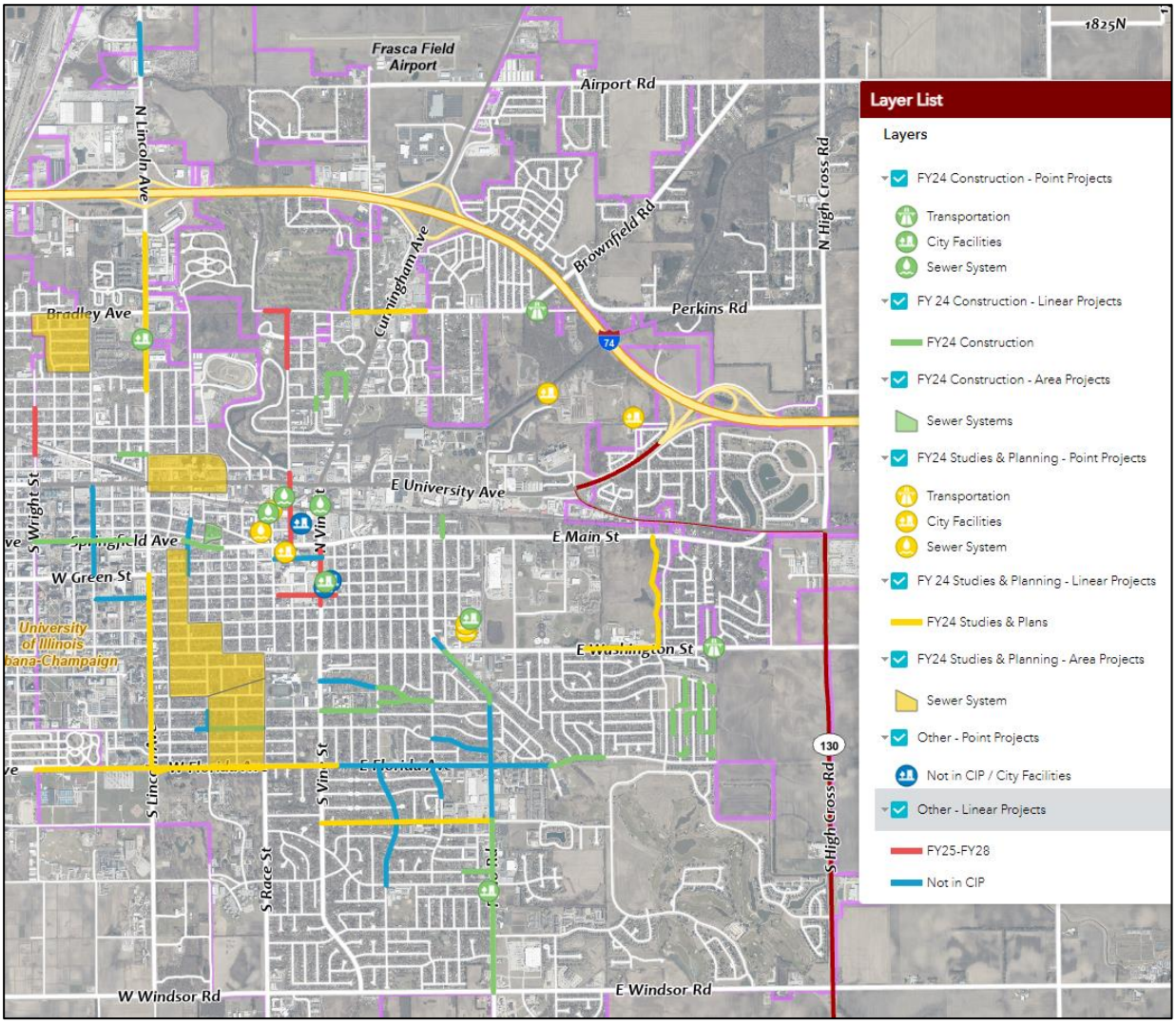
Capital Improvement Plan

Fiscal Years 2024-2028

City of Urbana, Illinois



[Capital Improvement Plan FY2024-2028 (ccgisc.org)]

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June 13, 2023

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Introduction
This Executive Summary highlights the updates to the City's Capital Improvement Plan (CIP) FY 2024-2028. 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 next five fiscal years for larger-scale, annual, outsourced operations/maintenance needs and capital improvements for City infrastructure assets which are organized into eight categories as follows.

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 any and all capital projects with insufficient dedicated funding sources or without dedicated funding sources within the fund limits.

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 at this time. 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 via departmental operating budgets. Other funds will occasionally support capital improvements, 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 updates to the 5-year rolling Capital Improvement Plan and its associated funds.

Section 2. Asset Management Summary
The Asset Management Summary provides an overview of our asset management planning efforts to date. Since 2021, the City has been transitioning to a public infrastructure asset management approach to integrate planning, finance, engineering, and operations to effectively manage existing and new assets to recognize value, reduce risk, and provide satisfactory levels of service to community users in a fiscally sustainable and sociably equitable manner. This section takes a holistic view of infrastructure assets to keep infrastructure assets functional. The City aims to continually review and improve our strategy to foster iterative improvement. Section 2 includes information on asset valuation, capital expenditures, operation and maintenance costs, revenue streams, funding gap analysis, and a summary fact sheet for each asset class.

Section 3. Transportation
The Transportation Section provides a summary for operations, maintenance programs, and capital projects in the CIP. Transportation assets include: Road pavement, Bridges, Lights, Signals, & Signs, and Sidewalks & Pathways.

Section 4. Facilities
The Facilities Section provides a summary of facility projects in the CIP as well as future projects identified from the Facilities Master Plan.

Section 5. Sewer Systems
The Sewer Systems Section provides a summary of operations, maintenance programs, and capital projects in the CIP. Sewer assets include: Sanitary Sewers/Structures, Storm Sewers/Structures, and Other Stormwater Facilities.

Section 6. Fund Reports
This section shows the anticipated revenues and expenditures for each of the major CIP funds. The Fund Reports for are incorporated into the FY 2024 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. *Asset Summary Review*: Staff updates asset valuations and data to inform existing conditions and funding targets for capital replacement and investment as well as operations and maintenance.
2. *Review of Operations/Maintenance Programs*: Expenditures for recurring maintenance line items are reviewed to ensure that there is an appropriate amount of funds to cover prioritized expenditures.
3. *Review Capital Projects List*: Existing projects are analyzed and new potential projects are added based on input from Operations/Engineering staff, a review of Master Plans, and in response to public concerns. For new projects, back of the envelope (BOE) costs are developed.
4. *Prioritize Projects*: Information is gathered for potential projects and then prospective projects are evaluated for priority based off the data.
5. *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.
6. *Financial Projections*: Revenue projections and fund balances are updated each year. Grant opportunities are evaluated and considered and any tentative partnership cost-share revenue streams are included.
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 confirm that implementation of the CIP is feasible.

CIP Team

Tim Cowan, Public Works Director
John Zeman, City Engineer
Carmen Franks, Assistant City Engineer
Vince Gustafson, Deputy Director of Operations
Ray Garcia, Special Projects Manager
Andy Murphy, Operations Supervisor
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Scott Tess, Sustainability and Resilience Officer
Carol Mitten, City Administrator
William Kolschowsky, Senior Management Analyst & Assistant to City Administrator
Elizabeth Hannan, HR & Finance Director
Kris Francisco, Financial Services Manager
Aly Robinson, Financial Analyst
Wallace Arnold, GIS Specialist

Major Highlights

Mayor / City Council Strategic Goals for 2022-2023 Progress
The City Council passed several strategic goals related to the CIP. A status update on efforts related to these goals is included below (bulleted items in *italics* below action steps are staff updates, not part of original adopted goals).

Strategic Area #3: Infrastructure – Strategy 1. Improve quality of current infrastructure assets

- **Action Step A: Develop asset management plans of existing infrastructure (lighting, traffic signals, sanitary system, and bridges)**
  - *Stormwater Asset Management Plan (SWAMP) - Tentative Completion in Q3 of 2024*
  - *Lighting Asset Management Plan (LAMP) - Tentative Completion in Q3 of 2024*
  - *Signalized Traffic Operational Plan (STOP) - Completed in Q2 of 2023.*
  - *Fundamental Long-term Operation of Wastewater System (FLOWS) - Began in Q2 of 2023*
  - *Bridge Evaluation & Asset Management Strategy (BEAMS) - Start date is still TBD.*
- **Action Step B "Develop plan for funding, level of service, and to replace/repair/build infrastructure (based on assessment)".**
  - *Asset management plans will help inform Action Step B so this is still on hold.*

Strategic Area #3: Infrastructure – Strategy 2. Increase investment in infrastructure equity

- **Action Step A "Solicity community input for use of EQL funding"**
  - *Completed*
- **Action Step B "Implement EQL selected projects in FY 23"**
  - *All selected projects are currently in design or under construction*
- **Action Step C "Incorporate an equity lens into priorities evaluation"**
  - *Engineering staff evaluated multiple equity factors for incorporation in transportation project priortization; ended up giving extra weight to projects within CDTA locations*

Strategic Area #3: Infrastructure – Strategy 3. Expand green infrasructure within the community

- **Action Step B "Evaluate options to enhance sustainability and climate resiliency on City-owned property and facilities"**
  - *Programming for two (2) new fire stations supported evaluating renewable energy sources including solar and geothermal during design. One-year energy consumption at new storage facility being studied to determine budget for solar.*

Facilities Master Plan Implementation – Still a 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 funds. Overall, the City has very little debt and has significant capacity to borrow more.

Staffing Vacancies Limiting CIP Implementation
The past two years there has been substantial turnover in Public Works, especially the Engineering Division which serves as the primary division developing and implementing the CIP. This division hovered around a 50% vacancy rate in FY 22 and with some success in the first half of FY 2023 the City has been able to reduce the vacancy rate to 25% in the Engineering Division. That being said, this still puts a heavy demand on our staff to carry the workload. The result of staffing vacancies is delayed implementation of capital projects over the past two years; the City completed approximately 50% and 65% of the proposed capital spending in FY 22 and FY 23, respectively. The City began a deliberate recruitment effort for the remaining engineering vacancies in May 2023. The FY 24 budget includes a new position, Special Projects Manager, which is designed assist and oversee the project management work related to the Facilities Master Plan and other departmental needs. With an anticipated need for our capital investments to grow based on the asset management summary, there will be a continuous need to employ additional project managers to develop and implement the CIP.

Grants
Despite time constraints due to staffing vacancies, the City has still made deliberate efforts (and been rather successful) to pursue grant opportunities to help close our funding gaps. Approximately $33M in grants are projected in our 5-year CIP and approximately $9.4M of those funds have already been awarded/allocated/programmed. The remainder of the pending grants are primarily connected to high priority projects associated with our major arterial roadway corridors along Florida Avenue and Lincoln Avenue.

MWDVBE Participation – Finding some succcess
The City's current purchasing policy requires Equal Employment Opportunity (EEO) certification by the City's Human Relations Commission for contracts over a certain size (typically $25,000). However, the Commission revew process remain highly subjective as there are no adopted scoring metrics for certification. At this point, there are no defined goals or requirements for MWDVBE Participation. However, members of the City Council have expressed an interest in enhancing our MWDVBE contracting participation. To that point, City staff included a 10% goal MWDVBE participation in the evaluation of engineering consultants to implement our CIP in FY 22 and FY 23 as an initial effort to enhance MWDVBE participation. This initial effort has resulted in 14% MWDVBE participation for these services by total value. While successful, engineering services only represents 10-20% of the total CIP spending, and is an industry that has better opportunity for MWBVBE procurement. While capital projects are make up a significant percentage of City purchases, further enhancements of MWDVBE participation in purchasing/contracting is outside the general scope of the CIP and best pursued as an independent initiative; ideally as part of a Mayor/City Council Strategic Goal, due to the anticipated resource need.

Construction Costs – Remain High and Unpredictable
Inflation has had a substantial negative impact on the CIP. The National Highway Construction Cost Index which has remained exceptionally high currently results in an aggregate increase of 46% compared to two years ago. Project costs remain highly challenging to estimate due to the current unpredictability of the construction industry. 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. For the first time since the pandemic began, Urbana has updated its Schedule of Fees resulting in some modest CIP revenue increases but this will not be able to counteract the current NHCCI increases thus limiting the capacity for improvements in the CIP.

Equity and Quality of Life Project (EQL)
In FY 22 there was an increase of $2M to fund Equity and Quality of Life (EQL) projects which are now fully underway; ~60% of these funds went towards sidewalk enhancements and ~40% went toward street lighting enhancements. This year's CIP has included an additional $1M for another round of EQL projects in FY25-26.

Financial Impact

To operate, maintain, and improve its infrastructure assets, the City outlines spending $29.9M in FY 24 and $102.6M over the next 5 years in the CIP. These expenses are paired with an associated $91.1M in revenue through the life of the CIP; revenues include motor fuel taxes, sanitary and stormwater fees, state and federal grants, and General Fund revenue allocated to the CR&I Fund. The 5-year outlay exceeds the anticipated 5-year revenue primarily because the plan calls for spending down existing fund balances in the major capital funds but also wants to be proactively identifying and building our projects backlog. If all revenue and spending occurs according to the plan, some projects at the tail end of the CIP may require supplemental funding, scope reductions, or delayed completion.

Capital Replacement and Improvement Fund (CR&I)
The CR&I Fund will support the ongoing Facility Master Plan project implementation. Between FY 23 and FY 24 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 28.

CR&I FUND

	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
TOTAL REVENUE	$ 954,270	$ 14,425,627	$ 2,707,596	$ 3,555,367	$ 2,508,235	$ 2,536,940
TOTAL EXPENSE	$ 3,543,012	$ 15,268,969	$ 2,843,345	$ 3,535,604	$ 2,215,348	$ 3,549,696
NET REVENUE / (EXPENSE)	$ (2,588,742)	$ (843,342)	$ (135,749)	$ 19,763	$ 292,887	$ (1,012,756)
BEGINNING FUND BALANCE	$ 4,999,479	$ 2,410,737	$ 1,567,395	$ 1,431,646	$ 1,451,409	$ 1,744,296
ENDING FUND BALANCE	$ 2,410,737	$ 1,567,395	$ 1,431,646	$ 1,451,409	$ 1,744,296	$ 731,541

Local Motor Fuel Tax Fund (Local MFT)
The Local MFT will primarily be used for maintenance programs in future years. Local motor fuel taxes are expected to be roughly $685,000 annually through this CIP. 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 maintenance programs, the Local MFT fund balance is projected to be negative by FY 27. However, the Local MFT may receive future benefit from a local motor fuel tax increase.

LOCAL MFT FUND

	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
TOTAL REVENUE	$ 788,854	$ 783,586	$ 788,465	$ 798,492	$ 693,669	$ 703,999
TOTAL EXPENSE	$ 1,957,531	$ 1,048,750	$ 780,000	$ 780,000	$ 780,000	$ 780,000
NET REVENUE / (EXPENSE)	$ (1,168,678)	$ (265,164)	$ 8,465	$ 18,492	$ (86,331)	$ (76,001)
BEGINNING FUND BALANCE	$ 1,437,745	$ 269,067	$ 3,903	$ 12,369	$ 30,861	$ (55,470)
ENDING FUND BALANCE	$ 269,067	$ 3,903	$ 12,369	$ 30,861	$ (55,470)	$ (131,470)

State Motor Fuel Tax Fund (State MFT)
The State MFT has several revenue sources in the CIP with the last Rebuild Illinois Capital payment coming in FY 23. Future year revenues also contemplate receiving grants for multiple major arterial roadway corridor projects. 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 28.

STATE MFT FUND

	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
TOTAL REVENUE	$ 2,221,901	$ 3,414,799	$ 3,959,725	$ 12,452,334	$ 9,077,598	$ 7,713,170
TOTAL EXPENSE	$ 4,768,132	$ 5,623,160	$ 4,333,250	$ 13,530,630	$ 9,259,000	$ 8,975,000
NET REVENUE / (EXPENSE)	$ (2,546,231)	$ (2,208,361)	$ (373,525)	$ (1,078,296)	$ (181,402)	$ (1,261,830)
BEGINNING FUND BALANCE	$ 6,675,880	$ 4,129,649	$ 1,921,288	$ 1,547,763	$ 469,467	$ 288,065
ENDING FUND BALANCE	$ 4,129,649	$ 1,921,288	$ 1,547,763	$ 469,467	$ 288,065	$ (973,765)

Stormwater Utility Fund

In addition to annual programmatic expenses such as cleaning, televising and spot repairs, the Stormwater Utility Fund has planned capital projects at Boneyard Creek Crossing, Vine Street Pump Station, Main St. Brick Arch Sewer, and Storm Sewer Lining. The Stormwater Asset Management Plan (SWAMP) that is wrapping up and supplemental GIS data collection/implementation work kicking off at the end of FY 23 will better inform future revenue needs and project prioritization. The pre-final SWAMP has indicated a need for increased revenue which is slated for further discussion with Council in FY 24. The fund balance slowly decreases through the next 5-years but it is likely that some degree of rate adjustment will be implemented before running a deficit.

STORMWATER UTILITY FUND

	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
TOTAL REVENUE	$ 1,821,651	$ 1,936,889	$ 1,752,695	$ 1,778,685	$ 1,805,066	$ 1,831,842
TOTAL EXPENSE	$ 2,824,927	$ 2,709,455	$ 1,992,700	$ 2,060,006	$ 2,529,716	$ 2,201,660
NET REVENUE / (EXPENSE)	$ (1,003,276)	$ (772,566)	$ (240,005)	$ (281,321)	$ (724,650)	$ (369,818)
BEGINNING FUND BALANCE	$ 2,428,456	$ 1,425,180	$ 652,614	$ 412,608	$ 131,288	$ (593,363)
ENDING FUND BALANCE	$ 1,425,180	$ 652,614	$ 412,608	$ 131,288	$ (593,363)	$ (963,180)

Sanitary Sewer Fund

Like the Stormwater Utility Fund, much of the Sanitary Sewer Fund's major expenses include programmatic maintenance activities such as cleaning, televising, and repairs. An asset management plan for our sanitary sewer system network began at the end of FY 23 and along with the supplemental GIS data collection/implementation it should better inform future revenue needs and project prioritization. The CIP currently shows fund balance becoming negative by the end of FY 27.

SANITARY SEWER FUND

	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
TOTAL REVENUE	$ 1,505,568	$ 1,704,032	$ 2,757,327	$ 1,614,972	$ 1,638,972	$ 1,663,331
TOTAL EXPENSE	$ 1,862,096	$ 2,318,105	$ 3,008,452	$ 1,901,354	$ 1,962,657	$ 2,023,078
NET REVENUE / (EXPENSE)	$ (356,528)	$ (614,073)	$ (251,125)	$ (286,382)	$ (323,686)	$ (359,746)
BEGINNING FUND BALANCE	$ 1,523,361	$ 1,166,833	$ 552,760	$ 301,635	$ 15,253	$ (308,433)
ENDING FUND BALANCE	$ 1,166,833	$ 552,760	$ 301,635	$ 15,253	$ (308,433)	$ (668,179)

Looking Ahead

The upcoming year looks to target intensive operations/maintenance programs to better preserve conditions of existing assets along with some large scale capital projects and holistic asset management planning. The City continues to pursue better decision making information for planning to promote long-term sustainability of the public infrastructure.

Remaining Sections of the CIP

Section 2. Asset Management Summary
Section 3. Transportation
Section 4. Facilities
Section 5. Sewer Systems
Section 6. Fund Reports

CAPITAL IMPROVEMENT PLAN

FY 2024-2028

Section 2: Asset Management Summary

CITYWIDE ASSET SUMMARIES

ASSET SUMMARIES BY ASSET CLASS

Asset Valuation

The City of Urbana classifies its public infrastructure 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 sidewalks, bridges, lights, signals, and signs, all transportation-related assets represent 58% of total asset value. Sanitary sewers and stormwater infrastructure represent 13% and 23% of assets, respectively.

Figure 1. Percentage of Current Reconstruction Value by Asset Class

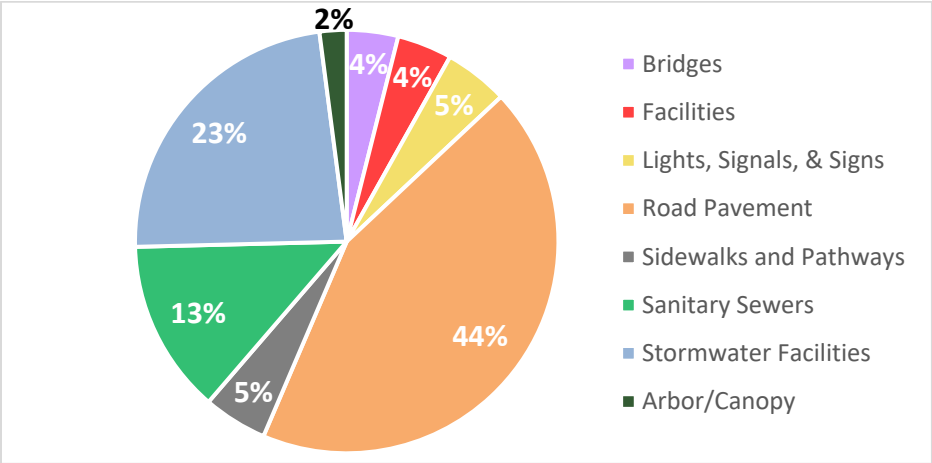


Figure 2. Estimates for Public Infrastructure Asset Valuations

ASSET CLASS	2021 CRV	2023 CRV[1]
Bridges	$40,300,000	$59,000,000
Facilities	$43,200,000	$63,000,000
Lights, Signals, & Signs	$49,800,000	$73,000,000
Road Pavement	$445,500,000	$651,000,000
Sidewalks and Pathways	$50,000,000	$73,000,000
Sanitary Sewers	$136,600,000	$200,000,000
Stormwater Facilities	$239,600,000	$350,000,000
Arbor/Canopy	$21,400,000	$31,000,000
Totals	**$1,026,400,000**	**$1,500,000,000**

1. 2021 estimates have been inflated based on latest available National Highway Construction Cost Index (NHCCI) - 2022 Q3

CRV estimates for assets were developed 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. 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 developing asset management plans that will further refine 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, because they represent future expenses that the City will need to incur.

Revenue Summary

Capital replacement and investment (CR&I) and operation and maintenance (O&M) 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 Capital Improvement Plan (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 is apportioned to Illinois municipalities proportionate to their populations. 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, Bloomington, and Normal have increased their local gas taxes to help close the funding gap for transportation needs; their tax rates are nearly double 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 approximately $33M in grants over the next 5 years. Approximately $9.4M of those grant funds have already been awarded/allocated/programmed. The remaining grants pending award are primarily for three (3) major projects as follows:

$6.0M	STBG/STPU	Lincoln Avenue (Green Street to Florida Avenue) Construction
$10.1M	RAISE	Florida Avenue (Wright Street to Hillcrest Street) Construction
$7.3M	SS4A	Lincoln Avenue (Wascher Street to Killarney Street) Construction

If the City does not receive grants for these high priority projects, they are still likely to occur, but on a delayed schedule through construction phasing, scope reductions, or at the cost of other 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. Additional bonding could be considered for other priority projects in the future.

Sewer Benefit Tax
The Sanitary Sewer Fund derives its revenue from the sewer tax, which is reserved for sewer improvements and is stable. Asset management planning for our sanitary sewer system has just begun and should better inform areas of improvement and potential revenue adjustments but as the fund reports show, the majority of this money is spent on operations/maintenance with a small percentage for sewer lining rehabilitation and no capacity for major capital replacement at this point.

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. As the fund reports show, the majority of this money is spent on operations/maintenance with a small percentage for sewer lining rehabilitation and no capacity for capital replacement at this point. With the Stormwater Asset Management Plan wrapping up in early FY 2024, the pre-final findings suggest a need for revenue increases.

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 any and all capital projects with insufficient dedicated funding sources or without dedicated funding sources. Historically, the amount of transfers has fluctuated. This year's CIP has included an additional $1.5M transfer annually over the next 5 years to help fund our overwhelming infrastructure needs. In FY 22 there was an increase of $2M to fund Equity and Quality of Life (EQL) projects which are now underway. This year's CIP has included an additional $1M for another round of EQL projects in FY25-26.

Figure 3. Revenue Sources for CIP

Fund Types	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan	Average
General Fund Ops	$1,245,667	$1,455,000	$1,065,000	$25,000	$25,000	$763,133
Unrestricted CR&I	$2,410,627	$2,637,596	$3,265,367	$2,493,235	$2,521,940	$2,665,753
Bond Proceeds	$12,000,000	$0	$0	$0	$0	$2,400,000
Motor Fuel Taxes	$2,402,483	$2,364,940	$2,408,196	$2,452,268	$2,497,170	$2,425,011
Grants	$3,840,703	$3,899,250	$11,192,630	$7,669,000	$6,270,000	$6,574,317
Sanitary Sewer Fee	$1,574,032	$1,591,327	$1,614,972	$1,638,972	$1,663,331	$1,616,527
Stormwater Fee	$1,722,089	$1,742,695	$1,768,685	$1,795,066	$1,821,842	$1,770,075
Totals	**$25,195,600**	**$13,690,808**	**$21,314,851**	**$16,073,540**	**$14,799,282**	**$18,214,816**

Capital Replacement and Investment Expenditures

Targeted Spending for Capital Replacement and Investment (CR&I)

By using the asset valuation and average lifecycle, a baseline target for annual CR&I expenditures has been calculated as follows.

Figure 4. Targeted Spending for CR&I Based on Average Life Cycles

ASSET CLASS	2023 CRV	AVERAGE LIFE EXPECTANCY	ANNUAL TARGET CR&I
Bridges	$59,000,000	75	$786,667
Facilities	$63,000,000	50	$1,260,000
Lights, Signals, & Signs	$73,000,000	40	$1,825,000
Road Pavement	$651,000,000	60	$10,850,000
Sidewalks and Pathways	$73,000,000	100	$730,000
Sanitary Sewers	$200,000,000	100	$2,000,000
Stormwater Facilities	$350,000,000	100	$3,500,000
Arbor/Canopy	$31,000,000	60	$516,667
Totals	**$1,500,000,000**	**70**	**$21,468,333**

On the whole, the City of Urbana would to need to commit $21.5M a year towards CR&I to replace its infrastructure at the end of its average life expectancy with in-kind quality replacement of existing infrastructure in order to maintain current conditions.

The $21.5M 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 last major capital investments in these assets, the City could have upwards of $22M 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 (CR&I) in this 5-year CIP

Urbana will not meet the spending target discussed above, since the City only averages $15.2M in capital investment over the 5-year CIP. Over $23.5M in pending grants, or about ~30% of the total 5-year spend ($23.5M/$76M) would need to be granted to allow the City to complete all projects in the 5-year outlay. Chronic underfunding ultimately leads to extending assets beyond their life expectancy, deteriorating conditions, and higher operating and maintenance costs.

Figure 5. Proposed Spending for CR&I in this 5-year CIP

Asset Class	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan	Average
Bridges	$497,000	$280,000	$0	$0	$0	$155,400
Facilities	$12,369,456	$1,650,554	$1,655,181	$1,660,275	$1,666,000	$3,800,293
Lights, Signals, & Signs	$1,048,601	$230,000	$470,000	$150,000	$150,000	$409,720
Road Pavement	$6,411,050	$2,915,000	$14,280,630	$9,384,000	$10,415,000	$8,681,136
Sidewalks & Pathways	$1,505,262	$2,388,250	$480,000	$0	$0	$874,702
Sanitary Sewers	$1,163,000	$1,406,000	$249,600	$259,584	$269,967	$669,630
Stormwater Facilities	$1,070,000	$330,000	$343,200	$756,928	$371,205	$574,267
Arbor/Canopy	$0	$0	$0	$0	$0	$0
Totals	$24,064,369	$9,199,804	$17,478,611	$12,210,787	$12,872,172	$15,165,149

Operation and Maintenance Expenditures

Targeted Spending for Operation and Maintenance (O&M)

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 maintain functionality and 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 6. Targeted Spending for Annual O&M Cost for Average Asset Life Expectancy

ASSET CLASS	2023 CRV	ESTIMATED O&M REQUIREMENT	Annual O&M
Bridges	$59,000,000	1.0%	$590,000
Facilities	$63,000,000	1.0%	$630,000
Lights, Signals, & Signs	$73,000,000	1.0%	$730,000
Road Pavement	$651,000,000	1.0%	$6,510,000
Sidewalks and Pathways	$73,000,000	1.0%	$730,000
Sanitary Sewers	$200,000,000	1.0%	$2,000,000
Stormwater Facilities	$350,000,000	1.0%	$3,500,000
Arbor/Canopy	$31,000,000	1.0%	$310,000
Totals	**$1,500,000,000**	**1.0%**	**$15,000,000**

Operation and Maintenance

About 40% ($5.3M) of what the City spends on public infrastructure O&M is completed through the CIP while the other 60% ($7.9M) is completed by the Public Works Department via their operating budget. The overall spending is below the O&M target, but is generally close to the target, spending an average of $13.2M 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 7. Operation and Maintenance Expenditures by City

Asset Class	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan	Average
Bridges	$230,232	$192,994	$100,836	$138,760	$106,769	$153,918
Facilities	$1,037,933	$1,016,583	$1,046,064	$1,076,400	$1,107,616	$1,056,919
Lights, Signals, & Signs	$1,481,192	$1,721,723	$1,710,284	$1,446,905	$1,533,617	$1,578,744
Road Pavement	$4,883,450	$4,764,835	$4,874,305	$4,886,950	$5,002,862	$4,882,481
Sidewalks & Pathways	$881,698	$888,417	$895,331	$602,445	$609,720	$775,522
Sanitary Sewers	$1,734,091	$1,607,177	$1,656,616	$1,708,076	$1,760,970	$1,693,386
Stormwater Facilities	$1,714,116	$1,738,818	$1,794,402	$1,851,881	$1,911,067	$1,802,057
Arbor/Canopy	$1,201,860	$1,236,714	$1,272,579	$1,309,483	$1,347,458	$1,273,619
Totals	$13,164,573	$13,167,260	$13,350,416	$13,020,901	$13,380,079	$13,216,646

Funding Gap Analysis

$21.5M	CR&I Targeted Average Annual Spending for average infrastructure life cycle
$15M	O&M Targeted Average Annual Spending to meet average asset life expectancy
$36.5M	Total Targeted Average Annual Public Infrastructure Spending
$15.2M	CR&I Average Annual Spending Projections (next 5 years)
$13.2M	O&M Average Annual Spending Projections (next 5 years)
$28.4M	Total Average Annual Spending Projections (next 5 years)
$6.3M	CR&I Average Annual Funding Gap (next 5 years)
$1.8M	O&M Average Annual Average Funding Gap (next 5 years)
$8.1M	Total Average Annual Average Funding Gap (next 5 years)

Urbana is below the annual targets for both CR&I and O&M investment, which is optimistic as this includes $23.5M in pending grants and $12M in bonding over the next 5 years. 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' infrastructure assets.

Sustainable Rates

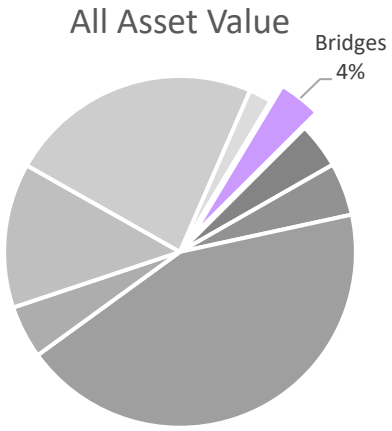
As mentioned previously, the asset valuations and funding targets are developed using benchmark industry standards, which have an inherent degree of imprecision. However, this analysis can be used to begin to identify what new, sustainable tax rates are needed in order for revenue to sufficiently fund the targeted amount of expenditures. For a hypothetical two-car, two-and-a-half person, single-family household, the projected impact would be an increase in taxes and fees of $479/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.

Asset Class	Current Rate	Needed Rate Increase	New Rate	Average Annual New	Calculations Notes
Pavement/Major Road	$0.05	100%	$0.10	$33	Per Driver (650 a year)
Other/Unrestricted.		7%	$0.00	$68	Total GF Revenue, Per 2.5 person household
Sanitary Sewer	$0.15	112%	$0.33	$118	Rate per 100, assume 100 per day per household
Stormwater	$5.60	187%	$16.08	$126	Per single-family home (year)
Total				**$479**	Per household

Bridges

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

Asset Summary Table		
Quantity	25	Bridges
Value	$59,000,000	Replacement Value (2023)
Life Expectancy	75	Years
Capital Replacement and Investment		
Target CR&I / Year	$786,667	Straight Line Depreciation
Target CR&I /CIP	$3,933,335	5-Year CIP
CIP Planned CR&I	$777,000	
Deferred CR&I in CIP	($3,156,335)	
Operations and Maintenance Cost		
Annual O&M Target	$590,000	Rudimentary 1%
Current Annual Maintenance Expenditures	$153,918	
Annual Deficit	($436,082)	



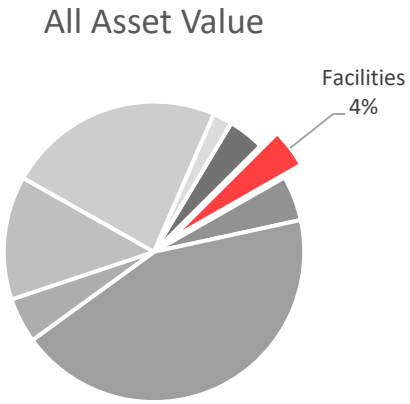
Notes: Washington Street Bridge was load restricted to 12 tons and added in FY 23 as an emergency repair as it is currently causing MTD buses and other heavy vehicles to reroute; construction is slated to begin in FY 24. Annual bridge inspection and other maintenance programs have been added to CIP to better identify and anticipate future bridgework needs.

Asset Plan Documents: No current plan documents.

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	$63,000,000	Replacement Value
Life Expectancy	50	Years
Capital Replacement and Investment		
Target CR&I / Year	$1,260,000	Straight Line Depreciation
Target CR&I /CIP	$6,300,000	5-Year CIP
CIP Planned CR&I	$19,001,466	Debt Payments
Deferred CR&I in CIP	N/A	Implementing Facilities Plan
Operations and Maintenance Cost		
Annual O&M Target	$630,000	Rudimentary 1%
Current Annual Maintenance Expenditures	$1,056,919	EST. using operations data
Annual Deficit	N/A	O&M costs includes utilities and other incidentals



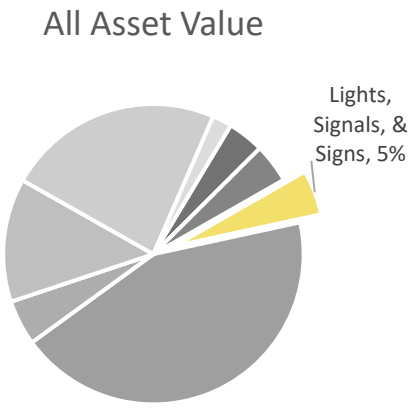
Notes: The City is implementing the vast majority of the Facilities Master Plan. Most of the facility improvements will began in FY 23 and will continue into FY 24 and be funded with debt financing. The surplus capital spending in the CIP reflects years of deferred investment. After the completion of 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	$73,000,000	Replacement Value
Life Expectancy	40	Years
Capital Replacement and Investment		
Target CR&I / Year	$1,825,000	Straight Line Depreciation
Target CR&I /CIP	$9,125,000	5-Year CIP
CIP Planned CR&I	$2,048,601	(some work included in Projects)
Deferred CR&I in CIP	($7,076,399)	
Operations and Maintenance Cost		
Annual O&M Target	$730,000	Rudimentary 1%
Current Annual Maintenance Expenditures	$1,578,744	EST. using operations budget
Annual Deficit	N/A	(surplus due to past deferrals)



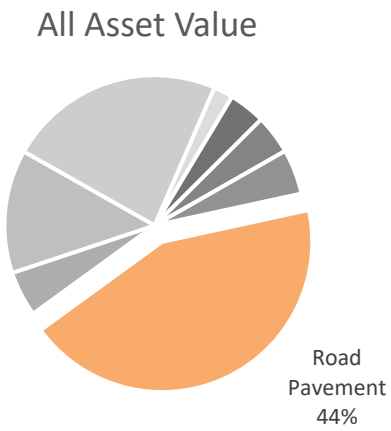
Notes: Goal in this CIP is to develop long-term proactive maintenance and capital investment strategies. Asset management plans for both street lighting and traffic signals were developed in FY 23. Some of the information from the traffic signals asset management plan has been incorporated in this CIP but we are still awaiting the final plan for street lighting. FY 23 included $2M for Equity and Quality of Life (EQL) projects; based on submitted/selected projects, approximately 40% of this funding is going towards street lighting improvements.

Asset Plan Documents: Traffic Signal Asset Management Plan

Road Pavement

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

Asset Summary Table		
Quantity	2,557,508	Square Yards of Pavement
Value	$651,000,000	Replacement Value
Life Expectancy	60	Years
Capital Replacement and Investment		
Target CR&I / Year	$10,850,000	Straight Line Depreciation
Target CR&I /CIP	$54,250,000	5-Year CIP
CIP Planned CR&I	$43,405,650	
Deferred CR&I in CIP	($10,844,350)	
Operations and Maintenance Cost		
Annual O&M Target	$6,510,000	Rudimentary 1%
Current Annual Maintenance Expenditures	$4,882,481	EST. using operations data
Annual Deficit	($1,627,519)	



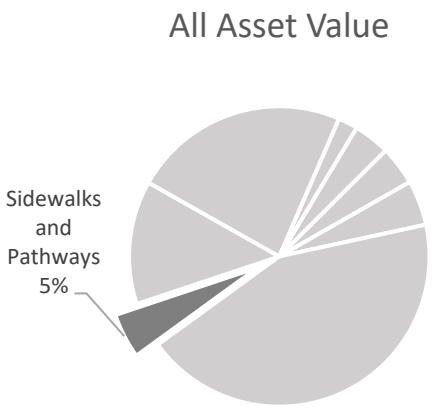
Notes: The City recently initiated pavement condition assessment scanning in FY 19; completed in FY 20. Since then we have been using that information to prioritize transportation capital improvement projects. More detail on the transportation prioritization method can be seen in the Transportation Project 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. The construction standards in City code, last updated in 1998, allowed for roads that may not last beyond 20 years, a problem the City is currently paying for now with several subdivisions built in the early 2000's, including the Savannah Green area, which is in need of rehabilitation in this CIP. Fortunately, new/existing City staff prioritized finalizing the critical updates to the City's Subdivision and Land Development Code in FY 23. Council reviewed and approved the new Land Development Code along with the associated Manual of Practice and new standards will begin to be enforced at the start of FY 24.

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	$73,000,000	Replacement Value
Life Expectancy	100	Years
Capital Replacement and Investment		
Target CR&I / Year	$730,000	Straight Line Depreciation
Target CR&I /CIP	$3,650,000	5-Year CIP
CIP Planned CR&I	$4,373,512	Included in other projects
Deferred CR&I in CIP	N/A	
Operations and Maintenance Cost		
Annual O&M Target	$730,000	Rudimentary 1%
Current Annual Maintenance Expenditures	$775,522	Sidewalk and Paths Project
Annual Deficit	N/A	



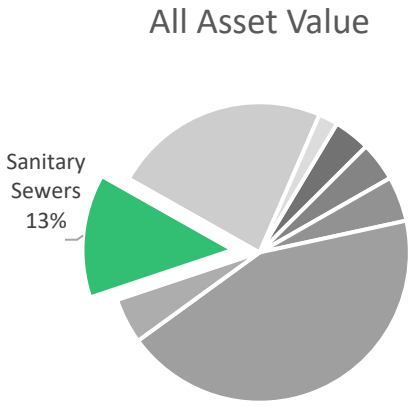
Notes: The Champaign County Regional Planning Commission has a Sidewalk Network Inventory and Assessment which City staff are currently working on translating into an annual CR&I implementation plan. The CIP includes CDBG funds for sidewalk projects. While there are not typically sidewalk specific CR&I projects in the CIP, sidewalks and paths are typically improved in large transportation projects. FY 23 included $2M for Equity and Quality of Life (EQL) projects; based on submitted/selected projects, approximately 60% of this funding is going towards sidewalk improvements.

Asset Plan Documents: RPC Sidewalk Inventory and Assessment

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	$200,000,000	Replacement Value
Life Expectancy	100	Years
Capital Replacement and Investment		
Target CR&I / Year	$2,000,000	Straight Line Depreciation
Target CR&I /CIP	$10,000,000	5-Year CIP
CIP Planned CR&I	$3,348,151	
Deferred CR&I in CIP	($6,651,849)	
Operations and Maintenance Cost		
Annual O&M Target	$2,000,000	Rudimentary 1%
Current Annual Maintenance Expenditures	$1,693,386	EST. using operations data
Annual Deficit	($306,614)	



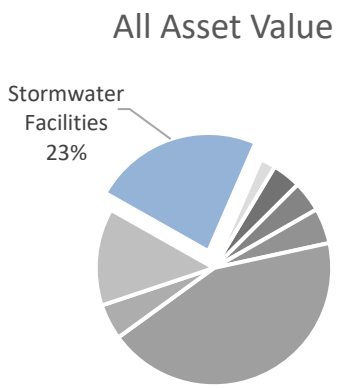
Notes: The City shares ownership of the sanitary sewer system with the Urbana Champaign Sanitary District (UCSD), which owns their own pipes (primarily interceptors) and the Wastewater Treatment Plant. The City owns smaller pipes (typically 6-inch to 15-inch diameter) which convey sanitary sewage to the UCSD interceptors. The Urbana Sewer Use rate is $0.1540 per 100 gallons. The City has just begun efforts on an asset management plan for our sanitary sewer system which will better inform asset valuation, sustainable funding, and capital improvements. The City provides a number of financial assistance programs for private users with the sanitary sewer fund to help offset large, sometimes inequitable expenses. The City also approved use of $1.3M of its ARPA funds for a Sanitary Sewer Lateral Lining Pilot Program to encourage homeowners to proactively pursue more affordable rehabilitation methods (primarily sewer lining) for their privately-owned sewer lateral lines. The program will help inform private interest in the program, logistical challenges with it, and economics of supporting similar programs beyond the pilot program. UCSD has an interest in participation in the future pending the outcomes of the Pilot program as it could further eliminate unwanted inflow/infiltration into the sanitary sewer system and the wastewater treatment plant. Additionally, the City is kicking off a major data collection and GIS integration effort at the beginning of FY 24 to drastically improve the data/information available in the City's GIS which will lead to enhanced forecasting, planning, and modeling capabilities.

Asset Plan Documents: Annual Sewer Activity Reports

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	$350,000,000	Replacement Value
Life Expectancy	100	Years
Capital Replacement and Investment		
Target CR&I / Year	$3,500,000	Straight Line Depreciation
Target CR&I /CIP	$17,500,000	5-Year CIP
CIP Planned CR&I	$2,871,333	
Deferred CR&I in CIP	($14,628,667)	
Operations and Maintenance Costs		
Annual O&M Target	$3,500,000	Rudimentary 1%
Current Annual Maintenance Expenditures	$1,802,057	using operations data
Annual Deficit	($1,697,943)	



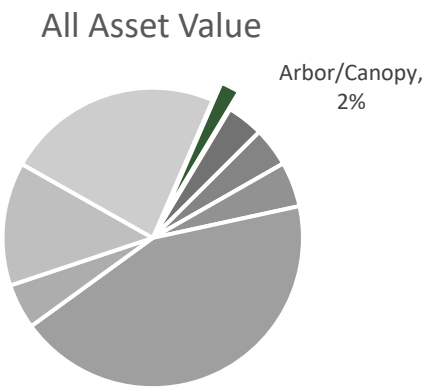
Notes: A Stormwater Asset Management Plan that began in recent years is nearing completion (likely 1st quarter of FY 24). A pre-final plan indicates a need to increase revenues to sustainably maintain the City's stormwater assets. The City implemented a dedicated stormwater utility fee in 2011 to fund the management of its stormwater facilities and maintain compliance with the National Pollutant Discharge Elimination System (NPDES MS4) Permit program. The fee is charged based on Equivalent Residential Units (ERUs) which was set at 3,100 square feet of impervious area. Additionally, the City is kicking off a major data collection and GIS integration effort at the beginning of FY 24 to drastically improve the data/information available in the City's GIS which will lead to enhanced forecasting, planning, and modeling capabilities.

Asset Plan Documents: Stormwater Asset Management Plan (to be completed in FY 2024)

Urban Canopy

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

Asset Summary Table		
Quantity	10,935	City Trees
Value	$31,000,000	Replacement Value
Life Expectancy	60	Years
Capital Replacement and Investment		
Target CR&I / Year	$516,667	Straight Line Depreciation
Target CR&I /CIP	$2,583,335	5-Year CIP
CIP Planned CR&I	0	
Deferred CR&I in CIP	($2,583,333)	
Operations and Maintenance Costs		
Annual Maintenance Target	$310,000	Rudimentary 1%
Current Annual Maintenance Expenditures	$1,273,619	EST. using operations data (includes landscaping efforts as well)
Annual Deficit	N/A	



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. Industry standards for tree trimming suggest a 7-year cycle for systematic pruning; staff time currently allows for maintaining trees on closer to a 13-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 inequitable 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. Additional funds beyond this for new plantings have had to be turned down by the City as the pruning maintenance cycle is woefully behind and adding more arbor assets cannot be justified until the City is able to improve its operations to take care of its current assets.

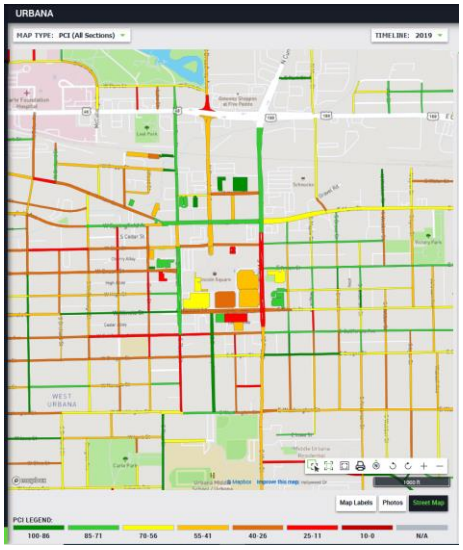
Section 3: Transportation

Table of Contents

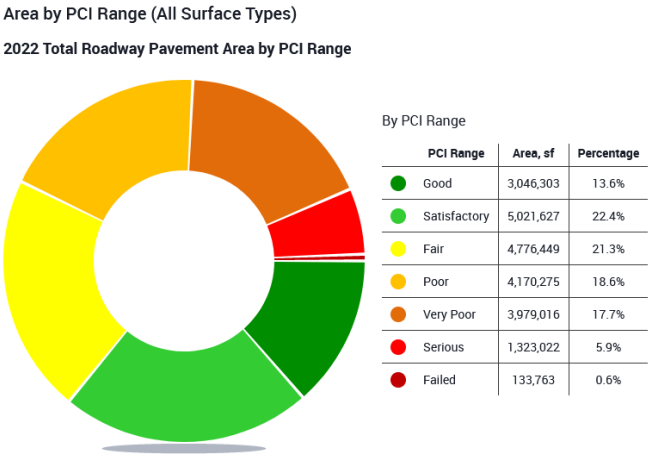
Operations

Pavement Management

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40112 - PAVEMENT MANAGEMENT SYSTEM	200 CR&I	19,820	180,000	20,000	20,000	20,000	20,000
40112 - PAVEMENT CORE STUDIES	200 CR&I	-	25,000	25,000	25,000	25,000	25,000
	TOTAL	19,820	205,000	45,000	45,000	45,000	45,000



https://apps.appliedpavement.com/hosting/urbana_2022/



Description
Condition assessment of pavement by scanning and by pavement core samples. Pavement asset management plan.

Location
City-wide for pavement scanning and asset management; select capital projects for pavement core studies.

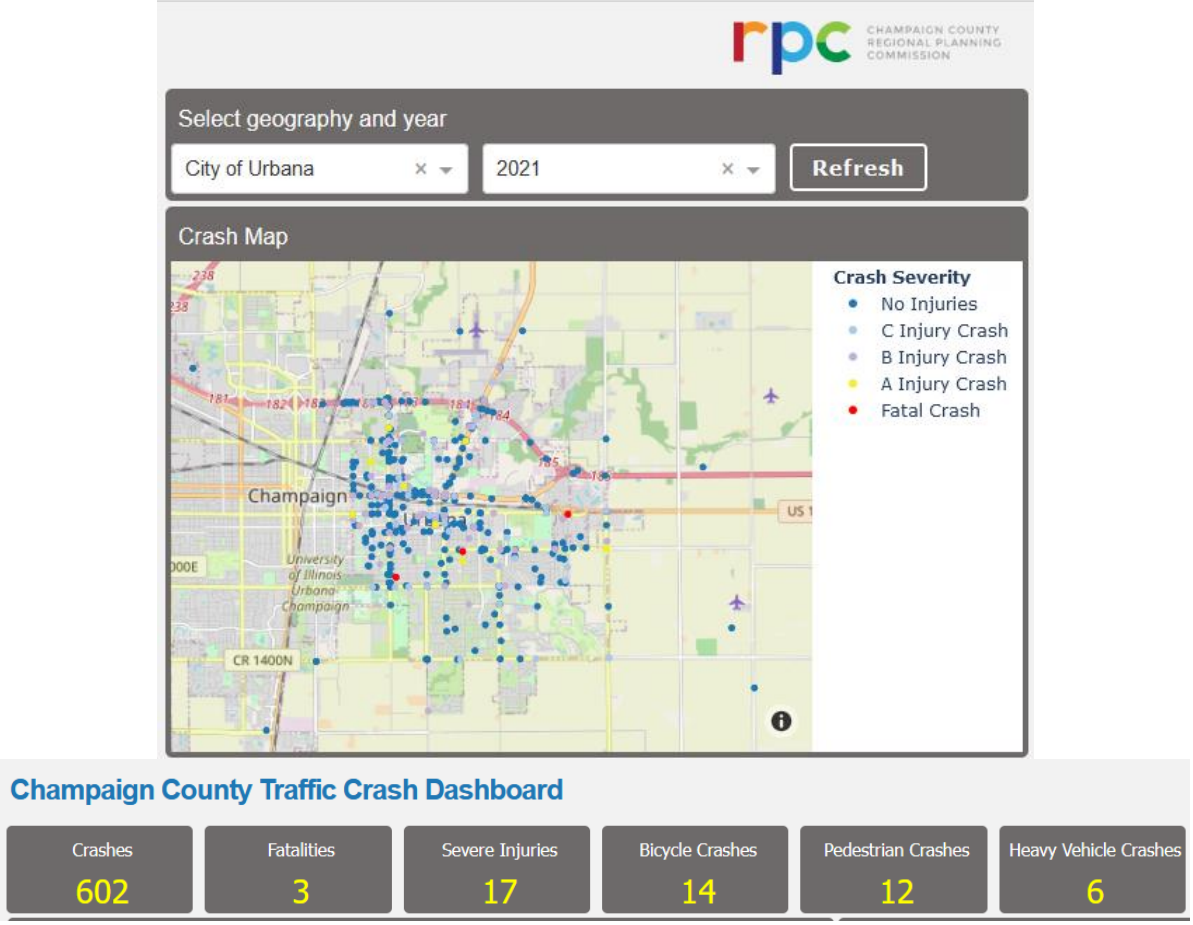
Purpose and Need
Data for maintenance and capital planning, monitor level of service, and asset management.

Timeline
Rescan City-wide FY24 (5 year cycle).
Annual development of pavement asset management plan.
Pavement Core Studies in advance of design.

Changes from Previous CIP
Added Pavement Core Studies.

Traffic Studies

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40120 - MISC. TRAFFIC STUDIES	200 CR&I	27,201	20,000	20,000	20,000	20,000	20,000
	331 CDBG	18,525	-	-	-	-	-
40176 - TIF 4 MISC. TRAFFIC STUDIES	343 TIF 4	-	200,000	-	-	-	-
TOTAL		45,726	220,000	20,000	20,000	20,000	20,000



https://crashdashboard.ccrpc.org/

Description
Collection and analysis of multimodal traffic data, including volume, speed, and crash records.

Location
Various street segments and intersections, determined by safety priority or public input.

Purpose and Need
Identify specific traffic safety problems and recommendations.

Timeline
Annual Misc. Traffic Study.
TIF 4 (Cunningham Ave.) Traffic Studies FY24.

Changes from Previous CIP
Increased annual budget for Misc. Traffic Studies.
Added TIF 4 (Cunningham Ave.) Traffic Studies.

Material Testing

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40181 - MISC. MATERIAL TESTING	200 CR&I	-	15,000	15,000	15,000	15,000	15,000

Description
Construction material inspection and testing by a qualified testing laboratory.

Location
Various locations.

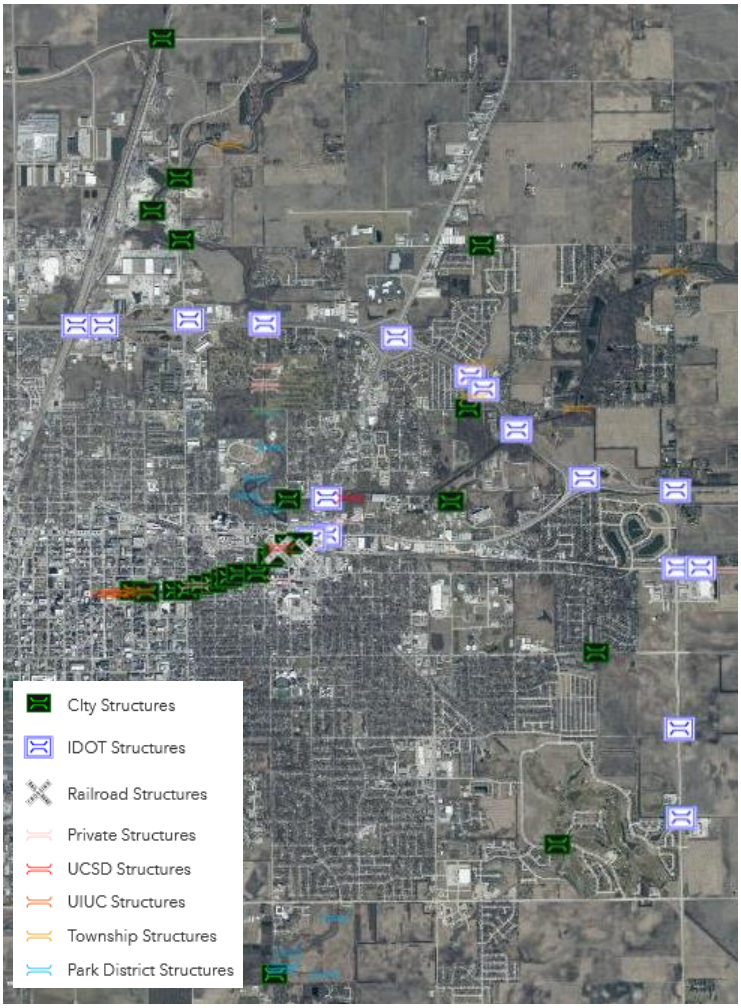
Purpose and Need
Quality assurance of materials used on construction. For maintenance programs and capital projects when construction observation is performed by City staff.

Timeline
Annual.

Changes from Previous CIP
Added Misc. Material Testing.

Bridge Inspections

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40171 - BRIDGE INSPECTION PROGRAM	203 SMFT	22,100	-	35,000	-	35,000	-



Description
Inspection of in-service bridges and structures according to National Bridge Inspection Standards.

Location
12 bridges (clear span ≥ 20 ft), 13 small structures (clear span < 20 ft), 2 pedestrian bridges, 1 closed bridge, and 1 railroad bridge.

Purpose and Need
Federal requirements for bridge inspection, data for maintenance and capital planning, monitor level of service, and asset management.

Timeline
27 bridges and structures on 24-month cycle.
2 bridges on 48-month cycle (condition based).

Changes from Previous CIP
Increased budget for bi-annual inspections to satisfy current IDOT requirements.

Maintenance Programs

Pavement Patching

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40108 - ANNUAL STREET PATCHING	202 LMFT	380,000	225,000	300,000	300,000	300,000	300,000
40179 - TIF 4 STREET PATCHING	343 TIF 4	-	100,000	100,000	100,000	-	-
	TOTAL	380,000	325,000	400,000	400,000	300,000	300,000

Description
Pavement patching by contractor.

Location
Various locations determined by pavement condition and other priority criteria, typically on streets with higher traffic volumes.

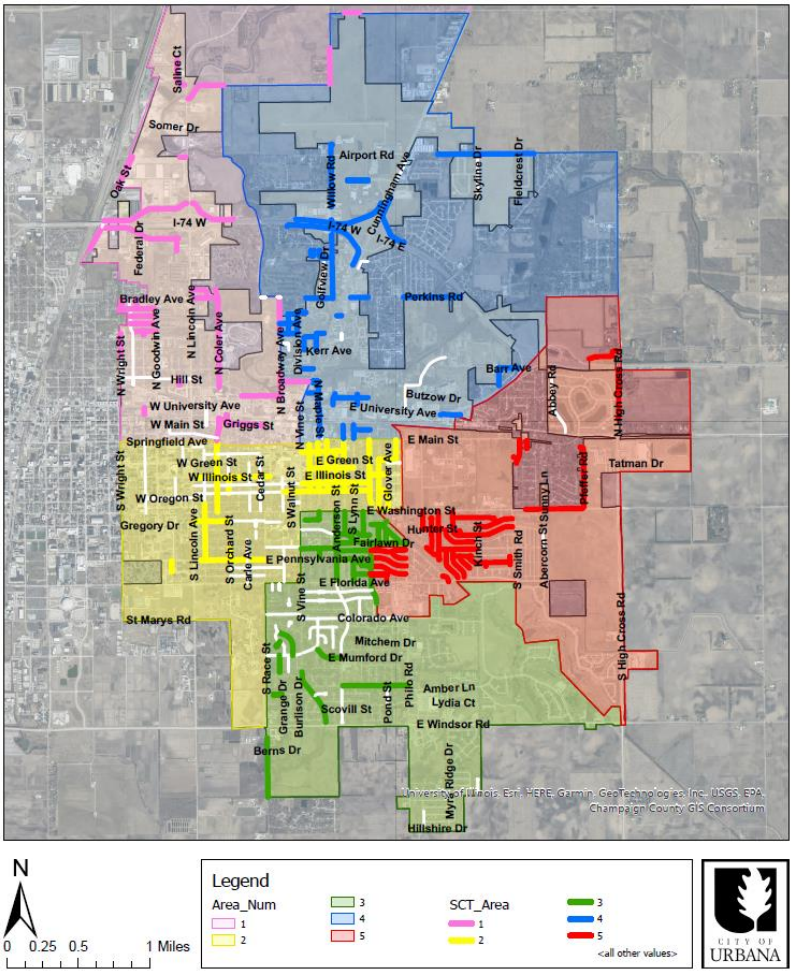
Purpose and Need
Pavement rehabilitation. Full-depth repairs to address local pavement, base, or subgrade failure. Complement to pavement patching by City staff.

Timeline
Annual for City-wide program.
TIF 4 (Cunningham Ave.) FY24 to Dec. 2025.

Changes from Previous CIP
Increased budget for annual City-wide program.
Added TIF 4 (Cunningham Ave.).

Bituminous Surface Treatment

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40114 - OIL & CHIP, SEAL, PRESERVATION	202 LMFT	140,061	210,000	290,000	290,000	290,000	290,000



Note:
Bold, white lines indicate streets eligible for conversion to BST. Bold, colored lines indicate streets with existing BST.

Description
Bituminous surface treatment (BST), also known as “oil and chip” or “chip seal”, applied on a 5-year cycle.

Location
Various streets with BST or other surface types but eligible for conversion to BST (primarily asphalt surfaces). City is divided into 5 zones.

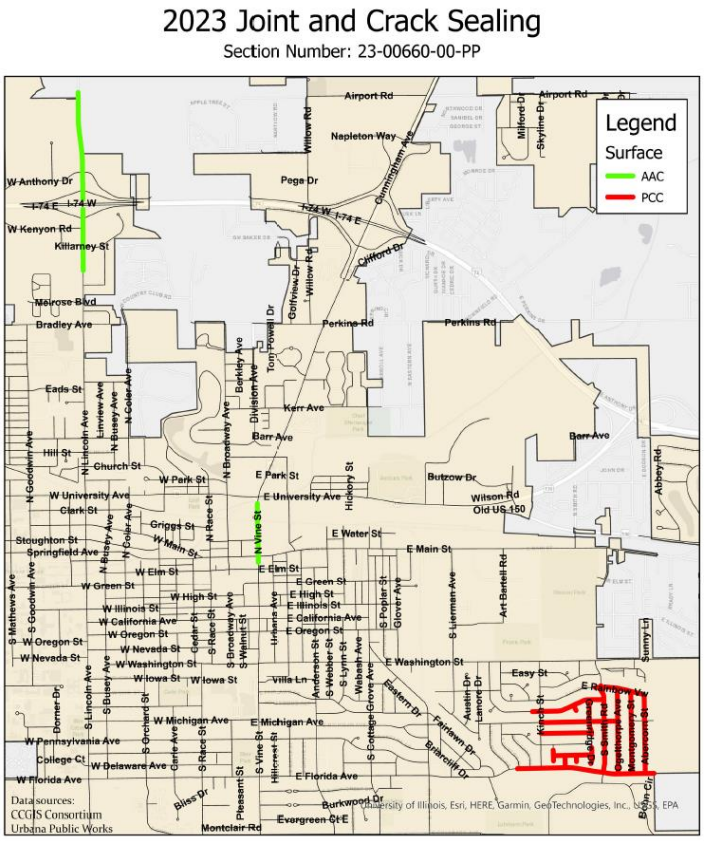
Purpose and Need
Pavement preservation. Liquid bituminous material covered with chip-size (3/8 inch) aggregate seals the pavement surface, inhibits raveling, and improves surface friction. Typically applied to local or collector streets with good to excellent pavement condition. Target annual budget is $375,000.

Timeline
Zone 2 (yellow on map) in FY23.
Zone 3 (green on map) in FY24.

Changes from Previous CIP
Increased annual budget.

Crack and Joint Sealing

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40159 - ANNUAL JOINT SEAL AND CRACK PROGRAM	202 LMFT	123,716	210,000	190,000	190,000	190,000	190,000



Notes:
"PCC" indicates a street with concrete surface (Portland Cement Concrete).
"AAC" indicates a street with asphalt surface.

Description
Routing and sealing of joints and working cracks with hot-poured joint sealant. Program initiated in 2023 (FY23 budget).

Location
Various streets, primarily concrete surfaces.

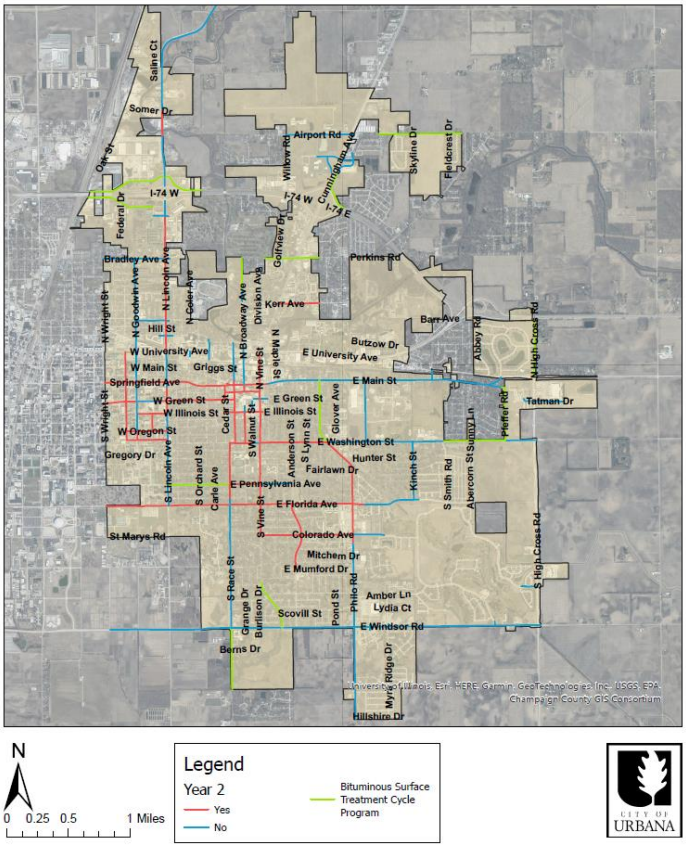
Purpose and Need
Pavement preservation. Mitigates moisture infiltration into pavement and slows crack deterioration. Typically applied to streets with a pavement surface that is 10 to 20 years old and is in very good to excellent condition. Target annual budget is initially $200,000 through FY28, then reduced to $100,000.

Timeline
Savannah Green in FY23 (map).
Windsor Rd. & Myra Ridge (north) in FY24.
Beringer Commons & Myra Ridge (south) in FY25.
Somerset & Stone Creek (south) in FY26.
Stone Creek (north) in FY27.

Changes from Previous CIP
Increased annual budget for FY25-FY28.

Pavement Markings

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40113 - BIKE LANES & SIDEPATHS	200 CR&I	16,691	21,177	21,791	22,423	23,073	23,696
40160 - ANNUAL PAVEMENT MARKING PROGRAM	200 CR&I	-	30,000	30,000	30,000	30,000	30,000
	202 LMFT	35,378	-	-	-	-	-
	TOTAL	35,378	51,177	51,791	52,423	53,073	53,696



Description
Reapplication of pavement marking lines and symbols for bike lanes (40113) and pavement marking lines for vehicle lanes (40160).

Location
Streets with existing pavement markings, City-wide.

Purpose and Need
Reapply pavement markings when existing markings are faded or have been removed by maintenance activity. Complement to pavement marking maintenance by City staff.

Timeline
Streets are assigned 1-year, 3-year, 6-year, or 12-year pavement marking cycles, based on historical performance.

Changes from Previous CIP
Moved vehicle pavement markings from LMFT to CR&I.

Sidewalks and Paths

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40101 - SIDEWALK MAINTENANCE	200 CR&I	122,427	150,000	150,000	150,000	150,000	150,000
40170 - CDBG SIDEWALKS	331 CDBG	444,269	200,000	200,000	200,000	200,000	200,000
40177 - TIF 4 SIDEWALKS	343 TIF 4	-	300,000	300,000	300,000	-	-
40175 - CENTRAL TIF DOWNTOWN SIDEWALKS	344 Cent TIF	-	100,000	-	-	-	-
	TOTAL	566,696	750,000	650,000	650,000	350,000	350,000

Description
Repair, replacement, or new construction of sidewalks and shared-use paths by contractor.

Location
Various locations City-wide, identified in the Pedestrian Master Plan or by public input.

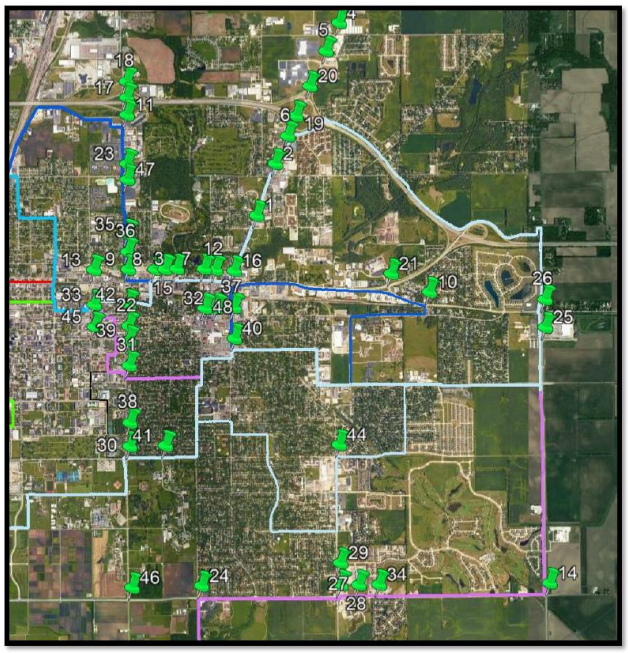
Purpose and Need
Priority is given to locations based on the scoring system illustrated above. Complement to sidewalk repairs by City staff.

Timeline
Annual for CR&I and CDBG programs.
TIF 4 (Cunningham Ave.) FY24 to Dec. 2025.
Central TIF FY24.

Changes from Previous CIP
Increased annual budget for sidewalks in CR&I.
Added TIF 4 (Cunningham Ave.) and Central TIF.

Traffic Signals

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40141 - TRAFFIC SIGNAL & STREET LIGHT MAINTENANCE	200 CR&I	15,000	50,000	50,000	50,000	50,000	50,000
40604 - ANNUAL SIGNAL CR&I	200 CR&I	88,125	41,000	246,000	198,000	62,000	110,000
40180 - TIF 4 INTERSECTION IMPROVEMENTS	343 TIF 4	-	-	200,000	200,000	-	-
	TOTAL	103,125	91,000	496,000	448,000	112,000	160,000



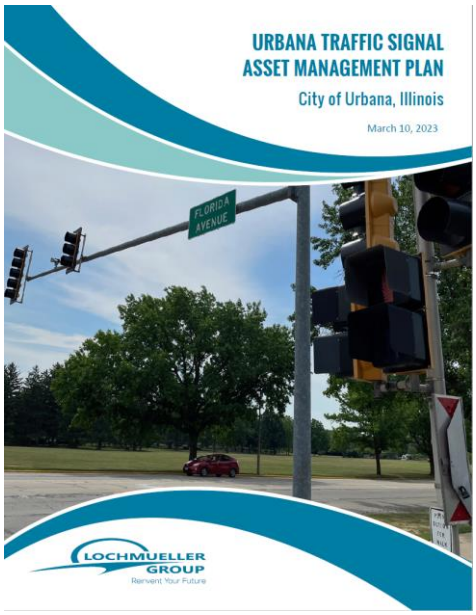


Figure 1. Existing i3 Fiber Network as of March, 2023 and City of Urbana Signalized Intersections

Description
Maintenance, repair, and improvements to traffic signal assets.

Location
Traffic signals owned and maintained by Urbana (25 signalized intersections and 20 pedestrian warning systems) or maintained by Urbana (23 signalized intersections and 1 pedestrian warning system).

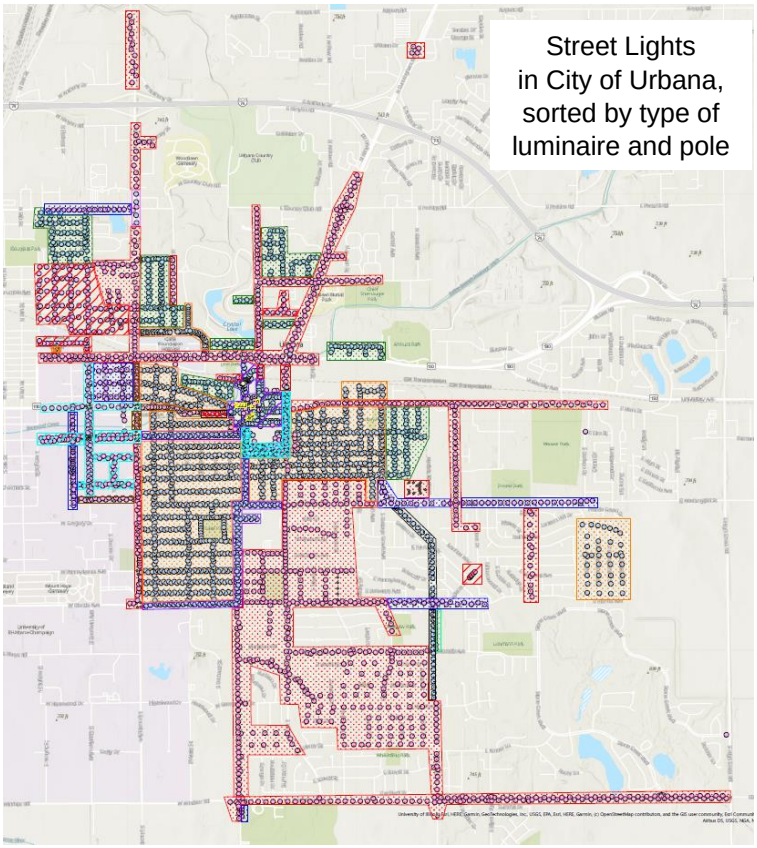
Purpose and Need
Functioning and updated traffic signals for safe and efficient traffic flow. The Traffic Signal Asset Management Plan identifies priority short-term and long-term improvements.

Timeline
Lincoln & Springfield FY24
Lincoln & Windsor FY25
TIF 4 (Cunningham Ave.) FY25 to Dec. 2026.
Goodwin & Green, Philo & Florida FY26
Philo & Scovill FY27.

Changes from Previous CIP
Asset management plan completed. Increased annual budget for maintenance.
Added TIF 4 (Cunningham Ave.).

Street Lighting

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40606 - ANNUAL STREET LIGHTING CR&I	200 CR&I	79,500	-	-	-	-	-
40174 - CDBG STREET LIGHTING	331 CDBG	-	150,000	150,000	150,000	150,000	150,000
40178 - TIF 4 STREET LIGHTING	343 TIF 4	-	165,000	165,000	165,000	-	-
	TOTAL	79,500	315,000	315,000	315,000	150,000	150,000



GLOBE FIXTURE WITH
CONCRETE POLE
(QTY. 1400)

COBRA HEAD WITH
ALUMINUM POLE
(QTY. 1300)

Description
Improvements to existing street lights and installation of new street lights.

Location
Various locations City-wide.

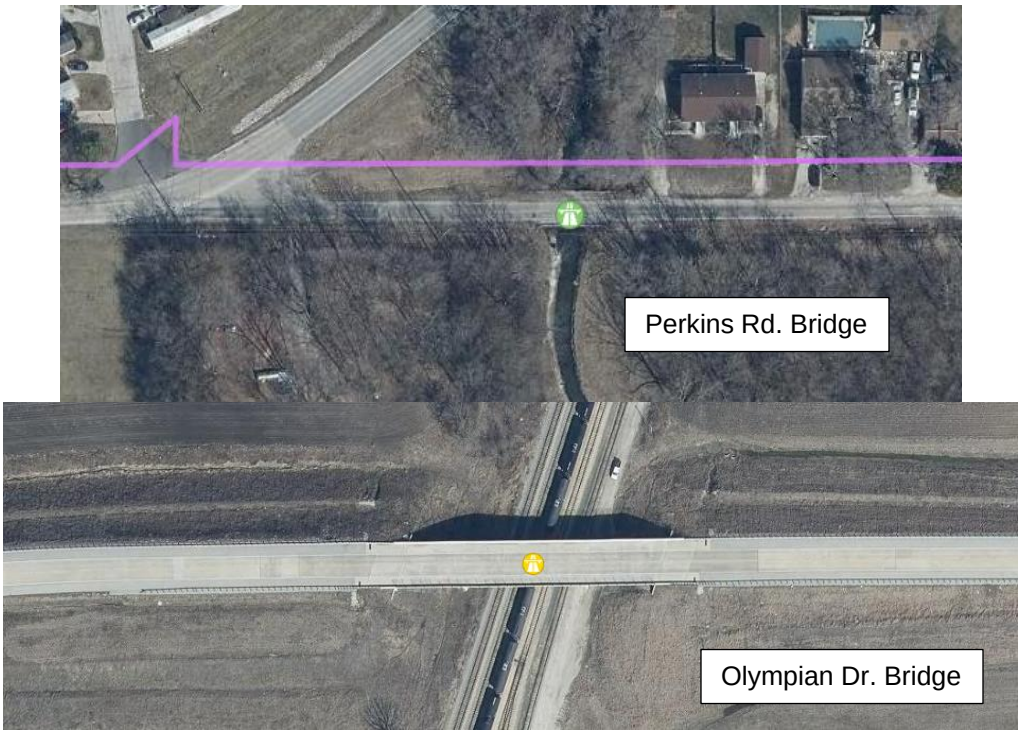
Purpose and Need
Asset management plan will identify recommended improvements for existing street lights, propose new construction standards for Urbana street lights, and provide guidelines for prioritizing new street light installations.

Timeline
Completion of asset management plan FY24. Annual improvements in Community Development Target Areas. TIF 4 (Cunningham Ave.) FY24 to Dec. 2026.

Changes from Previous CIP
Asset management plan initiated. Add CDBG and TIF funds.

Bridges

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40401 - BRIDGE MAINTENANCE PROJECTS	CHAMP IGA	-	-	30,000	-	-	-
	200 CR&I	-	135,000	30,000	-	-	-
	201 SWUF	25,000	-	-	-	-	-
TOTAL		25,201	135,000	60,000	0	0	0



Description
Bank stabilization at Perkins Rd. bridge. Concrete deck sealing. Embankment settlement repairs at Olympian Dr. bridge.

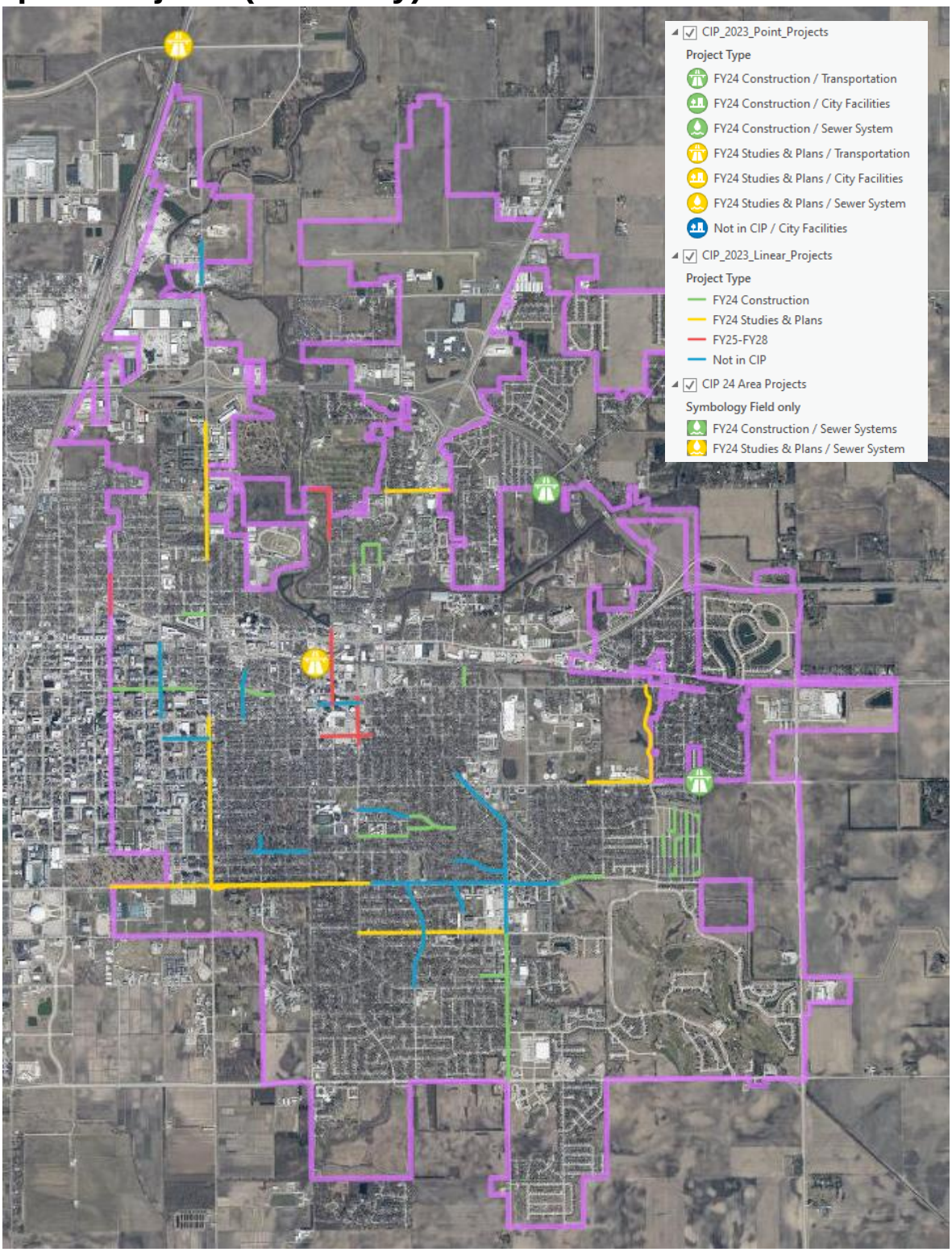
Location
Perkins Rd. over Tributary to Saline Branch; Five (5) bridges with bare concrete decks (Lincoln Ave. over Saline Br. South, Lincoln Ave. over Saline Br. North, Olympian Dr., Race St. over Boneyard, and High Cross Rd. Ped. Bridge); and Olympian Dr. over Illinois Central Railroad.

Purpose and Need
West bank at Perkins Rd. bridge is significantly scoured and is threatening the bridge foundation. Seal bare concrete decks every five years as preventive maintenance. Apparent settlement of embankment at Olympian Dr. has caused joint failure at the ends of the bridge and subsequent erosion due to deck drainage. City of Champaign willing to participate in Olympian Dr. bridge repairs.

Timeline
Perkins Rd. Bridge FY24, Concrete Deck Sealing FY24, Olympian Dr. Bridge FY25.

Changes from Previous CIP
Moved from SWUF to CR&I fund. Added Olympian Dr. Bridge. Delayed Perkins Rd. Bridge and increased budget following design. Delayed bridge repairs for Broadway Ave. over Saline Branch.

Capital Projects (Summary)



Map of Transportation Capital Projects
https://urbana.ccgisc.org/portalurbana/apps/webappviewer/index.html?id=b4b48ecfae094b62b439911db8efda43

Transportation Capital Projects, sorted by Priority Score

	Max. Score:	25.2	22.4	17.0	12.9	11.6	8.2	2.7	100.0	
Capital Projects		**Safety Score**	**Class Score**	**Condition Score**	**Funding Score**	**Linking Score**	**Bus Score**	**CDTA Score**	**Total Score**	**Project Cost Estimate**
CIP FY24-FY28										
Lincoln Ave. (Wascher to Killarney)		25.2	22.4	13.1	12.9	5.8	8.2	1.4	88.9	$ 10,775,000
Florida Ave. (Wright to Hillcrest)		25.2	20.2	11.7	12.9	7.0	8.2	0.0	85.2	$ 12,035,000
Country Club Rd. and Perkins Rd.		25.2	17.9	8.7	6.5	9.3	8.2	1.4	77.1	$ 1,000,000
Lincoln Ave. (Florida to Green)		25.2	20.2	12.9	3.2	7.0	8.2	0.0	76.7	$ 8,900,000
Broadway Ave. (Elm to Park)		18.9	15.7	12.8	8.1	5.8	8.2	1.4	70.8	$ 1,600,000
Vine St. and Illinois St.		12.6	20.2	13.1	6.5	4.6	8.2	1.4	66.5	$ 2,100,000
Springfield Ave. (Wright to McCullough)		15.8	20.2	11.7	3.2	7.0	0.0	0.0	57.8	$ 1,460,000
Philo Rd. and Colorado Ave.		9.5	20.2	11.1	3.2	3.5	8.2	0.0	55.6	$ 3,600,000
Florida Ave. (James Cherry to Curtiss)		4.2	20.2	14.5	4.9	1.2	8.2	1.4	54.4	$ 700,000
Broadway Ave. and Country Club Rd.		0.0	15.7	14.3	6.5	7.0	8.2	1.4	52.9	$ 900,000
Wright St. (Church to Columbia)		0.0	17.9	13.8	4.9	4.6	8.2	1.4	50.8	$ 600,000
Washington St. Bridge Replacement		8.4	17.9	6.1	3.2	3.5	8.2	1.4	48.7	$ 712,000
Race St. Bridge Repairs		18.9	17.9	2.6	6.5	1.2	0.0	0.0	47.0	$ 360,000
Savannah Green Alleys		0.0	9.0	11.9	3.2	2.3	0.0	0.0	26.4	$ 550,000
EQL Projects										$ 3,000,000
Bakers Lane Shared-Use Path										$ 1,466,040
									Total	**$ 49,758,040**
Backlog, Not in CIP										
Lincoln Ave. (Saline Branch to Somer)		25.2	22.4	12.4	0.0	2.3	0.0	0.0	62.3	$ 600,000
Goodwin Ave. (Green to University)		15.8	17.9	10.4	3.2	3.5	8.2	0.0	58.9	$ 1,500,000
Florida Ave. and Cottage Grove Ave.		6.3	20.2	8.5	4.9	3.5	8.2	1.4	52.9	$ 3,000,000
Elm St. (Race to Vine)		6.3	13.4	11.7	6.5	3.5	8.2	0.0	49.6	$ 600,000
Philo Rd. and Pennsylvania Ave.		0.0	20.2	10.0	4.9	3.5	8.2	1.4	48.1	$ 3,200,000
Illinois St. (Goodwin to Lincoln)		4.2	13.4	14.3	3.2	2.3	8.2	0.0	45.7	$ 1,300,000
Fairlawn Ave. (Vine to Anderson)		0.0	13.4	13.1	6.5	0.0	8.2	2.7	43.9	$ 1,000,000
Pennsylvania Ave. and Orchard St.		0.0	13.4	14.3	3.2	2.3	8.2	0.0	41.5	$ 1,500,000
Anderson St. (Mumford to Florida)		0.0	13.4	14.5	4.9	0.0	8.2	0.0	41.0	$ 2,500,000
Coler Ave. (Green to Main)		8.4	13.4	11.7	3.2	3.5	0.0	0.0	40.3	$ 1,100,000
									Total	**$ 16,300,000**

"CDTA" refers to Community Development Target Areas.

The Equity and Quality of Life (EQL) Projects and the Bakers Lane Shared-Use Path were prioritized with different scoring systems.

Some of the projects included in the Capital Improvement Plan have lower priority scores than other projects not included and which are listed in the City's backlog. Generally speaking, the priority scoring system is a simple guide for project selection, but it does not account for all factors which influence the importance or urgency of a project. Some projects are included because they were already in progress before the scoring system was developed – Savannah Green Alleys, for example. Some projects are included because they are led by another agency – Broadway Ave. and Country Club Rd. with Champaign County and Wright St. (Church to Columbia) with Champaign, for example. Some projects are included because there is a defined need that is not captured by the scoring system, such as bridge improvements – Race St. Bridge Repairs and Washington St. Bridge Replacement, for example.

Priority Scoring System

The City of Urbana uses a scoring system to guide prioritization of transportation capital projects. In this system, a total priority score is calculated for each street segment as the sum of seven category scores: Safety Record, Functional Classification of the Street, Pavement Condition, Funding Assistance, Project Linking, Bus Route, and Community Development Target Area (CDTA). The total score ranges from 0 to 100, with 100 representing the highest priority project. Each category has a maximum score according to the relative importance assigned to it. The relative importance of each category was determined by a committee of staff in the Public Works Department. A transportation project consists of one or more street segments, and each project is assigned the highest total score from one of its street segments.

$$Total\ Priority\ Score = Safety + Class + Condition + Funding + Linking + Bus + CDTA$$

Max. Score = 100.0 = 25.2 + 22.4 + 17.0 + 12.9 + 11.6 + 8.2 + 2.7

In response to Mayor and Council goals, the CDTA category was introduced to replace the category for age of pavement. The CDTA category is intended to introduce an "equity lens" into the scoring system by providing additional points to low-to-moderate income areas of the City. There is a discussion about the CDTA metric and others that were considered in the next section, "Evaluation of Equity Metrics". The age of pavement category was considered unnecessary since pavement condition data is available and current.

Also, the scoring system was updated this year to normalize the total score range from 0 to 100. Previously, there was no defined maximum total score. With a range from 0 to 100, the total score is made more intuitively meaningful.

The following discussion explains each category in more detail, lists what criteria are used to assign a score to each street segment, and cites data sources, as appropriate.

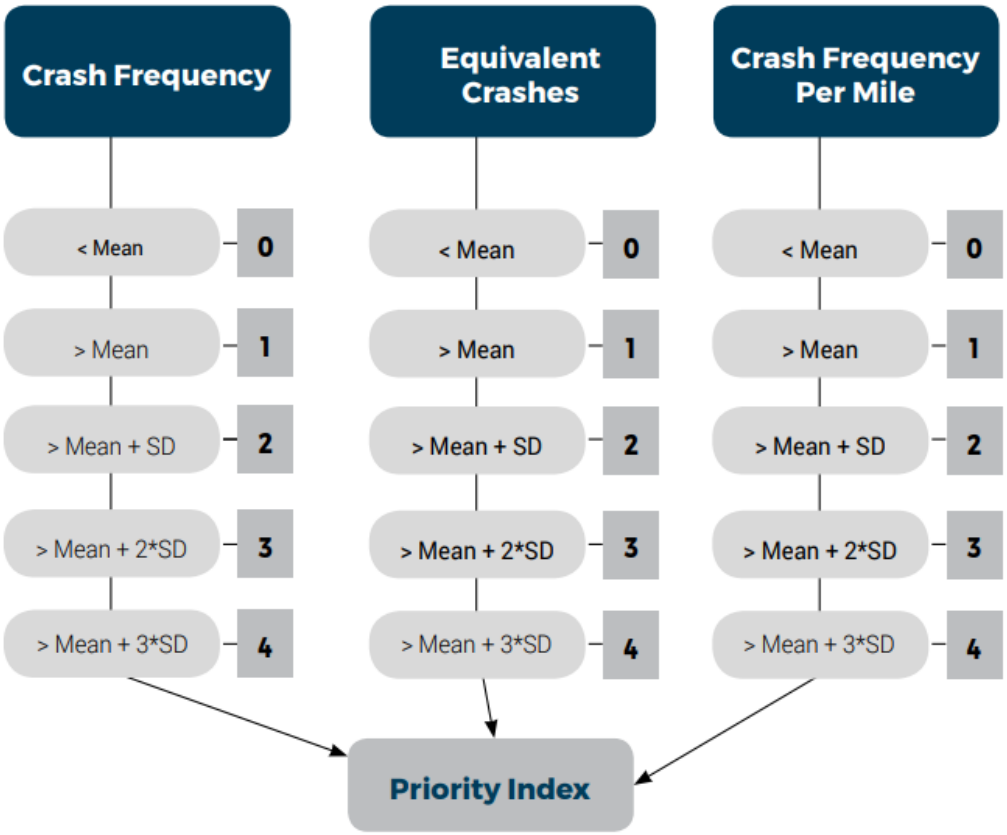
Safety Record Max. Score = 25.2

Score	Criteria
25.2	Segment or intersection in Regional Safety Plan
0 - 25.2	Max. of Segment or intersection safety record score

Safety is the most important category in the scoring system, and staff looks to crash records to identify safety problems. The Champaign County Regional Planning Commission (RPC) provided the City of Urbana with a way to systematically quantify safety priority locations with a Priority Index. RPC determined a Priority Index for each street segment and intersection in the City of Urbana through a statistical analysis of the most recent five years of available crash records (2017 through 2021).

The Priority Index is the sum of three metrics: Crash Frequency (up to 4 points), Equivalent Crashes (up to 4 points), and Crash Frequency per Mile (up to 4 points). Each metric is assigned points based on how much the street segment's crash statistics exceed the average (mean) value, in terms of standard deviations (SD) from the mean. The metric for Equivalent

Crashes gives more weight to crashes with a fatality (25 times) or an incapacitating injury (10 times) compared with other types of crashes with injuries. Crash Frequency per Mile only counts for street segments. Therefore, the maximum Priority Index for segments is 12 (4+4+4), whereas the maximum Priority Index for intersections is 8 (4+4+0).



Flow Chart of Crash Statistics and Priority Index

$$Crash\ Frequency\ (no.per\ year) = \frac{K + A + B + C}{Study\ Period\ (yrs)}$$

$$Equivalent\ Crashes\ (no.per\ year) = \frac{25K + 10A + B + C}{Study\ Period\ (yrs)}$$

$$Crash\ Frequency\ per\ Mile\ (no.per\ year, per\ mile) = \frac{Crash\ Frequency\ (no.per\ year)}{Segment\ Length\ (miles)}$$

Table of Standard Crash Injury Codes

Injury Code	Description
K	Fatal
A	Incapacitating Injury
B	Non-incapacitating Injury
C	Reported Injury / Not Evident
O	No Indication of Injury

The Priority Indices for each street segment and intersection are then converted to a score for our priority scoring system using the following formulas. Each street segment in the City is then assigned the maximum of its Segment Score or Intersection Score, if the segment is part of an intersection.

$$Segment\ Safety\ Record\ Score = \frac{Segment\ Priority\ Index\ \times 25.2}{12}$$

$$Intersection\ Safety\ Record\ Score = \frac{Intersection\ Priority\ Index\ \times 25.2}{8}$$

Sources:

- Champaign-Urbana Urban Area Safety Plan: https://ccrpc.org/documents/champaign-urbana-safety-plan/
- Champaign County Traffic Crash Dashboard: https://crashdashboard.ccrpc.org/

Functional Classification of Streets Max. Score = 22.4

Score	Criteria
22.4	Other Principal Arterial
20.2	Minor Arterial
17.9	Major Collector
15.7	Minor Collector
13.4	Local Street
9.0	Alley
4.5	Parking Lot

Functional classification is based on the importance of a route to the transportation network, and each street is assigned a functional classification through a process that involves the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) and the Illinois Department of Transportation (IDOT).

Source:

- Illinois Roadway Analysis Database System (IROADS): https://webapps.dot.illinois.gov/IROADS/

Pavement Condition Max. Score = 17.0

The pavement condition is measured by the Pavement Condition Index (PCI) for all pavement surfaces except for brick streets. All streets in the City of Urbana were scanned by vehicle-mounted sensors in 2019 and assigned a PCI. The PCI for each street segment is converted to a condition score for our priority system using the following equation. A high PCI indicates good condition, whereas a high pavement condition score indicates poor condition.

$$Pavement\ Condition\ Score = (100 - Pavement\ Condition\ Index\ (PCI)) \times 0.170$$

PCI Condition Ranges			
Excellent		100-86	100 – 65: Feasible for pavement preservation
Very Good		85-71	
Good		70-56	
Fair		55-41	64 - 0: Not feasible for pavement preservation
Poor		40-26	
Very Poor		25-11	
Failed		10-0	

PCI Ranges and Descriptive Condition
(IDOT Bureau of Local Roads and Streets Manual)

Source:

- Urbana Roadway Pavement Management Summary: https://apps.appliedpavement.com/hosting/urbana_2022/

Funding Assistance Max. Score = 12.9

Score	Criteria
12.9	Eligible for 80-100% assistance
9.7	Eligible for 50-79% assistance
6.5	Eligible for 20-49% assistance
3.2	Eligible for less than 20% assistance
0.0	Not eligible for assistance
3.2	Eligible for CDBG assistance (additive score)
3.2	Eligible for TIF assistance (additive score)
3.2	Eligible for DCEO assistance (additive score)

“Funding assistance” is considered any funding that is outside the typical funds available for transportation projects, such as CR&I, State MFT, or Local MFT. Federal funds available through CUUATS (STBG/STPU) are periodically available to Urbana, so it is not considered outside funding for the purpose of the scoring system.

The additive scores for CDBG, TIF, or DCEO eligibility will be calculated as a fraction of 3.2 if a road segment is partially within or on the border of an eligible area.

Sources:

- CDTA map for Community Development Block Grant (CDBG) funding eligibility: https://maps.ccgisc.org/public/Disclaimer.aspx
- Tax Increment Financing (TIF) map for TIF funding eligibility: https://maps.ccgisc.org/public/Disclaimer.aspx

- Illinois Department of Commerce and Economic Opportunity (DCEO) underserved areas map for DCEO funding eligibility: https://dceo.illinois.gov/expandrelocate/incentives/underservedareas.html

Project Linking Max. Score = 11.6

Score	**Criteria** (each is additive)
2.3	Multiple contiguous pavement sections with similar pavement condition
2.3	Partnership with other agency
2.3	Sewer or utility reconstruction within pavement is warranted
1.2	Drainage problems related to street surface
1.2	Traffic signal improvements are warranted (a top 20 intersection in traffic signal asset management plan)
1.2	Bridge improvements are warranted
1.2	Pedestrian or bicycle improvements are warranted (bicycle or pedestrian master plan recommendation)

Sources:

- Urbana Bicycle Master Plan 2016: https://www.urbanaillinois.us/bicycle-master-plan
- Urbana Pedestrian Master Plan 2020: https://ccrpc.org/documents/2020-urbana-pedestrian-master-plan-final-report/

MTD Bus Route Max. Score = 8.2

Score	Criteria
8.2	Street is on an MTD bus route
0.0	Street is not on an MTD bus route

Source:

- Champaign-Urbana Mass Transit District (MTD) Route Maps: https://mtd.org/maps-and-schedules/maps/

Community Development Target Area Max. Score = 2.7

Score	Criteria
2.7	Street within a CDTA
1.4	Street partially within a CDTA
0.0	Street not within any CDTA

A Community Development Target Area (CDTA) is a block group within a census tract that meets certain low-to-moderate income thresholds set by the City of Urbana.

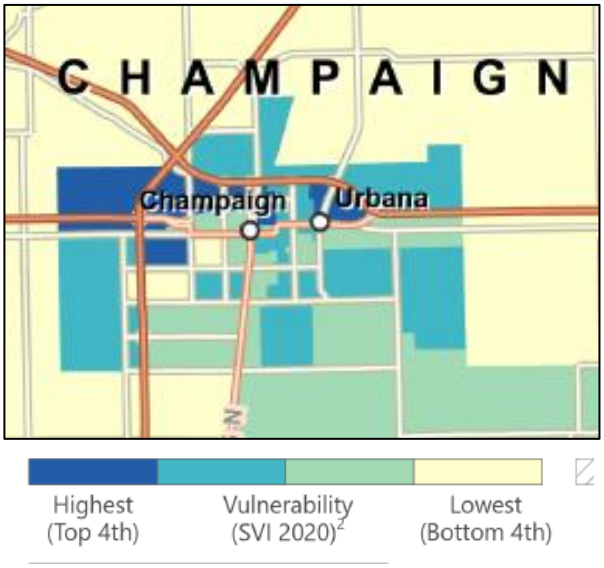
Source:

- Community Development Target Areas (CDTA) map: https://maps.ccgisc.org/public/Disclaimer.aspx

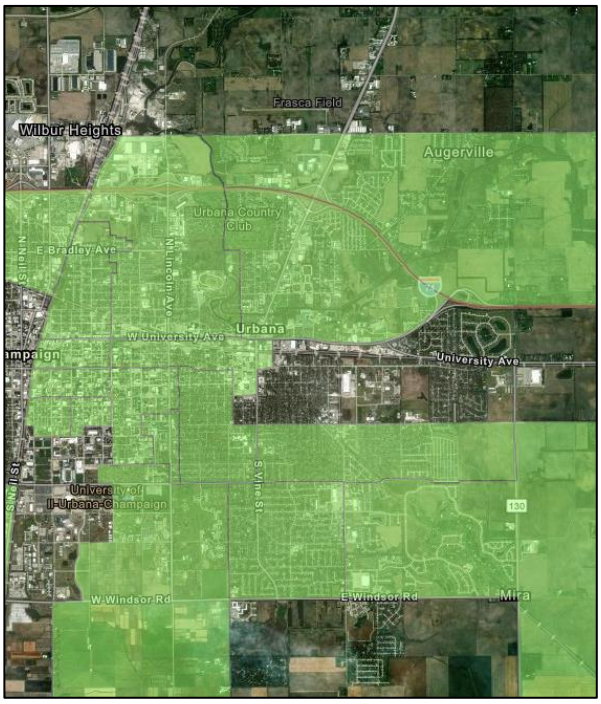
Evaluation of Equity Metrics

In the City of Urbana, a current goal of the Mayor and City Council is to increase investment in infrastructure equity. An action step for this goal is to incorporate an "equity lens" into priorities evaluation. Staff evaluated different metrics that represent equity considerations and have already been mapped, making them readily applicable to street segments or other project areas. The metrics considered were the Social Vulnerability Index from the Center for Disease Control (CDC), Underserved Areas from the Illinois Department of Commerce and Economic Opportunity (DCEO), Environmental Justice Demographic Indices from the Environmental Protection Agency (EPA), Community Development Target Areas (CDTA) from the City of Urbana, and Equitable Transportation Community metrics from the US DOT.

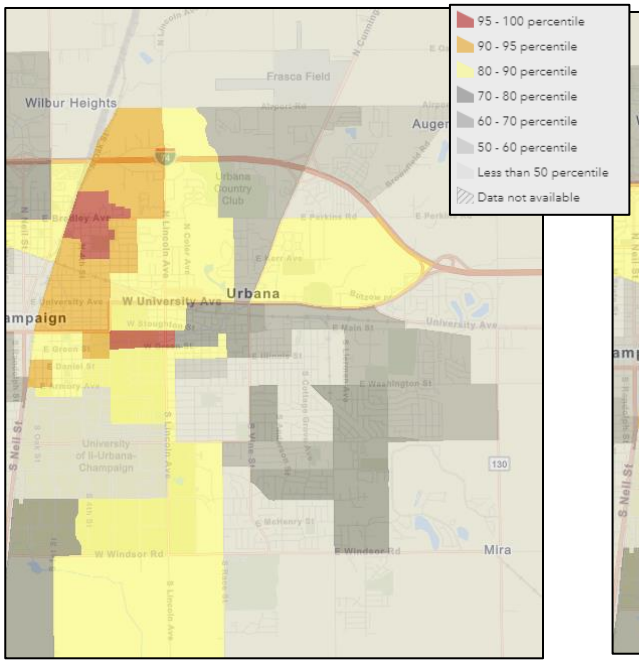
Below are map images for the different equity metrics considered, along with web links to data sources.



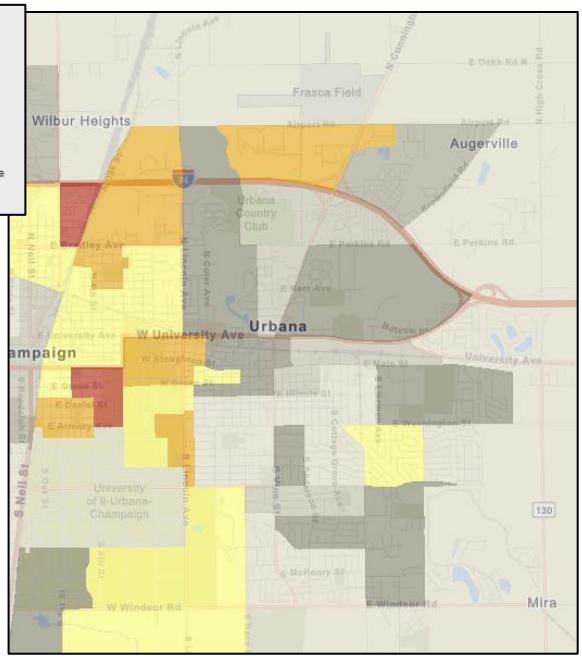
CDC/ATSDR Social Vulnerability Index
https://www.atsdr.cdc.gov/placeandhealth/svi/interactive_map.html



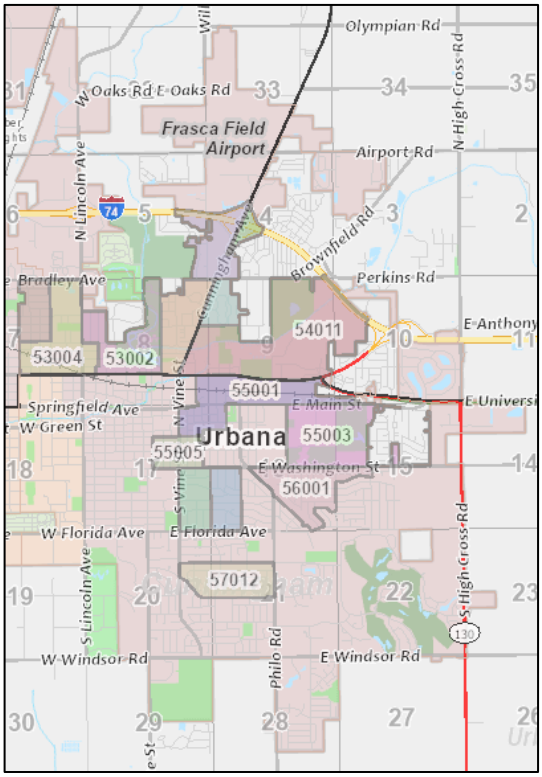
DCEO Underserved Areas
https://dceo.illinois.gov/expandrelocate/incentives/underservedareas.html



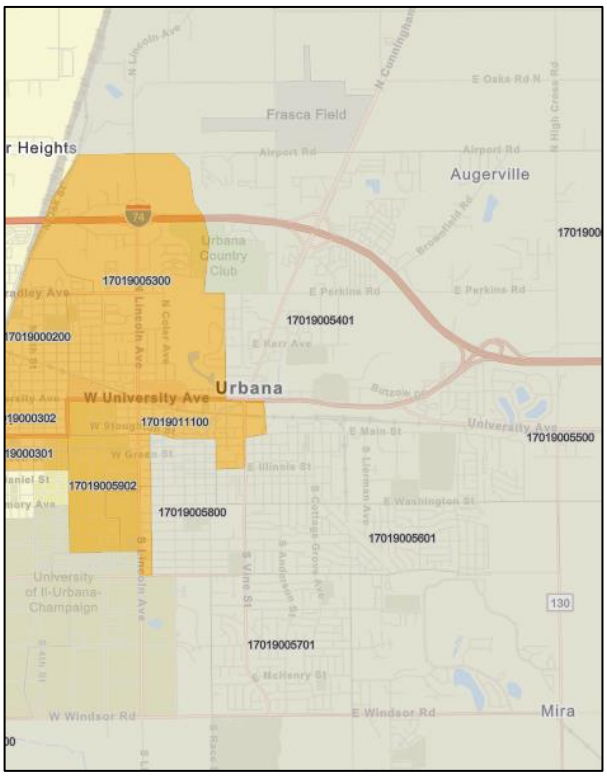
EPA Environmental Justice
Demographic Index
https://ejscreen.epa.gov/mapper/



EPA Environmental Justice
Supplemental Demographic Index
https://ejscreen.epa.gov/mapper/



Comm. Develop. Target Areas (CDTA)
https://maps.ccgisc.org/public/Disclaimer.aspx



US DOT Equitable Transportation Community
https://www.transportation.gov/priorities/equity/justice40/etc-explorer

Staff selected CDTA as the most effective equity metric because it identifies areas of the City with low-to-moderate income populations, the data is mapped by the Champaign County Geographical Information System (GIS) Consortium (making it readily available and easy to use), and CDTA is determined at the block group level, which is a subset of census tracts, allowing for an analysis of census data in smaller population groups. By comparison, the CDC Social Vulnerability Index, the DCEO Underserved Area, and the US DOT Equitable Transportation Community are metrics determined at the census tract level, leading to conclusions that are less meaningful for a community the size of Urbana's. The US Census Bureau defines block groups as containing between 600 and 3,000 people, whereas census tracts contain between 1,200 and 8,000 people.

By choosing CDTA as the equity metric, the focus is on income disparity across the City. The underlying assumption is that the concentration of low-to-moderate income households in certain areas of the City may have resulted, in part, from historic discriminatory practices and disinvestment in underserved communities. Staff considered this approach to be the most straight-forward and objective proxy for historical inequity. Staff did not attempt to account for other demographic data commonly associated with historical inequity, including but not limited to race, disability, age, gender, sexual orientation, language, religion, and criminal history.

The EPA Environmental Justice socioeconomic indicators attempt to account for populations such as low-income, people of color, unemployment, less than high school education, limited English speaking, and low life expectancy. However, when the EPA Environmental Justice metrics are applied in Urbana, they appear to favor college student populations over other low-income populations in the City.

By providing additional priority points to capital projects in CDTA, the intention is to begin to shift infrastructure investment to historically underserved areas of the City and thereby improve quality of life and property values in those areas.

Considering the eligibility of a capital project for Community Development Block Grant (CDBG) funding is another way that equity is incorporated into the scoring system. Because there is a direct relationship between CDTA and CDBG eligibility, any project within a CDTA gets points for both the CDTA category and for the funding assistance category.

Project Cost Estimates

When a transportation capital project is initially conceived, the most direct way to estimate project cost is to apply a unit price per area of pavement, based on the anticipated scope of work. The initial concept for scope of work is typically informed by the purpose and need for the project, such as pavement condition, safety record, or other considerations. The project unit price includes construction costs, preliminary engineering (also referred to as "studies and plans", typically estimated as 10% of the cost of construction), and construction engineering (typically estimated as 10% of the cost of construction). The unit prices summarized below were used for the project cost estimates, unless a more detailed estimate already existed. Project cost estimates are approximate and subject to refinement with development of studies and plans, and as prices for labor and materials change over time.

Scope of Project	**Project Unit Price (per SY pavement)**		
Corridor Reconstruction	$325	to	$350
Pavement Reconstruction	$200	to	$250
Pavement Rehabilitation	$100	to	$200

Capital Projects (FY24 Construction)

Savannah Green Alleys

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40148 - SAVANNAH GREEN ALLEYS	202 LMFT	1,803	-	-	-	-	-
	203 SMFT	201,000	300,000	-	-	-	-
TOTAL		202,803	300,000	0	0	0	0

Description
Pavement patching for select alley segments, with joint and crack sealing for all alleys.

Location
The Savannah Green Subdivision, generally bounded by Florida Ave. to the south, Smith Rd. to the west, Rainbow View to the north, and Abercorn St. to the east.

Purpose and Need
Very poor pavement condition due to weak subgrade. Pavement patching and preservative maintenance is a compromised approach since this project has a low priority score.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	9.0	11.9	3.2	2.3	0.0	0.0	26.4

Timeline
Plans FY23, Construction FY24.

Changes from Previous CIP
Reduced scope of work to align with low priority score.

Washington St. Bridge Replacement

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40109 - WASHINGTON ST BRIDGE RECONSTRUCTION	200 CR&I	-	492,000	-	-	-	-
	202 LMFT	206,880	-	-	-	-	-
TOTAL		206,880	492,000	0	0	0	0

Description
Replacement of existing single span bridge with a double-barrel concrete box culvert. Minimal road work.

Location
Bridge carrying Washington St. over Sunny Estates Ditch, located 0.5 mile west of High Cross Road (IL 130).

Purpose and Need
Very poor condition of existing bridge resulted in a weight restriction of 12 tons. This caused MTD to reroute its Green and Gray routes through Scottswood Subdivision.

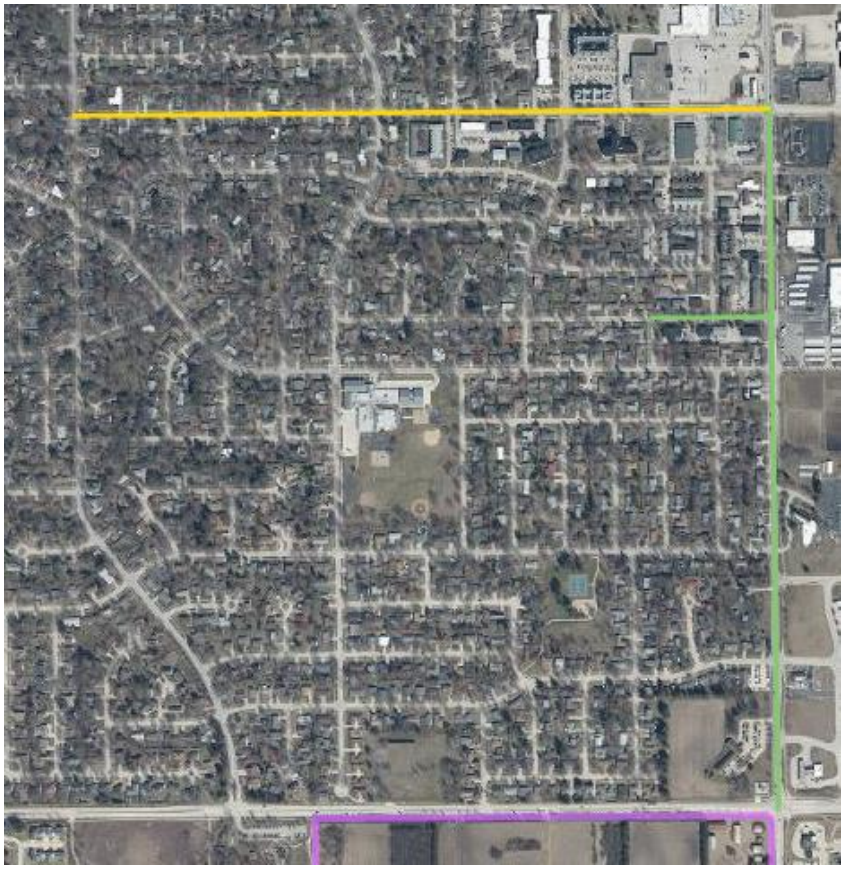
Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
8.4	17.9	6.1	3.2	3.5	8.2	1.4	48.7

Timeline
Plans FY23, Construction FY24.

Changes from Previous CIP
None.

Philo Rd. and Colorado Ave.

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40133 - PHILO & COLORADO	203 SMFT	131,689	1,760,000	1,540,000	-	-	-



Description
Asphalt resurfacing for Philo Rd. and rubblization with asphalt surface for Colorado Ave.

Location
Philo Rd. from Windsor to Colorado, and Colorado Ave. from Vine to Philo.

Purpose and Need
Philo Rd. is a minor arterial with poor pavement with a moderate safety score, and on a bus route.

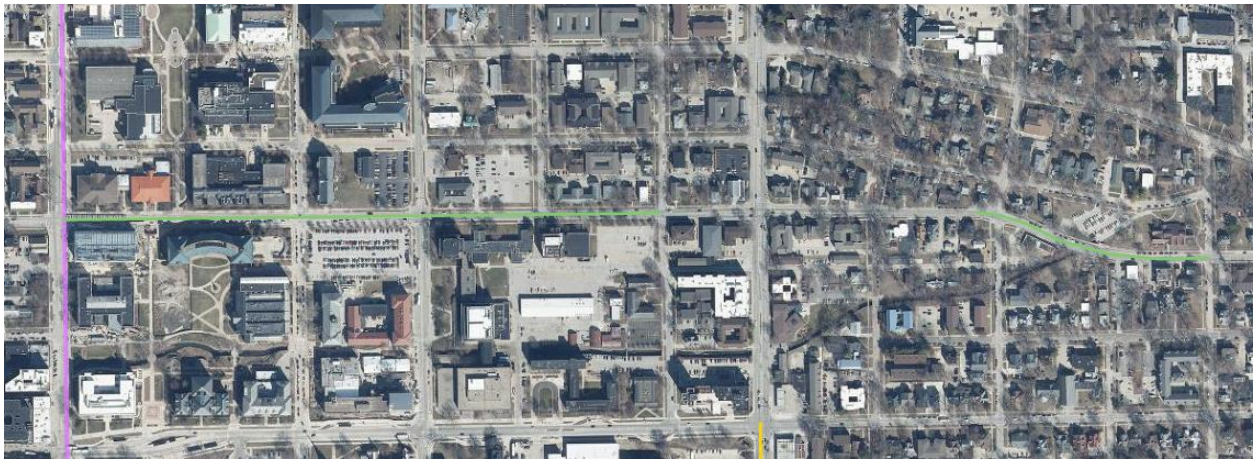
Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
9.5	20.2	11.1	3.2	3.5	8.2	0.0	55.6

Timeline
Studies & Plans FY23-FY24, Philo Rd. Construction FY24-FY25, and Colorado Ave. Construction FY25-FY26.

Changes from Previous CIP
Pavement cores revealed that resurfacing is only recommended for Philo Rd., instead of all road segments. Removed segment of Anderson St. north of Colorado from project due to budget constraints and as it was a lower priority segment. Construction timeline delayed due to change in scope. Separate construction years due to budget increase.

Springfield Ave. (Wright to McCullough)

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40134 - SPRINGFIELD: WRIGHT TO MCCULL	203 SMFT	70,000	1,390,000	-	-	-	-



Description
Pavement rehabilitation and bridge repairs.

Location
Springfield Ave. from Wright to McCullough, excluding Gregory to Coler.

Purpose and Need
Springfield Ave. is a minor arterial with poor pavement and a moderate safety score.

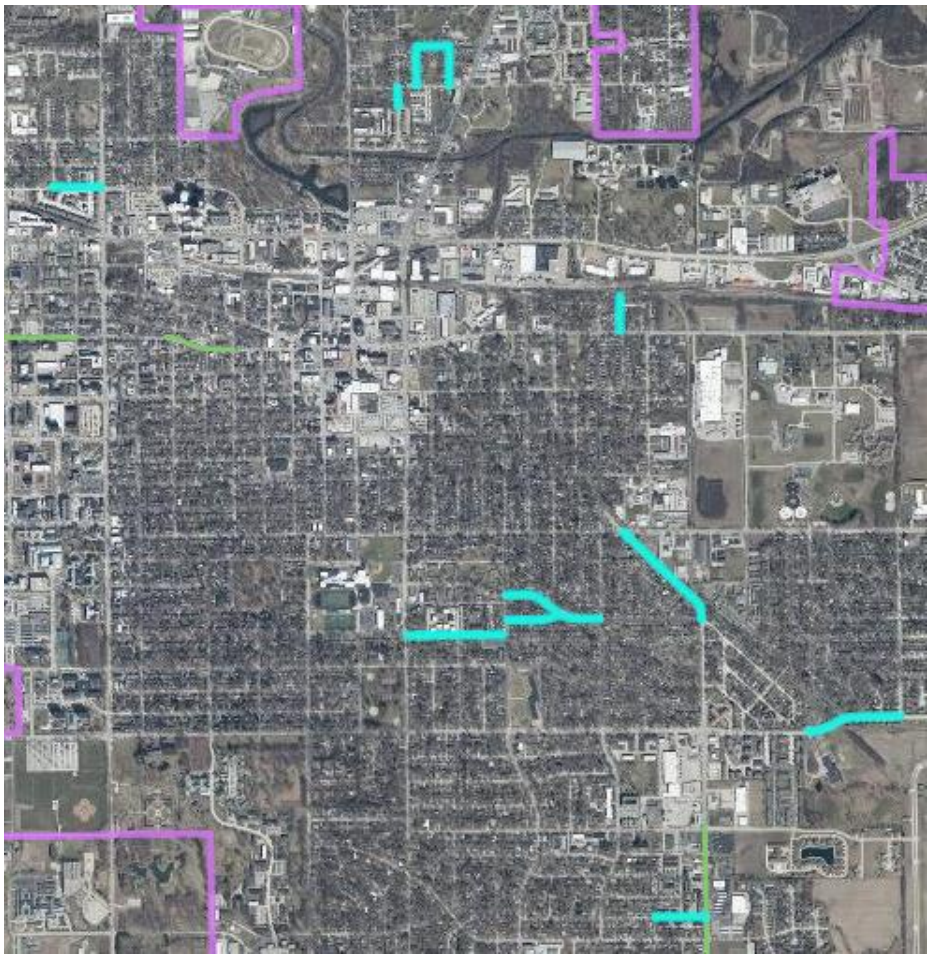
Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
15.8	20.2	11.7	3.2	7.0	0.0	0.0	57.8

Timeline
Studies FY23, Plans FY24, Construction FY24-FY25.

Changes from Previous CIP
Budget increased based on recent asphalt bid prices, and addition of bridge repairs.

Equity and Quality of Life (EQL) Projects

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40162 - EQUITY AND QUALITY OF LIFE PROJECTS	200 CR&I	150,997	1,849,003	200,000	800,000	-	-



Description
Construction of new sidewalks, paths, and street lights. Traffic engineering studies for safety concerns.

Location
Ten (10) implementation project locations, and five (5) planning project locations.
Equity and Quality of Life FY23 - Google My Maps

Purpose and Need
The EQL Projects address small-scale infrastructure needs, with an emphasis on underserved neighborhoods. The goal is to improve safety and health in tangible ways (https://urbanaillinois.us/eql).

Timeline
Studies & Plans FY23-FY24, Construction FY24-FY25. Second phase of EQL projects FY25-FY26.

Changes from Previous CIP
New projects.

Florida Ave. (James Cherry to Curtiss)

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40164 - FLORIDA AT JAMES CHERRY	200 CR&I	-	600,000	-	-	-	-
	202 LMFT	100,000	-	-	-	-	-
TOTAL		100,000	600,000	0	0	0	0

Description
Pavement reconstruction and new street lights.

Location
Florida Ave. from James Cherry to Curtiss (pavement reconstruction) and from James Cherry to Kinch (street lights).

Purpose and Need
Florida Ave. is a minor arterial with pavement in very poor condition with a bus route. Street lights included as part of an EQL project.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
4.2	20.2	14.5	4.9	1.2	8.2	1.4	54.4

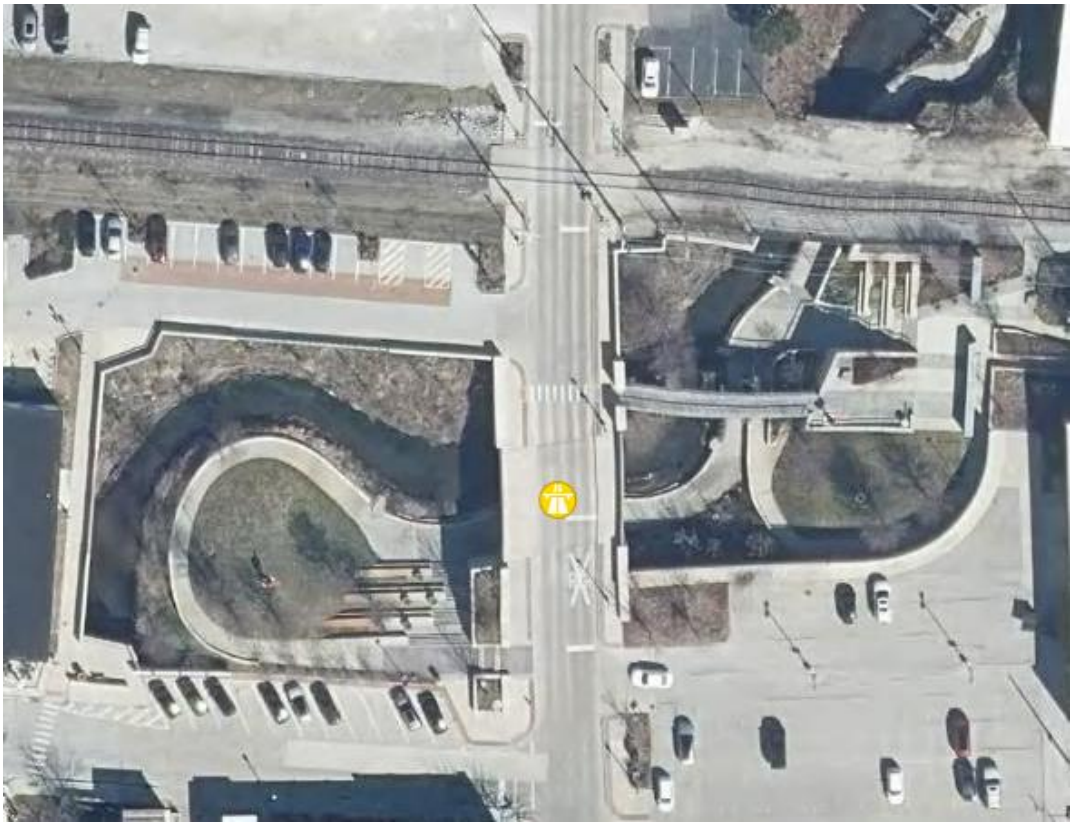
Timeline
Studies & Plans FY23-FY24, Construction FY24-FY25.

Changes from Previous CIP
Delayed construction by one year, and increased budget.

Capital Projects (FY24 Studies and Plans)

Race St. Bridge Repairs

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40167 - BONEYARD CREEK BRIDGE REPAIR	203 SMFT	75,000	5,000	280,000	-	-	



Description
Bridge repairs, including stone masonry façade repairs on the substructure, sidewalk repairs on the superstructure, and wall modifications for improved sight distance.

Location
Bridge carrying Race St. over Boneyard Creek, located at the Boneyard Creek Crossing.

Purpose and Need
Correction of deficient details before advanced deterioration or safety problems occur.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
18.9	17.9	2.6	6.5	1.2	0.0	0.0	47.0

Timeline
Studies & Plans FY23-FY24, Construction FY25.

Changes from Previous CIP
Delayed construction by one year due to budget constraints.

Country Club Rd. and Perkins Rd.

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40172 - COUNTRY CLUB & PERKINS	200 CR&I	-	28,333	305,000	-	-	-
	343 TIF 4	-	56,667	610,000	-	-	-
TOTAL		0	85,000	915,000	0	0	0

Description
Pavement rehabilitation and drainage improvements.

Location
Country Club Rd. from Golfview Dr. to Cunningham Ave. (US 45) and Perkins Rd. from Cunningham Ave. (US 45) to City Boundary.

Purpose and Need
This route is a collector with poor pavement, a high safety score, known drainage problems, with a bus route, and part of this project is in the TIF 4 area.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	17.9	8.7	6.5	9.3	8.2	1.4	77.1

Timeline
Studies & Plans FY24, Construction FY25.

Changes from Previous CIP
New project.

Florida Ave. (Wright to Hillcrest)

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40135 - FLORIDA: WRIGHT - HILLCREST	COVID RELIEF	-	238,013	-	-	-	-
	STBG / STPU	-	497,030	-	-	-	-
	RAISE GRANT	-	-	-	10,077,630	-	-
	203 SMFT	-	124,257	-	-	-	-
40137 - FLORIDA MULTI-USE PATH	ITEP	-	101,360	729,050	-	-	-
	REBUILD	-	25,340	242,320	-	-	-
TOTAL		0	986,000	971,370	10,077,630	0	0

Description
Pavement reconstruction, new and replacement traffic signals, improved bus stops, and a new shared use path.

Location
Florida Ave. from Wright to Hillcrest, with a shared use path on south side from Lincoln to Race.

Purpose and Need
Florida Ave. is a minor arterial with very poor to fair pavement, a high safety score, and a bus route. ITEP funding was secured for the shared use path, and a second application for a RAISE grant was submitted in FY23, in cooperation with MTD. Corridor study completed by Regional Planning Commission. https://ccrpc.gitlab.io/florida-ave/

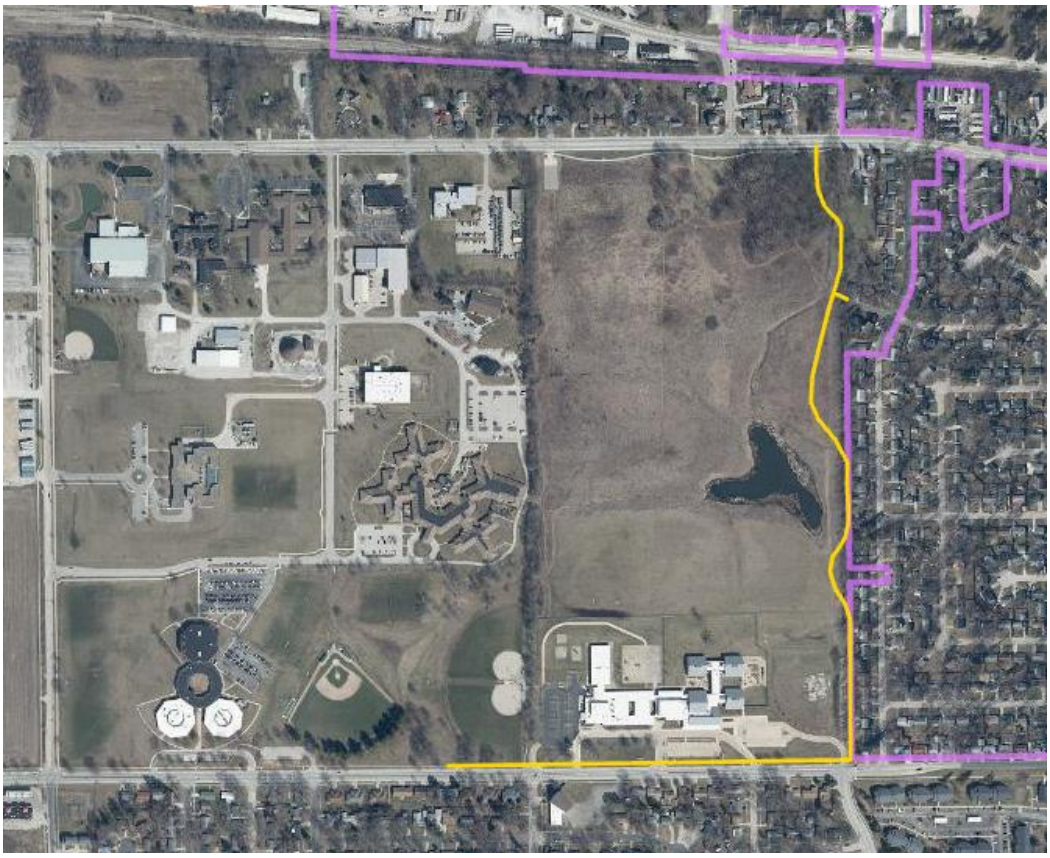
Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	20.2	11.7	12.9	7.0	8.2	0.0	85.2

Timeline
Studies & Plans FY24-FY25, Construction FY25 (shared use path), Construction FY26-FY27 (other than shared use path). Construction (other than shared use path) is contingent on RAISE grant or other funding.

Changes from Previous CIP
Project delayed after first application for a RAISE grant was unsuccessful. Applied for and received an ITEP grant for shared use path.

Bakers Lane Shared-Use Path

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40129 - BAKERS LANE MULTI-USE PATH	ITEP	-	135,320	1,037,450	-	-	-
	REBUILD	-	33,840	259,430	-	-	-
TOTAL		0	169,160	1,296,880	0	0	0



Description
New shared use path with pedestrian lighting.

Location
North side of Washington St. from Kinch to Smith, and along Bakers Lane right-of-way, between Weaver Park and Scottswood Subdivision, from Washington to Main.

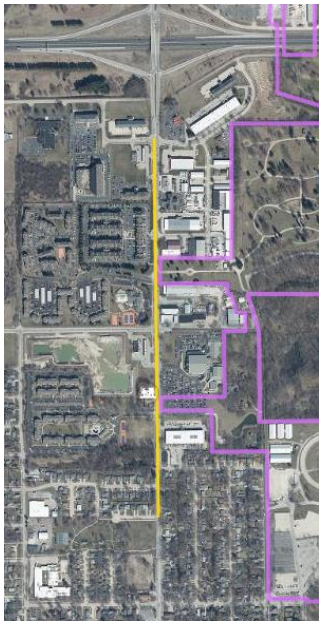
Purpose and Need
Path proposed in 2016 Bicycle Master Plan with 6-10 year timeline. In 2020 Pedestrian Master Plan, Washington St. segment identified as “highest priority” and Bakers Lane segment identified as “medium priority”. Connectivity with Park District Health & Wellness Center, School District Prairie Campus, Scottswood Subdivision, and future Kickapoo Rail Trail extension. ITEP funding was secured for the shared use path.

Timeline
Studies & Plans FY24, Construction FY25.

Changes from Previous CIP
New project.

Lincoln Ave. (Wascher to Killarney)

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40124 - LINCOLN: WASCHER - KILLARNEY	STBG / STPU	-	650,000	-	650,000	-	-
	SS4A GRANT	-	-	-	-	7,319,000	-
	202 LMFT	45,000	-	-	-	-	-
	203 SMFT	-	163,000	-	163,000	1,830,000	-
TOTAL		45,000	813,000	0	813,000	9,149,000	0



Description
Pavement reconstruction with road diet from 4 lanes to 3 lanes and addition of either on-street bike lanes or a shared use path. Improved traffic signals, street lights, and bus stops. New mid-block pedestrian cross walks.

Location
Lincoln Ave. from Wascher to Killarney

Purpose and Need
Lincoln Ave. is an other principal arterial with a high safety score, pavement in poor to very poor condition, and a bus route. Funding for this project is being pursued through a Safe Streets and Roads for All (SS4A) grant, in cooperation with CUUATS member agencies.

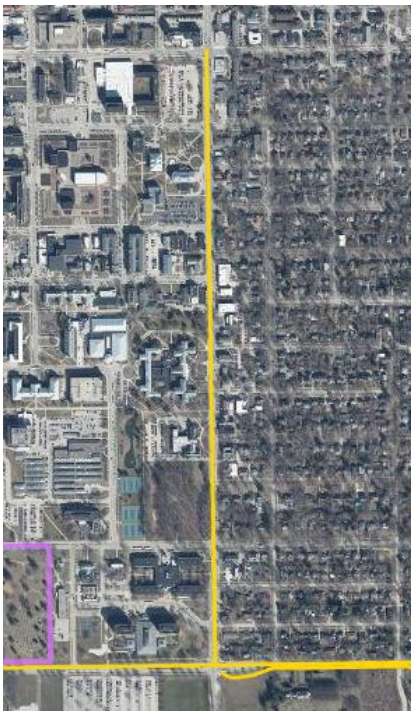
Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	22.4	13.1	12.9	5.8	8.2	1.4	88.9

Timeline
Studies FY24, Plans FY26, Construction FY27-FY28. Construction is contingent on SS4A grant or other funding.

Changes from Previous CIP
Increased scope from resurfacing to corridor reconstruction. Construction delayed after first application for SS4A grant was unsuccessful.

Lincoln Ave. (Florida to Green)

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40149 - LINCOLN: GREEN - FLORIDA	STBG / STPU	-	-	-	-	-	5,920,000
	203 SMFT	-	200,000	-	750,000	-	2,230,000
TOTAL		0	200,000	0	750,000	0	8,150,000



Description
Corridor reconstruction with safety improvements.

Location
Lincoln Avenue from Florida to Green.

Purpose and Need
Lincoln Ave. is a minor arterial with a high safety score, pavement in poor to very poor condition, and a bus route. Project eligible for CUUATS STBG/STPU funding.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	20.2	12.9	3.2	7.0	8.2	0.0	76.7

Timeline
Corridor Study FY24, Studies & Plans FY26-FY27, Construction FY28-FY29.

Changes from Previous CIP
Increased construction budget based on recent prices. Delayed plans and construction timeline due to budget constraints.

Capital Projects (FY25 – FY28)

Vine St. and Illinois St.

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40168 - VINE AND ILLINOIS	203 SMFT	-	-	210,000	1,890,000	-	-

Description
Pavement reconstruction with potential road diet and pedestrian improvements.

Location
Vine St. from California to Main, and Illinois St. from Race to Urbana.

Purpose and Need
Vine St. is a minor arterial with pavement in poor to very poor condition, a moderate safety score, a bus route, and this project is fully within the Central TIF area.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
12.6	20.2	13.1	6.5	4.6	8.2	1.4	66.5

Timeline
Studies & Plans FY25, Construction FY26-FY27

Changes from Previous CIP
Increased scope of work from resurfacing to reconstruction.

Wright St. (Church to Columbia)

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40132 - WRIGHT ST: CHURCH TO COLUMBIA	CHAMP IGA	-	-	25,000	275,000	-	-
	200 CR&I	-	-	25,000	275,000	-	-
TOTAL		0	0	50,000	550,000	0	0

Description
Pavement reconstruction.

Location
Wright St. from Church to Columbia.

Purpose and Need
Wright St. is a major collector with pavement in very poor to failed condition, and it is on a bus route. City of Champaign willing to partner on this project, where City Boundary is on centerline of street.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	17.9	13.8	4.9	4.6	8.2	1.4	50.8

Timeline
Studies & Plans FY25, Construction FY26.

Changes from Previous CIP
New project.

Broadway Ave. (Elm to Park)

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40182 - BROADWAY: ELM TO PARK	200 CR&I	-	-	-	-	160,000	1,440,000

Description
Pavement rehabilitation.

Location
Broadway Ave. from Elm to Park

Purpose and Need
Broadway Ave. is a minor collector with a high safety score, fair to very poor pavement, and a bus route.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
18.9	15.7	12.8	8.1	5.8	8.2	1.4	70.8

Timeline
Studies & Plans FY27, Construction FY28.

Changes from Previous CIP
New project.

Broadway Ave. and Country Club Rd.

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40165 - BROADWAY & COUNTRY CLUB RD	203 SMFT	-	-	-	-	75,000	825,000

Description
Pavement reconstruction with potential pedestrian mid-block crossings.

Location
Broadway Ave. from Oakland to Country Club, and Country Club Rd. from bridge over Saline Branch to Broadway.

Purpose and Need
These streets are minor collectors with pavement in very poor condition and a bus route. Country Club Rd. improvements in coordination with replacement of the bridge over Saline Branch, which is owned by Urbana Township. Champaign County is pursuing Special Bridge Funding for the bridge replacement.

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	15.7	14.3	6.5	7.0	8.2	1.4	52.9

Timeline
Studies & Plans FY27, Construction FY28. Timeline is contingent on County funding the bridge replacement project.

Changes from Previous CIP
Added Broadway Ave. segment.

Capital Projects Backlog (Not in CIP)

Lincoln Ave. (Saline Branch to Somer)

Description
Pavement rehabilitation.

Location
Lincoln Ave. from bridge over Saline Branch to Somer Dr.

Purpose and Need
Lincoln Ave. is an other principal arterial with a high safety score and poor pavement.

Project Cost Estimate
600,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
25.2	22.4	12.4	0.0	2.3	0.0	0.0	62.3

Goodwin Ave. (Green to University)

Description
Pavement rehabilitation with some reconstruction.

Location
Goodwin Ave. from Green to University (US 150)

Purpose and Need
Goodwin Ave. is a major collector with a moderate safety score, failed to poor pavement, and a bus route.

Project Cost Estimate
1,500,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
15.8	17.9	10.4	3.2	3.5	8.2	0.0	58.9

Florida Ave. and Cottage Grove Ave.

Description
Pavement rehabilitation.

Location
Florida Ave. from Hillcrest to James Cherry and Cottage Grove Ave. from Glenwood Oaks Ct. to Florida.

Purpose and Need
Florida Ave. is a minor arterial with pavement in good to fair condition and a bus route.

Project Cost Estimate
3,000,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
6.3	20.2	8.5	4.9	3.5	8.2	1.4	52.9

Elm St. (Race to Vine)

Description
Pavement rehabilitation.

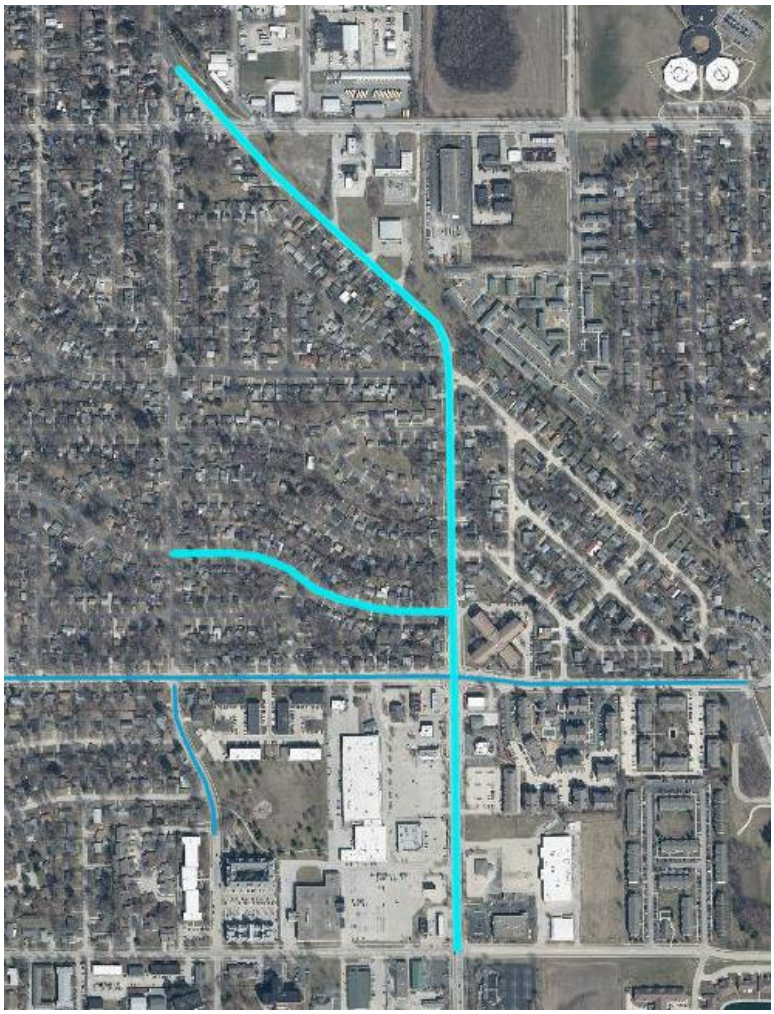
Location
Elm St. from Race to Vine.

Purpose and Need
Elm St. is a local street with pavement in poor condition and a bus route.

Project Cost Estimate
600,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
6.3	13.4	11.7	6.5	3.5	8.2	0.0	49.6

Philo Rd. and Pennsylvania Ave.



Description
Pavement rehabilitation.

Location
Philo Rd. from Colorado to Cottage Grove, and Pennsylvania Ave. from Cottage Grove to Philo.

Purpose and Need
Philo Rd. is a minor arterial with fair pavement and a bus route.

Project Cost Estimate
3,200,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	20.2	10.0	4.9	3.5	8.2	1.4	48.1

Illinois St. (Goodwin to Lincoln)

Description
Pavement rehabilitation and reconstruction.

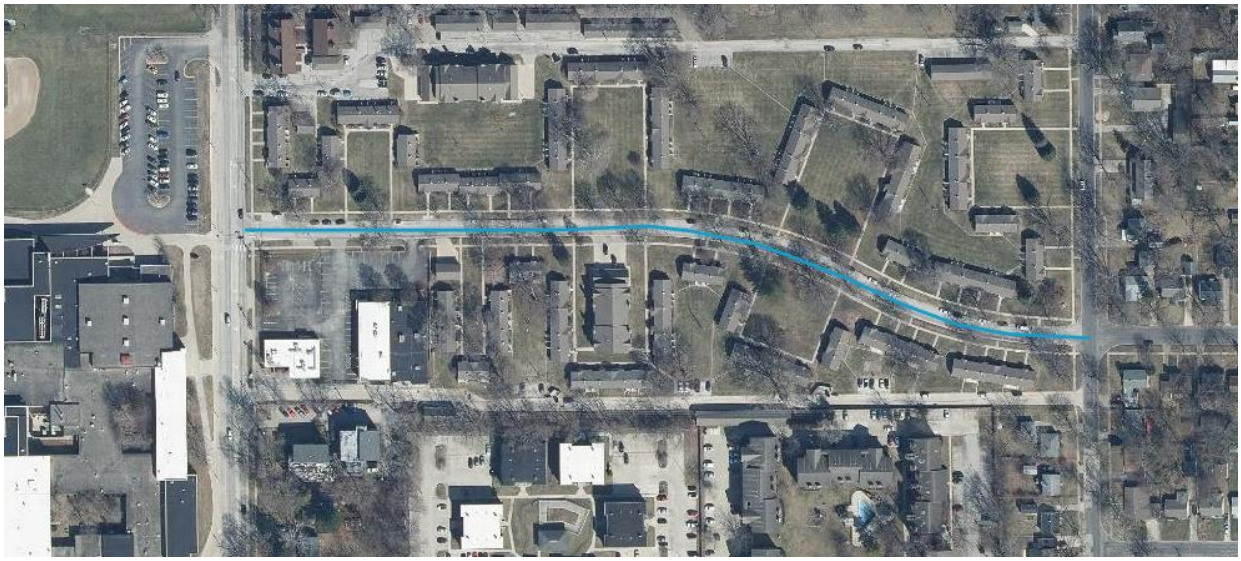
Location
Illinois St. from Goodwin to Lincoln

Purpose and Need
Illinois St. is a local street with pavement in fair to very poor condition and with a bus route.

Project Cost Estimate
1,300,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
4.2	13.4	14.3	3.2	2.3	8.2	0.0	45.7

Fairlawn Ave. (Vine to Anderson)



Description
Pavement reconstruction.

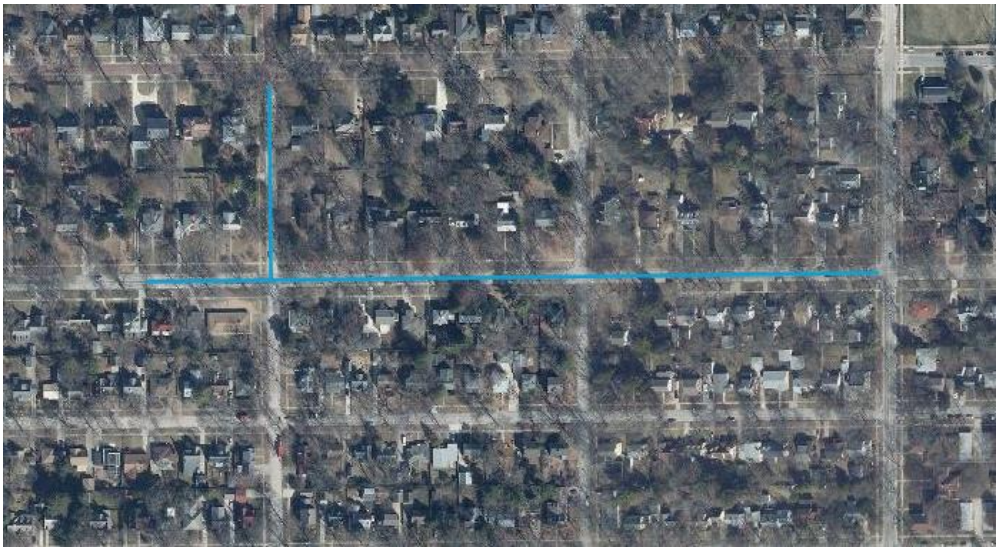
Location
Fairlawn Ave. from Vine to Anderson.

Purpose and Need
Fairlawn Ave. is a local street with pavement in very poor condition and with a bus route.

Project Cost Estimate
1,000,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	13.4	13.1	6.5	0.0	8.2	2.7	43.9

Pennsylvania Ave. and Orchard St.



Description
Pavement reconstruction.

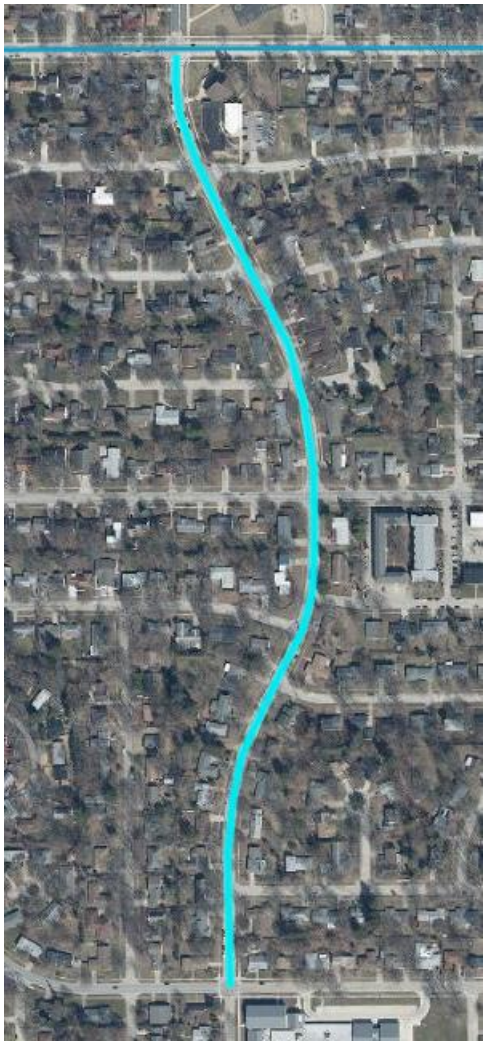
Location
Pennsylvania Ave. from Orchard to Race and Orchard St. from Pennsylvania to Michigan

Purpose and Need
Pennsylvania Ave. is a local street with pavement in very poor condition and with a bus route.

Project Cost Estimate
1,500,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	13.4	14.3	3.2	2.3	8.2	0.0	41.5

Anderson St. (Mumford to Florida)



Description
Pavement reconstruction.

Location
Anderson St. from Mumford to Florida

Purpose and Need
Anderson St. is a local street with pavement in very poor condition and with a bus route.

Project Cost Estimate
2,500,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
0.0	13.4	14.5	4.9	0.0	8.2	0.0	41.0

Coler Ave. (Green to Main)

Description
Pavement rehabilitation and bridge rehabilitation.

Location
Coler Ave. from Green to Main

Purpose and Need
Coler Ave. is a local street with pavement in poor condition and a bridge in very poor condition. The bridge over Boneyard Creek has a restriction of legal loads only due to its condition.

Project Cost Estimate
1,100,000

Safety Score (max 25.2)	Class Score (max 22.4)	Condition Score (max 17.0)	Funding Score (max 12.9)	Linking Score (max 11.6)	Bus Score (max 8.2)	CDTA Score (max 2.7)	Total Score (max 100.0)
8.4	13.4	11.7	3.2	3.5	0.0	0.0	40.3

Section 4: Facilities

Table of Contents

Operations

Landfill Management

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40908 - LANDFILL MANAGEMENT	200 CR&I	113,590	50,000	-	-	-	-

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 FY24.

Location
1210 E. University Ave.

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

Timeline
Studies & Plans in FY24 and Construction in FY24.

Changes from Previous CIP
Timeline delayed by one year.

Maintenance Programs

General Rehabilitation

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40800-CONST-REHAB	200 CR&I	151,252	165,786	170,738	175,690	180,785	186,209

Description
Discretionary funding for small/medium scope facilities projects.

Location
All City facilities.

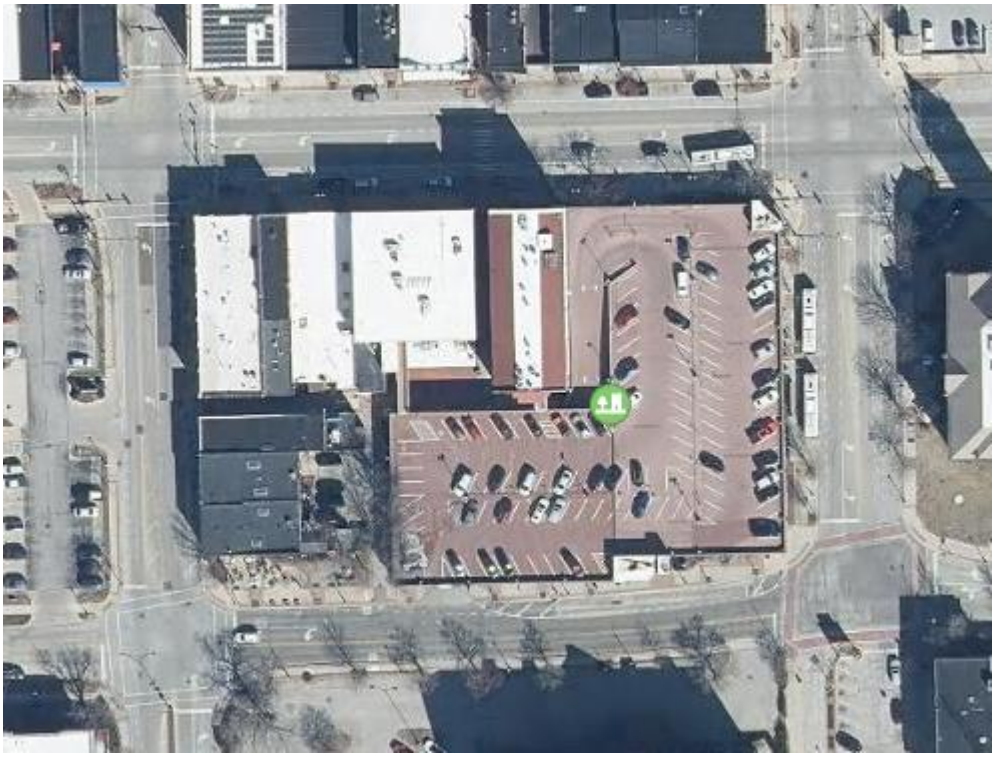
Purpose and Need
Projects to be identified and prioritized from findings of 2019 Phase 1- Facilities Condition Assessment. Funds will be focused to areas identified not to receive rehabilitation in near term capital improvement planning and for emergency facility conditions.

Timeline
Annual.

Changes from Previous CIP
None.

Parking Garage

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40700 - PARKING GARAGE REHAB	500 PARK	20,000	50,000	-	-	-	-



Description
Lighting upgrades and security upgrades

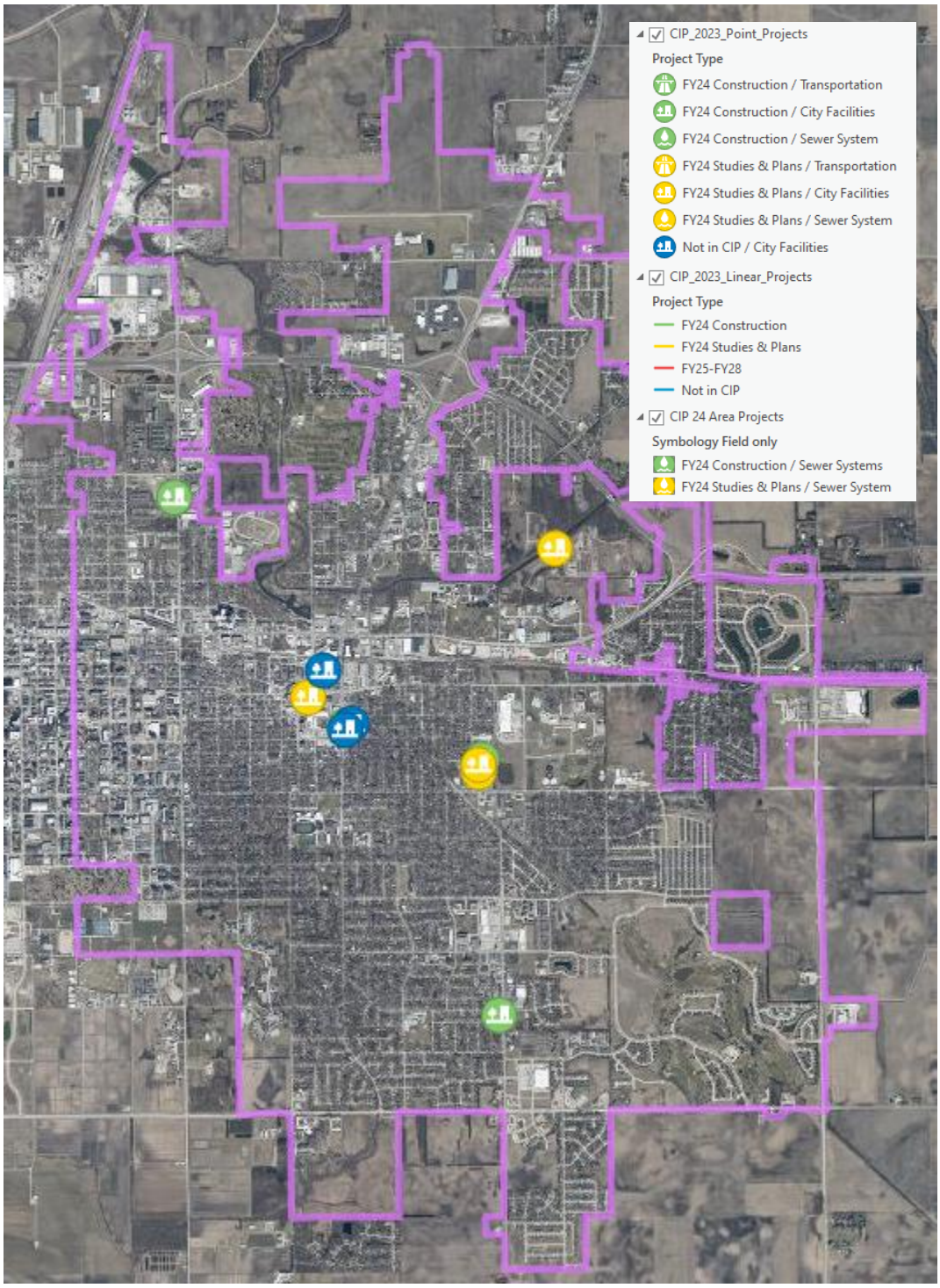
Location
111 W. Main St.

Purpose and Need
Public safety consideration.

Timeline
Construction FY24.

Changes from Previous CIP
Added parking garage maintenance to CIP.

Capital Projects (Summary)



Map of Facilities Capital Projects

https://urbana.ccgisc.org/portalurbana/apps/webappviewer/index.html?id=b4b48ecfae094b62b439911db8efda43

Capital Projects (FY24 Construction)

City-Wide Storage Facility

PROJECT	FUND	FY23 Projected	FY24 Allocation	FY25 Allocation	FY26 Allocation	FY27 Allocation	FY28 Allocation
40800-STORAGE	200 CR&I	50,000	175,000	-	-	-	-

Description
A facility with dedicated space for multiple City departments that 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.

Location
610 S. Glover Ave.

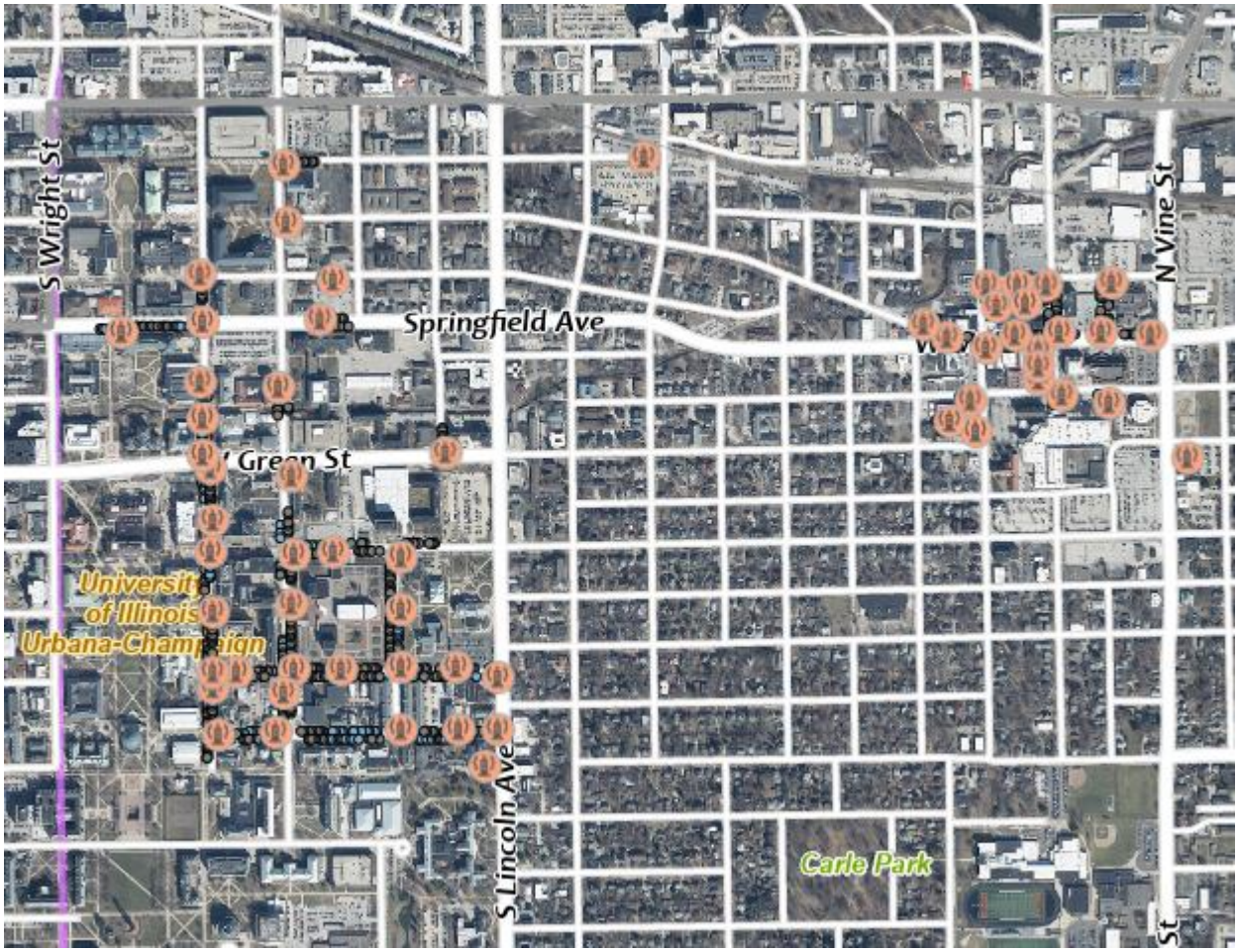
Purpose and Need
Key Finding #5 from 2020 Phase II- Space and Programming Needs Assessment: Poorly maintained storage causes the work environment to feel crowded. This will allow for the repurposing of the existing storage facility (704 Glover) for City Fleet maintenance.

Timeline
Construction FY23, Closeout FY24.

Changes from Previous CIP
Construction complete.

Parking Meter Replacement

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40701 - METER INFRASTRUCTURE	500 PARK	280,000	-	-	-	-	-



Description
Replacement of obsolete parking meter mechanisms

Location
City-wide, on and off street parking meters.

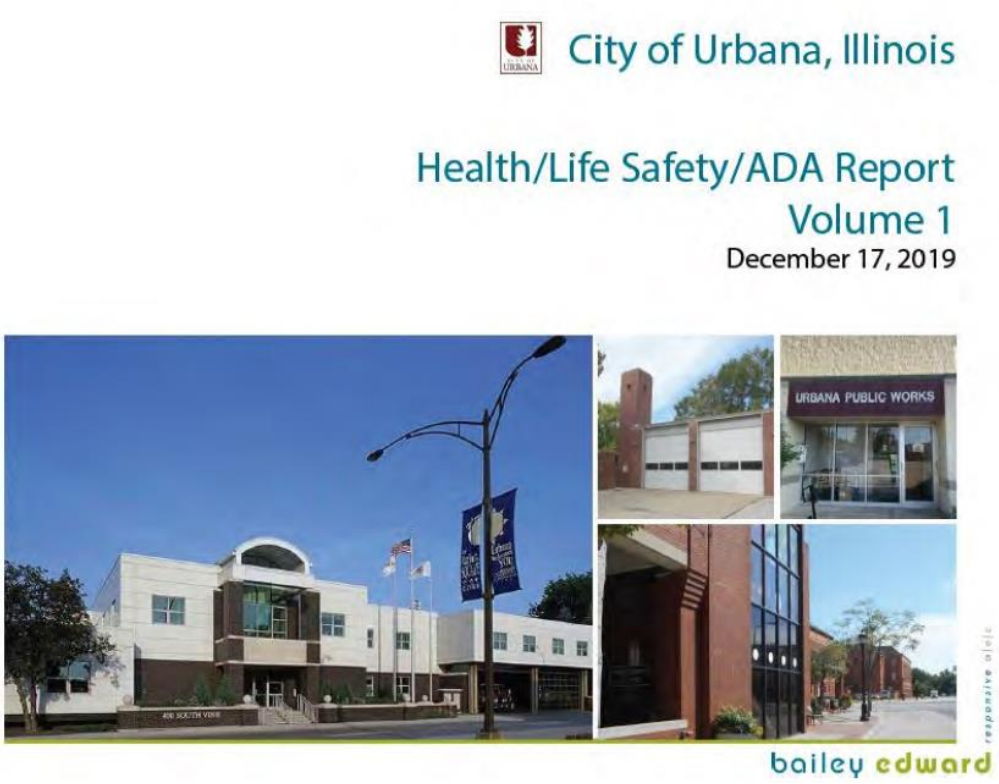
Purpose and Need
Coin operated meters purchased and installed 20 years ago and no longer supported by manufacturer.

Timeline
Construction FY23-FY24.

Changes from Previous CIP
Added project to CIP.

ADA Life Safety Improvements

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40800-ADA	200 CR&I	-	90,000	-	-	-	-



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.

Location
All City facilities, but primarily City Building.

Purpose and Need
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.

Timeline
Construction FY24.

Changes from Previous CIP
None.

Facilities Security Improvements

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40800-SECURITY	200 CR&I	4,973	215,027	-	-	-	-

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 based on 50 doors.

Location
All City facilities.

Purpose and Need
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.

Timeline
Construction FY24.

Changes from Previous CIP
None.

City Building Reconfiguration

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40800-LOBBY	200 CR&I	1,139,000	245,000	-	-	-	-

Description
Renovations underway to the City Building for improved customer service and to assist in wayfinding. Included is new/improved signage and wayfinding. Also included a redesign of Police Services reporting area for situations that are sensitive in nature.

Location
400 S. Vine St.

Purpose and Need
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.

Timeline
Construction FY23-FY24.

Changes from Previous CIP
None.

Fire Stations #2 and #3

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40800-CONST-FIREST-DESIGN	200 CR&I	550,000	300,000	-	-	-	-
40800-CONST-FIREST	200 CR&I	-	7,470,000	-	-	-	-
40800-PROPACQ-FIRESTA3	200 CR&I	290,000	-	-	-	-	-
40800-CONST-DCEO	331 CDBG	-	1,500,000	-	-	-	-
	TOTAL	840,000	9,270,000	0	0	0	0

Description
For both Fire Stations #2 and #3, new stations to be constructed at locations nearby the existing stations.

Location
Fire Station #2: 2103 Philo Rd. (exist.), 1501 E. Mumford Dr. (new).
Fire Station #3: 1407 N. Lincoln Ave. (exist.), 1205 W. Bradley Ave. (new)

Purpose and Need
For both Fire Stations #2 and #3: Identified as at-risk prioritized facility in 2019 Phase 1- Facilities Condition Assessment. This facility is rated with a Facilities Condition Index of poor (Fire Station #3 was 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.

Timeline
Studies & Plans FY23-FY24, Construction FY24-FY25.

Changes from Previous CIP
Increased budgets for both locations through scoping study. New site for Station #3 was selected and acquired.

Capital Projects (FY24 Studies and Plans)

Public Works Campus

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40800-CONST-PUBWORKS	200 CR&I	-	2,208,643	-	-	-	-

Description
Relocate Arbor Division from existing facility to the Public Works Campus on Glover Avenue. Renovation of existing storage facility to become Fleet Facility. Existing Arbor Division Facility will be rehabilitated for Landscape Recycling Center staff and equipment to remain on site. Renovation of Public Works Building to meet updated workplace standards.

Location
Public Works Building: 706 S. Glover Ave.
Future Fleet Facility: 704 S. Glover Ave.
Existing Arbor Division Facility: 901 N. Smith Rd.

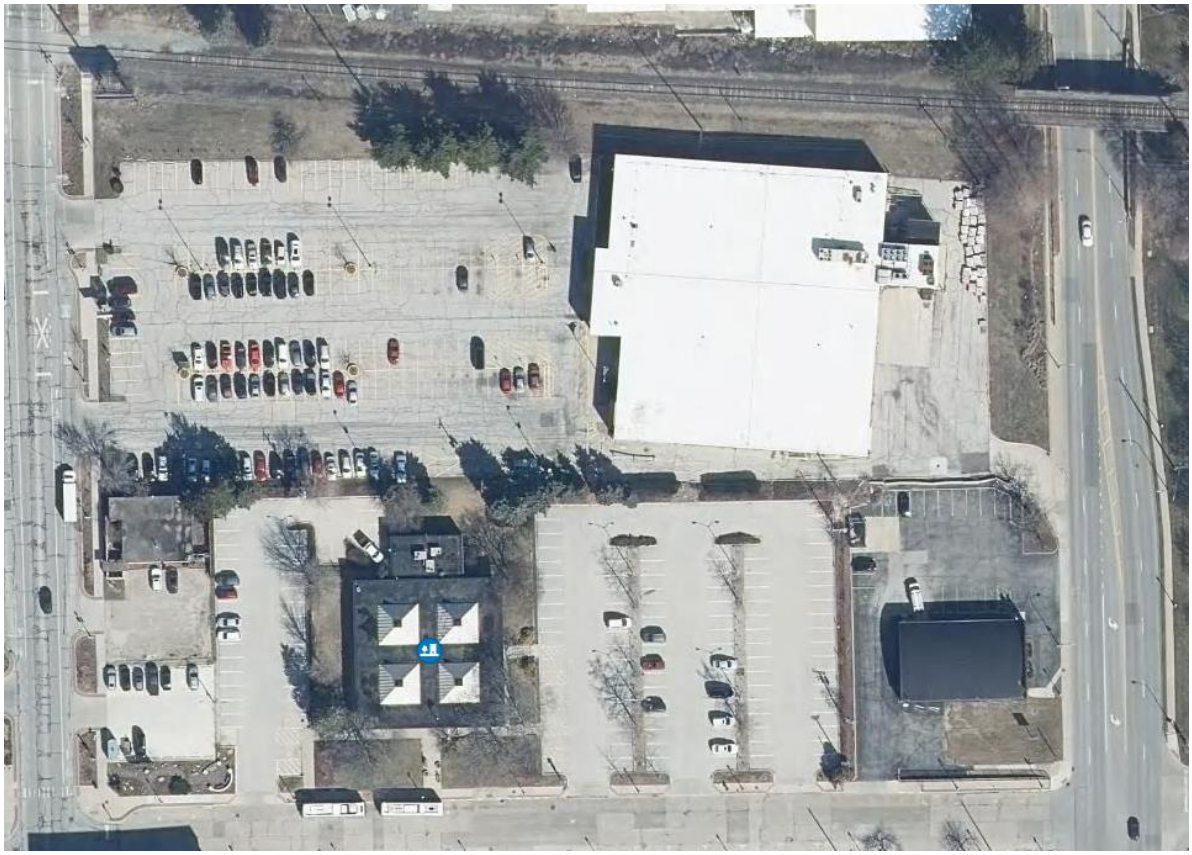
Purpose and Need
The existing Arbor Division shop was identified as at-risk prioritized facility in 2019 Phase 1- Facilities Condition Assessment. This facility is rated with a Facilities Condition Index of poor. All existing facilities listed above had Key Finding #3 from 2020 Phase II Space and Programming Needs Assessment: Unsafe and unenjoyable working conditions impact employee morale; and Key Finding #2 from 2020 Phase II- Space and Programming Needs Assessment: Current facilities hinder collaboration efforts. The Public Works Building had Key Finding #5 from 2020 Phase II- Space and Programming Needs Assessment: Poorly maintained storage crowds the work environment; and Key Finding #1 from 2020 Phase II- Space and Programming Needs Assessment: Distractions detract from time spent on defined responsibilities.

Timeline
Studies & Plans FY24, Construction FY24-FY25

Changes from Previous CIP
Public Works Campus projects combined for efficiency.

Capital Projects Backlog (Not in CIP)

Civic Center Divestment



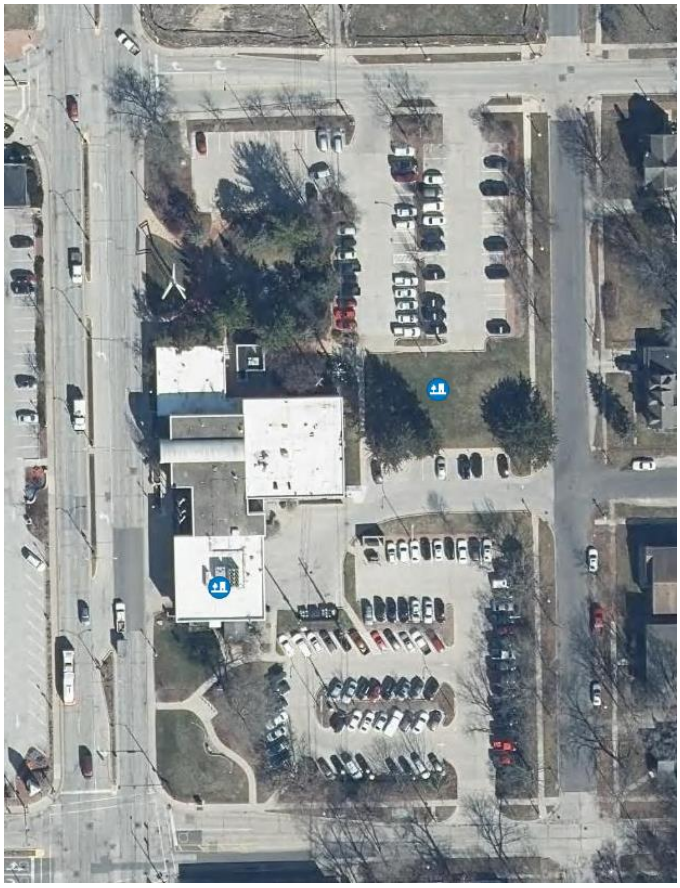
Description
Pursue divestment of site from City ownership. Considerations for possible public/private redevelopment in conjunction with one or more sites.

Location
108 E. Water St.

Purpose and Need
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.

Project Cost Estimate
No cost estimate at this time.

City Building Addition



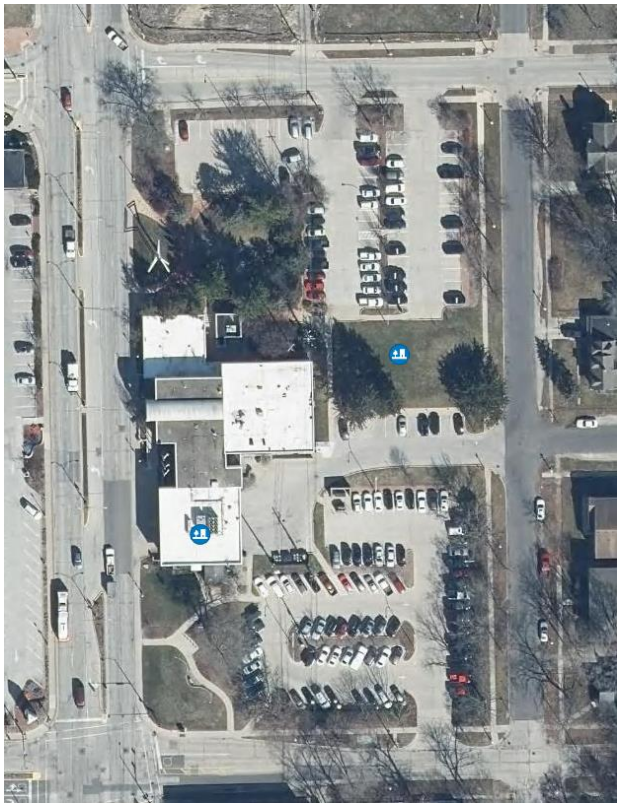
Description
Major renovations within the City Building will reprogram entire space and enable most staff workspaces to be on floors 1-2, storage spaces will be relocated to the basement, departments will be co-located between 2 floors with less subdivided spaces (e.g. open workspaces, fewer private offices, 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.

Location
400 S. Vine St.

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

Project Cost Estimate
Design $2,202,000/ Construction: $ 17,620,000 (2020 cost figures not adjusted for inflation).

Fire Station #1



Description
Fire Station #1 potentially relocates out of the City Building to a new location to be determined. 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.

Location
400 S. Vine St.

Purpose and Need
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.

Project Cost Estimate
Design $1,275,000/Construction: $ 1,913,000 (2020 cost figures not adjusted for inflation).

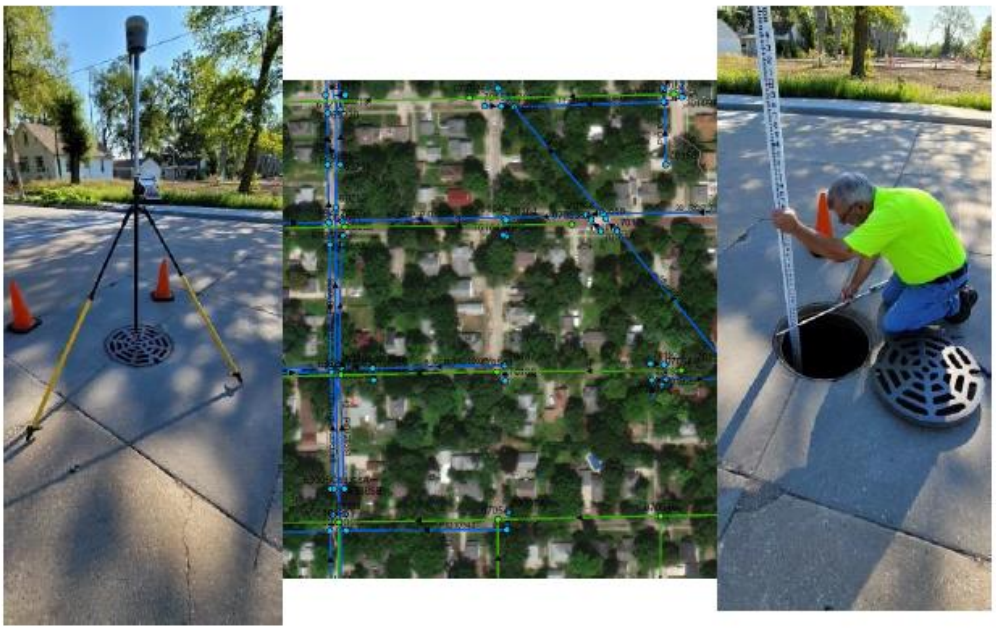
Section 5: Sewer Systems

Table of Contents

Operations

Planning and GIS Data Acquisition

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40412 - STORMWATER MANAGEMENT PLANNING	201 SWUF	697,500	-	-	-	-	-
40514 - SANITARY PLANNING AND GIS	204 SAN	240,000	-	-	-	-	-
	TOTAL	937,500	0	0	0	0	0



Description
Acquisition of detailed survey measurements, inventory data, and condition assessment of storm and sanitary manholes and inlets, and integration of data into the City's Geographical Information System (GIS).

Location
2,376 sanitary manholes, 4,195 storm manholes, and 4,077 storm inlets in the City's sewer system.

Purpose and Need
Existing GIS data for manholes and inlets is incomplete (only 3% of storm and 20% of sanitary structures are complete to date), generally lacking accurate elevation measurements and condition assessments. A complete set of measurements, inventory data, and condition assessment will allow for more robust analysis and planning for the City's sewer system.

Timeline
Begin FY23 and Finish FY25

Changes from Previous CIP
Increased budget for more comprehensive scope.

Public Sanitary Sewer Service Gaps

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40501 - SANITARY SEWER PRIVATE TO PUBLIC	204 SAN	25,000	25,000	25,000	25,000	25,000	25,000
40515 - PUBLIC SANITARY SEWER GAPS STUDY	204 SAN	-	175,000	-	-	-	-
TOTAL		25,000	200,000	25,000	25,000	25,000	25,000

Description
Studies and improvements to fill in service gaps in the public sanitary sewer system. Solutions may include construction of new public sanitary sewer or conversion of an existing private sewer to City ownership and public use.

Location
Locations within the City of Urbana where a public sanitary sewer is not within a reasonable distance from the property.

Purpose and Need
Some properties in the City of Urbana are connected to the sanitary sewer system by privately-owned sewer laterals that serve multiple properties, while some properties have private sewage disposal (a septic system). Sewer laterals shared by multiple properties are not allowed for new construction or reconstruction. When private sewer laterals serve multiple properties, there is typically no written easement or agreement to establish the rights and responsibilities of the property owners, and this can result in private disputes when the shared sewer lateral is clogged or damaged. Private sewage disposal is not allowed when a public sanitary sewer is within a reasonable distance from the property, as defined by City Code.

Timeline
Annual budget for private to public conversion.
Study in FY24 to identify public sanitary sewer gaps throughout the City and propose feasible solutions.

Changes from Previous CIP
Added study as new project.

Maintenance Programs

Miscellaneous Sewer Repairs

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40400 - STORMWATER SEWER MISC. REPAIRS	201 SWUF	238,258	250,000	260,000	270,400	281,216	292,465
40500 - SANITARY SEWER MISC. REPAIRS	204 SAN	225,869	250,000	260,000	270,400	281,216	292,465
	TOTAL	464,127	500,000	520,000	540,800	562,432	584,930

Description
Unplanned repairs of storm and sanitary infrastructure.

Location
Various locations in the sewer system owned by City of Urbana.

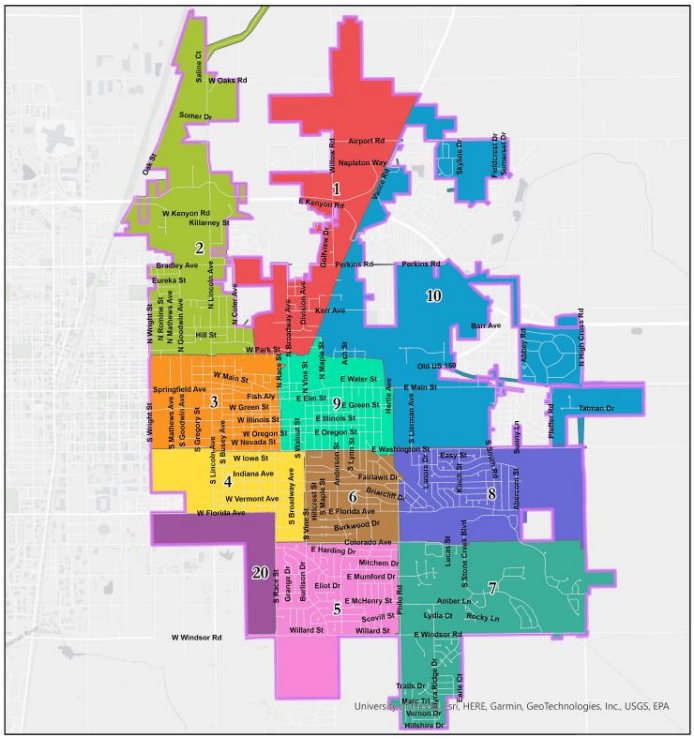
Purpose and Need
Response to structural failures of pipes or structures, operational failures such as obstructions or severe root intrusion, localized flooding, and other urgent or emergency needs.

Timeline
Annual budget.

Changes from Previous CIP
Increased budget for storm sewer repairs to meet anticipated needs.

Sewer Cleaning and Televising

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40402 - STORM SEWER CLEANING & TELEVISING	201 SWUF	-	400,000	416,000	432,640	449,946	467,943
40510 - SANITARY SEWER TELEVISING	204 SAN	-	240,000	249,600	259,584	269,967	280,766
TOTAL		0	640,000	665,600	692,224	719,913	748,709



Description
For storm sewer mains and sanitary sewer collectors, clean sediment, roots, and debris from pipes; and inspect condition of pipes with closed circuit television (CCTV) equipment.

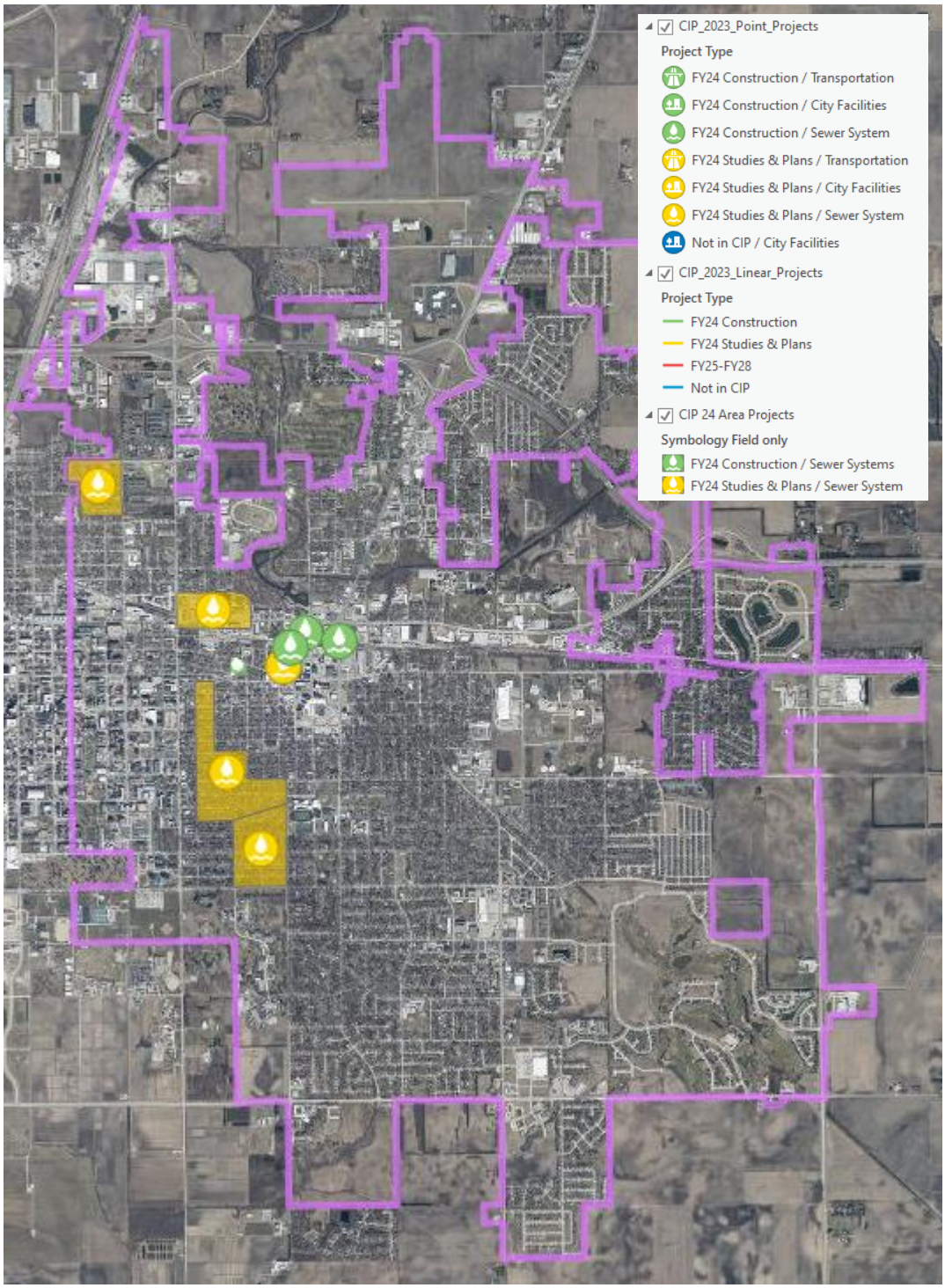
Location
146.0 miles of storm sewer mains and 104.1 miles of sanitary sewer mains City-wide, organized into 11 maintenance zones.

Purpose and Need
Cleaning for regular maintenance of sewer lines, and condition inspection of pipes for asset management, capital improvement planning, and identification of unplanned repairs. Systematic cleaning and televising to supplement the cleaning and televising by City staff. Target annual budget for storm cleaning and televising is $80,000 more than current budget.

Timeline
Zone 4 (yellow on map) in FY24.
Zone 3 (orange on map) in FY25.
Zone 9 (turquoise on map) in FY26.
Zone 6 (brown on map) in FY27.
Zone 5 (pink on map) in FY28

Changes from Previous CIP
Increased budget for sanitary and established annual contract cleaning and televising program. Reduced budget for storm due to fund balance constraints.

Capital Projects (Summary)



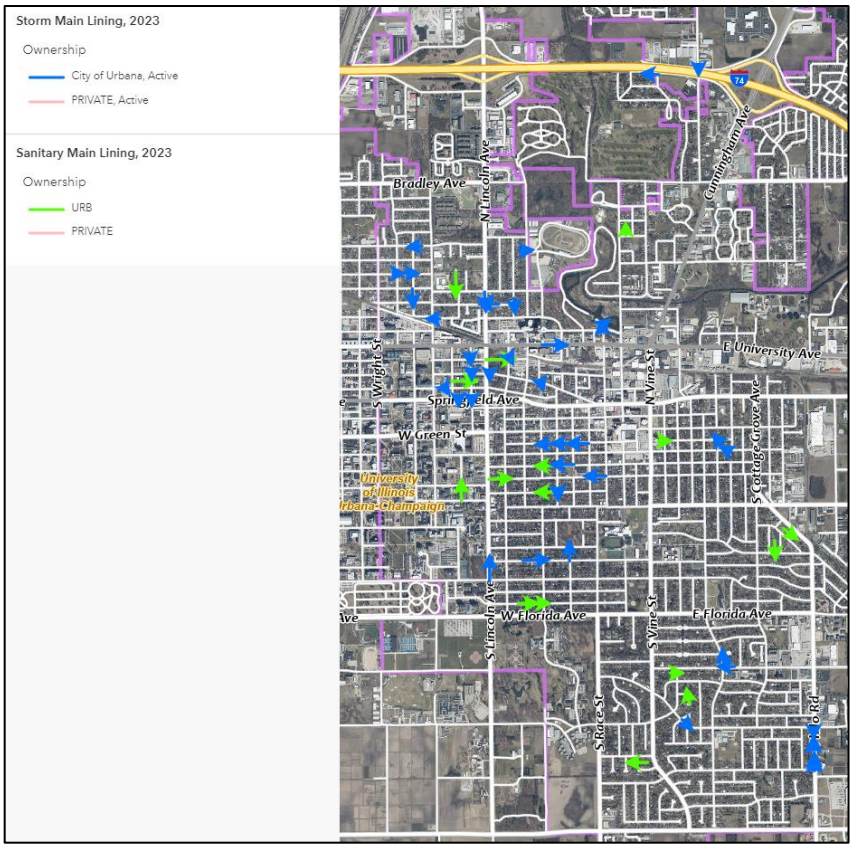
Map of Sewer System Capital Projects

https://urbana.ccgisc.org/portalurbana/apps/webappviewer/index.html?id=b4b48ecfae094b62b439911db8efda43

Capital Projects (FY24 Construction)

Sewer Lining

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40418 - STORM SEWER LINING	201 SWUF	500,000	425,000	330,000	343,200	356,928	371,205
40511 - SANITARY SEWER LINING	204 SAN	200,000	320,000	240,000	249,600	259,584	269,967
	TOTAL	700,000	745,000	570,000	592,800	616,512	641,172



Description
Cured in place pipe (CIPP) lining of existing storm sewer mains and sanitary sewer collectors.

Location
146.0 miles of storm sewer mains and 104.1 miles of sanitary sewer mains City-wide.

Purpose and Need
Rehabilitation of pipe segments that are candidates for lining and which were identified through cleaning and televising inspections. Most pipes will be lined once in their service life. In order to line all sewers over a 50-year period, the annual budget for lining would have to be $1.4 million for storm and $970,000 for sanitary.

Timeline
Annual rehabilitation program.

Changes from Previous CIP
For storm sewers, separated lining from reconstruction budgets.

Boneyard Creek Crossing Improvements

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40414 - BONEYARD CREEK CROSSING IMPROVEMENT	EPA 319 GRANT	-	64,800	-	-	-	-
	201 SWUF	258,205	240,000	-	-	400,000	-
40169 - BONEYARD CREEK LIGHTING	344 CENT TIF	48,950	159,000	-	-	-	-
49201 - FUND 201 - CIP	UCSD IGA	-	150,000	-	-	-	-
	TOTAL	307,155	613,800	0	0	400,000	0

Description
Bank stabilization, electrical repairs and enhancements, sediment control and water quality improvements, and retaining wall repairs.

Location
Boneyard Creek Crossing is located where Race Street crosses Boneyard Creek. Bank stabilization on north bank upstream (west) of Broadway Ave. Electrical work near Race St. Sediment control upstream (west) of Race St. Retaining wall repairs east of Race St.

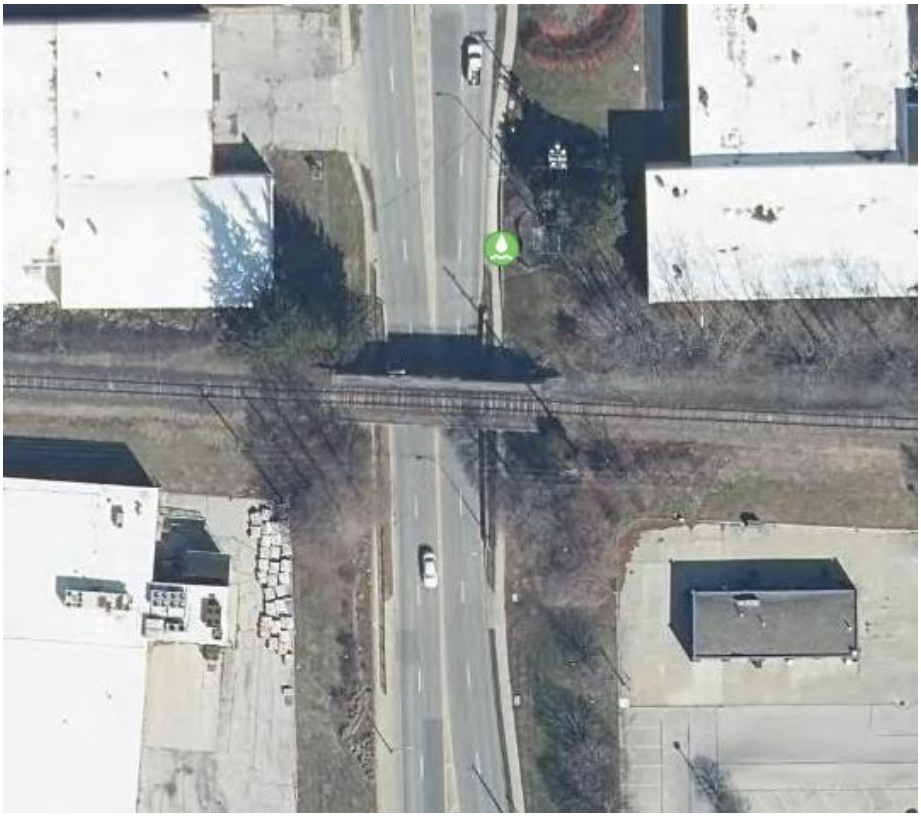
Purpose and Need
Bank erosion requires repair to prevent property damage – UCSD participation is due to sewer crossing. Electrical work and sediment control to improve utilization of Boneyard Creek Crossing for events and activities. Poor surface drainage is damaging a section of retaining wall. Applied for IL EPA 319 grant for design of sediment control and water quality improvements.

Timeline
Bank Stabilization Construction FY24; Electrical Plans and Construction FY24; Stream Improvements Studies & Plans FY24, Construction FY27.

Changes from Previous CIP
Increased budget for bank stabilization based on bid prices.

Vine Street Pump Station

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40416 - VINE STREET PUMP STATION	201 SWUF	-	75,000	-	-	-	-



Description
Replace one or both pumps, and upgrade control and communications systems.

Location
Vine St. crossing under Norfolk Southern Railway bridge, between Main and University.

Purpose and Need
Pump station for Vine Street storm runoff. The pump station is in need of rehabilitation, and it has no functioning communication system to alert City staff of pump failure or other problems.

Timeline
Construction FY24.

Changes from Previous CIP
Delayed schedule and increased budget to add pump replacement to project.

Brick Arch Storm Sewers

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40417 - MAIN ST BRICK ARCH STORM SEWER RECONSTRUCTION	201 SWUF	26,260	225,000	-	-	-	-
40420 - COLER AVE BRICK ARCH STORM SEWER STUDY	201 SWUF	-	50,000	-	-	-	-
	TOTAL	26,260	275,000	0	0	0	0

Description
Feasibility studies and improvements for existing, large diameter brick arch storm sewers.

Location
One sewer line from Main St. to Boneyard Creek, west of McCullough St. Another sewer line from Carle Park to Boneyard Creek, generally along Coler Ave. Both lines are located under or adjacent to private buildings.

Purpose and Need
Public sewer lines located under or adjacent to private buildings presents a risk for high maintenance costs or property damage that the City seeks to mitigate by relocating the existing sewers.

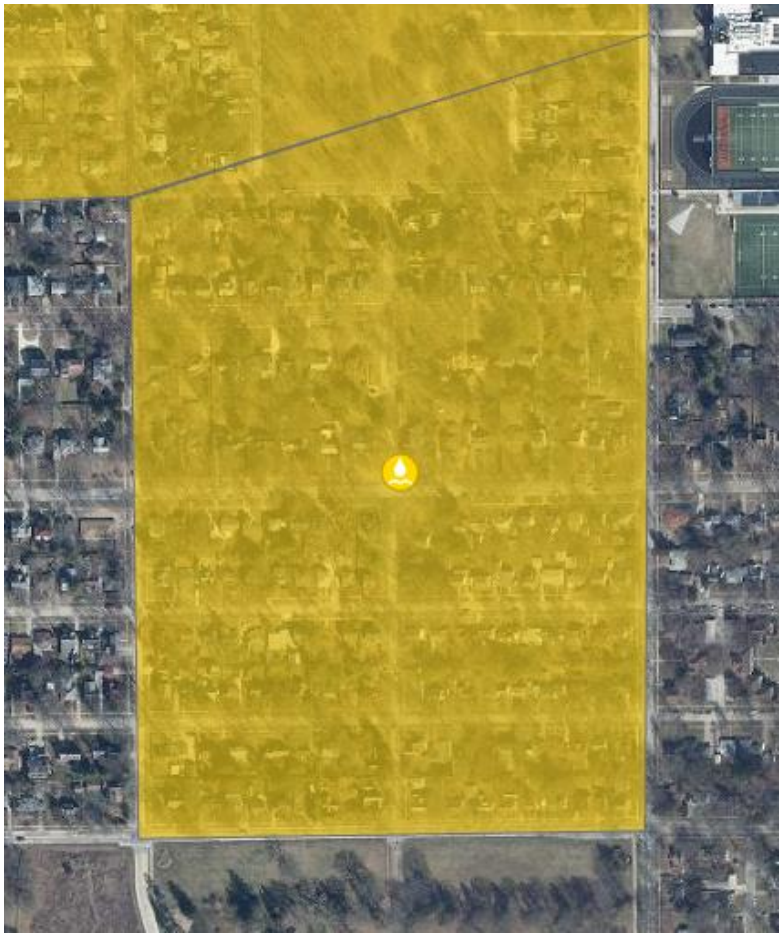
Timeline
Main St. Study FY23, Plans & Construction FY24; Coler Ave. Study FY24.

Changes from Previous CIP
New projects.

Capital Projects (FY24 Studies and Plans)

Storm Sewer Abandonment Study

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40419 - STORM SEWER ABANDONMENT STUDY	201 SWUF	45,000	55,000	-	-	-	-



Description
Feasibility study for existing storm sewers located in backyard utility easements.

Location
Neighborhood with existing storm sewers in backyard utility easements, generally bounded by Florida Ave. to the south, Race St. to the east, Carle Park to the north, and Orchard St. to the west.

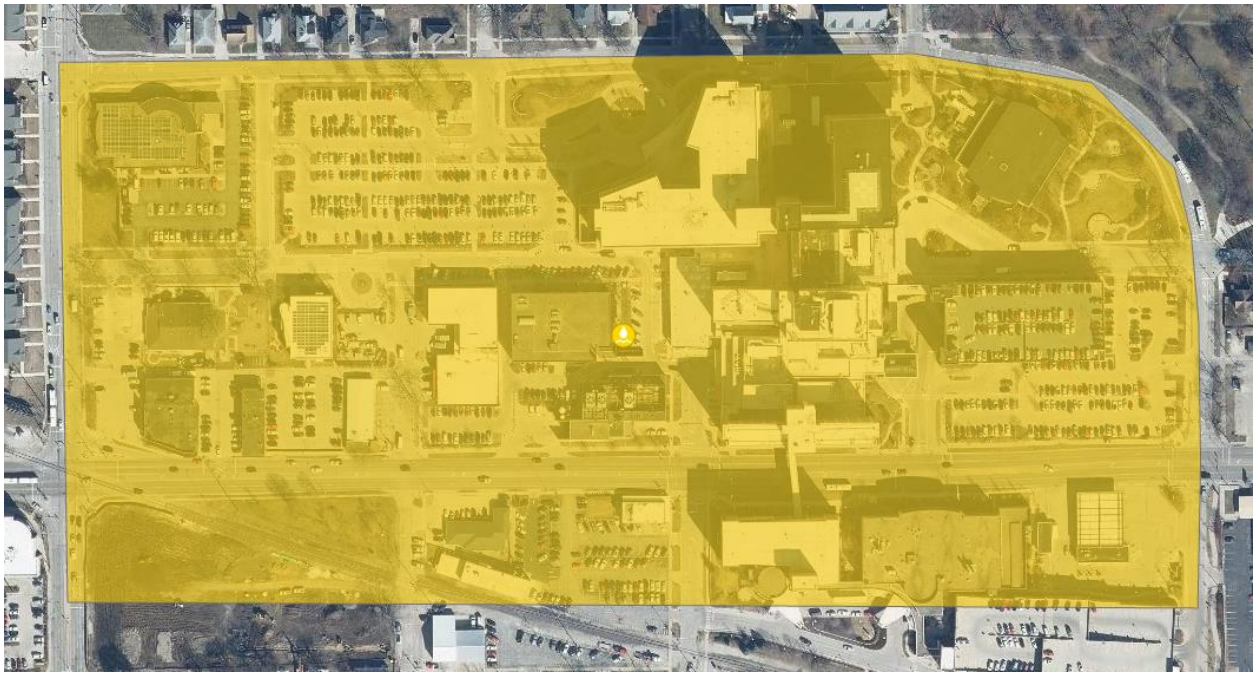
Purpose and Need
Existing backyard sewers may have originally been combined sewers (for storm and sanitary flow). Feasibility study to determine what purpose these sewers serve today and what improvements would be required to abandon the existing sewers. Private improvements at ground level on the backyard utility easements make access very difficult for maintenance or repair to these sewers.

Timeline
Study FY23-FY24.

Changes from Previous CIP
New project.

Carle Hospital Sanitary Sewer

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
40513 - CARLE SANITARY SEWER	200 CR&I	-	713,000	-	-	-	-
	204 SAN	54,300	-	-	-	-	-
TOTAL		54,300	713,000	0	0	0	0



Description
Provide alternative route for public sanitary flow which currently passes under buildings in the Carle Foundation Hospital campus.

Location
Study area generally bounded by Lincoln Ave. to the west, Church St. to the north, McCullough St. to the east, and University Ave. to the south.

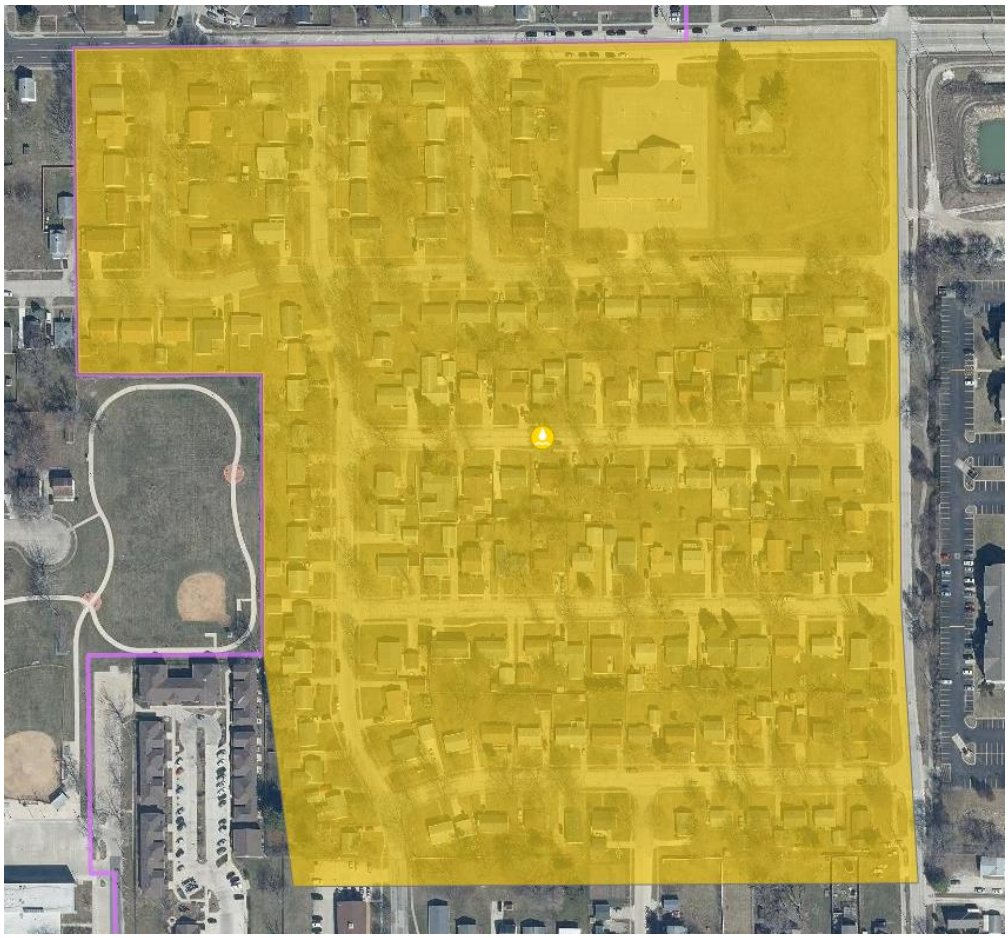
Purpose and Need
Public sewer lines located under or adjacent to private buildings presents a risk for high maintenance costs or property damage that the City seeks to mitigate by relocating the existing sewers.

Timeline
Study FY23, Design FY24, and Construction FY24-FY25.

Changes from Previous CIP
Project timeline extended.

Sanitary Sewer Lateral Lining

PROJECT	FUND	FY23 Projected	FY24 Allocated	FY25 Allocated	FY26 Allocated	FY27 Allocated	FY28 Allocated
ARPA LATERAL LINING	ARP-24	-	130,000	1,166,000	-	-	-



Description
Cured in place pipe (CIPP) lining of existing, private sanitary sewer laterals.

Location
Dr. Ellis Subdivision, generally bounded by Bradley Ave. to the north, Goodwin Ave. to the east, Ellis Dr. to the south, and City Boundary to the west.

Purpose and Need
Rehabilitation of private sanitary sewer laterals with lining can be a reliable, cost effective, and proactive alternative to excavating and replacing a pipe after it has failed. Reduces risk of costly repairs borne by property owner, and improves efficiency of sanitary sewer network by reducing infiltration. Pilot program funded by American Rescue Plan (ARPA).

Timeline
Studies & Plans FY24, Construction FY25.

Changes from Previous CIP
New project.

200 - CAPITAL REPLACMT & IMPROV FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
		REVENUE						
40132 - WRIGHT ST: CHURCH TO COLUMBIA	40132-OTHER	CITY OF CHAMPAIGN	-	-	25,000	275,000	-	-
40141 - TRAFFIC SIGNAL MAINTENANCE	40141-ST--	STATE REIMB. - LT & SIGN	15,000	15,000	15,000	15,000	15,000	15,000
40401 - BRIDGE MAINTENANCE PROJECTS	40401-OTHER	CITY OF CHAMPAIGN	-	-	30,000	-	-	-
40800 - CITY FACILITY IMPROVEMENT	40800-BONDS--	BOND PROCEEDS	-	12,000,000	-	-	-	-
	40800-MISC--	BONDS	-	-	-	-	-	
49200 - FUND 200 - CIP	49200-INT--	INTEREST INCOME	85,000	35,000	35,700	36,414	36,414	36,414
	49200-GENTFR--	TRANSFERS FROM GENERAL FUND	854,270	2,375,627	2,601,896	3,228,953	2,456,821	2,485,526
		TOTAL REVENUE	**954,270**	**14,425,627**	**2,707,596**	**3,555,367**	**2,508,235**	**2,536,940**
		OPERATIONS						
40112 - PAVEMENT MANAGEMENT	40112-PLANNING--	PAVEMENT MANAGEMENT SYSTEM	19,820	180,000	20,000	20,000	20,000	20,000
	40112-STUDIES--	PAVEMENT CORE STUDIES	-	25,000	25,000	25,000	25,000	25,000
40120 - MISC. TRAFFIC STUDIES	40120-PLANNING--	MISC TRAFFIC STUDIES PLANNING	27,201	20,000	20,000	20,000	20,000	20,000
40181 - MISC. MATERIAL TESTING	40181-CONST--	MISC. MATERIAL TESTING	-	15,000	15,000	15,000	15,000	15,000
40908 - LANDFILL MANAGEMENT	40908-CONST--	LANDFILL MANAGEMENT	113,590	50,000	-	-	-	-
		MAINTENANCE PROGRAMS						
40101 - SIDEWALK MAINTENANCE	40101-CONST--	SIDEWALK MAINTENANCE	122,427	150,000	150,000	150,000	150,000	150,000
40113 - BIKE LANES & SIDEPATHS	40113-CONST--	CONSTRUCTION	16,691	21,177	21,791	22,423	23,073	23,696
40141 - TRAFFIC SIGNAL & STREET LIGHT MAINTENANCE	40141-CONST--	TRAFFIC SIGNAL & STREET LIGHT MAINTENANCE	15,000	50,000	50,000	50,000	50,000	50,000
40160 - ANNUAL PAVEMENT MARKING PROGRAM	40160-CONST-CRI-	PAVEMENT MARKING	-	30,000	30,000	30,000	30,000	30,000
40401 - BRIDGE MAINTENANCE PROJECTS	40401-CONST-CRI-	BRIDGE MAINTENANCE	-	135,000	60,000	-	-	-
40604 - ANNUAL SIGNAL CR&I	40604-PLANNING--	PLANNING & CONSTRUCTION	88,125	41,000	246,000	198,000	62,000	110,000
40606 - ANNUAL STREET LIGHTING CR&I	40606-PLANNING--	PLANNING	79,500	-	-	-	-	-
		TOTAL O&M EXPENSE	**482,354**	**717,177**	**637,791**	**530,423**	**395,073**	**443,696**

200 - CAPITAL REPLACMT & IMPROV FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
		TOTAL REVENUE (PAGE 1)	**954,270**	**14,425,627**	**2,707,596**	**3,555,367**	**2,508,235**	**2,536,940**
		TOTAL O&M EXPENSE (PAGE 1)	**482,354**	**717,177**	**637,791**	**530,423**	**395,073**	**443,696**
		CAPITAL PROJECTS						
40102 - MCORE	40102-CONST-CIP-	CONSTRUCTION - CIP	626,281	-	-	-	-	-
40109 - WASHINGTON ST BRIDGE RECONSTRUCTION	40109-PLANNING--CRI	PLANNING & CONSTRUCTION	-	492,000	-	-	-	-
40121 - UNIVERSITY: WRIGHT - MAPLE	40121-CONST--	UNIVERSITY AVE CONSTRUCTION	97,896	-	-	-	-	-
40132 - WRIGHT ST: CHURCH TO COLUMBIA	40132-PLANNING	PLANNING & CONSTRUCTION		-	50,000	550,000	-	-
40162 - EQUITY AND QUALITY OF LIFE PROJECTS	40162-CONST--	EQL CONSTRUCTION	150,997	1,849,003	200,000	800,000	-	-
40164 - FLORIDA AT JAMES CHERRY	40164-PLANNING-CRI	PLANNING & CONSTRUCTION	-	600,000	-	-	-	-
40172 - COUNTRY CLUB & PERKINS	40172-PLANNING	PLANNING & CONSTRUCTION	-	28,333	305,000	-	-	-
40182 - BROADWAY: ELM TO PARK	40182-PLANNING-CRI-	PLANNING & CONSTRUCTION	-	-	-	-	160,000	1,440,000
40513 - CARLE SANITARY SEWER	40414-PLANNING--CRI	PLANNING & CONSTRUCTION	-	713,000	-	-	-	-
40602 - CAMPUS LIGHTING IMPROVEMENT	40513-PLANNING--CRI	PLANNING	259	-	-	-	-	-
40800 - CITY FACILITY IMPROVEMENT	40800-STORAGE	STORAGE BUILDING	50,000	175,000	-	-	-	-
	40800-LOBBY	CITY BUILDING LOBBY RECONGFIG	1,139,000	245,000	-	-	-	-
	40800-SECURITY	SECURITY ENHANCEMENTS	4,973	215,027	-	-	-	-
	40800-ADA	ADA ENHANCEMENTS	-	90,000	-	-	-	-
	40800-CONST-FIREST-DESIGN	FIRE STATION DESIGN	550,000	300,000	-	-	-	-
	40800-CONST-FIREST	FIRE STATION CONSTRUCTION	-	7,470,000	-	-	-	-
	40800-PROPACQ-FIRESTA3	FIRE STATION 3 - LAND ACQUISITION	290,000	-	-	-	-	-
	40800-CONST-PUBWORKS	PUBLIC WORKS CAMPUS IMP	-	2,208,643	-	-	-	-
	40800-CONST-REHAB	GENERAL FACILITIES REHAB	151,252	165,786	170,738	175,690	180,785	186,209
	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
		TOTAL PROJECT EXPENSE	**3,060,658**	**14,551,792**	**2,205,554**	**3,005,181**	**1,820,275**	**3,106,000**
		TOTAL EXPENSE	**3,543,012**	**15,268,969**	**2,843,345**	**3,535,604**	**2,215,348**	**3,549,696**
		Net Revenue / (Expense)	**(2,588,742)**	**(843,342)**	**(135,749)**	**19,763**	**292,887**	**(1,012,756)**
		Beginning Fund Balance	**4,999,479**	**2,410,737**	**1,567,395**	**1,431,646**	**1,451,409**	**1,744,296**
		Ending Fund Balance	**2,410,737**	**1,567,395**	**1,431,646**	**1,451,409**	**1,744,296**	**731,541**

201 - STORMWATER UTILITY FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
REVENUE								
40414 - BONEYARD CREEK CROSSING IMPROVEMENT	40414-EPA	EPA 319 Grant **(NOTE 1)**	-	64,800	-	-	-	-
49201 - FUND 201 - CIP	49201-FEE--	STORMWATER UTILITY FEE	1,744,237	1,707,089	1,732,695	1,758,685	1,785,066	1,811,842
	49201-INT--	INTEREST REVENUE	50,000	15,000	10,000	10,000	10,000	10,000
	49201-MISC	MISC REVENUE	17,414					
	49201-REIMB--	BONEYARD CREEK MAINT REIMB	10,000	150,000	10,000	10,000	10,000	10,000
		TOTAL REVENUE	**1,821,651**	**1,936,889**	**1,752,695**	**1,778,685**	**1,805,066**	**1,831,842**
OPERATIONS								
40404 - STREAM AND RAIN GAUGE MONITORING	40404-OTHER--	STREAM AND RAIN GAUGE MONITOR.	15,400	19,853	20,429	21,021	21,631	22,215
40406 - MOSQUITO SURVELLIANCE/ABATEMENT	40406-OTHER--	MOSQUITO PROGRAM	32,711	28,506	29,333	30,183	31,059	31,898
40407 - DRAINAGE DISTRICT PAYMENTS	40407-OTHER--	DRAINAGE DISTRICT PAYMENTS	27,876	14,342	14,758	15,186	15,626	16,048
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	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
40412 - STORMWATER MANAGEMENT PLANNING	40412-PLANNING--	STORMWATER MANAGEMENT PLANNING	697,500	-	-	-	-	-
40413 - SUF BILLING COSTS	40413-OTHER--	SUF BILLING COSTS	52,340	53,858	55,420	57,027	58,681	60,266
49201 - FUND 201 - CIP	49201-52999	MISC EXPENSES	8,800	8,800	8,800	8,800	8,800	8,800
	49201-GENTFR--	TRANSFER TO GENERAL FUND	612,540	708,732	729,994	751,894	774,451	797,684
	49201-VERFTFR--	TRANSFER TO VERF	79,266	82,810	84,466	86,156	87,879	89,636
MAINTENANCE PROGRAMS								
40400 - STORMWATER SEWER MISC. REPAIRS	40400-CONST--	STORMWATER IMPROVEMENTS	238,258	250,000	260,000	270,400	281,216	292,465
40402 - STORM SEWER CLEANING & TELEVISING	40402-CONST--	STORM CLEANING & TELEVISING	-	400,000	416,000	432,640	449,946	467,943
40405 - BONEYARD CREEK MAINTENANCE	40405-CONST--	BONEYARD CREEK MAINTENANCE	80,981	54,054	25,000	25,000	25,000	25,000
CAPITAL PROJECTS								
40102 - MCORE	40102-CONST-STWTR-	CONSTRUCTION - STORMSEWER	131,290	-	-	-	-	-
40414 - BONEYARD CREEK CROSSING IMPROVEMENT	40414-CONST--	PLANNING & CONSTRUCTION	258,205	240,000	-	-	400,000	-
40416 - VINE STREET PUMP STATION	40416-CONST--	Vine Street PUMP	-	75,000	-	-	-	-
40417 - MAIN ST BRICK ARCH STORM SEWER RECONSTRUCTION	40417-PLANNING--	MAIN ST BRICK ARCH STORM SEWER RECONSTRUCTION	26,260	225,000	-	-	-	-
40418 - STORM SEWER LINING	40418-CONST--	STORM SEWER LINING	500,000	425,000	330,000	343,200	356,928	371,205
40419 - STORM SEWER ABANDONMENT STUDY	40419-PLANNING--	STORM SEWER ABANDONMENT STUDY	45,000	55,000	-	-	-	-
40420 - COLER AVE BRICK ARCH STORM SEWER STUDY	40420-PLANNING	COLER AVE BRICK ARCH STORM SEWER STUDY	-	50,000	-	-	-	-
		TOTAL EXPENSE	**2,824,927**	**2,709,455**	**1,992,700**	**2,060,006**	**2,529,716**	**2,201,660**
		Net Revenue / (Expense)	**(1,003,276)**	**(772,566)**	**(240,005)**	**(281,321)**	**(724,650)**	**(369,818)**
		Beginning Fund Balance	**2,428,456**	**1,425,180**	**652,614**	**412,608**	**131,288**	**(593,363)**
		Ending Fund Balance	**1,425,180**	**652,614**	**412,608**	**131,288**	**(593,363)**	**(963,180)**

NOTE:

1.) GRANT FUNDING HAS NOT BEEN AWARDED. PROJECT CONTINGENT ON RECEIVING GRANT FUNDING.

202 - LOCAL MOTOR FUEL TAX FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
REVENUE								
49202 - FUND 202 - CIP	49202-LOC--	LOCAL MFT	648,854	658,586	668,465	678,492	688,669	698,999
	49202-INT--	INVESTMENT INCOME	25,000	10,000	5,000	5,000	5,000	5,000
	49202-STDALLOW--	STANDARD ALLOWANCE	115,000	115,000	115,000	115,000	-	-
		TOTAL REVENUE	**788,854**	**783,586**	**788,465**	**798,492**	**693,669**	**703,999**
MAINTENANCE PROGRAMS								
40108 - ANNUAL STREET PATCHING	40108-CONST-LMFT-	LMFT ANNUAL STREET MAINTENANCE	380,000	225,000	300,000	300,000	300,000	300,000
40114 - OIL & CHIP, SEAL, PRESERVATION	40114-CONST-LMFT-	LMFT O&C, SEAL, PRESERVATION	140,061	210,000	290,000	290,000	290,000	290,000
40159 - ANNUAL JOINT SEAL AND CRACK PROGRAM	40159-CONST-LMFT-	JOINT SEAL AND CRACK PROGRAM	123,716	210,000	190,000	190,000	190,000	190,000
40160 - ANNUAL PAVEMENT MARKING PROGRAM	40160-CONST-LMFT-	PAVEMENT MARKING	35,378	-	-	-	-	-
CAPITAL PROJECTS								
40107 - WINDSOR ROAD	40107-LEGAL--	WINDSOR ROAD LEGAL FEES	207,126	100,000	-	-	-	-
	40107-CONST--	WINDSOR ROAD CONSTRUCTION	410,783	-	-	-	-	-
	49202-PRINCIPAL--	WINDSOR RD RECON - PRINCIPAL	295,000	300,000	-	-	-	-
	49202-INTEREST--	WINDSOR RD RECON - INTEREST	10,966	3,750	-	-	-	-
40109 - WASHINGTON ST BRIDGE RECONSTRUCTION	40109-PLANNING--	WASHINGTON ST BRIDGE PLANNING	106,880	-	-	-	-	-
	40109-CONST--	WASHINGTON ST BRIDGE CONST	100,000	-	-	-	-	-
40124 - LINCOLN: WASCHER - KILLARNEY	40124-PLANNING-LMFT-	GRANT APPLICATION	45,000	-	-	-	-	-
40144 - LINCOLN & SPRINGFIELD	40144-PLANNING-LMFT-	STREET RESURFACE PLANNING LMFT	818	-	-	-	-	-
40148 - SAVANNAH GREEN: ALLEYS & SMITH RD	40148-CONST-LMFT-	CONSTRUCTION	1,803	-	-	-	-	-
40164 - FLORIDA AT JAMES CHERRY	40164-PLANNING-LMFT-	PLANNING	100,000	-	-	-	-	-
		TOTAL EXPENSE	**1,957,531**	**1,048,750**	**780,000**	**780,000**	**780,000**	**780,000**
		Net Revenue / (Expense)	**(1,168,678)**	**(265,164)**	**8,465**	**18,492**	**(86,331)**	**(76,001)**
		Beginning Fund Balance	**1,437,745**	**269,067**	**3,903**	**12,369**	**30,861**	**(55,470)**
		Ending Fund Balance	**269,067**	**3,903**	**12,369**	**30,861**	**(55,470)**	**(131,470)**

203 - MOTOR FUEL TAX FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
REVENUE								
40124 - LINCOLN: WASCHER - KILLARNEY	40124-STBG	STBG/STPU CUUATS	-	650,000	-	650,000	-	-
	40124-SS4A	SS4A GRANT **(NOTE 1)**	-	-	-	-	7,319,000	-
40129 - BAKERS LANE MULTI-USE PATH	40129-ITEP	ITEP	-	135,320	1,037,450	-	-	-
	40129-REBUILD	REBUILD	-	33,840	259,430	-	-	-
40135 - FLORIDA: WRIGHT - HILLCREST	40135-COVID--	COVID RELIEF SUPPLEMENT	-	238,013	-	-	-	-
	40135-STBG	STBG/STPU CUUATS	-	497,030	-	-	-	-
	40135-RAISE	RAISE GRANT **(NOTE 1)**	-	-	-	10,077,630	-	-
40137 - FLORIDA MULTI-USE PATH	40137-ITEP	ITEP	-	101,360	729,050	-	-	-
	40137-REBUILD	REBUILD	-	25,340	242,320	-	-	-
40149 - LINCOLN: GREEN - FLORIDA	40149- STBG	STBG/STPU CUUATS **(NOTE 1)**	-	-	-	-	-	5,920,000
49203 - FUND 203 - CIP	49203-ST--	STATE MFT ALLOTMENT	940,091	895,912	913,831	932,107	950,749	969,764
	49203-TRF--	STATE MFT TRF	728,720	732,984	747,644	762,597	777,849	793,406
	49203-REBUILDIL--	REBUILD ILLINOIS	453,090	-	-	-	-	-
	49203-INT--	2.5% INTEREST REVENUE	100,000	105,000	30,000	30,000	30,000	30,000
		TOTAL REVENUE	**2,221,901**	**3,414,799**	**3,959,725**	**12,452,334**	**9,077,598**	**7,713,170**
OPERATIONS								
40171 - BRIDGE INSPECTION PROGRAM	40171-ENG--	BRIDGE INSPECTIONS	22,100	-	35,000	-	35,000	-
CAPITAL PROJECTS								
40102 - MCORE	40102-CONST-MFT-	CONSTRUCTION - MFT	699,384	-	-	-	-	-
40124 - LINCOLN: WASCHER - KILLARNEY	40124-PLANNING-SMFT-	PLANNING & CONSTRUCTION	-	813,000	-	813,000	9,149,000	-
40129 - BAKERS LANE MULTI-USE PATH	40129-PLANNING--	PLANNING & CONSTRUCTION	-	169,160	1,296,880	-	-	-
40133 - PHILO & COLORADO	40133-PLANNING--	PLANNING & CONSTRUCTION	131,689	1,760,000	1,540,000	-	-	-
40134 - SPRINGFIELD: WRIGHT TO MCCULL	40134-PLANNING--	PLANNING & CONSTRUCTION	70,000	1,390,000	-	-	-	-
40135 - FLORIDA: WRIGHT - HILLCREST	40135-PLANNING--	PLANNING & CONSTRUCTION	-	859,300	-	10,077,630	-	-
40137 - FLORIDA MULTI-USE PATH	40137-PLANNING--	PLANNING & CONSTRUCTION	-	126,700	971,370	-	-	-
40142 - RACE ST: WASHINGTON - CALIFORNIA	40142-PLANNING--	PLANNING & CONSTRUCTION	462,839	-	-	-	-	-
40144 - LINCOLN & SPRINGFIELD	40144-PLANNING-SMFT-	PLANNING & CONSTRUCTION	1,654,329	-	-	-	-	-
40148 - SAVANNAH GREEN ALLEYS	40148-PLANNING-MFT-	PLANNING & CONSTRUCTION	201,000	300,000	-	-	-	-
40149 - LINCOLN: GREEN - FLORIDA	40149-PLANNING--	PLANNING & CONSTRUCTION	-	200,000	-	750,000	-	8,150,000
40150 - WINDSOR: RACE TO WEST BOUNDARY	40150-PLANNING--	PLANNING & CONSTRUCTION	1,451,790	-	-	-	-	-
40165 - BROADWAY & COUNTRY CLUB RD	40165-PLANNING-MFT-	PLANNING & CONSTRUCTION	-	-	-	-	75,000	825,000
40167 - BONEYARD CREEK BRIDGE REPAIR	40167-PLANNING-MFT-	PLANNING & CONSTRUCTION	75,000	5,000	280,000	-	-	
40168 - VINE AND ILLINOIS	40168-PLANNING-MFT-	PLANNING & CONSTRUCTION	-	-	210,000	1,890,000	-	-
		TOTAL EXPENSE	**4,768,132**	**5,623,160**	**4,333,250**	**13,530,630**	**9,259,000**	**8,975,000**
		Net Revenue / (Expense)	**(2,546,231)**	**(2,208,361)**	**(373,525)**	**(1,078,296)**	**(181,402)**	**(1,261,830)**
		Beginning Fund Balance	**6,675,880**	**4,129,649**	**1,921,288**	**1,547,763**	**469,467**	**288,065**
		Ending Fund Balance	**4,129,649**	**1,921,288**	**1,547,763**	**469,467**	**288,065**	**(973,765)**

NOTE:

1.) GRANT FUNDING HAS NOT BEEN AWARDED. PROJECT CONTINGENT ON RECEIVING GRANT FUNDING.

204 - SANITARY SEWER FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
REVENUE								
49204 - FUND 204 - CIP	49204-ARPTFR	TRANSFER FROM ARPA		130,000	1,166,000			
	49204-FEE--	SEWER BENEFIT FEE	1,472,068	1,553,032	1,576,327	1,599,972	1,623,972	1,648,331
	49204-INT--	INVESTMENT INCOME	30,000	21,000	15,000	15,000	15,000	15,000
	49204-REIMB--	UCSD REIMBURSEMENT	3,500					
		TOTAL REVENUE	**1,505,568**	**1,704,032**	**2,757,327**	**1,614,972**	**1,638,972**	**1,663,331**
OPERATIONS								
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	48,275	49,675	51,116	52,599	54,124	55,544
40504 - ILLEGAL CONNECTION REIMBURSEMENT	40504-OTHER--	ILLEGAL CONNECTION REIMBURSEME	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
40514 - SANITARY PLANNING AND GIS	40514-PLANNING--	GIS PLANNING SANITARY	240,000	-	-	-	-	-
40515 - PUBLIC SANITARY SEWER GAPS STUDY	40515-PLANNING--	SEWER GAPS STUDY	-	175,000	-	-	-	-
49204 - FUND 204 - CIP	49204-52999--	OTHER SERVICES	16,257	17,193	17,691	18,024	18,732	19,314
	49204-GENTFR--	TRANSFER TO GENERAL FUND	878,447	1,042,558	930,167	957,142	984,899	1,010,750
	49204-VERFTFR--	TRANSFER TO VERF	4,097	4,179	4,378	4,505	4,635	4,772
MAINTENANCE PROGRAMS								
40500 - SANITARY SEWER MISC. REPAIRS	40500-CONST--	SANITARY SEWER IMPROVEMENTS	225,869	250,000	260,000	270,400	281,216	292,465
40510 - SANITARY SEWER TELEVISING	40510-CONST--	SANITARY TELEVISING	-	240,000	249,600	259,584	269,967	280,766
CAPITAL PROJECTS								
40511 - SANITARY SEWER LINING	40511-CONST--	SANITARY SEWER LINING	200,000	320,000	240,000	249,600	259,584	269,967
40512 - SANITARY SEWER RECONSTRUCTION	40512-CONST--	SEWER RECONSTRUCTION	105,351	-	-	-	-	-
40513 - CARLE SANITARY SEWER	40513-PLANNING--	CARLE SANITARY PLANNING	52,100	-	-	-	-	-
	40513-CONST--	CARLE SANITARY CONSTRUCTION	2,200	-	-	-	-	-
ARPA LATERAL LINING	ARP-24	ARPA LATERAL LINING	-	130,000	1,166,000	-	-	-
		TOTAL EXPENSE	**1,862,096**	**2,318,105**	**3,008,452**	**1,901,354**	**1,962,657**	**2,023,078**
		Net Revenue / (Expense)	**(356,528)**	**(614,073)**	**(251,125)**	**(286,382)**	**(323,686)**	**(359,746)**
		Beginning Fund Balance	**1,523,361**	**1,166,833**	**552,760**	**301,635**	**15,253**	**(308,433)**
		Ending Fund Balance	**1,166,833**	**552,760**	**301,635**	**15,253**	**(308,433)**	**(668,179)**

331 - COMMUNITY DEV GRANTS FUND PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
OPERATIONS								
40120 - CDBG TRAFFIC STUDIES	40120-PLANNING--	PLANNING	18,525	-	-	-	-	-
MAINTENANCE PROGRAMS								
40170 - CDBG SIDEWALKS	40170-PLANNING--	PLANNING & CONSTRUCTION	70,657	40,000	40,000	40,000	40,000	40,000
	40170-CONST--	CONSTRUCTION	373,612	160,000	160,000	160,000	160,000	160,000
CAPITAL PROJECTS								
40174 - CDBG STREET LIGHTING	40174-PLANNING	PLANNING	-	15,000	15,000	15,000	15,000	15,000
	40174-CONST	CONSTRUCTION	-	135,000	135,000	135,000	135,000	135,000
40800 - CITY FACILITY IMPROVEMENT	40800-CONST-DCEO	CONSTRUCTION	-	1,500,000	-	-	-	-
		TOTAL EXPENSE	**462,794**	**1,850,000**	**350,000**	**350,000**	**350,000**	**350,000**

343 - TIF 4 (CUNNINGHAM AVE.) PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
OPERATIONS								
40176 - TIF 4 MISC. TRAFFIC STUDIES	40176-PLANNING	PLANNING	-	200,000	-	-	-	-
MAINTENANCE PROGRAMS								
40177 - TIF 4 SIDEWALKS	40177-PLANNING	PLANNING & CONSTRUCTION	-	300,000	300,000	300,000	-	-
40178 - TIF 4 STREET LIGHTING	40178-PLANNING	PLANNING & CONSTRUCTION	-	165,000	165,000	165,000	-	-
40179 - TIF 4 STREET PATCHING	40179-PLANNING	PLANNING & CONSTRUCTION	-	100,000	100,000	100,000	-	-
CAPITAL PROJECTS								
40172 - COUNTRY CLUB & PERKINS	40172-PLANNING-TIF4	PLANNING & CONSTRUCTION	-	56,667	610,000	-	-	-
40180 - TIF 4 INTERSECTION IMPROVEMENTS	40180-PLANNING	PLANNING & CONSTRUCTION	-	-	200,000	200,000	-	-
		TOTAL EXPENSE	**-**	**821,667**	**1,375,000**	**765,000**	**-**	**-**

344 - CENTRAL TIF PLAN

PROJECT	PROJECT STRING	DESCRIPTION	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
CAPITAL PROJECTS								
40175 - CENTRAL TIF DOWNTOWN SIDEWALKS	40175-PLANNING-TIFC	PLANNING & CONSTRUCTION	-	100,000	-	-	-	-
40169 - BONEYARD CREEK LIGHTING	40169-PLANNING-TIFC-	PLANNING	48,950	9,000	-	-	-	-
	40169-CONST-TIFC-	CONSTRUCTION	-	150,000	-	-	-	-
		TOTAL EXPENSE	**48,950**	**259,000**	**-**	**-**	**-**	**-**

500 - PARKING FUND

PROJECT	PROJECT STRING	DESCRIPTION	FY23 Est.	FY24 Plan	FY25 Plan	FY26 Plan	FY27 Plan	FY28 Plan
MAINTENANCE PROGRAMS								
40700 - PARKING GARAGE REHAB	40700-CONST	GARAGE REHAB/IMPROVEMENTS	20,000	50,000	-	-	-	-
CAPITAL PROJECTS								
40701 - METER INFRASTRUCTURE	40180-PLANNING	PLANNING & CONSTRUCTION	280,000	-	-	-	-	-
		TOTAL EXPENSE	**300,000**	**50,000**	**-**	**-**	**-**	**-**