

**Council Report Back**  
2019 Budget Questions  
Part 4

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<p><b>Question 4-1</b> Report reviewing Federal and State Funding and where those funds are applied. Show City services, the number of employees, and the benefit to the City.</p>	<p><b>Question From</b> Moore</p>	<p><b>Answer From</b> Finance</p>
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## Grant Summary for Community Development

This document summarizes the state and federal grants received by the Community Development Department and outlines that grants that pay for at least a portion of staff salaries and benefits. The chart below shows each grant in 2017 and 2018 and includes that total grant amount and the amount spent on salaries. A description of each grant follows the chart.

Grant Name	Total Grant Amount	Allocated for Salaries
2017 Community Development Block Grant	\$ 1,550,735	\$ 532,154
2018 Community Development Block Grant	\$ 1,715,087	\$ 564,812
2017 HOME Investment Partnership	\$ 505,872	\$ 50,000
2018 HOME Investment Partnership	\$ 715,855	\$ 50,000
2017 Emergency Solutions Grant	\$ 137,451	\$ 9,700
2018 Emergency Solutions Grant	\$ 139,601	\$ 9,700
IHDA Abandoned Property Program Round 2	\$ 150,000	N/A
IHDA Abandoned Property Program Round 3	\$ 106,164	N/A
IHDA Home Accessibility Program	\$ 144,450	\$ 21,600
IHDA Blight Reduction Program	\$ 770,000	N/A
IHDA Land Bank Capacity Grant	\$ 30,000	N/A

### Community Development Block Grant (CDBG)

This grant is a yearly entitlement amount from the Department of Housing and Urban Development (HUD). Salaries for staff administering this grant and salaries for staff that carry out specific eligible projects funded by CDBG are eligible expenses. The regulations state that CDBG funding cannot be used to replace local government funding and that 70% of the total grant must be used on projects that directly benefit low income residents. Currently 1.10 Senior Grants Coordinators, 3.8 Code Enforcement Inspectors, 1 Community Services Inspector, and 0.10 Code Enforcement Supervisor are funded through CDBG.

### HOME Investment Partnership Program

This grant is a yearly entitlement amount from the Department of Housing and Urban Development (HUD). Only the staff salary of the grant administrator is eligible under this grant. This grant funds 0.75 of a Senior Grants Coordinator.

### Emergency Solutions Grant

This grant is a yearly entitlement amount from the Department of Housing and Urban Development (HUD). Only the staff salary of the grant administrator is eligible under this grant. This grant funds 0.15 of a Senior Grants Coordinator.

**IHDA Abandoned Property Program**

This competitive grant through the Illinois Housing Development Authority is for the demolition and greening of abandoned properties. Staff salaries are not an eligible expense under this grant.

**IHDA Home Accessibility Program**

This competitive grant through the Illinois Housing Development Authority is for accessibility modifications for elderly individuals or individuals with a disability. Part of the salary of the Community Services Inspector for the hours spent on overseeing the rehabilitation may be charged to this grant up to \$21,600.

**IHDA Blight Reduction Program**

This competitive grant through the Illinois Housing Development Authority is for the demolition and greening of blighted properties. This grant required a third party non-profit partner (PCCEO) that receives an administrative fee. No City staff salaries are eligible under the grant agreement.

**IHDA Land Bank Capacity Grant**

This competitive grant through the Illinois Housing Development Authority is for the feasibility study of creating a land bank. No staff salaries are eligible during this phase of the grant.

**Grant Summary for Police Department**

**2016 COPS Hiring Grant**

In October 2015, the City received a COPS Hiring Program Grant from the U.S. Department of Justice Office of Community Oriented Policing Services. The grant provided for four (4) officers to be funded with \$500,000 in federal funds over three-years and a local match of \$834,786 for the same period. This is the final year of the grant.

**Illinois Department of Transportation Sustained Traffic Enforcement Program (STEP)**

The City received a grant from the State of Illinois Department of Transportation under the Highway Safety Project Agreement Sustained Traffic Enforcement Program to allow the City to conduct special enforcement for impaired driving mobilizations and occupant protection mobilizations during six or more holidays. The grant provided overtime funding to conduct the mobilizations in the amount of \$23,296.00.

**Illinois Department of Revenue Tobacco Enforcement Grant**

The City received a grant from the Illinois Department of Revenue to ensure that local establishments are in compliance with the minimum age laws regarding the sale of tobacco products. The grant provided educational materials for tobacco retailers in the City and overtime funding for tobacco compliance checks in the amount of \$10,450.

### **Illinois Criminal Justice Authority Violence Against Women Act Grant**

The City of Peoria received a grant from the Illinois Criminal Justice Authority to provide funding for the Domestic Violence Investigator in the amount of \$97,513 with a match from the City of \$37,165.00.

### **Grant Summary for Fire Department**

#### **Illinois Emergency Management Association (IEMA) Grant**

The Fire Department receives grant funding from the Illinois Emergency Management Agency for emergency management planning.

### **Grant Summary for Public Works Department**

#### **PeoriaCorps**

PeoriaCorps, through hands on learning, provides young adults, who have been disconnected from work and school, opportunities to develop and practice soft skills bridging the gap between their current skills and those needed for educational pursuits, apprenticeships, or future employment. PeoriaCorps budget totals \$444,085; of that the City of Peoria contributes 23% of the total operating cost, with 77% of funding coming through grant contributions. PeoriaCorps receives grant dollars as an Americorps program through the Corporation for National and Community Service and in its inaugural year PeoriaCorps was awarded a Youth Apprenticeship Plus grant through a pilot program with the Department of Commerce and Economic Opportunity through the State of Illinois.

<b>Question 4-2</b> Report on the Louisville Slugger and Portillos and how those businesses affected revenues.	<b>Question From</b> Cyr	<b>Answer From</b> Finance
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In 2014 the City of Peoria approved the creation of the Peoria Sports Center Special Service Area (SSA) and the Holiday Inn Special Service Area. Since the inception of the SSA's, the hotel and sales tax revenues generated is in excess of \$1.1 million. This amount measures the impact of the businesses within the SSA's. This does not take into consideration the impact on other businesses in the area from the Sports Center. In November 2017 the Sterling Avenue/Rockwood SSA was approved by Council. The SSA has generated sales tax revenue in the amount of \$428,700.

<b>Question 4-3</b> Report on how much money the City spent on consultants.	<b>Question From</b> Cyr	<b>Answer From</b> Finance
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In 2018 the City of Peoria has used attorneys and engineering firms that could be considered consulting services to provide contractual services in lieu of the City hiring full time positions. Year to date cost for attorney services is \$1,673,494.73, including representation regarding the CSO negotiations with the Federal Government, workmen's compensation issues, development issues and a variety of law suits filed against the City. The City has also used engineering firms to provide design and construction engineering services for sewer, landfill and road construction projects in the amount of \$2,439,098.09. Other consulting services, including police and fire testing, state lobbyist, the Greater Peoria Economic Development Council, human resource consultants, software installation, TIF consultants, and dispatch and fire/ems operational assessment total \$307,370.48 through October.

<b>Question 4-4</b> Report analyzing extending the life of city vehicles by 10-12 years.	<b>Question From</b> Ruckriegel	<b>Answer From</b> Public Works
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The Public Works Department manages all vehicles in City’s fleet except for Fire Department vehicles. In total, the Fleet Maintenance division manages 407 vehicles and 170 pieces of motorized equipment (i.e. chain saws, wood chipper, oiler, etc.). The total value of the City’s fleet (exclusive of Fire) exceeds \$15 million based on replacement cost.

To guide decision making, the Fleet Manager has created a replacement policy. This was initially created in 1994. In 2009, the Fleet Manager revised the policy to employ industry best practices, better manage the budget, and to reflect the realities of high-quality vehicles. The table below shows the 1994 policy side-by-side with the current policy:

Vehicle Type	Original Policy (1994)		Updated Policy (2009)	
	Years	or Mileage	Years	or Mileage
Marked Patrol Car	3	80,000	5	100,000
Unmarked Police	6	90,000	7	100,000
Transport Wagon	No Policy	No Policy	3	100,000
General Auto	8	100,000	8	100,000
Light Truck	8	90,000	10	100,000
1 Ton Truck	No Policy	No Policy	7	100,000
Heavy Truck*	10-12	No Policy	10	100,000
Heavy Equipment	15-20	No Policy	10-20	No Policy
Special Equipment	15-20	No Policy	15	No Policy

\* “Heavy Truck” is defined as 7-Ton Dump Truck in updated policy

The 100,000 mile mark has been identified by the American Public Works Association (APWA) as well as many other industry groups as the tipping point between replacement and repair. At 100,000 miles, the cost per mile to operate a vehicle increases considerably. The cost of transmission or engine repairs can often exceed the value of the vehicle. After 100,000 miles, vehicles used daily also start to experience wear-and-tear on carpeting, seats, steering wheels and instrument panels. Additionally, undercarriage corrosion, especially in snow plows, becomes more evident and problematic. The majority of over-100,000 mile City-maintained vehicles are typically not used every day.

Within the replacement policy’s categories, the Fleet Manager may pay particular attention to other variables. A marked patrol car used in the heart of the City will have different wear and tear than patrol cars used in the growth cell areas. Vehicles are sometimes rotated to smooth out these impacts, but

certain unavoidable driving behaviors (i.e. rapid acceleration and breaking, frequent stopping) may hasten the decline of a vehicle.

It is important to note that a vehicle approaching its maximum age or maximum mileage is merely an indicator of eligibility for replacement. The Fleet Manager must exercise some level of discretion and assess each vehicle based on its condition. A vehicle that is approaching its life or mileage according to the policy might be kept due to superior condition. Conversely, a vehicle that is in poor condition may need replacement sooner than the policy would dictate. Public Work keeps a log of total maintenance costs for each vehicle in the fleet.

The fact that a particular vehicle has reached an age and/or usage threshold beyond which it is a candidate for replacement does not mean it automatically should be replaced. The Fleet Manager will look at a verity of different factors. An example of this application, a five year old police patrol car has 90,000 miles, is in poor condition, has poor reliability, and has a repair cost equal to 75% of its purchase price should be replaced. Another example is a police patrol car with 100,000 miles on it and has less than 75% repair cost should not be replaced. Public Works starts looking at vehicles when they reach 50% of the purchase price in maintenance costs to determine when the appropriate time of replacement should be.

Public Works utilizes an additional measure to determine fleet replacement that takes into account the maintenance costs. It is an adopted best practice endorsed by the American Public Works Association that assigns points based off of one point for each year of age, one point per 10,000 miles and maintenance/repair records as follows:

M/R POINTS		RELIABILITY		TYPE OF SERVICE		CONDITION POINTS	
0-20%	1	EXCELLENT	1	OCCASIONAL	1	EXCELLENT	1
21-40%	2	GOOD	2	MODERATE	2	GOOD	2
41-60%	3	FAIR	3	FAIR	3	QUALIFIES FOR REPLACEMENT	3
61-75%	4	POOR	4	HARD	4	NEEDS IMMEDIATE CONSIDERATION	4
76-100%	5			SEVERE	5		

This lets us evaluate the replacement based off total points and categorize them into the following:



Point Range	Condition
UNDER 18	EXCELLENT
18 TO 22	GOOD
23 TO 27	QUALIFIES FOR REPLACEMENT
28 AND ABOVE	NEEDS IMMEDIATE CONSIDERATION

Below is an example of how the points are calculated:

UNIT NO.	YEAR	VEHICLE	AGE/POINTS	AS OF 8/7/17 MILES/HOURS	MILEAGE POINTS	TYPE OF SERVICE	RELIABILITY	COST TO PURCHASE	TOTAL	FUEL	M/R COST	M/R PERCENTAGE	M/R POINTS	CONDITION POINTS	TOTAL POINTS
574POL	2013	CHEVY IMPALA	5	90000	9.0	5	4	\$33,000	\$46,200	\$19,872	\$26,328	80%	5	4	32

The trend as we have reduced the capital replacement of the fleet for the last three years reflects in the following:

	2016	2017	2018
Average	20.73	21.64	22.16
# Vehicles greater than 23	125	172	184
# Vehicles greater than 28	62	93	106

We have seen our operations costs for supplies increase an average of 25% per year as we have reduced the capital investment in the fleet and as the average vehicle point has increased.

<b>Question 4-5</b>	<b>Question From</b>	<b>Answer From</b>
Report reviewing grants that funded job training in order to establish a stronger workforce.	Moore	Finance

The only workforce development/ job training grant the City currently has is PeoriaCorps. As previously stated:

PeoriaCorps, through hands on learning, provides young adults, who have been disconnected from work and school, opportunities to develop and practice soft skills bridging the gap between their current skills and those needed for educational pursuits, apprenticeships, or future employment. PeoriaCorps budget totals \$444,085; of that the City of Peoria contributes 23% of the total operating cost, with 77% of funding coming through grant contributions. PeoriaCorps receives grant dollars as an Americorps program through the Corporation for National and Community Service and in its inaugural year PeoriaCorps was awarded a Youth Apprenticeship Plus grant through a pilot program with the Department of Commerce and Economic Opportunity through the State of Illinois.