

MINUTES

BOARD OR COMMISSION: Capital Improvements DATE: June 10, 2014

MEETING: Regular X Special _____ CALLED TO ORDER: 7:11 PM

QUORUM: Yes X No _ _ _ ADJOURNED: 8:50 PM

MEMBER ATTENDANCE:

PRESENT: Chairman Colliander, Commissioners Biggam, Lane, Lindquist and Thelen

OTHERS: Trustee Clark, Professional Engineer Minix

ABSENT: Commissioners Burton, Pryde and Ryne

AUDIENCE: None

CALL TO ORDER:

The June 10, 2014 meeting of the Capital Improvements Commission, held at the Glen Ellyn Civic Center, was called to order at 7:11 PM by Chairman Colliander. A quorum was present.

AUDIENCE PARTICIPATION:

None

APPROVAL OF MINUTES:

Commissioner Lindquist moved, and Commissioner Lane seconded to approve the May 13, 2014 meeting minutes. The motion was approved unanimously.

TRUSTEE'S REPORT:

Trustee Clark reported that the main agenda item from last night's Board meeting was the electrical aggregation contract, which was awarded to First Energy, which presented a "full green" proposal. If rates change during the term of the 3-year contract, the Village can opt out. There was also discussion concerning the mosquito abatement district that made a presentation at the 6/9/14 board meeting. The contracts for the Chidester-Elm-Lenox-Linden project have been signed.

In response to questions from Commissioners, Trustee Clark said that he has spoken to President Demos about the vacancy on the Commission, and no one has yet been chosen to fill it. He does not know if there are candidates awaiting approval.

CONTINUING BUSINESS – FUNDING OF VILLAGE-WIDE CAPITAL IMPROVEMENTS PROJECTS AND POTENTIAL IMPACTS ON THE CURRENT LONG-TERM ROADWAY REHABILITATION PROGRAM:

P.E. Minix reviewed his June 6, 2014 draft memorandum to the Village Manager which details Capital Project Funding Issues. He summarized the original 2012 Master Plan for roadway reconstruction from 2014 through 2031. He then outlined the additional pending major capital projects outside the realm of roadway work that are under- or unfunded to date, including CBD roadway and streetscaping; new police station; drainage improvements; railroad underpasses; and CBD parking structures. To fund these projects – estimated to cost \$30 million -- major revisions to the 2012 long-term roadway program are required. On the expense side, cost-reduction alternatives would be annual reductions to the program, skipping full years of the program, and modifying the scope of the program. The staff's preferred solution is reduction in program scope for rural roadways from full reconstruction to maintenance overlays combined with selective project deferments as needed, rather than skipping full years of work.

P.E. Minix discussed the new draft 10 year plan for capital improvements as presented in a summary spreadsheet. It anticipates a 1% increase in revenues yearly, although cost increases will probably be more than 1%. Pending major capital projects are included in the plan, with the expectation that they would be funded by a \$30 million bond issue to be paid back in \$2 million annual increments over a 20 year timeframe. There is no anticipated need to defer any projects for the first half of the plan, and the fund balance is not expected to be negative until the year 2023. There is a 5% multiplier applied every year to costs, which substantially affects costs in the later years.

In response to questions, P.E. Minix said that yearly expenditures are not necessarily tied to that year's revenues, but will use reserves to make up the balance. Steady revenues come from real estate transfer taxes and the utility tax. The amount from the real estate property tax is indexed up over the period. Commissioners discussed the cost estimates for the projects to be covered by the bond issue.

Commissioners discussed the risk of additional severe winter weather requiring that work actually be accelerated rather than postponed. More major patching work or microsurfacing to buy time may be the solution. P.E. Minix noted that the Village will have to be nimble to tweak the plan as conditions warrant. He also noted that if the cost multiplier turns out to be only 4% rather than 5% over time, there will be less need to alter the schedule to avoid eventual fund deficits. Also, the amount of the bond issue (\$30 million) and yearly repayment amount (\$2 million) figures are not final; although the timing for obtaining the bond money is critical as it is possible interest rates may increase in 2016.

It was agreed that this Commission will need to review this plan periodically so that adjustments can be made based on changes in financial and economic conditions. This plan will be presented to the Village Board in July.

NEW BUSINESS – REVIEW OF GRADE SEPARATION FEASIBILITY STUDY:

HDR, the consultant for the feasibility study, made a presentation to the Village Board in May. The project included three elements to enhancing pedestrian and vehicle travel: alternate

pedestrian tunnel at Taylor Street; pedestrian underpass at the train station; and vehicular grade-separated rail crossing within the CBD.

A new Taylor underpass would be for pedestrians and bikes only, and would be approximately 10 feet east of the current vehicle tunnel. There has not been a pedestrian traffic study conducted, but there are students at both Glenbard West and Ben Franklin who would benefit from it. There are no glaring problems from an engineering standpoint, and it is also attractive to outside funding. The Village is interested in moving forward with this option.

A pedestrian underpass near the train station is an important component of the Downtown Strategic Plan. A pedestrian underpass on either the west or east side of the station would result in loss of parking. Any underpass would be ADA compliant. The cost would be approximately \$8 million.

A separation of vehicles from the railroad crossings would require extensive retaining walls, closing off driveways and multiple levels of sidewalks. While the consultant concluded that such a grade separation would not be feasible, a task force from the Board will be meeting with consultants for additional alternatives. There was discussion concerning widening the Taylor Street underpass to both directions. An overpass at Western would necessitate closing Western at Pennsylvania, and building 20 foot retaining walls on Pennsylvania. The cost would be in the range of \$30-\$40 million.

PUBLIC WORKS REPORT:

The Public Works Report was made available to Commissioners in their meeting packets. It will be provided to Commissioners on a quarterly basis. Commissioners also received a report on participation in the GIS Consortium through Municipal GIS Partners.

PROJECT REPORT:

P.E. Minix reported that the Village Board decided not to proceed with the Elm-Geneva Connectors-Cottage improvements in 2014 based on overall budget concerns. The project will be re-bid in 2015 for construction next year. Also, a contract for the manhole rehabilitation project will be before the Board at its next meeting.

OTHER BUSINESS:

Commissioners discussed the possibility of not meeting in August, but did not reach a definite conclusion.

ADJOURNMENT:

Commissioner Lindquist moved, and Commissioner Biggam seconded adjourning the meeting. With no dissent, the meeting was adjourned at 8:50 PM.

Submitted by Karen Blake, Recording Secretary
Reviewed by R. Minix, Village of Glen Ellyn Public Works