

The Draft CIP as prepared by staff is based on the general prioritization of the Draft Comprehensive Plan, which is to:

- 1st Maintain and replace what we have
- 2nd Enhance what we currently have
- 3rd Expand our current infrastructure

The Comprehensive Plan also provides guiding principles, which helped shape spending recommendations to:

- Support an innovative, vibrant and diverse economy
- Invest in quality of community life
- Take better care of what we already have
- Provide for balanced growth, but focus on established neighborhoods

With those general priorities and the guidelines of the Comprehensive Plan, there are many more specific funding proposals included in the Draft CIP that could be adjusted, depending on more specific Council policy and priority direction. The Draft CIP is designed to facilitate that policy direction. The prioritization issues are summarized below, with a page number reference to the appropriate page in the Draft CIP document:

Water Supply (Page 26)

The Draft CIP does not include funding for a new water supply. Costs are estimated at \$200 million. These costs could be funded by increasing rates an estimated 24% (above the currently planned annual rate increases). Alternatively, other discretionary Water projects could be deferred. Any impact could be mitigated by phasing in improvements.

Residential Streets (Page 23)

The Draft CIP, coupled with the operating budget, provides \$8 million annually, increasing to \$10 million annually in 2019. An additional \$30 million over five years would increase maintenance and improve residential street conditions.

Economic Development (Page 34)

The Draft CIP includes \$31 million for projects. Additional Economic Development projects could be financed through reprioritization of other projects.

Transit (page 35)

Transit financial challenges impact both operating and capital costs. The Draft CIP includes \$1.4 million in GO at-large funding to match \$8 million in anticipated federal funds. The type and amount of capital expenditures could change based on Transit system alternatives. Providing an additional \$8 million in GO at-large funding would allow up to \$8 million in federal grant funds to be used for operating budget support.

Streets (Page 24)

The Draft CIP includes \$9 million in GO at-large funding to match \$21 million in TIP federal funds. In addition, street construction funding is prioritized for rebuilding arterials generally in current neighborhoods in the earlier years of the CIP (total \$38 million GO at-large). Balanced growth arterials are included (\$39 million), but those are generally included towards the end of the planning period, and in some cases only design funding is included.

Freeways (Page 25)

The Draft CIP includes \$255 million to complete East Kellogg through K-96. After approximately the year 2020, the Local Sales Tax (LST) Fund will begin developing capacity for additional improvements. The Draft CIP slates improvements for West Kellogg interchanges in 2022-2024. Alternatively, these LST funds could be used for other road and bridge projects.

Public Safety (Page 29)

For public safety equipment and infrastructure, the Draft CIP includes \$67 million. This includes \$46 million that is generally for equipment and fire trucks and is based on replacement schedules. An additional \$21 million is included for buildings—projects for which the timing could be adjusted depending on prioritization. This includes \$13 million (\$6.5 million GO at-large) for a Law Enforcement Training Facility; \$5 million for replacement of Police Substations and \$3 million for Police Property and Evidence improvements.

Stormwater (Page 30)

Based on the current ERU rate of \$2 per month, the Stormwater Utility has limited capacity for projects, with a total of \$26 million funded. Additional capacity could be generated by adjusting the ERU rate (each 25 cent increase would fund approximately \$15 million in new projects). Alternatively, additional Stormwater projects could be funded by reprioritizing GO at-large projects.

Downtown (Page 31)

The Draft CIP includes a total of \$41 million for specific downtown improvements. These are primarily street projects, with \$10 million included for the Douglas Avenue project through downtown. Depending on the prioritization of downtown improvements, projects could be deferred or enhanced.

Building Maintenance (Page 28)

The City maintains approximately 260 buildings. The Draft CIP does include \$27 million for maintenance. Public Works and Utilities staff recently estimated the deferred maintenance on City facilities at \$400 to \$600 million. Additional GO at-large funding could decrease this estimated deferred maintenance backlog.

Library Improvements (Page 34)

The Draft CIP includes \$30 million for a new Advanced Learning Center. Staff recommends completing a new plan for evaluating and recommending branch improvement, particularly in light of the planned completion of the Advanced Learning Center. However, funding is not included for modifications to the current branch structure.

Bike Path Improvements (Page 32)

The Draft CIP includes \$2 million in GO at-large funding to match \$3.6 million in federal funds for bike path improvements. This is a continuation of the current funding levels. This would fund projects based on Council direction and input from the Bicycle Master Plan. An additional \$0.5 million is recommended in the Draft CIP for additional costs with the currently designed Redbud project (from I-135 to Oliver). Additional GO at-large funding would expedite the completion of projects included in the Bicycle Master Plan.

Park Improvements (Page 33)

Park improvements in the Draft CIP include \$11 million to maintain and develop playgrounds, paths and other park infrastructure. An additional \$10 million is recommended to enhance current Park assets, including improvements at McAdams Park and Watson Park. To expand the Park system, the Draft CIP includes \$29 million in GO at-large funding. This would fund aquatics improvements and expansion and development of parks at Crystal Prairie, Central and Bristol, and the Pracht Wetlands. These projects could be expanded or deferred depending on prioritization.

CIP PRIORITIES

- _____ Water Supply
- _____ Residential Streets
- _____ Economic Development
- _____ Transit
- _____ Streets - existing neighborhoods
- _____ Streets - new growth areas
- _____ Freeways
- _____ Public Safety
- _____ Stormwater
- _____ Downtown
- _____ Building Maintenance
- _____ Library Improvements
- _____ Bike Path Improvements
- _____ Park Improvements