to 6th), N. Main St. (Auburn to Riverside), Kishwaukee (Harrison to 10th).
- As part of the City-Wide, Local Bridge Replacement Program, the Morsay Avenue Bridge was removed and replaced.
- The Kishwaukee Bridge replacement project was wrapped up in 2010. The medians, shoulders, and final site work within 10th Avenue park was done by mid-summer.

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- The design engineering for the Morgan St. Bridge progressed throughout 2010 as we move towards a 2011 construction date. Extensive property acquisition was ongoing throughout the year in preparation for the new bridge development.
- Several American Reinvestment and Recovery Act (ARRA) projects were completed in 2010.
- Completed the design engineering and permit approval for the installation of a lighting system that will span the length of the Kishwaukee corridor from south of Harrison Avenue to 1st Avenue. The system will contain 87 lights.
- Completed the design and installation of new curb and gutter along Rockton Avenue from Auburn to Fulton. This was in advance of the resurfacing project undertaken under the ARRA program.
- The Harrison Avenue Bridge required emergency replacement of support rockers beneath the bridge deck. The project was designed and constructed before the end of the summer.
- 120,000 center line feet of roadway crack sealing was done on arterial, collector, and residential roads in order to help preserve the roads and extend the length of their life.
- Initiated various sidewalk and ADA replacement projects through all sectors of the City.
- All properties have been appraised and the majority were acquired and demolished for the West State Street Corridor project. Staff coordinated two workshops to engage stakeholders in the project design for the linear park.
- Received final Phase I approval from IDOT for the North Main and Auburn Roundabout in late 2009. Retained the Phase II design consultant in 2010 and will complete approximately 50% design plans by the end of the year. Land acquisition for the project began.
- Retained a design consultant to create conceptual plans for the conversion of the downtown, West Side (Church Street/Wyman Street/North Main) one-way pair conversion to two-way traffic. Alternatives to make the conversion have been created and will be presented to the community.
- Supported the third year of a four year program to collect and collate tree data for assets located within City ROW.
- Funded the collection of Pavement Condition Index (PCI) data for the City-Wide arterial and collector system. This data will allow better management of the investment of CIP funds to those arterial / collectors that show the greatest need.
- Worked with IDOT in 2009/2010 to bring the resurfacing of two significant arterials, East State Street (Fairview to 6th Street), and North Main Street (Auburn to Riverside) to the

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community. Two inside lanes of West State Street were also resurfaced, from Kent Creek to Pierpont.

- The Riverwalk received Phase I approval in 2010. Design has progressed towards a November 2010 letting date, with a spring 2011 construction date.

2011 Goals and Objectives

- Complete the land acquisition and the design for the linear park in conjunction with the West State Street Corridor project. This project has a tentative June 2011 state letting date, which will also require the completion of the joint City-RRWRD water main/sanitary sewer project, as well as an overhead utility relocation project.
- The City will support the Phase I design engineering for the North Main Street corridor project being lead by IDOT.
- The Riverwalk – Museum Campus project is scheduled to begin construction in 2011. It is anticipated that the project will encompass the entire 2011 construction season. Final landscaping and various aesthetic appointments will be completed in 2012.
- Central Avenue Bridge, delayed due to a bidding issue at IDOT, will be constructed in 2011.
- Complete American Reinvestment and Recovery Act funded resurfacing of Spring Brook Rd. (Mulford to Imperial Oaks).
- Complete the design engineering, and possibly the construction required to make necessary improvements to the Rockton and Halsted intersection. The City received Highway Safety Improvement Program (HSIP) funds from IDOT in 2010 to move this project forward.
- Continued advancement of design and permitting in support of both the major bridge and local bridge program.
- Pursue major bridge funding for the rehabilitation of the Harrison Avenue Bridge deck and the complete replacement of the Jefferson Street Bridge. Funding is targeted for FY 2016.
- Continue to assess the feasibility of converting the downtown one-way pair system (Church Street and Main Street); and, the US 251 one-way pair system (2nd Street and 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 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).

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- Continue to move forward with enhancements to the Streetscape area. This is to include way finding signage, kiosks, and vendor area.
- 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 on infrastructure investment in those areas of greatest need.
- Continue program support for the Water Division, including analysis of existing system facilities within the design cycle of road projects.

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Budget Summary

PUBLIC WORKS CAPITAL PROJECTS DIVISION BUDGET SUMMARY					
	2009	2010	2010	2011	INCREASE
APPROPRIATION	<u>ACTUAL</u>	<u>BUDGET</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>(DECREASE)</u>
PERSONNEL	\$1,195,290	\$1,445,959	\$1,494,571	\$1,553,845	\$107,886
CONTRACTUAL	9,497,644	219,580	5,117,497	200,995	(18,585)
SUPPLIES	7,270	5,460	9,806	5,460	0
OTHER	2,889,074	1,683,200	2,719,925	304,300	(1,378,900)
CAPITAL	<u>46,025,332</u>	<u>54,255,801</u>	<u>14,741,133</u>	<u>60,760,400</u>	<u>6,504,599</u>
TOTAL	<u>\$59,614,610</u>	<u>\$57,610,000</u>	<u>\$24,082,932</u>	<u>\$62,825,000</u>	<u>\$5,215,000</u>
ACTUALS EXCLUDE WATER AND PARKING PROJECTS; THESE ARE TRANSFERRED TO THEIR RESPECTIVE FUNDS.					
STAFFING REVIEW	2008	2009	2010	2011	INCREASE (DECREASE)
ENGINEERING	4.50	10.00	7.45	5.50	(1.95)
CAPITAL PROJECTS	<u>15.80</u>	<u>16.30</u>	<u>17.05</u>	<u>18.50</u>	<u>1.45</u>
TOTAL	20.30	26.30	24.50	24.00	(0.50)
FUNDING SOURCE	2010	2010	2011	2011	
	<u>AMOUNT</u>	<u>PERCENTAGE</u>	<u>AMOUNT</u>	<u>PERCENTAGE</u>	
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>25.0</u>	<u>0</u>	<u>0.0</u>	
SUBTOTAL	12,000,000	25.0	0	0.0	
CURRENT REVENUE					
STATE MOTOR FUEL TAX	3,800,000	7.9	3,300,000	5.2	
LOCAL SALES TAX	14,250,000	29.5	14,250,000	22.4	
WATER REPLACEMENT IMPROVEMENT ACCT	0	0.0	4,050,000	6.4	
OTHER GOVERNMENTS/PRIVATE	16,060,000	33.2	39,525,000	62.0	
INTERFUND TRANSFERS	<u>2,200,000</u>	<u>4.6</u>	<u>2,600,000</u>	<u>4.0</u>	
SUBTOTAL	<u>36,310,000</u>	<u>75.2</u>	<u>63,725,000</u>	<u>100.0</u>	
TOTAL	<u>\$48,310,000</u>	<u>100.0</u>	<u>\$63,725,000</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

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be repaid by water revenues. When this program is complete in 2011, the City will finance future water improvements on a cash basis.

The 2011 work program consists of \$60.760 million for transportation and economic development. Ongoing projects, already funded in previous years, will continue and incur expenses in 2011 as well.

The current program revenues for 2011 are at \$63.1 million, which is 100% 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 remain constant.

The CIP Fund will purchase \$254,570 in direct services from other City departments such as Legal, Community Development, and Finance.

In 2010, the CIP Fund spent \$24,082,932 or 41.8% of its budgeted allocation. In the past several years, 68% to 180% of the budget has been spent.

Five Year Financial Forecast

The 2012-2016 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 2012-2016 FINANCIAL FORECAST (IN 000'S)

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Revenues	\$64,964	\$66,913	\$68,920	\$70,988	\$73,118
Expenses	<u>64,964</u>	<u>66,913</u>	<u>68,920</u>	<u>70,988</u>	<u>73,118</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>
Ending 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		2010	2011	INCREASE/ (DECREASE)
SALARY		<u>BUDGET</u>	<u>BUDGET</u>	
PERMANENT		\$946,704	\$989,834	\$43,130
TEMPORARY		22,000	22,000	0
OVERTIME		22,000	22,000	0
MERIT PAY		0	0	0
SALARY ADJUSTMENT		<u>0</u>	<u>0</u>	<u>0</u>
TOTAL SALARIES		<u>\$990,704</u>	<u>\$1,033,834</u>	<u>\$43,130</u>
BENEFITS				
IMRF RETIREMENT		\$197,167	\$208,705	\$11,538
UNEMPLOYMENT TAX		1,074	3,330	2,256
WORKMEN'S COMPENSATION		7,380	8,325	945
HEALTH INSURANCE		240,120	289,328	49,208
LIFE INSURANCE		1,330	1,443	113
PARKING BENEFITS		<u>8,184</u>	<u>8,880</u>	<u>696</u>
TOTAL BENEFITS		<u>\$455,255</u>	<u>\$520,011</u>	<u>\$64,756</u>
TOTAL COMPENSATION		<u>\$1,445,959</u>	<u>\$1,553,845</u>	<u>\$107,886</u>
	POSTION	2010	2011	INCREASE/ (DECREASE)
POSITION TITLE	<u>RANGE</u>	<u>EMPLOYEES</u>	<u>EMPLOYEES</u>	
CITY ENGINEER-ENGINEERING SERVICES	E-11	0.30	0.50	0.20
CITY ENGINEER-CAPITAL PROJECTS	E-11	1.00	0.00	(1.00)
CONSTRUCTION PROGRAM MANAGER	E-11	1.00	1.00	0.00
TRAFFIC ENGINEER	E-11	1.00	1.00	0.00
ENGINEERING OPERATIONS MANAGER	E-10	0.25	0.50	0.25
CIP OPERATIONS MANAGER	E-10	0.00	1.00	1.00
STORM WATER PROJECT MANAGER	E-10	0.50	0.50	0.00
PROJECT MANAGER	E-8	3.00	2.50	(0.50)
ENVIRONMENTAL PROJECT COORDINATOR	E-7	0.50	1.00	0.50
SENIOR CONSTRUCTION TECHNICIAN	E-6	1.00	1.00	0.00
SENIOR ENGINEERING TECHNICIAN	E-6	4.00	4.50	0.50
ENGINEERING TECHNICIAN	E-5	2.00	2.00	0.00
SENIOR ACCOUNT CLERK	A-21	0.50	1.00	0.50
SENIOR CLERK	A-19	<u>2.00</u>	<u>2.00</u>	<u>0.00</u>
TOTAL PERSONNEL		<u>17.05</u>	<u>18.50</u>	<u>1.45</u>