

Citizens Streets Advisory Commission

June 17, 2008

1:00 p.m. to 3:00 p.m.

Street Department Conference Room, 901 North Nelson Street

Commission Members present:

Dallas Hawkins
Stan Stirling
Max Kuney
Donna Jilbert
Gary Proctor
Phil Barto

Staff present:

Dave Mandyke, Director of Public Works
Eldon Brown, Director of Engineering Services
Mark Serbousek, Street Department Director
Gary Nelson, Design
Ken Brown, Construction
Bill Todd, Construction Management
Matt Doval, Accountant
Ann Deasy, Public Information Coordinator

Commission Members not present:

Kathy Miotke
Hal Ellis

I. Introductions

Dallas Hawkins called the meeting to order at 1:03 p.m. Matt Doval, Street Department Accountant, was introduced to the commission.

II. Review & Approval of Minutes from May Meeting

Phil Barto motioned the minutes be approved. Stan Stirling seconded the motion, and the minutes were unanimously approved.

III. Construction Updates

Ken Brown gave an update on the Maple and Ash streets project. The project began on schedule, is nearly half complete, and progressing as scheduled. Ash Street, which has completely closed from the Maple St. Bridge to Northwest Blvd., has reopened from Northwest Blvd. Ave. to the north end of the bridge. Ash St. from Northwest Blvd. to Boone Ave. remains closed. Motorists are detoured to Monroe St. at Garland Avenue. Additionally, Northwest Blvd. is still reduced to one lane in each direction between Walnut and Oak streets. The project is set to switch to the other side mid-June. Weekly construction meetings are being held on Thursday morning at 8:30 a.m. at the Girl Scout office on Maple St. The Wall St. project is being paved and set to open within the next few weeks. Overall the project is slightly ahead of schedule and should reopen mid-July. The Poplar LID is complete. The signal upgrade at the Wellesley Ave. and Belt St. intersection will be postponed until the street is rehabilitated in 2010 under the Bond program. Belt et al. is set to start on Monday. Third and Fourth Ave. is going to start early July. The Hough LID has been delayed. Belt St. et al. and Third Ave. et al. are being bid. Belt St. will not start until Ash St. opens. Hatch Rd. will have a late start in August to accommodate the golf course, and is going to bid.

IV. Street Funding Task Force

Mr. Hawkins gave an overview of his participation on the Street Funding Task Force and the work being done by the committee. He mentioned that Ted Danek is having someone from Legal Department to give an overview of what the Bond could and could

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not pay for in regards to Comprehensive Plan elements on projects. A question about interest and projects coming in underbid and being able to use that money to elements. Stan Stirling added that there would be nothing better to go back to the people after the Bond program is complete and making sure that we pave the streets on the original plan—just because we are getting good bids now doesn't mean we'll have good bids in the future. If we had a year left of the Bond program and there was extra money, great. However, we are half way into the program and we are facing increased costs and costs are only going up. Mr. Hawkins added that while we added a fudge factor to the costs of projects, we will most likely struggle to pay for everything anyway. The voters will be less likely to support the next Bond if we don't complete the program. Safety features could be considered to include on the next Bond. Gary Procter added that he was in agreement, but would add that if the improvements could be made at the same time the projects are done, we could look at a coordinated schedule instead of a separate schedule. Mr. Hawkins and Mr. Stirling both said that is one of the goals of the Task Force whether they are Bond or Capital projects. Regardless of what the source of funds might be, what if we had a program to add these elements, we have to plan 2 to 3 years out. Eldon Brown agreed with the timeline and added that if the elements were to be included there has to time to add those elements into the design. Ken Brown said that additionally from a staff perspective to finish the Bond program in 10 years, and adding those elements may add to the time to complete a project, especially depending on the type of funding sources because sometimes funding have their own time frame. Mr. Hawkins brought up counting on grants for funding may really hold things up. The consensus that Mr. Hawkins is getting from the commission is that the Bond should not fund elements. Mr. Hawkins will put a letter together for the Mayor outlining the funding challenges and an accurate assessment of where we are this week for the commission to review before next Tuesday's Street Funding meeting.

V. Street Bond Fund

Matt Doval asked about the comment on regarding the interest. Mr. Doval showed a spreadsheet for historical purposes including bids, the original budget and actual expenses. Originally we had projected inflation at 2 percent and it currently 3.5 or 4 percent, so the spreadsheet now is at 3.5 percent. At the current inflation rate, the program will fall short. There is no additional money that will be able to be spent on Comprehensive Plan elements. Mark Serbousek expressed concerns about finishing the streets in the program. Additionally, we may not be able to do full rehabilitation on streets but a combination of grind and overlay and rehabilitation. According to all of the construction cost sources used in the analysis 3.5 percent is a conservative number. We have to look at each project on an individual basis and toward the end see if we have money remaining in the Utility Match and LID budgets to see if funds may be reallocated to Arterial or Residential streets.

VI. Other Business

No other business.

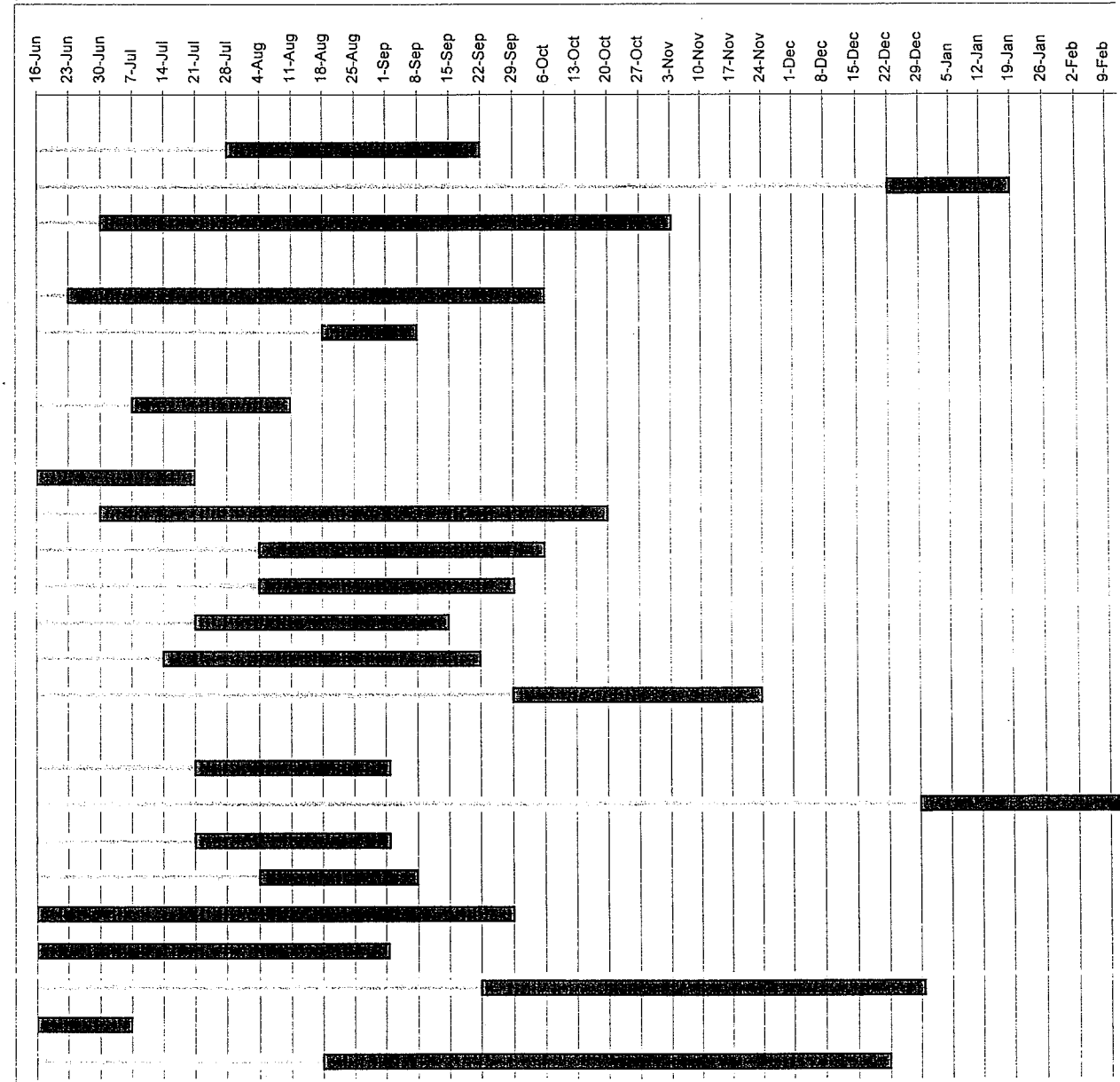
VII. Adjournment

The meeting concluded at 1:57 p.m.

PROJECT ENGINEERS CONSTRUCTION SCHEDULE

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| PROJ NO | DESCRIPTION | COST | PROJ ENG | START | COMP |
|-------------------------|--|------------------------|----------|--------|--------|
| 2006071 | Courtland Ave from Thor St. to Ferrall St. | \$81,760.00 | Cash | 7-Apr | 5-May |
| 2007169 | Driscoll Blvd; Alberta to Assbly; G&O fr Alberta to Assbly | \$2,043,200.00 | Cash | 28-Jul | 22-Sep |
| 2006043 | Wellesley Ave. to Belt Signal Upgrade | \$300,000.00 | Cash | 22-Dec | 19-Jan |
| 2006162 | Fairchild T-Main Ext. from SR 902 to Thomas Mallen Road | \$2,577,972.36 | Cash | 30-Jun | 3-Nov |
| 2006044 | Mission and South Riverton Access Control | \$22,539.00 | Cash | 2-Jun | 9-Jun |
| 2003042 | Broadway Realignment from Freya St. to Myrtle St. | \$2,068,840.00 | Cash | 23-Jun | 6-Oct |
| 2007073 | Highland Park Force Main Replacement | \$102,000.00 | Cash | 18-Aug | 8-Sep |
| Total for Cash | | \$7,196,311.36 | | | |
| 2006245 | Spokane Falls Blvd from Brown St. to Washington St. | \$275,100.00 | Hart | 7-Jul | 11-Aug |
| Total for Hart | | \$275,100.00 | | | |
| 2007101 | Wall Street from Wellesley Ave. to Francis Ave. | \$1,315,525.27 | Sather | 28-Apr | 21-Jul |
| 2006213 | CSO Basins 42 Control Facilities | \$698,000.50 | Sather | 30-Jun | 20-Oct |
| 2006147 | 28th, 27th, 26th, Oak from Chestnut or 28th to Oak or 26th | \$806,850.00 | Sather | 4-Aug | 6-Oct |
| 2007049 | Hatch Road from 57th Ave to 43rd Ave | \$577,777.00 | Sather | 4-Aug | 29-Sep |
| 2008057 | 2008 CD Sidewalk | \$500,000.00 | Sather | 21-Jul | 15-Sep |
| 2007050 | 3rd and 4th, Crestline, Magnolia, Regal fr Magnolia to Regal | \$998,000.00 | Sather | 14-Jul | 22-Sep |
| 2008075 | 35th Ave & Hellena St Lift Station Replacement | \$70,000.00 | Sather | 29-Sep | 24-Nov |
| Total for Sather | | \$4,966,152.77 | | | |
| 2008072 | Crestline Court & Hayford Rd Swr lift Sta Rehab | \$57,000.00 | Todd | 21-Jul | 2-Sep |
| 2002136 | North Five Mile Prairie Reservoir | \$1,957,000.00 | Todd | 29-Dec | 5-Dec |
| 2008065 | North Crestline Lift Sta Replacement/Crestline to Illinois | \$57,000.00 | Todd | 21-Jul | 2-Sep |
| 2007084 | Hough St. from Trent Ave to North to Dead End | \$195,820.00 | Todd | 4-Aug | 8-Sep |
| 2005038/051 | Maple/Ash from Broadway Ave to NW Blvd | \$4,241,950.00 | Todd | 14-Apr | 29-Sep |
| 2007051 | Belt et al: | \$1,269,976.15 | Todd | 16-Jun | 1-Sep |
| 2005039 | Third Ave. ITS from Maple Street to Division St. | \$1,668,000.00 | Todd | 22-Sep | 29-Dec |
| 2005236 | Broadway, West, Streetscape Enhancement | \$283,895.50 | Todd | 9-Jun | 7-Jul |
| 2001172 | Westside Trans Main Ph 3 fr West Booster to Spotted Road | \$4,340,000.00 | Todd | 18-Aug | 22-Dec |
| Total for Todd | | \$14,070,641.65 | | | |



24 projects

\$26 million

Bond Fund Status

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Bond Proceeds & Revenues

| Bond Proceeds | 2004-2007 | 2007-2010 | 2011-2015 | Total | Bond Limit |
|----------------------------|-------------------|-------------------|--------------------|--------------------|---------------------------------------|
| Arterial Projects | | | | | 65,000,000 |
| Residential Projects | | | | | 35,000,000 |
| LID's | | | | | 10,000,000 |
| Utility Matches | | | | | 7,000,000 |
| General Expenses | | | | | 351,000 |
| Bond Issue | 25,332,140 | 47,056,093 | 45,112,557 | 117,500,790 | 117,351,000 |
| | | | | | Bond Program Balance (149,790) |
| Contributions | 988,400 | 1,297,500 | | | |
| Interest Income | 2,341,301 | 184,222 | | | |
| Projected Interest | | 2,815,778 | 3,000,000 | | |
| Targeted Funds: | | | | | |
| Bond Issue + Interest | 28,661,841 | 51,353,593 | 48,112,557 | 128,127,991 | |
| Cummulative Funding | 28,661,841 | 80,015,434 | 128,127,991 | | |

| Segment Cost Projection | | |
|-------------------------|----------|-------------|
| | Arterial | Residential |
| Base Year | 2007 | 2007 |
| Base Year Cost | \$ 70.00 | \$ 32.00 |
| Growth Rate | 3.50% | 3.50% |

Use single Base Year Cost **Yes**

The alternative is to divide the original Segment Budget by the original square yards and use that cost per square yard in the forecasting model.

The idea would be that each segment holds specific information about the condition of the road. There is no indication that the segment budgets were adjusted for time.

NOTES:

Rule: Outside Funding that affects the Square Yard Cost needs to be recognized as both an expense and income. i.e. See Art Project 2005034 Washington St summary page in the Bond Reconcile Columns.

* LID's and Utility Match Budgets are fixed at 10 & 7 million respectively until there is a formal transfer of program limits. These two programs have no formal longterm project schedules. They are allocated somewhat evenly over the years.

* STA and other Outside Funding contributions affect SY cost - Check with Kim about the costs flowing through the Project line items in Bond Reports and shown as extra funds to the program.

* Northeast Transmission Main Relay (Phase 3) Project 2006183 - Is this a Utility Match Project? Contractor bid in 2007 for 1.9 Million.

* Washington Boone to Buckeye: Feds are contributing \$750,000, how does this translate to Street Segments and SY? I added segments from Boone to Nora and made the FED \$ a contribution under funding so we won't underestimate average cost per square yard projections.

* 2008 Forecast Total = Bid Tabs + 16% used for Arterials and Residentials. The residential Bid total is about 1 million less than the original forecast due to project changes.

* 2007 Final \$\$ - Check status with Kim on how much more will be charged to 2007 projects. These are almost complete.

Bond Expenses

| | Arterials | | | | Residential | | | | LID's | | Utility Matches | | General Expenses | | Budget by Year | |
|---|-----------------------------|--------------------|-------------------|-----------------------|-----------------------------|--------------------|-------------------|-----------------------|-------------------|----------------------|------------------|----------------------|------------------|----------------------|---|---|
| | Planned | | Actuals | | Planned | | Actual | | Budget | Actual (Bond Report) | Budget | Actual (Bond Report) | Budget | Actual (Bond Report) | Cumulative | |
| | Adjstd Annual Cost Forecast | Forecasted \$\$/SY | Bond Report Cost | Actual Avg Cost/sq yd | Adjstd Annual Cost Forecast | Forecasted \$\$/SY | Bond Report Cost | Actual Avg Cost/sq yd | | | | | | | | |
| | | | | | | | | | | | | | | | 667,167 75,067 245,440 987,675 | Debt Issue Cost Engineering, Inspec, Admin Salaries & Benefits 987,675 |
| Finale Projects (or nearly Final) | | per Bid | | | | per Bid | | | Actual/Committed | | | | | | Annual Actual | |
| 2005 | 5,211,078 | 65.35 | 4,770,204 | 59.82 | | | | | - | 5,675 | - | - | - | - | 4,775,879 | |
| 2006 | 7,067,971 | 67.63 | 7,691,268 | 73.60 | 2,908,385 | \$ 31.05 | 2,869,979 | 30.64 | 118,791 | 41,818 | - | - | - | - | 10,603,065 | |
| 2007 | 12,998,725 | 69.17 | 12,531,431 | 66.69 | 1,433,077 | \$ 18.39 | 1,459,727 | 18.73 | 1,138,456 | 122,893 | 303,100 | 251,704 | | | 14,365,756 | |
| | 25,277,775 | | 24,992,904 | | 4,341,462 | | 4,329,705 | | 1,257,247 | 170,386 | 303,100 | 251,704 | | | 29,744,700 | |
| Current & Upcoming Projects | | Actual to Date | | Actual to Date | | per Bid | | Budget | | | | | Estimate? | | Annual Budget | |
| 2008 | 5,680,235 | 57.95 | 206,577 | | 1,877,186 | \$ 22.54 | | 1,500,000 | | 1,000,000 | - | - | | 10,057,421 | 41,928,052 | |
| | | Forecasted | | | | Forecasted | | | | | | | | | | |
| 2009 | 12,584,184 | 74.99 | 215,270 | | 3,441,357 | \$ 34.28 | | 1,500,000 | | 1,000,000 | - | - | | 18,525,541 | 60,453,593 | |
| 2010 | 9,642,434 | 76.75 | - | | 3,241,927 | \$ 35.48 | | 1,500,000 | | 1,000,000 | - | - | 149,000 | 15,533,361 | 75,986,954 | |
| 2011 | 9,318,610 | 80.33 | - | | 4,302,385 | \$ 36.72 | | 4,242,753 | | 3,696,900 | - | - | | 21,560,648 | 97,547,601 | |
| 2012 | 8,095,068 | 83.14 | - | | 3,032,002 | \$ 38.01 | | | | | | | | 11,127,070 | 108,674,671 | |
| 2013 | 6,323,314 | 86.05 | - | | 3,273,045 | \$ 39.34 | | | | | | | | 9,596,359 | 118,271,030 | |
| 2014 | 2,758,530 | 89.06 | 138 | | 3,041,867 | \$ 40.71 | | | | | | | | 5,800,397 | 124,071,427 | |
| 2015 | | | | | 3,556,564 | \$ 42.14 | | | | | | | 500,000 | 4,056,564 | 128,127,991 | |
| | 54,402,375 | | 421,985 | | 25,766,332 | | - | | 8,742,753 | | 6,696,900 | | | 649,000 | 96,257,361 | |
| Column Total | 79,680,150 | | 25,414,889 | | 30,107,795 | | 4,329,705 | | 10,000,000 | 170,386 | 7,000,000 | 251,704 | | 649,000 | 987,675 | |
| Actual Costs through 2007 + Budget 2008 - 2015 | | | 79,395,279 | | | | 30,096,038 | | 10,000,000 | | 7,000,000 | | | 1,636,675 | 128,127,991 | |