



**Village of Lincolnwood
Ad-Hoc Infrastructure Committee**

Infrastructure Report & Improvement Plan

Ad-Hoc Infrastructure Committee

Kathy O'Brien, P.C. – Chair

Gus Dimas

Rizwan Hussain

Marilyn B. Marwedel

Syed Mudassir

Dr. Jeffery Perl, P.E., CHMM

Teodor Strat, P.E.

Ronald S. Cope – Trustee Liaison

Report Accepted on May 14, 2018

Report completed in cooperation with Village staff and Christopher B. Burke Engineering, Ltd.

Table of Contents

Executive Summary

<u>Introduction</u>	1
<u>Summary of Findings</u>	1
<u>Recommendation</u>	1

Infrastructure Report & Improvement Plan

<u>Background</u>	3
Roadways	
<u>Roadway Conditions</u>	4
<u>Roadway Resurfacing Program</u>	5
<u>Roadway Resurfacing Program Funding</u>	6
Water Mains	
<u>Water Main Conditions</u>	9
<u>Water Main Replacement Program</u>	10
<u>Water Main Replacement Program Funding</u>	11
<u>Program Evaluation</u>	12
<u>Additional Items of Discussion</u>	12

Supplemental Information

<u>Infrastructure Assessment Maps</u>	14
<u>Presentations</u>	19
<u>Meeting Minutes</u>	153

Executive Summary

Introduction

On February 6, 2018, the Village President appointed an Ad-Hoc Infrastructure Committee (“Committee”) to review and provide a recommendation regarding a draft infrastructure improvement plan that was presented to the Village Board by Village staff at a workshop on November 30, 2017. The Committee met on four occasions to review the proposed improvement plan and funding model. On May 14, 2018 the Committee voted to approve the recommendation outlined below and forward this report to the Village Board for consideration of establishment of the proposed infrastructure improvement program.

Summary of Findings

Throughout their meetings, the Ad-Hoc Infrastructure Committee made several findings that were the basis of the recommendation outlined below. These findings are as follows:

1. The Village of Lincolnwood is responsible for maintaining and when necessary, replacing the roadways under its ownership and control
2. Per the Illinois Department of Transportation (IDOT) and the civil engineering community, asphalt roadways typically have a lifecycle of 20 years before requiring significant maintenance (e.g. resurfacing)
3. Resurfacing prolongs the useful life of an asphalt roadway
4. The Village of Lincolnwood is responsible for the maintenance and when necessary, the replacement of existing water mains to ensure the delivery of safe and accessible potable water
5. Funding of any proposed improvements should not solely be born upon the residents of the Village, but also businesses and visitors to the Village who enjoy the use of the roadways and water mains
6. It is the responsibility of the Village of Lincolnwood to create a long-term, cyclical, strategic plan to finance large scale infrastructure projects, such as roadways and water mains
7. When making improvements to roadways, carriage walks (1-2 foot wide walkways directly behind a curb) should not be treated the same as sidewalks
8. Existing gravel alleys should not be converted to pavement to avoid potential flooding impacts and reduce long term maintenance obligations

Recommendation

The Ad-Hoc Infrastructure Committee recommends the Village complete an infrastructure improvement program over a 10-year period that includes the following components:

- Resurface all Village-owned streets at an estimated total cost of \$36 million, with the ultimate goal of reaching a 20 year resurfacing cycle
- Replace all water mains rated as “Poor” and 15% of water mains identified as being installed in the 1920s and rated as “Fair” at an estimated total cost of \$9.5 million
- The program is to be funded through general obligation bonds and when possible, IEPA low-interest loans

- o Roadway program debt service is to be funded through the use of existing local gas and motor fuel tax receipts along with a variety of phased revenue enhancements
 - o Water main replacement debt service is to be funded with savings from the possible new water supply contract
- For roadways, revenue enhancements include the following options, to be implemented at in the following years (see page 8 for a graph illustrating the debt service compared to revenue)
 - o 2021: 1% increase in Food and Beverage Tax
 - o 2023: 0.25% increase in Home Rule Sales Tax
 - o 2025: Begin phased implementation of Refuse Service Fee of \$75 per quarter over a period of four years
 - o 2027: \$0.01 increase in Local Gas Tax
- For water mains, freeze customer water rates until 2023; thereafter matching future rate increases to those charged by the water supplier and an additional \$0.10 extra adjustment in 2027
- Prior to any revenue enhancements, the Village Board will evaluate the Village's economic position to determine if the enhancements continue to be necessary or if further revenue is needed
- Staff shall provide an annual report on the status of the program including the percentage of the program completed, project costs, and actual revenue received

On May 14, 2018 the recommendation was unanimously endorsed by the members of the committee present at the meeting.

Summary of Recommendation		
Program	Roadway Resurfacing	Water Main Replacements
Goal	Resurface all streets with the goal of reaching a 20 year resurfacing cycle	Replace all "Poor" rated water mains and 15% of those identified as being installed in the 1920s and rated as "Fair"
Timeframe	10 years	10 years
Estimated Cost	\$36,000,000	\$9,500,000
Program Funding	General Obligation Bonds	General Obligation Bonds and IEPA Low Interest Loans
Debt Service Financing	Existing Local Gas and Motor Fuel Tax and enhancements to the Local Gas Tax, Home Rule Sales Tax, and Food and Beverage Tax and implementation of a Refuse Service Fee	Savings from wholesale water purchase following connection to a new supplier

Infrastructure Report & Improvement Plan

Background

The Village of Lincolnwood is responsible for the maintenance of infrastructure within the Village's rights-of-way including water mains, sewers, sidewalks, alleys, and roadways. The Village's rights-of-way do not include arterial streets including Touhy Avenue, Lincoln Avenue, Cicero Avenue, Devon Avenue, McCormick Boulevard, and Crawford Avenue. While the Village continually makes improvements to its infrastructure, the last major improvement program occurred between 1995 and 2002, when 37.2 miles of streets were resurfaced or reconstructed (1997-2002), 8.7 miles of water main and sewers were replaced, and 3.9 miles of sewers were lined.

Roadways have a design life of 20 years, at which point they will most likely require resurfacing. On January 11, 2007, the Village Board held a workshop to discuss the next major round of infrastructure improvements including replacement of street lighting on arterial streets and roadway resurfacing on a pay-as-you-go basis. The plan called for a five-year street light replacement and installation program, which was intended to be complete in 2012. It was then intended that beginning in 2015, the Village would start resurfacing all of the locally owned streets over a 21 year program.

This plan was endorsed by the Village Board and the Village subsequently began replacing street lights on arterial streets. The street light program was delayed due to economic, poor contractor, and weather reasons, but is expected to be substantially complete in 2019 following the installation of new lights on Devon Avenue. The only remaining concrete light poles will be on Lincoln Avenue north of Touhy Avenue and these will be replaced in conjunction with the anticipated development of the former Purple Hotel site. Additionally, the only remaining stretch of arterial roadway without street lights will be Touhy Avenue between Hamlin Avenue and McCormick Boulevard, as this requires participation by the Village of Skokie, which has indicated a desire to construct lights in that area within the next five years.

Since the Village is nearly complete with the street light replacement program, staff began working with the Village Engineer to conduct an assessment of the Village's infrastructure to begin the next step in the planning process. In 2007, the Village Board endorsed a program that only included roadway resurfacing; however, staff currently recommends that the Village perform a more comprehensive infrastructure improvement program that also includes water mains (which run underneath the streets). A comprehensive approach will allow the Village to address numerous critical issues at the same time. This will ultimately save the Village money by eliminating the possibility of tearing up a new improvement (i.e. a resurfaced street), in order to replace an aging water main.

The proposed infrastructure improvements are broken out into two categories: Roadways and Water Mains. It is anticipated that all of the improvements will be financed through general obligation bonds and the debt service for water main replacements will typically be paid for using revenue from water use fees; whereas the debt service for roadway resurfacing will be funded through gasoline tax receipts as well as other revenue enhancements discussed in the next section. Due to the distinct funding sources, each program is discussed separately.

Roadways

Roadway Conditions

The Village owns and maintains 41 miles of roadway, all of which were resurfaced or reconstructed between 1997 and 2002 (using debt financing) following the catastrophic failure of a residential street where a garbage truck fell through the pavement. The surface of asphalt roadways are designed to last 20 years before likely requiring replacement. The Village's roadway system is at or nearing the end of its design life and will require resurfacing. Resurfacing is an important maintenance task because as an asphalt street ages, the freeze/thaw cycle causes cracking and deterioration on the surface of the street. This has the effect of degrading the ride-ability of the roadway and allows additional moisture to deteriorate the road's base. If the base of the road is significantly deteriorated, the road will need to be reconstructed rather than just resurfaced, at approximately double the cost.

To extend the life of the roadway, the Public Works Department proactively patches sections of the road that are deteriorating; however, at a certain point patching is no longer effective and the street needs to be resurfaced.

The Village's engineering firm, Christopher B. Burke Engineering, Ltd. (CBBEL) performed a visual analysis of the Village's roadway system in 2016 and broke the streets down into four categories: Good, Average, Fair, and Poor. Ratings are based on the condition of the road surface, focusing on the number of patches and the existence of longitudinal and lateral cracking. Visual evaluation of roadways is a standard way of determining their condition. Table 1 provides a breakdown of the length of roads by rating.

Table 1. Breakdown of Roads by Rating		
Rating	Length (miles)	Percentage
Good	1.7	4%
Average	33.2	81%
Fair	4.4	11%
Poor	1.7	4%

The roadway assessment performed by CBBEL demonstrates that the Village's roads are generally in average condition; however, based on their age it is expected that they will degrade relatively quickly into the Fair and Poor categories over the next several years.



Good Pavement – Resurfaced in 2016
W. Pratt Ave (W. of N. Crawford Ave)



Average Pavement – Resurfaced in 2011
W. Pratt Ave (E. of N. Crawford Ave)



Fair Pavement – Resurfaced in 2002
N. Navajo Ave



Poor Pavement – Reconstructed in 2000
N. Longmeadow Ave

Roadway Resurfacing Program

Resurfacing of asphalt streets would be performed by a contractor, chosen after a competitive bid process, and typically includes removal and replacement of two-inches of pavement, spot curb and gutter removal and replacement, spot sidewalk removal and replacement, and intersection improvements to meet accessibility requirements outlined in the Americans with Disabilities Act (ADA). ADA improvements will not be made at intersections where there is no sidewalk or if there is only a 1-2 foot wide carriage walk located directly behind the curb. Additionally, the existing aprons adjacent to vacated alleys would be removed and a barrier curb would be installed; however, alleys that are currently paved would not be resurfaced. Street resurfacing does not include major changes to the road profile such as significantly adjusting the crown or width of the road, or replacing the entire curb. These activities are more typically performed during a complete reconstruction.

During the 1997-2002 roadway programs, approximately 10% of the roads were reconstructed. Of those, 40% included Pratt Avenue and streets that were widened, the remaining were reconstructed due to poor condition. Since 2011, Pratt Avenue has been resurfaced without the need for reconstruction and it is not anticipated that any additional roads will be widened as part of the infrastructure improvement program; a 5% reconstruction assumption has been included in the roadway program cost estimate. During the design phase, pavement cores will be analyzed to determine whether or not a street will require full reconstruction.

The ultimate goal of the Committee is to establish a 20 year roadway resurfacing cycle to prevent the need to resurface large numbers of streets in a short period of time and to ensure that roadways are resurfaced prior to the point where they become overly degraded and require reconstruction. If the Village were to pursue a 20 year resurfacing program at this time, the oldest streets would be approximately 38 years old when they are resurfaced, nearly twice the design life of asphalt streets. For this reason, the Committee recommends that the program be completed over a 10 year period and at the completion of the roadway resurfacing program, a plan be established to continue to move the Village toward a 20 year resurfacing cycle.

Program	Total Cost
Roadway Resurfacing	\$36,000,000

Roadway Resurfacing Program Funding

In order to accomplish the Committee's recommendation of resurfacing all Village-owned streets over a 10 year period, approximately \$3.7 million in cash would be needed each year. The Village currently receives approximately \$600,000 in revenue from the motor fuel tax (MFT) and local gas tax. These funds also have a reserve of approximately \$2.5 million. Due to the lack of sufficient revenue and cash on hand, the Committee recommends the required \$3.7 million per year be raised through the issuance of general obligation bonds.

Staff has worked with the Village's bond consultant to determine how much revenue would be needed to fund the debt service if the Village were to issue bonds. Due to the cost associated with each bond issuance, the consultant recommends that the Village issue bonds on a bi-annual basis. Five bonds would be needed to cover the total cost of the program. Table 2 illustrates how much total debt service would be required following each bond issuance. The existing revenue will not be sufficient to fund the debt service beyond the first bond.

Table 2. Roadway Improvement Program Annual Debt Service					
Bond No.	Bond #1 2019	Bond #2 2021	Bond #3 2023	Bond #4 2025	Bond #5 2027
Cumulative Debt Service	\$550,000	\$1,100,000	\$1,700,000	\$2,300,000	\$2,900,000

Challenges Facing Gasoline Tax Revenue

As vehicles have become more fuel efficient, the revenue the Village receives from gasoline sales taxes has decreased. The Motor Fuel Tax (MFT) is a local distribution of the State's gasoline tax based on population. MFT funds can only be used for maintenance and improvements of transportation systems. The Village charges a local gas tax of \$0.05 per gallon sold in the Village, of which \$0.02 is designated for maintenance and improvements of the Village's roadway system. (The remaining local gas tax contributes to the Police Pension Fund and general operations.) Table 3 demonstrates the amount of revenue the Village generated over the past five full fiscal years in MFT and \$.02 of the local gas tax.

Table 3. Gasoline Tax History					
Fiscal Year	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17
Motor Fuel Tax (MFT)	\$353,471	\$364,511	\$415,887	\$322,038	\$319,112
<u>Local Gas Tax</u>	<u>\$321,080</u>	<u>\$312,026</u>	<u>\$270,910</u>	<u>\$280,787</u>	<u>\$284,640</u>
Total	\$674,551	\$676,537	\$686,797	\$602,825	\$603,752

Revenue Enhancement Options

Sufficient revenue from the MFT and local gas tax are available to pay for the debt service on the first bond; however, after the second bond is issued the current revenues will no longer be sufficient to pay for the debt service. For this reason, the Committee discussed a number of recommended options for consideration as a means of paying for the infrastructure program over the long term. Of the options presented, only the refuse collection fee is borne solely by residents, while all of the others are also paid by non-residents who enjoy the use of the Village's roads, alleys, and potable water system.

1. Increase Home Rule Sales Tax – The Village currently assesses a 1% Home Rule Sales Tax on retail purchases that occur in the Village. The Finance Director estimates that

increasing the Home Rule Sales Tax by 0.25% would bring in an additional \$600,000 in revenue each year.

2. Increase Local Gas Tax – The Village currently assesses a \$0.05 tax on all fuel purchased within the Village. The Finance Director estimates that increasing the Local Gas Tax by \$0.01 would produce an additional \$140,000 in revenue each year.
3. Food and Beverage Tax – The Village currently charges a food and beverage tax of 1% on all prepared food and beverages sold in the Village. The Finance Director estimates that increasing the food and beverage tax by 1% would generate approximately \$480,000 in additional revenue each year.
4. Refuse Collection Fee – The Village currently contracts with Groot Industries, Inc. (“Groot”) for residential refuse, recycling, and yard waste services (“refuse services”). The Village’s cost for this service consists of the cost for Groot to haul the material and the Solid Waste Agency of Cook County’s (“SWANCC”) transfer station to process the materials for transport to the landfill. In total, this service is expected to cost \$1,107,250 in Fiscal Year 2017/18.

The Village currently uses the General Fund to pay for the entire cost of providing refuse services. Most communities pass these fees directly to property owners as a charge on their water bill or the waste hauler bills the property owner directly. Of 16 communities surveyed, only five (including Lincolnwood) do not bill residents for the service and of those, two provide the service with in-house staff.

If the Village were to charge residents \$75 per quarter for refuse services, approximately \$1.1 million in revenue would be generated, allowing those General Fund dollars to be used for the debt service for the proposed capital improvements. If this option were selected, the Committee would recommend that the fee be implemented over a four year period as this would still provide sufficient revenue to pay for the capital improvements, while representing less of an upfront impact on residents.

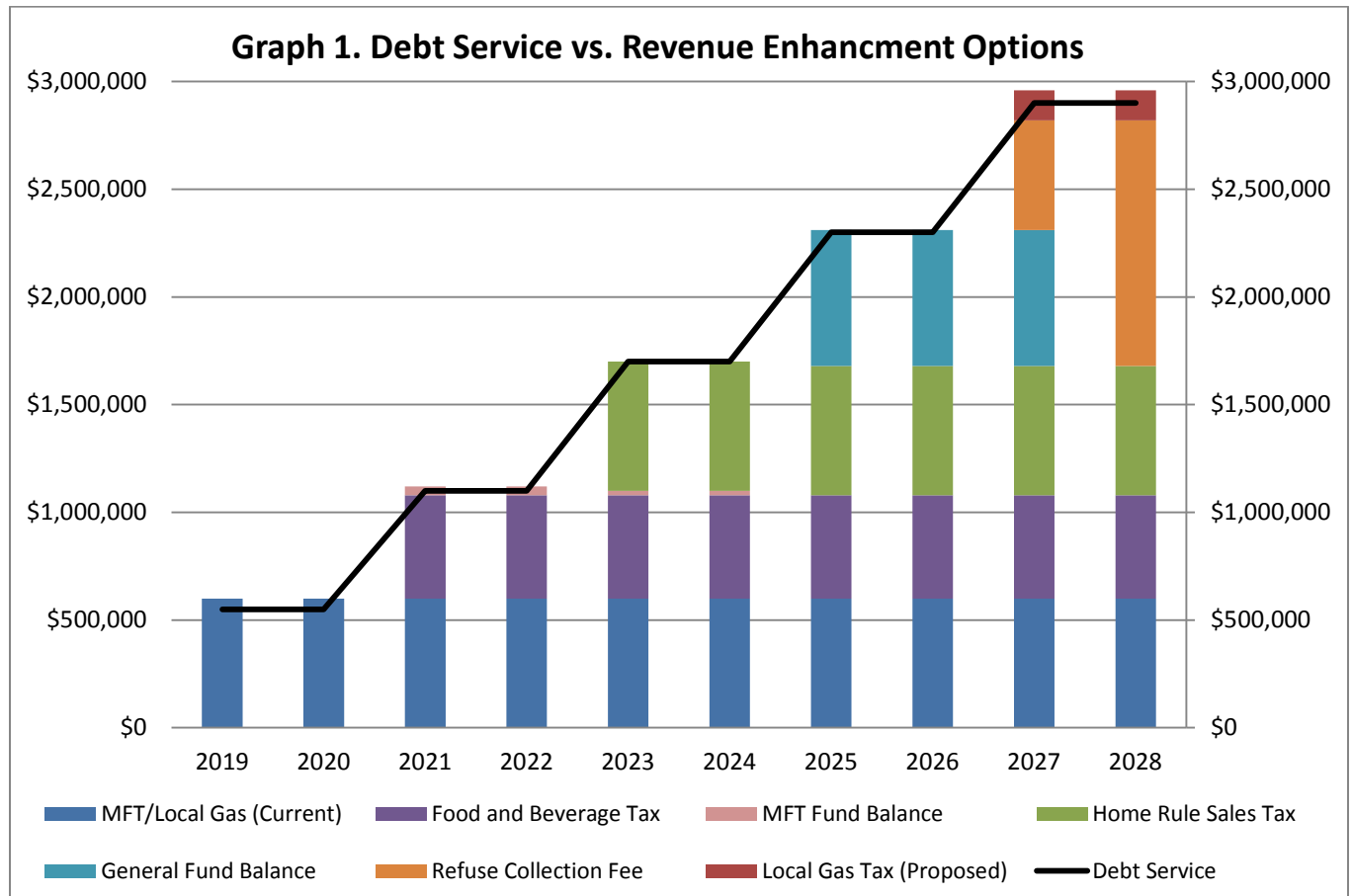
The Village’s financial policies require that the General Fund maintain a fund balance of 25-35% of the Village’s current fiscal year’s revenues. At the end of the last fiscal year, the Village’s General Fund had a fund balance of \$3.8 million in **excess** of the required amount. Staff recommends that \$1.5 million of this excess fund balance be used over three years in a phased, planned, strategic approach as the refuse collection fee is gradually phased in to pay for refuse services to allow the General Fund revenues that are currently allocated to refuse services be used to pay for debt service.

In order to meet the financial needs for the Roadway Resurfacing Program, the Committee recommends that the options outlined above be implemented in a phased approach:

- Bond #1 – 2019: Current Local Gas Tax and MFT Revenues
- Bond #2 – 2021: Increase Food and Beverage Tax by 1% and use of MFT fund balance
- Bond #3 – 2023: Home Rule Sales Tax by 0.25%
- Bond #4 – 2025: Begin Phasing In Refuse Collection Fee
- Bond #5 – 2027: Increase Local Gas Tax by \$0.01

Implementing each of the funding strategies outlined above is anticipated to cover the debt service for the entire program; however, during the time period that the Roadway Resurfacing Program is implemented, the Committee anticipates that the economic condition of the Village will be improved, with redevelopment of significant sites being completed. Staff recommends that before implementing any of the proposed revenue enhancement strategies, the Village evaluate its revenue position to determine if additional revenue enhancements will continue to be necessary.

Graph 1 illustrates the proposed revenue enhancement strategy compared to the total debt service following each bond issuance.



Water Mains

Water Main Conditions

The Village owns and maintains 57.2 miles of water mains, which are aging and will require replacement. Approximately 55% of the water mains were installed in the 1920s with the remaining 45% being installed after World War II. Table 3 provides a breakdown of the Village's water main installation date by decade.

Table 3. Breakdown of Water Mains by Installation Decade		
Decade	Length (miles)	Length (percent)
1920	31.4	55%
1950	1.7	3%
1960	2.9	5%
1970	0.6	1%
1980	4.4	8%
1990	9.3	16%
2000	4.6	8%
2010	2.3	4%

The Village Engineer performed an assessment of the Village's water system to determine which mains are in good, average, fair, and poor condition to determine which sections of main should be replaced. The condition rating was based on a number of factors including the number of breaks, pavement condition, age, fire flow, size, and material. A point value, weighted by the importance of each factor, was assigned to each water main to determine the condition rating. Table 4 provides a breakdown of the length of water main that falls into each condition rating category.

Table 4. Breakdown of Water Mains by Condition Rating		
Condition Rating	Length (miles)	Length (percent)
Good (0-20 points)	22.3	40%
Average (21-30 points)	8.8	15%
Fair (31-40 points)	15.6	27%
Poor (41+ points)	10.5	18%

Water mains are designed to have a lifespan of 60 years; however, older mains installed before the construction boom that followed World War II have proven to be of a higher quality than the material that was installed in the 1950s and 1960s. Ultimately, the age of the Village's system dictates that replacement of water mains in poor condition will be necessary to ensure the reliable supply of potable water. Existing water mains that serve residential areas will typically be replaced with eight-inch ductile iron pipe (existing mains are typically six-inches in diameter) to enhance capacity during large demand events such as firefighting activity.

One way to determine the condition of a water main is to review the number of breaks that a certain segment of pipe has experienced over the years. A segment of water main that has weakened to the point of breaking in one spot is more likely to suffer a break in another spot on the pipe. For example, the segment of main that has experienced the most recorded breaks is on

Pratt Avenue between Lawndale and Monticello Avenues. The 293 foot segment of 10-inch, cast iron pipe, which was installed in the 1920s, has experienced eight breaks for which the Village has records.

Table 5 provides a summary of the number of water main breaks that have occurred over the past five years throughout the entire system. Water main breaks often occur during the winter months when there is less demand on the system. Since 2015, the Public Works Department has slightly lowered the water system's operating pressure during the winter, which has shown a positive impact on the number of water main breaks.

Table 5. Water Main Breaks by Year	
Year	No. of Breaks
2018 (YTD)	8
2017	13
2016	7
2015	9
2014	25
2013	18
2012	17
2011	16
2010	13

Water Main Replacement Program

When identifying which water mains to replace first, an emphasis will be placed on the condition of the roadway above the existing main. Water main replacement is an invasive procedure that requires the roadway to be excavated to allow for the installation of the new pipe, valves, fire hydrants and service lines. For this reason, it is desirable to replace a water main at the same time that a road is being resurfaced to reduce the likelihood of needing to open up a relatively new street. If a street is being resurfaced and a water main is not being replaced, it is expected that water main will be in service for an additional 20 years.

Staff's initial recommendation was to replace all of the water mains rated in poor condition, or approximately 18% of the system. The Committee held extensive discussions regarding the replacement of a larger number of the 1920s water mains as they are nearing 100 years of age and constitute the largest segment of the Village's system. The Committee ultimately decided to expand staff's recommendation and include an additional 15% of the "Fair" rated water mains identified as being constructed in the 1920s. Upon completion of the program, 12.74 miles of water mains (22% of the system) will be replaced and nearly 60% of the Village's system will be less than 50 years old. The Village Engineer estimates that \$9.5 million will be required to complete the water main replacement program. Due to the possibility of the Village purchasing water from an alternative water supplier, which is discussed further in the next section, the Committee recommended to pursue the water main replacement program over a period of nine years with a total of four bond issuances.

Program	Total Cost
Water Main Replacement	\$9,500,000

Water Main Replacement Program Funding

The Village Board is considering entering into a potable water supply agreement with the City of Evanston. Table 6 demonstrates the water supply rates that Evanston has stated they would charge the Village over the first five years of the agreement. Rate increases in 2020 and 2022 are based on the expected completion of major improvements to the Evanston treatment plant and are being passed on to other water supply customers as well. Evanston has provided rates through 2022, but has indicated that following that year, rate increases are expected to be approximately 2% per year, with an annual cap of 4% per year.

Table 6. Water Supply Rates (per 1,000 gallons)			
Year	Proposed Evanston Rate	Estimated Chicago Rate	Difference
2019	\$1.44	\$3.94	\$2.50
2020	\$1.60	\$4.02	\$2.42
2021	\$1.63	\$4.10	\$2.47
2022	\$1.82	\$4.18	\$2.36
2023	\$1.86	\$4.26	\$2.40

In order for the Village to purchase water from Evanston, there is a need to construct a 20-inch transmission main from the Village's pump station located at the intersection of Crawford and Schreiber Avenues to the delivery point just east of the North Shore Channel at Oakton Street. The Village Engineer is currently in the process of conducting a route study to determine the most feasible and cost effective route to install the water main. Currently, the Village Engineer anticipates the transmission main will cost approximately \$10.5 million to construct, including all easement, permitting, and engineering costs. In order to fund this improvement, the Village anticipates issuing a 20 year general obligation bond at an annual debt service cost of \$710,000. It is anticipated that this debt service will be paid by the wholesale water rate savings.

As previously discussed, the Committee recommended that the Village pursue the water main replacement program over a period of nine years, with the first project occurring in 2020 using a combination of Water Fund reserves and savings from the reduced wholesale water supply cost. Subsequently, the savings would be used to finance the debt service on four bond issuances. In order to ensure sufficient revenue, the Committee recommends freezing water rates through 2023 and then the water rate be increased by the same percentage as the increase from the wholesale water supplier. For example, if in 2025 Evanston were to increase the wholesale water rate by 2%, the Village would increase its retail water rate by 2%. Additionally, in order to fund the "Fair" 1920s water main replacements, the Committee recommends an additional one-time increase in the water rate in 2027 of \$0.10.

Table 7. Water Main Replacement Program Annual Debt Service				
Bond No.	Bond #1 2021	Bond #2 2023	Bond #3 2025	Bond #4 2027
Cumulative Debt Service	\$175,000	\$355,000	\$535,000	\$725,000

The wholesale cost savings projections are based on assumptions regarding the wholesale water rate, water consumption, and the cost of capital improvements such as the transmission main.

Each of these items are subject to change. As with the revenue enhancements to finance the roadway improvement program, it is recommended that prior to each bond issuance the financial position of the Water/Sewer Fund be evaluated to determine if sufficient revenue continues to be available to finance the program.

Program Evaluation

The Committee strongly recommended that the Village Board establish a periodic evaluation process for the infrastructure improvement program to ensure the program is meeting its goals as far as the scope, duration, and cost. As part of the annual budget process, staff will provide the Village Board with a report on the progress of the program, the available revenues, and anticipated future costs. If the Village Board finds that the program is not meeting its goals due to insufficient revenue or higher than anticipated construction costs, it is recommended that the scope and duration of the program be reevaluated to possibly lengthen the program beyond 10 years.

Additional Items of Discussion

During the course of deliberation, the Committee reviewed several additional items for possible inclusion in its recommendation. Although these items are not included in the final recommendation, they are included in the report as record of the deliberation.

Sidewalks

The Village currently has a program to replace segments of sidewalk that have deteriorated or are potential trip hazards; however, there is not a program to install sidewalks in areas where none currently exist. The Committee discussed the possibility of developing a program where new sidewalks would be installed where there is sufficient neighborhood support. The Committee ultimately decided to forgo such a program due to the need to focus on other improvements. Additionally, the Committee discussed the existing 1-2 foot wide carriage walks and decided to not classify them as sidewalks and recommended that any intersections where a carriage walk exists not be improved to meet ADA standards.

Alleys

The Village's alley system is primarily made up of 16-foot wide gravel alleys. Approximately 82% of the system is comprised of unpaved alleys, with the remaining having been paved with asphalt or concrete. Paved alleys primarily exist adjacent to commercial uses and based on Village records, were originally paved by the developer of the adjoining parcels. The Village does not currently have a program to pave convert gravel alleys to pavement. The Committee discussed paving the remaining gravel alleys that are adjacent to commercial properties; however, ultimately decided against the program. The alleys in question are primarily adjacent to Devon and Lincoln Avenues and all exist within the Devon/Lincoln Tax Increment Financing (TIF) District. Comments were made by members of the Committee that it may be appropriate for converting the commercial alleys to pavement; however, an alley conversion program is not included in the overall infrastructure improvement program. The Committee also determined that existing asphalt alleys should not be resurfaced as part of the program due to the fact that they were likely paved as part of the development of an adjacent property; however, they should continue to be maintained via patching using in-house resources.

Reduction in Retail Water Rate

If the Village were to enter into a water supply agreement with the City of Evanston, it is anticipated that the Village' wholesale purchase of water costs will decrease by about \$1.2 million per year. The Committee considered the possibility of reducing the Village's retail water rate, while at the same time using a portion of the savings to fund the debt service associated with the water main replacement program. The Committee ultimately determined that reducing the water rate by any amount would not provide sufficient revenue to fund the necessary water main replacements and therefore concurred with staff's recommendation to freeze water rates through 2023 and then match the percentage increase charged by Evanston.

Supplemental Information
Infrastructure Assessment Maps

The maps on the following pages were developed by the Village Engineer as part of the infrastructure assessment and demonstrate condition ratings of water mains, roadways, alleys, and sidewalks.

VILLAGE OF LINCOLNWOOD

COOK COUNTY, ILLINOIS

ROADWAY ASSESSMENT 2017

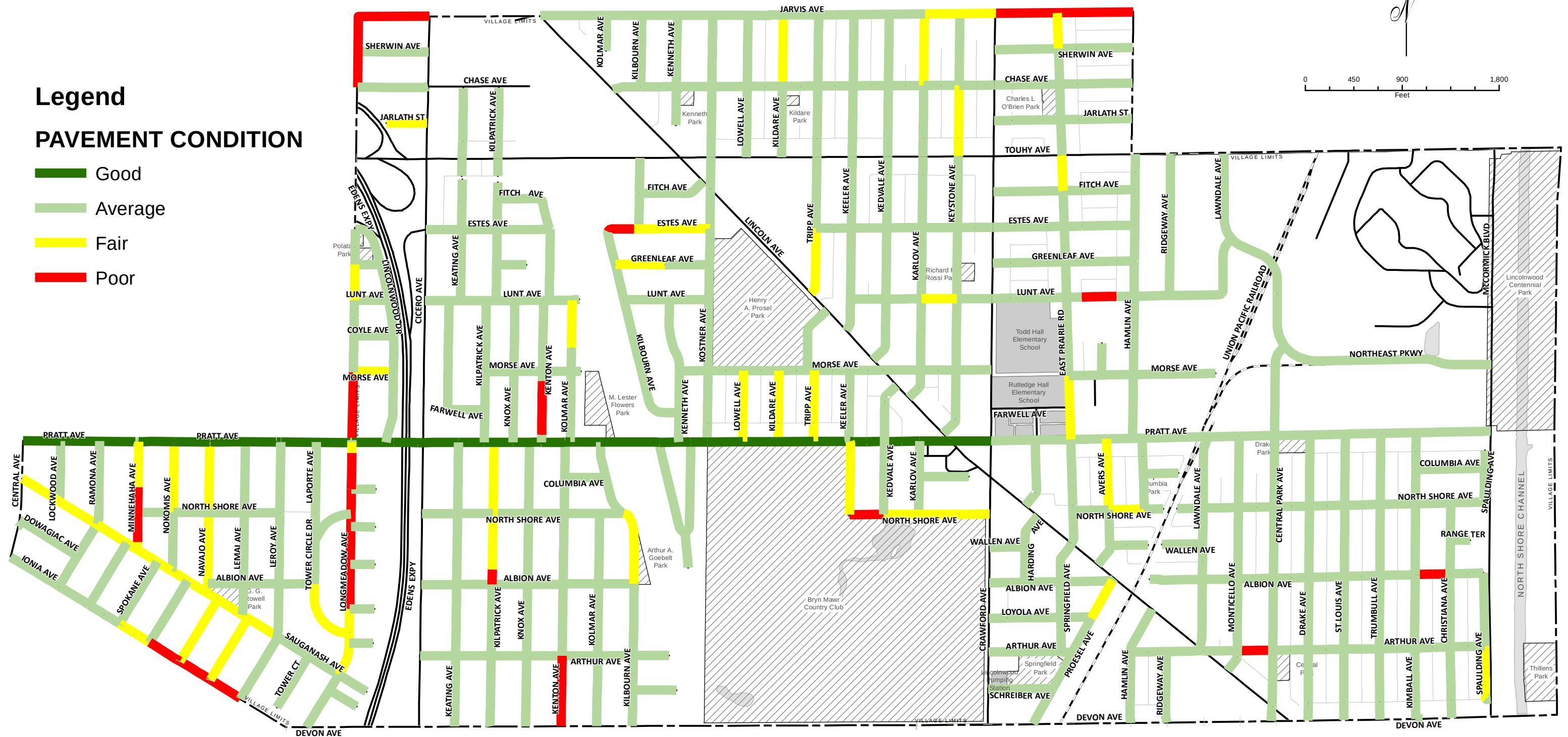


0 450 900 1,800
Feet

Legend

PAVEMENT CONDITION

- Good
- Average
- Fair
- Poor

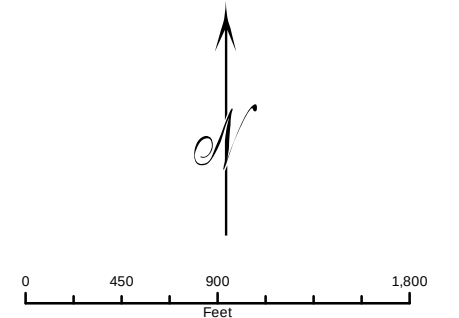


VILLAGE OF LINCOLNWOOD

COOK COUNTY, ILLINOIS

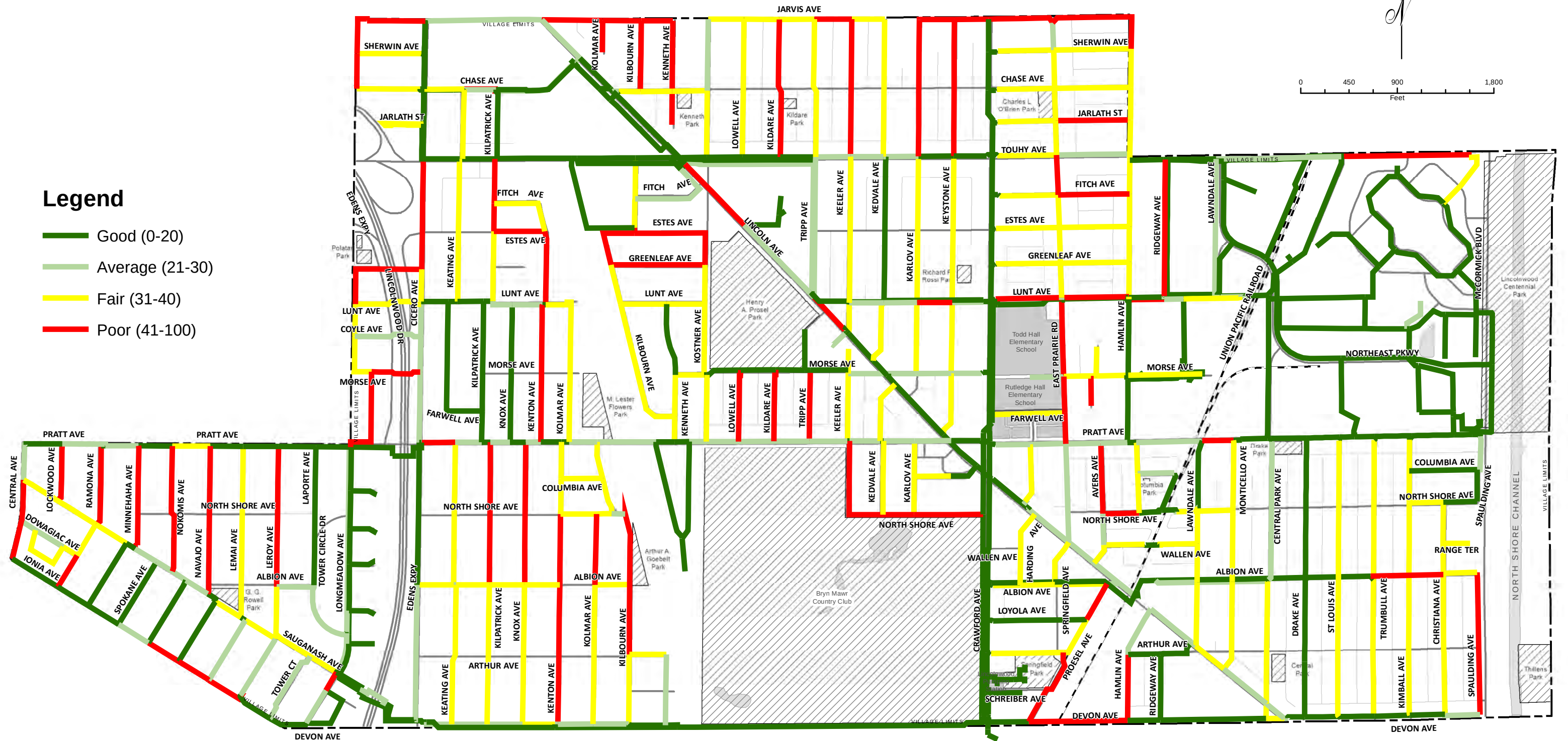
WATER MAIN ASSESSMENT

2017



Legend

- Good (0-20)
- Average (21-30)
- Fair (31-40)
- Poor (41-100)



VILLAGE OF LINCOLNWOOD

COOK COUNTY, ILLINOIS

SIDEWALK ASSESSMENT

2017

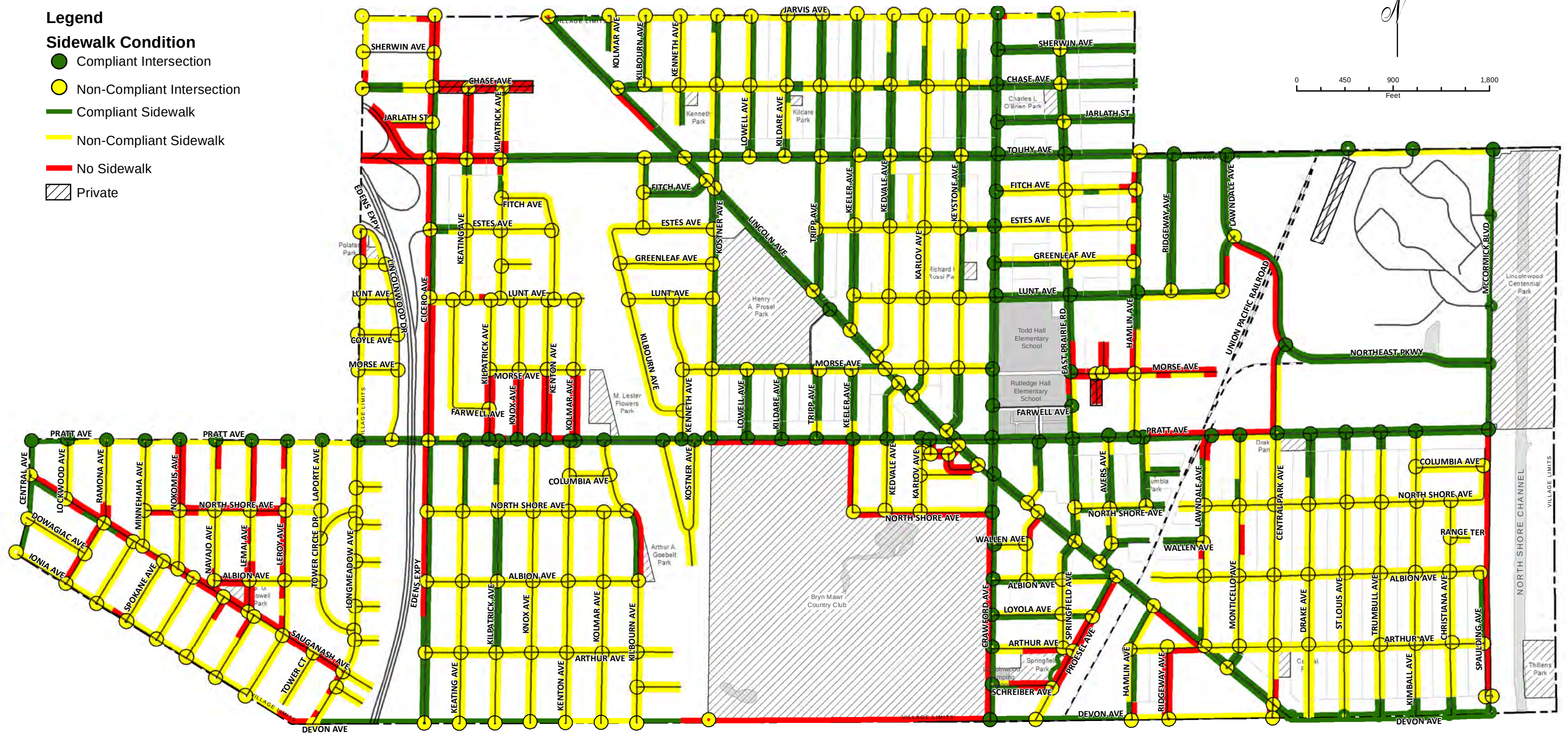


0 450 900 1,800
Feet

Legend

Sidewalk Condition

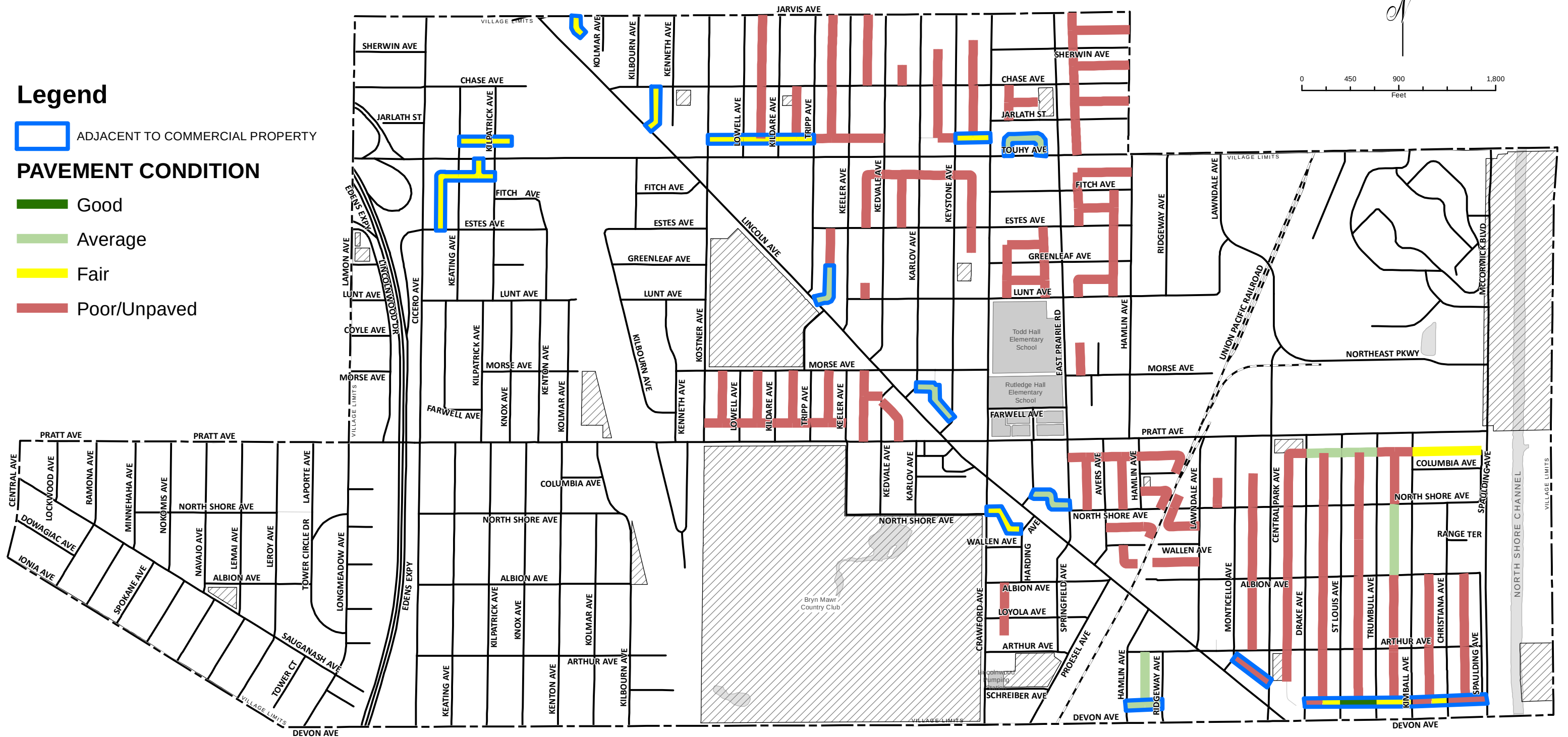
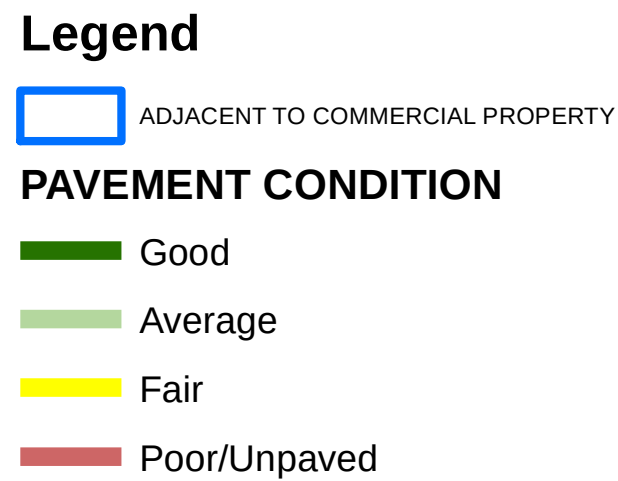
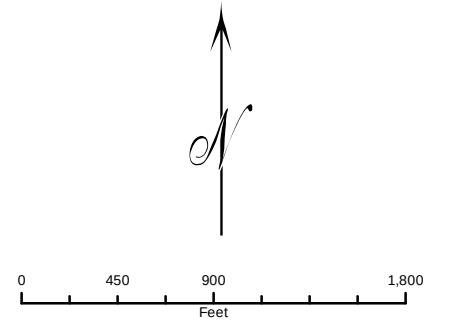
- Compliant Intersection
- Non-Compliant Intersection
- Compliant Sidewalk
- Non-Compliant Sidewalk
- No Sidewalk
- ▨ Private



VILLAGE OF LINCOLNWOOD

COOK COUNTY, ILLINOIS

ALLEY ASSESSMENT 2017



Supplemental Information
Presentations

Attached are the PowerPoint presentations that were presented at the following meetings of
the Ad-Hoc Infrastructure Committee:

March 15, 2018

April 12, 2018

April 30, 2018

May 14, 2018

Village of Lincolnwood Infrastructure Committee

March 15, 2018

Purpose of the Committee

- Staff presented an infrastructure improvement plan to the Village Board on November 30, 2017, following the meeting the Mayor expressed a desire for more resident input
- The Committee is to review and provide a recommendation to the Village Board regarding the following:
 - The proposed infrastructure improvement program
 - Possible means of funding

Meeting Schedule

- Review the proposed infrastructure program (tonight)
 - Address any questions or requests for further information
- Discuss possible financing options (future date)
 - Provide recommendation to the Village Board

Village's Infrastructure Responsibilities

Village is responsible

- Water Mains
- Sewers
- Street Lights
- Sidewalks
- Alleys
- Local Roads
 - i.e. side streets and Pratt Ave

Village is NOT responsible

- Electric Utility
- Telecommunications
- Natural Gas
- Arterial Streets
 - Touhy Ave, Lincoln Ave, Devon Ave, Cicero Ave, McCormick Blvd, I-94 (IDOT), and Crawford Ave (Cook County)

Background

- 1995-2002
 - Village completed an infrastructure improvement program consisting of streets, water mains, and sewer lining at a total cost of \$14.5 million
 - 32.2 miles of street were resurfaced, 5 miles were reconstructed (1997-2002)
 - 8.7 miles of water main and sewer were replaced
 - 3.9 miles of sewer was lined
 - Program began following a catastrophic roadway failure



Capital Improvements Since 2006				
Year	Project Summary	Project Cost*	Local Cost	Revenue Sources
2006-2009	All Fire Hydrants Replaced	\$2,500,000	\$2,500,000	Water Fund
2006-2007	Touhy/Crawford Medians**	\$900,000	\$200,000	Illinois Transportation Enhancement Program Grant/Motor Fuel Tax
2007-2008	Various Water Main Replacements (11,150 linear feet)	\$3,700,000	\$3,700,000	Water Fund
2008-2009	Water Meter Replacement Village-wide	\$1,500,000	\$1,500,000	Illinois Environmental Protection Agency Low Interest Loan
2009-2010	Various Water Main Replacements (7,900 linear feet)	\$2,100,000	\$2,100,000	Tax Increment Financing
2010-2018	Streetlight Replacement Village-wide	\$7,500,000	\$7,500,000	Motor Fuel Tax and Local Gas Tax
2011-2013	Various Sewer Replacements (6.3% of the system relined or replaced)**	\$1,300,000	\$1,060,000	DCEO Grant and Water & Sewer Fund
2011, 2016	Pratt Avenue Resurfacing**	\$1,300,000	\$250,000	Emergency Repair Program Grant & Surface Transportation Program Grant
2013-2014	Crawford Avenue Water Main Replacement	\$1,400,000	\$1,400,000	Water Fund
2014	Pratt & Central Signal Upgrade**	\$740,000	\$16,000	Surface Transportation Program Grant and Intergovernmental Cost Sharing
2016	Recreation Path Construction**	\$1,900,000	\$380,000	CMAQ Grant, General Fund, TIF Funds
2017	Lincoln Avenue Medians	\$860,000	\$860,000	General Fund
TOTAL		\$25,700,000	\$21,466,000	

Background

2007 Infrastructure Workshop

- Village Board endorsed a multi-year infrastructure improvement program
 - Street Lights
 - Streets – Resurfacing of roads over a 21 year period starting in 2015
- The program was to be paid for with existing revenues (pay-as-you-go)
- Since the Village is nearly complete with street lights, staff began the process of preparing the next phase of the infrastructure program

2007 Infrastructure Plan

- 21 Year Resurfacing Plan
 - Would require \$1.65 million per year to complete
 - Oldest street would be 38 years old at the time of resurfacing
 - Asphalt streets have a design life of 20 years
- Use Existing Revenues
 - \$600,000 in Motor Fuel Tax (MFT) and Local Gas Tax
 - Using existing revenues would take 58 years to resurfacing every local road
- Water mains, sidewalks, and alleys are not included in the plan

Proposed Program – 10 Years

- Roadways
 - Resurface all local roads over a 10 year period
 - \$34.7 million total
- Sidewalks
 - Infill sidewalks where there is neighborhood support
 - \$3.2 million total
- Water Mains
 - Replace all water mains in poor condition
 - \$7.8 million total
- Alleys
 - Convert unpaved alleys adjacent to commercial areas to concrete and resurface all other paved alleys
 - \$1.4 million total
- Total Cost: \$47.1 million
 - Includes construction and engineering

ROADWAY PROGRAM

Roadway Evaluation

- Infrastructure Assessment Scope
 - The Village's engineering firm, Christopher B. Burke Engineering, Ltd. (CBBEL) performed a visual analysis of all Village owned roads
- Using a qualitative analysis, roads were rated based on
 - Rideability
 - Pavement condition
 - Drainage



Good Pavement

W. Pratt Ave. (W of N. Crawford Ave.)



Average Pavement

W. Pratt Ave. (E of N. Crawford Ave.)



Fair Pavement

N. Navajo Ave.



Poor Pavement

N. Longmeadow Ave.

Roadway Assessment

Rating	Length (mi)	Length (%)
Good	1.7	4
Average	33.2	81
Fair	4.4	11
Poor	1.7	4
TOTAL	41.0	

VILLAGE OF LINCOLNWOOD

COOK COUNTY, ILLINOIS

ROADWAY ASSESSMENT

2017

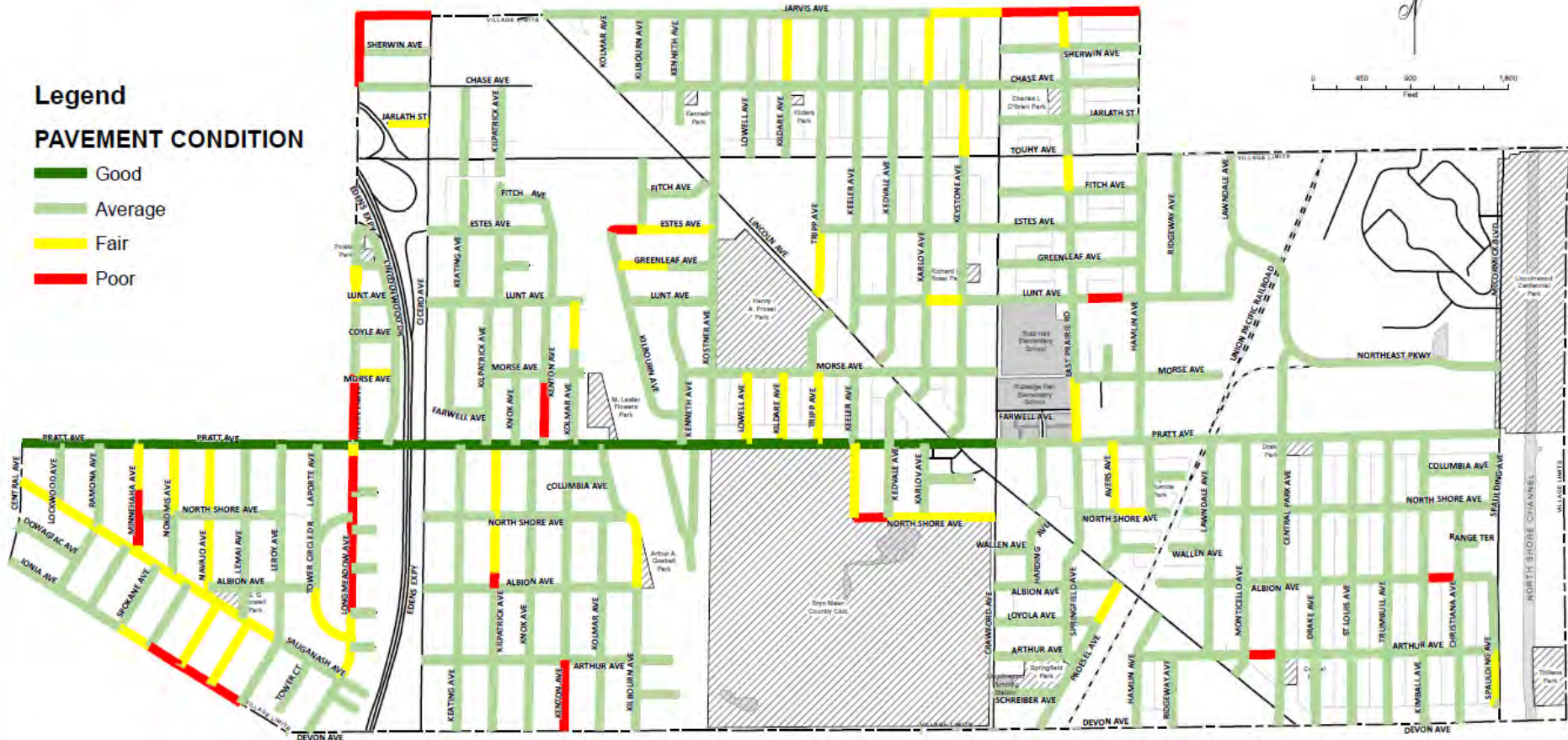


0 450 900 1800
Feet

Legend

PAVEMENT CONDITION

- Good
- Average
- Fair
- Poor



Roadway Summary

- Typical Replacement Section
 - Remove & replace asphalt surface (2" thick)
 - Spot curb & gutter removal & replacement (30%)
 - Spot sidewalk removal & replacement (5%)
 - ADA sidewalk at intersections
- Recommended Improvements
 - Resurface all local roads over 10 year period
 - Asphalt street design life is 20 years
 - Streets were last resurfaced 15-20 years ago
 - At the conclusion of a 10 year program, the oldest street will be 27 years old
 - If roads are not resurfaced, they will eventually need to be reconstructed at double the cost
- Total Improvement Cost: \$34.7 million



ADA Intersection

N. Crawford Ave.



30% Curb Replacement

W. Pratt Ave.



Spot Sidewalk Replacement

W. Pratt Ave.



100% Sidewalk & Curb

N. Crawford Ave.

Program Summary

Program	Roadway Resurfacing
Proposed Duration	10 Years
Estimated Total Program Cost	\$34.7 Million
Estimated Annual Program Cost	\$3.47 Million
Estimated Annual Cost per Resident (over 20 years)	\$137.81
End Goal	Establish Cyclical Resurfacing Program

SIDEWALK PROGRAM

Sidewalk Evaluation

- Infrastructure Assessment Scope
 - CBBEL performed a visual analysis of all Village owned sidewalks to determine Americans with Disabilities Act (ADA) compliance
 - The current practice is to assess the sidewalk need for every proposed roadway project & adjust as needed
- Using a qualitative analysis, sidewalks were rated based on
 - Compliance
 - Non-Compliance
 - Slope, detectable panel
 - Insufficient width (<4')
 - No existing sidewalk
- The Village currently has a program to address trip hazards and deteriorated sections of sidewalk, but there is no program to install new sidewalk or widen existing sidewalk



No Sidewalk

W. Albion Ave.



Non-Compliant Carriage Walk

W. Albion Ave.



Non-Compliant Sidewalk

⁴⁰
N. Le Mai Ave.



Compliant Sidewalk
with Parkway
N. Lincoln Ave.



Compliant Sidewalk
without Parkway
N. Crawford Ave.

Sidewalk Assessment

Rating	No.	No. (%)
Compliant Intersection	76	20
Non-Compliant Intersection	298	80
TOTAL	374	

- The minimum improvement needed to meet ADA requirements is to bring intersections with existing sidewalks into compliance
- This work would be done in conjunction with road resurfacing
 - The cost of this has been rolled into the overall road program cost

Sidewalk Assessment

Rating	Length (mi)	Length (%)
Compliant Sidewalk	32.2	34
Non-Compliant Sidewalk	50.1	52
No Sidewalk	13.6	14
TOTAL	95.9	

- The ADA does not require sidewalks to be installed where they do not currently exist
- The non-compliant sidewalks are too narrow (min. 4 feet)
 - Widening all non-compliant sidewalks would cost \$16.6 million
 - Widening existing sidewalks would affect the character of the neighborhood

VILLAGE OF LINCOLNWOOD

COOK COUNTY, ILLINOIS

SIDEWALK ASSESSMENT

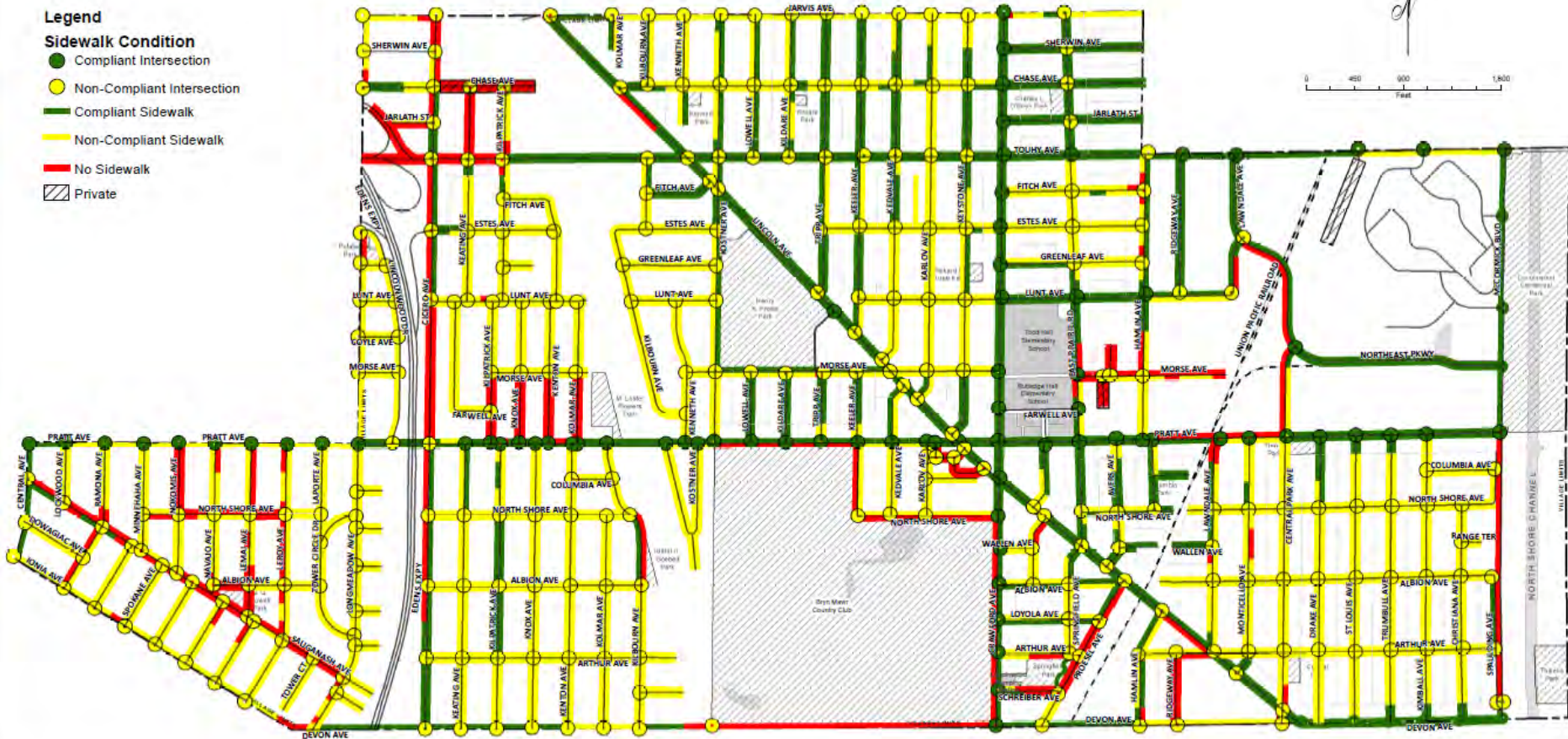
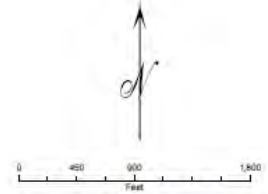
2017



Legend

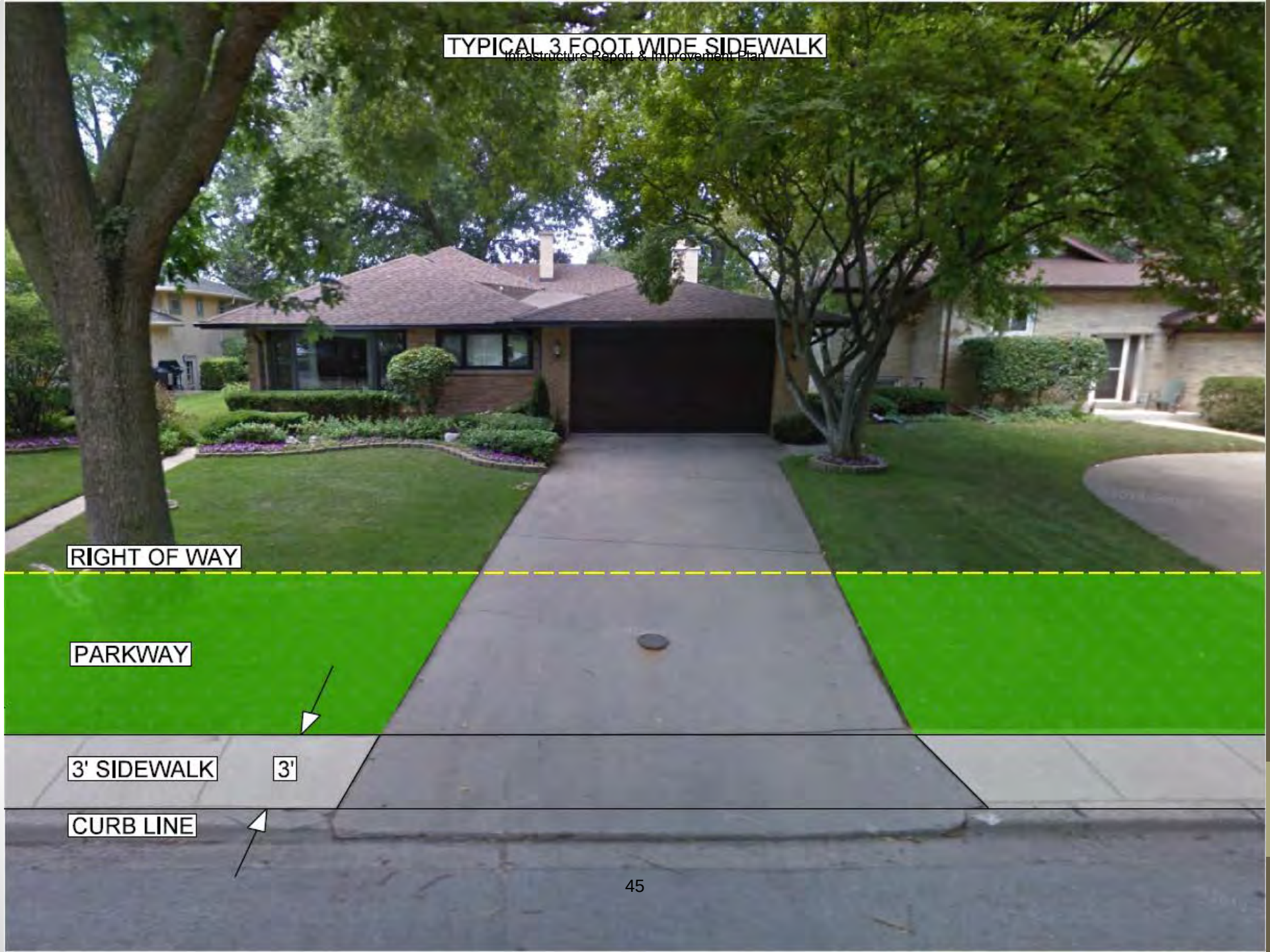
Sidewalk Condition

- Compliant Intersection
- Non-Compliant Intersection
- Compliant Sidewalk
- Non-Compliant Sidewalk
- No Sidewalk
- ▨ Private



TYPICAL 3 FOOT WIDE SIDEWALK

Infrastructure Report & Improvement Plan



RIGHT OF WAY

PARKWAY

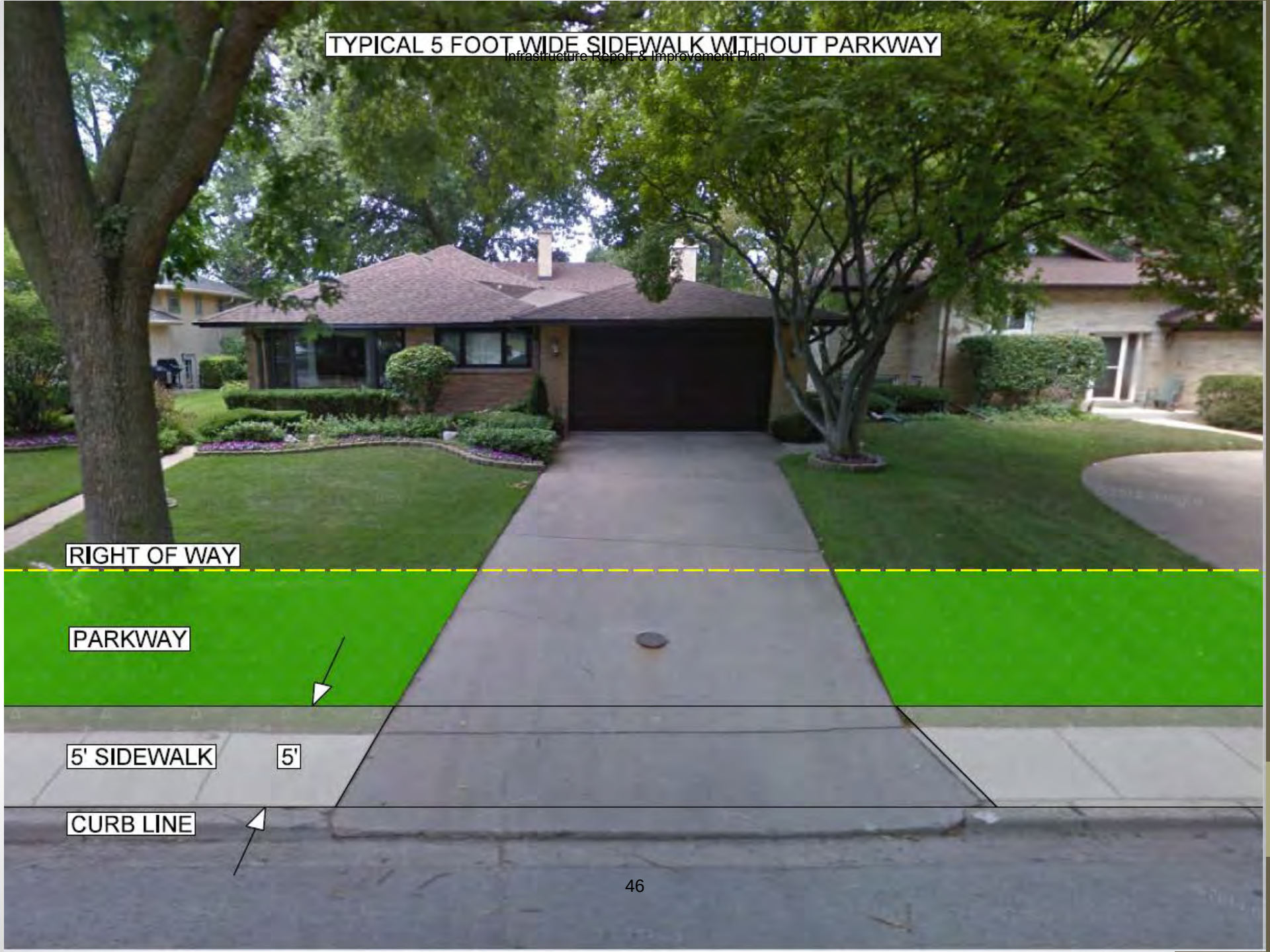
3' SIDEWALK

3'

CURB LINE

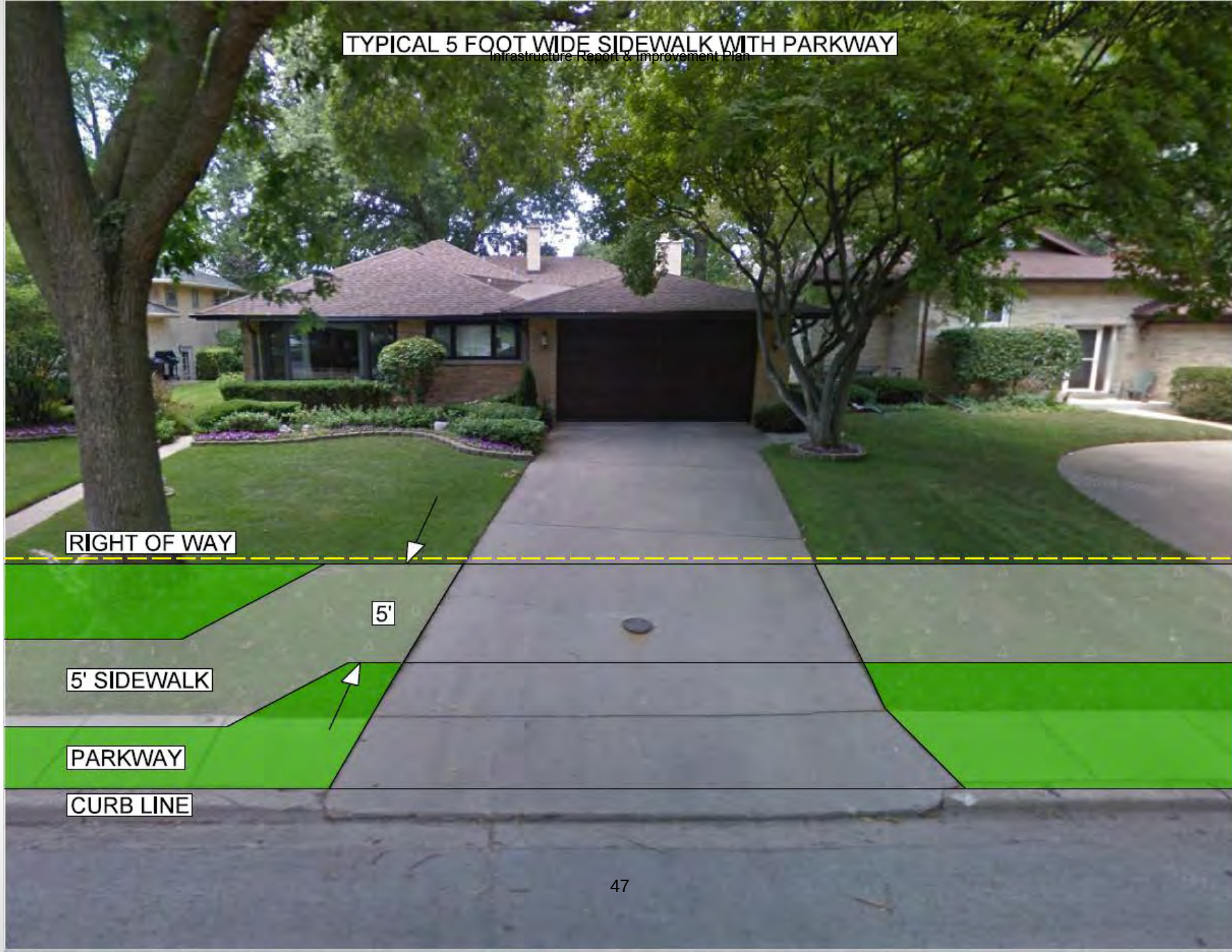
TYPICAL 5 FOOT WIDE SIDEWALK WITHOUT PARKWAY

Infrastructure Report & Improvement Plan



TYPICAL 5 FOOT WIDE SIDEWALK WITH PARKWAY

Infrastructure Report & Improvement Plan



Surrounding Communities Sidewalk Infill Programs

Infrastructure Report & Improvement Plan

Municipality	Does the Community have a Sidewalk Infill Program	Percent of Resident Support Required for an Infill Sidewalk
Glenview	Yes	66.7%
Highland Park	Yes	75%
Morton Grove	No	N/A
Northbrook	Yes	50%
Park Ridge	No	N/A
Skokie	Yes	50%
Winnetka	Yes	66.7%

Infill Program Options

- 14% of the Village's rights-of-way do not have sidewalks
- Infilling sidewalks in all of these areas would cost approximately \$3.2 million
- Neighboring communities that have infill programs seek resident support prior to installing a sidewalk
 - Prior to the start of a project, letters are sent to the properties on a block seeking feedback on whether a sidewalk is desired
 - Staff recommends a 2/3 majority of property owners supporting before installing a sidewalk

Sidewalk Summary

- Typical Replacement Section
 - Install concrete sidewalk (5" thick) & stone (2" thick)
 - Detectable warning panel at start/end of intersection crosswalks
- Issues
 - Widening all of the existing sidewalk would cost \$16.6 million
 - Widening and installing new sidewalk improves safety for pedestrians, but also affects the character of the neighborhood as parkway trees and private landscaping would need to be removed to accommodate the walkway
- Recommended Improvements
 - Perform sidewalk infill program as part of roadway resurfacing upon receipt of neighborhood support (\$3.2 million)
 - Complete McCormick Blvd. west sidewalk (Pratt Ave. to Albion Ave.) with possible funding contributions through 2017 ITEP Grant

Program Summary

Program	Sidewalk Gaps
Proposed Duration	10 Years
Estimated Total Program Cost	\$3.2 Million
Estimated Annual Program Cost	\$320,000
Estimated Annual Cost per Resident (over 20 years)	\$12.71
End Goal	Fill sidewalk gaps where there is neighborhood support

WATER MAIN PROGRAM

Water Main Evaluation

- Infrastructure Assessment Scope
 - In 2015, CBBEL updated the Village's existing water system model
- Using WaterGEMS modeling software, CBBEL was able to create a matrix for evaluating the water mains based on
 - Number of Breaks
 - Pavement Condition
 - Age
 - Fire Flow
 - Size
 - Material

Water Main Age

Decade Constructed	Length (mi)	% Total
1920	31.4	55%
1950	1.7	3%
1960	2.9	5%
1970	0.6	1%
1980	4.4	8%
1990	9.3	16%
2000	4.6	8%
2010	2.3	4%
TOTAL	57.2	

Water Main Installation by Decade



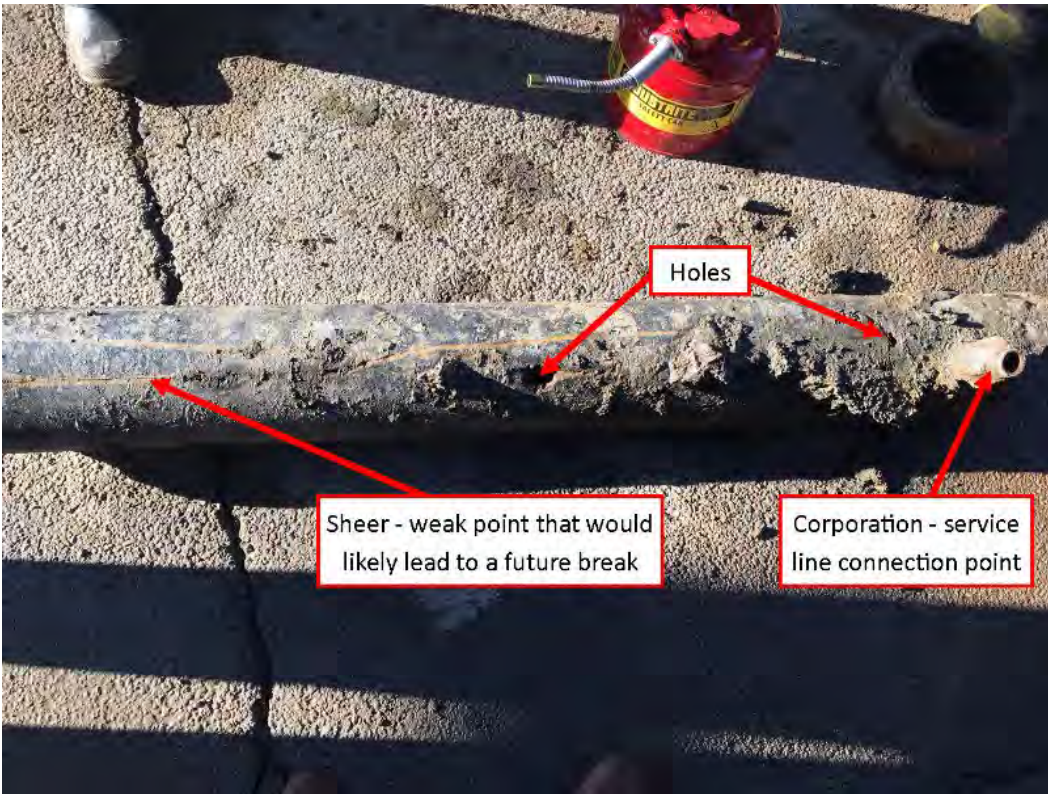
Installation Decade

1920s 1960s 1980s 2000s
1950s 1970s 1990s 2010s

Water Mains Installed in 1920s



Aging Infrastructure



Water Main Failures
7000 Block of East Prairie Rd.



Deteriorated Pipe
3600 Block of Pratt Ave.

Water Main Breaks Per Year

Year	No. of Breaks
2018 (YTD)	8
2017	13
2016	7
2015	9
2014	25
2013	18
2012	17
2011	16
2010	13

Water Main Assessment

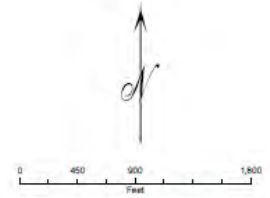
Rating	Length (mi)	Length (%)
Good	22.3	40
Average	8.8	15
Fair	15.6	27
Poor	10.5	18
TOTAL	57.2	

VILLAGE OF LINCOLNWOOD

COOK COUNTY, ILLINOIS

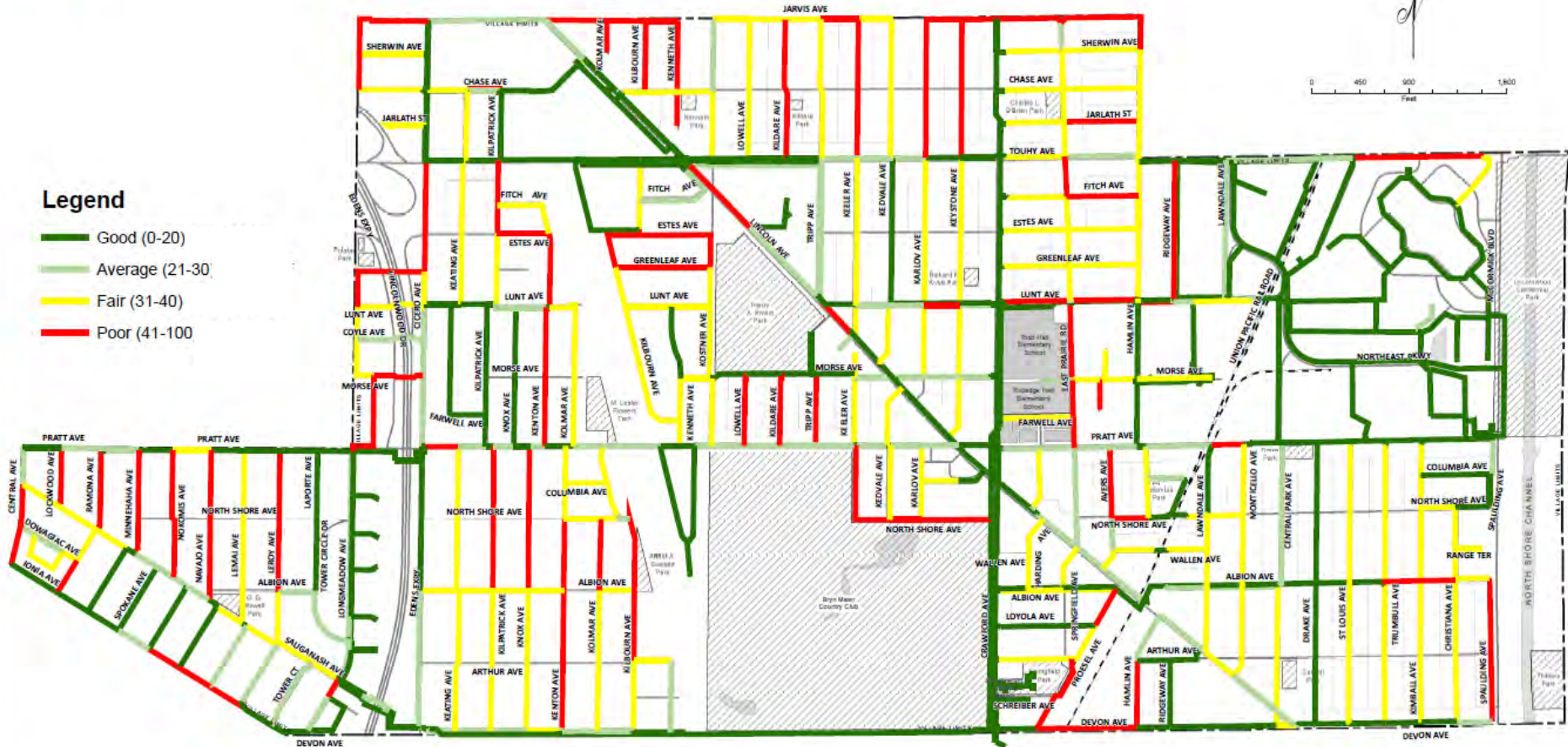
WATER MAIN ASSESSMENT

2017



Legend

- Good (0-20)
- Average (21-30)
- Fair (31-40)
- Poor (41-100)

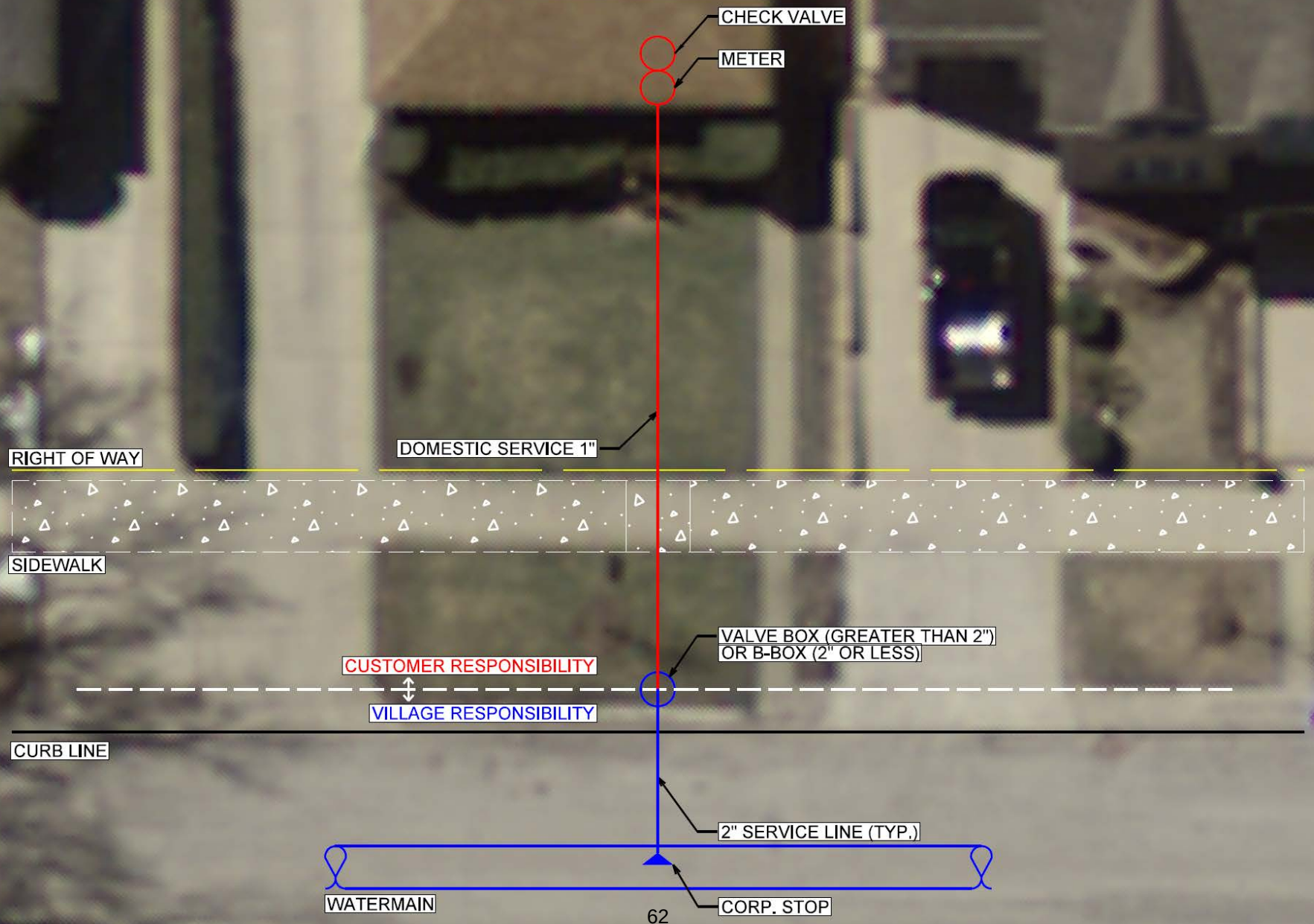


Water Main Summary

- Typical Replacement Section
 - Typically 8" ductile iron main (size will vary)
 - New 1" water service up to B-Box/Meter Pit, tie into existing service on private side of B-Box/Meter Pit
 - Valves, fire hydrants
 - Asphalt pavement patch over trenching locations in roadway
- Recommended Improvements
 - Replace POOR mains first (\$7.8M)
 - Selecting water main replacement in conjunction with pavement condition

TYPICAL RESIDENTIAL WATER SERVICE

Infrastructure Report & Improvement Plan



Water Service Lines

- Water main replacement projects typically include replacement of service lines from the main to the property line
- The IEPA strongly encourages that lead service lines be completely replaced
- Service Line Replacement Options
 1. Village replace the entire service line (\$1,500 ea., \$5.7 million for the entire system)
 2. Resident replace their section of the service line, using the Village's contractor
 - **Staff recommendation**

Program Summary

Program	Water Main Replacement
Proposed Duration	8 Years
Estimated Total Program Cost	\$7.8 Million
Estimated Annual Program Cost	\$975,000
Estimated Annual Cost per Resident (over 20 years)	\$30.98
End Goal	All Water Mains Rated as “Poor” Replaced

ALLEY PROGRAM

Alley Evaluation

- Infrastructure Assessment Scope
 - CBBEL performed a visual analysis of all Village owned alleys
- Using a qualitative analysis, alleys were rated based on
 - Rideability
 - Pavement Condition
 - Drainage



Good Alley

N of W. Devon Ave. (W of N. Trumbull Ave.)



Average Alley

N of W. Touhy Ave.



Fair Alley

N of W. Devon Ave. (E of N. Trumbull Ave.)



Poor/Unpaved Alley

N of W. Pratt Ave.

Alley Assessment

Rating	Length (mi)	Length (%)
Good	0.1	1
Average	0.7	7
Fair	0.8	9
Poor (Unpaved)	7.5	83
TOTAL	9.1	

Alley Assessment (Commercial)

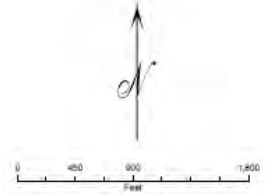
Rating	Length (mi)	Length (%)
Good	0.1	4
Average	0.4	27
Fair	0.8	60
Poor (Unpaved)	0.1	9
TOTAL	1.4	

VILLAGE OF LINCOLNWOOD

COOK COUNTY, ILLINOIS

ALLEY ASSESSMENT

2017

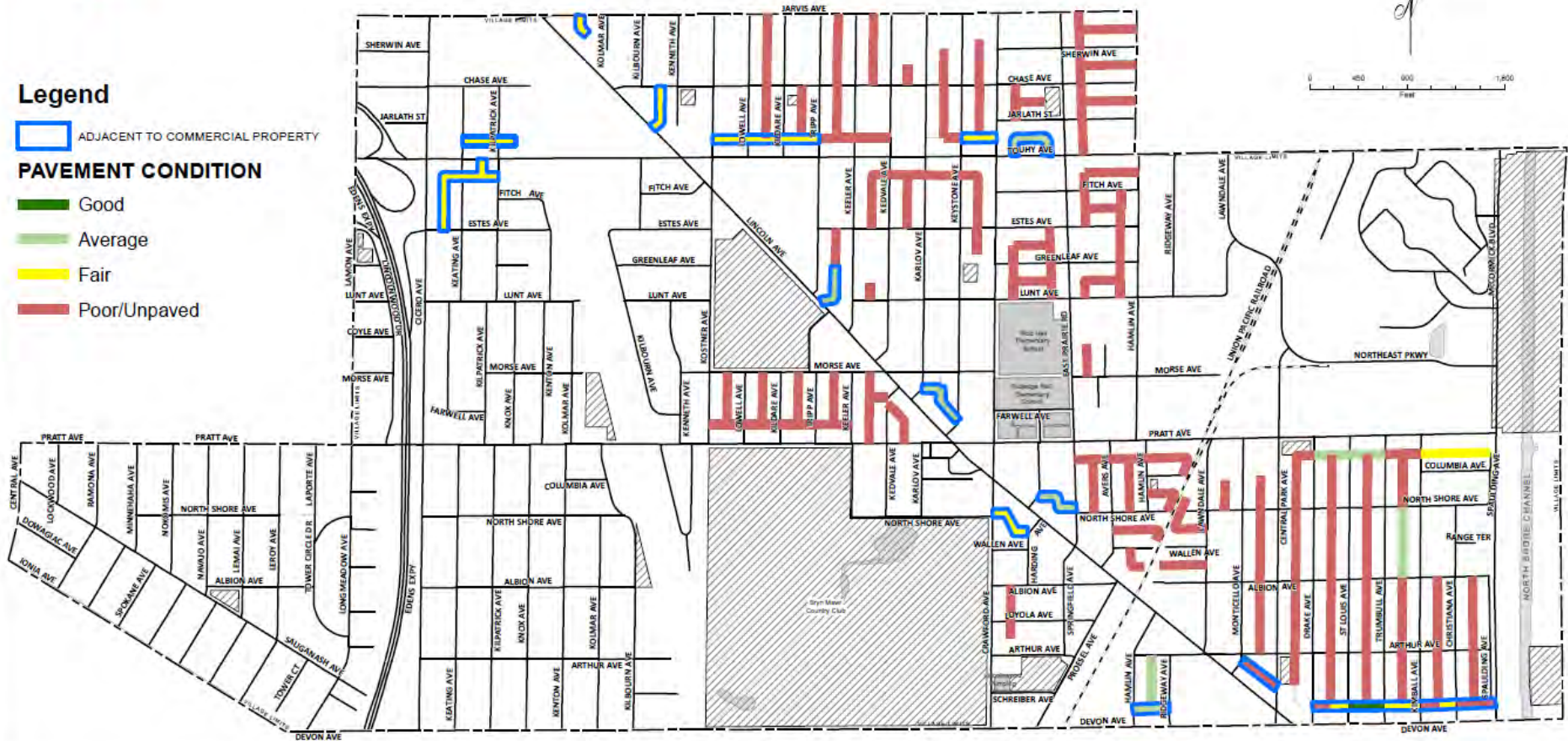


Legend

 ADJACENT TO COMMERCIAL PROPERTY

PAVEMENT CONDITION

- Good
- Average
- Fair
- Poor/Unpaved



Alley Summary

- Typical Replacement Section
 - Excavate 14" of existing gravel alley
 - Install concrete (8" thick) & stone (6" thick)
 - Replace 2' of driveway to garages
 - Minor drainage improvements
- Replacement Options
 - Asphalt cost may be less than concrete, but will require more maintenance, and have a shorter life
- Recommended Improvements
 - Resurface existing asphalt alleys (\$770,000)
 - Convert existing alleys in commercial areas that are gravel or contiguous to a gravel alley to concrete (\$634,000)
 - Alley North of Devon from Drake to McCormick, alley north of Lincoln from Monticello to Central Park

Program Summary

Program	Alley Paving
Proposed Duration	10 Years
Estimated Total Program Cost	\$1.4 Million
Estimated Annual Program Cost	\$140,000
Estimated Annual Cost per Resident (over 20 years)	\$5.56
End Goal	Commercial Alleys Paved, Paved Alleys Resurfaced

Next Steps

- Staff is seeking feedback on the proposed infrastructure program

Program	Estimated Total Cost
Roadway Resurfacing	\$34,700,000
Sidewalk Infill	\$3,200,000
Alley Improvement	\$1,400,000
Water Main Replacement	\$7,800,000
Total	\$47,100,000
Estimated Annual Cost per Resident (Over 20 Years)	\$187.06

- If the Committee does not object to the scope of the program, a meeting will be scheduled to discuss funding options

Village of Lincolnwood Infrastructure Committee

April 12, 2018

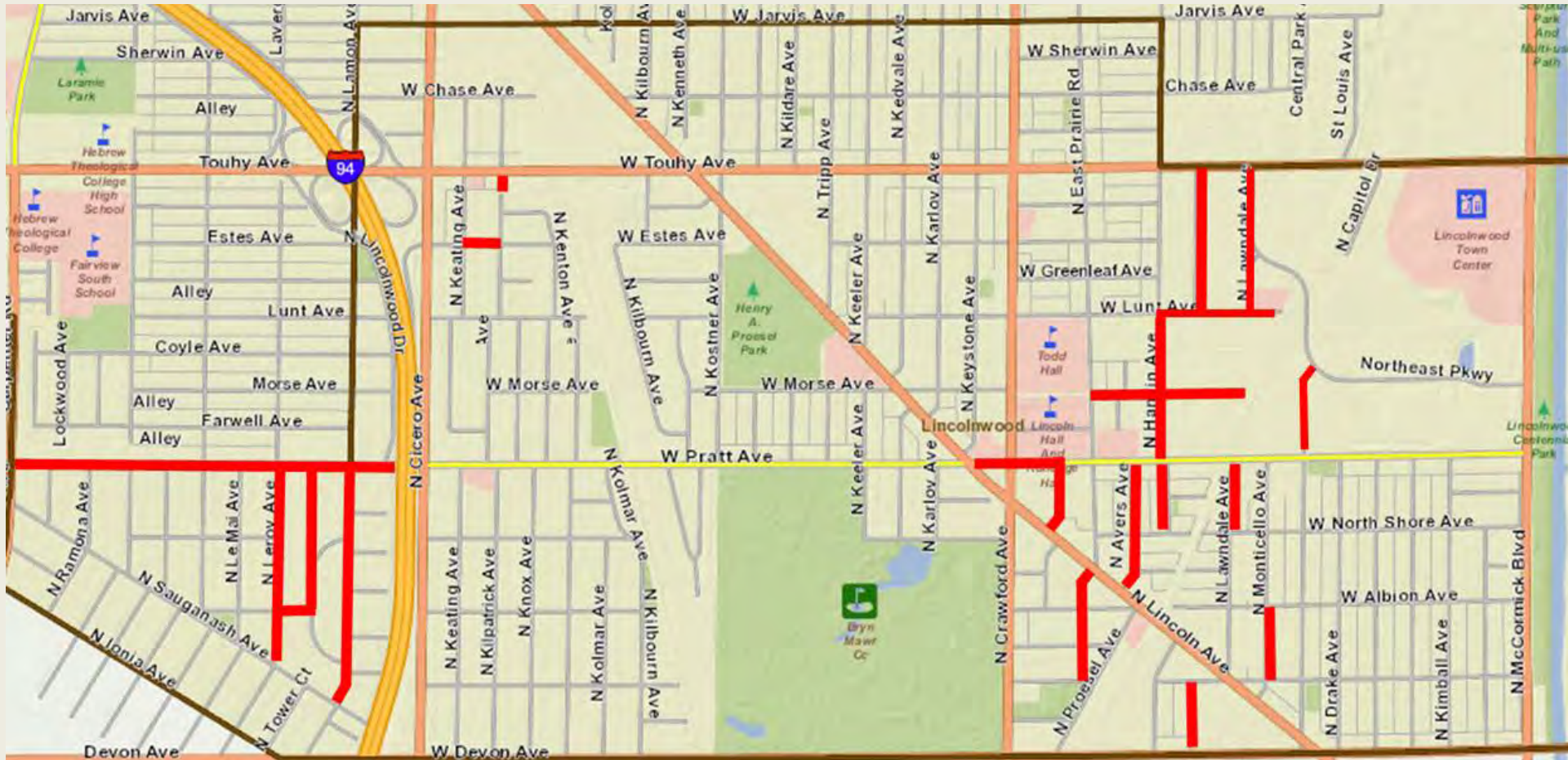
Follow Up from Previous Meeting

- Review the estimated quantity of streets which would need total reconstruction and include an assumption in the overall program cost
- Verify anticipated roadway lifespan
- Review narrow carriage walks for possible removal
- Evaluate hiring an in-house crew to perform roadway work
- Evaluate the cost of replacing all 1920s water mains
- Demonstrate how cost estimates were developed

Reconstruction Assumption

- 1997-2002 roadway program
 - Approx. 10% of the streets were reconstructed
 - 4% included streets that were widened and Pratt Ave
 - 6% were reconstructed due to poor roadway conditions
- Village Engineer estimates 5% may require reconstruction
 - Based on age of streets (16-21 years old)
 - Quantity of streets reconstructed during the last program
- Reconstruction assumption adds **\$1.45 million** to the overall program cost estimate

1997-2002 Reconstruction



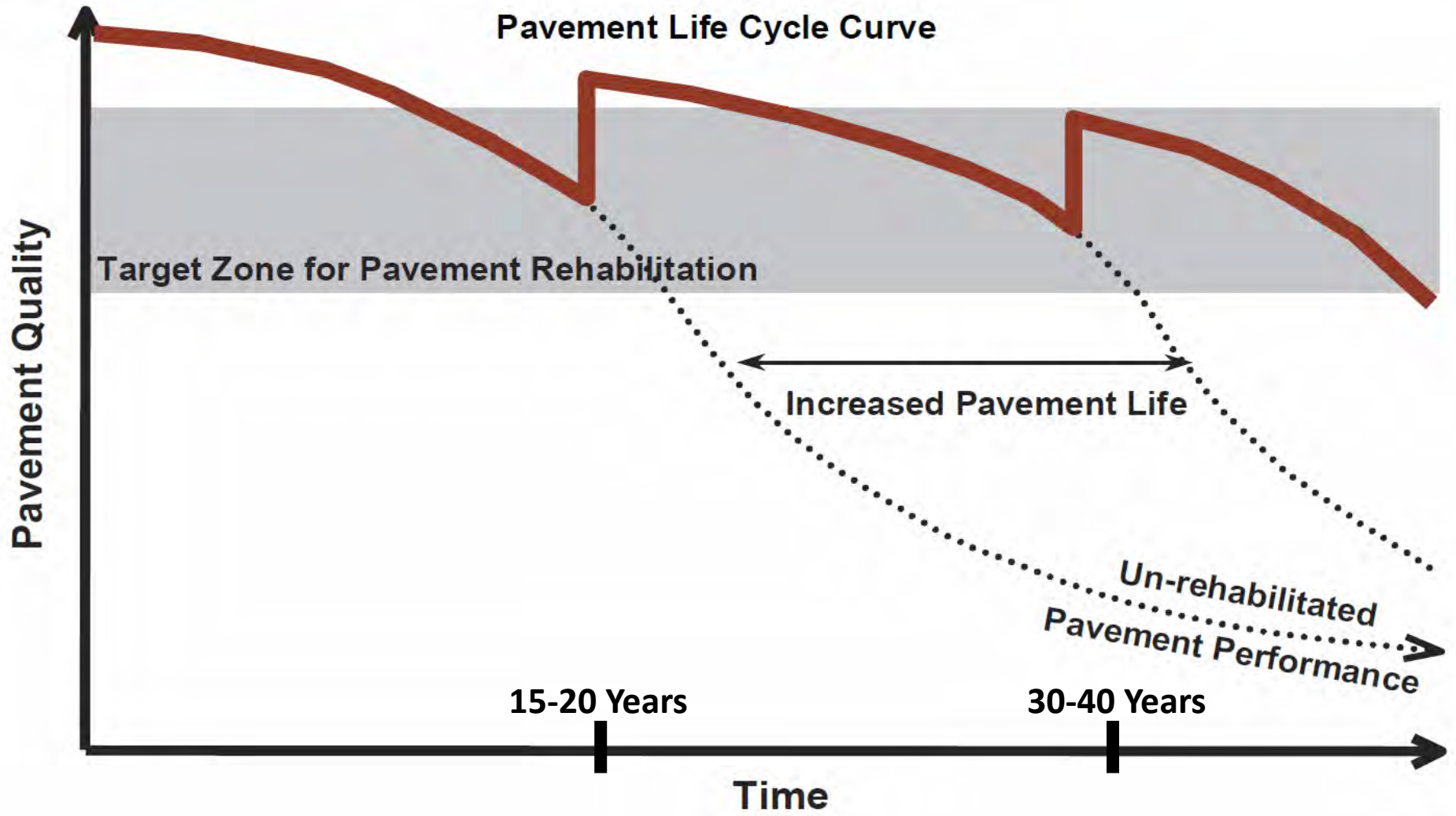
■ Reconstructed Street

Roadway Lifespan

Surrounding Community Resurfacing Cycle

Community	Resurfacing Cycle Goal
Glenview	20 Years
Morton Grove	15-17 Years
Niles	As Needed
Park Ridge	20 Years
Skokie	20 Years

- IDOT's Bureau of Design Manual calls for asphalt pavement to be designed for a 20 year life
- Engineering experience states that 20 years is the average life
 - Weather and the volume and type of traffic can affect the actual life of a road's surface⁷⁸





Good Pavement – Resurfaced in 2016
W. Pratt Ave. (W of N. Crawford Ave.)



Average Pavement – Resurfaced in 2011
W. Pratt Ave. (E of N. Crawford Ave.)



Fair Pavement – Resurfaced in 2002
N. Navajo Ave.



Poor Pavement – Reconstructed in 2000
N. Longmeadow Ave.

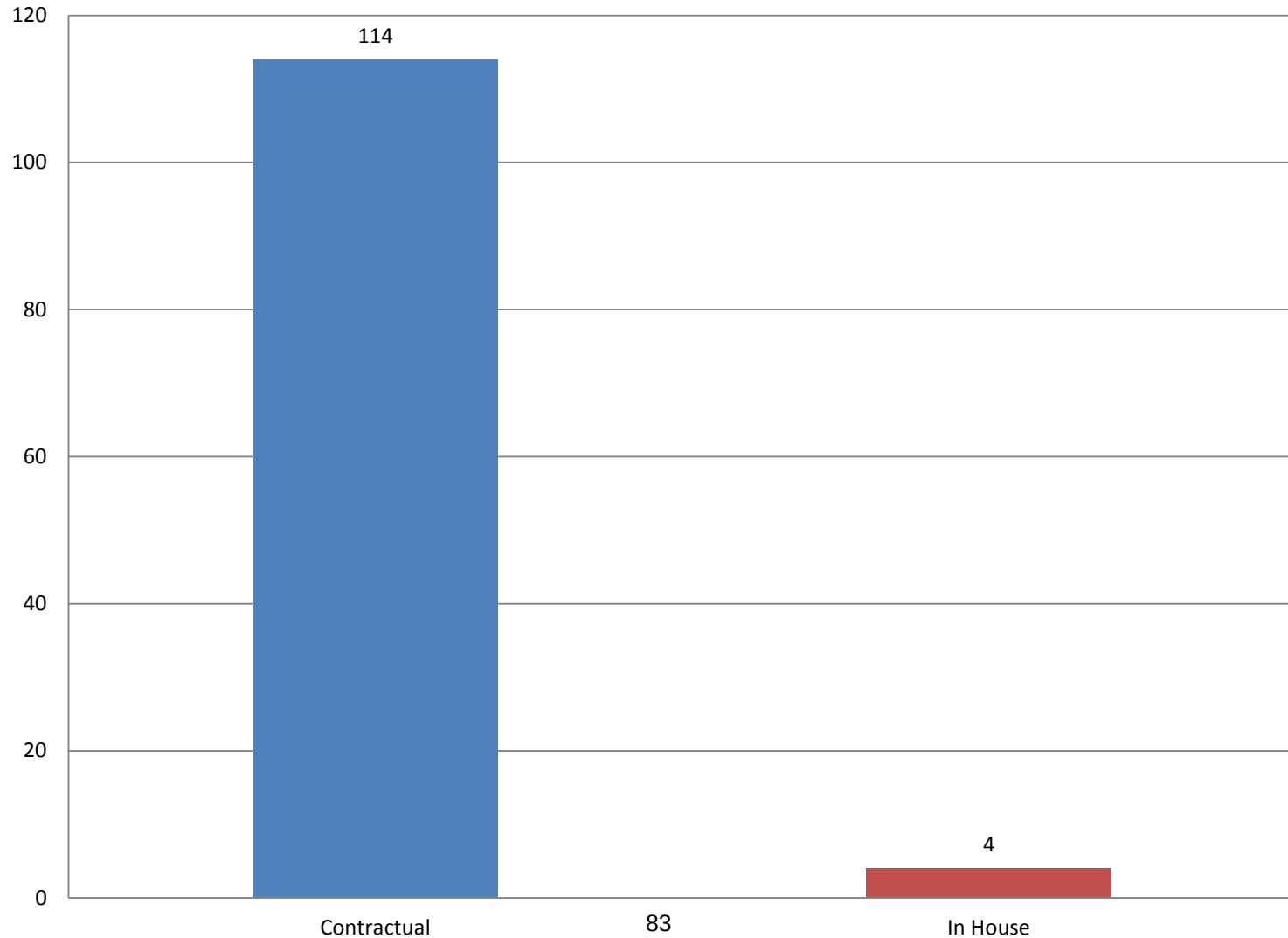
Narrow Carriage Walks



Narrow Carriage Walk Removal

- The sidewalk survey focused on compliant vs. non-compliant width and measurements of each sidewalk were not taken
 - Since the last meeting, a sample of streets was taken and extrapolated to the entire community
- Village Engineer estimates 8%-10% of the non-compliant carriage walk is 1-2 feet in width
- Removal is estimated to cost **\$400,000**
 - Removal cost is in addition to the roadway program
- Staff recommends not moving forward with removal

No. of Municipalities that Resurface Roadways In-House vs. Contractually Municipalities in Cook and Lake Counties



In-House Paving Crew

No. and Classification of Employees

Employee Class	Status	Qty.	Responsibilities
Superintendent	Full Time	1	Oversee and coordinate the work of the crew. Supervise the work of the full time staff during the non-construction season.
Coordinator	Full Time	1	Coordinate resident correspondence and respond to resident inquiries. Manage the payment of invoices associated with material purchase and equipment leasing.
Mechanic	Full Time	1	Maintain equipment associated with the roadway improvement program.
Equipment Operators	Full Time	3	Operate paving equipment, rollers, grinder, Gradall, and skid steer. Pour and form concrete. During the non-construction months, they would assist with other Departmental operations.
Laborer	Seasonal	2	Assist with paving operations, rake asphalt, assist with setting up concrete forms, and perform traffic control.
Truck Drivers	Seasonal	8	Haul asphalt from the asphalt plant to the job site. Haul spoils from the job site to the dump.

Annual Cost: Approx. \$1.4 million

In-House Paving Crew

Equipment and Materials

Equipment (Most is Rented)

- Paver
- Roller (x2)
- Dump Trucks (x8)
- Grinder
- Skid Steer (w/ grinder attachment)
- Gradall
- Traffic Control Equipment (e.g. barricades, arrow boards, message boards)
- Small Tools

Annual Cost: Approx. \$400,000

Materials

- Asphalt
 - Surface Course
 - Polymerized Level Binder
- Concrete for Curbs and Sidewalk
- Stone
- Sod
- Pavement Markings
- Frames for Sewer Structures
- Tipping Fees for Material Disposal
- Fuel

85 Annual Cost: Approx. \$1.4 million

In-House Paving Crew Facility

- The Public Works Facility does not have sufficient space to house 16 employees and all of the required equipment and materials
- Approx. 20,000 square feet of industrial warehouse space will be needed
- Annual Cost: \$120,000 (leased)

In-House vs. Contractual Paving

Summary of Annual Costs

Item	In-House	Contractual
Labor	\$1,400,000	
Equipment	\$400,000	
Materials	\$1,400,000	
Facility	\$120,000	
Total Cost	\$3,320,000	
		\$2,775,000

Whether the work is done in-house or via contractual assistance, engineering will still need to be procured to develop design plans and oversee construction to ensure conformance with the plans

Benefits of In-House Paving

- Flexibility of the crew
 - The crew could be reassigned to do other work (other than paving) or be quickly assigned to take on special paving projects (e.g. large scale bike path patching)
- Village control over the crew
 - The crew would be the Village's employees and required to adhere to our policies and procedures

Challenges with In-House Paving

- Quality of product - paving is limited to a short period of time each year so they are less skilled than a contractor
- Quantity of production - staff does the work less frequently so they are less efficient than a contractor
- If staff is reallocated to non-paving work, it may not be the best use of Village resources due to higher labor costs

Challenges with In-House Paving Cont.

- The Village's paving operations are expected to last 5 months each year, hiring highly qualified seasonal staff will be difficult since they would be able to work for a longer period of time in the private sector
- Warehouse space will need to be rented or a new facility constructed to store vehicles, tools, materials, and traffic control equipment
- The ability to use Motor Fuel Tax funds would be limited due to the State's requirement to competitively bid material costs
 - The chosen supplier could be located far away, which could lead to a loss in material as the asphalt cools and a loss in productivity as the truck drivers drive a long distance

1920s Water Main Replacement

Rating	Miles	Percent	Replacement Cost
Good	2.1	6.5%	\$1,800,000
Average	5.7	17.8%	\$4,800,000
Fair	14.9	46.4%	\$11,040,000
Poor	9.4	29.3%	\$7,010,000
Total	32.1		\$24,650,000

Funding options for the replacement of additional water mains will be discussed later in the presentation

Cost Estimate Development

- Cost estimates are based on similar projects recently bid by CBBEL
 - Include design, construction oversight, and contingency costs

Roadway Program (Cost per Linear Foot)					
Type of Work	Material & Labor	Design 5%	Oversight 10%	Contingency 10%	Total Cost per LF
Resurface	\$128.00	\$6.40	\$12.80	\$12.80	\$160.00
Reconstruction	\$256.00	\$12.80	\$25.60	\$25.60	\$320.00

Roadways includes the cost for the following items:

- Street Resurfacing
- Spot Curb Replacement (30% of block)
- Spot Sidewalk Replacement (5% of block)
- ADA Improvements at Intersections

Cost Estimate Development Cont.

Sidewalk Program (Cost per Linear Foot)					
Type of Work	Material & Labor	Design 5%	Oversight 10%	Contingency 10%	Total Cost per LF
Remove/Replace	\$50.22	\$2.51	\$5.02	\$5.02	\$62.78
Install New	\$35.95	\$1.80	\$3.60	\$3.60	\$44.94
Remove Carriage Walk	\$13.33	\$0.67	\$1.33	\$1.33	\$16.66

Sidewalks includes the cost for the following items:

- Remove and replace existing sidewalks (i.e. widen to compliant width)
- Installation of new sidewalks (i.e. infill program)
- Removal of carriage walks

Cost Estimate Development Cont.

Alley Program (Cost per Linear Foot)					
Type of Work	Material & Labor	Design 10%	Oversight 10%	Contingency 10%	Total Cost per LF
Asphalt	\$76.92	\$7.69	\$7.69	\$7.69	\$100.00
Concrete	\$256.15	\$25.62	\$25.62	\$25.62	\$333.00

Alleys includes the cost for the following items:

- Resurfacing of asphalt alleys
- Conversion of alleys to concrete

Cost Estimate Development Cont.

Water Main Program (Cost per Linear Foot)					
Type of Work	Material & Labor	Design 5%	Oversight 10%	Contingency 10%	Total Cost per LF
8-inch	\$110.00	\$5.50	\$11.00	\$11.00	\$140.00
10-inch	\$150.00	\$7.50	\$15.00	\$15.00	\$190.00
12-inch	\$200.00	\$10.00	\$20.00	\$20.00	\$250.00
16-inch	\$300.00	\$15.00	\$30.00	\$30.00	\$380.00
18-inch	\$350.00	\$17.50	\$35.00	\$35.00	\$440.00
20-inch	\$400.00	\$20.00	\$40.00	\$40.00	\$500.00

Water Mains includes the cost for the following items:

- Installation of various sized water mains
- Replacement of water services for which the Village is responsible

Infrastructure Program Goals

Discussed on 3/15/18

- Establish a resurfacing cycle for all residential streets
- Infill sidewalks where there is neighbor support
- Convert gravel alleys adjacent to commercial uses to pavement and resurface existing asphalt alleys
- Replace all water mains rated as “Poor”

Program Cost Summary

Program	Annual Cost*	Total Cost
Road Resurfacing	\$3,470,000	\$34,700,000
Recon. Assumption	\$145,000	\$1,450,000
Sidewalk Infill	\$320,000	\$3,200,000
Alley Program	\$140,000	\$1,400,000
<u>Road Funds Total</u>	<u>\$4,075,000</u>	<u>\$40,750,000</u>
Water Main Replacement	\$780,000	\$7,800,000
<u>Total – All Funds</u>	<u>\$4,855,000</u>	<u>\$48,550,000</u>

*Annual costs are an average over 10 years and may be different based on the actual projects selected for each individual year

PROGRAM FUNDING

ROADWAY IMPROVEMENT PROGRAM

Program Funding

- 2007 Program: “Pay-As-You-Go”
 - \$600,000 annually, across 41 miles
 - Will not address all Lincolnwood roads until 2077
 - Some roads will reach almost four times their life cycle on this schedule
- A combination of bonds and revenue enhancements will be needed to fund the proposed 10-year program
 - \$4.075 million per year (\$40.75 million total)
 - Current revenue would fund debt service on \$8 million in bonds
- The MFT and Transportation Improvement Funds currently have a combined fund balance of \$2.5 million

Funding Options

- Roadway program includes street resurfacing, alley improvements, and infilling sidewalk gaps
- \$40.75 million in expenditures– total over 10 years
 - Five bond issuances - \$8.25 million each
 - \$610,000 - \$3,175,000 in debt service
 - Each bond issuance adds approximately \$600,000 - \$660,000 in debt service
 - Existing revenue cannot support the debt service beyond the first bond issuance
- Water revenues cannot pay for road improvements that do not have a direct nexus to a water project
 - Water revenue could pay for the road patch over a new water main, but not the resurfacing of the rest of the street
- Special Service Areas (SSA) could be established for some improvements (e.g. alley paving)

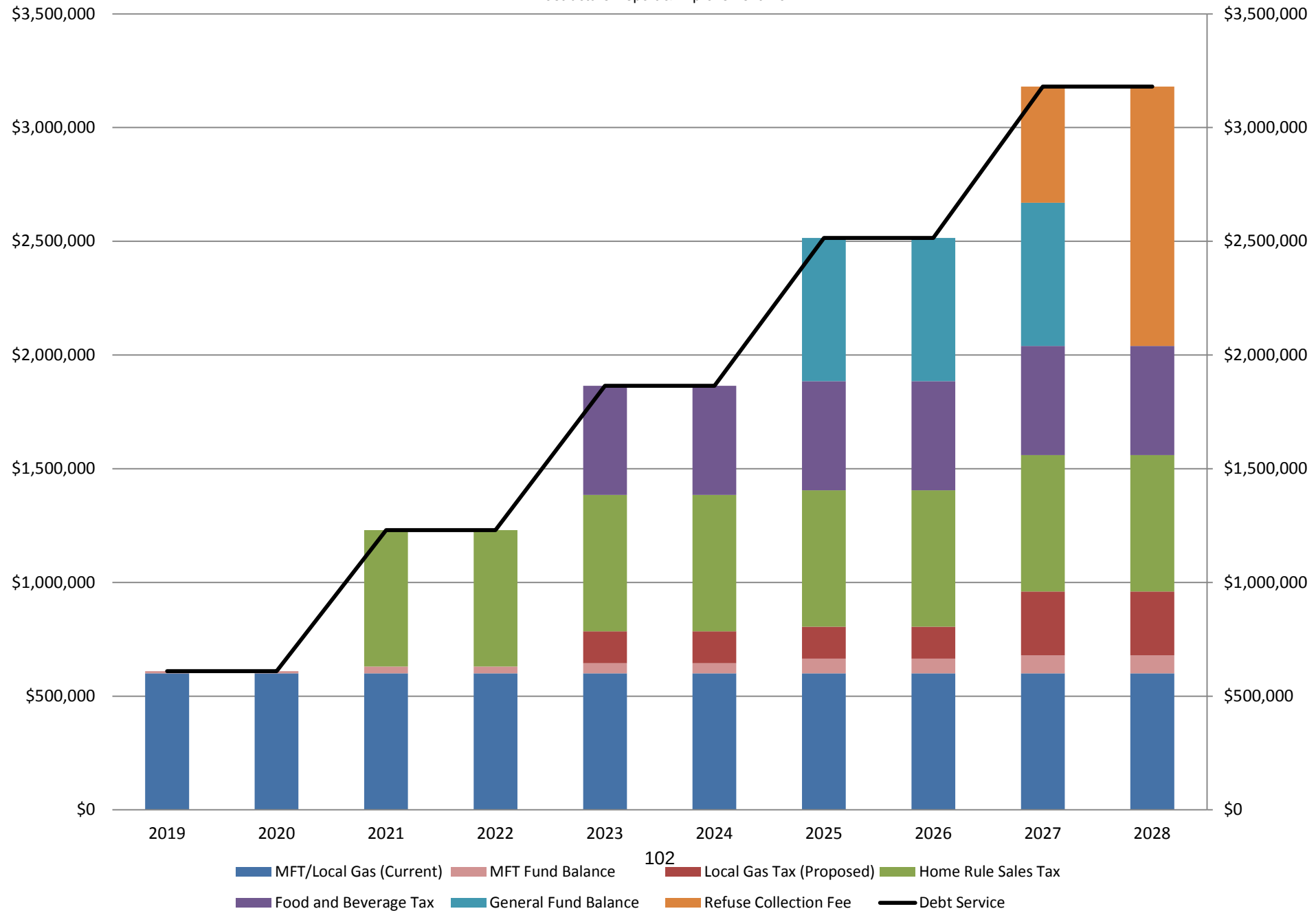
Revenue Enhancement Alternatives

Option	Current	Proposed Increase	Estimated Annual Additional Revenue
Home Rule Sales Tax	1%	0.25%	\$600,000
Local Gas Tax	\$0.05	\$0.01 per gallon	\$140,000
Food and Beverage Tax	1%	1%	\$480,000
Refuse Service Fee	Paid for with General Fund revenue	\$75 per quarter, phased in over four years	\$1,140,000 (after the fourth year)
Total Additional Revenue			\$2,360,000

- \$2.68 million additional revenue needed for Road Fund
 - Each bond adds \$600,000 - \$660,000 in debt service
 - 5 bonds are needed for all of the required improvements
- Before enhancing revenue, the Village will consider the current economic conditions and any development that may have occurred

Debt Service vs. Revenue Enhancement Options

Infrastructure Report & Improvement Plan



Home Rule Sale Tax

Surrounding Communities

Community	Rate
Chicago	1.25%
Evanston	1.00%
Glenview	0.75%
Lincolnwood	1.00%
Morton Grove	1.25%
Niles	1.25%
Skokie	1.25%

Local Gas Tax

Surrounding Communities

Community	Rate
Chicago	\$0.05
Evanston	\$0.04
Glenview	\$0.04
Lincolnwood	\$0.05
Morton Grove	\$0.04
Niles	\$0.04
Skokie	\$0.05

Food and Beverage Tax Surrounding Communities

Community	Rate
Chicago	0.25%
Evanston	n/a
Glenview	n/a
Lincolnwood	1.00%
Morton Grove	1.00%
Niles	1.00%
Skokie	2.00%

Refuse Service Fee

Infrastructure Report & Improvement Plan

Surrounding Communities

Community	Fee	Billing Method
Buffalo Grove	Yes	Hauler
Evanston	Yes	Hauler
Glencoe	Yes	Hauler
Glenview	Yes	Hauler
Highland Park	Yes	Hauler
Kenilworth	Yes	Hauler
Lincolnwood	No**	N/A
Morton Grove	Yes	Water bill
Mount Prospect	Yes	Water bill
Niles	No**	N/A
Northbrook	Yes	Hauler
Northfield	Yes	Hauler
Park Ridge	No**	N/A
Skokie	No*	N/A
Wilmette	Yes ¹⁰⁶	Water bill
Winnetka	No*	N/A

*In-House Collection

**General Fund

PROGRAM FUNDING

WATER MAIN REPLACEMENT PROGRAM

Water Main Replacement Program

- Program Goal: Replace all water mains rated as “Poor”
 - \$7.8 million total cost
- Pay as you go – 10 year program
 - \$780,000 per year
 - Current revenue is insufficient
- 20 year bonds
 - Four bond issuances
 - Anticipated start is 2021
 - Could be funded by wholesale water cost savings from purchasing water from Evanston
 - \$150,000 - \$620,000 for annual debt service
- The Water and Sewer Fund currently has a fund balance of \$1.8 million

Typical Water Bill

Account Statement

ACCOUNT INFORMATION

ACCOUNT: [REDACTED]
SERVICE ADDRESS: [REDACTED]
SERVICE PERIOD: 7/1/2017 to 9/30/2017
BILLING DATE: 10/3/2017
DUE DATE: 11/3/2017

METER READING

Serial No	Previous Reading		Current Reading		Cons
	Date	Reading	Date	Reading	
35289980	6/25/2017	749	9/24/2017	766	17

CURRENT CHARGES

WATER USAGE	147.73
CAPITAL IMPROVEMENTS	9.45
WATER METER FUND	4.50
DEBT SERVICE FUND	6.46
SEWER USE	17.00
TOTAL CURRENT CHARGES	185.14

Item	Rate
Water Usage	\$8.69
Debt Service	\$0.38
<u>Sewer Use</u>	<u>\$1.00</u>
Total Variable Fees	\$10.07
Capital Improvements	\$9.45
<u>Water Meter Fund</u>	<u>\$4.50</u>
Total Fixed	\$13.95

Evanston Supply Rates

Infrastructure Report & Improvement Plan

(Per 1,000 Gallons)

Year	Rate
2019	\$1.44
2020	\$1.60
2021	\$1.63
2022	\$1.82
2023	\$1.86

- Village Board is considering a 39 year water supply agreement with the City of Evanston
- A transmission main needs to be constructed to the connection point in Evanston (North Shore Channel and Oakton Street)
 - Route study is ongoing
 - Estimated cost: \$10.5 million
- Total Estimated Annual Savings: \$1.2 million
 - Remaining Savings after debt service for transmission main: **\$500,000**

Water Rate Scenarios

- Three scenarios concerning the Village's water rate were considered
 - Option 1: Stabilize the rate through 2023
 - Option 2: Reduce the rate by 5%, then stabilize through 2023
 - Option 3: Reduce the rate by 10%, then stabilize through 2023
- Rate reduction would only apply to the water user charge
- Following the stabilization period, the Village would increase rates at the same percentage as Evanston
 - Typically 2% annually

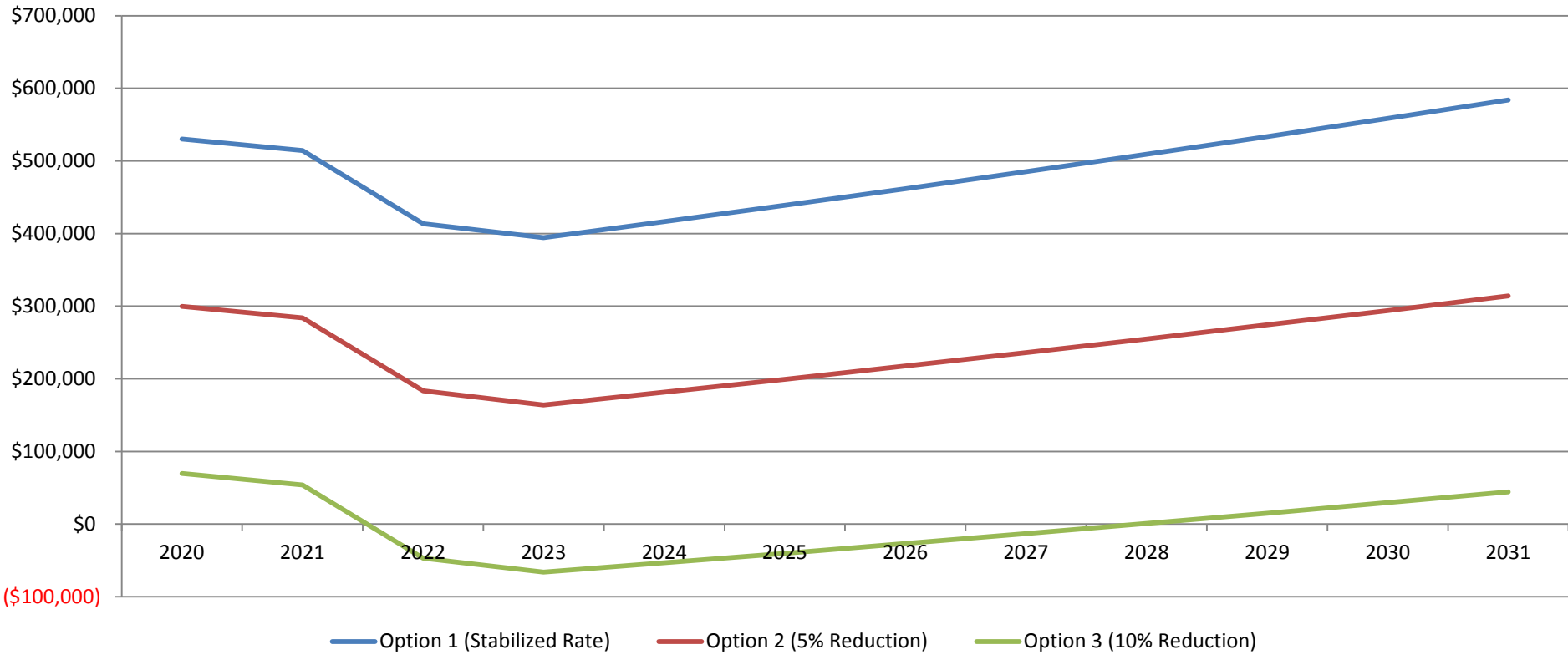
Effect of Water Rate Scenarios on Typical Water Bill

Infrastructure Report & Improvement Plan

- Current total bill: \$185.14

Scenario	Savings	New Total Bill
Option 1 (Stabilize Rate)	\$0	\$185.14
Option 2 (5% Reduction)	\$7.39	\$177.76
Option 3 (10% Reduction)	\$14.77	\$170.37

Estimated Water Purchase Savings (Less Transmission Main Debt Service)



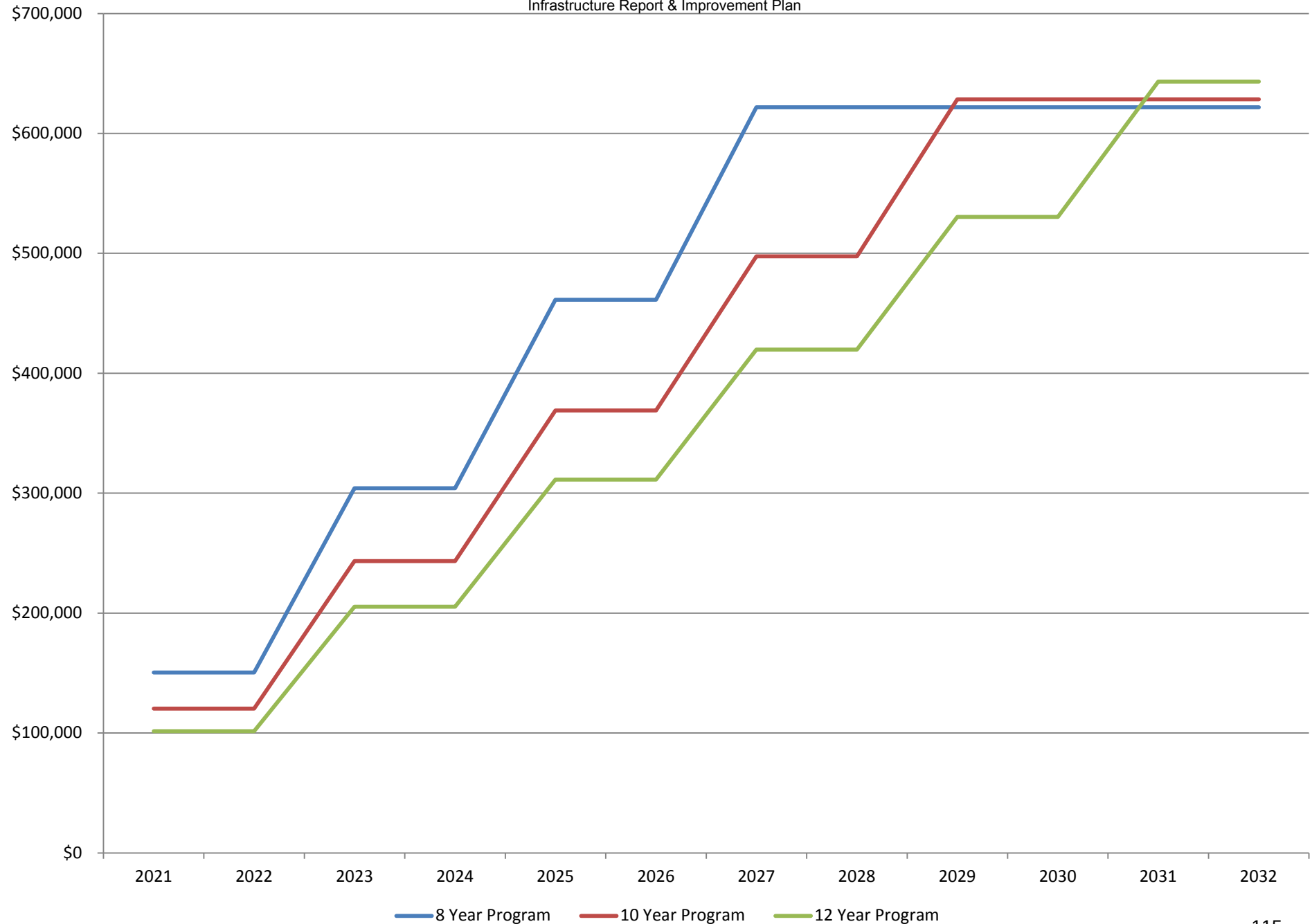
Reducing rates by 10% provides insufficient funds to pay for the transmission main

Water Purchase Cost Savings

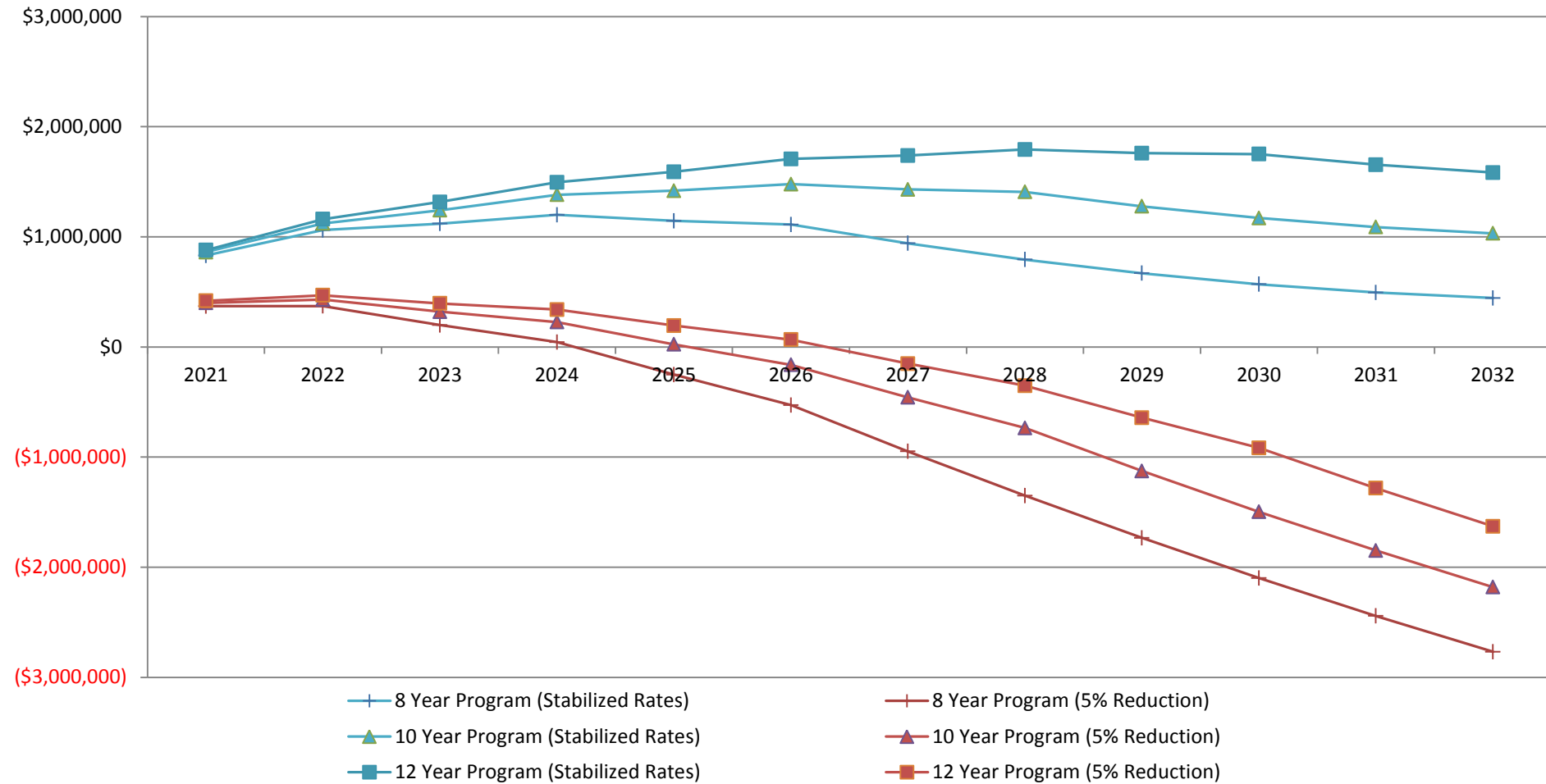
- Total Water Main Replacement Cost: \$7.8 million
- Sufficient funds will not be available to pay-as-you-go
- Water main program will start 1-2 years after the roadway program to allow for the connection to Evanston to be completed
- Three bonding scenarios were evaluated
 - Four issuances (8 year water main program, 10 year overall program)
 - Five issuances (10 year water main program, 12 year overall program)
 - Six issuances (12 year water main program, 14 year overall program)

Bond Issuance Options – 8, 10, and 12 Year Programs

Infrastructure Report & Improvement Plan



Ending Fund Balance - Comparing Program Lengths



If rates are reduced by 5%, larger rate increases will be needed to provide sufficient funds for debt service obligations

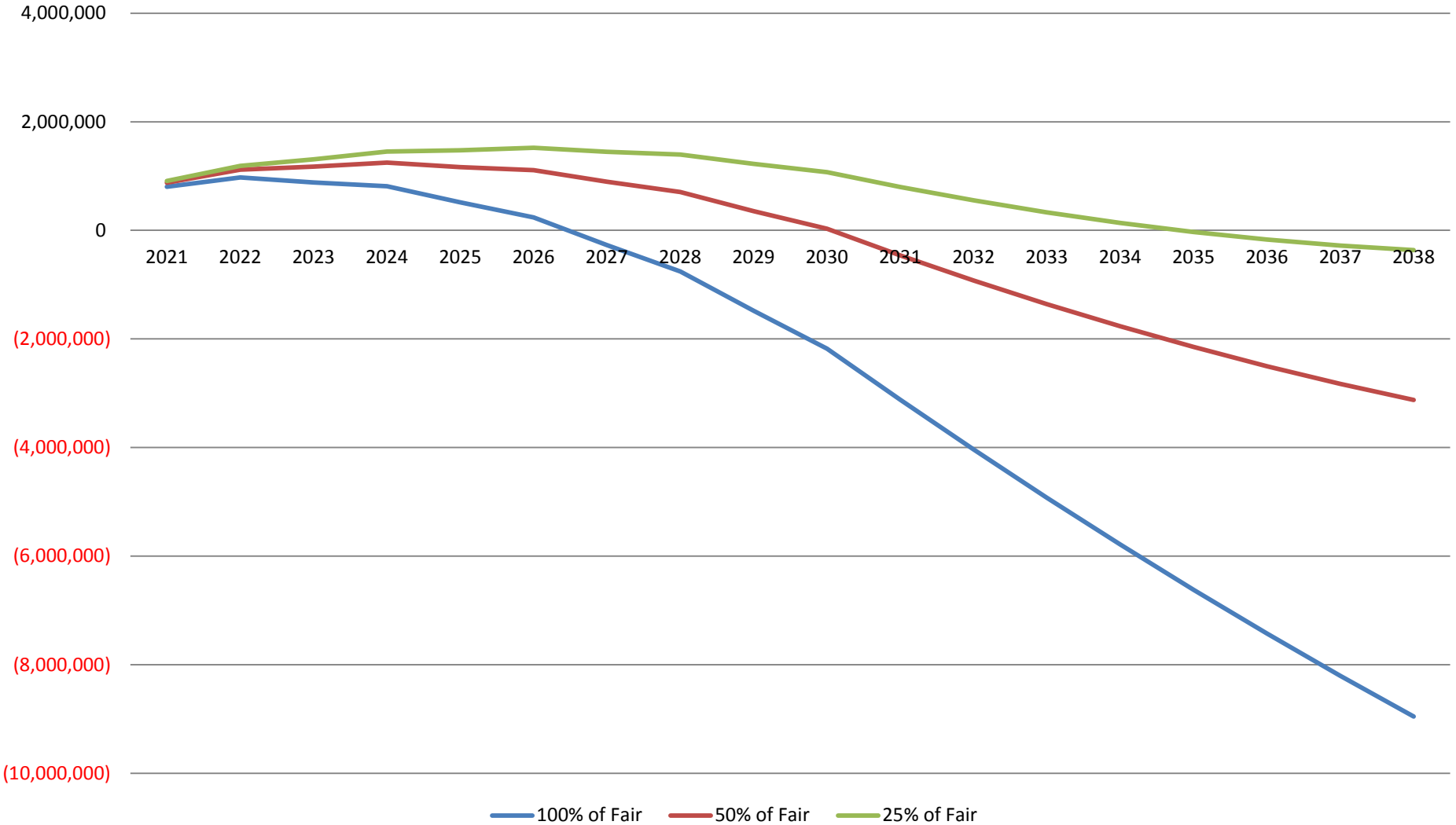
1920s Water Main Replacement

Rating	Miles	Percent	Replacement Cost
Good	2.1	6.5%	\$1,800,000
Average	5.7	17.8%	\$4,800,000
Fair	14.9	46.4%	\$11,040,000
Poor	9.4	29.3%	\$7,010,000
Total	32.1		\$24,650,000

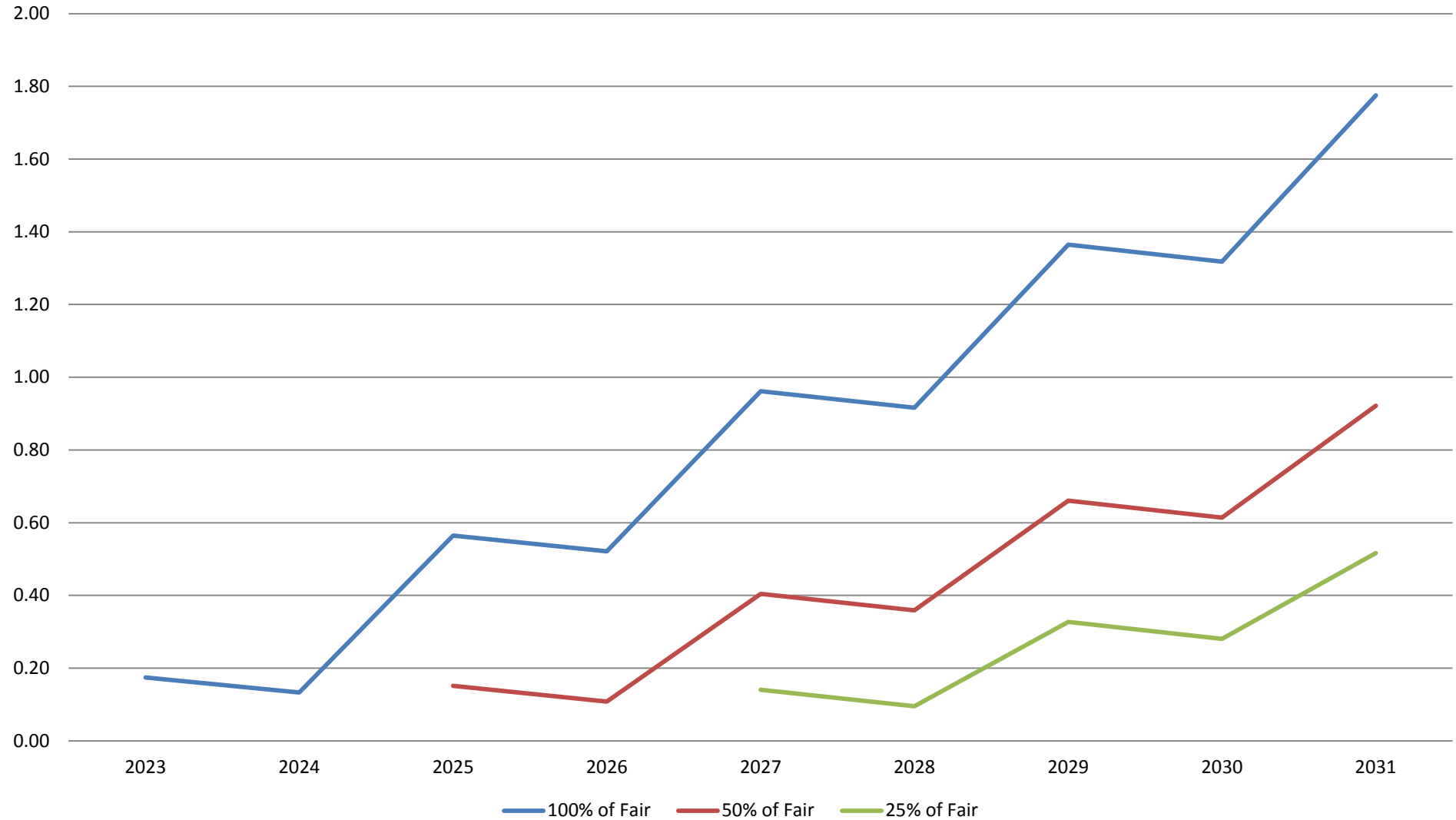
Three scenarios were evaluated to determine what could be afforded with the anticipated savings

1. All “Poor” water mains + 100% of “Fair” water mains built in 1920s
2. All “Poor” water mains + 50% of “Fair” water mains built in 1920s
3. All “Poor” water mains + 25% of “Fair” water mains built in 1920s

Year End Fund Balance “Fair” Water Main Replacements



Additional Rate Needed to Fund Debt Service for "Fair" Water Main Replacement



Next Steps

- Recommendation to the Village Board concerning:
 - Program Scope
 - Program Duration
 - Program Funding



Village of Lincolnwood Ad-Hoc Infrastructure Committee

April 30, 2018

Agenda

- Commercial Alley Improvement Alternatives
- Alternative Roadway Program Revenue Enhancement Strategy
- Water Main Replacement Program Refinement
- Draft Recommendation

COMMERCIAL ALLEY IMPROVEMENTS

Commercial Alley Paving Stormwater Impact

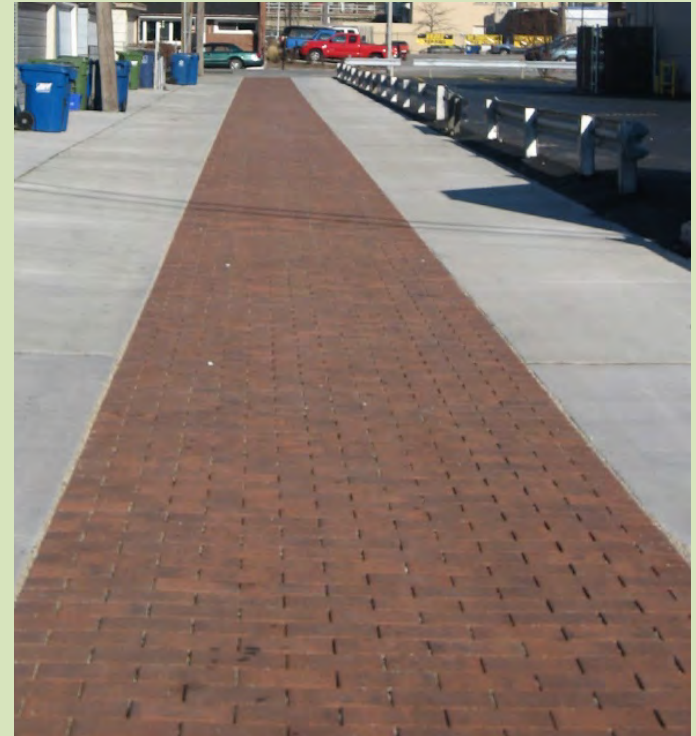


- Total area – 0.36 acre
- US Department of Agriculture identifies the pervious nature of soils in urban areas
 - Gravel Alley – Impervious Curve Number of 90
 - Paved Road/Alley/Parking Lot – Impervious Curve Number of 98
 - Paving commercial alleys creates a relatively minor increase in imperviousness
- To offset in the minor increase in imperviousness, open bottom catch basins could be installed to allow infiltration of rainwater

Commercial Alley Paving

Permeable Pavers

- Includes concrete alley with a trough of permeable pavers through the center
- Allows stormwater to infiltrate into the ground
- Includes an overflow drain into the sewer
- 25% cost increase over concrete alleys
 - \$800,000 total
(compared to \$634,000)



ROADWAY PROGRAM FUNDING

Roadway Program

Revenue Enhancements

- Existing MFT/Local Gas Tax Revenue: \$600,000
- Total Program Cost:
- Five Bond Issuances - \$8.25 million each
 - \$610,000 (1st bond) - \$3,175,000 (cumulative of all bonds) in annual debt service

Roadway Program

Revenue Enhancement

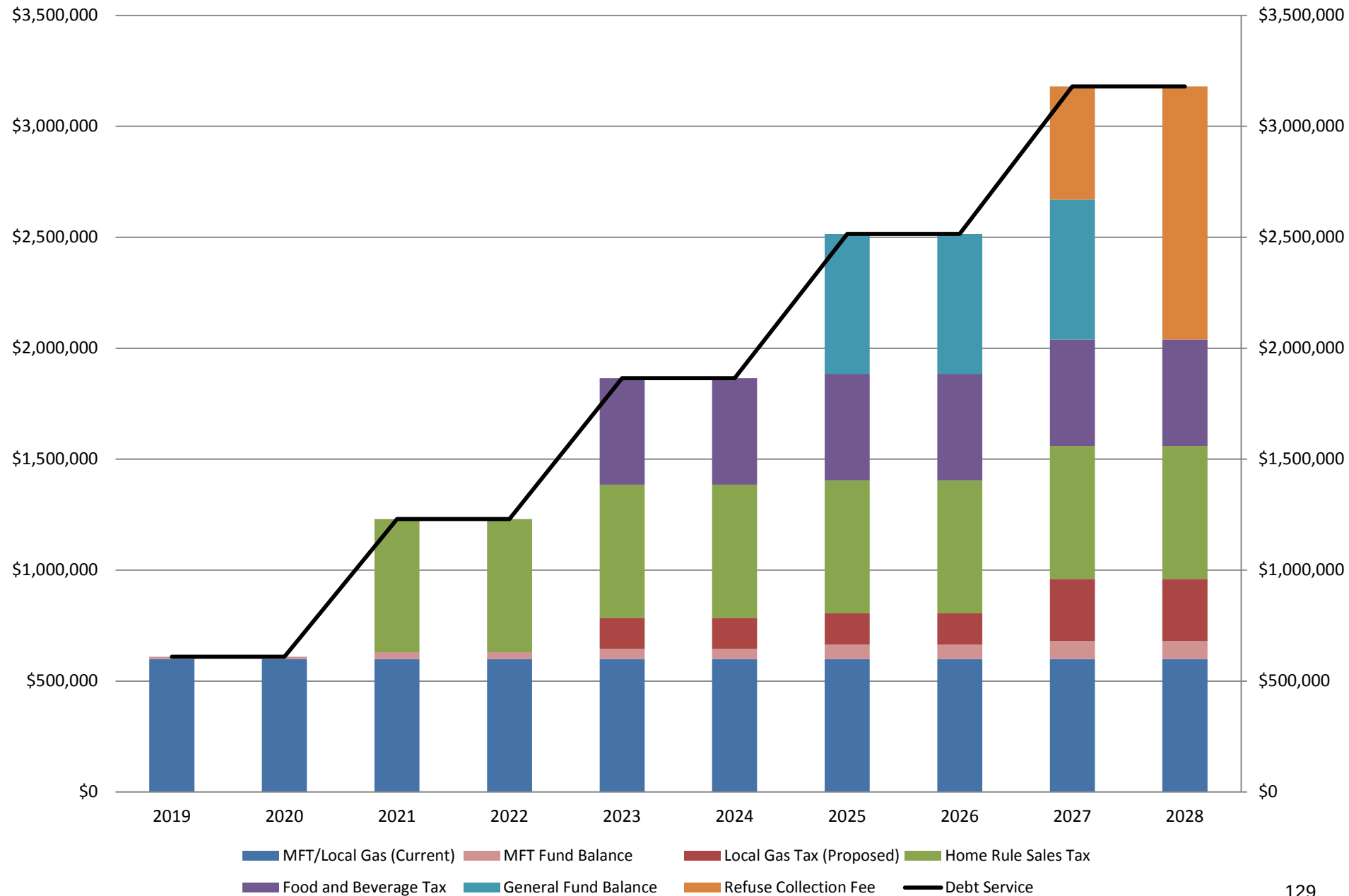
Option	Current	Proposed Increase	Estimated Annual Additional Revenue
Home Rule Sales Tax	1%	0.25%	\$600,000
Local Gas Tax	\$0.05	\$0.01 per gallon	\$140,000
Food and Beverage Tax	1%	1%	\$480,000
Refuse Service Fee	Paid for with General Fund revenue	\$75 per quarter, phased in over four years	\$1,140,000 (after the fourth year)
Total Additional Revenue			\$2,360,000

- \$2.68 million additional revenue needed for Road Fund
 - Each bond adds \$600,000 - \$660,000 in debt service
 - 5 bonds are needed for all of the required improvements
- Before enhancing revenue, the Village will consider the current economic conditions and any development that may have occurred

Debt Service vs. Revenue Enhancement Options

Infrastructure Report & Improvement Plan

Proposed Method (4/12/18)



Roadway Program

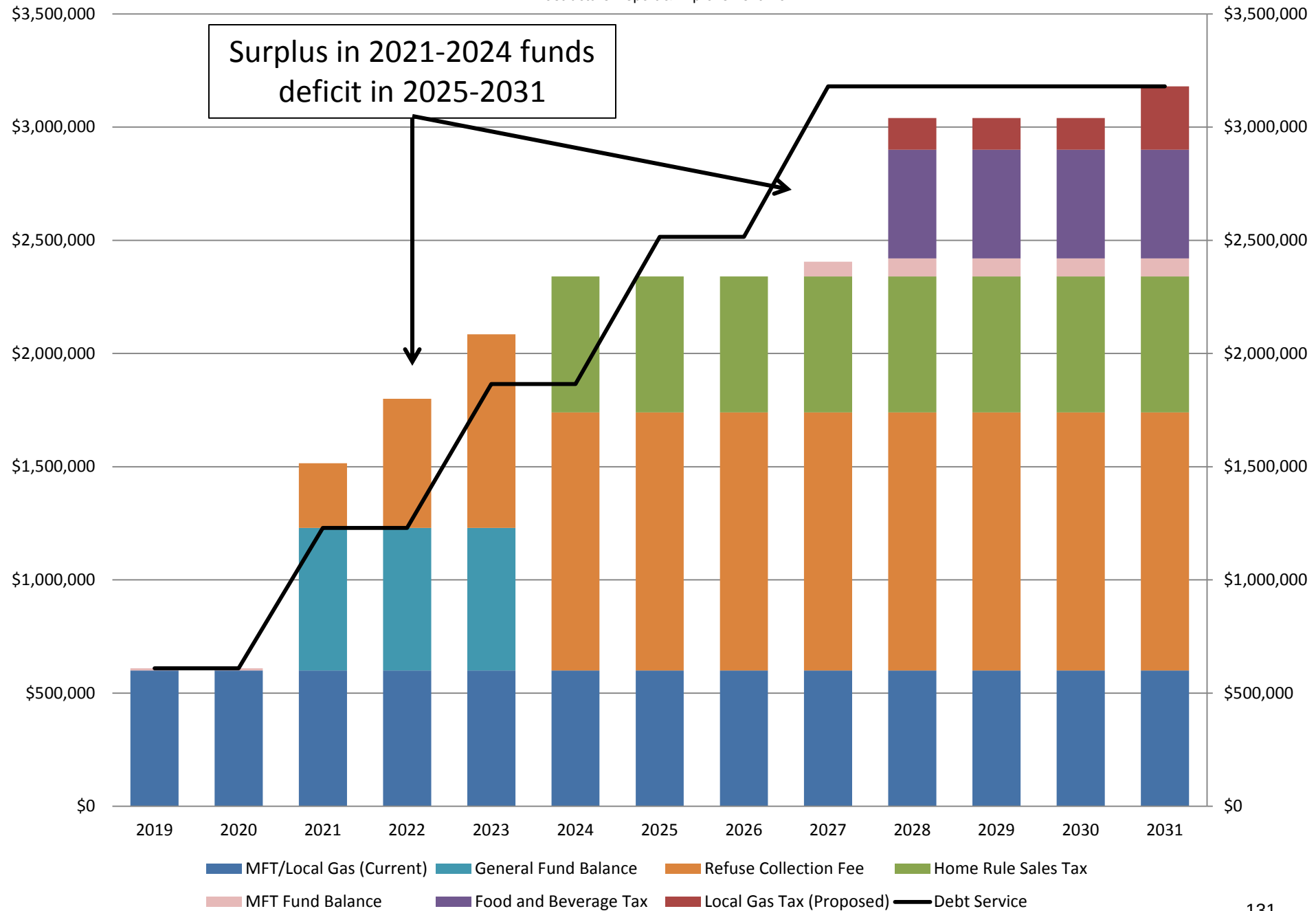
Revenue Enhancement Alternative

- On April 12th, the Committee requested staff evaluate whether Home Rule Sales Tax, Food and Beverage Tax, and Local Gas Tax increases could be delayed if refuse fee was implemented earlier

Alternative Revenue Enhancement

Infrastructure Report & Improvement Plan

Surplus in 2021-2024 funds
deficit in 2025-2031



Roadway Program

Revenue Enhancement Alternative

- Implementing refuse fee in 2021 allows other tax increases to be delayed
 - Home Rule Sales Tax: 2024 (rather than 2021)
 - Food and Beverage Tax: 2028 (rather than 2023)
 - Local Gas Tax: 2028 (rather than 2023)
- Refuse fee is solely paid by residents; whereas the identified taxes are also paid by visitors
 - Due to this, staff recommends the initial revenue enhancement model

WATER MAIN REPLACEMENT PROGRAM REFINEMENT

Water Main Replacement Program Refinement

- On April 12th, the Committee requested staff evaluate replacing some water mains prior to 2021
 - If the program is approved, staff anticipates beginning design at the start of next fiscal year (5/1/19)
 - Due to design and permitting timeframe restraints, insufficient time will be available to replace water mains in 2019
- First project in 2020, as long as Village is connected to an alternative supplier
 - \$300,000 project cost
 - Funded through reserves
 - Replaces two priority sections of main

1920s Water Main Replacement

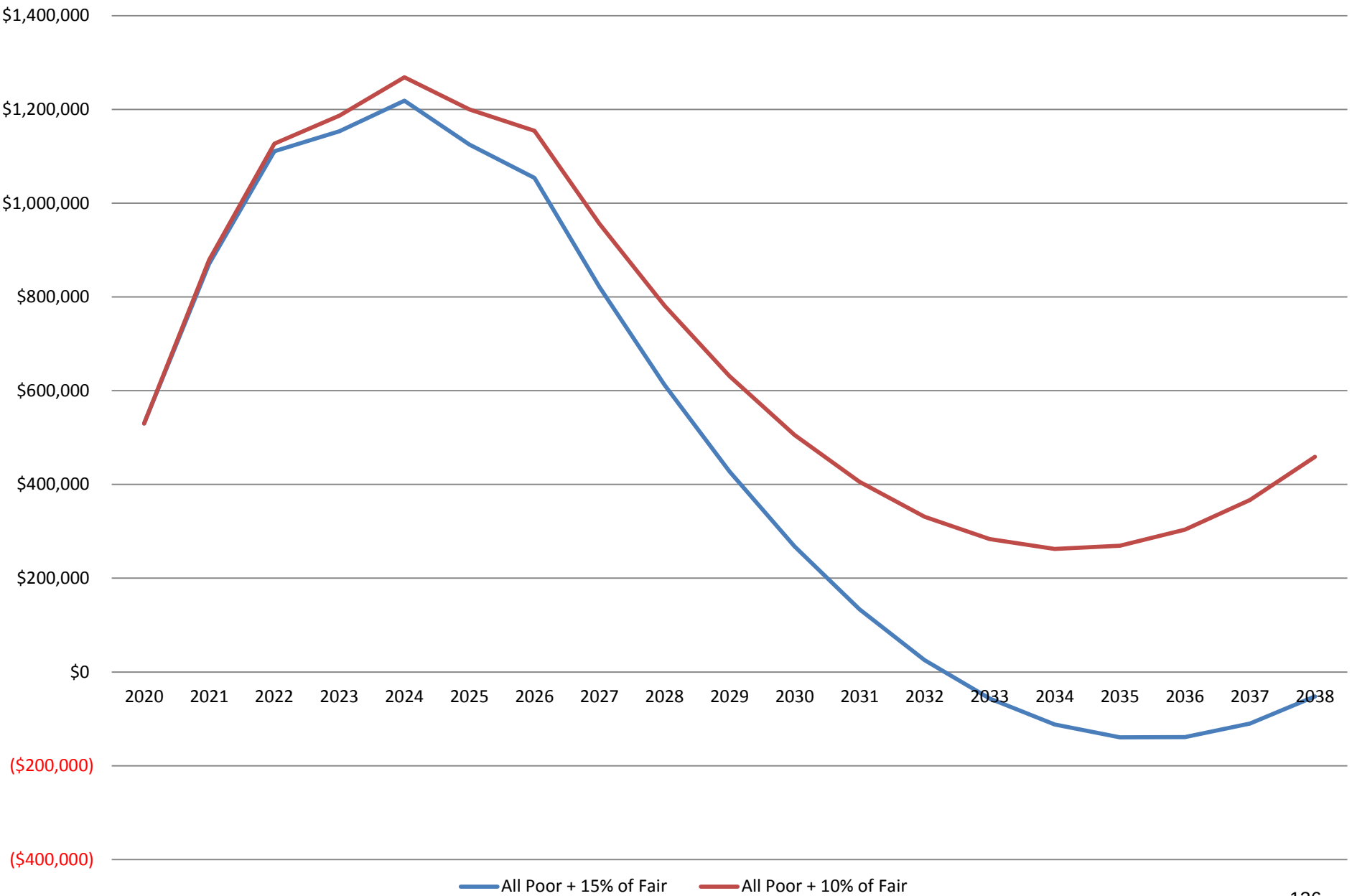
Rating	Miles	Percent	Replacement Cost
Good	2.1	6.5%	\$1,800,000
Average	5.7	17.8%	\$4,800,000
Fair	14.9	46.4%	\$11,040,000
Poor	9.4	29.3%	\$7,010,000
Total	32.1		\$24,650,000

- On April 12th, staff demonstrated that the anticipated savings would be insufficient to fund 25% or more of the “Fair” water mains
- The Committee requested staff evaluate replacement of smaller amounts of “Fair” water mains

Year End Fund Balance

Infrastructure Report & Improvement Plan

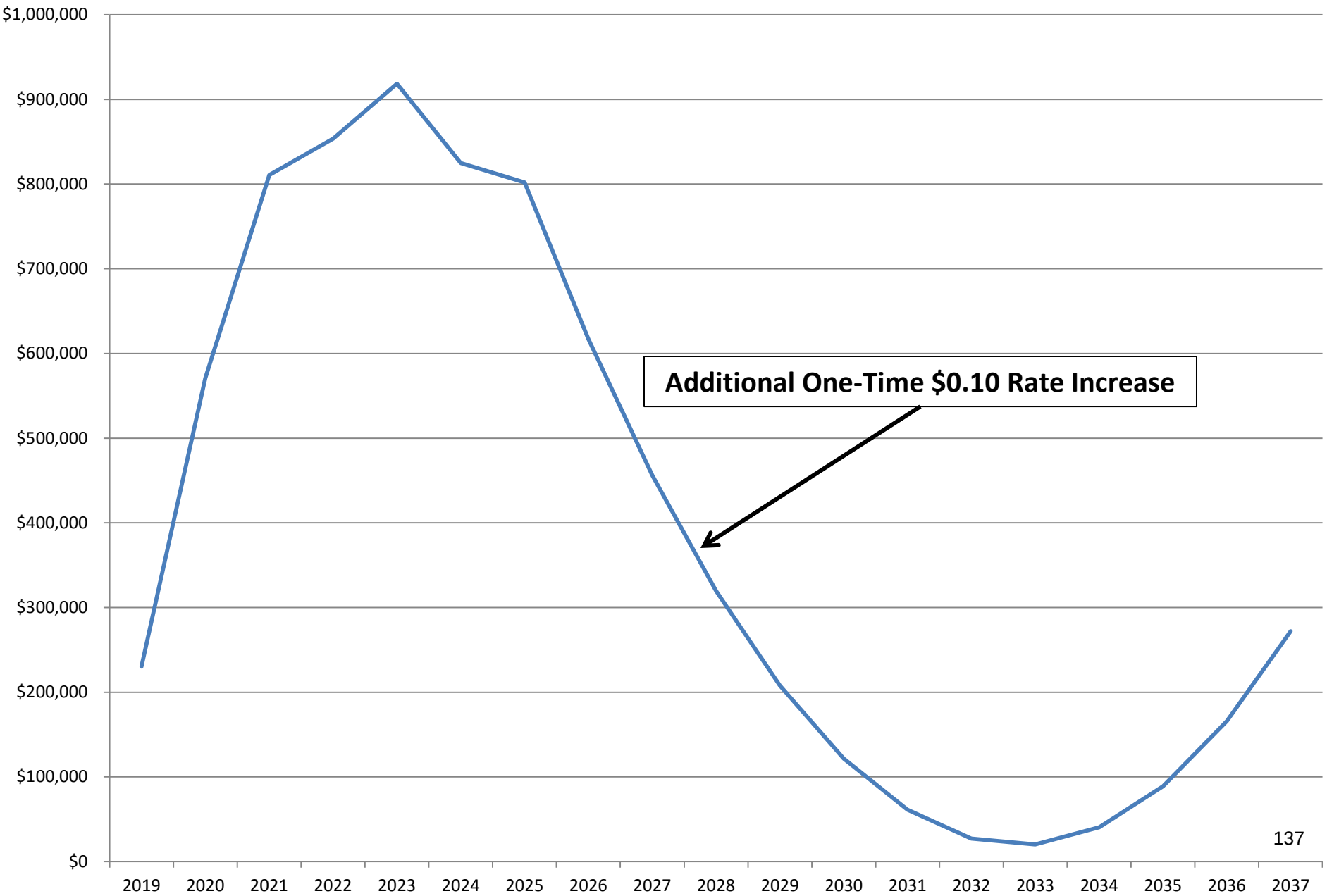
All Poor & Percentage of "Fair" 1920s Water Mains



Year End Fund Balance

Infrastructure Report & Improvement Plan

15% of Fair 1920s Water Mains



Water Main Replacement

- 15% of “Fair” 1920s Water Mains
 - Length: 2.235 Miles
 - Cost: \$1.7 Million
- Total Proposed Program
 - Length: 12.74 Miles
 - Percent of System: 22%
 - 36% of 1920s water mains to be replaced
 - Cost: \$9.5 Million

DRAFT RECOMMENDATION

Draft Recommendation

The Ad-Hoc Infrastructure Committee recommends the Village pursue a 10 year infrastructure improvement program with the following goals:

- Resurface all Village-owned streets with the ultimate goal of reaching a 20 year resurfacing cycle
- Install new sidewalk in areas where there is neighbor support
- Pave commercial gravel alleys and resurfacing existing asphalt alleys
- Replace all water mains rated as “Poor” and 15% of water mains installed in the 1920s and rated as “Fair”

Draft Recommendation

The Ad-Hoc Infrastructure Committee recommends the Village fund the infrastructure improvement program via the following means:

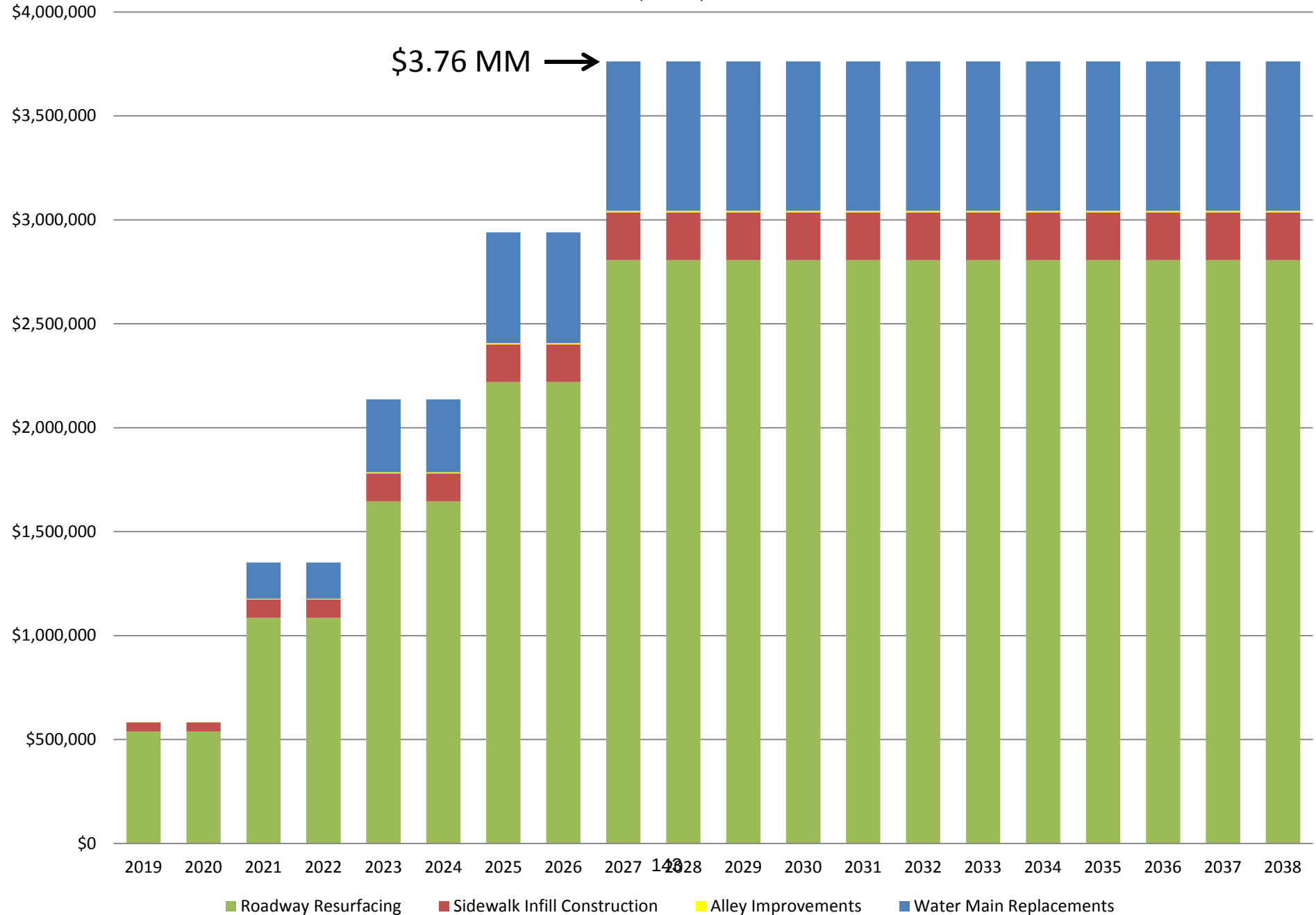
- All projects to be financed with general obligation bonds
- Debt service for roadway resurfacing, alley improvements, and sidewalk construction to be funded by fund balance and various revenue enhancements
 - Local Gas Tax, Food and Beverage Tax, Home Rule Sales Tax, and Refuse Service Fee
- Debt service for water main replacements to be funded by wholesale purchase cost savings
 - Freeze water rate through 2023 and then pass on rate increases from Evanston (typically 2%)
 - One-time additional increase of \$0.10 in 2027
- Prior to all revenue enhancements, the Village will evaluate its revenue position to determine what additional revenue is necessary

Overall Program Costs

Program	Total Cost	Annual Cost per Property (20 years)
Roadway Resurfacing	\$34,550,000	\$408.78
Sidewalk Infill Construction	\$3,200,000	\$37.86
Alley Improvements	\$1,400,000	\$16.56
Water Main Replacements	\$9,500,000	\$112.40
Total Infrastructure Program	\$48,650,000	\$575.60

Cumulative Debt Service by Program

Infrastructure Report & Improvement Plan



Ad-Hoc Infrastructure Committee

May 14, 2018

Draft Recommendation

The Ad-Hoc Infrastructure Committee recommends the Village complete a 10-year infrastructure improvement program that includes the following components:

1. Resurface all Village-owned streets with the ultimate goal of reaching a 20 year resurfacing cycle.
2. Replace all water mains rated as “Poor” and 15% of water mains identified as being installed in the 1920s and rated as “Fair.”

Program Costs

Program	Total Cost
Roadway Resurfacing	\$36,765,000
Water Main Replacement	\$9,500,000
Total Cost	\$46,265,000

Financing Summary

3. Program funded through GO Bonds and low-interest IEPA loans
 - Water main debt paid with savings from new water supply contract
 - Roadways debt paid through a variety of phased revenue enhancements

Financing Summary

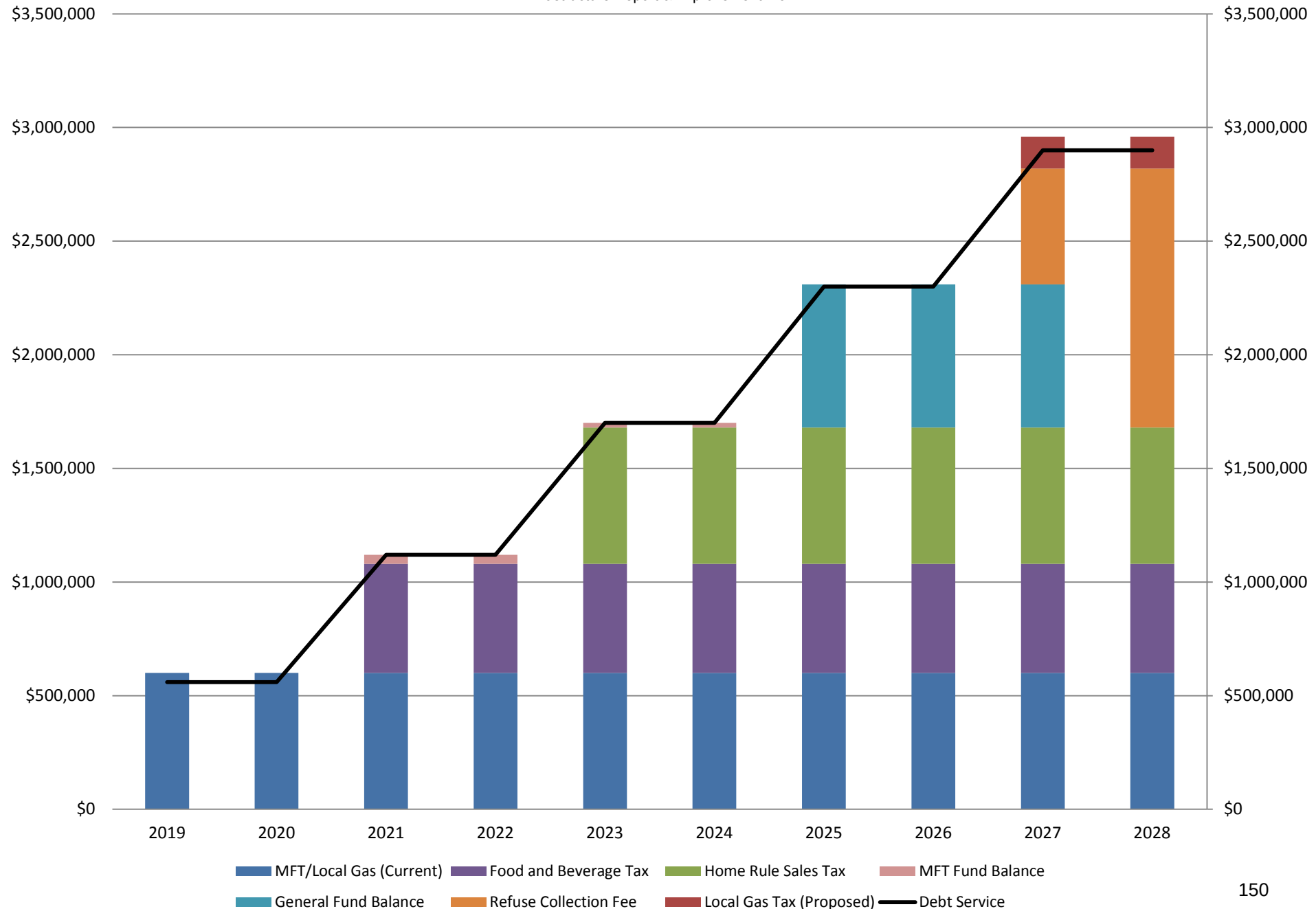
- After connecting to new water supplier:
 - Freeze customer water rates until 2023; thereafter match future rate increases to those charged by water supplier
 - A one-time \$0.10 extra adjustment applied in 2027

Financing Summary

- Roadway Resurfacing phased adjustments:
 - \$0.01/gallon adjustment to gas sales tax
 - 1% adjustment to food/beverage tax
 - 0.25% adjustment to Home Rule sales tax
 - Implement a refuse service fee for residents of \$75/quarter.

Debt Service vs. Revenue Enhancement Options

Infrastructure Report & Improvement Plan



Draft Recommendation Cont.

4. Prior to any revenue enhancements, the Village Board will evaluate the Village's economic position to determine if the enhancements continue to be necessary or if further revenue is needed.

5. Staff shall provide an annual report on the status of the program including the percentage of the program completed, project costs, and actual revenue received.

Next Steps

- Finalize Infrastructure Report and Recommendation
- Present Report and Recommendation to the Village Board

Supplemental Information
Meeting Minutes

Attached are the approved minutes from the following meetings of the Ad-Hoc Infrastructure Committee:

March 15, 2018

April 12, 2018

April 30, 2018

May 14, 2018 (Draft)

**VILLAGE OF LINCOLNWOOD
AD-HOC INFRASTRUCTURE COMMITTEE
APPROVED MEETING MINUTES
VILLAGE HALL COUNCIL CHAMBERS
MARCH 15, 2018**

I. Call to Order

Village President Barry Bass called the first meeting of the Ad-Hoc Infrastructure Committee to order at 7:00 p.m.

II. Roll Call

The following were:

PRESENT: Village President Barry Bass (left at approximately 8:15 p.m.); Jeffery Perl; Kathy O'Brien; Marilyn Marwedel; Syed Mudassir Hussaini; Rizwan Hussain, Teodor Strat; and Gus Dimas.

ABSENT: None

Also present were: Renan Sugarman, Village Trustee (left at approximately (8:05 p.m.); Jesal B. Patel, Village Trustee; Timothy Wiberg, Village Manager; Andrew Letson, Public Works Director; Ashley Engelmann, Assistant Village Manager; Jim Amelio, Village Engineer (CBBEL) Charles Meyer, Assistant to the Village Manager; Nadim Badran, Assistant to the Public Works Director; Daniel Dem, CBBEL Engineer.

III. Committee Introductions

President Bass welcomed members of the Committee and thanked them for volunteering their time. President Bass explained the decision to form the Ad-Hoc Infrastructure Committee was made after staff introduced an infrastructure improvement plan. President Bass stated that the only infrastructure discussion he was aware of prior to staff's infrastructure presentation was regarding switching water suppliers from Chicago to the City of Evanston. He stated that he was not involved in the development of the plan being presented tonight, but believed the items involved have validity; however, it is very expensive. President Bass stated he would like the Committee to review the plan to see what is needed and not needed. President Bass introduced Village Trustee Renan Sugarman.

Trustee Sugarman stated that he has been a Lincolnwood resident for 28 years with his wife and six children, and that he is a new Trustee, approaching the one year mark. Trustee Sugarman stated that about two months ago the Village held an infrastructure workshop to discuss infrastructure improvements. He was expecting to have a discussion on water suppliers but instead staff presented a plan to redo all of the Village's streets,

water mains, alleys and sidewalks with a price tag of \$47 to \$60 million. Trustee Sugarman stated that he and the Mayor were taken aback by the proposed plan. He stated Staff proposed floating bonds and freezing water rates after switching suppliers and using the savings to pay for infrastructure improvements. He stated that he was surprised that staff would ask the Board to consider a plan that he felt had the potential to bankrupt the Village.

Trustee Sugarman stated that the Mayor ran his campaign on reducing water rates for residents; however, if the work needs to be done the Board has a duty to do so, but he is concerned about the cost of the program. He questioned why infrastructure repairs were not done over the last ten years when roadways have a life expectancy of ten years. Trustee Sugarman stated that this program is too big of an idea for the Village Board to discuss and is looking for the group to provide options relating to the infrastructure plan. Trustee Sugarman stated that he is sitting in for Trustee Ron Cope who will be the Trustee liaison but was unable to make it for the meeting.

IV. Election of Chair

President Bass asked if any of the Committee members would be interested in serving as the Chair. Ms. Kathy O'Brien volunteered to serve as Chair of the Committee. The Committee did not object to the appointment.

V. Discussion Regarding the Establishment of an Infrastructure Improvement Master Plan

Village Manager Tim Wiberg provided an introduction regarding the purpose of the meeting. Mr. Wiberg stated that it is important that the Village create an infrastructure master plan. He stated that although the current proposed plan costs \$47 million over ten years, it can be modified and the final scope and duration is ultimately the Village Board's decision. Mr. Wiberg stated that the goal of the meeting is to discuss the scope of the plan, and the next meeting would include a discussion about funding options if the Committee agrees to the scope of the plan presented tonight.

Mr. Wiberg stated that the Village is not in a crisis but needs to prepare for the infrastructure needs of the future, and that the challenges facing the Village are not unique to Lincolnwood. Mr. Wiberg presented a slide demonstrating the infrastructure repairs the Village has made since 2006, which totaled \$25,700,000, and was funded through a "pay as you go" method along with grant funding when possible. Mr. Wiberg stated that the Village Board endorsed a "pay as you go" plan in 2007 for infrastructure replacement with the primary source of funding being through Motor Fuel Tax and Local Gas Tax. He stated the first phase of the program included replacement of streetlights, which was to take five years but was delayed due to issues with a contractor. The next phase was to include the beginning of a cyclical road resurfacing plan.

Ms. Marwedel asked if streetlights would be installed as part of the plan. Mr. Wiberg stated that the recent results of a Village survey indicated that it is something residents

have expressed an interest in, though it is not included in the materials being presented tonight. Mr. Wiberg stated that streetlights currently exist on many residential streets on ComEd utility poles. Trustee Sugarman asked why resurfacing was not planned until 2015. Mr. Wiberg explained that many streets in the Village have not met their 20 year life expectancy and resurfacing them early would not be cost-effective for the Village. Mr. Wiberg turned the floor over to Village Engineer, Jim Amelio and Public Works Director, Andrew Letson to begin the presentation.

Streets

Mr. Amelio stated that CBBEL performed a visual assessment of all roadways throughout the Village as part of their qualitative analysis, which included rideability, pavement condition, and drainage. Mr. Amelio stated that of the 41 miles of road examined, 4% were rated as good, 81% average, 11% fair, and 4% poor. Chairwoman O'Brien asked if the street program included just resurfacing or if there was a contingency for full reconstruction. Mr. Amelio stated there is a contingency built into the program. He stated that for the purposes of the plan, only resurfacing was considered as the streets will be close to their 20 year life expectancy. Mr. Amelio stated that prior to commencing the program, pavement core samples would be taken to determine the condition of the subgrade materials.

Mr. Hussain asked what the residents' perceptions of the roads are. Mr. Letson stated that the Public Works Department receives complaints about drivability, but the Department makes an effort to make roadway repairs proactively.

Mr. Hussain asked if the program can be split and only include the streets listed as fair and poor. Mr. Wiberg stated that the resurfacing schedule can be modified but the end goal of the program would be to establish a 20 year resurfacing cycle. Chairwoman O'Brien stated that deferring this type of work could be catastrophic. She stated that it would make sense to do the work all together as the cost savings would be more significant than doing it in separate phases.

Mr. Strat asked how the Village selected which streets should be done first. Mr. Wiberg stated that staff has assembled a map based on condition of the roadways and water mains to determine which should be done first, as the Village would look to resurface roads that also require water main replacements.

Mr. Amelio displayed a map showing the condition of the roadways and explained the differences between resurfacing and reconstructing, and demonstrated what each pavement condition looked like. Mr. Amelio stated that if the Village undertook the proposed resurfacing plan, the oldest street in the Village would be 27 years old before being resurfaced. Mr. Amelio stated that reconstruction rather than resurfacing would likely double the cost of each roadway.

Mr. Amelio stated that sidewalk improvements would have to be made at the intersections that are being resurfaced as a requirement of the Americans with Disabilities

Act (ADA). Mr. Amelio displayed images of various types of sidewalks, carriage walks, and curbs found throughout the Village and stated that 80% of intersections are non-compliant and 20% are compliant. Mr. Amelio stated that the resurfacing plan is estimated to cost \$34.7 million including construction, engineering, and a contingency. Mr. Letson stated that the program would cost each resident approximately \$137.81 per year.

Sidewalks

Mr. Amelio stated that CBBEL performed a visual assessment of the sidewalks throughout the Village and rated them as either compliant, non-compliant, or no sidewalk. Mr. Perl asked if a vehicle parking on the carriage walks causes damage. Mr. Amelio stated that vehicles parking on the carriage walk can cause it to sink in.

Chairwoman O'Brien asked if the carriage walks could be removed and replaced with grass. Mr. Amelio stated that could be an option for the Village to consider. Mr. Hussaini asked if a pedestrian study was completed to determine how commuters use the sidewalks. Mr. Amelio stated that a study has not been performed.

Mr. Amelio stated that mainline sidewalks would not have to be improved as part of the roadway program; however, 34% of sidewalks are ADA compliant, 52% non-compliant, and 14% of the Village does not have sidewalks. Mr. Amelio stated that an option would be to install ADA compliant sidewalks. Mr. Wiberg stated that it would be a controversial undertaking as it would change the appearance of each block. Mr. Letson stated that staff recommends installing sidewalks where none currently exist based on a poll of the residents who would be impacted. Mr. Letson stated the recommended program would cost \$3.2 million which equates to approximately \$12.71/resident per year.

Water Mains

Mr. Letson introduced the water main replacement program by stating that CBBEL performed an assessment of the Village's mains based on number of breaks, pavement condition, fire flows, size, and material. Mr. Letson stated that the majority of the system was constructed in the 1920s, but the 1950s era water mains break more frequently. Chairwoman O'Brien asked if there are really 100 year old mains in the Village. Mr. Wiberg stated yes, and also in surrounding communities, which is part of the reason Chicago continues to increase water rates to the Village. Mr. Letson stated that in 2015, the Village began reducing water pressure during the winter to help minimize breaks.

Mr. Amelio stated that 18% of mains are rated poor, 27% fair, 15% average, and 40% good. Mr. Amelio stated the proposed program includes the replacement of mains rated as poor, with eight inch ductile iron pipe. Mr. Amelio stated that the program would include replacement of residential service lines from the main to the Buffalo Box in the parkway. Mr. Amelio stated that the Illinois Environmental Protection Agency is recommending lead service lines be replaced with copper. He stated that if the Village performed that service it would add \$1,500 per connection, or residents could hire the

Village's contractor during the program to reduce the cost to them. Mr. Perl asked if the IEPA will be providing funding for the lead line replacements. Mr. Letson stated that there is a bill currently in the senate that would require water suppliers to replace service lines within ten years with no help from the State.

Mr. Letson stated that the proposed program would cost \$7.8 million which equates to approximately \$30.98/resident per year.

Alleys

Mr. Amelio stated that CBBEL performed an inspection of the alleys within the Village. He stated that 1% are rated as good, 7% average, 9% fair, and 80% as poor, which includes unpaved alleys. Mr. Wiberg stated that the Village's current policy is not to pave unpaved alleys, and alleys that are paved have been completed by neighboring business owners.

Chairwoman O'Brien asked who is responsible for maintaining the alley once they are paved. Mr. Letson stated the Village is responsible for maintenance of public alleys whether they are paved or not. Chairwoman O'Brien asked if the Village could work out an agreement with businesses to pave the alleys. Mr. Hussain asked if the Village could perform the work in-house. Mr. Letson stated that it would not be possible with current staffing levels and additional equipment would be necessary. Chairwoman O'Brien asked if staff could look into what the cost would be to hire on additional staff and purchase equipment to do the work in-house since it is an on-going maintenance need.

Mr. Amelio stated that the recommended alley program includes the resurfacing of existing alleys, and converting gravel alleys in commercial areas to concrete. Mr. Letson stated that the alley program would cost \$1.4 million which is \$5.56/resident per year.

Mr. Letson stated the entire infrastructure program would cost \$47 million which equates to approximately \$187.06/resident per year. Mr. Hussaini asked where the funds would be allocated. Mr. Wiberg stated that it would be a blended approach with multiple funding sources which would be discussed at the next meeting.

Mr. Wiberg asked the Committee if there was anything within the program that should be rethought. Chairwoman O'Brien stated that she believes a ten year cycle will not achieve the goal of establishing a 20 year resurfacing program and that maybe a 15 year program would be better. She also stated she is very concerned with the 100 year old water mains and would rather replace more water mains than pave alleys. She asked if staff can provide the Committee with how the project cost was assembled. She also asked to see the documentation that specifies roadway life.

Mr. Wiberg stated that the Village will see considerable savings as a result of switching water providers from Chicago to Evanston. Mr. Letson stated the savings from the switch will be enough to pay for the transmission main construction, with additional savings remaining to make the needed water main improvements.

Mr. Hussain stated that resurfacing will not prevent cave-ins like the one described earlier in the meeting where a garbage truck fell through the road. Mr. Letson stated that core samples would be taken prior to resurfacing to determine the condition of the subgrade.

Mr. Hussaini stated that the night started with the intention of saving money but based on the presentation the opposite happened. He asked if conversations on how to market this plan have taken place. He continued to state that Lincolnwood is a difficult community to walk in. He stated that improving roads and sidewalks would help promote healthier lifestyles.

Chairwoman O'Brien asked what is on the agenda for the next meeting. Mr. Wiberg stated that staff will come back with the information requested during the meeting as well as information on funding options. The Committee agreed to meet again on April 12, 2018.

Adjournment

Ms. Marwedel made a motion to adjourn the meeting at 9:32 p.m. Mr. Perl seconded the motion. The motion passed via voice vote.

Respectfully Submitted,

Nadim Badran
Assistant to the Public Works Director

**VILLAGE OF LINCOLNWOOD
AD-HOC INFRASTRUCTURE COMMITTEE
APPROVED MEETING MINUTES
VILLAGE HALL COUNCIL CHAMBERS
APRIL 12, 2018**

I. Call to Order

Chairwoman O'Brien called the meeting of the Ad-Hoc Infrastructure Committee to order at 7:05 p.m.

II. Roll Call

The following were:

PRESENT: Chairwoman Kathy O'Brien; Jeffery Perl; Marilyn Marwedel; Gus Dimas; and Trustee Ron Cope (Trustee Liaison).

ABSENT: Syed Mudassir Hussaini; Rizwan Hussain; Teodor Strat

Also present were: Jesal B. Patel, Village Trustee (left at 9:45 p.m.); Jean Ikezoe-Halevi, Village Trustee; Timothy Wiberg, Village Manager; Andrew Letson, Public Works Director; Ashley Engelmann, Assistant Village Manager; Jim Amelio, Village Engineer (CBEL) Charles Meyer, Assistant to the Village Manager; Nadim Badran, Assistant to the Public Works Director; Daniel Dem, CBEL Engineer.

III. Approval of Minutes – March 15, 2018

Chairwoman O'Brien asked if there were any comments on the March 15, 2018 draft meeting minutes. Hearing none, Chairwoman O'Brien asked for a motion to approve the minutes. Ms. Marwedel made a motion to approve the minutes. Mr. Dimas seconded the motion. The motion was approved with all in favor and none against.

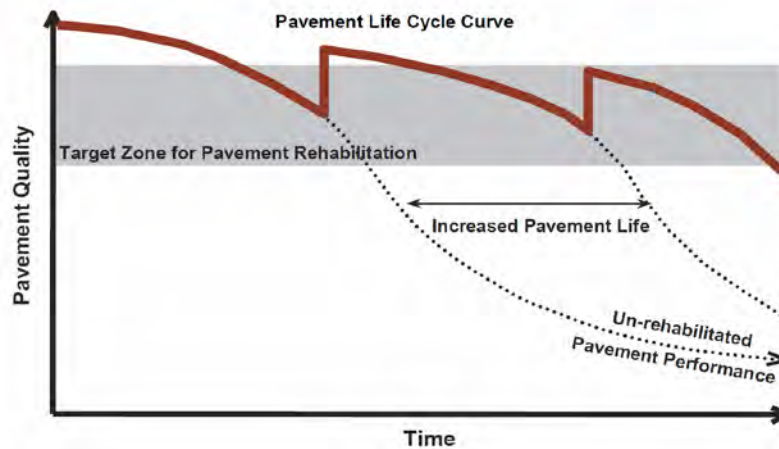
IV. Discussion Regarding the Establishment of an Infrastructure Improvement Master Plan

Mr. Letson introduced the presentation and stated the first part of the discussion tonight would focus on answering questions raised at the previous meeting. Mr. Amelio stated that the Committee requested staff evaluate the need for a contingency relating to reconstruction of the roadways. He stated the previous roadway program included 10% reconstruction and of that, 4% was related to Pratt Avenue or widening of roadways in the Industrial District. 6% included reconstruction due to poor conditions. Mr. Amelio stated that based on the data, a 5% reconstruction assumption should be considered as part of this roadway plan. Ms. Marwedel asked who paid for the Pratt Avenue

reconstruction. Mr. Letson stated that Pratt Avenue is classified as a Federal Aid Urban (FAU) Route, so the Village received grant money to cover 70% of the cost.

Chairwoman O'Brien asked Mr. Amelio to clarify the distinction between resurfacing and reconstruction. Mr. Amelio stated that resurface means removal and replacement of the top two inches of surface. Reconstruction includes removal and replacement of the entire pavement depth. Mr. Amelio stated that the depth and quality of the roadways will be determined by pavement cores. Trustee Cope asked how staff developed the cost of the program. Mr. Letson stated there is an explanation of the cost in a later part of the presentation.

Mr. Amelio stated that staff determined the expected life of a roadway based on experience, surveying other communities, and referencing the Illinois Department of Transportation's Manual for Design Engineers. Mr. Amelio clarified that the age of the roadway will be dependent on a number of factors including use, weather, and traffic volume. Chairwoman O'Brien asked if a reconstructed street lasts longer than a resurfaced street. Mr. Amelio displayed the chart below which identified the cycle of replacement and resurfacing. Mr. Amelio stated that with a resurfacing plan in place, a road would require reconstruction at about 60 to 80 years old.



Chairwoman O'Brien asked if there is flexibility in reconstructing. Mr. Amelio stated that streets can go longer than 20 years but then a more aggressive resurfacing or full reconstruction may be required. Mr. Letson displayed images of roadways at various conditions. Trustee Cope asked if consideration of water main or sewer main repair was factored into deciding which streets to resurface first. Mr. Letson stated that the initial streets that would be resurfaced have not been selected yet, but the goal is to tackle the poor water main repairs under poor streets. Mr. Letson stated the sewers were televised nine years ago and based on staff's experience maintaining them, they appear to be in good condition. Mr. Wiberg stated that since sewers are not under the same pressure as water mains they tend to have a longer life span. Mr. Letson stated any repair needed for the sewers in the future would likely be lining, which does not require excavation into the roadway and can be done through a manhole.

Chairwoman O'Brien stated that many of our water mains are close to 100 years old. She asked if there was a plan to replace those in addition to the water mains listed as poor. Trustee Cope asked if identifying bad mains would be the first step. Mr. Letson stated that staff will touch on the topic of replacing additional mains later in the presentation and that staff has identified the mains that are in poor condition.

Removing Narrow Carriage Walks

Mr. Letson stated that the Committee asked staff to investigate the cost of removing narrow carriage walks. Mr. Amelio stated that 8% to 10% of the non-compliant carriage walks are less than two feet in width and to remove them Village wide would cost \$400,000. Mr. Amelio stated that staff's opinion is that although they are narrow, they are serving a purpose for people exiting their vehicles. Mr. Amelio stated that they would need to be made ADA compliant if they approach an intersection. He stated that intersections and crosswalks are included in the roadway program.

Trustee Cope questioned if the Village is creating a problem by making intersections ADA compliant without widening the remainder of the sidewalks. Mr. Amelio stated this would occur in areas that already have a depressed curb. Trustee Cope stated that it would be a waste of time and money bring the intersections into ADA compliance without adjusting the remainder of the sidewalks. Trustee Cope suggested removing the crosswalks from the roadway plan. Trustee Cope then stated that Trustee Patel made him aware that people use the walks in question to push buggies. Mr. Letson stated the cost to remove the crosswalks would be a wash due to the need to construct a curb and regrade the area. Mr. Perl asked what staff recommends. Mr. Letson stated that staff recommends making the intersections ADA compliant as it is the law. Mr. Letson stated that 90% of the non-compliant sidewalks in the Village are at least three feet in width. The discussion is relating to sidewalks less than three feet in width. Trustee Cope stated that where they are used the Village should keep them.

Mr. Wiberg stated the reason staff investigated removing the narrow carriage walks was at the request of the Committee, specifically Chairwoman O'Brien's statement that at a certain point the Village will have to maintain them. Mr. Perl stated that people just park on the existing carriage walks now and do not use them for walking. Chairwoman O'Brien stated she does not see the logic in maintaining the sidewalks for \$2 Million versus removing them for \$400,000. Mr. Perl stated that trees may have to be removed to widen sidewalks. Mr. Letson stated that removal of sidewalks would also require the removal of curb sections which would impact the roadway. Mr. Letson stated it would have to be a case-by-case basis for removal. Chairwoman O'Brien stated that it is better to pick a uniform option. Mr. Wiberg stated that many residents like what is already there and will not be happy with changing the appearance of the parkway. Chairwoman O'Brien stated that the cost for maintaining and making the sidewalks ADA compliant is very high. Mr. Letson clarified that the \$3.2 million dollar number relates to infilling sidewalks where none currently exist.

Contractual vs. In-house Roadway Repairs

Mr. Letson stated the Committee asked staff to look into performing the work in-house versus via a contractor. He stated staff reached out to all the communities in Cook and Lake County, and of the 118 staff spoke with, only four perform the work in-house. Mr. Letson presented the chart below outlining the cost of performing the roadway plan in-house.

Item	In-House	Contractual
Labor	\$1,400,000	
Equipment	\$400,000	
Materials	\$1,400,000	
Facility	\$120,000	
Total Cost	\$3,320,000	\$2,775,000

Mr. Letson stated that in addition to the costs shown in the chart, other factors that impact the budget such as insurance premiums would have to be considered. Staff would also need a place to house the equipment, materials, and staff needed to perform the extensive roadway program, requiring the lease of additional space. Trustee Cope asked why the Committee is considering this option. Chairwoman O'Brien stated the Committee asked to compare the cost since the program would be cyclical. Trustee Cope stated that another consideration is that the crew hired to perform the work would be Village employees, which may lead to increased liabilities.

Trustee Cope stated the crew could be available to perform additional work outside of the roadway plan. Mr. Wiberg stated that this was an interesting exercise and that no Public Works Director would say no to additional staff but it is not financially feasible to do this in-house. Mr. Letson stated that the Village would be paying a premium to the roadway crew to match current prevailing wages, which would not be the best use of Village funds if that crew was assigned to less labor intensive work.

Cost Estimates

Mr. Amelio displayed the breakdown of each program cost to demonstrate how the estimates were assembled. Chairwoman O'Brien asked if paving the commercial alleys would require drainage to be installed. Mr. Amelio stated the alleys would have an inverted crown which would funnel water to the center and into the sewer system. Mr. Perl stated that the unpaved alleys currently absorb water. Mr. Letson clarified this plan does not include paving residential alleys. Chairman O'Brien stated she is concerned that the Village could be creating a new problem by paving commercial alleys by negatively impacting the sewer system. She stated it would come down to the volume of water

entering the system. Mr. Amelio stated there are options for green alleys but they are expensive and the water still ends up in the combined sewer system.

Trustee Cope asked if the TIF could be used to pay for the alley improvements. Mr. Letson replied the TIF could be used. Trustee Cope asked if the businesses are requesting this. Mr. Wiberg stated some of the businesses are requesting the alleys to be paved. Mr. Wiberg stated that the Village's policy has always been not to pave alleys. He stated the Village has no record of paving alleys but at a certain point, they were paved and the Village is now required to maintain them. Trustee Cope asked if the commercial alleys are paved. Mr. Letson stated some alleys are and some are not. Chairwoman O'Brien asked if the Village can vacate the alleys to the adjacent businesses. Mr. Wiberg asked Trustee Cope if that is possible and can a business deny it based on his experience as a municipal attorney. Trustee Cope stated that the Village could establish a special assessment to have the businesses pay for maintenance. Mr. Wiberg asked what the cost for a green alley would be. Mr. Amelio stated that a green alley would cost approximately 50% more than a concrete alley.

Chairwoman O'Brien asked why the cost changes for design and oversight based on the pipe diameter for water main replacements. Mr. Amelio stated that staff used a simplistic model to assemble the figures based on historical data. Trustee Cope asked why the cost would change when it is the same type of work with the only difference being the size of the pipe. Mr. Letson stated there are a number of other factors that change in addition to the pipe size. Trustee Cope stated that the crews would just have to use a larger shovel to excavate but it should not impact design costs. Mr. Amelio stated that the current cost estimate was used to quantify the work. He stated that as projects get awarded in other communities he can compare the costs to what he has presented tonight.

Program Funding

Mr. Letson summarized the program goals discussed in the prior meeting and stated that the presentation tonight would discuss funding options. Mr. Wiberg stated that in 2007 the Village infrastructure program was identified as a pay-as-you-go model. If the pay-as-you-go method was used to fund the proposed program, it would not be complete until 2077 and the roadways would reach four times their lifespan. Mr. Wiberg stated that bonds would be necessary to provide the capital needed to fund the program. Mr. Wiberg stated staff has come up with a funding plan that diversifies revenue sources without relying solely on one source. Mr. Wiberg stated that sales tax is trending downward across neighboring communities due to the increase of online shopping.

Mr. Wiberg stated five bond issuances would be necessary at \$8.25 million each, which would require the debt service to range from \$610,000 to \$3.175 million per year. He reminded the Committee that water revenues cannot be used for other repairs unless there is a direct nexus to the water system. Mr. Wiberg stated there is currently \$2.5 million available in the Transportation Improvement and Motor Fuel Tax Funds that can be used to fund the first round of improvements.

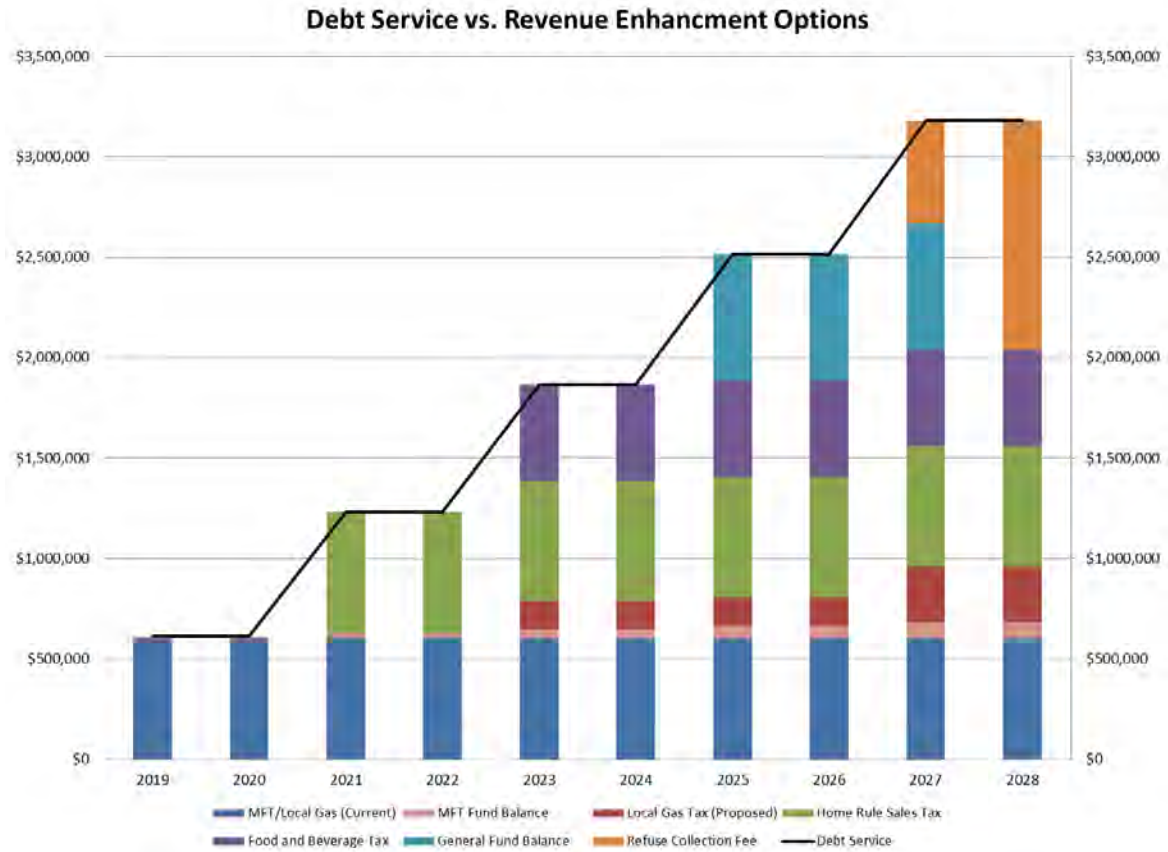
Mr. Wiberg presented the proposed revenue enhancement chart shown below.

Option	Current	Proposed Increase	Estimated Annual Additional Revenue
Home Rule Sales Tax	1%	0.25%	\$600,000
Local Gas Tax	\$0.05	\$0.01 per gallon	\$140,000
Food and Beverage Tax	1%	1%	\$480,000
Refuse Service Fee	Paid for with General Fund revenue	\$75 per quarter, phased in over four years	\$1,140,000 (after the fourth year)
Total Additional Revenue			\$2,360,000

Mr. Wiberg stated that funding would have to be provided through a variety of taxes and fees. Mr. Wiberg discussed the increases proposed in the chart above. He stated that the proposed increases do not only impact residents but also non-residents who use Village services. Mr. Wiberg stated that both home rule sales tax and the local gas tax revenues have been decreasing as vehicles have become more fuel efficient and as people perform more online shopping.

Mr. Wiberg stated that the Village currently pays for refuse/recycling collection. He stated that if the collection cost was to be phased over to residents, it would free up \$1.140 million in available funds to pay for the necessary improvements. The proposed improvements would provide \$2.36 million in funding, which brings the Village close to the \$2.68 million in additional revenue needed to fund the program. Mr. Wiberg stated that future developments, such as development of the former Purple Hotel site, could provide additional revenue to fund the program.

Mr. Wiberg stated that the funding sources could be phased in over a number of years, as demonstrated in the chart below. There would not be a need to implement an increase in the first two years as there are enough funds on hand to pay for the improvements. Following the first two years, a different enhancement would occur about every two years to fund the bond issuances.



Mr. Wiberg displayed the charts below, comparing the Village’s current tax structure to neighboring communities.

Local Gas Tax

Community	Rate
Chicago	\$0.05
Evanston	\$0.04
Glenview	\$0.04
Lincolnwood	\$0.05
Morton Grove	\$0.04
Niles	\$0.04
Skokie	\$0.05

Home Rule Sales Tax

Community	Rate
Chicago	1.25%
Evanston	1.00%
Glenview	0.75%
Lincolnwood	1.00%
Morton Grove	1.25%
Niles	1.25%
Skokie	1.25%

Food and Beverage Tax

Community	Rate
Chicago	0.25%
Evanston	n/a
Glenview	n/a
Lincolnwood	1.00%
Morton Grove	1.00%
Niles	1.00%
Skokie	2.00%

Mr. Wiberg stated that the proposed increases would keep the Village in-line with surrounding communities, which may also raise their tax rates in the coming years. Mr. Wiberg presented the refuse hauler fee chart below and stated that in most other communities, the refuse hauler either bills residents directly, or the fee is included in the water bill. The only other communities that pay for refuse as the Village does are Niles and Park Ridge.

Refuse Service Fee

Community	Fee	Billing Method
Buffalo Grove	Yes	Hauler
Evanston	Yes	Hauler
Glencoe	Yes	Hauler
Glenview	Yes	Hauler
Highland Park	Yes	Hauler
Kenilworth	Yes	Hauler
Lincolnwood	No**	N/A
Morton Grove	Yes	Water bill
Mount Prospect	Yes	Water bill
Niles	No**	N/A
Northbrook	Yes	Hauler
Northfield	Yes	Hauler
Park Ridge	No**	N/A
Skokie	No*	N/A
Wilmette	Yes	Water bill
Winnetka	No*	N/A

*In-House Collection

**General Fund

Trustee Cope asked what if the Village only planned for the first two years since that is what the Village can afford with available funds. Chairwoman O'Brien stated that what staff is presenting is an on-going maintenance plan that extends beyond the first two years. She stated it would not be wise to not act. She stated staff needs to know the plan for the future as do residents. She stated the Committee was asked to look at the long term infrastructure improvement plan and whether it was reasonable to start planning for it now. She stated that the group is looking how to set up the plan and how to help staff budget for the improvements.

Trustee Cope stated that a comprehensive plan can be updated at any time. Chairwoman O'Brien stated this plan could be updated as well. Trustee Cope stated that the Village should prioritize what needs to be fixed in the first two years. Chairwoman O'Brien stated that is what staff and the Committee are attempting to do, but need to look beyond the first two years to do so. Trustee Cope stated that the economy eight years from now is unknown. Mr. Wiberg stated that the plan can be adjusted as needed. He stated every two years staff will approach the Board with the Bond Ordinance, to which the Board can deny if needed.

Trustee Cope stated that he understands the need for a plan but would like to have a plan that addresses the immediate needs of the Village. Mr. Letson stated that as part of the capital improvement planning process, staff would identify and bring forward the specific projects; however, the first step is identifying the overall scope and duration of the program. Chairwoman O'Brien stated that the Village cannot plan for the first steps if they do not have a strategic plan in place. She stated the concept is similar to constructing a house, in which you do not want to plan the construction of the house and run out of funding before you can install a roof. She stated the full picture needs to be addressed including future funding sources. Trustee Cope stated he does not want to bind a future Board to the plan. Mr. Wiberg stated that it will not be binding a future Board to this plan. He referenced the storm water master plan that was adopted over ten years ago and is still only in the first phase. Mr. Wiberg stated that the plan is what the professional staff is recommending be done to address the needs of the Village.

Trustee Cope stated that he is not in favor of raising taxes and that government should work within its available resources. Mr. Wiberg stated that the Village is not unique in terms of its infrastructure needs or methods of funding, and that governments have been doing this for decades. He stated the Village looks for grant funding when available but federal funding is not as prevalent as it was in previous years. Mr. Perl stated that if previous governments had the courage to tax appropriately the infrastructure needs of the Village would be different today.

Mr. Perl stated that the only justification needed to increase taxes is that the infrastructure is in need of repair. Chairwoman O'Brien stated that she experienced the same issue while serving on the School Board. She stated there were opportunities for prior Boards to allocate money for maintenance but did not do so. She stated she would caution the Board to not make the same mistake. She referenced the current concerns with lead pipes in the City of Chicago and stated that real repairs, beyond cosmetic repairs need to be planned.

Trustee Cope stated that the Village should be able to make the needed repairs through the fees that are already charged. He stated that he wants to plan for what can be done with the funds available on hand. Mr. Wiberg stated that this plan has been referred to this Committee by the Village Board. If the Committee endorses the plan, then staff would operationalize the plan and present it to the Board for consideration.

Chairwoman O'Brien raised concerns that the work the Village has performed was cosmetic and should instead focus on real infrastructure maintenance such as replacement of old water mains. She stated that focusing on cosmetic improvements does not address major issues that will continue to need to be addressed. Trustee Cope asked if the previous repairs over the last 10 years were cosmetic or real maintenance. Mr. Letson stated he would consider it to be real maintenance, but the big driver of the cost now is the roadway program. He stated there was not a need to perform road repairs over the last ten years as the roads were not approaching their life expectancy. Trustee Patel stated that the Village would not resurface a road that has not reached its end of life, and in 2007 the

roads were only five to ten years old. Chairwoman O'Brien asked to move on to the water main replacement plan.

Water Main Replacement

Mr. Wiberg stated that staff is recommending replacement of all poor water mains which would require \$7.8 million over 10 years. The debt service would be \$780,000 a year for four bond issuances. He stated that the Village could complete this plan without raising taxes. The wholesale savings from switching water suppliers from Chicago to Evanston would be enough to fund not only the water main replacement plan but also to construct the new transmission main to the City of Evanston. Mr. Wiberg states this can be achieved by freezing the current water rate until 2023. Mr. Wiberg stated that the Village began searching for an alternative water supplier as a result of Chicago's unpredictable rate increases. Mr. Letson demonstrated what the Evanston water rate would be for the Village in the chart below.

Year	Rate
2019	\$1.44
2020	\$1.60
2021	\$1.63
2022	\$1.82
2023	\$1.86

Mr. Perl asked if the rates are guaranteed from Evanston. Mr. Letson stated rates are guaranteed through 2021, at which point they can increase, but by no more than 4% in a given year, with an expected average increase of 2%. Mr. Letson stated that after 2023, rate increases assessed by Evanston would be included in residential rates. Trustee Cope asked at what point the Village will no longer be saving money. Mr. Wiberg stated that passing on rate increases after freezing the rate until 2023 will allow the Village to continue making the improvements to the water system. He stated that unlike Chicago, Evanston is contractually limited to a maximum 4% increase in a given year. Trustee Cope asked at what point there would not be any savings to the Village. Trustee Patel stated that the delta will always remain as long as the rate increases are passed on to residents. Trustee Cope asked if the savings would be true 10 years from now. Mr. Wiberg stated yes, he can confidently say so.

Ms. Marwedel asked if the water quality would be the same. Mr. Wiberg stated yes, it is from the same source and staff performed a blind taste test and were unable to tell a difference. He stated that Morton Grove and Niles are currently spending \$100 million to connect to Evanston due to the savings they will receive.

Trustee Cope stated that people who sat in the public meetings will feel misled as they believe their water rates will decrease as a result of the switch. Mr. Wiberg stated that staff never proposed reducing the water rate and recommended freezing it instead. He stated no other utility could provide a rate freeze for this long, and that nothing he or staff would do would provide this level of savings to the Village again. Mr. Letson stated that no matter what the rate, the replacement of the aging water mains will have to occur no matter what.

Chairwoman O'Brien asked how much of the existing water rate pays for repairs. Mr. Letson stated that the rate is used to pay for the maintenance needs off the system but is not enough to fund large scale capital projects. Mr. Wiberg stated that since 2010, water consumption has decreased 17% due to water consumption regulations and the installation of water conservation products. Trustee Cope stated that the rate should include an amount set aside for system repairs. Mr. Perl stated that funds are not available as the rate does not reflect the maintenance needs of the Village. Mr. Letson stated the rate pays for day-to-day maintenance needs of the Village but not the long term capital projects, primarily due to the decrease in water consumption.

Mr. Wiberg stated that the Village needs to pay \$10 million to build a transmission main to Evanston. He stated that if the Board wanted to reduce rates by 5% or 10%, the average water bill would see a reduction of \$7.39 and \$14.77 respectively, but would have a detrimental impact on the ability to complete the needed water system improvements. Mr. Letson displayed a chart that demonstrated that reducing the rate by 10% would not allow for the construction of the transmission main due to lack of funding. Reducing the rate by 5% would still allow the Village to construct the transmission main, but will limit other improvements. Mr. Letson provided a chart demonstrating the program over an 8, 10, and 12 year period, all of which lead to a similar final cost.

Mr. Letson stated that staff ran three scenarios regarding the replacement of 1920s fair water mains in addition to all poor mains; replacement of 100%, 50%, and 25%. In each case Mr. Letson stated the program would not have sufficient funding. Trustee Cope asked where the funds are coming from to do the fair mains. Chairwoman O'Brien stated that the Committee asked staff to look into completing certain fair mains in addition to the poor mains. She asked how the programs are overlapping. Mr. Letson stated that the Village would replace mains and resurface roads at the same time to prevent excavating new roads in the future.

Chairwoman O'Brien polled the members on what they thought of the proposed Infrastructure Improvement Plan. Mr. Dimas stated he agreed with the 10 year plan and staff's recommendations and Ms. Marwedel concurred. Mr. Perl asked for a summary of the plan. Mr. Wiberg summarized the plan as replacement of all roads in a ten year period, infilling sidewalks where there is neighborhood support, and paving commercial alleys. Relative to water mains, Mr. Wiberg stated the goal is to replace poor water mains concurrent with the roadway program over 10 years. Mr. Perl stated he likes the plan but

wants to see a graph outlining the total debt incurred by both programs, including the annual debt service. Chairwoman O'Brien stated that she is in favor of extending the plan to 15 years but will agree with 10 years if the rest of the Committee does as well.

Chairwoman O'Brien stated she would like to see more information on the impact of paving alleys on the sewer system, would like to move past the discussion on carriage walks, and would like to see if it is possible to replace 15% of fair water mains. She stated that she would like to see work beginning on the water mains as part of the first round of improvements. She asked staff to evaluate moving the refuse fee implementation up to the front of the revenue enhancements to see how it will affect the program funding.

Ms. Marwedel asked if staff could break out the cost per household for the entire program. She also suggested moving up the food and beverage tax increase. Chairwoman O'Brien stated that if the refuse fee could cover the cost of the program during the first few years, other tax increases could be delayed. Trustee Cope asked how the members who were not present tonight would feel about the plan. Chairwoman O'Brien stated that they were in favor of the plan at the last meeting. Mr. Perl suggested evaluating the use of green alleys to control storm water as part of the alley resurfacing program. He also asked for an annual report of improvements and their impacts to be performed and evaluated.

V. Public Forum

Resident Pam Lefkowitz stated that anyone who attended the meeting during the discussion of changing water providers would not have assumed their rates were being decreased. She stated that it was clear that there was not going to be a residential reduction, and agrees that the savings should be used to fund the needed improvements. The committee discussed the next possible meeting dates and asked staff to confirm the dates via email.

Adjournment

Mr. Perl made a motion to adjourn. Ms. Marwedel seconded the motion. The meeting adjourned at 10:30 p.m.

Respectfully Submitted,

Nadim Badran
Assistant to the Public Works Director

**VILLAGE OF LINCOLNWOOD
AD-HOC INFRASTRUCTURE COMMITTEE
APPROVED MEETING MINUTES
VILLAGE HALL COUNCIL CHAMBERS
APRIL 30, 2018**

I. Call to Order

Chairwoman O'Brien called the meeting of the Ad-Hoc Infrastructure Committee to order at 7:00 p.m.

II. Roll Call

The following were:

PRESENT: Chairwoman Kathy O'Brien; Jeffery Perl; Marilyn Marwedel (left at 9:14 p.m.); Gus Dimas; Rizwan Hussain; Teodor Strat; and Village Trustee, Ron Cope (Trustee Liaison).

ABSENT: Syed Mudassir Hussaini;

Also present were: Jesal B. Patel, Village Trustee (left at 9:08 p.m.); Jean Ikezoe-Halevi, Village Trustee; Georjean Hlepas Nickell, Village Trustee; Timothy Wiberg, Village Manager; Andrew Letson, Public Works Director; Jim Amelio, Village Engineer (CBBEL); Nadim Badran, Assistant to the Public Works Director; Daniel Dem, CBBEL Engineer.

III. Approval of Minutes – April 12, 2018

Chairwoman O'Brien stated that she has corrections to the minutes. She stated that Trustee Halevi should be acknowledged as being present, and that resident Pam Lefkowitz's comments should be listed under Public Forum. She stated that she would like more information regarding the discussion on "real" repairs versus cosmetic repairs. Mr. Perl stated that there should be more information regarding the Evanston water rate and inquired how the draft agreement proposes to address increases in the wholesale water rate. Mr. Letson provided information regarding the draft agreement's rate setting model and stated that increases are based on actual costs attributed to the infrastructure and operations that would directly provide water to the Village. Chairwoman O'Brien moved to postpone voting on the minutes until the changes were made. Mr. Perl seconded the motion. The motion was approved.

IV. Discussion Regarding the Establishment of an Infrastructure Improvement Master Plan

Mr. Letson introduced the presentation and stated the first part of the discussion tonight would focus on answering questions raised at the previous meeting.

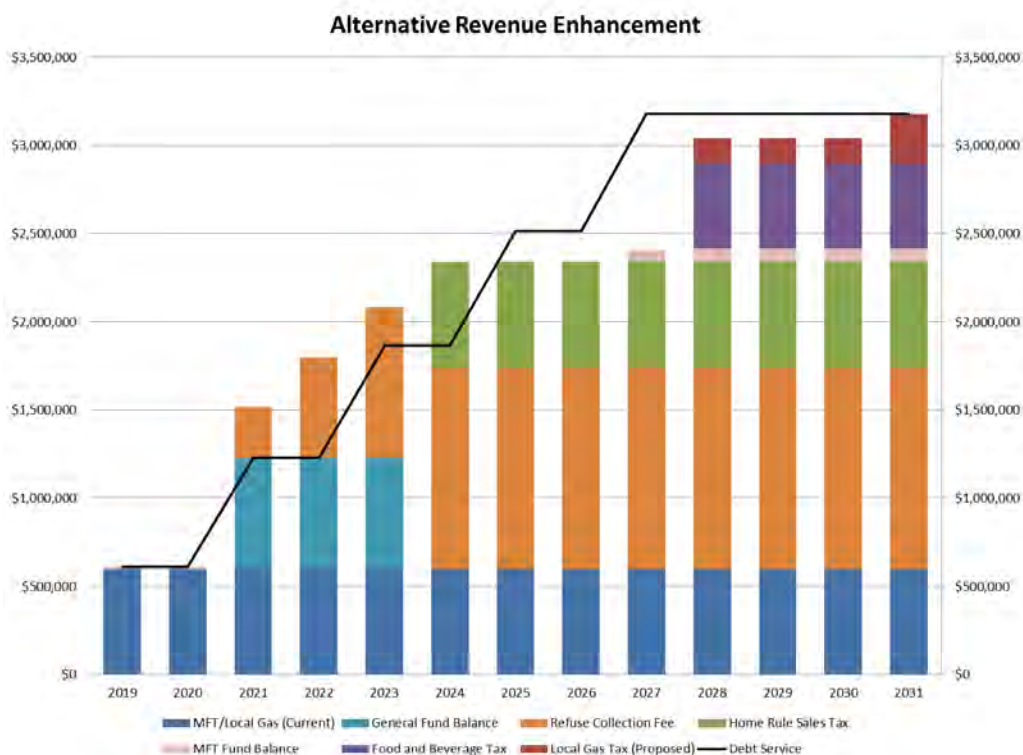
Stormwater Impact from Paving Alleys

Mr. Amelio stated that the Committee requested that staff evaluate the stormwater impact from paving alleys. Mr. Amelio stated that only 0.36 acres of alleys would be paved, with gravel alleys currently having an impervious curve number of 90. Paved alleys would increase the impervious curve number to 98, which was not significant according to Mr. Amelio. Mr. Amelio stated that an alternative option would be to install permeable pavers in the alleys, however, it would increase the cost 25% more than concrete, and there would be on-going maintenance concerns.

Mr. Letson stated that the Village could utilize bottomless catch basins which would allow water to percolate into the soils below before migrating to the sewer system. Mr. Perl asked if it would be similar to the underground tunnels in Chicago. Mr. Amelio stated the pipes would be sized according to need. Mr. Wiberg stated that the total area is small and the existing alleys are already near impervious, so there should not be a significant impact on stormwater. Mr. Letson stated the Village has installed a similar system of French drains in alleys that experience flooding and the program has yielded successful results. Mr. Perl asked if there was a way to calculate the amount of stormwater entering the ground. He stated that the French drain project is a good example that the project works. Mr. Wiberg stated there is not enough open space in the Village to store stormwater, so the goal of the Stormwater Master Plan is to store the water on the street. Mr. Hussain asked if permeable pavers would require the water to tie back into the sewer system. Mr. Amelio stated that an underdrain would be required.

Roadway Program Funding

Mr. Letson provided the Committee with a review of the proposed funding program and scope of the roadway program. He stated staff was asked to review the possibility of shifting around revenue sources to move the refuse service fee to the beginning of the revenue enhancement plan and determine how it would impact the need for other enhancements. Mr. Letson stated that by 2031, all enhancements would need to be enacted to fund the program, no matter the sequence. He stated that before any enhancement was considered, the economic condition of the village would be evaluated. Mr. Letson displayed the chart below which shows the adjusted revenue enhancement program.



Mr. Letson stated that enacting the refuse collection fee would allow other sources to be pushed back a few years but will ultimately still be needed. He also stated that the refuse fee is the only fee that solely impacts residents, whereas the other fees will be paid by non-residents, who also use the Village's infrastructure.

Chairwoman O'Brien asked why the Village has not implemented the refuse fee in the past or identified as being implemented earlier in the program? Mr. Wiberg stated that the decision to not implement the fee was a political decision made by previous Village Boards. He stated the issue has been discussed several times by the Village Board over the past ten years. Chairwoman O'Brien stated that she is concerned the Village would be using up all other options without leaving options available for future projects. Mr. Wiberg stated the Village also has the property tax levy to help support daily operations. Mr. Wiberg stated that none of the proposed revenue enhancements are set in stone; however, the enhancement plan gives the Village a number of options in terms of funding the program and allows for a diversified stream of revenue.

Trustee Cope summarized that under staff's proposed infrastructure plan, there would be five bond issuances in addition to the bonds required to fund the capital costs to connect to the City of Evanston for water. He stated that is a lot of debt over the next several years that should be considered by the Committee. Mr. Wiberg stated that the Committee was not tasked with the water purchase discussion since that directive has already been provided by the Village Board. He stated that the Evanston water connection project would likely be funded through an IEPA low interest loan, which would provide the lowest interest rate on the bond used for that project. He stated that the savings to the Village in water purchase costs through the lower rate from Evanston is significant enough to fund, not only the capital cost to connect to Evanston, but also the cost to

replace the recommended water mains, as long as the Village's water rates are frozen, not reduced, for five years.

Chairwoman O'Brien asked when construction would begin on the transmission main in relation to when the bond issuance from the project would occur. Mr. Letson stated that during the design phase the Village would begin to seek funding. He stated the current schedule calls for the Village to be connected to Evanston by the end of 2019.

Water Main Replacement Program

Mr. Letson stated that the Committee requested staff investigate moving the project prior to 2020. Mr. Letson stated there is \$300,000 worth of projects that can be done in Fiscal Year 2019/20, but not sooner due to budgeting and design constraints. He stated if the Board approves of the plan, design can begin in FY2019/20, which would include roadway work in the same fiscal year and roadway and water main work the following year. Chairwoman O'Brien stated she is concerned that the Village may not be able to get a project done in that time frame as the project would have to be designed, bid, and awarded. Additionally, she expressed concern that the Village may pay higher construction costs if the project is bid too late in the year. Mr. Amelio stated that he believed the Village would be able to complete a project in FY2019/20. Mr. Strat asked what would happen if the Village could not complete the project on time. Mr. Letson stated the program would be pushed back.

Mr. Letson stated the Committee requested that staff investigate the possibility of replacing a smaller amount of the 1920s "fair" mains, as it was not possible to complete 25%, 50%, or 100% as previously demonstrated. Mr. Letson stated that if there were a onetime \$0.10 increase to the residential rate, in addition to the normal increase, estimated to be about 2%, then the Village could replace 15% of the fair 1920s mains. He stated that the economic condition of the Village will be monitored to determine if this would still be feasible prior to starting. Mr. Perl stated that annual reporting, if not more frequent, is important for the Board of Trustees. Mr. Hussain asked why freeze the water rate for five years then increase it by \$0.10. Mr. Wiberg stated that rates have not increased since 2016.

Mr. Letson stated that replacing all poor mains in addition to 15% of the fair 1920s mains would equate to 22% of the system being replaced. Trustee Cope asked how water mains were selected for replacement. Mr. Amelio stated that an engineering software is utilized to model the Village's system which bases the ratings on age, road condition, number of breaks, diameter, and fire flow. Trustee Cope asked why the mains have not been replaced previously. Mr. Wiberg stated certain mains have been replaced such as the main under Crawford Avenue. Mr. Letson stated that in the 2000s, 12% of mains were replaced, and in the 1990s, 16% were replaced.

Mr. Perl asked how the Village will continue to maintain its infrastructure after the program has been completed based on the revenue that will be brought in versus the needed expenditures to begin another cycle of the plan. He questioned if there will be

sufficient revenue still coming in after the first cycle of the program has been completed. Mr. Wiberg stated that every year the Village budgets for repairs. Mr. Perl clarified that this is an accelerated program and questioned Chairwoman O'Brien on why she wanted a fifteen year plan as opposed to ten. Chairwoman O'Brien stated it would bring the Village closer to the twenty year cycle it is trying to reach. Mr. Wiberg stated that the dilemma is attempting to begin a twenty year cycle without shorting the expected lives of the roadways.

Trustee Cope stated that the plan calls for an extraordinary expenditure and questioned how the budget will be balanced. Mr. Perl stated that the expenditure will occur over 20 years. Mr. Amelio stated that following the completion of this cycle, planning would have to begin for the next cycle and funding will still be necessary. Mr. Wiberg stated that the Village will have to keep utilizing different revenue sources due to the fact that the Village has the lowest property tax rate in Niles Township. He stated it has been a policy of the Village Board to keep property tax rates as low as possible. He stated that while property taxes are low, the Village is fortunate to have a variety of different revenue sources to fund infrastructure projects.

Chairwoman O'Brien stated that the group is not here to review this topic through a political lens, but to recommend the best course of action for the Village. She stated that she is concerned that Band-Aid solutions should be replaced with a true solution. She stated that the annual cost to residents of \$575 would be worth the improvements and would be a plan she would recommend. Mr. Perl stated that this would be the beginning of a new way for the Village to manage infrastructure concerns and should formalize the process. Mr. Hussain asked why not increase property taxes to fund the program. Mr. Wiberg stated it would not be feasible to increase property taxes as the increase would have to be very large, likely doubled. Mr. Hussain asked how to get the Village to where other communities are at in terms of infrastructure. Mr. Wiberg stated that funding options can be blended into the program over time, but it would not be equitable to have current residents pay for the improvements that future residents would also enjoy; therefore, bonding is the best way to fund the projects.

Chairwoman O'Brien asked if there was a consensus on the presented roadway program being completed in ten years. She surveyed the committee with all five members in favor and one against.

Chairwoman O'Brien asked if there was a consensus on the presented water main replacement program including the replacement of all poor mains and 15% of the fair 1920s mains. All six members were in favor.

Chairwoman O'Brien asked if there was a consensus on paving commercial alleys. Mr. Dimas stated they should be left as gravel. Mr. Hussain stated he thinks they should be paved. Mr. Perl stated he had no opinion. The remaining members believed they should be left as is. The majority of the committee (four members) agreed to leave alleys as gravel. Mr. Letson explained that funds have already been budgeted for paving of an alley in FY2018/19, unrelated to this program.

Chairwoman O'Brien asked if there was a consensus on infilling sidewalks where none exists based on the vote of each neighborhood. Three members stated no, two stated yes, and one had no opinion. The majority agreed that infilling sidewalks should not be considered as part of the program.

Chairwoman O'Brien asked if there was a consensus on the original funding program as presented by staff. The six present members agreed the original funding method presented by staff was preferred.

Chairwoman O'Brien requested staff prepare a report for the next meeting as well as draft the recommendations based on the discussion that was held tonight for the Committee to review.

V. Public Forum

Resident Pam Lefkowitz stated that the condominiums and businesses do not pay garbage fees, which should be considered when discussing the refuse service charge. Mr. Wiberg explained that condominiums are part of the Village's agreement with Groot but not commercial properties.

VI. Adjournment

Mr. Letson stated the next meeting is schedule for May 14, 2018 at 7:00 p.m. Chairwoman O'Brien made a motion to adjourn. Mr. Dimas seconded the motion. The meeting adjourned at 9:16 p.m.

Respectfully Submitted

Nadim Badran
Assistant to the Public Works Director

**VILLAGE OF LINCOLNWOOD
AD-HOC INFRASTRUCTURE COMMITTEE
DRAFT MEETING MINUTES
VILLAGE HALL COUNCIL CHAMBERS
May 14, 2018**

I. Call to Order

Chairwoman O'Brien called the meeting of the Ad-Hoc Infrastructure Committee to order at 7:04 p.m.

II. Roll Call

The following were:

PRESENT: Chairwoman Kathy O'Brien; Marilyn Marwedel; Gus Dimas; Rizwan Hussain; and Teodor Strat

ABSENT: Syed Mudassir Hussaini; Jeffery Perl; Village Trustee, Ron Cope (Trustee Liaison).

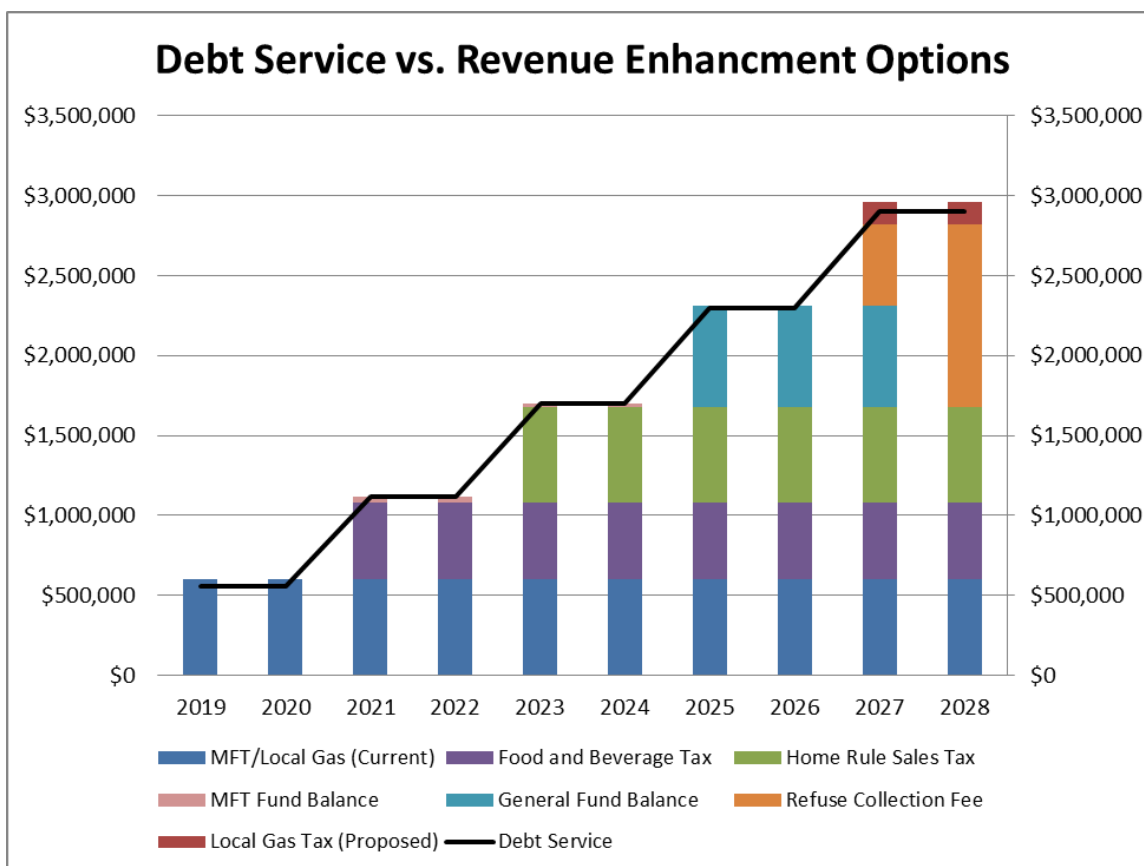
Also present were: Timothy Wiberg, Village Manager; Andrew Letson, Public Works Director; Jim Amelio, Village Engineer (CBBEL); Nadim Badran, Assistant to the Public Works Director; Daniel Dem, CBBEL Engineer.

III. Approval of Minutes – April 12, 2018 and April 30, 2018

Chairwoman O'Brien made a motion to approve the minutes from the April 12, 2018 and April 30, 2018 Ad-Hoc Infrastructure Committee meeting. Ms. Marilyn Marwedel seconded the motion. The motion was approved.

IV. Discussion Regarding a Draft Report and Recommendation Concerning the Establishment of an Infrastructure Improvement Master Plan

Mr. Letson stated he has a brief presentation that includes a summary of the recommendations as well as a summary of the overall Infrastructure Plan. Mr. Letson demonstrated the adjusted revenue enhancement chart shown below based on the recommendation of the Committee to remove sidewalks and resurfacing of gravel alleys. Mr. Letson reminded the Committee that prior to pursuing any revenue enhancements the economic condition of the Village will be evaluated.



Chairwoman O'Brien stated she preferred the way the recommendations were provided in the presentation, using bullet points, rather than the written description in the memo. She asked staff to adjust the memo to mirror the presentation. She asked staff to include the program cost breakdown into the recommendations memo.

Chairwoman O'Brien asked for clarification on why the resurfacing of already paved alleys was still included as she recalled it was not accepted as part of the plan by the group. Mr. Letson stated the recommendation from the Committee was to exclude the paving of gravel alleys, but to include the resurfacing of already paved alleys was not specifically discussed. Chairwoman O'Brien asked where these alleys were located. Mr. Letson stated they are primarily located in commercial areas.

Mr. Wiberg stated that the budget currently includes funding for resurfacing an alley. He stated that other property owners will likely request their alley be paved after that project is completed. Mr. Letson stated that he recommends resurfacing of existing paved alleys be included as they are public rights-of-way already maintained by the Village. Ms. Marwedel asked for the cost of the program. Mr. Amelio stated it is approximately \$615,000.

Chairwoman O'Brien polled the Committee on the resurfacing of existing paved alleys. Three members voted no and two voted yes, with a majority consensus to not include the

resurfacing of existing paved alleys. Mr. Hussain asked if the Village will continue to patch the alleys. Mr. Wiberg stated the Village will continue to do so.

Chairwoman O'Brien asked staff to include the rationale behind why the Committee made certain recommendation in the report. She stated she wants to make it clear why the Committee is recommending certain improvements and why they are necessary. Chairwoman O'Brien passed around a list of rationale that she had developed for consideration by the Committee. Mr. Letson stated he can add an executive summary to the report with clarifications.

Mr. Hussain asked if there is a way to ensure the bonds are used only for infrastructure improvements. Chairwoman O'Brien stated that the Village Board must vote on each bond issuance, which includes specific language in the ordinance that identifies the purpose of the bond. Mr. Wiberg stated that the Village is also audited annually to ensure funds are being used correctly.

Chairwoman O'Brien asked if the group needed to meet again to finalize the report. Mr. Letson stated that the Committee can approve the report and charge Chairwoman O'Brien and Mr. Letson with finalizing the document. Mr. Letson stated he will make the changes and send it to the group for their review to finalizing the report. Mr. Wiberg stated that he hopes to present the recommendations to the Village Board at its Committee of the Whole meeting on June 19, 2018.

Chairwoman O'Brien polled the Committee on whether they agree with the draft recommendations. The Committee unanimously agreed with the draft recommendations.

V. Public Forum

Resident Pam Lefkowitz stated that the Committee did a great job.

VI. Adjournment

Ms. Marwedel made a motion to adjourn. Mr. Strat seconded the motion. The meeting adjourned at 7:30 p.m.

Respectfully Submitted

Nadim Badran
Assistant to the Public Works Director