

2012 - 2016 Capital Improvement Program

Agenda:

1. CIP standards & assumptions
2. Sources vs. standards-
roadways only
 - a) 2011 – 2015 CIP (review)
 - b) 2012 – 2016 CIP (proposed)
3. 2012 – 2016 CIP highlights
4. Sources vs. standards
5. Other & unfunded CIPs
6. Potential revenue sources
7. Public comments
8. Questions



CIP Standards

2011 CAPITAL IMPROVEMENT PROGRAM STANDARDS

Infrastructure Inventory	CRITERIA					
			Unit Cost		Service Life	Annual Cost
	Quantity	Unit	2011	Value	(Years)	2011
Road - Concrete	149,765	SY	119.45	17,889,485	40	447,237
			39.80	5,960,666	40	149,017
Roads - Asphalt w/curb						
Str.#2-Residential Resurface ²	1,173,712	SY	59.20	69,483,774	20	4,413,159
Str.#4a-Residential Reconstruct ³	1,173,712	SY	107.20	125,821,969	60	
Str.#2-Collector Resurface ²	342,578	SY	59.20	20,280,637	20	1,371,455
Str.#4b-Collector Reconstruct ³	342,578	SY	121.80	41,726,041	60	
Roads - Asphalt no curb						970,930
Str.#2-Resurface ²	305,484	SY	50.30	15,365,845	20	
Str.#4-Reconstruct ³	305,484	SY	90.10	27,524,108	60	
Alleys						
Concrete	34,637	SY	79.50	2,753,626	60	45,894
Asphalt	1,901	SY	53.20	101,123	20	5,056
Stone	4,858	SY	11.00	53,434	3	17,811
Sidewalks	5,065,139	SF	5.70	28,871,292	80	360,891
Bike Paths						
Concrete	7,500	SY	72.50	543,750	100	5,438
Asphalt	3,111	SY	27.10	84,311	20	4,216
Railroad Crossings	5	Crossing	332,800.00	1,664,000	15	110,933
Bridges						
Pedestrian	8	Bridge	131,040.00	1,048,320	40	26,208
Vehicle (5)	4	Bridge	1,692,600.00	6,770,400	20	338,520
Water						
Village	1,413,335	LF	134.20	189,669,557	60	3,161,159
North Maine	282,480	LF	109.00	30,790,320	60	513,172
Sanitary						
Village Relining (50%)	355,737	LF	40.60	14,442,922	60	240,715
Village Replacement (50%)	355,737	LF	154.50	54,961,367	60	916,023
North Maine Relining (50%)	58,000	LF	35.00	2,030,000	60	33,833
North Maine Replacement (50%)	58,000	LF	144.00	8,352,000	60	139,200
Winnetka/Shermer Relining (50%)	66,171	LF	40.60	2,686,522	60	44,775
Winnetka/Shermer Replacement (50%)	66,171	LF	154.50	10,223,342	60	170,388
Storm						
Relining (90%)	883,519	LF	76.80	67,854,247	60	1,130,904
Replacement (10%)	149,937	LF	175.00	26,238,933	60	437,316
Street Trees	22,241	Tree	327.60	7,286,152	100	72,862
Traffic Signal	19	Intersection	289,380.00	5,498,220	25	219,929
Streetlights	1,343	Pole	4,040.40	5,426,257	40	135,656
Parking Lots						155,848
Asphalt Resurface ³	87,555	SY	16.00	1,400,880	15	
Asphalt Reconstruct ³	87,555	SY	48.10	4,211,396	45	
Concrete Recon	3,283	SY	79.50	260,999	45	5,800
Subtotal				797,275,894		15,644,346
Subtotal (excludes North Maine)				756,103,574		14,958,140

Notes:

1. Estimated 2011 costs
2. Resurface every 20 years before reconstruct (60-year cycle).
3. Assumption - 2% inflation 2012; 4% beyond

Fiscal Year	Annual Cost
2012	15,257,303
2013	15,867,695
2014	16,502,299
2015	17,162,391
2016	17,848,887
Total	82,638,475

- Road rehabilitation schedule
 - Two resurfacing projects at 20-year intervals followed by reconstruction project at 60-year interval (supported by MARS program and other maintenance)
- Utility rehabilitation schedule
 - 60-year interval (line or reconstruct)

2012 Total: \$15,257,303

- a. Roads: \$7,498,834
- b. Water: \$3,224,382
- c. Sanitary: \$1,399,341
- d. Storm: \$1,599,584
- e. Misc: \$1,535,162

CIP Assumptions

- Five-year Revenue Projections (\$52.5M total)
 - With The Glen main stem roads (\$6.1M), total revenue is **\$58.6M**
 - Water/Sanitary Enterprise Funds (\$15.9M/\$7.9M)
 - Corporate Fund Transfer (\$13.9M)
 - 2012 - \$2,500,000
 - 2013/2014 - \$2,800,000
 - 2015/2016 - \$2,875,000+
 - Grants/Outside Funding (\$2.0M)
 - Additional \$4.4M of Surface Transportation Program (STP) funding not included in totals
 - Permanent Fund Utilization
 - \$84K remaining from \$11M commitment
 - \$2.5M for Storm Water Task Force projects
 - Wholesale Water ROI (\$2.6M)
 - MFT/LMFT (\$5.7M/\$1.7M)
 - Other (\$206K)
- Issues/Trends
 - Limited inflation expected in 2012
 - Continue and expand Municipal Partnering efforts to stretch public funds
 - Continued push for Federal/State funding
 - \$1M IDOT grant – Chestnut/Waukegan
 - IL Capital Bill & IDOT appropriations
 - FEMA Pre-disaster Mitigation (PDM) grant – Dewes/Henley/Harlem area
 - ITEP, CMAQ & SRTS (Bike & Pedestrian Improvements)

IMS Goal - 75



- IMS retesting underway this fall
 - Objective pavement condition information
 - Testing (surface and base), inventory and linkage between GIS and pavement management strategies provided
 - Used as a tool to prioritize projects, develop rehab strategies and establish funding needs
 - 2007 Testing: 78 rating (88.7% of roads in fair or better condition)
 - 2011 Projection: 77
 - Current Village goal: 75
- April 2012 Village Board Workshop
- For potential discussion:
 - Confirm actual testing matches projections
 - What does establishing and/or adjusting the goal mean?
 - Revised funding needs
 - Roadway condition expectations
 - Additional permanent CIP/roadway funding sources

Sources vs. Standards – roadways only

2011 – 2015 (last year's briefing)

	Annual Available Sources	Annual Roadway Needs Per CIP Standards*	Annual Surplus/ (Deficit)	Cumulative Surplus/ (Deficit)	IMS # (75 Goal) 2010 – 77.4**
2011	\$6.1M	\$7.4M	(\$1.3M)	(\$1.3M)	76.9
2012	\$2.8M	\$7.6M	(\$4.8M)	(\$6.1M)	75.0
2013	\$4.3M	\$7.9M	(\$3.6M)	(\$9.7M)	73.6
2014	\$7.8M***	\$8.2M	(\$0.4M)	(\$10.1M)	73.4
2015	\$6.5M***	\$8.5M	(\$2.1M)	(\$12.2M)	72.6

2012 – 2016 (as proposed)

	Annual Available Sources	Annual Roadway Needs Per CIP Standards*	Annual Surplus/ (Deficit)	Cumulative Surplus/ (Deficit)	IMS # (75 Goal) 2010 – 77.4**
2011	\$6.3M	\$7.4M	(\$1.1M)	(\$1.1M)	77.0
2012	\$3.7M	\$7.5M	(\$3.8M)	(\$3.8M)	75.4
2013	\$4.5M	\$7.8M	(\$3.3M)	(\$7.1M)	74.1
2014	\$7.6M***	\$8.1M	(\$0.5M)	(\$7.6M)	73.9
2015	\$6.2M***	\$8.4M	(\$2.2M)	(\$9.8M)	73.0
2016	\$3.9M	\$8.8M	(\$4.9M)	(\$14.7M)	71.1

*Assumption – 2% inflation 2012; 4% beyond

**For every \$2.5M invested, gain 1 IMS point

***\$3.7M-2014 & \$2.4M-2015 (\$6.1M total) incl. to resurface The Glen main stem roads

+\$4M annual deficit

2012 – 2016 Major Projects

- 2012 East of Harms Wrap-up (Phase II & III) – \$1.7M
- 2012 Waukegan Road water tank rehabilitation – \$650K
- 2012/13 High priority water main lining projects – \$642K
- 2013 Chestnut/Waukegan intersection – \$3.2M *local share*
 - \$2.2M reduced local share with pending \$1M State grant
- 2013 Park Manor Sanitary Sewer Evaluation Study (SSES) – \$171K
- 2014 Greenwood/W. Lake intersection – \$864K *local share*
- 2014/15 The Glen main stem road resurfacing – \$6.1M
- 2014/15 W. Lake/Milwaukee intersection (IDOT) – \$766K *local share*
- Future Project (2017-2020) Chestnut Road widening & bridge – \$3.5M (funding sources pending)

Local Roadway Projects

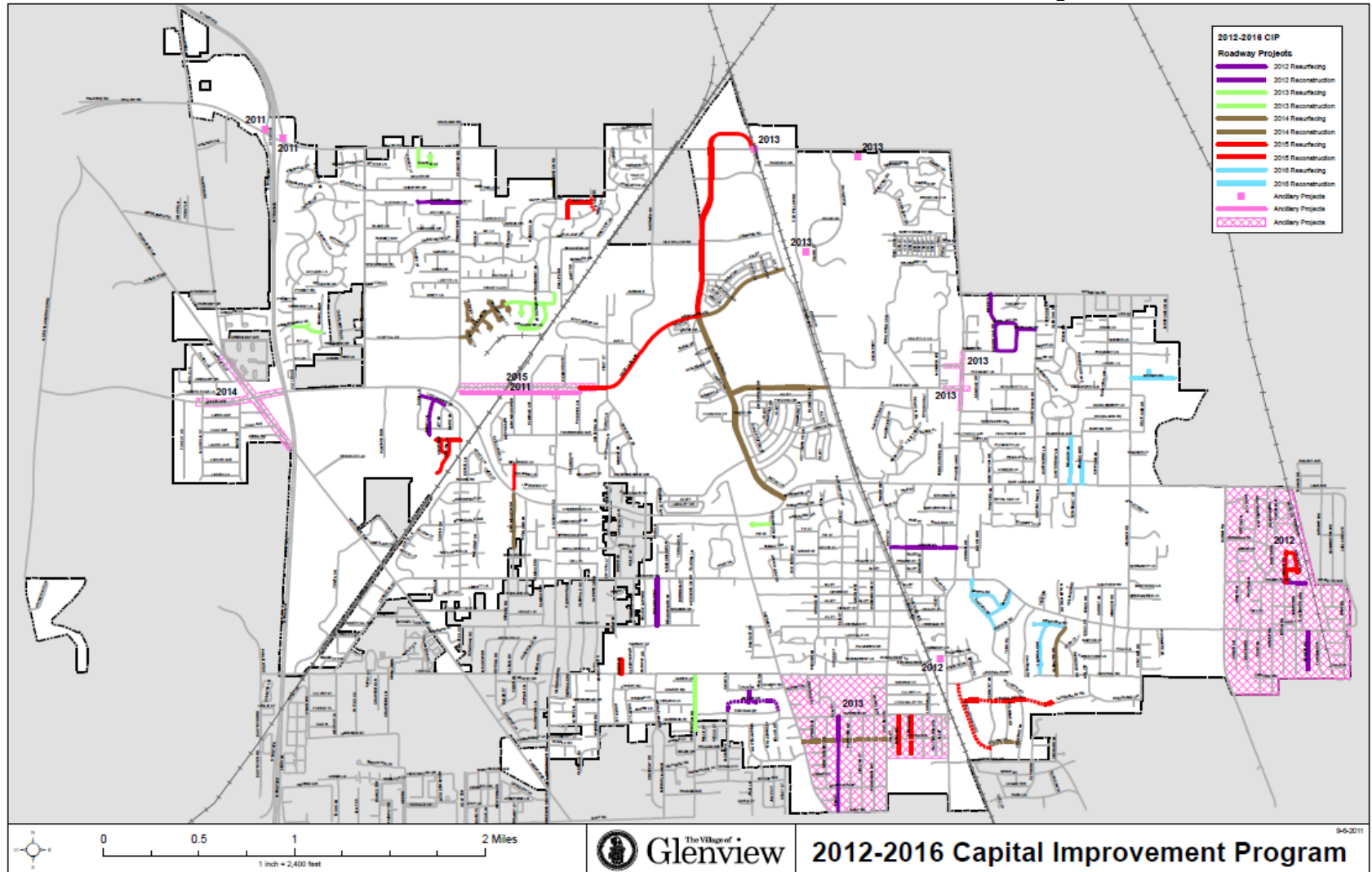
	Resurfacing & MARS	Reconstruction
2012	4.00 miles	0.63 miles
2013	2.61 miles	0.30 miles
2014	4.01 miles	0.59 miles
2015	3.67 miles	2.11 miles
2016	3.60 miles (est.)	1.33 miles

- Resurfacing projects – complete “worst-first” (IMS surface condition)
- Reconstruction projects – prioritize with IMS and GIS data
- Concrete roads:
 - Mars-C – supplement PW (\$125K/2011)
 - 2012 Diamond grinding pilot project

Sources vs. Standards – roads only

<i>From prior slide</i>	Annual Surplus/ (Deficit)
2012	(\$3.8M)
2013	(\$3.3M)
2014	(\$0.5M)
2015	(\$2.2M)
2016	(\$4.9M)

2012 – 2016 CIP Map



Note: 2016 Resurfacing segments to be prioritized with 2011 IMS data results.

2012 – 2016 Sources vs. Standards

	Annual Available Sources	Annual Need Per CIP Standards*	Annual Surplus/ (Deficit)	Cumulative Surplus/ (Deficit)	Roadway-only (Deficit) from prior slide
2012	\$11.4M	\$15.3M	(\$3.9M)	(\$3.9M)	(\$3.8M)
2013	\$10.5M	\$15.9M	(\$5.4M)	(\$9.3M)	(\$3.3M)
2014	\$13.7M**	\$16.5M	(\$2.8M)	(\$12.1M)	(\$0.5M)
2015	\$12.6M**	\$17.2M	(\$4.6M)	(\$16.7M)	(\$2.2M)
2016	\$10.5M	\$17.8M	(\$7.3M)	(\$24.0M)	(\$4.9M)

*Assumption – 2% inflation 2012; 4% beyond

**\$3.7M-2014 & \$2.4M-2015 (\$6.1M total) incl. to resurface The Glen main stem roads

+-\$6-7M annual deficit

Other CIPs

- The Glen
 - 2012 Navy Housing bypass storm sewer – \$2.0M
 - 2014/15 Main stem road resurfacings – \$6.1M
- North Maine Utility (NMU)
 - The rate is sufficient to generate CIP standards (about \$700K annually)
 - Projects prioritized from 2009 master plan
- Unfunded Programs
 - *Downtown Redevelopment Plan* – additional preliminary design to be completed in 2011
 - *Milwaukee Road Corridor Plan* – grant applications
 - *Bicycle & Sidewalk Master Plan* – grant applications
 - *Waukegan Road Corridor Plan* – grant applications
 - *Flood Risk Reduction Program* – \$7M commitment & grants
 - Recommendation: extend cost-sharing programs to use committed funds (through 2015)
 - Shift sanitary sewer over-head conversion cost-sharing to the sanitary fund (\$115K 2012; \$90K 2013-2015)

Potential Revenue Sources

- LMFT
 - Additional 1 cent per gallon - \$170K
- SWUF
 - Various means to implement - \$1-1.5M
- Increased corporate fund transfer
 - End of year savings (contingency/other)
 - Fund balance
 - Reduce operating costs
- Other revenue streams
 - Food & beverage tax - \$750K

2012 Permanent Fund balance = \$1.5M (needed for cash flow)

Sources vs. Standards – roads only

<i>From prior slide</i>	Annual Surplus/ <i>(Deficit)</i>
2012	(\$3.8M)
2013	(\$3.3M)
2014	(\$0.5M)
2015	(\$2.2M)
2016	(\$4.9M)

Public Input (to-date)

- Elm Street pavement – 2012 MARS
- Glenview Road bike lane – grants
- Robincrest “S” curve pavement – 2012 MARS
- Rolling Pass pavement – 2012 MARS
- Becker Road pavement – 2015 MARS
- Woodlawn Avenue traffic calming – analysis to be updated this fall
- Dell Road drainage swale – neighborhood meetings to be scheduled this fall
- “West Glenview” street-scape and bike/ped improvements – grants

2012 – 2016 CIP – Questions & Direction

- Questions?
- Input & direction