



## **2022 CAPITAL IMPROVEMENT PLAN**

**SECTION 1. EXECUTIVE SUMMARY**

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**SECTION 3. TRANSPORTATION PROJECT BOOK**

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## **SECTION 1: EXECUTIVE SUMMARY**



# 2022 Capital Improvement Plan

## Executive Summary

### Introduction

This Executive Summary highlights the updates to the City's 2022 Capital Improvement Plan (CIP). The City's CIP is updated annually per Section 3 of City Council Resolution No. 8788-R14. This resolution also outlines funding policies for various types of capital improvement and maintenance projects and directs implementation through the budget process.

### What is the CIP?

The CIP outlines planned projects for the subsequent five fiscal years (currently for FY 23-27) for capital improvements for City infrastructure assets. The City organizes its capital assets into eight categories: 1. Bridges 2. Public Facilities 3. Lights, Signals, & Signs 4. Road Pavement 5. Sidewalks and Pathways 6. Sanitary Sewers 7. Stormwater Facilities and 8. Arbor/Canopy.

The CIP is comprised of five major funds.

#### *Capital Replacement and Improvement Fund (CR&I)*

The CR&I Fund is replenished by transfers from the General Fund. The CR&I Fund supports transportation projects, facilities projects, and other capital projects that require unrestricted funds.

#### *Local Motor Fuel Tax Fund*

Revenue for the Local MFT Fund comes from the local gas tax ordinance, last updated July 1, 2011. Funds are used for transportation capital projects and maintenance.

#### *State Motor Fuel Tax Fund*

The State MFT Fund receives revenue from the State of Illinois' motor fuel tax. Transportation projects that utilize State funds have extra restrictions and reporting requirements and are typically reserved for larger projects. Periodic transportation grants also support this fund.

#### *Sewer Benefit Tax Fund*

The Sewer Benefit Tax Fund derives its revenue from the sewer tax and is reserved for sanitary sewer improvements.

#### *Stormwater Utility Fee Fund*

The Stormwater Utility Fee Fund derives its revenue from the stormwater utility fee and is reserved for storm sewers and stormwater-related improvements.

In addition to the dedicated CIP funds, many operational and maintenance activities are supported by the City's General Fund. Other funds will occasionally support capital improvement projects, but in an ancillary capacity to their primary purpose; these include: TIF funds, parking fund, and CDBG funds.

### CIP Document

The CIP is composed of several sections:

#### *Section 1. Executive Summary*

The Executive Summary provides a high-level overview of the Capital Improvement Plan and its associated funds.

#### *Section 2. Capital Asset Summary*

The Capital Asset Summary provides a detailed financial analysis of the CIP. The Asset Summary section takes a holistic view of infrastructure assets, inclusive not only of the large capital projects reflected in CIP fund statements, but also the operational and maintenance activities required to keep infrastructure assets functional. Section 2 includes information on asset valuation, capital expenditures, operation and maintenance costs, revenue streams, and a summary fact sheet for each asset class.

### *Section 3. Transportation Project Book*

The Transportation Project Book provides a summary for transportation projects and maintenance programs in the CIP. Transportation Assets includes: Road Pavement; Bridges; Lights, Signals, & Signs; and Sidewalks & Pathways.

### *Section 4. Facility Project Book*

The Facility Project Book provides a summary of facility projects in the CIP as well as future projects identified from the Facilities Master Plan.

### *Section 5. Sewer Systems Project Book*

The Sewer Systems Project Book provides a summary of projects and maintenance programs for stormwater infrastructure and sanitary sewers.

### *Section 6. Fund Reports*

This section shows the anticipated revenues and expenditures for each of the major CIP funds. The Fund Reports are incorporated in the FY 2022-2023 Budget.

## **CIP Planning Process**

The CIP planning process begins in earnest in January. The CIP is updated and refined using the process below and presented to Council during the budget review process. The CIP is adopted with a resolution and the proposed expenditures for the upcoming fiscal year are incorporated in, and approved by, the Budget Ordinance. The CIP is drafted with the help of an interdisciplinary team.

The general CIP planning process is as follows:

1. *Partner Outreach:* Engage City departments and other governmental partners to share CIP projects and gather information that may inform the scope, size, or timing of projects.
2. *Review Capital Projects List:* Existing projects are analyzed and new potential projects are added based on input from Operations staff, Engineering staff, a review of Master Plans, and in response to public concerns. For new projects, back of the envelope (BOE) costs are used.
3. *Review of Maintenance Programs:* Expenditures for recurring maintenance line items are reviewed to ensure that there is an appropriate amount of funds to cover prioritized expenditures.
4. *Prioritize Projects:* Information is gathered for potential projects and then prospective projects are evaluated for priority based off the data.
5. *Financial Projections:* Revenue projections and fund balances are updated each year. Grant opportunities are evaluated and considered.
6. *Asset Summary Review:* Staff update asset valuations and data to inform existing conditions and funding targets for capital replacement and investment as well as operations and maintenance.
7. *Schedule Projects for CIP:* Based off the availability of funds, the amount of expenditures on maintenance, and project prioritization, projects are added into the 5-year CIP.
8. *Review Fund Balances:* After projects are added into the CIP, the fund balances and trends are analyzed to ensure that implementation of the CIP is feasible.

### *CIP Team*

Tim Cowan, Public Works Director  
Vince Gustafson, Deputy Director of Operations  
John Zeman, City Engineer  
Carmen Franks, Assistant City Engineer

Andy Murphy, Operations Supervisor  
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Scott Tess, Sustainability and Resilience Officer  
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William Kolschowsky, Management Analyst  
Elizabeth Hannan, HRF Director  
Shaennon Clark, Deputy Finance Director  
Kris Francisco, Financial Services Manager  
Aly Robinson, Financial Analyst

## **Major Highlights for the 2022 Capital Improvement Plan**

### *Mayor / City Council Strategic Goals for 2022-2023*

The City Council recently passed several strategic goals related to the CIP. Strategic Area #3: Infrastructure – Strategy 1. Improve quality of current infrastructure assets. Action Step A under this strategy was to “Develop asset management plans of existing infrastructure (lighting, traffic signals, sanitary systems and bridges)”. The CIP as proposed includes resources dedicated to developing the plans and data need to complete this action step. The results of these asset management plans will inform Action Step B “Develop plan for funding, level of service, and to replace/repair/build infrastructure (based on assessment)”.

The 2022 CIP also addresses action steps for Strategy 2 – Increase investment in infrastructure equity. Action Step A, “Solicit community input for use of EQL funding” is underway and the CIP expects to complete Action Step B “Implement EQL selected projects in FY 23”. Furthermore, the CIP begins to start to address Action Step C “Incorporate an equity lens into priorities evaluation by using CDBG funds (with their location restrictions) for sidewalk improvements. Further progress on Action Step C can be made following the completion of Goal 3.1.B.

Lastly, the two new fire stations included in the CIP will allow the City to compete 3.3.B “Evaluate options to enhance sustainability and climate resiliency on City-owned property and facilities” in a comprehensive way. It should be noted that the facility project costs in the CIP are preliminary estimates based on a strict replacement of facilities in-kind. Sustainability upgrades will likely result in increased project costs above and beyond figures currently in CIP. The City is currently engaged with FGM Architects in fire station design. As part of this process, fire station component options, such as sustainability upgrades, will be developed under an essential, enhanced, or amplified framework where the costs and benefits of options can be evaluated.

### *Inflation*

Inflation has had a substantial negative impact on the CIP. The previous year’s National Construction Cost Index increased by 21%. Projects with pre-engineering budgets have generally increased by 21%. Future year costs are typically projected to increase at the 10-year average rate of 2.9%. Not reflected in this increase is ‘value engineering’, where project scopes have been reduced to accommodate cost increases. No CIP revenue source has increased by a similar amount and many revenue streams are still below pre-pandemic projections. Therefore, the CIP’s capacity to improve infrastructure quality has been reduced in the past year.

### *Equity and Quality of Life Project (EQL)*

The FY 21-22 budget allocated \$2 million in funding for a new Equity and Quality of Life project. The City is in the midst of scoring project applications and anticipates funding projects in the upcoming fiscal year.

### *Facilities Master Plan Implementation – The Need to Borrow*

The bulk of implementing the Facilities Master Plan will occur during the next two calendar years, with an expected \$12 million of expenditures on City facilities. The largest projects include a City Building lobby redesign, two new fire stations, a new storage building, and a rehabilitation of Public Work facilities. For practical and financial reasons, it makes sense to undertake these projects in tight succession. However, this creates a short-term cash flow issue. In

order to undertake these facilities improvements, the City will need to borrow. City staff will evaluate the costs and benefits between intra-fund borrowing and issuing debt. Overall, the City has very little debt and has significant capacity to borrow more.

*Current Transportation Projects*

Transportation is an urgent focus of the CIP. The city-wide average pavement rating score is 56. Scores below 55 are considered poor. Fiscal Year 23 is an ambitious year for Transportation projects in the CIP. There are several projects that are set to conclude in FY 23, notably, Race Street from Washington Street to California Street and the Lincoln and Springfield Avenues intersection. These projects are currently underway, and will be completed in the 2022 construction season<sup>1</sup>. A project not reflected in the current CIP is Fairlawn Avenue, which has been deprioritized out of the CIP due to the reevaluation of other transportation projects. Currently, there are five major project set to begin construction in FY 23:

- Washington Street: Bridge over Sunny Estates Ditch
- Florida Avenue: James Cherry to Curtiss
- Philo, Colorado and Andersen: Windsor to Colorado
- Windsor: Race to West Boundary
- Savannah Green: Alleys & Smith Rd

In addition, several large, grant funded projects will begin planning or engineering in FY 23 – Florida Avenue from Wright Street to Hillcrest Avenue and Lincoln Avenue from Florida Avenue to Green Street. The Florida Avenue project is the largest project in the CIP, with a current estimated budget of \$12M, most of which will come from federal grants.

**Transportation Projects Beginning, Continuing, or Ending in FY 23**

Project	FY22 Est.	FY23 Plan	FY24 Plan	FY25 Plan	FY26 Plan
<b>RACE STREET; WASHINGTON TO CALIFORNIA</b>	545,000	-	-	-	-
<b>LINCOLN &amp; SPRINGFIELD</b>	2,583,164	-	-	-	-
<b>EQUITY AND QUALITY OF LIFE PROJECTS</b>	-	2,000,000	-	-	-
<b>WASHINGTON ST: BRIDGE OVER SUNNY ESTATES DITCH</b>	36,500	652,000	-	-	-
<b>FLORIDA AVE: JAMES CHERRY TO CURTISS</b>	-	600,000	-	-	-
<b>PHILO, COLORADO, ANDERSON: WINDSOR TO COLORADO</b>	162,505	1,870,000	-	-	-
<b>WINDSOR: RACE TO WEST BOUNDARY</b>	109,781	1,650,000	-	-	-
<b>SAVANNAH GREEN: ALLEYS &amp; SMITH RD</b>	51,700	1,950,000	-	-	-
<b>WINDSOR ROAD DEBT SERVICE</b>	302,568	305,966	303,750	-	-
<b>SPRINGFIELD AVE: WRIGHT TO MCCULLOUGH</b>	-	70,000	770,000	-	-
<b>BONEYARD CREEK BRIDGE REPAIR</b>	-	55,000	280,000	-	-
<b>PENN W/ ORCHARD: RACE TO LINCOLN</b>	-	-	617,150	-	-
<b>FLORIDA: WRIGHT - E VINE</b>	40,000	946,000	-	11,049,000	-
<b>LINCOLN: GREEN - FLORIDA</b>	-	200,000	150,000	400,000	5,500,000

**Financial Impact**

To operate, maintain, and improve its infrastructure assets, the City will spend \$30M in FY 23 and \$107M over the life of the CIP. This includes both capital investment in the major CIP funds as well as operational expense incurred by the General Fund and small capital expense incurred by CDBG and TIF funds. These expenses are paired with an associated \$96M in revenue through the life of the CIP; revenues include motor fuel taxes, state and federal grants,

<sup>1</sup> Projects appear in the fiscal year in which the construction contract is signed and funds are encumbered. A typical transportation project will begin in the spring and continue through the summer into a new fiscal year.

and General Fund revenue allocated to the CR&I Fund and for operations. The 2022 CIP calls for spending down existing fund balances in the major capital funds.

**CIP Summary Total Spending and Associated Revenue for Capital Assets  
Capital Investment in CIP Funds and Operational Expenses in General Fund**

Asset Class	FY22 EST.	FY23 Budget	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	Total FY23-27	Average	% of Expenses
Bridges	\$139,983	\$835,984	\$389,572	\$135,249	\$276,019	\$1,021,883	\$2,658,707	\$531,741	2.5%
Facilities	\$4,912,366	\$8,884,001	\$2,541,909	\$2,572,385	\$2,604,078	\$2,636,992	\$19,753,425	\$3,950,685	18.3%
Lights, Signals, & Signs	\$2,217,649	\$2,787,414	\$2,661,419	\$1,606,700	\$1,903,295	\$1,701,240	\$10,660,069	\$2,132,014	9.9%
Road Pavement	\$6,923,932	\$11,139,312	\$5,598,644	\$17,250,024	\$9,260,602	\$5,018,200	\$48,266,781	\$9,653,356	44.6%
Sidewalks and Pathways	\$111,311	\$1,415,119	\$441,937	\$448,953	\$456,173	\$463,601	\$3,225,783	\$645,157	3.0%
Sanitary Sewers	\$1,433,146	\$2,587,864	\$1,579,075	\$2,091,796	\$2,136,066	\$1,712,462	\$10,107,263	\$2,021,453	9.3%
Stormwater Facilities	\$2,117,260	\$2,595,458	\$2,044,515	\$1,706,241	\$2,454,230	\$1,732,838	\$10,533,282	\$2,106,656	9.7%
Arbor/Canopy	\$542,274	\$558,000	\$574,182	\$590,833	\$607,968	\$625,599	\$2,956,582	\$591,316	2.7%
<b>Total Spending</b>	<b>\$18,397,920</b>	<b>\$30,803,151</b>	<b>\$15,831,253</b>	<b>\$26,402,181</b>	<b>\$19,698,431</b>	<b>\$14,912,816</b>	<b>\$107,647,832</b>	<b>\$21,529,566</b>	<b>100.0%</b>
<b>Total Revenue</b>	<b>\$15,380,276</b>	<b>\$26,296,921</b>	<b>\$13,220,047</b>	<b>\$24,602,208</b>	<b>\$18,347,427</b>	<b>\$14,137,829</b>	<b>\$96,604,433</b>	<b>\$19,320,887</b>	<b>89.7%</b>
<b>ALL CIP</b>	<b>Beginning Balance</b>	<b>FY23 Net Change</b>	<b>FY24 Net Change</b>	<b>FY25 Net Change</b>	<b>FY26 Net Change</b>	<b>FY27 Net Change</b>	<b>Ending Balance</b>	<b>Net</b>	
<b>Change in Fund Balances</b>	<b>\$10,254,104</b>	<b>\$(4,186,229)</b>	<b>\$(2,556,206)</b>	<b>\$(1,799,973)</b>	<b>\$(1,351,004)</b>	<b>\$(574,987)</b>	<b>\$(214,296)</b>	<b>\$(13,844,080)</b>	

*Capital Replacement and Improvement Fund (CR&I)*

The CR&I Fund will support the ongoing Facility Master Plan project implementation. Between FY 22 and FY 23 facility projects are estimated to cost roughly \$12M, which will be funded by debt. The CR&I also funds several other infrastructure projects that require unrestricted funds. With debt service payments, future years have expenses exceeding revenues, with the result of a drawing down of the fund balance by FY 27. At that point, either revenue will need to be increased or future projects reduced in scope.

CR&I Fund							
	FY22 Est.	FY23 Plan	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	
TOTAL REVENUE	\$ 2,876,847	\$ 12,898,722	\$ 927,059	\$ 949,536	\$ 945,766	\$ 972,760	
TOTAL EXPENSE	\$ 4,871,000	\$ 10,313,670	\$ 2,959,819	\$ 1,807,904	\$ 2,066,558	\$ 1,825,763	
<b>Net Revenue / (Expense)</b>	<b>\$ (1,994,153)</b>	<b>\$ 2,585,052</b>	<b>\$ (2,032,760)</b>	<b>\$ (858,368)</b>	<b>\$ (1,120,792)</b>	<b>\$ (853,003)</b>	
Beginning Fund Balance	\$ 3,543,247	\$ 1,549,094	\$ 4,134,146	\$ 2,101,386	\$ 1,243,018	\$ 122,226	
Ending Fund Balance	\$ 1,549,094	\$ 4,134,146	\$ 2,101,386	\$ 1,243,018	\$ 122,226	\$ (730,777)	

*Local Motor Fuel Tax Fund (Local MFT)*

The Local MFT is used to pay for maintenance programs and smaller transportation projects as funds allow. FY 23 expenses are \$2.1M and the fund balance is projected to fluctuate, ending at \$170,000 in FY 26. Local motor fuel taxes are expected to be roughly \$806,000. The MFT fund is also budgeted to receive \$115,000 in revenue replacement from the ARPA fund via the ‘Standard Allowance’. Given the current slate of planned projects, the Local MFT fund balance is projected to be negative by FY 24. However, the Local MFT may receive future ‘Standard Allowance’ assistance or may benefit from a local motor fuel tax increase.

Local MFT						
	FY22 Est.	FY23 Plan	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
TOTAL REVENUE	\$800,624	\$921,915	\$826,036	\$849,190	\$873,817	\$899,158
TOTAL EXPENSE	\$696,468	\$2,102,966	\$1,465,900	\$905,000	\$625,000	\$965,000
<b>Net Revenue / (Expense)</b>	<b>\$104,156</b>	<b>(\$1,181,051)</b>	<b>(\$639,864)</b>	<b>(\$55,810)</b>	<b>\$248,817</b>	<b>(\$65,842)</b>
Beginning Fund Balance	\$1,488,511	\$1,592,667	\$411,616	(\$228,248)	(\$284,058)	(\$35,241)
Ending Fund Balance	\$1,592,667	\$411,616	(\$228,248)	(\$284,058)	(\$35,241)	(\$101,083)

*State Motor Fuel Tax Fund (State MFT)*

The State MFT has several revenue sources in the CIP and is projected to be \$2.9M in FY 23, inclusive of the last Rebuild Illinois Capital payment of \$453,000. Future year revenues also contemplate receiving grants for two major projects, Florida Avenue from Wright Street to Hillcrest Avenue in FY 25 and Lincoln Avenue from Oregon Street to Florida Avenue in FY 26. If the City does not secure these grants, implementation of the projects would be delayed, or come at the expense of other projects. The fund balance is high at the beginning of the CIP and gradually reduced through FY 26.

State MFT						
	FY22 Est.	FY23 Plan	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
TOTAL REVENUE	\$2,250,723	\$2,936,263	\$1,676,285	\$12,731,021	\$6,164,592	\$1,825,624
TOTAL EXPENSE	\$3,390,786	\$6,763,500	\$1,370,000	\$13,402,050	\$5,745,000	\$1,817,500
<b>Net Revenue / (Expense)</b>	<b>(\$1,140,063)</b>	<b>(\$3,827,237)</b>	<b>\$306,285</b>	<b>(\$671,029)</b>	<b>\$419,592</b>	<b>\$8,124</b>
Beginning Fund Balance	\$5,452,407	\$4,312,344	\$485,106	\$791,391	\$120,362	\$539,954
Ending Fund Balance	\$4,312,344	\$485,106	\$791,391	\$120,362	\$539,954	\$548,078

*Stormwater Utility Fund*

In addition to annual programmatic expenses such as cleaning, televising and spot repairs, the Stormwater Utility Fund has planned projects for improvements at Boneyard Creek Crossing and Phillips Rec Center. The Stormwater Master Plan and supplemental GIS data work is expected to inform project prioritization going forward. As currently planned, the fund's revenues are stable and are \$1.9M in FY 23. Expenses range between \$1.7M and \$2.5M. The fund balance begins and ends over \$1M.

Stormwater Utility						
	FY22 Est.	FY23 Plan	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
TOTAL REVENUE	\$1,834,474	\$1,906,418	\$1,959,744	\$2,021,085	\$2,084,287	\$2,130,633
TOTAL EXPENSE	\$2,092,260	\$2,575,458	\$2,089,515	\$1,706,241	\$2,454,230	\$1,732,838
<b>Net Revenue / (Expense)</b>	<b>(\$257,786)</b>	<b>(\$669,040)</b>	<b>(\$129,771)</b>	<b>\$314,844</b>	<b>(\$369,943)</b>	<b>\$397,795</b>
Beginning Fund Balance	\$1,922,772	\$1,664,986	\$995,946	\$866,175	\$1,181,019	\$811,076
Ending Fund Balance	\$1,664,986	\$995,946	\$866,175	\$1,181,019	\$811,076	\$1,208,871

*Sanitary Sewer Fund*

Like the Stormwater Utility Fund, much of the Sanitary Sewer Fund's major expenses include programmatic activity such as cleaning, televising, and repairs. In the upcoming year, staff hopes to further evaluate what the appropriate level of revenues and expense are required. The CIP currently shows fund balance becoming negative by the end of FY 24.



<b>Sanitary Sewer</b>						
	<b>FY22</b>	<b>FY23</b>	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>
	<b>Est.</b>	<b>Plan</b>	<b>Plan</b>	<b>Plan</b>	<b>Plan</b>	<b>Plan</b>
TOTAL REVENUE	\$1,345,312	\$1,493,911	\$1,518,979	\$1,562,186	\$1,607,388	\$1,650,401
TOTAL EXPENSE	\$1,433,146	\$2,587,864	\$1,579,075	\$2,091,796	\$2,136,066	\$1,712,462
<b>Net Revenue / (Expense)</b>	<b>(\$87,834)</b>	<b>(\$1,093,953)</b>	<b>(\$60,096)</b>	<b>(\$529,610)</b>	<b>(\$528,678)</b>	<b>(\$62,061)</b>
Beginning Fund Balance	\$1,222,847	\$1,135,013	\$41,060	(\$19,036)	(\$548,646)	(\$1,077,324)
Ending Fund Balance	\$1,135,013	\$41,060	(\$19,036)	(\$548,646)	(\$1,077,324)	(\$1,139,385)

### Looking Ahead

The upcoming year looks to be an intensive planning period. Lights, Signals, & Signs; Sanitary Sewers; and Stormwater Infrastructure will all be working towards creating asset management plans. These plans will also help in the exploration of possible rates increases.

### Remaining Sections of the CIP

- Section 2. Capital Asset Summary
- Section 3. Transportation Project Book
- Section 4. Facilities Project Book
- Section 5. Sewer Systems Project Book
- Section 6. Fund Reports

## **SECTION 2: CAPITAL ASSET SUMMARY**



**CAPITAL IMPROVEMENT PLAN**  
**FISCAL YEARS 2023-2027**

**Capital Asset Summary**

**CITYWIDE ASSET SUMMARIES**

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**ASSET SUMMARIES BY ASSET CLASS**

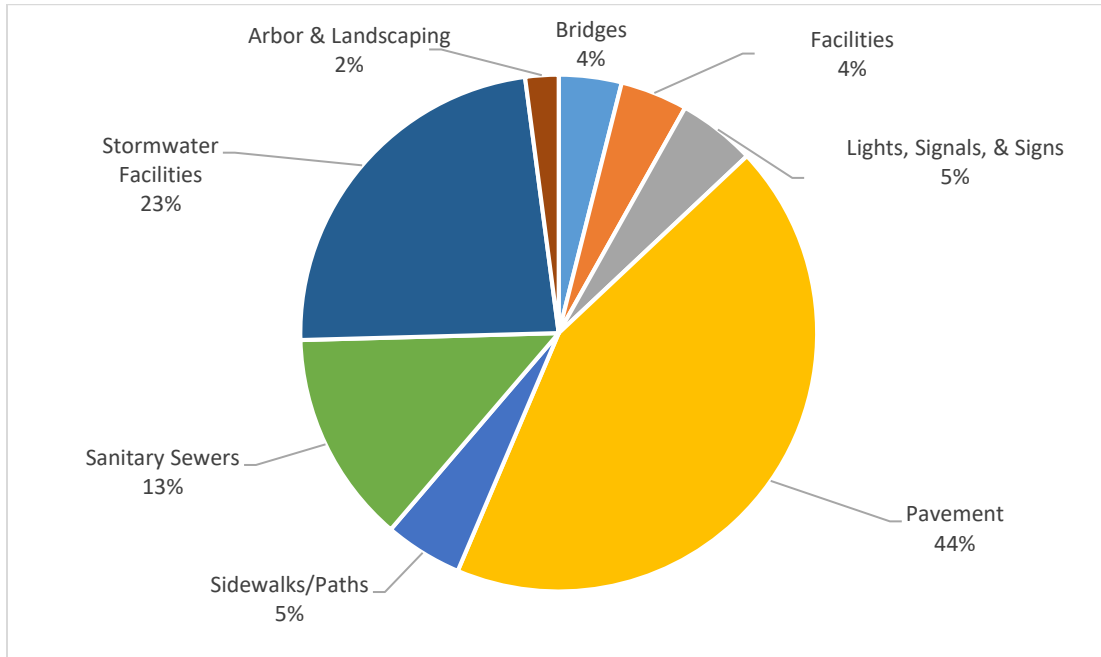
Bridges ..... [9](#)  
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Arbor/Canopy ..... [16](#)

## Asset Valuation

### Summary

The City of Urbana classifies its capital assets into eight categories. The assets are valued by the total current reconstruction value (CRV). By far, the City's largest asset by valuation is pavement, comprising 44% of the asset value. Together with bridges, lights, signals, and signs, and sidewalks, all transportation-related assets represent 62% of asset value. Sanitary Sewers and Stormwater infrastructure represent 13% and 23% of assets, respectively.

**Figure 1. Percentage of Current Reconstruction Value by Asset Class**



To get CRV estimates, the assets are valued using rough metrics that rely heavily on assumptions. For example, the CRV for Road Pavement was calculated by taking the square yards of pavement multiplied by regional averages for reconstruction by type of pavement. This is a rudimentary valuation, but provides a workable estimate. In general, CRV provides a straightforward estimate that is easy to calculate. The tradeoff with this method is that it does not reflect all of the nuances that affect depreciation of assets. A more robust method of valuation, such as life cycle assessment requires more time, expertise, cost, and data than currently available. The City is working on a number of asset management plans that will be useful in refining these estimates in the future. Relatedly, given that valuations are for the reconstruction value, infrastructure can also be thought of as a liability for the City, given that they represent future expenses that the City will need to incur.

**Figure 2. 2020 Estimates for City-Owned Asset Valuations**

ASSET CLASS	ASSET COMPONENT	ESTIMATED AVERAGE UNIT PRICE	AVERAGE ESTIMATED LIFE EXPECTANCY	TOTAL CURRENT RECONSTRUCTION VALUE (CRV)
Bridges	Bridges and Culverts	\$1 - 2 Million per Bridge	75	\$40,300,000
Facilities	Fire Stations, PW & City Buildings	Between \$5- 20 Million	50	\$43,200,000
Lights, Signals, & Signs	Controllers, Mast Arms, Poles, Wire	\$6,000/Light Pole & \$140,000 /Signalized Intersection	40	\$49,800,000
Pavement	Concrete, Asphalt, treated & Brick Streets	\$160-180/square yard	60	\$445,500,000
Sidewalks/Paths	Sidewalks & Bike/Multi-use Paths	\$12/square foot	100	\$50,000,000
Sanitary Sewers	Sewer Pipes	\$250/foot	100	\$136,600,000
Stormwater Facilities	Sewer Pipes & Pumping Station	\$310/foot	100	\$239,600,000
Arbor/Canopy	Parkway Trees	\$2,000/mature tree	60	\$21,400,000
<b>Total Current Reconstruction Value:</b>				<b>\$1,026,400,000</b>

**Capital Replacement and Investment**

**Capital Replacement and Investment (CR&I) Spending Target**

By using the asset valuation and average lifecycle, a baseline target for anticipated capital replacement and investment expenditures can be calculated. For the 2022 CIP, the CRV was also adjusted based on the Construction Cost Index, which was 21% in 2021. On the whole, the City of Urbana would need to commit \$17.7M a year on CR&I to replace its infrastructure with in-kind quality replacement in order to maintain current conditions.

**Figure 3. Estimated Annual CR&I Cost to Maintain Infrastructure Quality**

ASSET CLASS	2020 RECON. VALUE ESTIMATES (CRV)	TOTAL CURRENT RECONSTRUCTION VALUE (CRV) <sup>1</sup>	Annual CR&I Target
Bridges	\$40,300,000	\$50,000,000	\$666,667
Facilities	\$43,200,000	\$50,000,000	\$1,000,000
Lights, Signals, & Signs	\$49,800,000	\$60,000,000	\$1,500,000
Road Pavement	\$445,500,000	\$540,000,000	\$9,000,000
Sidewalks and Pathways	\$50,000,000	\$60,000,000	\$600,000
Sanitary Sewers	\$136,600,000	\$165,000,000	\$1,650,000
Stormwater Facilities	\$239,600,000	\$290,000,000	\$2,900,000
Arbor/Canopy	\$21,400,000	\$25,000,000	\$416,667
<b>Totals</b>	<b>\$1,026,400,000</b>	<b>\$1,240,000,000</b>	<b>\$17,733,333</b>

*1. 2020 values were adjusted for inflation using 2021-construction cost index and rounded to reflect lower precision. Detailed calculations for 'City-Owned Assets and Valuations' reviewed on a multiyear cycle.*

The \$17.7M figure represents a best-case scenario, where that amount has been accrued annually as a reserve for future replacement. In practice, Urbana has habitually under-committed funds for future capital replacement. To illustrate this point, if the City had been accruing reserves for future facilities projects since the most recent capital investments in these assets, the City would have \$21M in reserved funds to undertake the Facility Master Plan. Instead, the City will need to borrow funds and is only proposing to spend \$12M in Facility capital improvements at this time, suggesting that the average quality of our facility assets will continue to decline over time.

**Capital Replacement and Investment in CIP**

Urbana will not meet this level of desired investment, since the City only averages \$11.5M in capital investment over the life of the CIP, inclusive of over \$14 million in prospective grants. This will ultimately lead to using assets beyond their life expectancy, deteriorating conditions, and higher operating and maintenance costs.

**Figure 4. Capital Replacement Investment Expenditures in CIP**

Asset Class	FY23 Budget	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	Average
Bridges	\$707,000	\$280,000	\$0	\$160,000	\$880,000	\$405,400
Facilities	\$8,527,149	\$1,479,816	\$1,479,491	\$1,479,490	\$1,479,791	\$2,889,147
Lights, Signals, & Signs	\$1,270,000	\$1,100,000	\$0	\$250,000	\$0	\$524,000
Road Pavement	\$7,791,966	\$2,010,900	\$13,739,550	\$5,665,000	\$1,335,000	\$6,108,483
Sidewalks and Pathways	\$1,100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$380,000
Sanitary Sewers	\$1,158,250	\$249,018	\$725,763	\$733,193	\$271,317	\$627,508
Stormwater Facilities	\$810,000	\$655,800	\$281,768	\$937,909	\$224,229	\$581,941
Arbor/Canopy	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total CR&amp;I Spending</b>	<b>\$21,364,365</b>	<b>\$5,975,534</b>	<b>\$16,426,572</b>	<b>\$9,425,592</b>	<b>\$4,390,337</b>	<b>\$11,516,480</b>

**Operation and Maintenance**

**Operation and Maintenance (O&M) Spending Target**

In addition to replacement at the end of an asset’s life-cycle, there are also interim operational and maintenance activities that are required to maintain functional condition and life expectancy of an asset. For example, while a road may not need a total replacement for 60 years, over its life there will be ongoing O&M costs of pot-hole filling, crack sealing, pavement patching, etc. that are still required to achieve the desired life expectancy. Figure 5 below outlines a rudimentary calculation for establishing a baseline O&M spending target. While there is likely more gradation in the maintenance requirements than currently used in the calculations below, the varied type of assets within a class, local nuances, and past deferred maintenance make further refinement more complicated. Further refinement is not expected to provide greater insight since the target figures are representational and would still reflect broad-based averages and assumptions.

**Figure 5. Estimated Annual O&M Cost to Maintain Asset Life Expectancy**

ASSET CLASS	TOTAL CURRENT RECONSTRUCTION VALUE (CRV) <sup>2</sup>	ESTIMATED OPERATION AND MAINTENANCE REQUIREMENT	Annual O&M
Bridges	\$50,000,000	1.0%	\$500,000
Facilities	\$50,000,000	1.0%	\$500,000
Lights, Signals, & Signs	\$60,000,000	1.0%	\$600,000
Road Pavement	\$540,000,000	1.0%	\$5,400,000
Sidewalks and Pathways	\$60,000,000	1.0%	\$600,000
Sanitary Sewers	\$165,000,000	1.0%	\$1,650,000
Stormwater Facilities	\$290,000,000	1.0%	\$2,900,000
Arbor/Canopy	\$25,000,000	1.0%	\$250,000
<b>Totals</b>	<b>\$1,240,000,000</b>	<b>1.0%</b>	<b>\$12,400,000</b>

2. Using inflation adjusted values from Figure 3.

### Operation and Maintenance in CIP

Throughout the CIP, the City spending is below the O&M target, but is generally close to the target, spending an average of \$10.1M a year on O&M for the City’s capital assets. While this is close to the hypothetical target, the target does not incorporate past deferred CR&I and maintenance into the funding goal. The result is that the City is not meeting this target on an ongoing basis, which will result in deteriorating conditions and shorter life expectancies.

**Figure 6. Operation and Maintenance Expenditures by City**

Asset Class	FY23 Budget	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	Average
Bridges	\$128,984	\$109,572	\$135,249	\$116,019	\$141,883	\$126,341
Facilities	\$870,911	\$1,062,093	\$1,092,894	\$1,124,588	\$1,157,201	\$1,061,538
Lights, Signals, & Signs	\$1,517,414	\$1,561,419	\$1,606,700	\$1,653,295	\$1,701,240	\$1,608,014
Road Pavement	\$3,347,346	\$3,587,744	\$3,510,474	\$3,595,602	\$3,683,200	\$3,544,873
Sidewalks and Pathways	\$315,119	\$241,937	\$248,953	\$256,173	\$263,601	\$265,157
Sanitary Sewers	\$1,429,614	\$1,330,057	\$1,366,033	\$1,402,873	\$1,441,145	\$1,393,944
Stormwater Facilities	\$1,785,458	\$1,388,715	\$1,424,473	\$1,516,321	\$1,508,609	\$1,524,715
Arbor/Canopy	\$558,000	\$574,182	\$590,833	\$607,968	\$625,599	\$591,316
<b>Total O &amp;M Spending</b>	<b>\$9,952,845</b>	<b>\$9,855,719</b>	<b>\$9,975,609</b>	<b>\$10,272,839</b>	<b>\$10,522,479</b>	<b>\$10,115,898</b>

### Double Jeopardy

Urbana is below the annual targets for both CR&I and O&M investment. For CR&I, the consequence is infrastructure use well beyond our assets’ reasonably functional lives to a point of critical failure. The consequences for deferred O&M is quicker deterioration of our assets ultimately resulting in shorter life expectancies. The combination of underfunding both of these together exponentially increases the potential for catastrophic failures; in these instances, our options become

restricted to abandonment, costly, unplanned emergency expenditures, or acceptance and use of ‘failed’ assets.

## Revenue Summary

### **Revenue**

Capital replacement and investment and operation and maintenance have diversified revenue streams. Stormwater Facilities and Sanitary Sewers have their own funds that are supported by dedicated taxes and user fees; these fees fund both CR&I and O&M expenses. Transportation projects are funded by a combination of local motor fuel tax, state motor fuel tax, and state/federal transportation grants. Large transportation capital projects are primarily directed to road pavement but often include other assets in the right-of-way. Motor fuel and transportation grants generally have restrictions on what they can be used for and can have extensive documentation requirements.

The remaining funds for CIP projects come from the City of Urbana General Fund. O&M expenses such as staff time, vehicles, engineering, upkeep, etc. for each asset are typically part of the Public Works Department and are included in the annual budget. The General Fund also transfers money to the CR&I Fund (Fund 200), which can be used on specific capital projects or programs.

Over the long term, the average amount of revenue equals the average amount of expenditures. In the short term, there is variation based on project timing, grants, and fund balance. Each revenue stream has its own respective long term outlook.

#### *Motor Fuel Taxes*

Revenue for Local MFT comes from the local gas tax ordinance, last updated July 1, 2011. Funds are used for transportation capital projects and maintenance. State MFT come from three individual sources: state motor fuel tax, the transportation renewal fund, and the Rebuild Illinois capital program. The City will receive of Rebuild Illinois funds of \$453,000 in FY 23, the last year of the program.

In the past few years, the MFT funds have been negatively impacted by the pandemic and the resulting implications. Previous years accrued less revenue compared to pre-pandemic expectations and the long-term impact of a lower Census count is a reduction in revenue of \$115,000 per year. Furthermore, future year revenue estimates are less certain due to the increasing size of the electric vehicle market. In recent years, comparable metropolitan areas, like Danville and Bloomington-Normal have increased their local gas taxes to help close the funding gap for transportation needs; all of their rates are currently 1.6 to 1.8 times Urbana’s current rate of \$0.05/gallon. Similar to the local gas tax increases, in 2019, the State of Illinois implemented a substantial adjustment by doubling its base gas tax rate from \$0.19/gallon to \$0.38/gallon. The City should seriously consider reviewing and adjusting its local gas tax in the coming fiscal year with an overwhelming amount of unfunded transportation improvement needs.

#### *Grants*

Grants are highly volatile and unpredictable. The proposed CIP assumes that the City will receive grants for two major projects: Florida Avenue (Wright Street to Hillcrest Street) and Lincoln Avenue (Green Street to Florida Avenue). The projects that may receive grants are high priority projects. If



the City does not receive these grants, the projects are still likely to occur, but on a delayed schedule, reduced in scope, and at the cost of other potential projects.

*Bond Issuance*

The CIP incorporates \$12M of debt issuance for implementation of Facility Master Plan projects. Currently, the City is nearly debt free; the Windsor Road Reconstruction debt will retire in FY 24. The lack of debt provides the City the fiscal flexibility to issue significant amount of debt to meet its infrastructure needs. Neighboring central Illinois communities have general obligation debts between \$48M and \$166M, or between \$550 and \$1,900 per capita. The proposed \$12M in debt for Urbana would equate to \$313 per capita.

*Sewer Benefit Tax*

The Sanitary Sewer Fund derives its revenue from the sewer tax, which is reserved for sewer improvements and is stable. Planning and GIS improvements along with an enhanced cleaning, inspection, and review program being implemented in FY 2023 should better identify sanitary sewer needs.

*Stormwater Utility Fee*

The Stormwater Utility Fund derives its revenue from the stormwater utility fee, which is reserved for storm sewers and stormwater-related improvements and is stable. Completion of the Stormwater Management Plan, other planning and GIS improvements, and an enhanced cleaning, inspection, and review program being implemented in FY 23 will help the City better identify needs.

*General Fund*

In addition to O&M expenses paid directly out of the General Fund, the CR&I Fund is replenished by transfers from the General Fund. The CR&I Fund supports transportation projects, facilities projects, and other capital projects that may require unrestricted funds. Historically, the amount of transfers has fluctuated. In FY 22 there was a one-time increase of \$2,000,000 to fund Equity and Quality of Life projects. Towards the later years of the 5-Year CIP, the General Fund will need allocate additional funds for capital projects in order to support ongoing debt service payments.

**Figure 7. Revenue Sources for Capital Improvements**

<b>Asset Class</b>	<b>FY23 Budget</b>	<b>FY24 Plan</b>	<b>FY25 Plan</b>	<b>FY26 Plan</b>	<b>FY27 Plan</b>	<b>Average</b>
General Fund Operations	\$5,939,693	\$6,111,944	\$6,289,190	\$6,471,577	\$6,659,253	\$6,294,331
Unrestricted CR&I <sup>3</sup>	\$12,898,722	\$927,059	\$949,536	\$945,766	\$972,760	\$3,338,769
Motor Fuel Taxes	\$3,101,378	\$2,502,321	\$2,580,211	\$2,638,409	\$2,724,782	\$2,709,420
Grants	\$956,800	\$200,000	\$11,200,000	\$4,600,000	\$0	\$3,391,360
Sanitary Sewers	\$1,493,911	\$1,518,979	\$1,562,186	\$1,607,388	\$1,650,401	\$1,566,573
Stormwater Facilities	\$1,906,418	\$1,959,744	\$2,021,085	\$2,084,287	\$2,130,633	\$2,020,433
<b>Total Revenue</b>	<b>\$26,296,921</b>	<b>\$13,220,047</b>	<b>\$24,602,208</b>	<b>\$18,347,427</b>	<b>\$14,137,829</b>	<b>\$19,320,887</b>

3. Includes \$12M in General Obligation Bond Revenue.

## Funding Gap Analysis

### Funding Gaps

A quick comparison of funding targets and current revenues shows that current revenues are substantially less than the funding targets for CR&I or O&M. In the long term, this will lead to a deterioration of the average asset condition and shortening of life expectancy. Altogether, current revenues are approximately \$13.7M less than the total combined funding target of \$30M.

**Figure 8. Funding Gaps**

Asset Class	CR&I Target	O&M Target	Total Target	Revenue ( <i>Less Debt, Grants Averaged</i> )	Annual Funding Gap	Revenue Source
Major Road	\$9,000,000	\$5,400,000	\$14,400,000	\$8,794,994	(\$5,605,006)	MFT taxes
Other/Unrestricted.	\$4,183,333	\$2,450,000	\$6,633,333	\$4,016,851	(\$2,616,482)	Misc Taxes.
Sanitary Sewer	\$1,650,000	\$1,650,000	\$3,300,000	\$1,566,573	(\$1,733,427)	Benefit Tax
Stormwater	\$2,900,000	\$2,900,000	\$5,800,000	\$2,020,433	(\$3,779,567)	User Fee
<b>Total</b>	<b>\$17,733,333</b>	<b>\$12,400,000</b>	<b>\$30,133,333</b>	<b>\$16,398,851</b>	<b>(\$13,734,482)</b>	

### Sustainable Rates

It should be noted again, that the asset valuations and funding targets are developed using benchmark industry standards, which have an inherent degree of imprecision. However, this analysis can be used to begin to identify what new, sustainable tax rates are needed in order for revenue to sufficiently fund the targeted amount of expenditures. For a hypothetical two-car, two-and-a-half person, single-family household, the projected effect would be an increase in taxes and fees of \$410/year. In the upcoming fiscal year, staff plan on exploring this issue in more detail to inform a discussion of sustainable tax rates for the local motor fuel tax, stormwater utility fee, and sewer benefit fee.

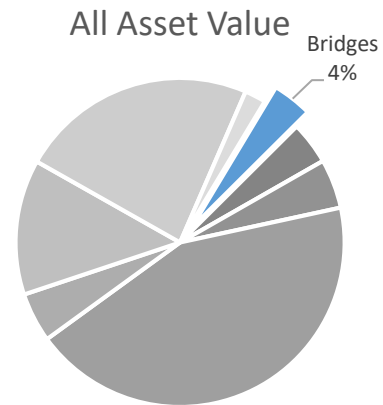
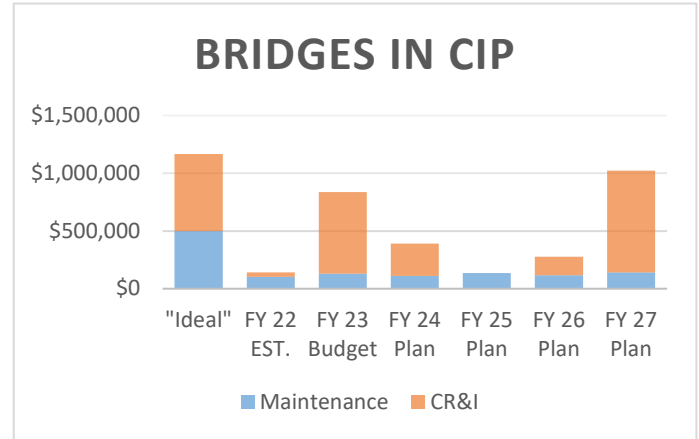
**Figure 9. Hypothetical/Illustrative Sustainable Rates**

<b>Asset Class</b>	<b>Current Rate</b>	<b>Needed Rate Increase</b>	<b>New Rate</b>	<b>Average Annual New Revenue/User</b>	<b>Calculations Notes</b>
Pavement/Major Road	\$0.05	64%	\$0.09	\$26	Per Driver (650 a year)
Other/Unrestricted.		7%	\$0.00	\$68	Total GF Revenue, Per 2.5 person household
Sanitary Sewer	\$0.15	111%	\$0.32	\$62	Rate per 100, assume 100 per day per household
Stormwater	\$5.60	187%	\$16.08	\$126	Per single-family home (year)
<b>Total</b>				<b>\$410</b>	Per household

## Bridges

**Description:** Bridges and Box Culverts in the City of Urbana used either for pedestrian or vehicular traffic and stormwater conveyance.

Asset Summary Table		
Quantity	25	Bridges
Value	\$40,300,000	Replacement Value (2020)
Life Expectancy	75	Years
Capital Replacement and Investment		
Target CR&I / Year	\$666,667	Straight Line Depreciation
Target CR&I / CIP	\$3,333,333	5-Year CIP
CIP Planned CR&I	\$ 2,063,500	
Deferred CR&I in CIP	(\$1,269,833)	
Operations and Maintenance Cost		
Annual O&M Target	\$500,000	Rudimentary 1%
Current Annual Maintenance Cost	\$128,984	
Annual Deficit	\$371,016	



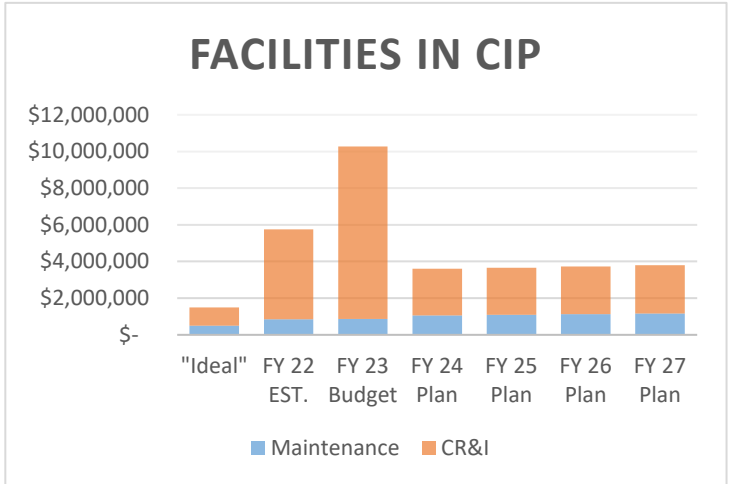
**Notes:** Washington Street Bridge was load restricted to 12 tons and added in FY 23 as an emergency repair as it is currently causing MTD buses and other heavy vehicles to reroute. Annual bridge inspection and maintenance programs have been added to CIP to better identify and anticipate future bridgework needs.

**Asset Plan Documents:** [Bridge Survey](#)

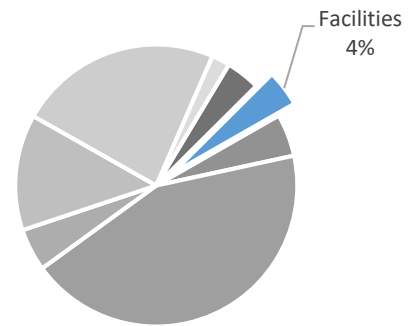
## Public Facilities

**Description:** Public facilities: four fire stations, pump house, LRC, City Building, Civic Center, Public Works buildings, storage shed, and landfill.

Asset Summary Table		
Quantity	12	Major Public Facilities
Value	\$43,200,000	Replacement Value
Life Expectancy	50	Years
Capital Replacement and Investment		
Target CR&I / Year	\$1,000,000	Straight Line Depreciation
Target CR&I /CIP	\$5,000,000	5-Year CIP,
CIP Planned CR&I	\$19,753,425	Debt Payments
Deferred CR&I in CIP	\$14,753,425	Implementing Facilities Plan
Operations and Maintenance Cost		
Annual O&M Target	\$500,000	Rudimentary 1%
Current Annual Maintenance Cost	\$870,911	EST. using operations data
Annual Deficit	\$ (370,911)	O&M costs includes utilities and other incidentals



All Asset Value



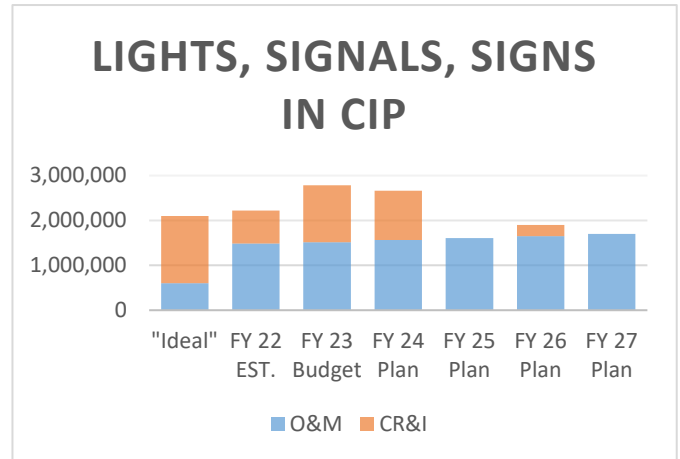
**Notes:** The City is implementing the vast majority of the Facilities Master Plan. Most of the facility improvements will begin in FY 23 and be funded with debt financing. The surplus capital spending in the CIP reflects years of deferred investment. After the completion of the plan, most facilities would not need major CR&I improvements for several years, with the possible exception of a City Building expansion. Since facilities improvements are occurring in rapid succession, it is important to understand the limitations of the straight line depreciation on replacement value for financial planning. The CR&I expenditures reflect annual debt service payments as they occur.

**Asset Plan Documents:** [Facilities Master Plan](#)

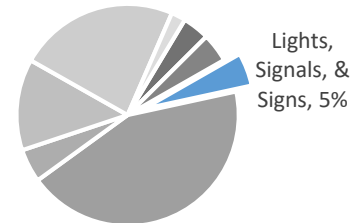
## Lights, Signals, Signs

**Description:** 48 traffic signal controllers, 96 traffic signal mast arms, 96 traffic signal poles, 98 street light controllers, 4,073 street light poles/luminaires, 512,181 feet of conduit and wiring and 4,516 signs.

Asset Summary Table		
Quantity	4,073	Light Poles
Value	\$ 49,810,000	Replacement Value
Life Expectancy	40	Years
Capital Replacement and Investment		
Target CR&I / Year	\$1,500,000	Straight Line Depreciation
Target CR&I /CIP	\$7,500,000	5-Year CIP
CIP Planned CR&I	\$2,620,000	(some work included in Projects)
Deferred CR&I in CIP	(\$4,880,000)	
Operations and Maintenance Cost		
Annual O&M Target	\$600,000	Rudimentary 1%
Current Annual Maintenance Cost	\$1,517,414	EST. using operations budget
Annual Deficit	\$(917,414)	(surplus due to past deferrals)



All Asset Value



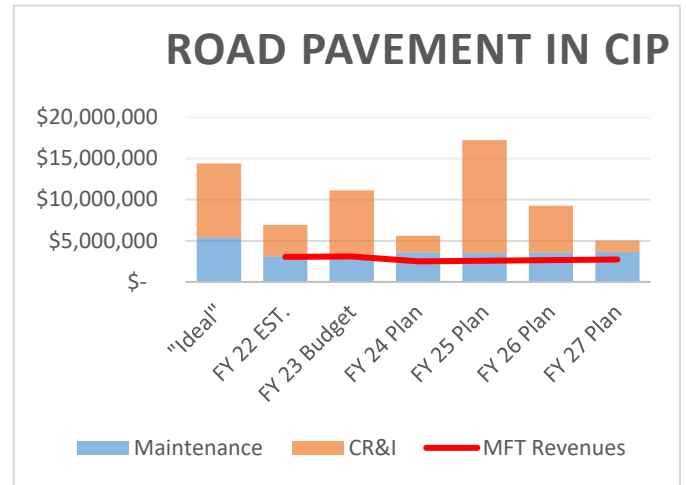
**Notes:** Goal in this CIP is to develop long-term proactive maintenance and capital investment strategies. FY 22 Budget has funds set aside to develop a plan for signal replacement and maintenance and the FY 23 Budget earmarks funds for street lighting planning.

**Asset Plan Documents:** No current plan documents.

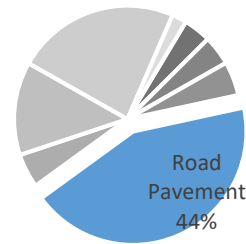
## Road Pavement

**Description:** 2,557,508 square yards of pavement.

Asset Summary Table		
Quantity	2,557,508	Square Yards of Pavement
Value	\$445,500,000	Replacement Value
Life Expectancy	60	Years
Capital Replacement and Investment		
Target CR&I / Year	\$9,000,000	Straight Line Depreciation
Target CR&I /CIP	\$45,000,000	5-Year CIP
CIP Planned CR&I	\$ 30,542,416	
Deferred CR&I in CIP	\$(14,457,584)	
Operations and Maintenance Cost		
Annual O&M Target	\$5,400,000	Rudimentary 1%
Current Annual Maintenance Cost	\$3,347,346	EST. using operations data
Annual Deficit	\$2,052,654	



All Asset Value



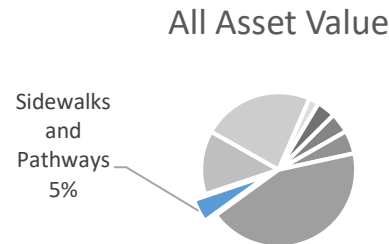
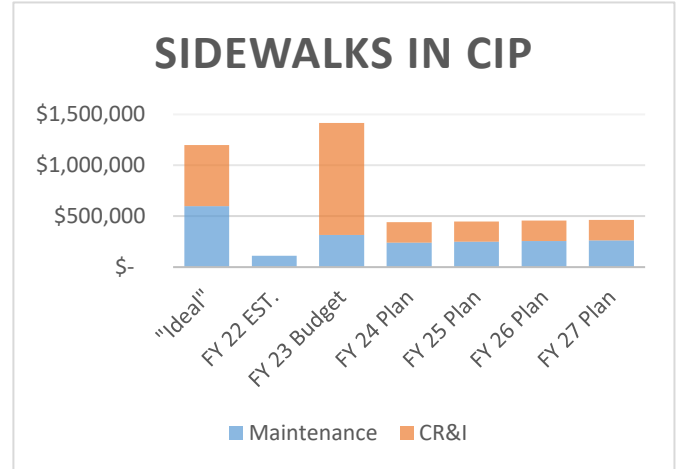
**Notes:** The City recently completed its pavement condition assessment and is using that to scope and prioritize transportation capital improvement projects. More detail on the transportation prioritization method can be seen in the Transportation Project Book section of the CIP. Regarding life expectancy, 60 years is the estimated best case scenario right now; for reference IDOT benchmarks roads at a 45-year life expectancy. Currently, the construction standards in City code allow for roads that may not last beyond 20 years, a problem the City is currently experiencing with several subdivision build in the early 2000's, including the Savannah Green area, which is slated for rehabilitation in FY 23 in the CIP.

**Asset Plan Documents:** [Pavement Condition Assessment Study](#)

## Sidewalk and Paths

**Description:** 4.1 million square feet of pavement for sidewalks and pathways in the City rights-of-way.

Asset Summary Table		
Quantity	4,165,040	Square feet
Value	\$50,000,000	Replacement Value
Life Expectancy	100	Years
Capital Replacement and Investment		
Target CR&I / Year	\$600,000	Straight Line Depreciation
Target CR&I /CIP	\$3,000,000	5-Year CIP
CIP Planned CR&I	\$1,900,000	Included in other projects
Deferred CR&I in CIP	(\$1,100,000)	
Operations and Maintenance Cost		
Annual O&M Target	\$600,000	Rudimentary 1%
Current Annual Maintenance Cost	\$120,000	Sidewalk and Paths Project
Annual Deficit	\$480,000	



**Notes:** The Champaign County Regional Planning Commission has a Sidewalk Network Inventory and Assessment. This has not been translated to an annual CR&I implementation plan but staff is working on it. The CIP includes CDBG funds for sidewalk projects. While there are not typically sidewalk specific CR&I projects in the CIP, sidewalks and paths are typically improved in large transportation projects. FY 23 figures include an estimate for the Equity and Quality of Life (EQL) project based off the types of projects submitted; figures may change as EQL funding is allocated.

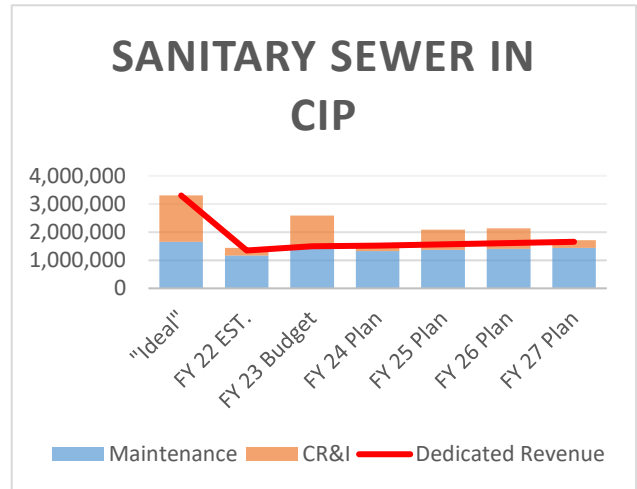
**Asset Plan Documents:** [RPC Sidewalk Inventory](#)



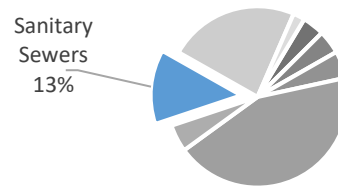
## Sanitary Sewers

**Description:** 542,208 feet of pipe (102 miles) of various diameters as well as 2,315 manholes.

Asset Summary Table		
Quantity	542,208	Feet of Pipe
Value	\$136,600,000	Replacement Value
Life Expectancy	100	Years
Capital Replacement and Investment		
Target CR&I / Year	\$1,650,000	Straight Line Depreciation
Target CR&I /CIP	\$8,250,000	5-Year CIP
CIP Planned CR&I	\$3,137,541	
Deferred CR&I in CIP	(\$5,112,459)	
Operations and Maintenance Cost		
Annual O&M Target	\$1,650,000	Rudimentary 1%
Current Annual Maintenance Cost	\$1,168,146	EST. using operations data
Annual Deficit	\$481,854	



### All Asset Value



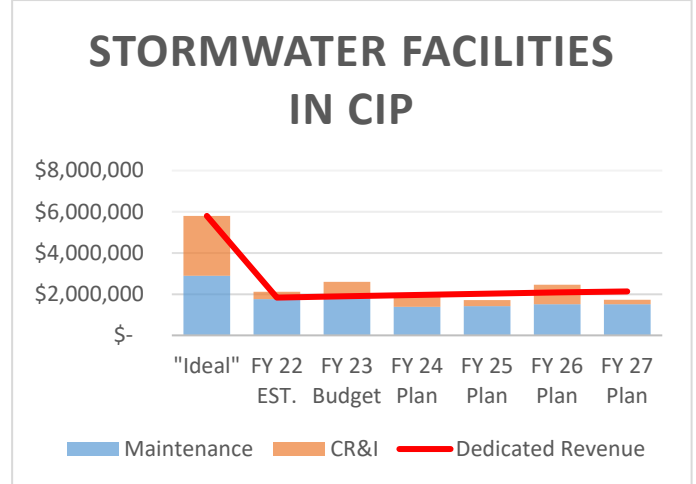
**Notes:** The City shares ownership of the sanitary sewer system with the Urbana Champaign Sanitary District, which owns their own pipes and the Wastewater Treatment Plant. The Urbana Sewer Use rate is \$0.1540 per 100 gallons.

**Asset Plan Documents:** [https://www.urbanaininois.us/Sanitary\\_Sewer\\_System](https://www.urbanaininois.us/Sanitary_Sewer_System)

## Stormwater Facilities

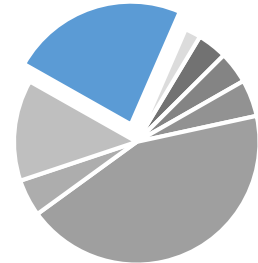
**Description:** Stormwater facilities include 763,702 feet (144 miles) of stormwater pipes, wet bottom retention basis, dry bottom detention basins, 8,000 manholes, and the Vine Street pump station.

Asset Summary Table		
Quantity	763,702	Feet of Pipe
Value	\$239,600,000	Replacement Value
Life Expectancy	100	Years
Capital Replacement and Investment		
Target CR&I / Year	\$2,900,000	Straight Line Depreciation
Target CR&I /CIP	\$14,500,000	5-Year CIP
CIP Planned CR&I	\$2,909,706	
Deferred CR&I in CIP	(\$11,590,294)	
Operations and Maintenance Costs		
Annual O&M Target	\$2,900,000	Rudimentary 1%
Current Annual Maintenance Cost	\$1,757,260	using operations data
Annual Deficit	\$1,142,740	



### All Asset Value

Stormwater Facilities  
23%



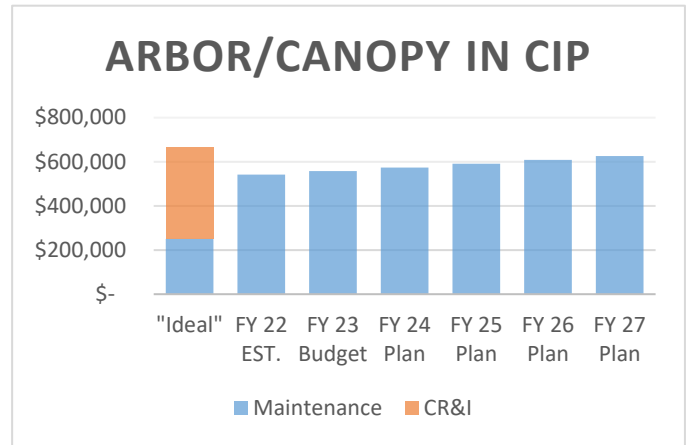
**Notes:** A Stormwater Management Plan that began in recent years is targeted for completion and implementation in FY 2023. The City implemented a dedicated Stormwater utility fee (\$5.60 per Equivalent Residential Unit (ERU); ERU = 3,100 square feet of impervious area) in 2011 to fund the management of our stormwater facilities and National Pollutant Discharge Elimination System (NPDES MS4) permit compliance.

**Asset Plan Documents:** Final Stormwater Asset Management Plan forthcoming in FY 2023  
[https://www.urbanaininois.us/Stormwater\\_Utility\\_Fee](https://www.urbanaininois.us/Stormwater_Utility_Fee)

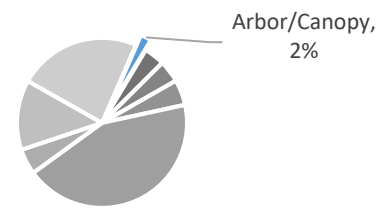
## Urban Canopy

**Description:** Parkway trees, in City owned rights-of-way and City-owned properties.

Asset Summary Table		
Quantity	10,935	City Trees
Value	\$21,400,000	Replacement Value
Life Expectancy	60	Years
Capital Replacement and Investment		
Target CR&I / Year	\$416,667	Straight Line Depreciation
Target CR&I /CIP	\$2,083,333	5-Year CIP
CIP Planned CR&I	0	
Deferred CR&I in CIP	(\$2,083,333)	
Operations and Maintenance Costs		
Annual Maintenance Target	\$250,000	Rudimentary 1%
Current Annual Maintenance Cost	\$542,274	EST. using operations data
Annual Deficit	\$ (292,274)	



All Asset Value



**Notes:** The City has over 10,000 parkway trees planted. In addition to reactive maintenance from wear and weather, trees are proactively trimmed on a multi-year cycle. Ideally, parkway trees should be trimmed on a 7-year cycle; staff time currently allows for maintaining trees on an 11+ year cycle. The annual CR&I figure is the replacement cost of a mature tree. In practice, a 60-year old tree would not be replaced in kind. This figure does not include the cost of adding new trees to vacant sites. It should be noted that planting new trees would come with a corresponding increase in maintenance requirements; without an increase in staff and equipment, the proactive trimming cycle would lengthen, impacting the health of the trees.

**Asset Plan:** The City is currently reviewing its long-term plans for managing its Urban Canopy. Past practice has been to replace trees as they die. However, this practice, in conjunction with budget constraints, has led to a geographically unequitable distribution of City trees. The City recently received a \$100,000 donation from a private donor to promote a more equitable allocation of street trees.

## **SECTION 3: TRANSPORTATION PROJECT BOOK**



# CAPITAL IMPROVEMENT PLAN

## FISCAL YEARS 2023-2027

### Transportation Project Book

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Traffic Signal Maintenance	.5
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# 40101 - SIDEWALK MAINTENANCE



## Project Description

Annual maintenance of sidewalks.

## Project Justification

Improves segments needing work.

## Changes from Prior CIP

Developed prioritization scoring system for sidewalk improvements. Identified CDBG funding source.

## Neighborhood(s)

City-wide

## Associated Master Plan

Pedestrian Master Plan  
ADA Transition Plan

## Critical Milestones

Pedestrian Master Plan

	FY23 Budget	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
<b>EXPENSE</b>					
200 - CAPITAL REPLACMT & IMPROV FUND	180,000	102,900	105,884	108,955	112,114
331 - COMMUNITY DEV GRANTS FUND	500,000	200,000	200,000	200,000	200,000
	<b>680,000</b>	<b>302,900</b>	<b>305,885</b>	<b>308,955</b>	<b>312,114</b>

## 40113 - BIKE LANES & SIDEPATHS



### Project Description

Improvement of bike lanes and side/multi-use paths.

### Project Justification

To improve bicycle and pedestrian transportation.

### Changes from Prior CIP

### Associated Master Plan

Pedestrian Master Plan  
Bicycle Master Plan

### Neighborhood(s)

City-wide

### Critical Milestones

	FY23 Budget	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
<b>EXPENSE</b>					
200 - CAPITAL REPLACMT & IMPROV FUND	20,580	21,177	21,791	22,423	23,073
	<b>20,580</b>	<b>21,177</b>	<b>21,791</b>	<b>22,423</b>	<b>23,073</b>

**40120 - MISC. TRAFFIC STUDIES**



**Project Description**

Traffic Impact Studies as the need arises.

**Project Justification**

Responsive to incidents or developments.

**Changes from Prior CIP**

**Associated Master Plan**

**Neighborhood(s)**

**Critical Milestones**

<b>EXPENSE</b>	<b>FY23 Budget</b>	<b>FY24 Plan</b>	<b>FY25 Plan</b>	<b>FY26 Plan</b>	<b>FY27 Plan</b>
200 - CAPITAL REPLACMT & IMPROV FUND	10,000	10,000	10,000	10,000	10,000
	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>



# 40141 - TRAFFIC SIGNAL MAINTENANCE



## WHAT DOES FYA MEAN



A solid red arrow means STOP. Drivers turning left must stop.



A solid yellow arrow indicates this traffic signal will be turning red.



A flashing yellow arrow means turns are permitted, but you must first yield to oncoming traffic and pedestrians, then proceed with caution.



A solid green arrow means turn left. Oncoming traffic must stop.

### Project Description

Maintenance of traffic signals as the needs for repairs arise.

### Project Justification

Maintains asset functionality.

### Changes from Prior CIP

### Associated Master Plan

City-wide

### Neighborhood(s)

### Critical Milestones

	FY23 Budget	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
<b>REVENUE</b>					
200 - CAPITAL REPLACMT & IMPROV FUND	15,000	15,000	15,000	15,000	15,000
	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>

## 40604 - ANNUAL SIGNAL CR&I



### Project Description

Systematic improvement of traffic signals and components thereof.

### Project Justification

Regular improvement schedule to maintain infrastructure quality.

### Changes from Prior CIP

### Associated Master Plan

Pedestrian Master Plan  
Bike Master Plan  
Bike Wayfinding Plan

### Neighborhood(s)

City-wide

### Critical Milestones

FY22 Create Plan  
FY23 Begin Improvement Cycle

<b>EXPENSE</b>	<b>FY22 Projected</b>	<b>FY24 Plan</b>	<b>FY26 Plan</b>
200 - CAPITAL REPLACMT & IMPROV FUND	95,000	250,000	250,000
	<b>95,000</b>	<b>250,000</b>	<b>250,000</b>

# 40606 - ANNUAL STREET LIGHTING CR&I



## Project Description

Annual lighting improvements and components thereof.

## Project Justification

Scheduled, cyclical improvements of street lights.

## Changes from Prior CIP

Delayed one year

## Associated Master Plan

## Neighborhood(s)

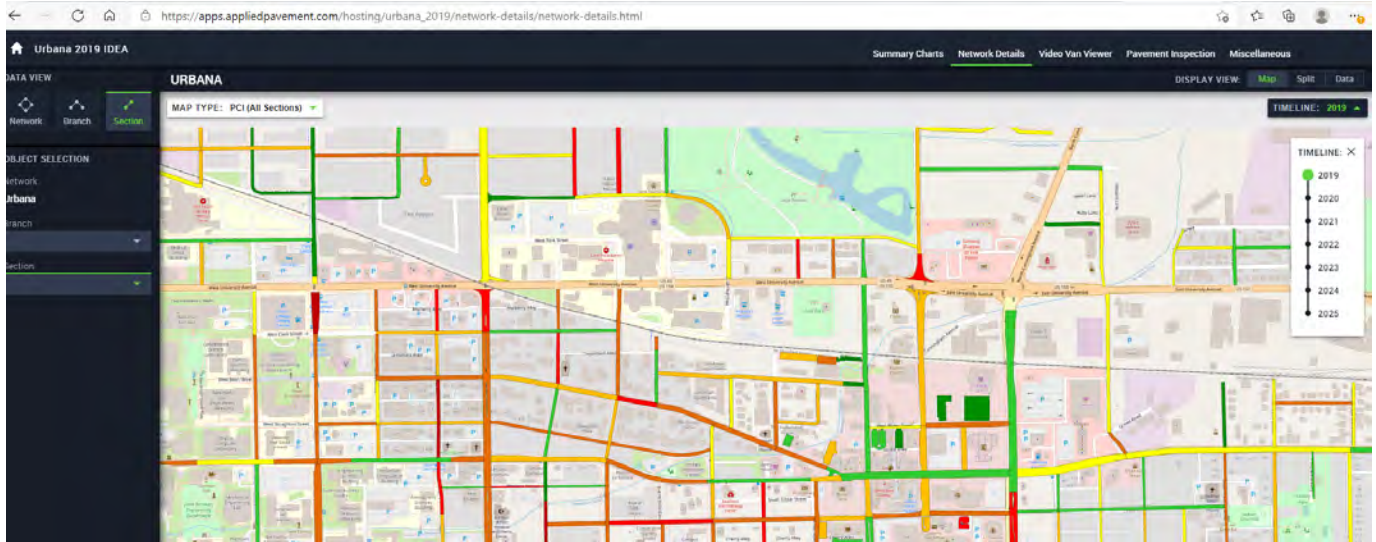
City-wide

## Critical Milestones

FY 23 Create Plan  
FY 24 Begin Improvements

	FY23 Budget	FY24 Plan
<b>EXPENSE</b>		
200 - CAPITAL REPLACMT & IMPROV FUND	70,000	750,000
	<b>70,000</b>	<b>750,000</b>

# 40112 - PAVEMENT MANAGEMENT



## Project Description

Obtaining pavement condition information and periodic creating of pavement improvement plans. The City's average pavement score is 56, which is considered fair (scores between 55-70).

## Project Justification

Informs CIP project creation.

## Changes from Prior CIP Neighborhood(s)

## Critical Milestones

Update PAVER data FY 24

Area by PCI Range (All Surface Types)

2019 Total Roadway Pavement Area by PCI Range



By PCI Range

PCI Range	Area, sf	Percentage
Good	2,735,793	12.2%
Satisfactory	5,027,331	22.4%
Fair	4,776,449	21.3%
Poor	4,170,275	18.6%
Very Poor	4,259,045	19.0%
Serious	1,353,503	6.0%
Failed	133,763	0.6%

## EXPENSE

	FY23 Budget	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
200 - CAPITAL REPLACMT & IMPROV FUND	20,000	180,000	20,000	20,000	20,000
	<b>20,000</b>	<b>180,000</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>

**40108 - ANNUAL STREET PATCHING**



**Project Description**

Annual patching program to maintain City-streets.

**Project Justification**

Part of annual pavement maintenance and improvement programs that try to most effectively balance technique and cost.

**Changes from Prior CIP**

**Associated Master Plan**

**Neighborhood(s)**

City-wide

**Critical Milestones**

<b>EXPENSE</b>	<b>FY23 Budget</b>	<b>FY24 Plan</b>	<b>FY25 Plan</b>	<b>FY26 Plan</b>	<b>FY27 Plan</b>
202 - LOCAL MOTOR FUEL TAX FUND	250,000	250,000	250,000	250,000	250,000
	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>

**40114 - OIL & CHIP, SEAL, PRESERVATION**



**Project Description**

Annual oil, chip and seal preservation program.

**Project Justification**

Part of annual pavement maintenance and improvement programs that try to most effectively balance technique and cost.

**Changes from Prior CIP**

**Associated Master Plan**

**Neighborhood(s)**

City-wide

**Critical Milestones**

	<b>FY23 Budget</b>	<b>FY24 Plan</b>	<b>FY25 Plan</b>	<b>FY26 Plan</b>	<b>FY27 Plan</b>
<b>EXPENSE</b>					
202 - LOCAL MOTOR FUEL TAX FUND	125,000	125,000	125,000	125,000	125,000
	<b>125,000</b>	<b>125,000</b>	<b>125,000</b>	<b>125,000</b>	<b>125,000</b>

## 40159 - ANNUAL JOINT SEAL AND CRACK PROGRAM



### Project Description

Annual street maintenance program to improve the longevity and life of City streets between major reconstruction projects.

### Project Justification

Part of annual pavement maintenance and improvement programs that try to most effectively balance technique and cost. Full street cycle plan being developed using PAVER data.

### Changes from Prior CIP

### Associated Master Plan

### Neighborhood(s)

City-wide

### Critical Milestones

### EXPENSE

	FY23 Budget	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
--	----------------	--------------	--------------	--------------	--------------

202 - LOCAL MOTOR FUEL TAX FUND	140,000	140,000	140,000	140,000	140,000
	<b>140,000</b>	<b>140,000</b>	<b>140,000</b>	<b>140,000</b>	<b>140,000</b>

**40160 - ANNUAL PAVEMENT MARKING PROGRAM**



**Project Description**

Annual Pavement Marking program for upkeep of City streets to acceptable driving standards.

**Project Justification**

Part of annual pavement maintenance and improvement programs that try to most effectively balance technique and cost. Annual cycle being developed.

**Changes from Prior CIP**

**Associated Master Plan**

**Neighborhood(s)**

City-wide

**Critical Milestones**

<b>EXPENSE</b>	<b>FY23 Budget</b>	<b>FY24 Plan</b>	<b>FY25 Plan</b>	<b>FY26 Plan</b>	<b>FY27 Plan</b>
202 - LOCAL MOTOR FUEL TAX FUND	30,000	30,000	30,000	30,000	30,000
	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>



## 40171 - ANNUAL BRIDGE INSPECTION PROGRAM



### Project Description

Bi-annual inspection of bridges and culverts.

### Project Justification

Regular inspection identifies needed repairs.

### Changes from Prior CIP

Funding Source of State MFT added.

### Associated Master Plan

### Critical Milestones

### Neighborhood(s)

City-wide

EXPENSE	FY23 Budget	FY25 Plan	FY27 Plan
203 - MOTOR FUEL TAX FUND	22,500	22,500	22,500
	<b>22,500</b>	<b>22,500</b>	<b>22,500</b>

## Transportation Project Prioritization

### Prioritization Criteria

Category	Weight
MAJOR SAFETY ISSUES	25%
ROAD CLASSIFICATION	22%
PAVEMENT CONDITION	17%
FUNDING ASSISTANCE	13%
PROJECT LINKING	12%
BUS ROUTE	8%
AGE	3%

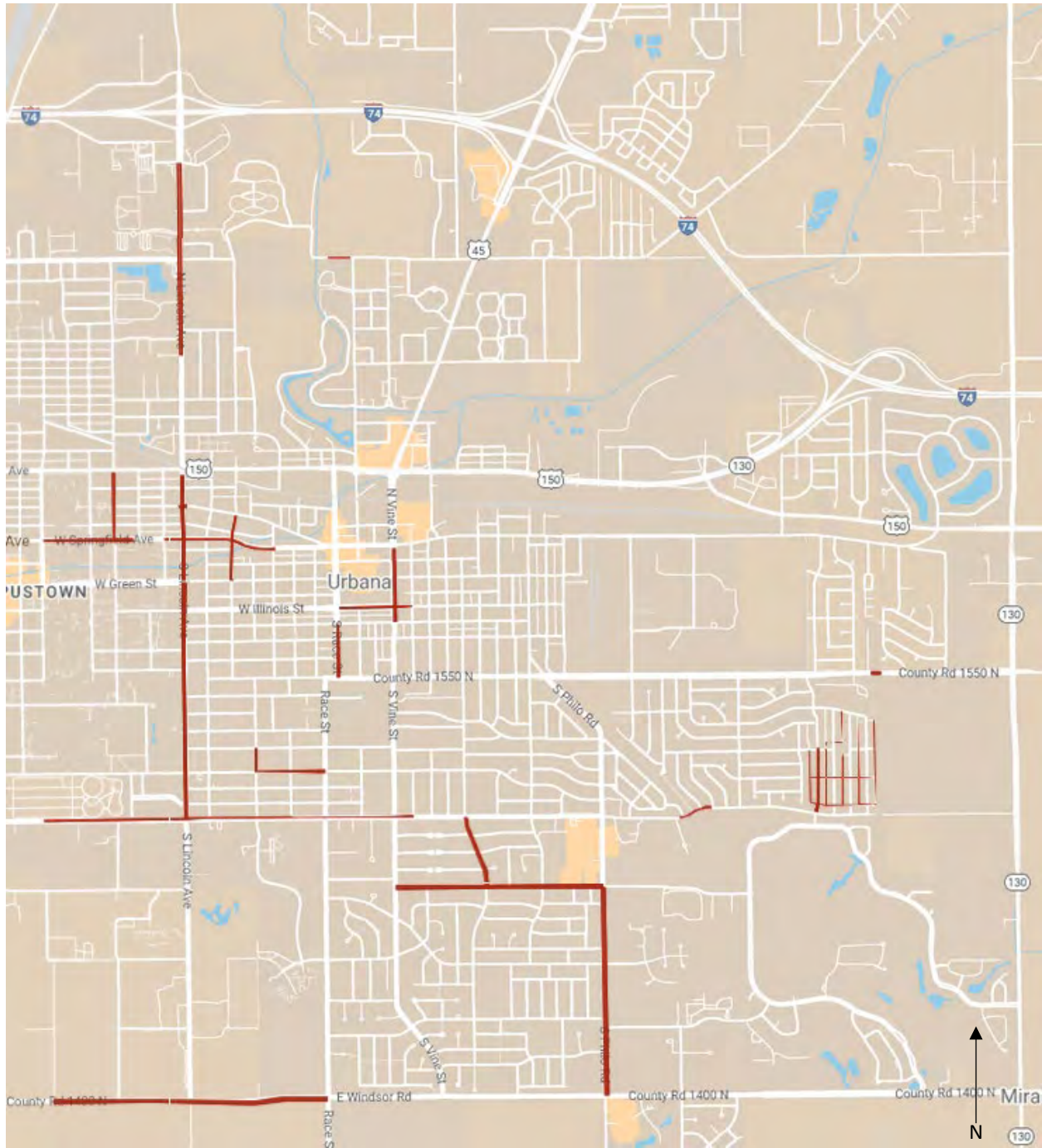
### Prioritization Process

Potential Projects are generated by a combination of a review of road class, safety issues, and pavement condition from the AP-Tech PAVER information. Generally speaking, at this point only arterial roads or major safety issues result in the creation of proposed projects. Proposed projects are then evaluated on the criteria in the table to the left. The scoring is used as a guideline for inclusion into the CIP. After the initial scoring, non-routine factors such as project cost, timing, subjective analysis, maintenance schedules, cost, and available techniques all enter the discussion.

### Prioritization Ranking

PROJECT	INITIAL SCORE	2022 COST ESTIMATE
<b>Projects Selected for Inclusion into CIP</b>		
FLORIDA AVENUE: Wright to Hillcrest	2292	\$ 12,000,000
LINCOLN AVENUE: Florida to Green	1975	\$ 6,250,000
VINE & ILLINOIS: Main to California	1687	\$ 1,000,000
LINCOLN AVENUE: Wascher to Killarney	1597	\$ 2,101,000
FLORIDA AVENUE: James Cherry to Curtiss	1491	\$ 600,000
COLER AVENUE: Green to Main	1398	\$ 1,040,000
PHILO, COLORADO, & ANDERSON: Windsor to Colorado	1357	\$ 2,033,000
LINCOLN & SPRINGFIELD: Green to University	1343	\$ 2,584,000
GOODWIN: Springfield to University	1228	\$ 500,000
SPRINGFIELD AVENUE: Wright to McCullough	1213	\$ 840,000
WINDSOR ROAD: West Boundary to Race	1211	\$ 1,760,000
RACE STREET: Washington to California	1040	\$ 545,000
COUNTRY CLUB ROAD: East of Bridge over Saline Branch	844	\$ 360,000
SAVANNAH GREEN: Smith Road and Alleys	787	\$ 2,000,000
PENNSYLVANIA & ORCHARD: Orchard to Race	770	\$ 617,000
WASHINGTON STREET: Bridge over Sunny Estates Ditch	644	\$ 689,000
<b>Projects To be Included in Future CIP's as Funds Allow</b>		
LINCOLN AVENUE: Somer Drive to Saline Branch Creek	1683	\$ 750,000
PHILO & PENNSYLVANIA: Cottage Grove to Colorado	1225	\$ 1,750,000
BROADWAY AVENUE: Oakland to Country Club	1219	\$ 700,000
ILLINOIS STREET: Goodwin to Lincoln	1219	\$ 1,100,000
FLORIDA & COTTAGE GROVE: Hillcrest to Philo	1204	\$ 1,300,000
RACE STREET: Windsor to Florida	1019	\$ 285,000
FAIRLAWN: Vine to Anderson	741	\$ 250,000

# Major Street Project Map



Major Transportation Project

## 40144 - LINCOLN & SPRINGFIELD



### Project Description

Asphalt resurfacing and roadway rehabilitation for Lincoln from University to Green and Springfield from Gregory to Coler, inclusive of Main St. intersection.

### Project Justification

Priority given pavement condition and road classification. Carryover project from previous CIP.

### Changes from Prior CIP

Added deck waterproofing and repairs to the bridge carrying Lincoln Ave over Boneyard Creek.

### Associated Master Plan

ADA Transition Plan

### Neighborhood(s)

University of Illinois / West Urbana

### Critical Milestones

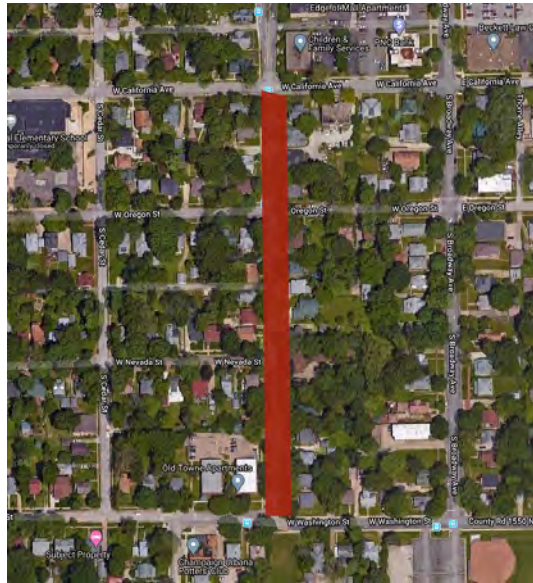
Allocated FY 22, Complete CY 22

### FY22 Projected

### EXPENSE

201 - STORMWATER UTILITY FUND	-
202 - LOCAL MOTOR FUEL TAX FUND	9,664
203 - MOTOR FUEL TAX FUND	2,573,500
	<b>2,583,164</b>

## 40142 - RACE: WASHINGTON TO CALIFORNIA



### Project Description

Asphalt resurfacing with roadway rehabilitation from Washington to California.

### Project Justification

This minor collector street and bus route is in serious need of repair.

### Changes from Prior CIP

Minor cost revisions

### Associated Master Plan

Bike Masterplan  
Pedestrian Masterplan  
Bike Wayfinding Plan  
ADA Transition Plan

### Neighborhood(s)

West Urbana

### Critical Milestones

Engineering FY 22  
Construction FY 22  
Complete CY 22

### FY22 Projected

### EXPENSE

203 - MOTOR FUEL TAX FUND	545,000
	<b>545,000</b>

## 40150 - WINDSOR: RACE TO WEST BOUNDARY



### Project Description

Asphalt resurfacing of Windsor Road from Race Street to west boundary with Champaign.

### Project Justification

Windsor Road is a minor arterial route with one of the highest traffic counts in the City. The road is in poor condition now and without improvement the road will quickly deteriorate into unsafe condition.

### Changes from Prior CIP

### Associated Master Plan

Bike Masterplan  
Bike Wayfinding Plan

### Neighborhood(s)

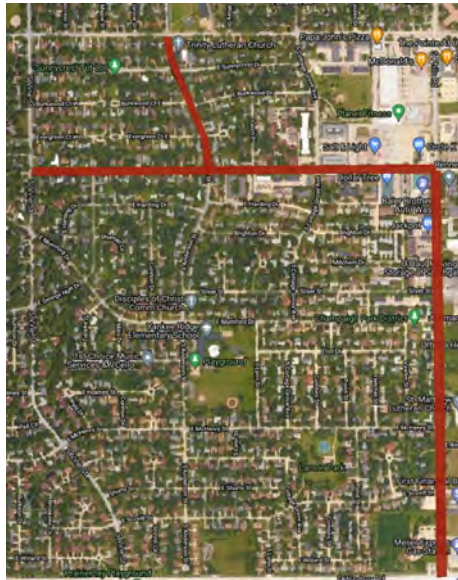
South Urbana

### Critical Milestones

Engineering FY 22  
Construction CY 22

EXPENSE	FY22 Projected	FY23 Budget
203 - MOTOR FUEL TAX FUND	109,781	1,650,000
	<b>109,781</b>	<b>1,650,000</b>

# 40133 - PHILO, COLORADO, ANDERSON RESURFACE



## Project Description

Asphalt resurfacing with roadway rehabilitation for Philo from Windsor to Colorado, then Colorado to Anderson and then Anderson to Florida Ave.

## Project Justification

Priority based off of pavement condition, project linking, bus route status, and road class.

## Changes from Prior CIP

Was previously slated for 2024 construction. Philo, Colorado, and Anderson segments all combined into single project

## Associated Master Plan

Bike Masterplan  
 Pedestrian Masterplan  
 Bike Wayfinding Plan  
 ADA Transition Plan

## Neighborhood(s)

East Urbana / South Urbana

## Critical Milestones

Engineering FY 22  
 Construction FY 23

	FY22 Projected	FY23 Budget
<b>EXPENSE</b>		
203 - MOTOR FUEL TAX FUND	162,505	1,870,000
	<b>162,505</b>	<b>1,870,000</b>

## 40109 - WASHINGTON ST BRIDGE RECONSTRUCTION



### Project Description

Replace the existing bridge (Structure Number 010-6134) carrying Washington Street over Sunny Estates Ditch, with a short length of roadway reconstruction. The bridge is located 0.5 mile west of High Cross Road / IL 130.

### Project Justification

The existing bridge is in poor condition. It was load rated by IDOT in 2021 and given a weight restriction of 12 tons. This weight restriction requires Champaign-Urbana MTD to reroute their Green and Gray buses through residential streets in the Scottswood Subdivision. The roadway on Washington Street is not a high priority for improvement, so improvements will be limited to replacing the existing bridge.

### Changes from Prior CIP

New to CIP.

### Associated Master Plan

Bike Master Plan, Bike Wayfinding Plan

### Neighborhood(s)

Lierman / Scottswood

### Critical Milestones

Preliminary Study FY 22  
Engineering FY 23  
Construction FY 23

	FY22 Projected	FY23 Budget
<b>EXPENSE</b>		
202 - LOCAL MOTOR FUEL TAX FUND	36,500	652,000
	<b>36,500</b>	<b>652,000</b>



## 40148 - SAVANNAH GREEN: ALLEYS & SMITH RD



### Project Description

Pavement improvements for Smith Road from Michigan to Florida and all of the alleys in the subdivision.

### Project Justification

The current condition of the pavement throughout the subdivision is substandard and deteriorating further, rapidly approaching an unusable state if uncorrected. Smith is the main roadway in the subdivision and is a bus route. The condition and construction type of the alleys make continuing maintenance unsustainable.

### Changes from Prior CIP

Timing updated with Planning and Engineering delayed.

### Associated Master Plan

Bike Masterplan (Smith Rd)  
Pedestrian Masterplan

### Neighborhood(s)

East Urbana / Savannah Green

### Critical Milestones

Preliminary Study in FY22  
Engineering FY23  
Construction FY23

	FY22 Projected	FY23 Budget
<b>EXPENSE</b>		
202 - LOCAL MOTOR FUEL TAX FUND	51,700	-
203 - MOTOR FUEL TAX FUND	-	1,950,000
	<b>51,700</b>	<b>1,950,000</b>

## 40164 - FLORIDA: JAMES CHERRY TO CURTISS



### Project Description

Pavement reconstruction on the asphalt pavement section of Florida Avenue, from west of James Cherry Drive to west of Curtiss Drive.

### Project Justification

This section of Florida Avenue scores as a high priority for improvement due to its poor pavement condition, its functional classification as a Minor Arterial, its recent history of above-average crash frequency, and its role as a bus route.

### Changes from Prior CIP

New to CIP.

### Associated Master Plan

Bike Master Plan  
Bike Wayfinding Plan

### Neighborhood(s)

Lierman / East Urbana

### Critical Milestones

Engineering FY 23  
Construction FY 23

	FY23 Budget
<b>EXPENSE</b>	
202 - LOCAL MOTOR FUEL TAX FUND	600,000
	<b>600,000</b>

# 40134 - SPRINGFIELD: WRIGHT TO MCCULLOUGH



## Project Description

Asphalt resurfacing with roadway rehabilitation for of Springfield Ave from Wright to McCullough excluding Gregory to Coler.

## Project Justification

Priority due to road class, pavement condition, and bus route status.

## Changes from Prior CIP

Moved up from FY 25.

## Associated Master Plan

- Bike Master Plan
- Bike Wayfinding Plan
- ADA Transition Plan

## Neighborhood(s)

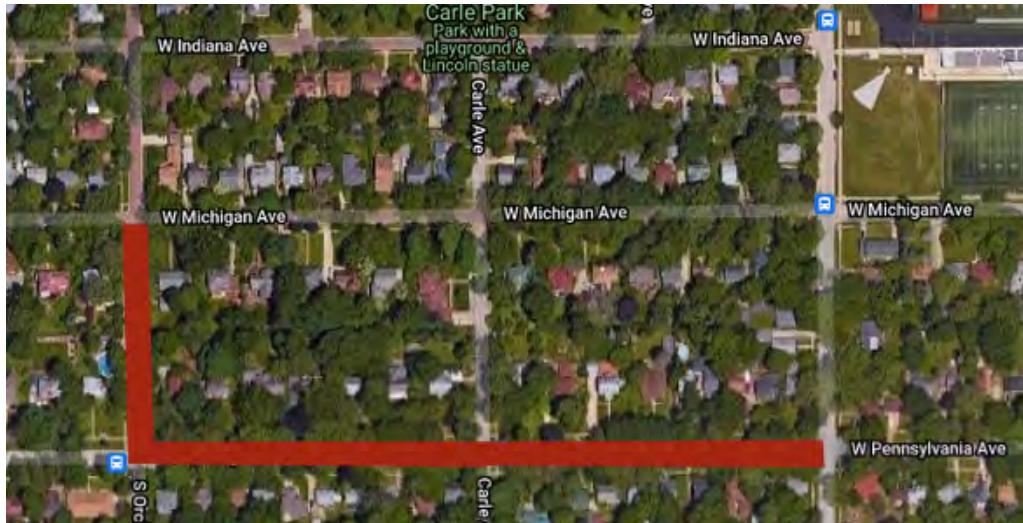
University of Illinois / West Urbana

## Critical Milestones

- Engineering FY 23
- Construction FY 24

	FY23 Budget	FY24 Plan
<b>EXPENSE</b>		
203 - MOTOR FUEL TAX FUND	70,000	770,000
	<b>70,000</b>	<b>770,000</b>

## 40125 - PENNSYLVANIA: ORCHARD TO RACE



### Project Description

Asphalt resurfacing with roadway rehabilitation for Pennsylvania from Orchard to Race and Orchard from Penn to Michigan.

### Project Justification

Pavement is in deteriorating condition and will need resurfacing in the near future. Safety improvements needed to address status of Pennsylvania/Orchard intersection in SCIL report not included in scope.

### Changes from Prior CIP

Moved up to FY24 for Construction

### Associated Master Plan

Bike Masterplan  
 Pedestrian Masterplan  
 SCIL 2011-2015  
 Bike Wayfinding Plan  
 ADA Transition Plan

### Neighborhood(s)

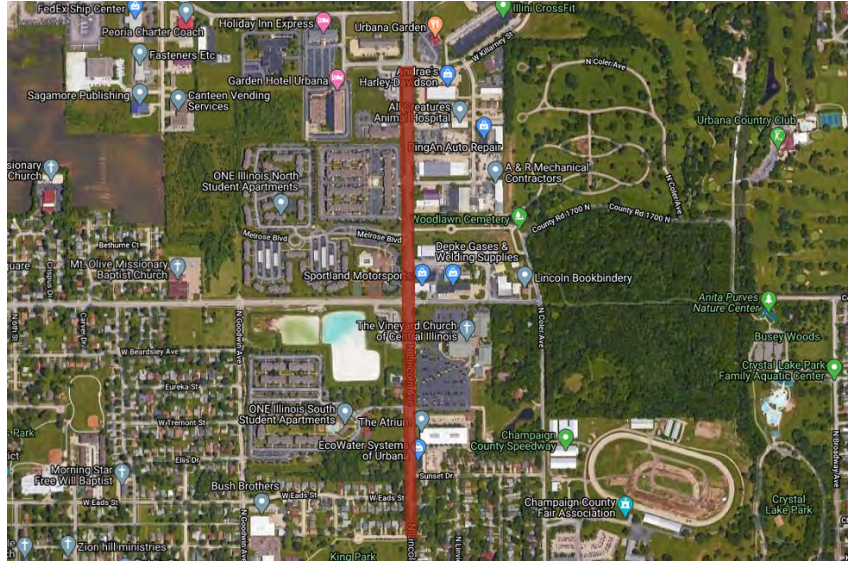
West Urbana

### Critical Milestones

Engineering FY24  
 Construction FY24

	FY24 Plan
<b>EXPENSE</b>	
202 - LOCAL MOTOR FUEL TAX FUND	617,150
	<b>617,150</b>

# 40124 - LINCOLN: WASCHER TO KILLARNEY



## Project Description

Safety Study and asphalt resurfacing with roadway rehabilitation for Lincoln from Wascher to Killarney.

## Project Justification

Lincoln is a major arterial road that needs resurfacing. The safety study is needed as there are several large student apartments on the west side of the street. However, a major bus stop is on the east side of the street and many people cross the street without going to the controlled intersection on Bradley.

## Changes from Prior CIP

Moved back one Fiscal Year.

## Associated Master Plan

- Bike Masterplan
- Pedestrian Masterplan
- Bike Wayfinding Plan
- ADA Transition Plan

## Neighborhood(s)

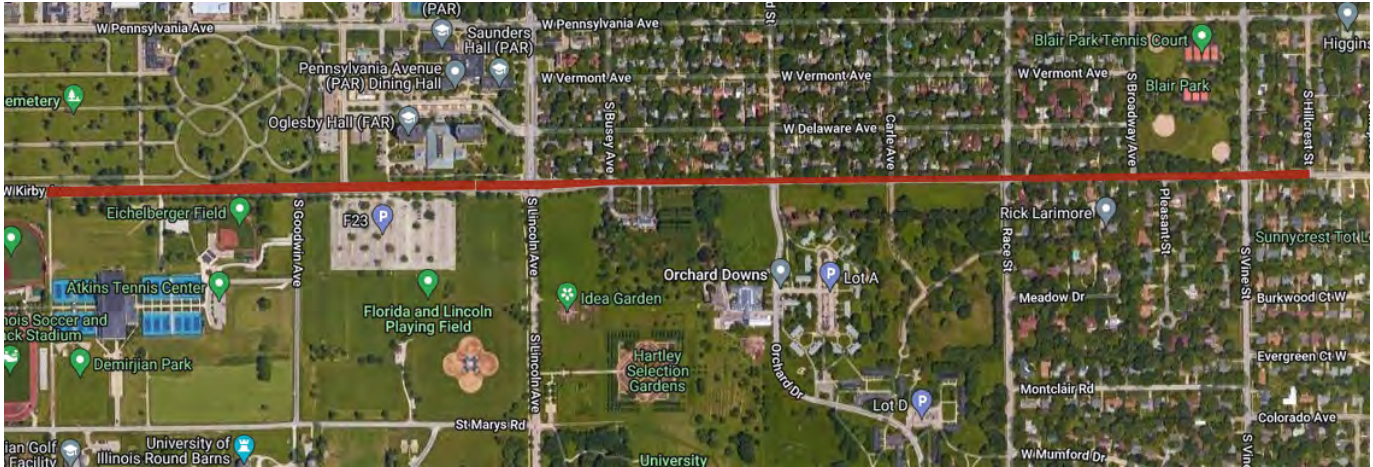
North Urbana / King Park

## Critical Milestones

- Engineering FY 25
- Construction FY 25

	FY24 Plan	FY25 Plan
<b>EXPENSE</b>		
203 - MOTOR FUEL TAX FUND	170,000	1,930,550
	<b>170,000</b>	<b>1,930,550</b>

## 40135 - FLORIDA: WRIGHT TO HILLCREST



### Project Description

Reconstruction of Florida Avenue from Wright to Hillcrest with CUMTD transit enhancements, a new shared use path from Race to Lincoln, new signalized intersections at four primary crossroads.

### Project Justification

Florida is a minor arterial road that connects the City of Urbana with the University of Illinois and the City of Champaign. The condition of this important road is inadequate. The Scoping study will help determine the scope of construction. The un-signalized intersection of Race and Florida was rated as "High" priority in SCIL report.

### Changes from Prior CIP

Costs updated in the 2021 CIP Amendment to reflect the most up to date estimates of current project scope and prices.

### Associated Master Plan

Bike Masterplan, Pedestrian Masterplan, SCIL Report 2011-2015 Bike, Wayfinding Plan, ADA Transition Plan

### Critical Milestones

Corridor Study FY 22  
Engineering FY 23  
Construction FY 24

### Neighborhood(s)

West Urbana / University of Illinois

	FY22 Projected	FY23 Budget	FY25 Plan
<b>REVENUE</b>			
203 - MOTOR FUEL TAX FUND	-	756,800	11,000,000
	<b>0</b>	<b>756,800</b>	<b>11,000,000</b>
<b>EXPENSE</b>			
200 - CAPITAL REPLACMT & IMPROV FUND	40,000	-	-
203 - MOTOR FUEL TAX FUND	-	946,000	11,049,000
	<b>40,000</b>	<b>946,000</b>	<b>11,049,000</b>

## 40165 - COUNTRY CLUB RD: EAST OF BRIDGE OVER SALINE



### Project Description

Reconstruction of roadway segment owned by City of Urbana, in coordination with replacement of the bridge (Structure Number 010-4150) carrying Country Club Road over Saline Branch Creek, owned by Urbana Township. The City of Urbana segment extends from the east end of the bridge over Saline Branch Creek to Broadway Avenue.

### Project Justification

The existing bridge is in poor condition, and the existing curve west of the bridge is hazardous. Urbana Township and Champaign County will pursue federal funding to replace the bridge and improve traffic safety, and these improvements require work on the section of Country Club Road owned by City of Urbana. The City's segment of Country Club Road is not a high priority for improvement when considered by itself.

### Changes from Prior CIP

New to CIP.

### Associated Master Plan

Bike Master Plan  
Bike Wayfinding Plan

### Neighborhood(s)

East Crystal Lake

### Critical Milestones

Engineering FY 25  
Construction FY 25

EXPENSE	FY25 Plan
202 - LOCAL MOTOR FUEL TAX FUND	360,000
	<b>360,000</b>

## 40149 - LINCOLN: GREEN TO FLORIDA



### Project Description

Roadway reconstruction and safety improvements for Lincoln Avenue between Green and Florida.

### Project Justification

This stretch of Lincoln Avenue is a high traffic area, both in terms of vehicle traffic (15,000 ADT) and pedestrian and bicycle traffic to and from the University of Illinois. There have been severe traffic incidents in the past. The intersection of Lincoln and High Street was rated "High" priority in the SCIL report.

### Changes from Prior CIP

### Associated Master Plan

- Bike Masterplan
- Pedestrian Masterplan
- SCIL Report 2011-2015
- Bike Wayfinding Plan
- ADA Transition Plan

### Neighborhood(s)

West Urbana / University of Illinois

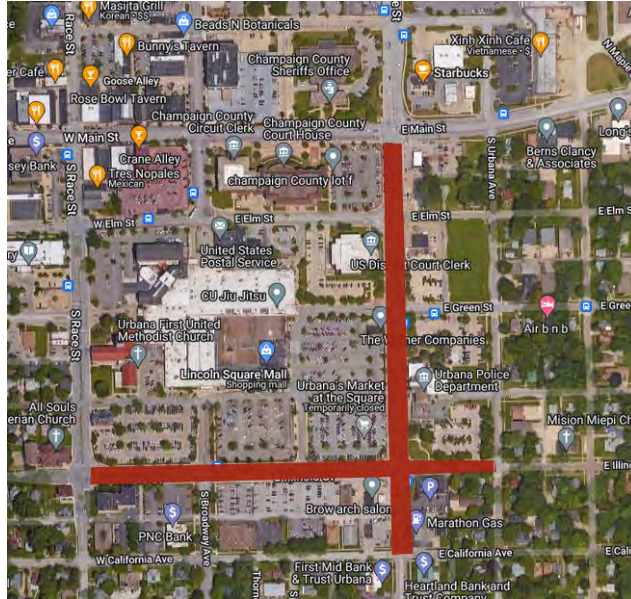
### Critical Milestones

- Corridor Study FY 23
- Engineering FY24/25
- Construction FY26

	FY23 Budget	FY24 Plan	FY25 Plan	FY26 Plan
<b>REVENUE</b>				
203 - MOTOR FUEL TAX FUND	-	-	-	4,400,000
	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,400,000</b>
<b>EXPENSE</b>				
203 - MOTOR FUEL TAX FUND	200,000	150,000	400,000	5,500,000
	<b>200,000</b>	<b>150,000</b>	<b>400,000</b>	<b>5,500,000</b>



# 40168 - VINE AND ILLINOS



## Project Description

Asphalt resurfacing with roadway rehabilitation. Limits of work include Vine Street from Main Street to California Street and Illinois Street from Race Street to Urbana Avenue.

## Project Justification

This section of Vine Street scores as a high priority for improvement due to its poor pavement condition, its functional classification as a Minor Arterial, its recent history of above-average crash frequency, its role as a bus route, and the age of the roadway. This section of Illinois Street also scores as a high priority due to its poor pavement condition, its functional classification as a Major Collector, and its role as a bus route. Linking Vine and Illinois into a single project also raised the priority score.

## Changes from Prior CIP

New to CIP.

## Associated Master Plan

- Bike Master Plan
- Bike Wayfinding Plan
- Pedestrian Master Plan
- ADA Transition Plan

## Neighborhood(s)

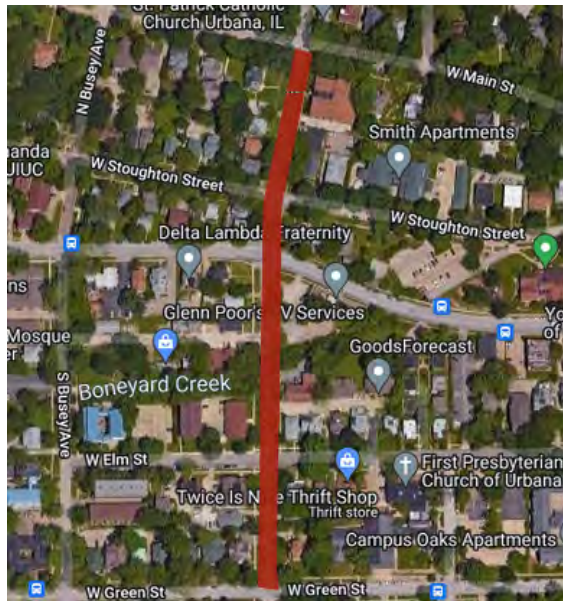
Downtown

## Critical Milestones

- Engineering FY 26
- Construction FY 27

	FY26 Plan	FY27 Plan
<b>EXPENSE</b>		
203 - MOTOR FUEL TAX FUND	85,000	915,000
	<b>85,000</b>	<b>915,000</b>

## 40166 - COLER AVE: GREEN TO MAIN



### Project Description

Rehabilitation of the existing bridge (Structure Number 010-6109) carrying Coler Avenue over Boneyard Creek, including superstructure replacement, and asphalt resurfacing with roadway rehabilitation from Green Street to Main Street.

### Project Justification

The superstructure of the bridge is in poor condition, and it has a weight restriction. Additionally, this section of Coler Avenue scores as a high priority for improvement due to its poor pavement condition, its recent history of above-average crash frequency, and the linking of bridge and roadway improvements in a single project.

### Changes from Prior CIP

New to CIP.

### Associated Master Plan

Bike Master Plan  
Bike Wayfinding Plan  
ADA Transition Plan

### Neighborhood(s)

University of Illinois / West Urbana

### Critical Milestones

Engineering FY 26  
Construction FY 27

	FY26 Plan	FY27 Plan
<b>EXPENSE</b>		
203 - MOTOR FUEL TAX FUND	160,000	880,000
	<b>160,000</b>	<b>880,000</b>

# 40163 - GOODWIN: SPRINGFIELD TO UNIVERSITY



## Project Description

Asphalt resurfacing with roadway rehabilitation from Springfield Avenue to University Avenue.

## Project Justification

This section of Goodwin Avenue scores as a high priority for improvement due to its poor pavement condition, its functional classification as a Major Collector, and its role as a bus route.

## Changes from Prior CIP

New to CIP.

## Associated Master Plan

- Bike Master Plan
- Bike Wayfinding Plan
- ADA Transition Plan

## Neighborhood(s)

University of Illinois.

## Critical Milestones

- Engineering FY 26
- Construction FY 27

	FY26 Plan	FY27 Plan
<b>EXPENSE</b>		
202 - LOCAL MOTOR FUEL TAX FUND	80,000	420,000
	<b>80,000</b>	<b>420,000</b>

## **SECTION 4: FACILITIES PROJECT BOOK**



# CAPITAL IMPROVEMENT PLAN

## FISCAL YEARS 2023-2027

### Facilities Project Book

#### FACILITIES MASTER PLAN IMPLEMENTATION

Implementation Schedule	2
ADA Life Safety Improvements	3
Facility Security Improvements	4
City Building Reconfiguration	5
New Fire Station #2	6
New Fire Station #3	7
New Storage Facility	8
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#### FUTURE FACILITIES PROJECTS

Civic Center Divestment	13
City Building Addition	14
New Fire Station #1	15

#### OTHER FACILITIES PROJECTS

General Rehab	16
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**Facilities Master Plan Implementation**

**Contingent Pathways**

City Building
Fire Stations
Public Works
Changes

**Implementation Scheduling**

The implementation schedule reflects a few key factors. First, the Facilities Master Plan shows that for the facilities below, their condition warrants immediate improvements. Second, there are a few dependent pathways that require implementing certain projects in succession. This is especially relevant for Public Works facilities improvements where people and equipment will be relocated. Third, given that debt financing is required to complete the plan, it is beneficial to complete as many projects as practical concurrently to reduce the time and cost of borrowing.

**Facilities Plan Implementation Schedule**

Project	FY 22 BUDGET	FY 23 PLAN	FY 24 PLAN
ADA Life Safety Implementation		\$ 90,750	
City-Wide Security Improvements	\$ 220,000		
City Building Interim Reconfiguration	\$ 1,139,000		
Station #2 Design / Build	\$ 278,000	\$ 2,710,400	
Station #3 Design / Build	\$ 274,000	\$ 2,652,320	
Citywide Storage Facility Design/Build	\$ 2,000,000	\$ 100,000	
Interim Arbor Relocation		\$ 414,100	
Fleet Service Remodel		\$ 853,340	
Arbor LRC Facility Rehab		\$ 96,000	
Public Works Reconstruction		\$ 844,930	
General Rehab	\$ 125,000	\$ 151,250	\$ 155,636
<b>Total Construction Cost in CIP</b>	<b>\$ 4,036,000</b>	<b>\$ 7,913,090</b>	<b>\$ 155,636</b>
Bond Revenue		\$ 12,000,000	
Debt Service (10-Years)			\$ 1,479,491

# 40803 - ADA LIFE SAFETY IMPROVEMENTS



## Health/Life Safety/ADA Report Volume 1 December 17, 2019



### Project Description

Remediation of high priority ADA and health/life safety concerns in City facilities. Most significantly: improvements to fire alarm system coverage at the City Building (400 South Vine) including strobes, horns, and pull stations. Relevant work also includes installation of ADA door actuators, closers, exit signage, and emergency lighting. Primarily City Building. Cost Estimate of \$75,000.

### Project Justification

Priority 1 action item identified project in 2019 Phase 1- Facilities Condition Assessment. The City contracted with Bailey Edwards Architecture to perform a full analysis of City facilities. These items were identified as year 1 objectives.

### Changes from Prior CIP

Moved to FY 23

### Associated Master Plan

Facilities Master Plan  
ADA Transition Plan

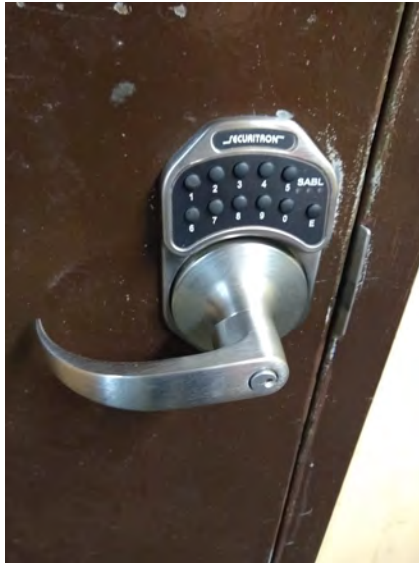
### Neighborhood(s)

### Critical Milestones

Completion FY 23

	FY23 Budget
<b>EXPENSE</b>	
200 - CAPITAL REPLACMT & IMPROV FUND	90,750
	<b>90,750</b>

## 40804 - FACILITIES SECURITY IMPROVEMENTS



### **Project Description**

Install card readers linked with door controllers to restrict access. This system will allow for greater flexibility and control over who can access the facility, as well as monitor who has entered the facility. Estimated cost of \$220,000 (50 doors).

### **Project Justification**

Priority 1 action item identified project in 2019 Phase 1- Facilities Condition Assessment. Key Finding #4 from 2020 Phase II- Space and Programming Needs Assessment: Limited delineation between public and private space affects both employee and citizen experience.

### **Changes from Prior CIP**

### **Associated Master Plan**

Facilities Master Plan

### **Neighborhood(s)**

### **Critical Milestones**

Began in FY 22

### **EXPENSE**

**FY22**  
**Projected**

200 - CAPITAL REPLACMT & IMPROV FUND	\$220,000
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## 40807 - CITY BUILDING RECONFIGURATION



### Project Description

Interim renovations to the City Building will include a lobby 'welcome station' that will serve as a first-stop for citizens seeking information or service, and to assist in wayfinding. Also included is new/improved signage and wayfinding. Also considered is a redesign of Police reporting area for situations that are sensitive in nature. Estimated Cost: Design \$142,000 / Construction: \$ 1,139,000.

### Project Justification

Key Finding #4 from 2020 Phase II- Space and Programming Needs Assessment: Limited delineation between public and private space affects both employee and citizen experience. Key Finding #3 from 2020 Phase II- Space and Programming Needs Assessment: Unsafe and unenjoyable working conditions impact employee morale. Experience from COVID-19 has also demonstrated a more immediate need.

### Changes from Prior CIP

### Associated Master Plan

Facilities Master Plan

### Critical Milestones

Design FY 22 Construction

Begin FY 22

### Neighborhood(s)

Downtown

### EXPENSE

**FY22  
Projected**

200 - CAPITAL REPLACMT & IMPROV FUND	\$1,139,000
--------------------------------------	-------------

## 40805 - NEW FIRE STATION #2



### Project Description

New fire station to be constructed across Philo Road from the existing station. Analysis needed to determine scoping of new facility. The target scoping completion date is end of FY 22 or early FY23. New station will ideally be a 3-bay drive-through Estimated Cost: Design- \$278,000 / Construction: \$2,741,400 based on replacement in-kind. A larger station anticipated to increase costs post scoping.

### Project Justification

Identified as at-risk prioritized facility in 2019 Phase 1- Facilities Condition Assessment. This facility is rated with a Facilities Condition Index of poor. Key Finding #3 from 2020 Phase II- Space and Programming Needs Assessment: Unsafe and unenjoyable working conditions impact employee morale.

### Changes from Prior CIP

Costs updated for inflation

### Associated Master Plan

Facilities Master Plan

### Neighborhood(s)

Philo Road / Southeast Urbana

### Critical Milestones

Scope/Design FY 22

Construction FY 23

EXPENSE	FY23 Budget
200 - CAPITAL REPLACMT & IMPROV FUND	2,710,400
	<b>2,710,400</b>

## 40806 - NEW FIRE STATION #3



### Project Description

Land adjacent to building previously acquired. New fire station to be constructed. Scoping needed to determine adequacy of existing site. The target scoping completion date is end of FY 22 or early FY23. New station will ideally be a 3-bay drive-through Estimated Cost: Design- \$274,000 / Construction: \$2,652,320 based on replacement in-kind. A larger station anticipated to increase costs post scoping.

### Project Justification

Identified as at-risk prioritized facility in 2019 Phase 1- Facilities Condition Assessment. This facility is rated with a Facilities Condition Index of poor and trending to a recommendation of divestment. Key Finding #3 from 2020 Phase II- Space and Programming Needs Assessment: Unsafe and unenjoyable working conditions impact employee morale.

### Changes from Prior CIP

Costs updated for inflation

### Associated Master Plan

Facilities Master Plan

### Neighborhood(s)

North Urbana

### Critical Milestones

Scoping/Design FY 22

Construction FY23

	FY23 Budget
<b>EXPENSE</b>	
200 - CAPITAL REPLACMT & IMPROV FUND	2,652,320
	<b>2,653,320</b>

## 40808 - NEW STORAGE FACILITY



### Project Description

Located at existing Public Works site. Construction underway of a facility with dedicated space for multiple City departments will act as a centralized, organized space for storage of vehicle fleets, trailers, and related equipment. Also incorporated in the concept is an area for long-term document and file storage. This facility will be secured with restricted access. Estimated Cost \$2,100,000.

### Project Justification

Key Finding #5 from 2020 Phase II- Space and Programming Needs Assessment: Poorly maintained storage causes the work environment to feel crowded. This will allow for the repurposing of the existing storage facility (704 Glover) for City Fleet maintenance.

### Changes from Prior CIP

Size decreased in FY 22 in order to meet existing budget and take advantage of purchasing opportunity. Additional funds needed in FY 23 to up-fit storage space.

### Associated Master Plan

Facilities Master Plan

### Critical Milestones

Design/Build FY 22

### Neighborhood(s)

East Urbana

	FY23 Budget
<b>EXPENSE</b>	
200 - CAPITAL REPLACMT & IMPROV FUND	100,000
	<b>100,000</b>

## 40809 - INTERIM ARBOR RELOCATION



### Project Description

To eliminate the physical disconnect between Arbor Division employees and the rest of Public Works, Arbor Division locker rooms and office facilities will move to the Public Works Building. Arbor Division vehicles will move to the future fleet maintenance and storage facility. Estimated Cost: Design \$39,000/Construction: \$ 375,100.

### Project Justification

The existing Arbor Division shop was identified as at-risk prioritized facility in 2019 Phase 1- Facilities Condition Assessment. This facility is rated with a Facilities Condition Index of poor. Key Finding #3 from 2020 Phase II- Space and Programming Needs Assessment: Unsafe and unenjoyable working conditions impact employee morale. Key Finding #2 from 2020 Phase II- Space and Programming Needs Assessment: Current facilities hinder collaboration efforts.

### Changes from Prior CIP

Design delayed to FY 23, construction costs updated for inflation.

### Associated Master Plan

Facilities Master Plan

### Critical Milestones

Dependent on STORAGE FACILITY Design/ Construction FY 23

### Neighborhood(s)

EXPENSE	FY23 Budget
200 - CAPITAL REPLACMT & IMPROV FUND	414,100
	<b>414,000</b>

**40810 - FLEET SERVICES REMODEL/RELOCATE**



**Project Description**

Renovation of existing storage facility to accommodate relocation of fleet maintenance activities and storage from existing area in 706 Glover. Vehicle maintenance area is currently undersized and inefficient. Estimated Cost: Design \$83,000/Construction: \$770,340.

**Project Justification**

Key Finding #3 from 2020 Phase II- Space and Programming Needs Assessment: Unsafe and unenjoyable working conditions impact employee morale. Key Finding #5 from 2020 Phase II- Space and Programming Needs Assessment: Poorly maintained storage crowds the work environment . Key Finding #1 from 2020 Phase II- Space and Programming Needs Assessment: Distractions detract from time spent on defined responsibilities.

**Changes from Prior CIP**

Design delayed to FY 23, construction costs updated for inflation.

**Associated Master Plan**

Facilities Master Plan

**Critical Milestones**

Dependent on STORAGE FACILITY Design / Construction FY 23

**Neighborhood(s)**

East Urbana

	<b>FY23 Budget</b>
<b>EXPENSE</b>	
200 - CAPITAL REPLACMT & IMPROV FUND	853,340
	<b>853,340</b>

## 40811 - ARBOR LRC FACILITY REHAB



### Project Description

Considering relocation of Arbor and Landscaping section crews to renovated Public Works space. Existing space will be rehabilitated for Landscape Recycling Center staff and equipment to remain on site. Estimated Cost: \$96,000.

### Project Justification

Identified as at-risk prioritized facility in 2019 Phase 1- Facilities Condition Assessment. This facility is rated with a Facilities Condition Index of poor. Key Finding #3 from 2020 Phase II- Space and Programming Needs Assessment: Unsafe and unenjoyable working conditions impact employee morale.

### Changes from Prior CIP

### Associated Master Plan

Facilities Master Plan

### Critical Milestones

### Neighborhood(s)

Dependent on ARBOR REHAB/RELOCATE Construction FY 23

EXPENSE	FY23 Budget
200 - CAPITAL REPLACMT & IMPROV FUND	96,000
	<b>96,000</b>

## 40812 - PUBLIC WORKS IMPROVEMENTS



### Project Description

The flexible floorplan of the Public Works Building would allow for renovation of the building to meet updated workplace standards. Assume furniture, fixtures, and equipment improvements to Public Works Building. Estimated Cost: Design \$79,000/Construction: \$765,930.

### Project Justification

Key Finding #3 from 2020 Phase II- Space and Programming Needs Assessment: Unsafe and unenjoyable working conditions impact employee morale. Key Finding #2 from 2020 Phase II- Space and Programming Needs Assessment: Current facilities hinder collaboration efforts. Key Finding #5 from 2020 Phase II- Space and Programming Needs Assessment: Poorly maintained storage crowds the work environment.

### Changes from Prior CIP

Design delayed to FY 23, construction costs updated for inflation.

### Associated Master Plan

Facilities Master Plan

### Critical Milestones

Design FY 22/ FY 23

### Neighborhood(s)

East Urbana

### FY23 Budget

### EXPENSE

200 - CAPITAL REPLACMT & IMPROV FUND	844,930
	<b>844,930</b>



## 40813 - CIVIC CENTER DIVESTMENT



### Project Description

Pursue divestment of site from City ownership. Considerations for possible public/private redevelopment in conjunction with one or more sites. No cost estimate at this time.

### Project Justification

Identified as at-risk prioritized facility in 2019 Phase 1- Facilities Condition Assessment. This facility is rated with a Facilities Condition Index of critical and trending to divestment. Cost of repairs and upgrades needed to bring the Civic Center up to date greatly exceeds the current replacement value.

### Changes from Prior CIP

To be incorporated in CIP as funds and project priorities allow.

### Associated Master Plan

Facilities Master Plan  
Downtown Plan  
Central TIF Plan

### Neighborhood(s)

Downtown

### Critical Milestones

TBD

## 40814 - CITY BUILDING ADDITION



### Project Description

Major renovations within the City Building will reprogram entire space and enable most staff workspaces to be on floors 1-2, storage spaces will be relocated to the basement, departments will be co-located between 2 floors with less subdivided spaces (e.g. open workspaces, fewer private offices, shared amenity spaces). Project considers a new building addition to accommodate new public service and City Council chambers space built adjacent to the existing Council Chambers space. Estimated Cost: Design \$2,202,000/ Construction: \$ 17,620,000 (2020 cost figures not adjusted for inflation).

### Project Justification

Recommendation in alignment with Key Findings #1-#5 from 2020 Phase II- Space and Programming Needs Assessment.

### Changes from Prior CIP

To be incorporated in CIP as funds and project priorities allow.

### Associated Master Plan

Facilities Master Plan

### Neighborhood(s)

Downtown

### Critical Milestones

TBD - dependent on debt service schedule from other facilities projects.

## 40815 - NEW FIRE STATION #1



### Project Description

Fire Station #1 potentially relocates out of the City Building to a new TBD location. The scope of the City Building Major Reconstruction + Building Addition would be altered such that out of City Building, a new addition to the City Building could be added to the east (rear) of current Fire Station #1 structure. In this scenario, City Council Chambers could relocate into new addition space, and space formerly occupied by Council Chambers could be renovated into a city-wide training and support space. Estimated Cost: Design \$1,275,000/Construction: \$ 1,913,000 (2020 cost figures not adjusted for inflation).

### Project Justification

Key Finding #3 from 2020 Phase II- Space and Programming Needs Assessment: Unsafe and unenjoyable working conditions impact employee morale. Key Finding #5 from 2020 Phase II- Space and Programming Needs Assessment: Poorly maintained storage crowds the work environment. This project is to be considered as an option in the City Building Major Reconstruction+ Building addition project planning and is dependent upon funding strategies. In the absence of this project, facilities concerns will be prioritized by the Facilities Conditions Assessment recommendation and funded through General Facilities Rehabilitation project.

### Changes from Prior CIP

To be incorporated in CIP as funds and project priorities allow.

### Associated Master Plan

Facilities Master Plan

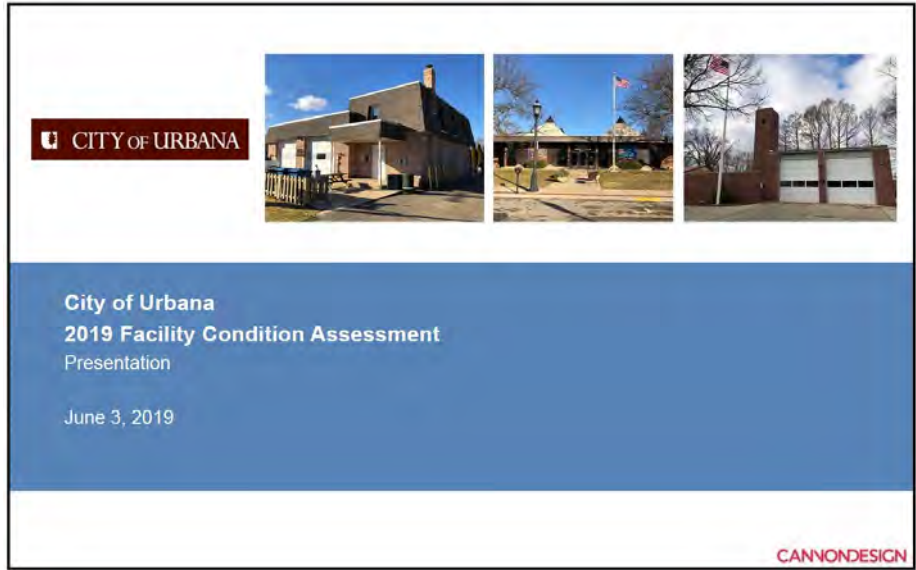
### Neighborhood(s)

Downtown

### Critical Milestones

TBD - Dependent on debt service schedule of other facilities projects.

**40802 - GENERAL REHAB**



**Project Description**

Discretionary funding for small/medium scope facilities projects.

**Project Justification**

Projects to be identified and prioritized from findings of 2019 Phase 1- Facilities Condition Assessment. Funds will be focused to areas identified not to receive rehabilitation in near term capital improvement planning and for emergency facility conditions.

**Changes from Prior CIP**

FY 23 budget adjusted for inflation with anticipated inflation reflected in future years.

**Associated Master Plan**

Facilities Master Plan

**Neighborhood(s)**

**Critical Milestones**

Annual Expense

<b>EXPENSE</b>	<b>FY23 Budget</b>	<b>FY24 Plan</b>	<b>FY25 Plan</b>	<b>FY26 Plan</b>	<b>FY27 Plan</b>
200 - CAPITAL REPLACMT & IMPROV FUND	151,250	165,926	170,738	175,690	180,785
	<b>151,250</b>	<b>165,926</b>	<b>170,738</b>	<b>175,690</b>	<b>180,785</b>

## 40908 - LANDFILL MANAGEMENT



### Project Description

Miscellaneous improvements to Landfill site. Leachate collection and pumping systems are currently under review by an engineering consultant and will likely require rehabilitation or replacement in FY 23.

### Project Justification

Required to maintain integrity of closed landfill to ensure long-term environmental risk mitigation.

### Changes from Prior CIP

FY 22 cost decreased slightly

### Associated Master Plan

### Neighborhood(s)

LRC / Northeast Urbana

### Critical Milestones

EXPENSE	FY23 Budget
200 - CAPITAL REPLACMT & IMPROV FUND	100,000
	<b>100,000</b>

**SECTION 5: SEWER SYSTEMS PROJECT BOOK**



# CAPITAL IMPROVEMENT PLAN

## FISCAL YEARS 2023-2027

### Sewer Systems Project Book

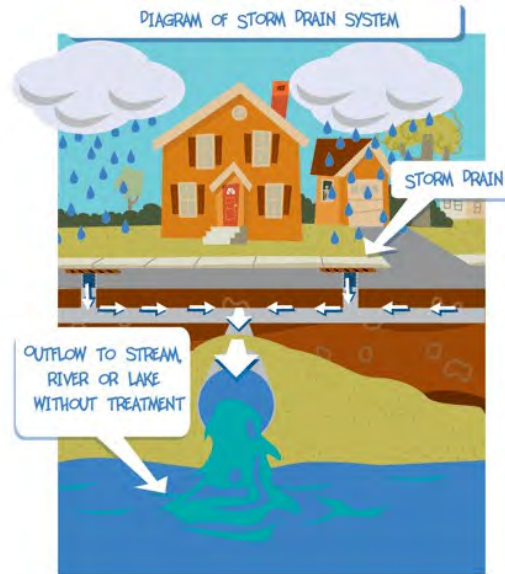
#### STORMWATER SYSTEMS

Master Planning	2
Storm Sewer Cleaning and Televising	3
Storm Sewer Miscellaneous Repairs	4
Storm Sewer Reconstruction	5
Boneyard Creek Maintenance	6
Bridge Maintenance	7
Vine Street Pump Station	8
Boneyard Creek Crossing Improvements	9
Phillips Rec Center Daylight	10

#### SANITARY SEWER SYSTEMS

Sanitary Sewer Planning/GIS	11
Sanitary Sewer Televising	12
Sanitary Sewer Lining	13
Sanitary Sewer Miscellaneous Repairs	14
Sanitary Sewer Reconstruction	15
Carle Sanitary Sewer	16

## 40412 - STORMWATER MANAGEMENT PLANNING



### Project Description

Stormwater Master Plan and other stormwater planning efforts.

### Project Justification

Required for sustainable asset management. Although there are decent maps of the system, less than 3% of the structures have been inspected to provided condition data or invert elevations. This info is critical to asset management.

### Changes from Prior CIP

New expenses in FY 22 and FY 23 for GIS planning activities.

### Associated Master Plan

Stormwater Master Plan

### Neighborhood(s)

City-wide

### Critical Milestones

	FY23 Budget
<b>EXPENSE</b>	
201 - STORMWATER UTILITY FUND	375,000
	<b>375,000</b>



## 40402 - STORM SEWER CLEANING & TELEVISION



### Project Description

Routine maintenance of stormwater system.

### Project Justification

Essential to maintaining infrastructure life span and to informing future reconstruction projects. Historically, the City has only inspected about 3% of storm sewers annually. The goal is 10% per year, so that network is on a 10-year cycle.

### Changes from Prior CIP

Annual funding between years leveled out.

### Associated Master Plan

Stormwater Master Plan

### Neighborhood(s)

City-wide

### Critical Milestones

<b>EXPENSE</b>	<b>FY23 Budget</b>	<b>FY24 Plan</b>	<b>FY25 Plan</b>	<b>FY26 Plan</b>	<b>FY27 Plan</b>
201 - STORMWATER UTILITY FUND	459,800	473,134	486,855	500,974	515,502
	<b>459,800</b>	<b>473,134</b>	<b>486,855</b>	<b>500,974</b>	<b>515,502</b>

## 40400 - STORMWATER SEWER MISC. REPAIRS



### Project Description

Reactive, unscheduled improvements to stormwater infrastructure.

### Project Justification

Necessary to maintain stormwater standards at basic levels of functionality. A more robust systematic plan is expected to be developed based on the Stormwater Master Plan.

### Changes from Prior CIP

Repairs and reconstruction delineate into separate projects.

### Associated Master Plan

Stormwater Master Plan

### Critical Milestones

### Neighborhood(s)

City-wide

EXPENSE	FY23 Budget	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
201 - STORMWATER UTILITY FUND	200,000	205,800	211,768	217,909	224,229
	<b>200,000</b>	<b>205,800</b>	<b>211,768</b>	<b>217,909</b>	<b>224,229</b>

## 40417 - STORM SEWER RECONSTRUCTION



### Project Description

Systematic improvements to stormwater infrastructure, including lining, spot repairs, and reconstruction based on inspection data from cleaning and televising.

### Project Justification

Necessary to maintain stormwater standards.

### Changes from Prior CIP

New to CIP

### Associated Master Plan

Stormwater Master Plan

### Neighborhood(s)

City-wide

### Critical Milestones

	FY23 Plan
<b>EXPENSE</b>	
201 - STORMWATER UTILITY FUND	500,000
	<b>500,000</b>

## 40405 - BONEYARD CREEK MAINTENANCE



### Project Description

Maintenance of the Boneyard Creek.

### Project Justification

Necessary to maintain functionality, water quality, and mitigate urban flooding.

### Changes from Prior CIP

### Associated Master Plan

Stormwater Master Plan  
Boneyard Creek Master Plan

### Neighborhood(s)

Downtown

### Critical Milestones

<b>EXPENSE</b>	<b>FY23 Budget</b>	<b>FY24 Plan</b>	<b>FY25 Plan</b>	<b>FY26 Plan</b>	<b>FY27 Plan</b>
201 - STORMWATER UTILITY FUND	52,531	54,054	55,622	57,235	58,895
	<b>52,531</b>	<b>54,054</b>	<b>55,622</b>	<b>57,235</b>	<b>58,895</b>

## 40401 - BRIDGE MAINTENANCE PROJECTS



### Project Description

Bank Stabilization for Perkins Road over Tributary to Saline Branch (SN 010-4272). Restore west bank of creek at bridge with stone riprap. Concrete Deck Sealing. Clean bare concrete decks and apply a penetrating sealant. Locations include Lincoln Avenue over Saline Branch Creek South (SN 010-4541), Olympian Drive over Illinois Central Railroad (SN 010-4556), Lincoln Avenue over Saline Branch Creek North (SN 010-6130), Race Street over Boneyard Creek (SN 010-6136), and High Cross Road Pedestrian Bridge over St. Joseph Drainage Ditch (SN 010-PED12). Pier Repairs for Broadway Avenue over Saline Branch Creek (SN 010-6128). Protect metal shell piles from further corrosion and repair pier caps.

### Project Justification

The west bank at the Perkins Road bridge is significantly scoured. The bank should be restored and stabilized before the scour undermines the bridge foundation. Sealing bare concrete decks every five years reduces the amount of chlorides and moisture that penetrate the deck and superstructure and would deteriorate reinforcement and structural steel. The metal shell piles on the Broadway Avenue bridge are heavily corroded, and new corrosion protection, such as concrete encasement, should be constructed. The piles have reinforced concrete cores, so the corrosion of the metal shell is not affecting the load carrying capacity.

### Changes from Prior CIP

Previously used this account for bridge inspections. State MFT funds will now be used for bridge inspections and Stormwater Utility Fund will pay for small bridge maintenance projects.

### Neighborhood(s)

City-wide

### Associated Master Plan

### Critical Milestones

Bank Stabilization for Perkins Road over Tributary to Saline Branch FY 23  
 Concrete Deck Sealing FY 24  
 Pier Repairs for Broadway Avenue over Saline Branch Creek FY 26

### EXPENSE

	FY23 Budget	FY24 Plan	FY26 Plan
201 - STORMWATER UTILITY FUND	25,000	45,000	50,000
	<b>25,000</b>	<b>45,000</b>	<b>50,000</b>

## 40416 - Vine Street Pump Station Communication System



### Project Description

Upgrade the communication systems for the existing pump station located where Boneyard Creek crosses under Vine Street, south of University Avenue.

### Project Justification

The existing pump station is critical for conveying stormwater drainage on Vine St. at this low point without allowing water on Vine Street pavement. Currently, the pump controls have no functioning communication system to alert the City of pump failures or other warnings. The objective of this project is to install a communication system that provides real-time alerts and allows for rapid response to maintain functionality of the roadway.

### Changes from Prior CIP

New to CIP.

### Associated Master Plan

Boneyard Creek Master Plan  
Urbana KRT Extension Study

### Neighborhood(s)

Downtown

### Critical Milestones

Construction FY 23

<b>EXPENSE</b>	<b>FY23 Budget</b>
201 - STORMWATER UTILITY FUND	15,000
	<b>15,000</b>

**40414 - BONEYARD CREEK CROSSING IMPROVEMENTS**



**Project Description**

Various repairs and improvements to the existing infrastructure at Boneyard Creek Crossing, located along Boneyard Creek from Griggs Street to Broadway Avenue. Electrical work includes repairs to existing lights and expansion of electrical facilities to accommodate events and activities. Boneyard Creek maintenance work includes bank stabilization on the north bank between Race Street and Broadway Avenue, and sediment control measures to mitigate deposition on the pedestrian paths along the creek. Bridge repairs at Race Street over Boneyard Creek (SN 010-6136) include repairing stone masonry attached to the substructure and repairing sidewalk on top of the bridge. Site work includes surface drainage improvements and repairs to an existing soil bag retaining wall. Projects 40167/40169 are a component of the Boneyard Creek Crossing Improvements.

**Project Justification**

Boneyard Creek Crossing was constructed in 2014 at a cost of \$8 million. The north bank of Boneyard Creek, west of Broadway Avenue, is eroding and requires stabilization. The City desires to increase and improve the utilization of Boneyard Creek Crossing for events and activities by expanding electrical facilities and mitigating sediment deposition on pedestrian pathways along the creek. Concurrent with these improvements, repairs can be made to the Race Street bridge and to other site features to maintain Boneyard Creek Crossing in good condition.

**Changes from Prior CIP**

New to CIP.

**Associated Master Plan**

Boneyard Creek Master Plan  
Bike Master Plan  
Bike Wayfinding Plan  
Urbana KRT Extension Study

**Critical Milestones**

Preliminary Study FY 22  
Engineering FY 23  
Construction FY 24

**Neighborhood(s)**

Downtown

<b>EXPENSE</b>	<b>FY23 Budget</b>	<b>FY24 Plan</b>
201 - STORMWATER UTILITY FUND	55,000	450,000
203 - MOTOR FUEL TAX FUND	55,000	280,000
334- CENTRAL TIF FUND		100,000
	<b>110,000</b>	<b>830,000</b>

## 40415 - PHILLIPS REC CENTER CREEK DAYLIGHT



### Project Description

In partnership with the Urbana Park District, daylight Boneyard Creek across the Phillips Recreation Center property, from Springfield Avenue to McCullough Street, by partial or complete removal of the existing bridge and culvert structures (SN 010-6111). Includes site improvements to maintain pedestrian access over the creek. The Urbana Park District owns the Phillips Recreation Center property, and the City of Urbana maintains the Boneyard Creek waterway. Feasibility and scoping study in FY 23 to better inform long-term decisions for this structure.

### Project Justification

The existing bridge and culvert structures are in poor condition. Daylighting the creek rather than replacing the existing structures would result in lower life cycle costs for this segment of Boneyard Creek, and provide an opportunity for beautification at this site.

### Changes from Prior CIP

New to CIP.

### Associated Master Plan

Bike Master Plan  
Bike Wayfinding Plan

### Neighborhood(s)

West Urbana

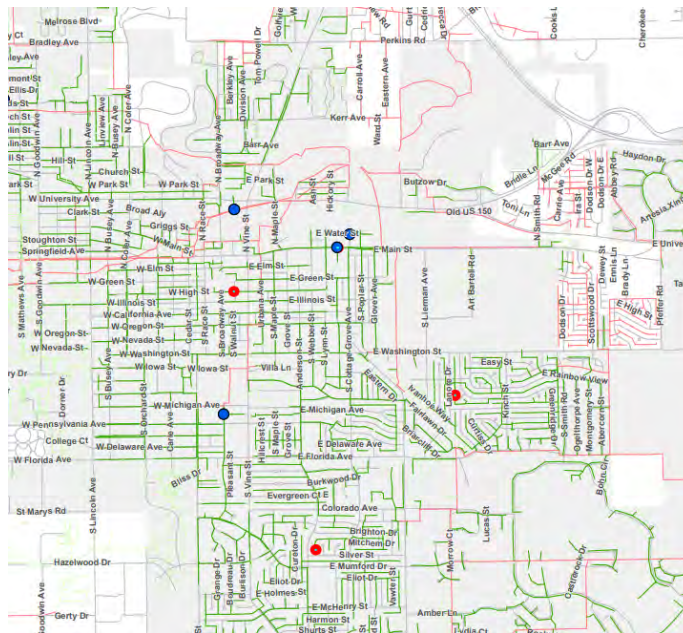
### Critical Milestones

Preliminary Study FY 23  
Engineering FY 25  
Construction FY 26

EXPENSE	FY23 Budget	FY25 Plan	FY26 Plan
201 - STORMWATER UTILITY FUND	40,000	70,000	720,000
	<b>40,000</b>	<b>70,000</b>	<b>720,000</b>



## 40514 - SANITARY PLANNING AND GIS



### Project Description

Data collection and development of sanitary sewer network in GIS.

### Project Justification

Although there are decent maps of the system, only 20% of the structures have been inspected to provide condition data or invert elevations.

### Changes from Prior CIP

New to CIP

### Critical Milestones

### Critical Milestones

### Neighborhood(s)

### FY23 Budget

### EXPENSE

204 - SANITARY SEWER FUND	135,000
	<b>135,000</b>

## 40510 - SANITARY SEWER TELEVISION



### Project Description

Annual televising of sanitary sewers. Beginning FY 23, PW operations staff will operate the City's annual sanitary sewer televising program.

### Project Justification

Necessary for routine maintenance. Our target moving forward is 10% in order to work through network on a 10-year cycle.

### Changes from Prior CIP

Bringing in house starting  
FY 23

### Associated Master Plan

### Critical Milestones

### Neighborhood(s)

City-wide

EXPENSE	FY22 Projected
	<b>130,000</b>

204 - SANITARY SEWER FUND	130,000
	<b>130,000</b>

## 40511 - SANITARY SEWER LINING



### Project Description

Annual sewer lining program. City has lined approximately 24% of its sewer network at this point. Sewer rehab is about 20% of the cost of reconstruction, if identified in time.

### Project Justification

Necessary for maintaining sewers. With enhanced systematic inspection beginning in FY 23, we will be better informed to identify capital needs proactively.

### Changes from Prior CIP

### Associated Master Plan

### Neighborhood(s)

City-wide

### Critical Milestones

Project to begin in FY23

EXPENSE	FY23 Budget	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
204 - SANITARY SEWER FUND	258,000	265,482	273,181	281,103	289,225
	<b>258,000</b>	<b>265,482</b>	<b>273,181</b>	<b>281,103</b>	<b>289,225</b>

## 40500 - SANITARY SEWER MISC. REPAIRS



### Project Description

Reactive improvements to sanitary sewer infrastructure.

### Project Justification

Necessary to maintain basic functionality of sanitary sewer system.

### Changes from Prior CIP

Reconstruction, Televising and Lining delineated into separate projects

### Associated Master Plan

### Neighborhood(s)

City-wide

### Critical Milestones

### EXPENSE

	FY23 Budget	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
SANITARY SEWER FUND	242,000	249,018	256,240	263,670	271,317
	<b>242,000</b>	<b>249,018</b>	<b>256,240</b>	<b>263,670</b>	<b>271,317</b>

## 40512 - SANITARY SEWER RECONSTRUCTION EXTENSIONS



### Project Description

Reconstruction and extension of sanitary sewers.

### Project Justification

Reconstruction of obsolete sanitary sewers and extension of public sanitary sewers with special circumstances. A more detailed plan in development for FY 23.

### Changes from Prior CIP

New

### Associated Master Plan

### Neighborhood(s)

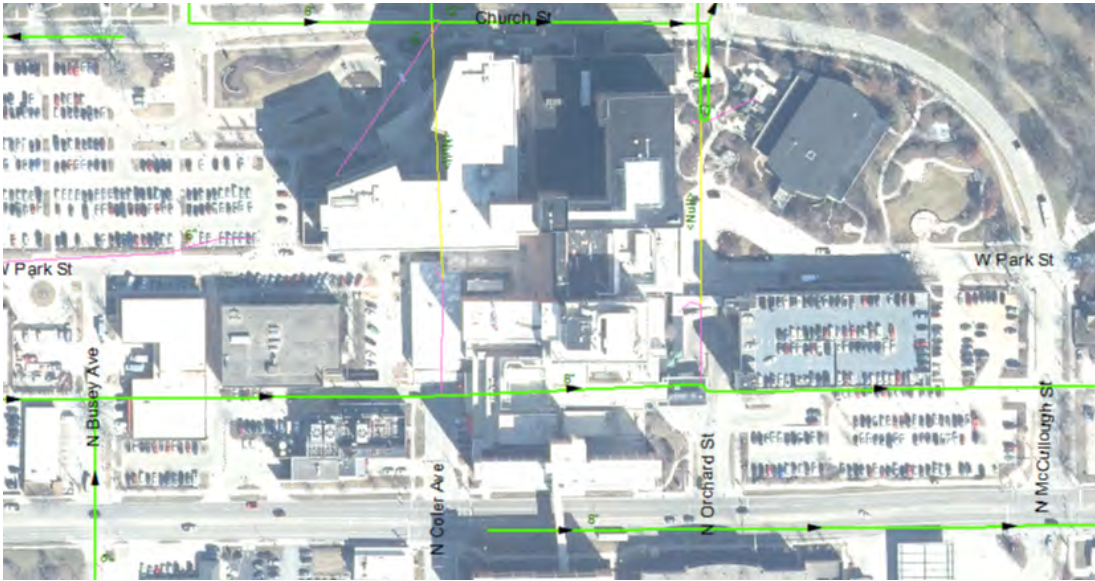
City-wide

### Critical Milestones

Begin developing replacement plan in FY 22

<b>EXPENSE</b>	<b>FY23 Budget</b>	<b>FY25 Plan</b>	<b>FY26 Plan</b>
204 - SANITARY SEWER FUND	151,250	469,523	469,523
	<b>151,250</b>	<b>469,523</b>	<b>469,523</b>

## 40513 - CARLE SANITARY SEWER



### Project Description

Evaluation of alternatives and anticipated construction costs to relocate existing public sanitary sewer currently running beneath Carle Foundation Hospital.

### Project Justification

Mitigation of a potential sewer failure in a location that would result in major consequences.

### Changes from Prior CIP

### Associated Master Plan

Urbana KRT Extension Study

### Neighborhood(s)

King Park / University Avenue

### Critical Milestones

Preliminary Study FY 22  
 Engineering FY 23  
 Construction FY 23

EXPENSE	FY23 Budget
204 - SANITARY SEWER FUND	765,000
	<b>765,000</b>

## **SECTION 6: FUND REPORTS**

**200 - CAPITAL REPLACMT & IMPROV FUND PLAN**

FY22      FY23      FY24      FY25      FY26      FY27  
 Est.      Plan      Plan      Plan      Plan      Plan

PROJECT	PROJECT STRING	DESCRIPTION							
40141 - TRAFFIC SIGNAL MAINTENANCE	40141-ST--	STATE REIMB. - LT & SIGN	15,000	15,000	15,000	15,000	15,000	15,000	15,000
40800 - CITY FACILITY IMPROVEMENT	40800-MISC--	BONDS	-	12,000,000	-	-	-	-	-
49200 - FUND 200 - CIP	49200-INT--	INTEREST INCOME	28,413	29,452	33,015	30,000	-	-	-
	49200-GEN'TFR--	TRANSFERS FROM GENERAL FUND	2,833,434	854,270	879,044	904,536	930,766	957,760	
<b>TOTAL REVENUE</b>			<b>2,876,847</b>	<b>12,898,722</b>	<b>927,059</b>	<b>949,536</b>	<b>945,766</b>	<b>972,760</b>	

PROJECT	PROJECT STRING	DESCRIPTION							
<b>MAINTENANCE PROJECTS AND ANNUAL EXPENSES</b>									
40101 - SIDEWALK MAINTENANCE	40101-CONST--	SIDEWALK MAINTENANCE	-	180,000	102,900	105,884	108,955	112,114	
40112 - PAVEMENT MANAGEMENT	40112-PLANNING--	PAVEMENT MANAGEMENT SYSTEM	20,000	20,000	180,000	20,000	20,000	20,000	
40113 - BIKE LANES & SIDEPATHS	40113-CONST--	CONSTRUCTION	-	20,580	21,177	21,791	22,423	23,073	
40120 - MISC. TRAFFIC STUDIES	40120-PLANNING--	MISC TRAFFIC STUDIES PLANNING	10,000	10,000	10,000	10,000	10,000	10,000	
40604 - ANNUAL SIGNAL CR&I	40604-PLANNING--	SIGNAL PLANNING	95,000	-	-	-	-	-	
	40604-CONST--	ANNUAL SIGNAL MAINTENANCE	-	-	250,000	-	250,000	-	
40606 - ANNUAL STREET LIGHTING CR&I	40606-PLANNING--	LIGHTING MAINTENANCE PLAN	-	70,000	-	-	-	-	
	40606-CONST--	ANNUAL LIGHTING IMPROVEMENTS	-	-	750,000	-	-	-	
<b>Projects</b>									
40135 - FLORIDA: WRIGHT TO HILLCREST	40135-ENGSVCS--	ENGINEERING SERVICES	40,000	-	-	-	-	-	
40141 - TRAFFIC SIGNAL MAINTENANCE	40141-CONST--	TRAFFIC SIGNAL MAINTENANCE	10,000	-	-	-	-	-	
40602 - CAMPUS LIGHTING IMPROVEMENT	40602-CONST--	CONSTRUCTION	630,000	-	-	-	-	-	
40162 - EQUITY AND QUALITY OF LIFE PROJECTS	40162-CONST--	EQOL CONSTRUCTION	-	2,000,000	-	-	-	-	
40800 - CITY FACILITY IMPROVEMENT	40800-CONST--	CITY BUILDING IMPROVEMENTS	4,036,000	7,913,090	165,926	170,738	175,690	180,785	
	40800-PRINCIPAL--	DEBT SERVICE PAYMENTS	-	-	1,014,809	1,055,063	1,097,265	1,141,456	
	40800-INTEREST--	INTEREST	-	-	465,007	424,428	382,225	338,335	
40908 - LANDFILL MANAGEMENT	40908-CONST--	LANDFILL MANAGEMENT	30,000	100,000	-	-	-	-	
<b>TOTAL EXPENSE</b>			<b>4,871,000</b>	<b>10,313,670</b>	<b>2,959,819</b>	<b>1,807,904</b>	<b>2,066,558</b>	<b>1,825,763</b>	

**Net Revenue / (Expense)**    **(1,994,153)**    **2,585,052**    **(2,032,760)**    **(858,368)**    **(1,120,792)**    **(853,003)**

**Beginning Fund Balance**    3,543,247    1,549,094    4,134,146    2,101,386    1,243,018    122,226  
**Ending Fund Balance**      1,549,094    4,134,146    2,101,386    1,243,018    122,226    (730,777)



## 202 - LOCAL MOTOR FUEL TAX FUND PLAN

FY22 Est.	FY23 Plan	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
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PROJECT	PROJECT STRING	DESCRIPTION						
49202 - FUND 202 - CIP	49202-LOC--	LOCAL MFT	789,642	802,000	825,258	849,190	873,817	899,158
		ARPA REVENUE REPLACEMENT		115,000				
	49202-INT--	INVESTMENT INCOME	10,982	4,915	778	-	-	-
<b>TOTAL REVENUE</b>			<b>800,624</b>	<b>921,915</b>	<b>826,036</b>	<b>849,190</b>	<b>873,817</b>	<b>899,158</b>

PROJECT	PROJECT STRING	DESCRIPTION						
<b>MAINTENANCE PROJECTS AND ANNUAL EXPENSES</b>								
40159 - ANNUAL JOINT SEAL AND CRACK PROGRAM	40159-CONST-LMFT-	JOINT SEAL AND CRACK PROGRAM	-	140,000	140,000	140,000	140,000	140,000
40160 - ANNUAL PAVEMENT MARKING PROGRAM	40160-CONST-LMFT-	PAVEMENT MARKING	25,672	30,000	30,000	30,000	30,000	30,000
40108 - ANNUAL STREET PATCHING	40108-CONST-LMFT-	LMFT ANNUAL STREET MAINTENANCE	151,528	250,000	250,000	250,000	250,000	250,000
40114 - OIL & CHIP, SEAL, PRESERVATION	40114-CONST-LMFT-	LMFT O&C, SEAL, PRESERVATION	118,836	125,000	125,000	125,000	125,000	125,000
<b>PROJECTS</b>								
40144 - LINCOLN & SPRINGFIELD	40144-PLANNING-LMFT-	STREET RESURFACE PLANNING LMFT	9,664	-	-	-	-	-
40148 - SAVANNAH GREEN: ALLEYS & SMITH RD	40148-CONST-LMFT-	CONSTRUCTION	51,700	-	-	-	-	-
40109 - WASHINGTON ST: BRIDGE OVER SUNNY ESTATES DITCH	40109-PLANNING--	WASHINGTON ST BRIDGE PLANNING	36,500	60,000	-	-	-	-
	40109-CONST--	WASHINGTON ST BRIDGE CONST	-	592,000	-	-	-	-
40164 - FLORIDA AVE: JAMES CHERRY TO CURTISS	40164-PLANNING-LMFT-	PLANNING	-	100,000	-	-	-	-
	40164-CONST-LMFT-	CONSTRUCTION	-	500,000	-	-	-	-
40125 - PENNSYLVANIA & ORCHARD: ORCHARD TO RACE	40125-PLANNING--	STREET RESURFACE PLANNING	-	-	102,900	-	-	-
	40125-CONST--	STREET RESURFACE CONSTRUCTION	-	-	514,250	-	-	-
40165 - COUNTRY CLUB RD: BRIDGE OVER SALINE	40165-PLANNING-LMFT-	PLANNING	-	-	-	60,000	-	-
	40165-CONST-LMFT-	CONSTRUCTION	-	-	-	300,000	-	-
40163 - GOODWIN AVE: SPRINGFIELD TO UNIVERSITY	40163-PLANNING-LMFT-	LMFT PLANNING	-	-	-	-	80,000	-
	40163-CONST-LMFT-	GOODWIN CONSTRUCTION	-	-	-	-	-	420,000
49202 - FUND 202 - CIP	49202-PRINCIPAL--	WINDSOR RD RECON - PRINCIPAL	285,000	295,000	300,000	-	-	-
	49202-INTEREST--	WINDSOR RD RECON - INTEREST	17,568	10,966	3,750	-	-	-
<b>TOTAL EXPENSE</b>			<b>696,468</b>	<b>2,102,966</b>	<b>1,465,900</b>	<b>905,000</b>	<b>625,000</b>	<b>965,000</b>

<b>Net Revenue / (Expense)</b>	<b>104,156</b>	<b>(1,181,051)</b>	<b>(639,864)</b>	<b>(55,810)</b>	<b>248,817</b>	<b>(65,842)</b>
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<b>Beginning Fund Balance</b>	<b>1,488,511</b>	<b>1,592,667</b>	<b>411,616</b>	<b>(228,248)</b>	<b>(284,058)</b>	<b>(35,241)</b>
<b>Ending Fund Balance</b>	<b>1,592,667</b>	<b>411,616</b>	<b>(228,248)</b>	<b>(284,058)</b>	<b>(35,241)</b>	<b>(101,083)</b>

## 203 - MOTOR FUEL TAX FUND PLAN

FY22 Est.	FY23 Plan	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
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PROJECT	PROJECT STRING	DESCRIPTION							
40135 - FLORIDA: W LINCOLN - E VINE	40135-ST--	PROJECTED STP-U FUNDS	-	756,800	-	11,000,000	-	-	-
40149 - LINCOLN: GREEN - FLORIDA	40149-FED--	STBG/STPU CUAATS 80/20	-	-	-	-	4,400,000	-	-
49203 - FUND 203 - CIP	49203-ST--	STATE MFT ALLOTMENT	1,007,113	940,091	967,354	995,407	1,024,274	1,053,978	-
	49203-TRF--	STATE MFT TRF	728,720	679,473	699,178	719,454	740,318	761,788	-
	49203-REBUILDIL--	REBUILD ILLINOIS	453,090	453,090	-	-	-	-	-
	49203-INT--	2.5% INTEREST REVENUE	61,800	106,809	9,753	16,160	-	-	9,858
<b>TOTAL REVENUE</b>			<b>2,250,723</b>	<b>2,936,263</b>	<b>1,676,285</b>	<b>12,731,021</b>	<b>6,164,592</b>	<b>1,825,624</b>	<b>-</b>

PROJECT	PROJECT STRING	DESCRIPTION							
<b>MAINTENANCE PROJECTS AND ANNUAL EXPENSES</b>									
40171 - ANNUAL BRIDGE INSPECTION PROGRAM	40171-ENG--	ANNUAL BRIDGE INSPECTIONS	-	22,500	-	22,500	-	-	22,500
<b>PROJECTS</b>									
40142 - RACE STREET: WASHINGTON - CALIFORNIA	40142-PLANNING--	CORRIDOR STUDY	50,000	-	-	-	-	-	-
	40142-CONST--	STREET RESURFACE CONSTRUCTION	495,000	-	-	-	-	-	-
40144 - LINCOLN & SPRINGFIELD	40144-PLANNING-SMFT-	STREET RESURFACE PLANNING SMFT	123,500	-	-	-	-	-	-
	40144-CONST-SMFT-	STREET RESURFACE CONSTR SMFT	2,450,000	-	-	-	-	-	-
40133 - PHILO, COLORADO, ANDERSON RESURFACE	40133-PLANNING--	STREET RESURFACE PLANNING	162,505	170,000	-	-	-	-	-
	40133-CONST--	STREET RESURFACE CONSTRUCTION	-	1,700,000	-	-	-	-	-
40150 - WINDSOR: RACE TO WEST BOUNDARY	40150-PLANNING--	PLANNING	109,781	150,000	-	-	-	-	-
	40150-CONST-MFT-	CONSTRUCTION	-	1,500,000	-	-	-	-	-
40148 - SAVANNAH GREEN: ALLEYS & SMITH RD	40148-PLANNING-MFT-	PLANNING	-	250,000	-	-	-	-	-
	40148-CONST-MFT-	CONSTRUCTION	-	1,700,000	-	-	-	-	-
40134 - SPRINGFIELD AVE: WRIGHT TO MCCULLOUGH	40134-PLANNING--	SPRINGFIELD: PLANNING	-	70,000	70,000	-	-	-	-
	40134-CONST--	RECON - SPRINGFIELD	-	-	700,000	-	-	-	-
40167 - BONEYARD CREEK BRIDGE REPAIR (PART OF 40414 BONEYARD CREEK IMPROVEMENTS)	40167-PLANNING-MFT-	PLANNING	-	55,000	30,000	-	-	-	-
	40167-CONST-MFT-	CONSTRUCTION	-	-	250,000	-	-	-	-
40135 - FLORIDA: WRIGHT TO HILLCREST	40135-PLANNING--	STREET RESURFACE PLANNING	-	946,000	-	986,000	-	-	-
	40135-CONST--	STREET RESURFACE CONSTRUCTION	-	-	-	10,063,000	-	-	-
40124 - LINCOLN: WASCHER TO KILLARNEY	40124-PLANNING-SMFT-	STREET RESURF PLANNING SMFT	-	-	170,000	170,000	-	-	-
	40124-CONST-SMFT-	STREET RESURF CONSTR SMFT	-	-	-	1,760,550	-	-	-
40149 - LINCOLN: FLORIDA TO GREEN	40149-PLANNING--	PLANNING	-	200,000	150,000	400,000	-	-	-
	40149-CONST--	LINCOLN CONSTRUCTION	-	-	-	-	5,500,000	-	-
40166 - COLER AVE: GREEN TO MAIN	40166-PLANNING-MFT-	PLANNING	-	-	-	-	160,000	80,000	-
	40166-CONST-MFT-	CONSTRUCTION	-	-	-	-	-	-	800,000
40168 - VINE & ILLINOS: MAIN TO CALIFORNIA	40168-PLANNING-LMFT-	PLANNING	-	-	-	-	85,000	85,000	-
	40168-CONST-MFT-	CONSTRUCTION	-	-	-	-	-	-	830,000
<b>TOTAL EXPENSE</b>			<b>3,390,786</b>	<b>6,763,500</b>	<b>1,370,000</b>	<b>13,402,050</b>	<b>5,745,000</b>	<b>1,817,500</b>	<b>-</b>

Net Revenue / (Expense)	(1,140,063)	(3,827,237)	306,285	(671,029)	419,592	8,124
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Beginning Fund Balance	5,452,407	4,312,344	485,106	791,391	120,362	539,954
Ending Fund Balance	4,312,344	485,106	791,391	120,362	539,954	548,078

## 201 - STORMWATER UTILITY FUND PLAN

			FY22 Est.	FY23 Plan	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
<b>PROJECT</b>	<b>PROJECT STRING</b>	<b>DESCRIPTION</b>						
49201 - FUND 201 - CIP	49201-FEE--	STORMWATER UTILITY FEE	1,811,534	1,864,068	1,918,126	1,973,752	2,030,991	2,089,890
	49201-INT--	INTEREST REVENUE	5,440	24,600	23,618	29,079	34,784	40,743
	49201-REIMB--	BONEYARD CREEK MAINT REIMB	17,500	17,750	18,000	18,254	18,512	-
<b>TOTAL REVENUE</b>			<b>1,834,474</b>	<b>1,906,418</b>	<b>1,959,744</b>	<b>2,021,085</b>	<b>2,084,287</b>	<b>2,130,633</b>

<b>PROJECT</b>	<b>PROJECT STRING</b>	<b>DESCRIPTION</b>						
<b>MAINTENANCE PROJECTS AND ANNUAL EXPENSES</b>								
40400 - STORMWATER SEWER MISC. REPAIRS	40400-CONST--	STORMWATER IMPROVEMENTS	360,000	200,000	205,800	211,768	217,909	224,229
40402 - STORM SEWER CLEANING & TELEVISIONING	40402-CONST--	STORM CLEANING & TELEVISIONING	380,000	459,800	473,134	486,855	500,974	515,502
40405 - BONEYARD CREEK MAINTENANCE	40405-CONST--	BONEYARD CREEK MAINTENANCE	100,000	52,531	54,054	55,622	57,235	58,895
40417 - STORM SEWER RECONSTRUCTION	40417-CONST--	STORM SEWER RECONSTRUCTION	-	500,000	-	-	-	-
<b>PROJECTS</b>								
40416 - VINE STREET PUMP STATION	40416-CONST--	Vine Street PUMP	-	15,000	-	-	-	-
40401 - BRIDGE MAINTENANCE PROJECT	40401-CONST--	BRIDGE MAINTENANCE	-	25,000	45,000	-	50,000	-
40412 - STORMWATER MANAGEMENT PLANNING	40412-PLANNING--	STORMWATER MANAGEMENT PLANNING	140,000	375,000	-	-	-	-
40414 - BONEYARD CREEK CROSSING IMPROVEMENT	40414-PLANNING--	PLANNING	-	55,000	50,000	-	-	-
	40414-CONST--	CONSTRUCTION	-	-	400,000	-	-	-
40415 - PHILLIPS REC DAYLIGHT	40415-PLANNING--	PLANNING	-	40,000	-	70,000	70,000	-
	40415-CONST--	CONSTRUCTION	-	-	-	-	650,000	-
<b>PROGRAMATIC ACTIVITY</b>								
40413 - SUF BILLING COSTS	40413-OTHER--	SUF BILLING COSTS	50,865	52,340	53,858	55,420	57,027	58,681
40404 - STREAM AND RAIN GAUGE MONITORING	40404-OTHER--	STREAM AND RAIN GAUGE MONITOR.	18,750	19,294	19,853	20,429	21,021	21,631
40406 - MOSQUITO SURVELLIANCE/ABATEMENT	40406-OTHER--	MOSQUITO PROGRAM	26,922	27,703	28,506	29,333	30,183	31,059
40407 - DRAINAGE DISTRICT PAYMENTS	40407-OTHER--	DRAINAGE DISTRICT PAYMENTS	13,545	27,876	14,342	14,758	15,186	15,626
40408 - MS4 NPDES PERMIT FEE	40408-OTHER--	MS4 NPDES PERMIT FEE	1,000	1,000	1,000	1,000	1,000	1,000
40409 - PUBLIC EDUCATION & OUTREACH	40409-OTHER--	STORMWATER PUBLIC EDU OUTREACH	2,500	2,500	2,500	-	2,500	2,500
40410 - STORMWATER INCENTIVE PROGRAM	40410-OTHER--	STORMWATER INCENTIVE PROGRAM	5,000	5,000	5,000	5,000	5,000	5,000
40411 - HAZARD. SUMP PUMP DISCH. ABATEMENT	40411-OTHER--	HAZARDOUS SUMP PUMP	10,000	10,000	10,000	10,000	10,000	10,000
49201 - FUND 201 - CIP	49201-OTHER-MISC-	MISC EXPENSES*	8,800	8,800	8,800	8,800	8,800	8,800
	49201-GENTFR--	TRANSFER TO GENERAL FUND	617,477	612,540	630,304	648,582	667,391	686,746
	49201-VERIFTR--	TRANSFER TO VERF	357,401	86,074	87,364	88,674	90,004	93,169
<b>TOTAL EXPENSE</b>			<b>2,092,260</b>	<b>2,575,458</b>	<b>2,089,515</b>	<b>1,706,241</b>	<b>2,454,230</b>	<b>1,732,838</b>

\*Technology, Training and CC Fees project strings become Misc. Expenses in 2023

	Net Revenue / (Expense)	(257,786)	(669,040)	(129,771)	314,844	(369,943)	397,795
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	Beginning Fund Balance	1,922,772	1,664,986	995,946	866,175	1,181,019	811,076
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	Ending Fund Balance	1,664,986	995,946	866,175	1,181,019	811,076	1,208,871
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**204 - SANITARY SEWER FUND PLAN**

**FY22**      **FY23**      **FY24**      **FY25**      **FY26**      **FY27**  
**Est.**      **Plan**      **Plan**      **Plan**      **Plan**      **Plan**

PROJECT	PROJECT STRING	DESCRIPTION						
49204 - FUND 204 - CIP	49204-FEE--	SEWER BENEFIT FEE	1,338,244	1,472,068	1,514,758	1,558,686	1,603,888	1,650,401
	49204-INT--	INVESTMENT INCOME	3,568	18,343	721	-	-	-
	49204-REIMB--	UCSD REIMBURSEMENT	3,500	3,500	3,500	3,500	3,500	-
<b>TOTAL REVENUE</b>			<b>1,345,312</b>	<b>1,493,911</b>	<b>1,518,979</b>	<b>1,562,186</b>	<b>1,607,388</b>	<b>1,650,401</b>

PROJECT	PROJECT STRING	DESCRIPTION						
<b>MAINTENANCE PROJECTS AND ANNUAL EXPENSES</b>								
40510 - SANITARY SEWER TELEVISIONING	40510-CONST--	SANITARY TELEVISIONING	130,000	-	-	-	-	-
40500 - SANITARY SEWER MISC REPAIRS	40500-CONST--	SANITARY SEWER IMPROVEMENTS	200,000	242,000	249,018	256,240	263,670	271,317
40511 - SANITARY SEWER LINING	40511-CONST--	SANITARY SEWER LINING	-	258,000	265,482	273,181	281,103	289,255
40512 - SANITARY SEWER RECONSTRUCTION	40512-PLANNING--	SEWER RECONSTRUCTION PLANNING	25,000	-	-	82,323	82,323	-
	40512-CONST--	SEWER RECONSTRUCTION	-	151,250	-	387,200	387,200	-
<b>PROJECTS</b>								
40513 - CARLE SANITARY SEWER	40513-PLANNING--	CARLE SANITARY PLANNING	40,000	160,000	-	-	-	-
	40513-CONST--	CARLE SANITARY CONSTRUCTION	-	605,000	-	-	-	-
40514 - SANITARY PLANNING AND GIS	40514-PLANNING--	GIS PLANNING	-	135,000	-	-	-	-
<b>PROGRAMATIC ACTIVITY</b>								
40501 - SANITARY SEWER PRIVATE TO PUBLIC	40501-SVCS--	SAN. SEWER PRIVATE TO PUBLIC	25,000	25,000	25,000	25,000	25,000	25,000
40503 - SBF BILLING COSTS	40503-OTHER--	SBF BILLING COSTS	46,915	48,275	49,675	51,116	52,599	54,124
40504 - ILLEGAL CONNECTION REIMBURSEMENT	40504-OTHER--	ILLEGAL CONNECTION REIMBURSEMENT	4,000	4,000	4,000	4,000	4,000	4,000
40505 - SEWER LATERAL REIMBURSEMENT	40505-OTHER--	SEWER LATERAL REIMBURSEMENT	50,000	50,000	50,000	50,000	50,000	50,000
40506 - OVERHEAD SEWER REIMBURSEMENT	40506-OTHER--	OVERHEAD SEWER REIMBURSEMENT	10,500	10,500	10,500	10,500	10,500	10,500
49204 - FUND 204 - CIP	49204-52999--	OTHER SERVICES*	16,707	16,257	17,193	17,691	18,024	18,732
	49204-GENTFR--	TRANSFER TO GENERAL FUND	881,006	878,447	903,953	930,167	957,142	984,899
	49204-VERFTFR--	TRANSFER TO VERF	4,018	4,135	4,254	4,378	4,505	4,635
<b>TOTAL EXPENSE</b>			<b>1,433,146</b>	<b>2,587,864</b>	<b>1,579,075</b>	<b>2,091,796</b>	<b>2,136,066</b>	<b>1,712,462</b>

\*Technology, Training and CC Fees project strings become Other Services in 2023

<b>Net Revenue / (Expense)</b>	<b>(87,834)</b>	<b>(1,093,953)</b>	<b>(60,096)</b>	<b>(529,610)</b>	<b>(528,678)</b>	<b>(62,061)</b>
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<b>Beginning Fund Balance</b>	<b>1,222,847</b>	<b>1,135,013</b>	<b>41,060</b>	<b>(19,036)</b>	<b>(548,646)</b>	<b>(1,077,324)</b>
<b>Ending Fund Balance</b>	<b>1,135,013</b>	<b>41,060</b>	<b>(19,036)</b>	<b>(548,646)</b>	<b>(1,077,324)</b>	<b>(1,139,385)</b>

## CIP PROJECTS IN OTHER FUNDS

### 331 - COMMUNITY DEV GRANTS CIP PROJECTS

				FY22 Est.	FY23 Plan	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
<b>PROJECT</b>	<b>PROJECT STRING</b>	<b>DESCRIPTION</b>							
40170 - CDBG SIDEWALKS	40170-PLANNING--	PLANNING	-	100,000	40,000	40,000	40,000	40,000	40,000
	40170-CONST--	CONSTRUCTION	-	400,000	160,000	160,000	160,000	160,000	160,000
<b>TOTAL EXPENSE</b>			-	500,000	200,000	200,000	200,000	200,000	200,000

### 344 - CENTRAL TIF CIP PROJECTS

				FY22 Est.	FY23 Plan	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan
<b>PROJECT</b>	<b>PROJECT STRING</b>	<b>DESCRIPTION</b>							
40169 - BONEYARD CREEK LIGHING (PART OF 40414 BONEYARD CREEK IMPROVEMENTS)	40169-PLANNING-TIFC-	PLANNING	10,220	-	-	-	-	-	-
	40169-CONST-TIFC-	CONSTRUCTION	-	-	100,000	-	-	-	-
<b>TOTAL EXPENSE</b>			10,220	-	100,000	-	-	-	-