

## **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.

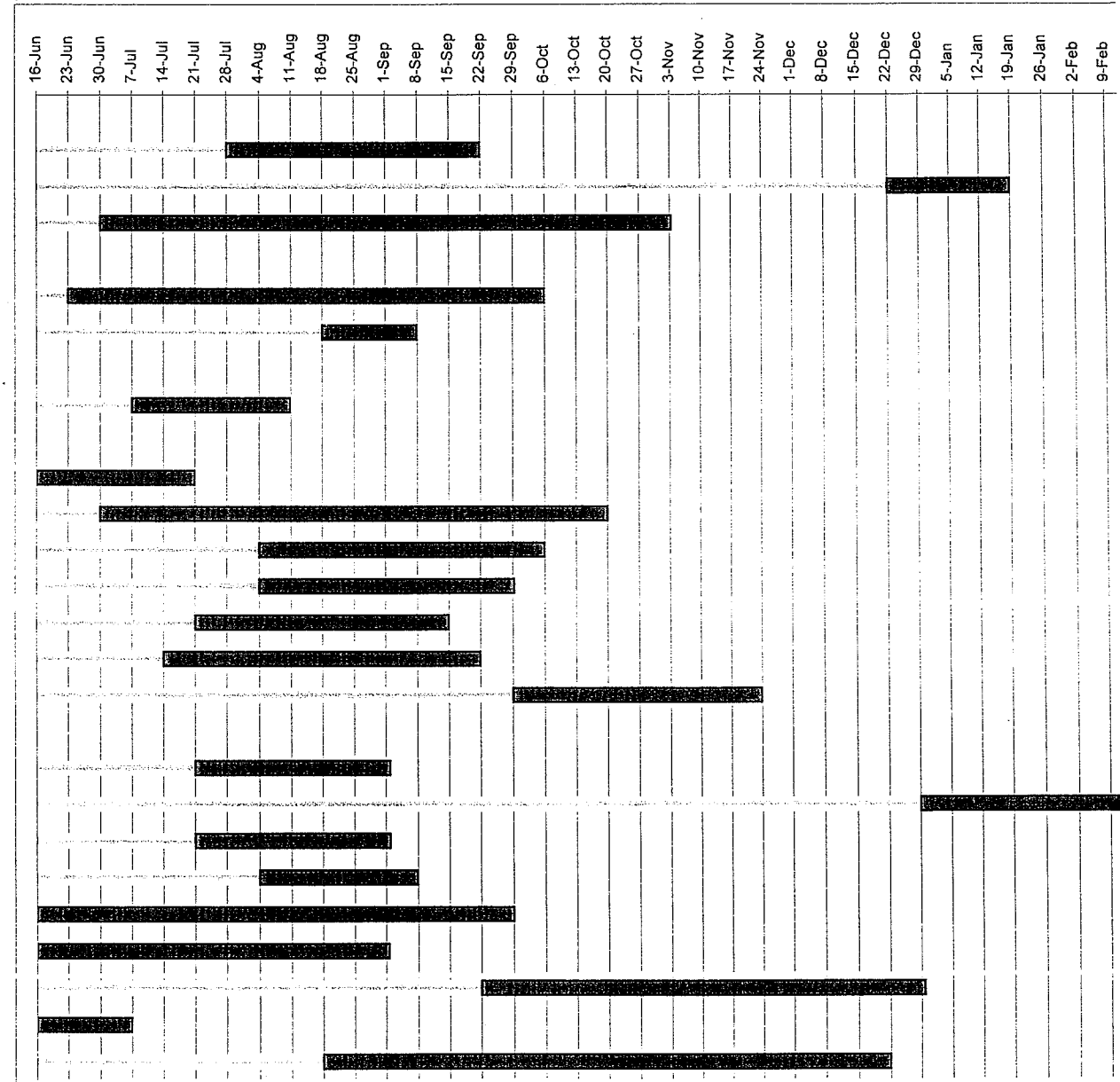
**VII. Adjournment**

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
	<b>Total for Cash</b>	<b>\$7,196,311.36</b>			
2006245	Spokane Falls Blvd from Brown St. to Washington St.	\$275,100.00	Hart	7-Jul	11-Aug
	<b>Total for Hart</b>	<b>\$275,100.00</b>			
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
	<b>Total for Sather</b>	<b>\$4,966,152.77</b>			
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
	<b>Total for Todd</b>	<b>\$14,070,641.65</b>			



*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
<b>Bond Issue</b>	<b>25,332,140</b>	<b>47,056,093</b>	<b>45,112,557</b>	<b>117,500,790</b>	<b>117,351,000</b>
					<b>Bond Program Balance (149,790)</b>
Contributions	988,400	1,297,500			
Interest Income	2,341,301	184,222			
Projected Interest		2,815,778	3,000,000		
<b>Targeted Funds:</b>					
Bond Issue + Interest	28,661,841	51,353,593	48,112,557	<b>128,127,991</b>	
<b>Cummulative Funding</b>	<b>28,661,841</b>	<b>80,015,434</b>	<b>128,127,991</b>		

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			Budget				Estimate?		Annual Budget	
2008	5,680,235	per Bid 57.95	206,577		1,877,186	\$ 22.54			1,500,000		1,000,000	-			10,057,421	
		Forecasted				Forecasted									41,928,052	
2009	12,584,184	74.99	215,270		3,441,357	\$ 34.28			1,500,000		1,000,000	-			18,525,541	
2010	9,642,434	76.75	-		3,241,927	\$ 35.48			1,500,000		1,000,000	-	149,000		60,453,593	
2011	9,318,610	80.33	-		4,302,385	\$ 36.72			4,242,753		3,696,900	-			75,986,954	
2012	8,095,068	83.14	-		3,032,002	\$ 38.01						-			21,560,648	
2013	6,323,314	86.05	-		3,273,045	\$ 39.34						-			97,547,601	
2014	2,758,530	89.06	138		3,041,867	\$ 40.71						-			11,127,070	
2015					3,556,564	\$ 42.14						-	500,000		108,674,671	
	54,402,375		421,985		25,766,332		-		8,742,753		6,696,900		649,000		9,596,359	
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	118,271,030	
<b>Actual Costs through 2007 + Budget 2008 - 2015</b>			<b>79,395,279</b>				<b>30,096,038</b>		<b>10,000,000</b>		<b>7,000,000</b>		<b>1,636,675</b>		<b>128,127,991</b>	