

ACTION FORM BRYAN CITY COUNCIL

DATE OF COUNCIL MEETING: September 10, 2013		DATE SUBMITTED: August 27, 2013	
DEPARTMENT OF ORIGIN: PW – Engineering		SUBMITTED BY: Paul Kaspar	
MEETING TYPE:	CLASSIFICATION:	ORDINANCE:	STRATEGIC INITIATIVE:
<input type="checkbox"/> BCD	<input type="checkbox"/> PUBLIC HEARING	<input type="checkbox"/> 1ST READING	<input checked="" type="checkbox"/> PUBLIC SAFETY
<input type="checkbox"/> SPECIAL	<input type="checkbox"/> CONSENT	<input type="checkbox"/> 2ND READING	<input checked="" type="checkbox"/> SERVICE
<input checked="" type="checkbox"/> REGULAR	<input checked="" type="checkbox"/> STATUTORY		<input type="checkbox"/> ECONOMIC DEVELOP.
<input type="checkbox"/> WORKSHOP	<input type="checkbox"/> REGULAR		<input checked="" type="checkbox"/> INFRASTRUCTURE
			<input checked="" type="checkbox"/> QUALITY OF LIFE
AGENDA ITEM DESCRIPTION: Consideration of a resolution approving the Fiscal Years 2014 – 2018 Capital Improvement Program totaling \$57 Million dollars over a 5 year period.			
<p>SUMMARY STATEMENT: In 2008, the City of Bryan began developing a sustainable CIP process for the City. The process includes maintaining a project database, evaluating and ranking projects based on uniform criteria, fitting those projects into limited fiscal funds and self-evaluation of the process. The first 5 year CIP program to use this process was adopted by the Bryan City Council on June 28, 2008. Since that time, three additional 5 year CIP programs have been adopted on May 6, 2009, July 27, 2010, and August 23, 2011. In 2012 the Council approved a biennial CIP process that we currently follow where updates occur to the database of projects in the even fiscal years and a new CIP is proposed and adopted in odd fiscal years. Because of this change there was not an adoption of a CIP program in FY 12.</p> <p>As presented at the City Council workshop session on August 6, 2013, attached is the proposed 5 year CIP program for FY2014 thru FY2018. As discussed at that workshop, the next bond issuance is scheduled for FY2014 in the amount of \$7,815,000.</p> <p>Attached is the Memorandum previously provided to Council that outlines the projects included in the FY14-18 CIP program in more detail along with a status update on current existing CIP projects funded between FY10-13. As with other 5 year CIP programs, the immediate year (in this case, FY2014) is the year staff will be working to implement once the City Council provides approval of this CIP. Fiscal Years 2015-2018 are not set in stone but offer a forecast for projects planned in future years. Continuing this CIP process gives staff consistent direction on projects on which to focus and keeps the City planning ahead for upcoming projects.</p> <p>Staff believes the attached CIP program for FY14-18 is a fiscally conservative plan that follows through on commitments made previously in prior CIP plans such as the construction of Old Hearne Road and W. 28th Street and forecasts in future years some of the highly ranked projects that were removed from previously approved Five Year CIP's due to fiscal constraints. Staff recommends approval of the proposed 5 year CIP for FY2014-FY2018.</p>			
STAFF ANALYSIS AND RECOMMENDATION: The proposed CIP Program for FY 2014 - FY 2018 continues the City's efforts to make progress on the long list of Capital Improvement Projects while issuing a manageable amount of new bond debt. Staff recommends passing the resolution approving the Fiscal Years 2014-2018 Capital Improvement Program as presented in the attached listing of projects.			
OPTIONS (In Suggested Order of Staff Preference):			
<ol style="list-style-type: none"> 1. Pass the resolution as proposed. 2. Pass the resolution with modifications, which may require consideration at a future City Council meeting. 			

3. Do not pass the resolution and provide direction to staff.

ATTACHMENTS:

All items are attached as a single Word document:

1. Proposed listing of projects for Fiscal Years 2014 thru 2018
2. Memo with update on current Capital Projects and explanations of the future projects.

FUNDING SOURCE: Existing and Future Bond Debt, Transportation Fee, Drainage Utility Fee

APPROVALS: Jayson E. Barfknecht 08/19/13

APPROVED FOR SUBMITTAL: CITY MANAGER Kean Register, 08-19-2013

APPROVED FOR SUBMITTAL: CITY ATTORNEY Janis K. Hampton, 08-19-2013

Revised 04/2013

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRYAN, TEXAS APPROVING THE FIVE YEAR CAPITAL IMPROVEMENT PROGRAM FOR FISCAL YEARS 2014 THROUGH 2018;

WHEREAS, the City of Bryan has an annual process for reviewing the Five Year Capital Improvement Program that includes approval of a new Five Year program every two years, and

WHEREAS, the City of Bryan intends to issue new debt to fund the projects listed in Fiscal Year 2014, and

WHEREAS, the City Council is giving direction to staff about the projects planned in the Fiscal Years 2015-2018 to provide consistent direction on projects that may span more than one year, and

WHEREAS, the approval of a Five Year Capital Improvement Program allows staff to plan for right of way acquisition and other items that may take time prior to the construction of specific Capital Improvements,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BRYAN, TEXAS:

1.

That the City Council hereby adopts and approves the recitals and findings set forth in the preamble above.

2.

That the City Council hereby passes this resolution approving the Five Year Capital Improvement Program for Fiscal Years 2014 through 2018.

3.

That the City Council agrees to direct staff to take steps to issue the needed debt in Fiscal Year 2014 to fund the planned projects.

4.

It is hereby found and determined that the meeting at which this Resolution was adopted was open to the public as required by law and that notice of the time, place, and purpose of said meeting was given as required by Chapter 551, Texas Government Code.

ADOPTED BY VOTE OF THE CITY COUNCIL OF THE CITY OF BRYAN, TEXAS at a regular meeting held on the 10th day of September, 2013.

ATTEST:

CITY OF BRYAN:

Mary Lynne Stratta, City Secretary

Jason P. Bienski, Mayor

APPROVED AS TO FORM:

Janis K. Hampton, City Attorney

FY 2014 (2014 Debt Issuance)

Activity Type	Projects	Certificates of Obligation (General)	Trans Fee	Drain Fee	TOTAL PROJECT COSTS
Design & Const.	Miscellaneous Drainage Projects 2014			\$450,000	\$450,000
Construction	Street Maintenance (Asphalt Overlay & Concrete Reconstruction)		\$6,500,000		\$6,500,000
Construction	Street Maintenance (Pavement Markings)		\$300,000		\$300,000
Design & Const.	Ettle Street Overtopping			\$300,000	\$300,000
Construction	Old Hearne Rd/Drainage (not wilhelm sidewalk)	\$3,125,000	\$650,000		\$4,800,000
Design	West Fork of Still Creek Drainage Improvements (Masterplan Design)			\$75,000	\$75,000
Land Acquisition	West 28th Street Reconstruction	\$136,000			\$136,000
Construction	West 28th Street Reconstruction	\$3,789,000			\$4,689,000
Design & Const.	Bryan Cemetery Expansion				\$700,000
Construction	Traffic Signal Replacement (TBD by Traffic Operations)		\$250,000		\$250,000
Fleet Purchase	Fire Truck	\$765,000			\$765,000
	Total Project Cost	\$7,815,000	\$7,700,000	\$825,000	\$18,965,000

FY2015 (No Debt Issuance)					
Activity Type	Projects	Certificates of Obligation (General)	Trans Fee	Drain Fee	TOTAL PROJECT COSTS
Design & Const.	W. 17th Box Culvert Design			\$80,000	\$80,000
Design & Const.	Miscellaneous Drainage Projects 2015			\$690,000	\$690,000
Design	West Fork of Still Creek Design (Ph 1-3)			\$200,000	\$200,000
Construction	Street Maintenance (Asphalt Overlay & Concrete Reconstruction)		\$6,100,000		\$6,100,000
Construction	Traffic Signal Replacement (TBD by Traffic Division)		\$300,000		\$300,000
Construction	Street Maintenance (Pavement Markings)		\$300,000		\$300,000
	Total Project Cost	\$0	\$6,700,000	\$970,000	\$7,670,000
FY2016 (2016 Issuance)					
Activity Type	Projects	Certificates of Obligation (General)	Trans Fee	Drain Fee	TOTAL PROJECT COSTS
Design	Old Hearne South (Land and Design)	\$1,600,000			\$1,600,000
Design & Const.	Fire Station relocation	\$4,520,000			\$4,520,000
Design & Const.	Miscellaneous Drainage Projects 2016			\$400,000	\$400,000
Construction	West Fork of Still Creek Phase 1 Construction			\$400,000	\$400,000
Construction	W. 17th Box Culvert		\$500,000		\$500,000
Construction	Street Maintenance (Asphalt Overlay & Concrete Reconstruction)		\$2,800,000		\$2,800,000

Construction	Street Maintenance (Pavement Markings)		\$300,000		\$300,000
Fleet Purchase	Fire Truck	\$880,000			\$880,000
	Total Project Cost	\$7,000,000	\$3,600,000	\$800,000	\$11,400,000

FY2017 (No Debt Issuance)

Activity Type	Projects	Certificates of Obligation (General)	Trans Fee	Drain Fee	TOTAL PROJECT COSTS
Design & Const.	Miscellaneous Drainage Projects 2017			\$350,000	\$350,000
Construction	West Fork of Still Creek Phase 2			\$600,000	\$600,000
Construction	Street Maintenance (Asphalt Overlay & Concrete Reconstruction)		\$4,200,000		\$4,200,000
Construction	Traffic Signal Replacement (TBD by Traffic Division)		\$300,000		\$300,000
Construction	Street Maintenance (Pavement Markings)		\$300,000		\$300,000
	Total Project Cost	\$0	\$4,800,000	\$950,000	\$5,750,000

FY2018 (2018 Issuance)

Activity Type	Projects	Certificates of Obligation (General)	Trans Fee	Drain Fee	TOTAL PROJECT COSTS
Design & Const.	S. College Phase 2 (Villa Maria to Sulphur Springs)	\$4,750,000			\$4,750,000
Design & Const.	Sadie Thomas Splashpads	\$380,000			\$380,000
Construction	29th Street Sidewalks	\$500,000			\$500,000
Construction	Broadmoor Sidewalks	\$250,000			\$250,000
Construction	Rustling Oaks Sidewalks	\$270,000			\$270,000
Design & Const.	Miscellaneous Drainage Projects 2016			\$450,000	\$450,000

Construction	West Fork of Still Creek Phase 3 Construction			\$450,000	\$450,000	
Construction	Street Maintenance (Asphalt Overlay & Concrete Reconstruction)		\$5,000,000		\$5,000,000	
Construction	Street Maintenance (Pavement Markings)		\$300,000		\$300,000	
Fleet Purchase	Fire Truck	\$950,000			\$950,000	
	Total Project Cost	\$7,100,000	\$5,300,000	\$900,000	\$13,300,000	
	5 YR (2014-2018) TOTAL OVERALL	\$21,915,000	\$28,100,000	\$4,445,000	\$57,085,000	



CITY OF BRYAN
The Good Life, Texas Style.™

Memorandum

To: Kean Register, City Manager & Jayson Barfknecht, P.E., Ph.D., Director of Public Works

From: Paul Kaspar, P.E., City Engineer

CC: Bryan City Council

Date: 9/4/2013

Re: Summary of FY 10 – FY 13 Projects and Forecast for FY14 – FY18 CIP Program

Kean & Jayson,

This memo gives an update on the current CIP projects funded from existing bond funds and projects the next 5 year program in accordance with what was presented to the City Council at their retreat earlier this spring. This memo is an update to the status of the projects identified in the FY 10 thru FY 13 CIP as approved by Council in August 2011 and adjusted in March 2012. In an effort to spend the oldest bond fund money first, this year we are proposing to take some projects which were previously planned from the older bond funds and move them to new bond issuances. One of the projects that was planned in the new bond fund was a reimbursement to various funds that loaned money to TIRZ 22 totaling \$1,292,718.99. Specifically the Wastewater Fund in the amount of \$395,676.74 and the Transportation Fund 240 in the amount of \$897,042.25. This payment has been made from the older bond funds and the older bond fund has been closed out. Additionally Bio-Corridor Improvements (HSC Parkway - \$3,858,809.24) is now being funded from 2010 Bonds rather than being a part of a FY13 bond issuance. This change is possible due to bond fund savings (projects finished under budget such as Downtown Ph 3, Bryan/Beck, previous Safe Routes to School and Thornberry Drive) and the other funding shifts that are being proposed (reflected in this memo). Those changes include moving the traffic signal projects out of bond funding and fund them with Transportation Fee. After discussing with legal, the Transportation Fee can be used for vehicular improvements to our roadways including replacement of traffic signals. Whether or not sidewalks could be funded from Transportation Fee was discussed with legal as well and it was determined that they could not as they were not vehicular related. So sidewalk improvements would need to continue to come from bond funds. The other funding change included consolidating the 28th Street and Old Hearne Road projects funding sources to the FY 14 Bond funds rather than splitting them out amongst Drainage and Transportation Funds as previously shown.

FY 14 shows a project that has not gotten much discussion yet and that is the City Cemetery Expansion Project. The Project would be funded from a designated fund that can only be used for improvements or expansion of the cemetery – the Cemetery Endowment Fund. The land for the project is comprised of two tracts of land that were purchased in 1950 and 1983. The site is across Washington Street from the existing cemetery. Preliminary plans developed by the Engineering Staff show a realignment of Washington to connect to Old Kurten Road eliminating a dangerous curve and reclaiming some land adjacent to the existing cemetery that can be used as part of the expansion project for gravesites. Initial estimates for just the cemetery expansion project is approximately \$1,100,000 total cost yielding

approximately 875 gravesites. Staff proposes a 2 phase development of the project with Phase 1 grading the entire property and developing the first half off Washington and Phase 2 developing the back half. Estimated cost for Phase 1 is \$700,000 and Phase 2 \$400,000. To deliver the project most cost effectively, the design will be performed with City of Bryan Engineering Staff.

The following list is an update on the projects. As a reminder projects less than \$200,000 may be funded by these funds but are not listed below as they do not meet the definition criteria of a Capital Improvement.

FY 10-13 CIP Projects

Total Value of Projects = \$27,496,520

Total Value of Projects from Existing General Bond Fund = \$9,296,356

Traffic Signals – South College/Dodge and Villa Maria/Cavitt (\$453,555)

Transportation Fee (previously Bond Fund 365): \$453,555

This project is being designed in-house by staff in the Traffic Division and is scheduled for bid in late April 2013 with construction to begin in May-June timeframe.

Traffic Signals – Texas Avenue / Villa Maria and Carter Creek / Villa Maria (\$616,390)

Bond Fund 368: \$61,390 – Design for both locations

Trans Fee (previously Bond Fund 368): \$335,000 – Carter Creek/Villa Maria construction

Trans Fee (previously Bond Fund 368): \$220,000 – Texas Avenue / Villa Maria construction

This project is being designed by CEC consultants and should be out to bid this summer.

Briar Oaks Sidewalks (Johnson Elementary) (\$317,500) – Recently Completed

Bond Fund 368: \$36,000 – Design

Bond Fund 368: \$6,500 – Design revision (back of curb sidewalks)

Bond Fund 368: \$242,933.20 – Construction (Approximately \$30,000 under budget)

This project was designed with sidewalks located 3 ft off the back of curb however public input received from residents as the project was about to proceed for bidding last year led to a design amendment to redesign the sidewalk project to be directly back of curb in most locations to address residents concerns over additional maintenance to have to edge two sides of the sidewalk. The construction contract for the project was awarded by Council in January 2013 and the construction is underway.

28th Street Reconstruction (design and right of way acquisition) (\$713,022)

Bond Fund 368: \$713,022

The design is substantially complete and will be finished into a bid set once the needed right of way is acquired. There are 13 remaining parcels of right of way for the project that are being worked on by our land agent, Threshold Land Services. Of those 13 parcels, 7 parcels are very close to closing and the remaining 6 will take a little longer. The goal was to have agreements in place with every landowner of the remaining parcels by early 2013 to allow final land closings to happen well in advance of funding being available for construction in FY 14. While not all of the agreements are in place, there are approximately 6 parcels remaining that the acquisition efforts are being focused on. One parcel will require the purchase of a home and relocation of the land owner to comparable home.

Windover Subdivision Drainage Improvements (upstream of Scotty's House) (\$495,205) - Complete

Transportation Fee: \$95,205

Drainage Utility Fee: \$400,000

This project finished in late 2012. Construction included modifying and improving the storm water system for a problem area in the Windover subdivision upstream of Scotty's House Development. The

City participated in the cost of the stormwater detention pond constructed by Scotty's House and it was designed to be oversized to accommodate this planned flow from the larger storm sewer system proposed with this contract. Originally just a storm sewer project, the scope has grown to include pavement reconstruction and reconstruction of utilities, some of which were done by City of Bryan Water Services crews ahead of this construction contract. This project will started construction in March 2012 and finished in December 2012.

Highland Hills (Highpoint Drive) TIRZ 22 Construction (\$1,576,296.45) - Complete

Fund 364: \$705,000

Fund 365: \$221,142

Fund 368: \$650,154.45

will reimburse the following funds:

Wastewater Fund

Transportation Fee

TIRZ 22 on the east side of town is currently not generating enough revenue to provide additional cash flow; however, the development agreement with Highland Hills had to be funded. There was a reimbursement resolution passed around the same time as the construction contract. The reimbursement resolution identified the following funding sources: Transportation Fee and Wastewater Fund. The decision was made to fund the project in the short term from the Transportation Fee and the Wastewater Fund. These two funds were to be reimbursed from debt issued in FY11. Since this debt was not issued, the reimbursement can happen with savings in existing funds. Reimbursement from the 2 oldest bond funds (364/365) currently still open will allow those bond funds to be closed out. The construction for this project is finished and Value Place Hotel and Chicks Gas Station are opening along the roadway.

MLK Culvert Replacement (\$351,873.50) - Complete

Transportation Fee: \$100,000

Drainage Utility Fee: \$251,873.50

Over the past year staff has met with a portion of the Carver Kemp Neighborhood Association on multiple occasions to discuss the importance of this project to the neighborhood as the neighborhood is isolated during heavy rainfalls when the creek comes out of its banks and crosses the roadway blocking MLK and 17th Street, the 2 major roadways serving the neighborhood west of SH 21. This project was ranked 8th in the Stormwater Masterplan prepared in 2010. Engineering staff (using the results of hydraulic modeling prepared by Freese and Nichols as part of the TWDB grant study of the area upstream by Bonham School) designed in-house the culvert replacement in 2012. The construction began in Fall 2012 and finished in April 2013.

Safe Routes to School Grant Project (\$80,625) - Complete

Fund 368: \$80,625, design

The City of Bryan was fortunate to receive our second grant through this program to fund additional sidewalk and school zone flasher improvements around four BISD campuses (Bonham, Navarro, Johnson and Crockett). The construction will be paid for by the grant. The City of Bryan has to provide the design funding. The design has been completed and a construction contract awarded by Council in April 2013. It is anticipated that construction will begin as early as May 2013 and could be completed by the end of 2013.

Safe Routes to School Grant Project (\$813,470.49 gross, \$111,448.94 net)

Fund 368: \$813,470.49, construction – \$702,021.55 to be reimbursed monthly by TXDOT

The City of Bryan was fortunate to receive our second grant through this program to fund additional sidewalk and school zone flasher improvements around four BISD campuses (Bonham, Navarro, Johnson and Crockett). \$702,021.55 of the construction contract will be paid for by the grant leaving the remaining \$111,448.94 to be paid for by the City.

College Main Reconstruction (\$3,075,000) – Nearing Completion

Transportation Fee: \$2,300,000

Water Bonds 574: \$430,000

Sewer Fund 515: \$345,000

At the January 2011 retreat, the suggestion was made to Council that this project be funded completely from Transportation Fee funds rather than a split between bond funds and Transportation Fee funds. This has been done and the project is under wrapping up construction. In the near future Suddenlink and Verizon will remove their overhead cables and place them underground prior to BTU removing their utility poles. This along with dumpster enclosures and construction of the gateway signage are the remaining items in the project.

Country Club Estates Drainage Improvements (\$502,000) – Substantially Complete

Water Fund: \$30,091

Sanitary Sewer Fund: \$110,334

Drainage Utility Fee: \$388,810

The project involves improving the drainage capacity of a creek that runs behind and between homes where flooding has been an issue. The project includes a new culvert on Fairway and Tee Drives where significant overtopping of the roadway has been experienced in previous storms. This project is wrapping up construction.

Wellborn/F&B/Old College Signal (\$495,000 gross, \$178,500 net)

Fund 368: \$72,000 design w/ \$34,500 reimbursed by College Station

\$423,000 construction w/ \$282,000 reimbursed by College Station and TAMU

This project would install new traffic signals at the current signalized intersection of Old College and Wellborn Road and install a new traffic signal at the intersection of Wellborn and F&B Road (where currently there is a stop sign today). The project includes coordination of these two signals through communication with each other as the intersections are very close, only 200 feet apart. Additionally the F&B intersection is less than 200 feet away from Union Pacific Railroad Tracks which will require that Railroad Signal Pre-emption hardware be installed to communicate between the roadway traffic signals and the railroad crossing signals. The current estimate for the roadway traffic signals is \$495,000 which includes the additional cost to participate with Union Pacific for the railroad signal pre-emption. Interlocal Agreements between Bryan / College Station and Bryan / TAMU and Bryan / UPRR will be coming before City Council for consideration to cost share in this project making the final net cost to the City of Bryan \$178,500. This project was originally planned to be deferred but with the willingness of TAMU to participate in the costs the remaining \$178,500 can be funded by the Transportation Fee. Execution of the multiple agreements between various entities will dictate the start date for construction of this project. Draft Interlocal Agreements have been prepared and are being reviewed by legal staff's of both cities, after which they will be forwarded to Council for consideration. General timeline has the project bidding summer 2013 in order to capture not to exceed values for the ILAs, after which the ILAs can be executed.

TxDOT FM 1179 (Briarcrest Drive) Widening Project AFA for Turn lanes & Signal (\$306,860)

Fund 368: \$306,860

TxDOT has the improvements to FM1179 (Briarcrest Drive) from Kent Street to Earl Rudder Freeway planned for construction beginning in June 2012. The City of Bryan has hired the same design consultant as TxDOT to design right turn lane improvements to the Oak Ridge intersection and the Country Club intersection. These improvements, along with traffic signal upgrades at the intersections throughout the scope of the project, were estimated to be between \$400,000 and \$500,000. The total cost was dependent upon how much, if any, landscaping improvements were to be done. The Bryan City Council last year

approved an AFA with TXDOT for \$306,860, which was based on the latest cost estimate with no landscaping improvements. Additionally, the City of Bryan has to relocate segments of the waterline and adjust manholes throughout the project limits. This portion of the design was completed by City staff and our plans included with the TxDOT plans in order to have one contractor perform all improvements. TXDOT is currently under construction with anticipated completion date being early 2014.

This Briarcrest Drive project was prioritized and selected by the local MPO Policy Committee as one of the top three projects in the area to be funded by TxDOT using federal funds. The congestion along the corridor, especially from 29th Street to Earl Rudder Freeway, has increased significantly and Briarcrest Drive is reaching its operating capacity (which is why it was ranked so high for improvements). The traffic signal upgrades and planned medians will help improve travel times and reduce delays. Furthermore, TxDOT is constructing a third eastbound lane from Oak Ridge Drive to the Earl Rudder Freeway frontage road that will better handle the high amount of right-turn movements at the frontage road intersection. Currently, vehicles making that right-turn movement stack up in the through lanes, reducing the overall capacity of the roadway.

The additional third eastbound lane on Briarcrest, coupled with the eventual “E/W Collector” (i.e., “Walmart Road” discussed in recent years that would go behind the Wells Fargo building), will significantly reduce delays and improve traffic flow in this area, especially during peak travel periods. Future TxDOT projects in this area to increase roadway capacity include reversing on- and off-ramps on Highway 6 (X ramps) and constructing turnaround bridge structures on each side of the Briarcrest Bridge so that u-turn movements could be made (similar to what was recently constructed at the Old Reliance Bridge). The X-ramp project has been accelerated and the design work has been completed and the project is expected to start construction this year.

TxDOT SH47 / HSC Interchange Project AFA Local Match (\$1,000,000)

Fund 368: \$1,000,000

TxDOT will finish construction of the interchange project by Summer 2013 and the City of Bryan has already contributed its share of the project (\$1,000,000). The Health Science Center has executed an agreement with TXDOT to fund improvements that would enhance the aesthetics of the bridge project, including future “class gift” projects (with a medical theme) in the form of tile murals along the retaining walls of the project. The contractor for the HSC roadway extension is also currently underway grading the future roadway that will connect to the new SH47 interchange.

HSC Parkway Extension Design (\$621,230 gross, \$310,615 net)

Fund 368: \$470,380 with \$235,190 reimbursement from CS as design progresses

Sewer Fund 515: \$150,850 with \$75,425 reimbursement from CS as design progresses

The extension of the HSC Parkway has followed the executed Inter-Local Agreement with the City of College Station which outlines milestones and revenue and cost sharing. The design for the roadway and sewer infrastructure in the Bio-corridor has completed and construction contracts have been awarded. The design costs that were incurred have been reimbursed by College Station on a monthly basis as the project progressed.

HSC Parkway Extension (\$3,831,309.74):

Fund 368: \$3,831,309.74

College Station will reimburse \$1,915,654.87 as the construction progresses on a monthly basis.

The extension of the HSC Parkway is dependent upon the executed Inter-Local Agreement with the City of College Station which outlines milestones and revenue and cost sharing. The trigger stated in the ILA has almost been met, and a construction contract is underway with Larry Young Paving to build the roadway project. The project could be completed by Spring 2014.

HSC Parkway Ph.1a Reimbursement from College Station (\$472,500):

Fund 368: \$472,500

As part of the ILA approved by both cities, the City of College Station will reimburse the City of Bryan as the HSC Parkway Roadway is constructed and extended to SH 47, ½ the cost of the Phase 1a roadway already constructed and funded completely by Bryan. That amount will be received as the project is constructed which should happen over the calendar year of 2013 and early 2014.

Old Hearne Road Reconstruction and Drainage Project – Design (\$594,308)

Fund 368: \$594,308

This project has ranked high (#7) when scored with the evaluation criteria in 2010 and continues to rank high. Additionally, we have received numerous citizen requests for sidewalks along this stretch of roadway to provide a safe path for elementary students walking to and from school. Previously \$150,000 of the proposed design was to come from Drainage Utility Fee but this year we are proposing to fund that from existing Bond Funds, thereby freeing up the limited Drainage Utility Fee dollars for Miscellaneous Drainage Projects.

Two years ago we completed the Texas Water Development Board (TWDB) Grant funded study that identified solutions to the flooding problems in the area downstream of Bonham School, through which this segment of Old Hearne road traverses. We applied for grant funding to construct detention ponds and storm sewers in the area of this project (see item below titled Lyndale Acres Drainage Improvements) but were not funded due to Council of Government Emergency Action Plan not being up to date (this has since been remedied). The storm sewer along the roadways would have been paid for by this grant, however, since the grant was not awarded, the City would have to fund the installation of the storm sewers which are estimated at \$1,200,000. There appears to be enough right of way to construct the project and if additional land is needed the project is bounded by the School District on one side so the right of way could easily be acquired from them if needed.

Lyndale Acres (Old Hearne / Bonham School Area) Drainage Improvements – Design (\$100,000 to \$250,000)

Drainage Utility Fee: \$100,000 local match for design (10% match)

Drainage Utility Fee: \$150,000 additional local match for design (remainder for 25% match)

Last year we applied for a federally funded grant to fund nearly \$8,000,000 in drainage improvements (large storm sewers and stormwater detention basins) to the drainage system in the area. While not funded last year, we are hopeful that the same grant program will be funded and open for applications this summer so the City of Bryan can apply for funding again. If the grant program is funded, we believe the City of Bryan has a very good chance (based on discussions with the TWDB staff) that our project would be funded. If Bryan receives such a grant we will either have to commit 10% or 25% local funds. The 10% design funding would equate to \$100,000 and if 25% required it would require an additional \$250,000 for design. The 10% construction funding would equate to approximately \$690,000 and the 25% construction funding would require an additional \$1,035,000.

Fire Station #2 Land Acquisition/Design (\$800,000)

Fund 368: \$800,000

Fire Station 2 relocation (land acquisition) has been mentioned as a top priority by the Bryan Fire Department for the last few years in order to improve their response times. This past year we utilized \$5,800 to complete a preliminary scoping contract with BRW Architects to determine if the proposed site will meet the Fire Departments needs and develop preliminary site plans for the facility. This work has been done and a contract for Land Acquisition Services with Threshold Land Services has been executed in the amount of \$ 38,163 to begin the land negotiations with property owners.

Engineer cost estimates have the facility priced at \$3,000,000; however, based on previous construction data for recently completed Fire Station #5 and input from the Bryan Fire Department on planned utilization of the facility, the price for construction may well be in the \$4 to \$5 million price range. One option for funding this fire station relocation is to have a voter bond election to issue General Obligation bonds and increase taxes to pay for that bond issuance. Historically, health and safety items such as Fire Stations have a better chance of passing at a bond election than other capital projects.

Miscellaneous Drainage Project 2013 (\$700,000)

Drainage Utility Fee: \$700,000

This would be similar to previous contracts of this type where miscellaneous storm water drainage projects (usually 2 to 4 smaller projects) are put together into one set of plans to provide better bids and economy of scale. Most of this contract will go to replacing the failing storm sewer in the back of Kazmeirer Plaza. A number of smaller projects that would have previously been placed in this contract are now planned to be done by City Drainage crews, using approximately \$200,000 of drainage fee for materials associated with their work on the smaller projects.

Street Maintenance 2013 (\$7,100,000)

Transportation Fee: \$7,100,000

Major items of work planned with this contract include the following:

- Columbus/Lowery/Bowery/W. 18th concrete reconstruction
- W. 26th from Parker to Brazos (completes 26th street downtown improvements)
- Removal and replacement of most of the remaining “slag” streets in city. These streets have performed well for us but present a problem with maintenance as they had very little road base if any under them and make it difficult to use heavy equipment that we normally have during a asphalt mill and overlay project, therefore they have to be reconstructed.

FY14 CIP Projects

Total Value of Projects = \$18,965,000

New FY 14 Bond Issuance = \$7,815,000

28th Street Reconstruction (\$4,689,000, construction):

FY 14 Bond: \$135,000 – final right of way acquisition payments

FY 14 Bond: \$3,789,000

Wastewater Funds: \$350,000

Water Funds: \$550,000

The design for this project has been substantially complete for a few years as right of way acquisition has lingered. Right of way acquisition should finish in time to move the project into construction.

Old Hearne Rd North (\$3,125,000, construction):

FY 14 Bond: \$3,125,000

Transportation Fee: \$650,000

Wastewater Fund: \$525,000

Water Fund: \$500,000

This project was discussed previously in the FY12 CIP projects. The storm sewer along the roadways could be paid for by the Lyndale Acres grant if awarded, however, if the grant is not awarded, then the City would have to fund the installation of the storm sewers along the road which are estimated at \$1,200,000. There appears to be enough right of way to construct the project and if additional land is needed the project is bounded by the School District on one side so the right of way could easily be acquired from them if needed.

Last year we applied for a federally funded grant to fund nearly \$8,000,000 in drainage improvements (large storm sewers and stormwater detention basins) to the drainage system in the area. While not funded last year, we are hopeful that the same grant program will be funded and open for applications this summer so the City of Bryan can apply for funding again. If the grant program is funded, we believe the City of Bryan has a very good chance (based on discussions with the TWDB staff) that our project would be funded. If Bryan receives such a grant we will either have to commit 10% or 25% local funds. The 10% construction funding would equate to approximately \$690,000 and the 25% construction funding would require an additional \$1,035,000. If the grants were secured, the funds planned in the FY14 debt issuance for the project could be used for the City's local match.

Unless the City is successful in obtaining grant funding, it appears the project will be moving forward without grant funding. This will require construction of a reduced stormwater detention pond on the school property and all the storm sewer improvements. The design contracts have been awarded by City Council and the design is just beginning and is scheduled for completion by Spring 2014. If Grant funding is secured, the design cost currently awarded in these contracts will not be eligible for reimbursement, however all remaining design would be eligible and all the construction funding will be eligible.

Additionally the water and sewer lines were planned to be replaced with this project along Wilhelm connecting to the improvements previously made at Wilhelm and Montana. We have added funding from Transportation Fee to this project to reconstruct that remaining section of Wilhelm once the water and sewer lines are replaced.

Fire Truck Purchase (\$765,000)

FY 14 Bond: \$765,000

This portion of the debt to fund the fire truck will be issued for a shorter duration than the remaining debt funding the street projects which have a longer lifespan.

Cemetery Expansion Phase 1 (\$700,000)

Cemetery Endowment Fund: \$700,000

Replacement of street pavement markings such as center line stripes, cross walks, school crossings, stop lines throughout town. The Project would be funded from a designated fund that can only be used for improvements or expansion of the cemetery – the Cemetery Endowment Fund. The site is across Washington Street from the existing cemetery. Preliminary plans developed by the Engineering Staff show a realignment of Washington to connect to Old Kurten Road eliminating a dangerous curve and reclaiming some land adjacent to the existing cemetery that can be used as part of the expansion project for gravesites. Initial estimates for just the cemetery expansion project are approximately \$1,000,000 total cost yielding approximately 875 gravesites. Staff proposes a 2 phase development of the project with Phase 1 grading the entire property and developing the first half off Washington and Phase 2 developing the back half. Estimated cost for Phase 1 is \$??? and Phase 2 ??? To deliver the project most cost effectively, the design will be performed with City of Bryan Engineering Staff.

Street Maintenance 2014 (\$6,500,000)

Transportation Fee: \$6,500,000

Major items of work planned with this contract include the following:

- Sims from MLK to Hwy 21 concrete reconstruction
- Old reliance from new section at high school to city limits
- W. 26th from Sims to Brazos concrete reconstruction (including side streets one block each direction)
- Austin's colony overlays to preserve existing pavement (this is one example – from here on out you'll see a number of developments around the 15 year old mark getting preventative overlays)

Street Pavement Markings (\$300,000)

Transportation Fee: \$300,000

Replacement of street pavement markings such as center line stripes, cross walks, school crossings, stop lines throughout town.

Traffic Signal Replacement (\$250,000)

Transportation Fee: \$250,000

Replacement of traffic signal as determined by Traffic Operations and Masterplan.

Miscellaneous Drainage Project 2014 (\$400,000)

Drainage Utility Fee: \$400,000

This would be similar to previous contracts of this type where miscellaneous storm water drainage projects (usually 2 to 4 smaller projects) are put together into one set of plans to provide better bids and economy of scale.

Ettle Street Overtopping (\$300,000)

Drainage Utility Fee: \$300,000

This is a highly ranked project in the Stormwater Masterplan and would eliminate the water inundating the roadway during heavy rainfalls. This is the only way in to a number of residences so they are isolated when the roadway is blocked by water. These funds would be for design and construction.

West Fork of Still Creek Drainage Improvements (\$75,000)

Drainage Utility Fee: \$75,000

There are a number of high ranking projects in the Stormwater Masterplan that this project addresses. When looking at these projects locations (Hardwood, Waterwood, Woodville Road, Southside), they are all located on the same stream segment and are adjacent to each other. A phased approach to the projects is proposed with an initial study identifying the solutions by phase, a separate design phase to design all improvements and 3 construction phases to implement the recommendations from the study. These funds would be used for the Study Phase.

FY15 CIP Projects

Debt funding not projected in this fiscal year.

Total Value of Projects = \$7,670,000

W. 17th Box Culvert Drainage Improvements Design (\$80,000)

Transportation Fee: \$80,000

Over the past year staff has met with a portion of the Carver Kemp Neighborhood Association on multiple occasions to discuss the importance of this project to the neighborhood as the neighborhood is isolated during heavy rainfalls when the creek comes out of its banks and crosses the roadway blocking MLK and 17th Street, the 2 major roadways serving the neighborhood west of SH 21. The neighborhood preferred to have the MLK project happen before 17th Street even though this project was ranked higher than MLK at 4th place in the Stormwater Masterplan prepared in 2010. The hydraulic modeling for sizing the new box culverts was done by Freese & Nichols as part of the TWDB grant study recently completed for upstream areas of the creek near Bonham School. This drainage project will require a good bit of engineering design as there are multiple utility conflicts and changes to the roadway.

Miscellaneous Drainage Project 2015 (\$690,000)

Drainage Utility Fee: \$690,000

This would be similar to previous contracts of this type where miscellaneous storm water drainage projects (usually 2 to 4 smaller projects) are put together into one set of plans to provide better bids and economy of scale.

West Fork of Still Creek Drainage Improvements Design (\$200,000)

Drainage Utility Fee: \$200,000

There are a number of high ranking projects in the Stormwater Masterplan that this project addresses. When looking at these projects locations (Hardwood, Waterwood, Woodville Road, Southside), they are all located on the same stream segment and are adjacent to each other. A phased approach to the projects is proposed with an initial study identifying the solutions by phase, a separate design phase to design all improvements and 3 construction phases to implement the recommendations from the study. These funds would be used for the Design Phase.

Street Maintenance 2015 (\$6,100,000)

Transportation Fee: \$6,100,000

Major items of work planned with this contract include the following:

- Woodville Rd
- W. 27, Palasota, Commerce will get treatment following W. 28th St. Project
- Coulter from S. College to E. 29th
- Broadmoor
- Traditions Dr.

Street Pavement Markings (\$300,000)

Transportation Fee: \$300,000

Replacement of street pavement markings such as center line stripes, cross walks, school crossings, stop lines throughout town.

Traffic Signal Replacement (\$300,000)

Transportation Fee: \$300,000

Replacement of traffic signal as determined by Traffic Operations and Masterplan.

FY16 CIP Projects

Total Value of Projects = \$11,400,000

New FY 16 Bond Issuance = \$7,000,000

Fire Station 2 Relocation (\$4,520,000)

FY16 Bonds: \$520,000 - Design

FY16 Bonds: \$4,000,000 - Construction

This project has been mentioned as a top priority by the Bryan Fire Department for the last few years in order to improve their response times. By this time, the land would be acquired and the new building can be designed and constructed.

Old Hearne South Design (\$1,600,000)

FY 16 Bonds: \$1,600,000

This project ranked high (#8) when scored with the evaluation criteria in 2010. This project continues the widening of Old Hearne all the way to Texas Avenue. Recent redevelopment of the HEB facility will surely increase the traffic on this narrow open ditch roadway. This project includes a significant amount of funds for design and land acquisition – we are expecting the land acquisition to almost equal the design costs at about \$800,000 each. This amount should be a conservative estimate and as the project is designed, a refined number will be developed. It is expected that due to ROW acquisition the construction project will not be funded until FY 20.

Fire Truck Purchase (\$880,000)

FY 16 Bond: \$880,000

This portion of the debt to fund the fire truck will be issued for a shorter duration than the remaining debt funding the street projects which have a longer lifespan.

Miscellaneous Drainage Project 2016 (\$400,000)

Drainage Utility Fee: \$400,000

This would be similar to previous contracts of this type where miscellaneous storm water drainage projects (usually 2 to 4 smaller projects) are put together into one set of plans to provide better bids and economy of scale.

West Fork of Still Creek Drainage Improvements Ph 1 (\$400,000)

Drainage Utility Fee: \$400,000

There are a number of high ranking projects in the Stormwater Masterplan that this project addresses. When looking at these projects locations (Hardwood, Waterwood, Woodville Road, Southside), they are all located on the same stream segment and are adjacent to each other. A phased approach to the projects is proposed with an initial study identifying the solutions by phase, a separate design phase to design all improvements and 3 construction phases to implement the recommendations from the study. These funds would be used for the 1st Phase of construction.

W. 17th Box Culvert Drainage Improvements (\$500,000)

Transportation Fee: \$500,000

Over the past year staff has met with a portion of the Carver Kemp Neighborhood Association on multiple occasions to discuss the importance of this project to the neighborhood as the neighborhood is isolated during heavy rainfalls when the creek comes out of its banks and crosses the roadway blocking MLK and 17th Street, the 2 major roadways serving the neighborhood west of SH 21. The neighborhood preferred to have the MLK project happen before 17th Street even though this project was ranked higher than MLK at 4th place in the Stormwater Masterplan prepared in 2010. The hydraulic modeling for sizing

the new box culverts was done by Freese & Nichols as part of the TWDB grant study recently completed for upstream areas of the creek near Bonham School. This drainage project will require a good bit of engineering design as there are multiple utility conflicts and changes to the roadway.

Street Maintenance 2016 (\$2,800,000)

Transportation Fee: \$2,800,000

Major items of work planned with this contract include the following:

- E. 23rd from Texas to Villa Maria
- Miramont Subdivision
- E. 29th Briarcrest to Rosemary

Street Pavement Markings (\$300,000)

Transportation Fee: \$300,000

Replacement of street pavement markings such as center line stripes, cross walks, school crossings, stop lines throughout town.

FY17 CIP Projects

No debt issuance planned this year

Total Value of Projects = \$5,750,000

Street Maintenance 2017 (\$4,200,000)

Transportation Fee: \$4,200,000

Major items of work planned with this contract include the following:

- Austin's Colony Pkwy from Old Reliance to Bullinger Creek
- MLK from Texas to Earl Rudder frwy
- Sulphur Springs
- Traditions subdivision streets

Street Pavement Markings (\$300,000)

Transportation Fee: \$300,000

Replacement of street pavement markings such as center line stripes, cross walks, school crossings, stop lines throughout town.

Traffic Signal Replacement (\$300,000)

Transportation Fee: \$300,000

Replacement of traffic signal as determined by Traffic Operations and Masterplan.

Miscellaneous Drainage Project 2017 (\$300,000)

Drainage Utility Fee: \$300,000

This would be similar to previous contracts of this type where miscellaneous storm water drainage projects (usually 2 to 4 smaller projects) are put together into one set of plans to provide better bids and economy of scale.

West Fork of Still Creek Drainage Improvements Ph 2 (\$600,000)

Drainage Utility Fee: \$600,000

There are a number of high ranking projects in the Stormwater Masterplan that this project addresses. When looking at these projects locations (Hardwood, Waterwood, Woodville Road, Southside), they are all located on the same stream segment and are adjacent to each other. A phased approach to the projects is proposed with an initial study identifying the solutions by phase, a separate design phase to design all improvements and 3 construction phases to implement the recommendations from the study. These funds would be used for the 2nd Phase of construction.

FY18 CIP Projects

New FY 18 Debt = \$7,100,000

Total Value of Projects = \$12,050,000

S. College Phase 2 (\$4,750,000)

FY18 Bond Issuance: \$4,750,000

Originally planned back in 2011 CIP program, the project was a casualty of the funding cuts to the CIP program. This would install sidewalks and repair paving and install aesthetics at the Villa Maria intersection as identified in the Central Business Corridor Planning Study. The limits of the work would be Villa Maria to Sulphur Springs (TXDOT maintenance begins here).

Sadie Thomas Splashpads (\$380,000)

FY18 Bond Issuance: \$380,000

Originally planned back in 2011 CIP program, the project was a casualty of the funding cuts to the CIP program. This would provide splash pads to a park that used to have a swimming pool. The pads would be similar to those found at Tanglewood Park.

29th Street Sidewalks (\$500,000)

FY18 Bond Issuance: \$500,000

Originally planned back in 2011 CIP program, the project was a casualty of the funding cuts to the CIP program. Currently dirt trails exist in the grass along the right of way where people are walking. This will build sidewalks generally in the area between Carter Creek and the City Limits past KBTX.

Broadmoor Sidewalks (\$250,000)

FY18 Bond Issuance: \$250,000

Originally planned back in 2011 CIP program, the project was a casualty of the funding cuts to the CIP program. This project would connect into the Safe Routes to school Sidewalks built on Carter Creek Parkway.

Rustling Oaks Sidewalks (\$270,000)

FY18 Bond Issuance: \$270,000

Originally planned back in 2011 CIP program, the project was a casualty of the funding cuts to the CIP program. This roadway sees a lot of pedestrian and vehicular traffic and there are no sidewalks (across from Blinn starting at Villa Maria and progressing through the Memorial Forrest neighborhood).

Fire Truck Purchase (\$950,000)

FY 18 Bond: \$950,000

This portion of the debt to fund the fire truck will be issued for a shorter duration than the remaining debt funding the street projects which have a longer lifespan.

West Fork of Still Creek Drainage Improvements Ph 3 (\$450,000)

Drainage Utility Fee: \$450,000

There are a number of high ranking projects in the Stormwater Masterplan that this project addresses. When looking at these projects locations (Hardwood, Waterwood, Woodville Road, Southside), they are all located on the same stream segment and are adjacent to each other. A phased approach to the projects is proposed with an initial study identifying the solutions by phase, a separate design phase to design all improvements and 3 construction phases to implement the recommendations from the study. These funds would be used for the 3rd Phase of construction.

Miscellaneous Drainage Project 2018 (\$450,000)

Drainage Utility Fee: \$450,000

This would be similar to previous contracts of this type where miscellaneous storm water drainage projects (usually 2 to 4 smaller projects) are put together into one set of plans to provide better bids and economy of scale.

Street Maintenance 2018 (\$5,000,000)

Transportation Fee: \$5,000,000

Street Pavement Markings (\$300,000)

Transportation Fee: \$300,000

Replacement of street pavement markings such as center line stripes, cross walks, school crossings, stop lines throughout town.

Summary

This proposed CIP schedule lists a lot of postponed projects in FY 18 that have previously been slated for funding back in FY 11 CIP forecast. The slate of projects is purely a staff recommendation and will ultimately be determined by City Council's approval. Additionally the listing of remaining projects that are currently unfunded but that were once listed in a 5 year CIP program is provided below for reference.

Unfunded Projects

Upgrades at Bomber Field (BrazosValley Bank Ballfield) (\$800,000)

Fund 368: Field Turf Upgrades = \$700,000

Fund 368: Infrastructure and Seeding = \$100,000

This project is needed to maintain playability of the fields and seeing how it is a tourism generator for the City it provides an important connection to the image of the City. This available bond funding could also be used for Fire Station 2 Relocation Land Acquisition if desired as it was previously shown in 2012; however, it is recommended to keep in this order as the land acquisition process is typically slow and will take time before the actual payment to the land owners will take place as well as the planning funding for the Fire Station is not until FY 16.

E/W Collector (Walmart) (\$450,000)

Future Bond Issuance: \$450,000

This project would utilize segments of private roads that exist today and connect them to form a collector roadway from Freedom Blvd to Earl Rudder Frontage Road, just south of the Wells Fargo building. The traffic study that was performed in the area identified the need for an additional east/west collector south of Briarcrest Drive – while this street is not exactly what was intended by that recommendation, it should help alleviate congestion at the Freedom / Briarcrest intersection. Since the last CIP discussion with Council in 2011, staff has been informed by the property owner (Wells Fargo Building owner – represented by Greg Falcone as the manager of the property) that they are not interested in this becoming a public roadway at this time due to potential for increased cut through traffic through their parking lot. TXDOT will require improvements to the frontage road to prevent traffic from crossing the frontage road at the Walmart Road intersection like they do today and enter the freeway ramp to SH 6. The owner is concerned that traffic from Walmart will then cut through their parking lot to use their driveway onto the frontage road for accessing the on ramp to SH 6. TXDOT will have the X Ramp configuration in place in 2014 after which the property owner has stated he would be interested in donating the right of way for the project.

Freedom Blvd Signal (\$250,000)

Future Bond Issuance: \$250,000

A consultant was selected and began data collection for the design. That contract has been canceled and the project is recommended to have the project progress at the same future date that the E/W Collector (Walmart Rd.) move forward, which at this point is dependent on right of way which is dependent on TXDOT switching to X Ramp configuration on SH 6.

Groesbeck Railroad Crossing (\$1,000,000)

Future Bond Issuance: \$1,000,000

Originally planned back in 2011 CIP program, the project was a casualty of the funding cuts to the CIP program. The project includes 2 sets of traffic signals and improvements to pavement to make the intersection safer as it continues to see high traffic volumes crossing the railroad tracks.

MLK Curve Realignment (\$1,500,000)

Future Bond Issuance: \$1,500,000

Originally planned back in 2011 CIP program, the project was a casualty of the funding cuts to the CIP program. The realignment would lessen a severe curve and potentially stimulate redevelopment of the land on either side of the curve. It would also install a 4 way intersection at Waco and MLK – where none currently exists today.

Downtown Phase 4 (\$6,000,000)

Future Bond Issuance: \$6,000,000

Originally planned back in 2011 CIP program, the project was a casualty of the funding cuts to the CIP program. This project would finish out the core Downtown redevelopment with Bryan avenue being done from 24th to MLK.

Sims Street Reconstruction (\$4,000,000)

Future Bond Issuance: \$4,000,000

Originally planned back in 2011 CIP program, the project was a casualty of the funding cuts to the CIP program. This project would begin the reconstruction of Sims Street starting at SH 21 and progressing to MLK.