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Roscoe C. Stelford, III
City Manager

Memorandum

January 19, 2015

To: Mayor and City Council

From: Roscoe Stelford, City Manager

Re: **5-YEAR CAPITAL IMPROVEMENT PROGRAM (CIP)**

The FY15/16-FY19/20 5-Year CIP document represents the City Administration's annual strategic plan to develop a continuous, comprehensive, long-term Capital Improvement Program (CIP) for the community. The CIP is designed to achieve two fundamental objectives: First, to identify the major capital needs of the City over the planning period; and, second, to prioritize and begin planning, both financially and otherwise, via the application of a uniform and objective CIP process, for the scheduled implementation of these improvements.

It is a formidable challenge to bring together into a single document the outstanding list of projects for all of the operations of the City and to rank them and establish a price tag for each. The CIP is updated annually and refinements are made to the process, the projects, and the document itself.

FY15/16 and the balance of the proposed 5-Year CIP reflect this ever-changing financial and municipal landscape in Woodstock. The ensuing 5-year capital planning period focuses on “brick and mortar” improvements that are necessary if the City is to be successful in responding to the infrastructure needs of the community.

The CIP document consists of eight chapters. The first chapter is an introduction and explanation of capital improvement programming. This chapter is intended for those who are unfamiliar or new to the CIP process. The second chapter is a detailed discussion of the status of projects approved in FY14/15. The remainder of the document is devoted to the upcoming 5-year CIP (FY15/16-FY19/20). Chapter 3 provides an overview of the entire five-year period. Subsequent chapters break out this discussion for greater scrutiny by Fund, i.e., General Fund (Chapter 4); Utility Fund (Chapter 5); Environmental Management Fund (Chapter 6); Library Fund (Chapter 7); and TIF Fund (Chapter 8).

Therefore, depending on your particular interest, you can leaf ahead to that portion of the document. Each chapter provides an overview and a summary, both in narrative and graphically via tables. Finally, detailed project descriptions are provided for all 100+ projects in the 5-year CIP, not just those proposed for consideration in the upcoming Capital Budget Year – FY15/16. In addition to providing a valuable planning tool, the CIP is also a major policy statement. Consistent with this, in Chapter 4 of the document, a discussion of important policy considerations is outlined, preceding the schedule of General Fund CIP projects. This discussion highlights the major challenges, others might say obstacles, that the CIP must address if it is to continue to be as effective in the future as it has been in its past.

The 5-Year CIP and, in particular, the Capital Budget Year continues to reflect the goal that the CIP be balanced. Consequently, projects range from basic services to improvements that broaden the community's vision. This balance is necessary if Woodstock is to retain its unique "quality of life." Care was also exercised to insure that the schedule of projects is spread geographically throughout the community so that citizens can "see their tax dollars at work." A third consideration when seeking to achieve this balance is to provide equally for maintenance of existing facilities while also providing new services and/or facilities to respond to and anticipate both the existing and future needs of the community.

It is imperative to make an important distinction between the 5-Year CIP document and the subsequent FY15/16 Budget. The 5-Year CIP is a planning document as opposed to a budget document, although financial figures are included in the text. Like other planning documents (e.g., Water and Sewer Master Plans, Stormsewer Master Plan, Park Master Plan, Rt. 47 Corridor Study, etc.) formal approval of the 5-Year CIP by the City Council is not required. Instead, it is a planning tool to be used by the City Council, City Administration, and other Boards and Commissions. The 5-Year CIP does NOT appropriate funds. The recommendations contained in the CIP will subsequently be considered for inclusion in the City's operating budget.

In its current form, the CIP reflects the City Administration's perspective of the priorities for the community. The CIP must now be reviewed by the City Council to determine if this program mirrors the community's priorities. Also, you will note that at this stage of the CIP review process, while project costs have been assigned to each project, a corresponding schedule of revenues does not exist. Recognizing that requests far exceed the amount of funds available, this stage of the CIP is more appropriately devoted to a critical review of the projects themselves, their need, how they rank/compare with other CIP projects and, finally, their scheduled year of implementation.

The funding and various revenue sources to support the CIP will be identified during the FY15/16 Budget process, which will follow closely the completion of this initial CIP project review process. A brief discussion of revenues, however, is in order. The CIP is, by law, like the budget, divided into five (5) separate funds which comprise the major operations of the City. They are the General Fund, Library Fund, Utility Fund (Water & Sewer), TIF Fund, and the Environmental Management Fund. The revenues derived from within each fund are used to finance the capital improvements for that respective fund. The sources of revenue are as varied as those that comprise the City's operating budget. In addition to property tax, other primary sources of revenue include: billing receipts, development fees, bond proceeds, grants, etc. The level of funding required to support the CIP cannot be established until a consensus is reached on which projects are to be funded and in what year(s). Once this is determined, the fiscal year operating budget is prepared; and the level and extent of revenues available is incorporated. This is where the ranking of projects comes into play. If requests exceed funding in any given year, the lower priority projects can be eliminated from funding in the capital budget year and be moved out to the next or succeeding years.

In the preparation of this, the 22nd year of the City's 5-Year CIP, it continues to be increasingly apparent that existing funding sources are not adequate to finance all the needed improvements. It would be unrealistic to assume, however, that the City could or should fund all the CIP requests. Major building projects, utility improvements, transportation priorities, and park facilities, to name only a few, will necessitate increased use of alternate revenue sources such as special service areas, bond issues, grants, and lease/purchase.

Instead of duplicating the summary of the CIP here, you can turn to Chapter 3 of the CIP document for an overview of both the FY15/16 Capital Budget Year projects and the entire 5-Year CIP, illustrated in an accompanying spreadsheet. If you have any questions in the interim, please do not hesitate to contact me. The CIP is scheduled to be discussed at the next City Council Meeting on February 3rd.

CITY OF WOODSTOCK, ILLINOIS
ANNUAL 5-YEAR
CAPITAL IMPROVEMENT PROGRAM



FISCAL YEAR 2015/2016
THROUGH
FISCAL YEAR 2019/2020

CITY OF WOODSTOCK
ANNUAL 5-YEAR
CAPITAL IMPROVEMENT PROGRAM (CIP)

FISCAL YEAR 2015/2016
THROUGH
FISCAL YEAR 2019/2020

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January 2015

CITY OF WOODSTOCK
 5-YEAR
 CAPITAL IMPROVEMENT PROGRAM
 FY2015/2016 THROUGH FY2019/2020

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CHAPTER ONE
INTRODUCTION TO
CAPITAL IMPROVEMENT PLANNING



CITY OF WOODSTOCK
ANNUAL 5-YEAR
CAPITAL IMPROVEMENT PROGRAM

FISCAL YEAR 2015/2016
THROUGH
FISCAL YEAR 2019/2020

INTRODUCTION

Like most communities, the City of Woodstock does not have sufficient funds to accomplish all of the infrastructure and public improvement projects required by a growing community. The City of Woodstock is faced with the universal dilemma of attempting to meet the needs of its residents for improved public services and facilities with limited revenues, coupled with the continued escalation of costs for providing these same requested services and facilities. This situation is compounded by the selective imposition of a property tax cap on non-Home Rule communities in collar counties, of which Woodstock is a member.

In an effort to meet this challenge, the City of Woodstock has developed an objective and uniform method of establishing project priorities and identifying the amount and source of funds available to undertake these capital projects. The City is also charged with the responsibility of insuring that the public funds are spent wisely and efficiently. A Capital Improvement Program (CIP) is the process best suited to assist the Mayor and City Council in accomplishing this objective.

Among the primary responsibilities of municipal officials is to preserve, maintain, and improve the City's inventory of buildings, streets, parks, and water and sewer facilities. Capital Improvement Planning is recognized as a prudent financial management tool and a necessary planning practice. Maintenance and upkeep of facilities today may prevent emergency and major replacement costs tomorrow. Equally important, communities that are seeking to attract business investment to guarantee a balanced and stable economic base recognize that a carefully-planned infrastructure program is critical to this effort. In conjunction with the Woodstock Vision 2020 Plan, Comprehensive Plan, Parks Master Plan, Water Master Plan, Sewer Master Plan and Stormsewer Master Plan, the CIP brings all these together and promotes new investment in locations that can accommodate development with quality systems and services.

As presented, the FY2015/2016 – FY2019/2020 CIP attempts to balance the competing needs of maintaining existing facilities (i.e., what we have) with expanded and/or new facilities to meet present and future needs (i.e., what we need). This process also aids in distinguishing a “want” from a “need.”

WHAT ARE CAPITAL IMPROVEMENTS?

Capital Improvements are, basically, public improvements that meet a set of pre-determined criteria. They represent projects involving the expenditure of public funds, over and above annual operating expenses, for the purchase, construction, or replacement of physical facilities of a community. Examples include:

- Streets/Roads/Sidewalks
- Parks
- Public Buildings and Facilities
- Water & Sanitary Sewer Systems
- Water & Sewage Treatment Plants

WHAT ARE THE GENERAL CHARACTERISTICS OF CAPITAL IMPROVEMENTS?

1. They are large in size and/or scope;
2. They have a substantial price tag;
3. They have long-term usefulness and permanence (i.e., 5-30 years);
4. They involve expenditures of a non-recurring nature (i.e., the routine maintenance of the facility once in place becomes part of the annual operating budget);
5. They usually provide a governmental facility for public service; and
6. They add substantially to the value of the City's fixed assets.

Although most capital improvements share these common characteristics, the actual types of projects included in the CIP vary from community to community. For example, the City of Woodstock has chosen to include major replacement projects, a practice that is common in smaller municipalities with a limited operating budget. For our purposes, the City has defined a CIP project as one with a cost greater than \$10,000 that meets the above guidelines. Projects below this amount will be incorporated within their respective departmental budgets as part of the annual operating budget.

WHAT IS CAPITAL IMPROVEMENT PLANNING?

Simply stated, capital improvement planning is the multi-year preparation, scheduling, and updating of a list of proposed projects and related equipment to be built or purchased by the City within a fixed period. It covers the entire range of public facility and service requirements. The program lists all future projects in order of construction or acquisition priority, the amount requested to be appropriated and expended in each year, and the proposed method of financing. On the basis of this information, summaries of capital activities and financial requirements can be determined for each year.

As both a short- and long-range plan for physical development, the CIP links the City's Comprehensive Plan and other planning documents with the annual budget. It provides a mechanism for:

- Estimating capital requirements;
- Proposing revenue sources for existing and future projects;
- Planning, scheduling and, most importantly, implementing projects;
- Budgeting high priority projects;
- Coordinating the activities of various departments' project schedules; and
- Monitoring and evaluating the progress of capital projects.

WHAT IS THE "CAPITAL BUDGET YEAR"?

The first year of scheduled projects is referred to as the "Capital Budget Year" and includes those projects recommended to be funded in the upcoming fiscal year. The CIP does not, in and of itself, raise money for capital projects. Instead, these projects will subsequently be included in

the FY2015/2016 Budget submitted to City Council for their consideration. The succeeding years' schedule of projects makes up the "Capital Improvement Program."

WHY USE A FIVE-YEAR PROGRAMMING PERIOD?

A five-year period is considered most suitable. Two or three years is too little time for effective programming because planning and financing of major projects usually takes longer. On the other hand, a period of more than five years dilutes the accuracy of the projections to the point of becoming less meaningful.

WHY UPDATE THE PROGRAM ANNUALLY?

The CIP is proposed to be updated annually in order to fine tune the capital budget to reflect changing economic conditions and shifting priorities. The City must have the most accurate project costs included in the budget for the upcoming fiscal year. The program is also designed to be adjusted to reflect the need for additional projects and to respond to different priorities as established by City Council in response to citizen input.

Like Woodstock itself, the CIP is not static. Instead, it can and should be reviewed and updated every year to reflect changing priorities, unexpected events, unique opportunities, cost changes, and/or alternate financing strategies.

WHAT IS THE PROCESS FOR DEVELOPING THE PROGRAM?

The process for reviewing and updating the CIP begins more than six months prior to the implementation of each Capital Budget Year. At the beginning of October, the Office of the City Manager notifies the Mayor and City Council, Department Directors, and various City Boards and Commissions that Project Request Forms are available. Upon completion they are submitted for review and inclusion in the CIP. While anyone can submit proposed projects directly to the Office of the City Manager, in most cases projects are provided by City Council Members or Department Directors based on their knowledge of City needs and priorities.

During the month of November, the Office of the City Manager conducts a comprehensive review of the requests by meeting with each Department Director to discuss the merits of each project. Projects are then prioritized according to their perceived economic and operational value. This prioritization matrix is discussed in greater detail in Chapter 3.

The entire month of December and first half of January is dedicated to the development of the CIP document. City goals and policy recommendations, detailed project descriptions, and 5-year budget estimates are developed for each of the CIP categories – General Fund, Utility Fund, Environmental Management Fund, Library Fund and Tax Increment Financing Fund. The CIP document is transmitted to the City Council in late January for their consideration; and, ultimately, the proposed CIP is then incorporated in the upcoming Capital Budget Year for City Council review and approval.

WHAT ARE THE BENEFITS OF CAPITAL IMPROVEMENT PROGRAMMING?

1. **Focusing attention on community goals, needs, and capabilities.** The CIP process insures that the CIP projects reflect community-wide goals and identifies available resources. It requires that projects be looked at collectively as opposed to individually to determine their value to the community. It forces projects to compete to justify for the limited funds available.
2. **Achieving optimum use of taxpayers' dollars.** Advance programming can help avoid costly mistakes and duplication. It aids in making sound annual budget decisions and can result in significant savings on interest for projects financed through bonds due to a higher bond rating attributable to the existence of a formal CIP.
3. **Guiding future community growth and development.** The location and capacity of capital improvements help shape how, when, and where the community develops.
4. **Serving wider community interests.** Projects within the CIP are prioritized, in part, on the basis of greatest benefit to the greatest number of City residents as opposed to usually narrower department objectives.
5. **Encouraging more efficient government.** Coordination of capital improvements can reduce scheduling problems and conflicting or overlapping projects. An obvious example is that utilizing a CIP can prevent paving a street one year only to have it torn up the next year to install a sewer.
6. **Improving intergovernmental and regional cooperation.** The CIP promotes the opportunity to plan the location, timing, and financing of improvements in the interest of the community as a whole and enables the identification of possibilities for shared facilities.
7. **Maintaining a sound and stable financial program.** The CIP reduces the frequency of large, unplanned expenditures that can endanger the financial well-being of the City. With ample time for planning, the most economical means of financing a project can be studied and selected in advance. A balanced CIP can help prevent making commitments and debts that may prevent the initiation of more important projects in the future. Finally, it has a positive impact on the City's credit rating and makes the community more attractive to business and industry.
8. **Repairing or replacing existing facilities and equipment.** Our country's infrastructure is in serious disrepair, and the CIP process helps focus attention on the need to maintain what we have.
9. **Enhancing opportunities for participation in federal and/or state grant programs.** The CIP improves the chances of obtaining grant funds through documentation of projects as officially-identified community needs.

CHAPTER TWO
STATUS OF FY14/15
CAPITAL IMPROVEMENT PROJECTS



CITY OF WOODSTOCK
ANNUAL 5-YEAR
CAPITAL IMPROVEMENT PROGRAM

FISCAL YEAR 2015/2016
THROUGH
FISCAL YEAR 2019/2020

**STATUS
FY14/15
CIP REVENUES
SUMMARY & OVERVIEW**

FY 14/15 CIP REVENUE PERFORMANCE

The CIP program for the City of Woodstock is dependent on revenues to operate. These revenues come from multiple sources including telecommunications tax, impact fees, TIF revenues, and user fees. Although the City can influence many of these revenues through policy, often the overriding force is the overall economy, over which the City has little or no control.

Since 2009, the United States, including the Woodstock area, has seen an overall decline in the housing market. Before this period, during its peak, the housing market built up a substantial housing inventory and a balloon-like pricing. When demand declined, this balloon-like pricing popped; and significant declines in home values ensued. In addition, because of the large inventory of homes for sale, new construction came to a halt. This large inventory was further amplified by foreclosures caused by residents who could either no longer afford their home or realized that since their home was worth less than they owed, it made more sense to walk away from the property than continue to pay the mortgage.

This significant decline had a major impact on the City's CIP program. Since much of the CIP revenue is based on impact fees and, to a lesser extent, new growth property taxes, the City had to consider utilizing other revenue sources to meet debt service obligations that were previously being funded through developer donations and impact fees. This has further put limitations on future CIP spending to address ongoing capital needs. In the last two years, the City has started to see an increase in the number of housing starts from the lows experienced in 2009; however these starts are still significantly below levels seen during the building boom period from the 1990s to the mid-2000s.

Economic conditions are starting to rebound. The Dow Jones average began 2014 at 16,577 and had risen above 18,000 by mid-December. This corresponds to an 8.5% increase. Despite this significant increase, the Federal Reserve Board has continued a policy of utilizing historically low interest rates to provide for an economic catalyst. The Federal Reserve Rate, which is the basis for most short-term borrowing, has consistently remained at a range of between 0.0% and 0.25%. It is expected with the ending of the bond buying program in October 2014, which at one point had the Federal Reserve Bank holding \$2.1 trillion in mortgage-backed securities and buying \$85 billion per month, the Fed is expected to raise the Federal Reserve Rate starting in mid-2015.

While low interest rates do serve as a catalyst for economic growth, there are downsides. One is the potential for inflationary pressures increasing costs and weakening the dollar versus other currencies. Another significant disadvantage is the low interest rates available for investors, which typically impacts seniors and others reliant on fixed incomes.

The CIP funds typically invest their respective cash balances until needed. The short-term interest rates that are currently available, due to the Federal Reserve Bank’s policies, have significantly reduced the interest that the City can earn. As a result, this has reduced the amount of CIP funds that are available today and in future periods. While there is an opportunity to issue debt to pay for these projects with borrowing cost being at record lows, the City does not have the adequate revenue available to make the associated debt payments.

On a positive note, the City was able to complete many new projects in FY14/15. While the number of projects may be down from prior years, the City still has been able to provide services to its residents at a high level. The City also continues to be dedicated to projects that promote future economic development and when possible, enhance the “quality of life” for its residents.

The CIP process and associated document has proven to be an invaluable planning tool for the community. It has allowed thorough discussion to prioritize limited resources to competing projects without the need to impose additional taxes upon the residents.

As with the City’s operating budget, **CIP expenditures are delayed until the associated revenues are available or their receipt is imminent.** It is, in part, for this reason (i.e. the failure to receive pledged or anticipated funds) that some projects are unable to be completed in their entirety. In most instances funds are usually just delayed and the project will be completed in the ensuing fiscal year when the funds are received. At other times, external factors, such as state or federal approval, may delay a project. As was stated above, the continuation of the depressed housing market will hamper the amount and size of the projects that the City can complete in future years primarily due to the reduced level of development fees the City is receiving. This clearly demonstrates why prioritization of projects is important.

The FY14/15 CIP revenue, across all funds, is projected to end the year below the budget amount, by \$19,900 or (0.8%), primarily as a result of the continued decline in telecommunication taxes received.

The following table compares the budget, projected, and variance amounts for those revenue sources that are specifically utilized to fund the capital improvement program.

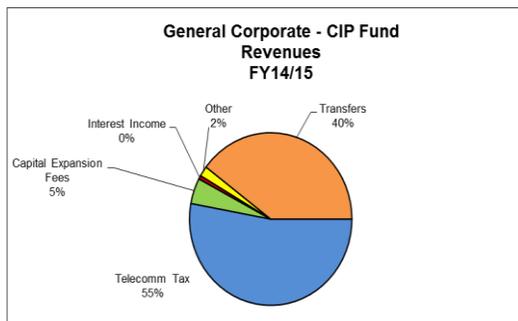
**Revenue Comparison
FY 14/15
Budget & Actual**

Fund	Budget	Projected	+(-)
General Corporate-CIP	\$873,200	\$859,300	(\$13,900)
Utility	372,700	373,000	300
Library Building	223,100	222,900	(200)
Environmental Management	327,000	327,000	0
Tax Increment Financing	675,000	668,900	(6,100)
	\$2,471,000	\$2,451,100	(\$19,900)

The total available financial resources, which include the annual revenues and the CIP fund balances carried over from the prior year, for the FY14/15 CIP are estimated to exceed projected expenditures. Again, this is due, in large part, to close monitoring of CIP revenues and expenditures throughout the year and the delay of projects until the accompanying revenues are available.

Summary information concerning the revenues generated by each fund has been presented below. A detailed narrative, which follows this summary has been included to provide an in depth review of the actual revenues received and expenditures incurred for FY14/15.

General Corporate Fund – CIP Revenues – FY14/15



General Corporate Fund – CIP revenues of \$873,200 were budgeted; and of this amount \$859,300 is expected to be received by fiscal year end. Telecommunication taxes struggle with budget projections falling as residents continue to disconnect their landline phones and switch to communicating through the internet. Since there is a federal prohibition on taxing the internet, it is expected that the telecommunication tax will continue to decline unless this moratorium is lifted.

Impact fees are projected to end the year very close to the budget amounts. While this amount is still significantly below the levels the City was receiving six years ago, it does indicate a small rebound in the housing market. In future years the City will continue to budget impact fees very conservatively as the housing market continues to be unpredictable, partially regarding the number of new homes the market can sustain. As a result, those projects that target areas of the City’s infrastructure which are typically impacted by the addition of new housing will continue to be suspended or greatly reduced until the City feels a rebound in the housing market is sustainable.

Existing fund balances consisting of revenues carried over from prior years combined with current year revenues have provided the necessary funding for the City’s comprehensive FY14/15 Capital Improvement Program. However, it is important to remember that some of these funds are specifically earmarked by state statute (e.g. capital expansion fees, grant funds, etc.) or other regulations that restrict their use to a defined purpose (i.e., park development fees, restricted revenues, and bond proceeds). In addition, FY14/15 was the fourteenth year of the City’s debt service payment for Alternate Revenue Source Bonds issued to finance the Police Facility. It is projected that these bonds will be paid off in FY20/21. As stipulated in the enabling Bond Ordinance, a portion of the City’s telecommunication taxes are to be used to fund this operating transfer to the Debt Service Fund.

General Corporate Fund-CIP revenues come from multiple sources. The City relies upon a diversified revenue stream to provide the year-to-year funding for the variety of capital projects included within the CIP. This diversified revenue stream remains a strength of the program,

since it is not reliant on one source of income. This was very apparent when the new construction market crashed a few years ago. Since the CIP program had a diversified revenue stream, through careful adjustments and future planning, the City was able to weather this crisis and continue to fund important CIP projects.

When the CIP was first created, the largest contributor of revenue was from internal transfers, most notably from the General Fund and the Park Development Fund. With the introduction of the telecommunications tax, it supplanted the interfund transfers to become the single largest contributor of funding for the General Corporate - CIP although as more citizens switch to internet-based communication, it is likely in the future that this revenue source will fail to be the largest contributor to this fund.

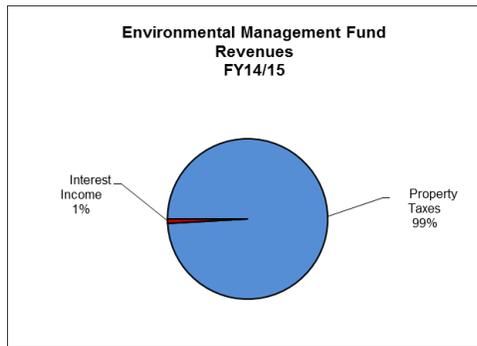
Sufficient resources combined with proper planning have allowed the City to meet its outstanding debt obligations in FY14/15, which are reflected as interfund transfers to the Debt Service Fund. The aforementioned Alternate Revenue Bonds issued to finance the construction of the Police facility are being repaid through the telecommunication taxes as required. Similarly, the Alternate Revenue Bonds issued for the improvements to McConnell Road will also be funded through existing FY14/15 revenues. However, while the Park Development Fund has seen an increase as a result of the issuance of additional new construction permits, this Fund remains below the levels required to meet park-related debt service obligations, resulting in the need to maintain the temporary redirection of these payments to other funds. For example, in FY14/15 the General Corporate Fund - CIP will again be required to provide for a significant portion of the debt payment associated with the construction of Merryman Fields, thereby reducing the amount of funds available for other expenses in the General Corporate Fund – CIP budget.

The General Corporate Fund – CIP has continued to realize a sizable fund balance, which is projected to end FY14/15 at \$1,110,777. This projected fund balance is a decrease of (\$973,600) from the prior year. This decrease may be offset by a significant transfer from the General Fund at the end of the fiscal year based on yearend financial results.

For more than the last 10 years, the City has been able to construct several new facilities and expand several existing facilities to better meet the needs of the community. In addition to funding these new facilities through CIP, the City has also been able to maintain its current assets.

The City must ensure that a proper amount of reserves are held, and current reserves are in line with this goal. These reserves must be maintained to construct large projects that are a few years away, in addition to addressing funding needs for years when revenues lag, usually due to economic downturns. One such project that the City is holding funds for is completion of the Route 47 upgrades, which the City will likely be required to contribute to in order to see this project to completion.

Environmental Management Fund – CIP Revenues FY14/15



The Environmental Management Fund derives almost all of its CIP revenues from property taxes. A small portion, about 1%, comes from interest earnings on funds being held for future projects.

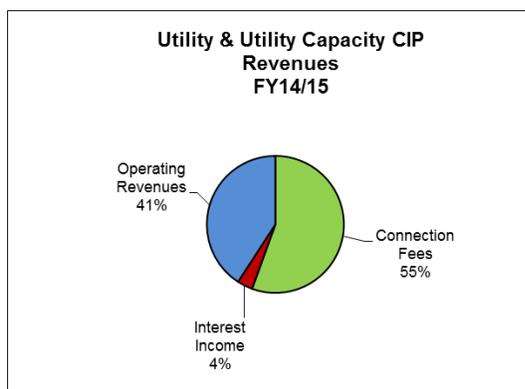
The funds being held are available for environmental cleanup of site-specific projects. In the past these have included lead remediation, environmental remediation at the former Die Cast site and State-mandated removal of underground fuel tanks, in addition to the original purpose

of these funds, which is to finance on-going clean-up, closure, and maintenance of the former landfill/superfund site. The City's use of the Environmental Management Fund has allowed for a proactive approach toward dealing with environmental issues throughout the community.

Property taxes for the Environmental Management Fund are projected to end the year at the budget amount of \$540,000. Interest income is expected to reach the budget amount of \$4,800.

The Environmental Management Fund is responsible for the debt service payment for a portion (environmentally-related improvements) of the Alternate Revenue Bonds issued to construct the Davis Road Soccer Complex located on the site of the former landfill. Originally the Park Development Fund was to pay a portion of these bonds. However, with the sharp decline in new housing construction, which has resulted in a significant decrease in impact fees, the Environmental Management Fund is responsible for the entire amount of the debt service. This debt service payment is reflected as a transfer to the Debt Service Fund and reported within the Environmental Management Fund's revenue. In addition a transfer to the General Fund has been included to offset the cost of the citywide leaf collection that is being completed utilizing in-house staff, which has been found to be cheaper than hiring contractual services.

Utility Fund – CIP Revenues FY14/15:



With the Utility Fund being an enterprise fund, it must finance its CIP through its own separate and distinct funding sources. These revenue sources must not only fund the Utility CIP but must also address the financial needs for operating both the water and sewer system on behalf of our residents.

It is extremely important that the City have the ability to provide the necessary water and sewer services required by the community without interruption.

Through proper planning, the City has been able to stay ahead of the demand curve, even during the significant unfavorable drought weather conditions the City experienced a few years ago. Correspondingly, the City must make sure that

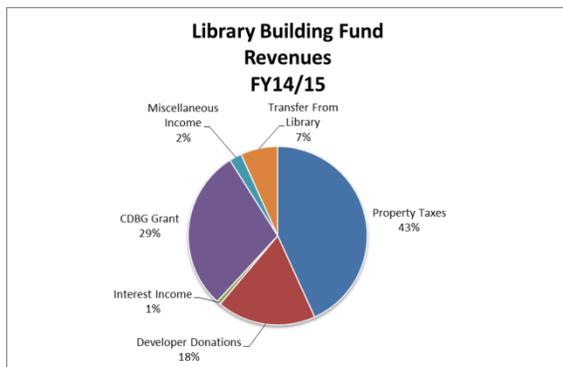
current connection charges are the proper amount in order to represent the future costs that these new developments will place on the system.

It should be noted that a portion of the connection fees are being used to fund debt service (i.e., Series 2010F) that was used for prior water and sewer expansion projects. In order to insure a sound Utility system for future years, the City Administration analyzes both the Utility operating expenses and capital project needs on an annual basis and utilizes a portion of the operating revenues to provide funding for maintenance and improvement-related CIP projects. As a result, the Utility Fund has been able to maintain an active CIP that allows the City to keep up with normal annual maintenance needs as well as respond to new State and Federal requirements for operating the City's water and sewer systems.

Overall, the Utility Fund and Utility Capacity CIP Funds' revenues, the latter of which are specifically restricted to fund CIP expansion projects, are expected to meet the budgeted amount. Connection fees were budgeted for \$350,000, an increase of \$130,000 from FY13/14. In comparison, during the building boom of six years ago, connection fees were generating over \$1,250,000.

The City Council did review and modify the City's Ordinance for the revaluation of impact fees. Future impact fees are now adjusted to reflect the corresponding changes being experienced in land values. The City Administration will continue to monitor connection fees and will implement increases only when the market warrants it. It is crucial that the connection fees be substantial enough to meet the long-term financial needs of the Water and Sewer Capacity – CIP Fund. At this time, existing revenues, supplemented by connection fees are able to provide sufficient funding for the Utility's operating and capital needs.

Library Building Fund – CIP Revenues FY14/15



Multiple sources make up the revenue of the Library Building Fund. Similar to the City's other funds that collect impact fees, developer donations remain greatly reduced from 7 years ago.

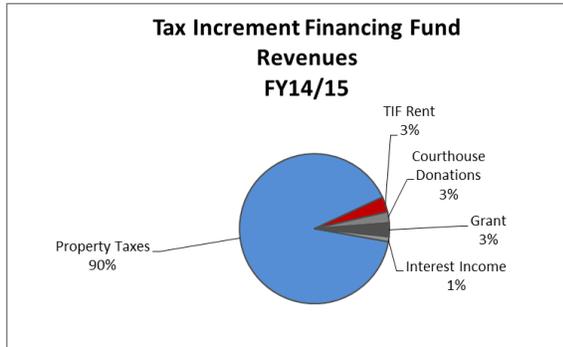
During FY 14/15 it is anticipated that revenue will be slightly below the budget amount by (\$200). As with other funds, while impact fees did meet budget projections, results are actually better as the budget was increased to \$21,500 from \$18,500 in FY13/14. This increased budget amount is a result

of the small resurgence in new housing construction.

Overall, it is important for the City to continue to insure that development fees generate sufficient revenues to expand existing capital assets that adequately address the corresponding increase in demands for service. However, these fees must also take into consideration the competitive environment for "high-quality" residential construction or tax-generating commercial/industrial development. The City Administration's periodic reassessment of impact

fees demonstrates the City's dedication to insure that new developments pay their "fair" share to offset the long-term impact that residential growth has on the City's facilities and capital assets.

Tax Increment Financing Fund – CIP Revenues FY14/15



The City's 2014/2015 fiscal year marks the eleventh year the Tax Increment Financing (TIF) Fund was included as part of the CIP process. The TIF CIP continues to be impacted in FY14/15 by the overall decline in assessed values being experienced both nationwide and in the Chicagoland area.

In FY11/12 the Fund received the greatest amount of property taxes although this amount was almost the same as FY10/11. Since that period the Fund has seen a significant decrease in TIF property taxes. In FY14/15, it is anticipated that it will bring in just under the annual amount received six years ago.

Funding for the Tax Increment Financing Fund is derived from the collection of property taxes which are generated by the tax increment for the downtown district. Tax increments typically include the change in assessed values that result from new construction, remodeling, expansion and over time price escalation for the defined area. These dollars are captured by the TIF district and are restricted for projects that impact the property located within the district's boundaries. In addition, the City Council must consider the TIF district's limited lifespan (5-years remaining) when reviewing financing options for projects within the TIF. At the expiration of the TIF district, property taxes currently collected by the TIF district will shift back to the other taxing districts.



In addition to property taxes being received, the Fund also receives revenue from rent charged for the businesses in the Sheriff's House and basement of the Courthouse along with donations received in connection with the tenants utilizing the upper floors of the Courthouse. The TIF also received a grant from the McHenry County Community Foundation to engage the Urban Land Institute in a Technical Assistance Panel with regard to the potential best uses for the Old Courthouse.

**STATUS
FY14/15
GENERAL CORPORATE FUND - CIP
REVENUES**

REVENUES:

Beginning Fund Balance

FY14/15 Budget: \$2,162,300

FY14/15 Actual: \$2,084,377

Beginning Fund Balance within the CIP represents a carryover of revenues that have been, in some cases, dedicated for specific projects. Normally, incomplete projects that have related revenues which have been received before the end of the fiscal year are re-appropriated in the following year and are funded through the Beginning Fund Balance account. Unbudgeted revenue sources (e.g., intergovernmental grants) can be received during the current fiscal year and actually spent the following year. The revenue is recorded when the related expenditures are incurred. Minimum cash balances are maintained to allow the fund to be able to pay costs on a timely basis.

FEES:

Telecommunication Tax

FY14/15 Budget: \$740,000

FY14/15 Projected: \$660,000

This tax was established in FY02/03 when the City adopted the new Simplified Telecommunication Tax at a rate of 6% to create and guarantee a minimal level of annual CIP financing for the hundreds of projects that are to be funded through General Corporate Fund – CIP. A significant portion of this revenue (approximately \$350,000 annually) has been pledged to amortize the outstanding Alternate Revenue Bonds for the Police Station.

Changes in how Woodstock residents and businesses obtain and use communication services have significantly decreased revenue from this tax. Specifically the removal of land lines and the explosion of the use of the internet to communicate, whether by email or phone using VoIP, has caused a significant portion of communication costs to be excluded from taxation based on the Federal Moratorium on taxing any internet services.

Capital Expansion Fees – Police

FY14/15 Budget: \$50,000

FY14/15 Projected: \$46,000

This line item is to track the revenue related to the collection of expansion fees for police protection. Since this revenue is derived from building permits issued on new construction, it is

entirely dependent on the number of new homes being built. While new housing construction has rebounded from the lows seen in 2009, it is still significantly below the levels that were observed during the mid-2000s building boom and what the City considers normal levels. As required by State Statute, this revenue is used exclusively for public safety CIP projects.

Capital Expansion Fees – Streets

FY14/15 Budget: \$13,000

FY14/15 Projected: \$14,000

This line item represents revenue earmarked for street improvement projects financed through Capital Expansion Fees assessed to new residential development. It is important to note that the annual CIP street projects far exceed the revenue collected from this source. As with all Capital Expansion Fees, the amount of projects that can be funded through this revenue source is completely dependent on the amount of new buildings that are constructed.

OTHER REVENUES:

Miscellaneous Improvement Grant

FY14/15 Budget: \$ 0

FY14/15 Projected: \$10,000

A grant was received from the McHenry County Community Foundation's Ruth Frejd Fund. The proceeds were used at Dick Tracy Way Playground for a new Children's Peace Park & Paths interactive outdoor attraction. This unique two-phase project features a global/social awareness seating area with beautifully-landscaped surroundings, as well as a future labyrinth pathway, designed to promote both meditation and exercise. The project was completed with the help of D200's Challenge Corps Program, and the Bull Valley Garden Club.

Safe Routes to Schools Grant

FY14/15 Budget: \$125,000

FY14/15 Projected: \$160,600

On April 25, 2014 the Illinois Department of Transportation (IDOT) opened bids for this project and the lowest responsible bid was \$170,449.75. Actual construction costs came in at \$141,186.35. Through this grant, IDOT will pay construction costs directly to the contractor. The City is also eligible for reimbursement of costs it paid to its Consulting Engineers for construction engineering services associated with this project. Those costs are \$19,368 and the City will be reimbursed for these expenses by IDOT. Reimbursement will occur before the end of FY14/15.

Interest Income

FY14/15 Budget: \$ 8,900

FY14/15 Projected: \$ 8,500

This amount represents the interest earned on CIP funds invested during the fiscal year. As a result of the Federal Reserve Board's decision to maintain its Federal Reserve Rate at an

unprecedented range of between 0.00% to 0.25% in an attempt to promote economic growth, City investment earnings continue to be depressed.

Miscellaneous Revenue

FY14/15 Budget: \$ 0
FY14/15 Projected: \$23,900

Insurance proceeds were received for two squad cars that were damaged beyond repair. Neither of these accidents was determined to be the fault of the City's employees.

TRANSFERS FROM/(TO) OTHER FUNDS:

Transfer from General Fund

FY14/15 Budget: \$475,000
FY14/15 Projected: \$475,000

Each year, the General Corporate Fund determines if funding is available to transfer to the General – CIP Fund to support projects within the CIP that are not covered by other CIP revenue sources.

Transfer from Park Development

FY14/15 Budget: \$20,000
FY14/15 Projected: \$20,000

New residential developments within the City are required to pay various capital expansion fees based on the type of dwelling and number of bedrooms per unit. The funds received for park donations are recorded in the Park Development Fund and then transferred to the CIP in an amount equal to cover the park projects approved by the City Council within the annual CIP budget. However, in FY08/09, the building/development-related revenues were dramatically impacted by the sharp decline in the demand for new housing.

Therefore, the City responded to the lack of available funds within the Park Development Fund in FY08/09 and FY09/10 by temporarily suspending the annual operating transfer. Furthermore, the Park Development Fund's inability to meet its current debt obligations required a temporary, proactive modification for repayment. Any park expenditures incurred beginning in FY09/10 for park-related projects were financed from general CIP revenues. The transfer amount was reinstated in the FY11/12 Budget.

Transfer to Debt Service Fund - Streets

FY14/15 Budget: (\$70,800)
FY14/15 Projected: (\$70,800)

In FY05/06, the City issued Alternate Revenue Source Bonds to fund the construction of two major roadway improvements. A portion of these bond proceeds were utilized to complete roadway improvements to McConnell Road, including the widening of existing lanes, adding

turn lanes, installing curb, gutter and stormsewer improvements, and constructing a pedestrian path. These improvements were to be funded in combination through expected developer contributions from the Maples (\$360,000), specifically dedicated for these improvements, with the General Corporate Fund – CIP revenues providing for the remaining debt service payment. The repayment of these bonds (Series 2005B), less than \$75,000 annually, is funded by transfers from the General Corporate Fund – CIP. The associated debt-service payment will continue for the remaining eleven-year period associated with this debt.

Transfer to Debt Service Fund - WPD

FY14/15 Budget: (\$340,200)

FY14/15 Projected: (\$340,200)

In FY00/01, the City issued \$8.9 million dollars in bonds to finance three separate projects. A portion of the bonds (\$3.9 million) issued were categorized as General Obligation Bonds and will be repaid through an annual property tax levy reported directly within the Debt Service Fund. In addition to the General Obligation Bonds, \$4.0 million in Alternate Revenue Source Bonds were issued to construct the Police Facility.

Alternate Revenue Source Bonds are typically repaid by a specific revenue source pledged by the City at the time of issuance. If the pledged revenue source is unable to repay the bonds and the City is unwilling to use other funds to repay the debt, a property tax levy will be imposed on the City's residents to repay the bondholders. The City pledged a portion of its Telecommunication Tax receipts for the repayment of the Police Facility's Alternate Revenue Source Bonds (2000 Series B). Therefore, this transfer reflects the use of the Police Capital Expansion Fees and Telecommunication Tax revenues for the repayment of this debt.

Due to falling interest rates, the City initiated an advanced refunding in 2004 to reduce future interest costs and generate interest savings. The refunding transaction resulted in generating a net present value savings of \$125,200 for the City, representing a savings rate of 4.6% when compared to the amount of the refunded bonds. With interest rates continuing to fall, the City again refinanced the Series 2004 Bonds resulting in a 3.7% savings. The FY14/15 transfer reflects the necessary funding to provide for the principal and interest payments required by the 2004B & 2013B Alternate Revenue Source Refunding Bonds.

Transfer to Debt Service Fund - Parks

FY14/15 Budget: (\$147,700)

FY14/15 Projected: (\$147,700)

In response to the sharp decline in new housing experienced, the impact fees devoted for park improvement projects are insufficient and unable to meet the required debt service payments for the Alternate Revenue Bonds that were issued to construct several park improvements. Therefore, the City Council responded by authorizing a temporary transfer from the General Corporate Fund – CIP to meet the associated debt service payments.

As a result, the General Corporate Fund – CIP has, on a temporary basis, now been responsible for the debt service payment related to the Merryman Fields Park Alternate Revenue Bonds. While this temporary funding modification has prevented the creation of a substantial deficit within the Park Development Fund, this financial situation will continue to limit the number and dollar value of future park projects until the associated revenues recover in sufficient amounts to allow for amortization of the debt and funding of future projects.

**STATUS
FY14/15
CIP EXPENDITURES
SUMMARY & OVERVIEW**

In FY14/15, forty-five (45) CIP projects, totaling \$4,103,600 were approved and included in the FY14/15 CIP Budget. A review of the numbers in the chart below indicates that funds were expended on all forty-five (45) projects.

The total budget and actual expenditures and the number of implemented projects by fund are summarized below.

**Expenditure Comparison
FY14/15
Budget & Actual**

<u>Fund</u>	<u>Budget</u>	<u>Projected</u>	<u>+(-)</u>	<u># Projects*</u>
General Corporate - CIP	\$1,776,500	\$1,832,900	\$56,400	24/24
Utility	\$681,000	\$644,800	(\$36,200)	9/9
Library Building	\$167,800	\$221,100	\$53,300	3/3
Environmental Management	\$337,000	\$314,600	(\$22,400)	3/3
Tax Increment Financing (TIF)	\$1,141,300	\$1,658,400	\$517,100	8/8
TOTAL ALL FUNDS	\$4,103,600	\$4,671,800	\$568,200	47/47

***Approved/Actual**

Expenditures are projected to end the year exceeding the budget amount by \$568,200 or 13.8%. As will be further detailed in the following narrative, the bulk of this over expenditure of funds can be attributed to renovation costs associated with the Old Courthouse which were expended from the TIF Fund.

Within the General Corporate Fund – CIP there were a total of twenty-four (24) projects with a cumulative budget of \$1,776,500 approved in FY14/15. At the end of the fiscal year it is projected that all twenty-four (24) projects will be implemented totaling \$1,832,900, of which four (4) will come in under budget. The Police Vehicle project is projected to end the fiscal year \$66,000 above the authorized budget amount . Part of this increase is a result of purchasing additional vehicles to replace vehicles that were severally damaged from traffic accidents. Insurance proceeds are expected to offset this portion of the increase.

Within the Utility Fund CIP, which is comprised of the Utility and Utility-Capacity Funds, there were nine (9) budgeted projects. All nine (9) projects had expenditures, with four (4) coming in under budget and two (2) projects being over budget. In total, it is projected that expenditures of \$644,800 of the budgeted amount will be realized, which is 5.3% less than the FY14/15 budget.

The Library Building Fund CIP is projected to end FY14/15 with approximately \$53,300 more in expenditures than the budgeted amount of \$167,800. This overage was primarily caused by building construction projects related to roof repairs.

Three (3) projects were budgeted for in the Environmental Management Fund CIP, which is projected to end FY14/15 \$22,400 under budget. This was primarily caused by a reduced costs related to the purchase of the replacement street sweeper.

Finally, the Tax Increment Financing (TIF) Fund – CIP, budgeted for eight (8) projects with expenditures of \$1,141,300 for costs related to improvements located inside the TIF district. Actual expenditures are projected for FY14/15 at \$1,658,400 or \$517,100 over budget. The majority of this increase in budget can be attributed to work on the Old Courthouse. One project, the perimeter street lighting, only expended \$15,000 of the \$180,000 budgeted, as this project has taken longer to implement as a result of the need to gain authorization from businesses located in the project area.

Briefly, the FY14/15 CIP projects exemplify the City Administration's attempts to be true to its overriding philosophy of providing for a balanced CIP, as identified in the introduction of this document. Projects were undertaken and are proposed to be completed that both maintain the City's existing infrastructure as well as provide capacity for future development. The CIP is designed to anticipate the future needs of the City as well as address the deficiencies apparent today.

The discussion that follows will summarize the status of the various CIP revenues and the associated projects by Fund, and further by category, as approved in the FY14/15 Budget. Following this narrative summary, the accompanying tables provide a schedule of the projects by Fund and category, and compares the amount budgeted with the corresponding amount projected to be received or expended with the conclusion of the fiscal year on April 30, 2015.

**STATUS
FY14/15
GENERAL CORPORATE FUND – CIP
EXPENDITURES – BY FUND & LINE ITEM**

General Administration:

Project: Computer Network
FY14/15 Budget: \$15,000
FY14/15 Projected: \$15,000

Current and Projected Status



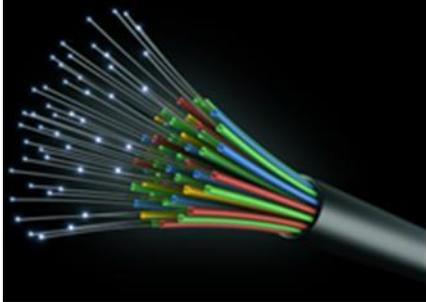
During this fiscal year the computer network fund has begun making improvements to increase the existing computer infrastructure, as well as improvements in the network to support the new devices. First, the City purchased new hardware and software for new positions at the City, as well as parts to improve older computers so they can support Microsoft Windows 7 Professional, as Windows XP is no longer a supported operating system.

Staff also replaced the existing keyless entry system for City Hall due to a catastrophic failure of the old system. This new system is capable of supporting all facilities throughout the City. Any additional funding will be spent on continuing to improve the City’s overall computer and network infrastructure.



Project: Citywide Network Conversion
FY14/15 Budget: \$90,000
FY14/15 Projected: \$30,000

Current and Projected Status



The Citywide Network Conversion, in which McHenry County, District 200, MCETSB, McHenry County College and the City of Woodstock collaborated to explore options to establish a fiber optic network, was approved by City Council in October 2014. Due to delays in negotiating the Intergovernmental Governmental Agreement, there has been an adjustment in the amount of funding required for the current year. For the remainder of FY14/15, \$30,000 will be paid, per the payment schedule provided by McHenry County. The remaining balance to complete the project will be due in FY15/16.

Public Facilities:

Project: Opera House Auditorium Seating Renovation
FY14/15 Budget: \$60,000
FY14/15 Projected: \$69,400

Current and Projected Status

This project is intended to fund the replacement of the foam/artificial padding within the metal frames of the seats and seat backs of the Opera House auditorium as well as reupholster each seat. The project was originally scheduled to be completed in August, 2014, but has been moved to February, 2015 to accommodate the Opera House performance schedule. Five industry professional seating companies were invited for a site visit in October and a bid packet was distributed in November. Award of bid was approved by the City Council in December, 2014. Additional time in March, 2015 has been temporarily set aside to accommodate any fluctuations in scheduling or delivery of services.

Project: City Hall Improvements
FY14/15 Budget: \$75,000
FY14/15 Projected: \$75,000

Current and Projected Status

Brick repair and City Hall roof replacement projects have both been budgeted in the current fiscal year. The east entrance of City Hall suffers from erosion of the vertical stone doorframing. Further damage may cause instability in the entryway and compromise the use of this door. The City has consulted with architect Gary Anderson to assess the situation and recommend best alternatives for restoration of the doorway masonry. It is anticipated that work will be completed in early 2015.

The lower level roof of the former Police Department addition to City Hall was overlaid with rubber roofing in 1989 and has exceeded its life expectancy. Bid documents are expected to be completed and sent out prior to year end with work being done in early 2015.

Project: Existing Public Works Facility - Vehicle Lift Replacement
FY14/15 Budget: \$38,000
FY14/15 Projected: \$30,000

Current and Projected Status

The 30,000 lb. Rotary Lift model SM30-L has been purchased, installed, and placed into service in the Fleet Maintenance garage. The size and capacity rating of this four-post service lift accommodates all vehicles currently owned and maintained by the City's fleet maintenance staff.



Project: Fuel Dispenser
FY14/15 Budget: \$15,000
FY14/15 Projected: \$12,300

Current and Projected Status

The PIUSI fuel management system has been purchased, installed, and was placed into service in October, 2014. The new electronic key fob-based system has more capabilities and maintains an accurate monthly accounting of fuel used by each individual vehicle and piece of equipment. This system improves the handling and management of fuel-usage data.

Public Safety:

Project: Annual Police Vehicle Replacement
FY14/15 Budget: \$100,000
FY14/15 Projected: \$166,000

Current and Projected Status



It was originally planned that four vehicles would be replaced in FY14/15. By the end of the fiscal year an additional three vehicles will be received for a total of seven vehicles in FY14/15. Two of these additional police vehicles were ordered during the FY13/14 budget year and were not received in FY13/14 due to delays in delivery. As such, these funds were set aside from last fiscal year to be used this year. Also during FY14/15 two police vehicles were taken out of operation due to traffic crashes, at no fault by the employees. These vehicles were considered total losses. An additional vehicle will be purchased utilizing insurance proceeds.

Of the four original vehicles to be replaced, it is anticipated that three patrol vehicles and one detective vehicle will be purchased. The police department investigated options for administrative/detective vehicles and has determined a lower-priced option would suffice for non-patrol services. This option provides a savings of approximately \$8,000 per vehicle. These vehicles will be purchased through the Northwest Municipal Joint Purchasing Cooperative or the State of Illinois Joint Purchasing Agreement.

Project: Radio Communications Upgrade
FY14/15 Budget: \$18,000
FY14/15 Projected: \$18,000

Current and Projected Status



Woodstock Police Department completed the Federal Communications Commission (FCC) mandate for narrow-banding the radio frequency.

A portion of the Police Department's radio equipment was able to be reprogrammed to the mandated narrow-banding frequency. This project calls for the systematic replacement of police radios that were reprogrammed to the mandated narrow-banding frequency and have

been in daily use for the past twelve years.

In FY15/16, the City replaced ten (10) patrol officer radios (\$1,800 per radio X 10 = \$18,000).

Project: Vehicle Equipment
FY14/15 Budget: \$13,700
FY14/15 Projected: \$13,700

Current and Projected Status



The previously-used Ford Crown Victoria marked patrol cars were phased out by the manufacturer in 2011. These patrol vehicles were replaced by smaller versions and additional vehicle change over costs were anticipated to outfit these new police vehicles.

The vehicle equipment included the retrofitting of prisoner cages, replacing electrical consoles, molded rear seats, protective push bars, computer stands and

emergency lighting. It is anticipated that the allocated funds will be fully expended by fiscal year end.

Project: In-Car Video Cameras
FY14/15 Budget: \$35,700
FY14/15 Projected: \$35,700

Current and Projected Status



This project is for replacement of all in-car video cameras. Video cameras were replaced in all patrol vehicles in FY07/08. The purpose of the video cameras is to record patrol activities of police officers, primarily during traffic stops. The intended use of this information is for: 1) the increased safety of the officers; 2) increase in convictions for more serious traffic stops such as in DUI cases; and 3) reduction in complaints against officers and the associated litigation.

Statistics have shown that by recording both the video and the audio portions of police officers' traffic stops, the awareness of the police officers increase and the video will help identify offenders who may have caused harm to the police officer and fled the scene. It also increases the conviction rate on serious traffic offenses when the video and audio recording of the incident can be used as evidence in court. Without this physical evidence, the defendant appears in court sober and presents a convincing argument of how they were wrongly accused. Finally, the recording can provide physical evidence in accusations where an individual claims they were physically or verbally mistreated by police officers.

The cost of this project included all of the hardware necessary and the cost of installation on ten (10) patrol vehicles as well as the equipment necessary for downloading the videos captured on the in-car video cameras to a retrievable data source. Installation and equipment necessary for the downloading of videos will be completed by the end of the fiscal year. It is anticipated that all of the allocated funds will be expended.

Project: Police Facility
FY14/15 Budget: \$340,200
FY14/15 Projected: \$340,200

Current and Projected Status



This project reflects the annual transfer of dedicated telecommunication tax revenues to the Debt Service Fund for the payment on the 20-year bond (6-years remaining) for the relocation of the police operation to its present facility on Lake Avenue. This project involved erecting a two-story facility on the property at 656 Lake Avenue at a cost of \$4 million which was financed by the issuance of an Alternate Revenue Bond. The payment will actually be from the Debt Service Fund with the transfer of telecommunications tax revenue from the General Fund – CIP.

Parks

Project: Park in the Square Statue Restoration
FY14/15 Budget: \$30,000
FY14/15 Projected: \$30,000

Current and Projected Status

As of November, 2014, preparations and planning for this project have included the following cooperative efforts by Opera House staff, the Department of Public Works and the Zoia Monument Company.

A qualified sculptor has been engaged to carve the replacement piece for the missing ornament on the south face of the monument. Molds and precise plastic copies have been cast of the pertinent broken and intact stone elements for use by the sculptor at his studio in Barre County, VT, the source of the original material for the monument. From several similar Barre Co. granites the correct stone has been selected for his carving. A team of skilled “placer/setters” has been identified who will work with the Zoia Monument Co. to remove the Sentinel statue, replace corroded fasteners, lead caulk between stone components of the monument and reassemble.

DPW personnel have reviewed and enhanced existing Parks documents to improve the mapping of utilities, including underground sprinkler lines and heads, telephone cable and electrical service, to facilitate future maintenance and prevent damage to the park during this and other projects and events.

All onsite repairs and cleaning of the monument will take place during the period of March and April due to the air- and surface-temperature requirements of the stone

adhesives and setting materials to be used. It is hoped that a public rededication of the monument may be incorporated into the City's Memorial Day Observance on May 25, 2015.

Project: **Playground Equipment**
FY14/15 Budget: \$40,000
FY14/15 Projected: \$41,000

Current and Projected Status



Parks Division staff purchased and installed the new Landscape Structures playground equipment at Raintree Park. They also purchased and installed 9 Disc Golf Course baskets and anchor sleeves. Both of these projects were completed in October, 2014.

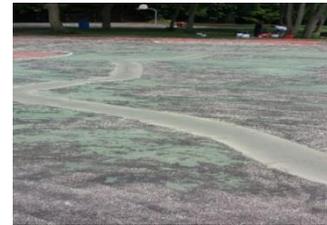


Project: Resealing Courts
FY14/15 Budget: \$13,000
FY14/15 Projected: \$13,500

Current and Projected Status



The two basketball courts at Bates Park were resealed, which included patching, crack filling, grinding and a new color coat surface. Bids were received in July 2014 and a contract was awarded to the lowest responsible bidder, 10-S Court Solutions, in the amount of \$11,490 for Bates Park basketball courts resealing.



The basketball courts at Emricson Park were found to be in need of immediate repair due to severe cracks that had formed. Staff received a quote to perform repairs on the Emricson Park basketball courts for \$2,000. The work was completed in August, 2014.



Motor Pool/Equipment:

Project: Parks – Equipment Replacement
FY14/15 Budget: \$58,000
FY14/15 Projected: \$57,300

Current and Projected Status

The 1997 John Deere F935 and the 2001 Kubota F2560 front-mount mowers have been replaced with two 2014 Kubota F2690 front-mount mowers. Staff was able to reuse the 2001 Kubota front mount broom on one of the new units, thereby reducing the intended purchase of two new brooms down to one which saved \$6,845. Both of these units were placed into service in August, 2014. The old equipment was sold at the October, 2014 McHenry County Council of Governments’ municipal auction.

Project: Streets – Equipment (Vibratory Roller)
FY14/15 Budget: \$15,000
FY14/15 Projected: \$15,000

Current and Projected Status

Department of Public Works staff is in the process of evaluating various vibratory roller makes and models. Once the evaluation is complete, the procurement process will begin. The vibratory roller will be purchased before the end of this fiscal year.

Project: Streets – Equipment (Lease Payment)
FY14/15 Budget: \$19,900
FY14/15 Projected: \$19,900

Current and Projected Status

In FY10/11 the City purchased a John Deere loader utilizing a lease/purchase option that spread the cost over a five-year period. The fifth and final annual payment was made in August, 2014.

Streets/Sidewalks/Signals:

Project: Route 47
FY14/15 Budget: \$60,000
FY14/15 Projected: \$60,000

Current and Projected Status

The City Council has identified transportation as a priority for the community with an emphasis directed toward the improvement of Illinois Route 47 through Woodstock. While this roadway is under the control and jurisdiction of the Illinois Department of Transportation (IDOT), the City has been attempting to move this project forward for many years and realizes that intergovernmental cooperation and support from the local community, County, State, and Federal Agencies is necessary to plan and implement both regional and local improvements to this highway.

In 2013, IDOT initiated the process of preparing a Phase I study, the mandated first step in the planning process for any highway construction improvements using State or Federal funds, for Route 47 from U.S. Route 14 north to Charles Road. In October 2013, it was determined that IDOT's 2014 Annual Highway Improvement Program included \$1,000,000 for Phase II (design) engineering on IL Route 47 from Charles Road to U.S. Route 14. This project has been split into two segments with one segment focusing on Route 47 from U.S. Route 14 to a point north of IL Route 120 and the other continuing from north of IL Route 120 to Charles Road. Selected firms have 24 months to complete each project. While funds for construction work at the State level are expected to remain extremely competitive, the necessary planning effort to get to the construction stage has

been initiated and it represents a very critical accomplishment. McHenry County DOT's 2040 Long Range Transportation Plan identified two of the top three transportation projects with local impact that now will be a shared priority with the County. This additional support will only serve to garner more assistance and recognition by civic leaders and elected officials.

The City will continue its outreach efforts and is working on the development of promotional material that can be shared with the State's decision makers. City staff and the Mayor have met with representatives from Senator Durbin's Office, Congressman Hultgren, Union Pacific, and McHenry County. Advancing the improvements to Route 47 and securing the required funding will remain a top priority for the City's legislative agenda and, through the efforts of the City's professional lobbyist, the Mayor, City Manager, and a Councilmember met with various members of the State leadership, including Speaker Madigan, Senate President Cullerton, and Senate Republican Leader Radogno, to secure their support. With the assistance and guidance of the lobbyist efforts, the City has positioned itself in the best possible manner to advance the Route 47 improvements through the State's process. As a result, in light of the significant price tag to complete these improvements (estimated at \$200 million), \$60,000 is estimated to be expended in FY14/15 to provide for legislative advocacy services.

Project: Resurfacing
FY14/15 Budget: \$375,000
FY14/15 Projected: \$403,000

Current and Projected Status

The City allocated a total of \$848,000 in the FY14/15 budget for the annual street resurfacing program. The total revenue available is derived from the following sources contained within the approved FY14/15 budget.

General Corporate Fund – CIP, Resurfacing	\$375,000
Motor Fuel Tax Fund, Street Resurfacing Program	273,000
TIF Fund, Street and Parking Lot Maintenance	<u>200,000</u>
	\$848,000

The following are the estimated expenditures, based on the actual quantities needed to complete the work, from the various funding sources:

General Corporate Fund – CIP, Resurfacing	\$403,000
Motor Fuel Tax Fund, Street Resurfacing Program	273,000
TIF Fund, Street and Parking Lot Maintenance	<u>177,700</u>
	\$853,700

The contract for the annual street resurfacing program was awarded by the City Council in August 2014 and work was completed in November, 2014.

The following streets were resurfaced as part of this program:

Greenwood Avenue: Wicker Street to Clay Street
Sharon Drive/Timothy Lane: Flagg Lane to Linda Court
Ellen Court
Hibbard Street
Country Club Road: Zimmerman Road to the Post Office
Industrial Drive cul-de-sac
Golden Avenue: Amber Court to Tara Drive
Tara Drive: Tara Court to South Street
Forest Avenue: Dean Street to Austin Avenue
South Street: Blakely Avenue to Madison Street

Project: Safe Routes to Schools
FY14/15 Budget: \$155,000
FY14/15 Projected: \$168,700

Current and Projected Status

The City's second Safe Routes to Schools (SRTS) grant project was completed in FY14/15. Sidewalk was supposed to be constructed on both the east and west side of Dean Street from Prairie Ridge Drive to Kimball Avenue but due to problems securing right-of-way on the east side of the project limits, sidewalk was only constructed on the west side. The project is complete with construction costs totaling \$141,000, construction engineering \$20,800, and the balance of funds going toward additional property surveys, attorney fees, and professional property appraisal services. Construction and construction engineering costs are 100% reimbursable under the SRTS grant.

Project: Sidewalk Construction
FY14/15 Budget: \$15,000
FY14/15 Projected: \$15,000

Current and Projected Status

Funds in this line item were used for the purchase of material and supplies used by City employees for in-house replacement of hazardous sidewalks. These include locations where the sidewalk was severely deteriorated and where tree roots had created trip hazards. Approximately 7,130 square feet of sidewalk was removed and replaced by City employees this fiscal year at 30 locations.

Project: **Route 14/IDOT Improvements**
FY14/15 Budget: \$80,000
FY14/15 Projected: \$89,200

Current and Projected Status
<p>On September 12, 2014 the Illinois Department of Transportation (IDOT) awarded a contract to Plote Construction, Inc. in the amount of \$25,281,880 for the re-construction and widening of U.S. Route 14 from W. Lake Shore Drive to Lucas Road.</p> <p>The City Council approved a Joint Agreement with IDOT on August 5, 2014 which outlined the costs the City will bear to make upgrades to the traffic signals at Doty Road and at W. Lake Shore Drive, make upgrades to the emergency vehicle pre-emption signals, install a new traffic signal at Lake Shore Drive, and for construction layout and engineering services. The Joint Agreement required the City to pay the State a lump sum amount equal to 80% of its obligation upon award of the contract, which was estimated to be \$89,194. The remaining 20% is due to the State upon completion of the project and is based on the final cost of construction, which is currently estimated to be \$22,299.</p> <p>Utility relocation work began in the summer of 2014. The estimated completion date for the entire project is November, 2016.</p>

Project: **Street Maintenance Evaluation**
FY14/15 Budget: \$40,000
FY14/15 Projected: \$40,000

Current and Projected Status
<p>This funding was requested in order to have one of the City's designated consulting firms assist with the preparation of a formal pavement management and evaluation program. This program will be built from and expand upon the existing GIS database. Field data needs to be collected regarding current pavement condition, base failures, drainage issues, estimated traffic volumes, type of street (arterial, collector, local, cul-de-sac) and other information to assist with the evaluation.</p> <p>We have obtained one proposal to collect the field data at this time. This project is scheduled to be complete before the end of the fiscal year.</p>

Stormwater Management

Project: Storm Sewer Improvements
FY14/15 Budget: \$75,000
FY14/15 Projected: \$75,000

Current and Projected Status

Golden Avenue and Tara Drive:

Plans and specifications have been prepared by the City's consulting engineers for the overflow relief storm sewer. Drainage easements were solicited and received from three adjoining property owners whose property would be affected by the proposed work. Bids were received in August, 2014 and the City Council awarded a contract for the work in September, 2014.

The project has been temporarily delayed due to property restoration concerns raised by one of the property owners. Once the concerns have been addressed, work can begin and is expected to take two weeks to complete. Final restoration will take place in spring 2015.

Zimmerman Road:

Funds in this line item will also pay for a field inspection of the existing storm sewer and site conditions east of Zimmerman Road, which will be completed in the spring of 2015. The existing sewer line is obstructed by misaligned pipe, trees growing through the pipe, etc. Prior to April 30, 2015, complete plans and specifications will be developed followed by construction in FY15/16.

Schryver Avenue:

Also funded through this line item in FY14/15 is a field inspection of an existing storm sewer which runs north and south between Kimball Avenue & Schryver. During moderate to heavy rain events, water actually flows out of a storm structure and standing water threatens rear yard property and structures. It is likely that this issue can be resolved with City Staff, but the cause will need to be determined with assistance from consulting engineers. Work will be completed on or before April 30, 2015.

**STATUS
FY14/15
ENVIRONMENTAL MANAGEMENT FUND CIP**

REVENUES:

As highlighted earlier in this document, pursuant to generally-accepted accounting principles, the various funds of the City, including the Environmental Management Fund, must be accounted for and recorded separately. The revenues and expenditures of the Environmental Management Fund are outlined separately, as opposed to being merged with the other CIP projects of the General Corporate Fund – CIP, Library Building Fund, Tax Increment Financing Fund and/or Utility Fund. However, unlike the General Corporate Fund – CIP, the revenues of the Environmental Management Fund CIP are derived exclusively from a property tax levy, which is utilized to fund both operating expenditures, as well as all environmentally-related capital costs for the City. Consequently, the funds that are not required for the operating expenditures are available to fund the Environmental Management Fund – CIP. Nonetheless, by its very nature, the majority of this Fund is comprised of CIP expenditures, as opposed to operating expenditures.

Like the Utility Fund, the Environmental Management Fund needs to be considered separately from the other funds of the City since it is financed through its own tax levy. Currently the scope of the fund is used to include environmentally-related expenditures such as cleanup costs and groundwater monitoring at the Die Cast site, removal and cleanup of underground storage tanks, wetlands maintenance and improvements, yard waste disposal, special waste management and disposal, lead remediation, etc.

In FY05/06, the City pledged the property taxes of the Environmental Management Fund to repay a portion of the \$2.8 million in alternate revenue bonds issued to finance the adaptive reuse at the Davis Road complex. The Environmental Management Fund is responsible for its share of the bond payments with the remainder funded by the Park Development Fund. This payment is reflected as a Transfer to the Debt Service Fund and reported as a negative revenue. In addition, a revised debt service transfer is authorized within the FY14/15 Budget, which included the continuation of a modification that provided the necessary additional funding needed to meet the debt service obligations for the Alternate Revenue Bonds issued to construct the Davis Road Soccer Complex, allowing for a temporary suspension of the transfer from the depleted Park Development Fund.

At this time, the current tax levy adopted for the Environmental Management Fund in combination with fund reserves will generate sufficient revenues to finance both anticipated and unanticipated capital projects within the environmental arena. However, the long-term reserves should continue to be maintained within this fund to guard against future changes in environmental standards. Among the anticipated costs, described in greater detail in Chapter 6 of this document, the City must ensure that sufficient funds are available for: 1) future oversight costs related to the reuse and monitoring of the landfill site 2) unforeseen remediation activities 3) debt service to cover the Davis Road Park Soccer complex and 4) other “green” projects that are necessary throughout the City.

EXPENDITURES:

Project: **Alternative Fuel Vehicles**
FY14/15 Budget: \$7,000
FY14/15 Projected: \$9,800

Current and Projected Status
<p>The Parks Division aerial bucket truck's conventional gasoline engine has been converted to run on propane. The conversion system installed allows the usage of propane or gasoline as the fuel source for the engine. This flexibility allows us to utilize whichever fuel is less expensive at any given time.</p> <p>The conversion rebate application has been submitted for processing by the IEPA. The conversion rebate is for 80% of the eligible costs of converting the vehicle, up to \$4,000. The IEPA will start processing applications on February 1, 2015 and they indicate that it may take up to five months after the processing start date to complete the review and rebate issuance for all eligible applications.</p> <p>We are presuming that our conversion rebate of \$4,000 will not arrive until next fiscal year, so the projected expenditure does not account for the conversion rebate reimbursement. However, when the conversion rebate ultimately arrives it should reduce the net expenditure down to \$5,778.</p>

Project: **Leaf Machines**
FY14/15 Budget: \$65,000
FY14/15 Projected: \$64,800

Current and Projected Status
<p>A 2014 Spartan Leaf Pro Plus, 20-yard capacity leaf loader has been purchased from Bonnell Industries, Inc., Dixon, IL. This leaf loader was delivered and was successfully placed into service this fall for the annual curbside collection of leaves.</p>

Project: **Street Sweepers**
FY14/15 Budget: \$265,000
FY14/15 Projected: \$240,000

Current and Projected Status
<p>A 2014 Elgin Whirlwind Street Sweeper has been purchased from Standard Equipment Company, Chicago, Illinois. This street sweeper was delivered, has been setup, and will be placed into service this spring.</p>

**STATUS
FY14/15
UTILITY FUND CIP**

REVENUES:

As referenced in the discussion of the Environmental Management Fund – CIP Revenues, the Utility Fund must, likewise, be accounted for separately. Similarly, the City’s auditors have required that, due to the fact that this fund is accounted for similar to a private-sector business, it be incorporated as part of, and commingled within, the operating budget of the Utility Fund. Therefore, a separate schedule of CIP revenues (as distinct from CIP expenditures) is not maintained within the Utility Fund, but rather is derived from the revenue sources that have been established and are available to finance the Utility Fund in its entirety.

While it makes the financial administration of this fund more difficult and, no doubt, more confusing for the City Council and the public to distinguish CIP revenues and expenditures from operating expenses, the City Administration maintains an internal accounting and recording system that provides equally adequate, and reliable accounting of revenues, expenses, and balances available for CIP projects. While not officially or formally dedicated as such, within the schedule of Utility Fund Revenues are revenue accounts that are earmarked or dedicated for use in funding the Utility CIP. These revenue accounts include connection fees, bond proceeds, and a portion of water & sewer sales.

Connection fees are similar to Capital Expansion Fees (CEF) within the General Fund that are used solely to fund its CIP projects. The use of a portion of the water & sewer sales revenue is consistent with the transfer of funds from the Park Development Fund into the General Corporate Fund – CIP and the use of the property tax levy from the Environmental Management Fund to support the Fund’s CIP as well. However, beginning in FY99/00, a separate Fund was created to distinguish and monitor the revenues and expenditures specifically attributable to what have been referred to as capacity expansion projects associated with the Utility Fund.

Overview

As previously discussed, the City’s Utility Fund utilizes several forms of revenue to finance its current and future capital needs. This section will briefly discuss the major revenue sources reported in the Utility Fund, and the Utility Capacity – CIP Fund. In addition, the Utility Fund, and Utility Capacity – CIP Fund both have existing fund balances that are available to finance capital projects and these available balances will be discussed as well.

At the beginning of FY14/15, the Utility Fund’s fund balance was \$516,400 and the Utility Capacity CIP Fund’s fund balance was \$4,783,200. Most of the capital projects budgeted within the Utility Fund are normally financed solely from operating revenues received in the current fiscal year. Several multi-year projects were funded in the past utilizing bond proceeds that resulted in significant increases to fund balance which were eventually utilized to provide for the related expenditures.

The entire balance of \$4,783,200 in the Utility Capacity – CIP fund is restricted for projects that will expand the capacity of the City’s water and sewer system, and also provides for the debt service payment related to the Seminary Avenue Water Treatment Plant expansion. The City’s FY14/15 budget includes the collection of impact fees, albeit at a continued slower pace than prior years, although significantly higher than three years ago.

At the end of December, 2014, the Utility Fund’s revenues and expenses should be at 66.6% of their respective budget amounts. The major revenue source for the Utility Fund is the user charges for water and sewer services. In FY14/15, the City budgeted \$4,600,000 to be received from water and sewer charges. At the end of December, 2014 the fund had collected approximately \$2,970,000. This represents 65% of the budget amount. Since during the summer months the City often sells more water, it is unlikely that at the end of FY14/15 the City will meet its budgeted amount. Reasons for the decline in water sales were a relatively cool summer which resulted in less landscape watering by residents and continued industrial vacancies.

Connection fees reported in the Water and Sewer Capacity CIP Fund were budgeted at \$350,000 in FY14/15, which represents an increase from the prior fiscal year. It is likely that at the end of the fiscal year connection fees will meet or exceed this budgeted figure.

The impact fees not only provide for the repayment of debt service on the \$4.1 million in bonds issued to finance the construction of the Seminary Avenue Treatment Plant expansion, but also provide financing for future capital improvements that impact the capacity of the City’s water and sewer system. It is imperative that the City insure its connection fees are maintained to provide adequate funding to not only meet the debt service requirements for the existing bonds, but also accumulate sufficient reserves to meet future capital demands that result from these new developments as constructed, otherwise, existing system users will be burdened with increased water and sewer charges to compensate for these new capital improvements.

EXPENDITURES:

Project: Water Tower Maintenance
FY14/15 Budget: \$10,000
FY14/15 Projected: \$3,800

Current and Projected Status

In FY14/15 this project focused upon the cleaning of the exterior of the 1.5 million gallon ground storage tank that was constructed along with other improvements at the Seminary Avenue Water Treatment Plant in 2004. The intent of this cleaning project was to improve the appearance of the tanks exterior which had dirt, moss, and mildew on it. Material was removed through high pressure wash and treatment chemicals. The project was completed in August,, 2014 and final costs came in significantly less than anticipated.



Project: Well Maintenance and Improvements
FY14/15 Budget: \$65,000
FY14/15 Projected: \$73,000

Current and Projected Status

Each year, one of the six municipal wells is pulled for preventive maintenance on a rotating basis. Well #12 was pulled and inspected in FY14/15 at a cost of \$33,250. Once all the well components were laid out and inspected by both the City and its contractor, it was determined that an additional \$6,300 worth of work needed to be completed to repair pitting on the pump impellor and to recoat the interior of the column pipe. Once this work was completed, the well pump was reassembled and put back into service.

In addition to this well maintenance activity, a pad-mounted backup generator for well #12 was financed through this line item (\$33,450). This additional generator provides reliability to the water distribution system and it completes the City's goal to have two of the three well pumps tributary to the First Street Water Treatment Plant backed up by an alternate power source.

Project: Water Main Replacement
FY14/15 Budget: \$40,000
FY14/15 Projected: \$40,000

Current and Projected Status

Two projects were funded by this line item in FY14/15:

Leak Detection Program. The City will hire a contractor in March & April of 2015 who specializes in pin pointing underground water leaks using sophisticated computer software and modern sound-detection equipment. Some leaks in the distribution system don't surface but rather find a crack in the storm sewer or sanitary sewer pipe and continue to run until someone happens upon it. Not only will leaks be identified through this process but it can also estimate how large the leak is and provide a reliable estimate of water loss. The City can then use this information to prioritize which repairs will be made first. This survey is expected to be completed Citywide for an amount not-to-exceed \$15,000.

Installation of fire hydrants. Through experience, the Sewer & Water Maintenance Division has found that the installation of several fire hydrants would benefit the spring and fall flushing of the water mains making the program more effective and efficient. In FY14/15, a contractor was hired by the City to install hydrants at specific points within the system. Work will be completed before April 30, 2015 at a cost not-to-exceed \$25,000.

Project: Water Treatment Plant Maintenance
FY14/15 Budget: \$50,000
FY14/15 Projected: \$52,800

Current and Projected Status

The City has identified a desire to increase seasonal chlorine concentrations for those water users tapped onto its water distribution system beyond the Lake Avenue water tower. As a result, consulting engineers, Baxter & Woodman, Inc., were directed to prepare documents necessary to acquire a construction permit from the Illinois EPA for a gas chlorine booster system with circulation equipment adjacent to the Lake Avenue water tower. Documents include an engineer's design summary, cost estimate, drawings, and specifications. Once these documents are reviewed and approved by the City, Baxter & Woodman, Inc., will secure an Illinois EPA construction permit. This work will be completed on or before the end of FY14/15. Assuming the approval of funds, construction of the chlorine booster & circulation system will begin in FY15/16.

Another project that is scheduled for completion in FY14/15 is the repair of one of three softeners at the First Street Water Treatment Plant. A hole has corroded in the side of steel vessel and process water is escaping through the hole. A plate and rubber gasket has been strapped to the exterior of the tank as a temporary measure to keep the unit in operation. A contract was let to Manusos General Contracting, Inc., in February 2014 for

a permanent repair. Due to concerns about shutting the plant down for a period of one week to facilitate repairs the work was postponed until later in FY14/15. Because work had been postponed, there are added costs to the project to cover increases in labor and material costs. Softener repair will take place before April 30, 2015 at a final estimated cost of \$33,500.

Also in FY14/15 the windows-based dialer system at the Seminary Avenue Plant became unreliable because the communication lines owned by AT&T have too much “noise.” As a result, when a failure occurs within the treatment system, plant personnel may or may not get a call indicating the status of the alarm condition. Funds from this line item were used to ensure the reliability of this critical communication link.

Project: Wastewater Treatment Plant Maintenance
FY14/15 Budget: \$56,000
FY14/15 Projected: \$53,000

Current and Projected Status

Replacement of Lift Station Influent Grinder:

Within the Wastewater Treatment Facilities there are four (4) grinders installed before the sewage pumps and process equipment that grind up and/ or reduce the size of rags, roots, clothing, sticks, stones, and other debris that gets into the sewer. The grinder in the City’s Tappan lift station (in service 24/7) needed to be rebuilt. A request was included and subsequently approved in the FY14/15 Utility Fund CIP to participate in the manufacturer’s exchange program for the purchase of a rebuilt grinder. The exchange took place for an amount of \$17,600 and in June, 2014, plant operators removed the existing grinder and installed the rebuilt grinder.



Replacement of Positive Displacement Blower

An aerobic process utilized within digesters #9 & #10 at the Northside Wastewater Treatment Plant requires a positive displacement blower to maintain a dissolved oxygen concentration for consumption by the biomass as it reduces (digests) organic material. After the catastrophic failure of one of the existing blowers, the City hired consulting engineers, HR Green to prepare and submit to the Illinois Department of Commerce & Economic Opportunity (DCEO) an application for a Public Sector Energy Efficiency reimbursement grant to replace the failed blower and another existing unit. The Illinois DCEO has informed the City that they have reserved \$110,000 worth of grant funds for our



project. The cost to purchase the blowers is reimbursable; however the City is responsible to pay engineering costs and costs associated with the installation of equipment. Engineering fees have been set at \$17,000 and a total of \$11,000 is estimated for the purchase of materials to connect inlet and discharge pipes, secure the unit to the floor, etc., and to pay for contracted electrical services to modify the existing electrical controls. Blower equipment has a ship date of January 1, 2015 and equipment will be up and running on or before April 30, 2015.

Replacement of Lab Grade Dishwasher

In the lab at the Northside Wastewater Treatment Plant is a dishwasher that looks very much like a residential unit except that it features an acid-rinse cycle for use in cleaning and sanitizing glassware and plastic containers. The existing dishwasher in the lab has outlived its useful life and it was replaced by City employees in FY14/15 at the purchase price of \$7,300.

Project:	Water Meter Replacement Program
FY14/15 Budget:	\$190,000
FY14/15 Projected:	\$190,000

Current and Projected Status

In FY14/15 the City made a deliberate decision to accelerate the replacement of old water meters to improve accuracy, improve the efficiency of meter reading operations, reduce the time that it takes to read meters, and to eliminate the need to enter a building to record a reading.

This program was administered “in-house” with a goal of purchasing and installing 700 new “radio read” meters converting approximately 10% of the total number of meters in use. After the meters are installed in FY14/15, 55% or 4,620 water meters in the system will be capable of being read with radio technology.

In addition to the purchase of new meters, funds were used to replace two of the handheld units used to retrieve meter readings as they “drive by.” The new units, software, and training were provided at a cost of \$14,000.

Project: Inflow/Infiltration Improvements
FY14/15 Budget: \$30,000
FY14/15 Projected: \$30,000

Current and Projected Status

Two separate projects were funded through this line item in FY14/15:

The first project was implemented by the City Council in response to the 2007 flood event. The program reimburses a maximum of \$2,500 to eligible participants for the installation of sanitary sewer backup control measures on private property. Reimbursement is limited to the cost of plumbing improvements as a preventive measure for sanitary sewer backup problems that result from a rain event. By the end of November 2014, three property owners had met the criteria and were reimbursed for expenses in accordance with the program. Participation is dependent upon significant rain events. 2014 was absent of any major rain events.

Also funded under this line item is an evaluation of the Irving Avenue lift station by a consulting engineering firm. Staff believes that there is an increase of ground water seeping into the station, especially during large rain events. This study will identify areas needing to be improved and the City may need to provide additional funding for the construction phase of this project in future years. The study will be completed prior to April 30, 2015.

Project: Lift Station Maintenance
FY14/15 Budget: \$65,000
FY14/15 Projected: \$55,000

Current and Projected Status

Two separate projects were funded through this line item in FY14/15. Each year the City sets aside funds to purchase replacement pumps for the twenty (20) sanitary sewer lift stations within the distribution system. Once the spare pump is placed into service, a new replacement pump is purchased through this line item.

The second project involved the placement of a natural-gas fired, pad-mounted, standby generator at the Savannah Grove lift station. The City has installed additional pad-mounted generators in place through the years in order to maintain reliability of the station during periods of extended power outages, but their installation also serves to protect those tied to the system from experiencing a sewer backup. Installation was completed by a contractor at the contract price of \$38,900.

Project: IDOT Route 14 Utilities
FY14/15 Budget: \$175,000
FY14/15 Projected: \$147,200

Current and Projected Status

On September 12, 2014 the Illinois Department of Transportation (IDOT) awarded a contract to Plote Construction, Inc. in the amount of \$25,281,880 for the re-construction and widening of U.S. Route 14 from W. Lake Shore Drive to Lucas Road.

The City Council approved a Joint Agreement with IDOT on August 5, 2014 which outlined the costs the City will bear to relocate existing utilities, make upgrades to the traffic signals at Doty Road and at W. Lake Shore Drive, make upgrades to the emergency vehicle pre-emption signals, install a new traffic signal at Lake Shore Drive, and for construction layout and engineering services. The Joint Agreement required the City to pay the State a lump sum amount equal to 80% of its obligation upon award of the contract, which was estimated to be \$147,200. The remaining 20% is due to the State upon completion of the project and is based on the final cost of construction, which is currently estimated to be \$36,800.

Utility relocation work began in the summer of 2014 and is expected to continue into early 2015. The relocation of existing City utilities has not yet begun. The estimated completion date for the entire project is November, 2016.

**STATUS
FY14/15
UTILITY CAPACITY EXPANSION – CIP**

EXPENDITURES:

There were no Capital Outlay expenditures in the Utility Capacity Expansion CIP in FY14/15.

**STATUS
FY14/15
LIBRARY BUILDING FUND**

The Library Building Fund is used to accumulate resources for the construction of new facilities, expansion of existing facilities and to purchase equipment used in the Library. In 1998, the City's Library Board determined that the existing facility did not provide sufficient space to meet the Library's current and future needs. Therefore, a referendum was included on the ballot to issue bonds for the construction of an addition to the existing Library.

The voters approved the \$3.9 million bond issue in April, 1999. The design phase of the project took place in 1999 and bids were opened in January, 2000. The high bids necessitated both reduction in the size and design of the building, and the issuance of additional Alternate Revenue Bonds in the amount of \$500,000 which were sold in June, 2000. Groundbreaking took place in April, 2000, and the bulk of the project was completed in June, 2001. With the completion of the Library addition, Library Building Fund revenues have been utilized primarily for the repayment of the Alternate Revenue Bonds. Any balance will be retained to finance major maintenance projects, computer acquisitions and development of a reserve for future capital projects.

REVENUES:

Funding for the Library Building Fund is derived from an annual Building Fund Levy that is approved by the Library Board and City Council and subject to statutory "backdoor" referendum provisions. However, the levy has been in place for a number of years and continues to receive community support. In addition to the levy referenced above, revenues are also derived from capital expansion fees, grants, and interest. These dollars are then accumulated within this fund to be used for land, building and maintenance-related items.

Developer donations are projected to come in close to budget at \$40,000. The Library Building Fund is also expected to receive a CDBG grant in the amount of \$65,000 that will be used to repair the Library's roof.

A Transfer of \$15,000 is also expected to be received from the Library Fund to be used to defray the significant amount of capital expenditures being spent this Fiscal Year. These funds are coming from the Rural Woodstock Public Library District, which received its first Per Capita Grant from the State of Illinois. In addition to the transfer, \$5,000 is also expected to be received from the Friends of the Opera to help pay for the significant remodeling and renovations being completed.

EXPENDITURES:

Project: Library Building and Grounds Maintenance/Improvements

FY14/15 Budget: \$105,000

FY14/15 Projected: \$150,000

Current and Projected Status

VAULTED CEILING/ROOF REPLACEMENT (\$150,000)

During FY14/15, the library obtained a Community Development Block Grant (CDBG) from McHenry County to help with the shingled-roof replacement. The grant, in the amount of \$65,000, was a matching grant, so the Library and City determined to complete all of the shingled roof replacement in 14/15, rather than splitting it across two fiscal years as originally proposed. With the addition of the CDBG money, plus the \$30,000 for the roof replacement for FY14/15 and FY15/16, and the \$25,000 earmarked for a boiler replacement, the library will be able to complete the shingle work in the spring of 2015.



Project: Library Alternate Revenue Bond Payment

FY14/15 Budget: \$41,800

FY14/15 Projected: \$41,800

Current and Projected Status

The funds requested are for the debt service payment of the \$500,000 alternate revenue source bonds issued to provide additional financing for the library addition completed in FY01/02. The City and Library Board have pledged the property tax and developer donations received by this fund for the repayment of the bonds. The debt service schedule for the repayment of the 2010B, which refunded the 2000 Series D Alternate Revenue Bonds, is as follows:

<u>Fiscal Year</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
14/15	\$35,000	\$6,780	\$41,780
15/16	40,000	6,080	46,080
16/17	40,000	5,130	45,130
17/18	40,000	4,030	44,030
18/19	40,000	2,830	42,830
19/20	<u>45,000</u>	<u>1,530</u>	<u>46,530</u>
Totals	\$240,000	\$26,380	\$266,380

Project: Library Furniture and Equipment

FY14/15 Budget: \$21,000

FY14/15 Projected: \$29,300

Current and Projected Status

Computer & Network Hardware (\$25,300)

The Library was able to replace the thirteen laptops in our computer lab, all several years old or older, plus will be replacing fifteen desktop PCs as part of our five-year replacement program. An additional laptop was added to serve as a “desktop” PC for our new Young Adult Librarian.

Furniture Replacement & Upholstery (\$4,000)

Much of the anticipated repair work was able to be accomplished internally. Nearly all of the upholstered chairs in the library have been cleaned, and most of the carpeted areas are scheduled for steam cleaning in early 2015.

**STATUS
FY14/15
TAX INCREMENT FINANCING FUND CIP**

Similar to the Environmental Management Fund and the Utility Fund, the Tax Increment Financing (TIF) Fund separately accounts for the revenues generated by the City's TIF District and monitors the expenditures to insure compliance with the appropriate restrictions outlined by the State's TIF legislation. By action of the City Council, the City's downtown TIF District was established in April of 1997. Tax Increment Financing is an economic development tool that provides an assist for local governments in attracting private development and new businesses.

In 2002, the City Council approved the issuance of \$2,575,000 in Alternate Revenue Bonds for the construction of infrastructure on the Die Cast site, refinancing and consolidation of existing TIF loans, and the purchase of the White House tavern. The City pledged the use of the TIF Fund's property tax increment for the repayment of the bonds. In 2010, the City completed an advance refunding of the 2002 Alternate Revenue Bonds. The remaining balance of \$1,685,000 was refunded and will now be repaid with funds on hand and reported in escrow and the City will be responsible for the repayment of the 2010 Alternate Revenue Bonds. By reducing future debt service payments, the advanced refunding resulted in generating over \$29,700 in net present value savings.

REVENUES:

Funding for the Tax Increment Financing Fund is derived from the collection of property taxes that are generated by the tax increment for the downtown district. Tax increments typically include the change in assessed values that result from new construction, remodeling, expansion and over time price escalation for the defined area. These dollars are captured by the TIF district and are restricted for projects that impact the property located within the district's boundaries. In addition, the City Council must consider the TIF districts limited lifespan (5 years remaining) when reviewing financing options for projects within the TIF. At the expiration of the TIF district, property taxes currently collected by the TIF district will shift back to the other taxing districts.

The use of TIF property taxes to assist with private development not only provides the revitalization, which is the goal of the TIF, but also, in turn, generates additional property taxes that can then be used to finance additional improvements or other public projects that benefit the TIF district.

Assistance to private development is also limited by the dollars currently held within the TIF Fund and the Fund's potential borrowing capacity that is determined predominately on collections received in previous years and actual growth in this revenue source.

A table has been provided below that outlines the property tax collections for the last sixteen years and provides an estimate for the current year's collections:

Fiscal Year	Property Tax Budget	Property Tax Collections	% Increase
FY99/00	\$130,000	\$118,322	49.2%
FY00/01	130,000	131,969	11.5%
FY01/02	140,000	164,366	24.5%
FY02/03	185,000	229,246	39.5%
FY03/04	240,000	279,056	21.7%
FY04/05	329,000	329,090	17.9%
FY05/06	364,000	370,008	12.4%
FY06/07	420,000	452,371	22.2%
FY07/08	500,000	546,980	20.9%
FY08/09	600,000	624,231	14.1%
FY09/10	675,000	754,503	20.9%
FY10/11	760,000	774,378	2.6%
FY11/12	790,000	770,047	(0.6%)
FY12/13	725,000	604,500	(21.5%)
FY13/14	525,000	627,200	3.7%
FY14/15*	630,000	604,000	(3.7%)
* Projected			

As indicated in the table presented above, over the first 12 years, the City saw the TIF property tax collections increase at a rapid pace. This property tax growth supports the theory for TIF financing and demonstrates the City Administration's ability to properly manage a successful TIF district. Over this timeframe, the City had experienced an average annual increase of 23.1% in property taxes, with the largest increase occurring in FY99/00 of 49.2% and the smallest increase occurring in FY10/11 due to the significant decline in property values impacting the equalized assessed values reported within the TIF district. The TIF property taxes declined for the first time in the history of this fund in FY11/12. The reduction in property tax revenues is in direct correlation to the universal reduction in equalized assessed values being reported within the TIF district. Further reductions in property tax revenues occurred in FY12/13 (i.e., (\$165,547) or (21.5%)). In FY14/15 the City expects to experience a decline equal to the increase that was experienced in FY13/14.

Revenue for the Sheriff House along with donations related to the Courthouse are expected to meet budget amounts. Additional rent will also be received for renting the basement restaurant space. On the other hand, interest will fall short of budgeted amounts as increased expenditures related to the Old Courthouse have decreased the available cash to invest. The City also received a grant in the amount of \$20,000, which had not been budgeted. This grant was received from the McHenry County Community Foundation to engage the Urban Land Institute in a Technical Assistance Panel (TAP) in regards to future and potential best uses for the Old Courthouse as well as how best to reach those potential users.

EXPENDITURES:

Project: Façade Improvement Program
FY14/15 Budget: \$15,000
FY14/15 Projected: \$20,000

Current and Projected Status

The Façade Improvement Program (FIP) continues to be an effective incentive tool for exterior building improvements and restoration in the downtown TIF district. Although no reimbursement payouts have been made yet this year, it is expected that all approved projects will be completed and reimbursed this fiscal year. Approved projects include:

107-109 Van Buren St.: replace (8) 2-unit window sets on the upper two floors of apartment windows.

116-120 N. Benton St.: replace decorative overhang above storefront entrances at 116-118 N. Benton, replace door to stairway leading to second-floor apartments, application of surfacing material to cover cracked and damaged terazzo at the entryways.

112-114 Cass St.: Restore second-story transom windows on Cass Street side.

Staff has received inquiries from several FIP applicants for FY15/16. Due to the high demand for next year's FIP grant dollars, an early application process has been approved by City Council and will be implemented this year in order to allow project initiation immediately following City budget and FIP-funding approval.

Project: Streetscape Signage
FY14/15 Budget: \$10,000
FY14/15 Projected: \$ 9,500

Current and Projected Status

Funds in this line item were requested for the purchase of decorative sign posts with installation to be completed by City employees. Because not many of the sign posts purchased in FY13/14 got installed, there were enough in stock to warrant postponing any purchases in FY14/15.

A few unanticipated projects did arise in FY14/15 however which warranted the use of these funds. The first project involved the pillars which are in place at the east entrance to the Park-in-the-Square. It was determined that if they were not taken down and reconstructed, they would fall down. Therefore, a contractor was hired to take the pillars down boulder by boulder and reconstruct them. Other pillars at the entrances to the Park-in-the-Square have been reconstructed over the years.

The other project involved the brightness of three decorative post-mounted lights that were installed in the pedestrian walkway north of the theatre. After the pedestrian

walkway was finished, it was reported that these lights were “too intense” for the downtown area and that the color of the lights could be “softened.” Existing fixtures were removed by an electrical contractor, sent to the factory where LED lights were replaced, and once they were received by the City, they were reinstalled by the contractor.

Project: Downtown Brick Replacement
FY14/15 Budget: \$30,000
FY14/15 Projected: \$30,300

Current and Projected Status

One of the unique characteristics of the historic downtown Square is the brick streets. The challenge presented by this type of surface is maintaining it in a manner so that it remains safe for motorists and pedestrians year round. Each year, countless bricks must be adjusted or replaced because they have cracked, heaved, sunk, or shattered due to the constant stresses brought on them from cars, trucks, snowplows, and freeze/thaw cycles.

Consistent with previous years, the City hired a contractor to remove and replace damaged and deteriorated bricks. In addition, every few years it is necessary to purchase bricks in order to have an adequate inventory to complete this annual maintenance task. In FY14/15, the City spent \$7,700 to purchase an adequate amount of new bricks to replenish our dwindling inventory and \$22,600 for the removal and replacement of bricks on Main Street and Benton Street. All of the removal and replacement work is complete.

Project: Sidewalk Maintenance & Replacement
FY14/15 Budget: \$10,000
FY14/15 Projected: \$ 9,600

Current and Projected Status

Funds in this line item covered curb and sidewalk improvements within the TIF District designed to eliminate trip hazards, protect the existing infrastructure, and improve the appearance and quality of the TIF district. Work in FY14/15 was focused on Benton from E. Judd to Van Buren, Cass from Throop to Main, Dean from Van Buren to Calhoun, and Calhoun from Throop to Johnson. In all, 863 square feet of sidewalk and 62 lineal feet of curb were constructed and improved through this program in FY14/15.

In addition to work completed in 2014, a retainer was paid to the contractor that administered the 2013 contract. Each year, 5% of the total contract amount is withheld for one year for the replacement of sidewalk that has failed. In 2014, a retainer in the amount of \$2,401.33 was paid to Hard Surface Contractors, LLC for work that was completed in 2013.

Project: Old Courthouse and Sheriff's House
FY14/15 Budget: \$500,000
FY14/15 Projected: \$1,200,000

Current and Projected Status

The Old Courthouse and Sheriff's House continue to challenge the financial limitations of the TIF budget. While the major dome and roof restoration has been completed, many unforeseen repairs and additional work resulted in several change orders which pushed this project over budget. In addition, the extremely long and cold winter last year delayed some of the dome/cupola work which should have been done last year, but was subsequently completed and paid for in the current fiscal year.

The new copper roof and dome are nearly 100% complete and have received extremely favorable feedback from the community. Much of the cost overruns in this project were due to extensive rotting of the dome structure, roof valley rafters and rotted gutter and soffit framing which needed to be rebuilt. Furthermore, replacement of more than expected trim and louvre woodwork on the cupola and roof was required. Not included in the original project bid was lightning protection which added approximately \$22,000 to the overall project cost.

There were some unplanned building improvements in order to accommodate a new restaurant tenant in the lower level of the Old Courthouse. Some masonry and downspout work was needed to eliminate water seepage into the restaurant area as well as over \$5,000 in plumbing repairs. With the stair project in process, three new concrete sidewalks were poured on the west side of the building to accommodate access to the building. In addition, a new window was installed in the restaurant's bar area.

Ongoing is the stair replacement project for both the Old Courthouse and Sheriff's House. The bid estimate for stair replacement for both buildings is approximately \$170,000. Both sets of stairs were in very bad condition and posed safety hazards. Last year's extreme winter conditions were very damaging and patching was no longer an option for either set of stairs.

The major projects of cupola/dome, roof and stair restoration are expected to all be completed this fiscal year. Window repair/restoration will be bid this year for work to begin in FY15/16. It would not be unusual for additional problems to arise during the course of work at either of these buildings. The work done to date has added greatly to the life of the buildings and when completed will maintain the Old Courthouse and Sheriff's House as icons on the Woodstock Square.

Project: Street and Parking Lot Maintenance
FY14/15 Budget: \$200,000
FY14/15 Projected: \$177,700

Current and Projected Status

In addition to the brick streets, streetscape islands, and pedestrian facilities within the TIF District, there are streets which have concentrated traffic volumes because of their proximity to the downtown businesses, shops, and restaurants. These streets, just like other streets within the community, have a limited service life. The condition of a community's street system has a direct impact on its livability and economic development; and when streets are in good condition, a vision of prosperity is evident. It is appropriate to utilize TIF funds to pay for resurfacing of City streets that are located within the boundaries of the district. The following streets within the TIF District were repaired and resurfaced during FY14/15:

Calhoun Street: Dean Street to Jefferson Street
 South Street: Tryon Street to Madison Street

Project: Replacement of Perimeter Lighting System
FY14/15 Budget: \$180,000
FY14/15 Projected: \$15,000

Current and Projected Status

Each year, the perimeter lights enhance the appeal and winter beauty of the Square from Thanksgiving through Groundhog Day and provide a popular attraction to the downtown business district during an important tourism and shopping season.

This project is scheduled to be completed in two phases. In 2014, Phase One consisted of the demolition and disposal of the existing lighting system and the installation of 400 linear feet of new lighting on both the 125 & 127 W Van Buren Street buildings as well as portions of the Opera House. This phase allowed for a more accurate assessment of the projects final cost per foot, as well as provided testing of the anchoring and installation methods to be used in Phase Two of the project. In the summer of 2015, Phase Two will see the completion of the demolition and installation of the new lighting system on the remainder of the buildings included in the Square Lighting project and the expenditure of the remaining funds budgeted for this project.

Project: Tax Increment Financing (TIF) Bond Payments
FY14/15 Budget: \$196,300
FY14/15 Projected: \$196,300

Current and Projected Status

Bonds Payments for Series 2010C&E, along with associated bond agent fees, have been paid in accordance with the debt schedule.

**CITY OF WOODSTOCK
FY14/15 STATUS SUMMARY
GENERAL FUND
CIP REVENUES**

Description	Budget	FY14/15 Projected Amount	+(-)
Beginning Fund Balance	\$ 2,162,300	\$ 2,084,377	\$ (77,923)
Revenues:			
<u>Fees:</u>			
Telecommunications Tax	\$ 740,000	\$ 660,000	\$ (80,000)
Capital Expansion Fees – Police	\$ 50,000	\$ 46,000	\$ (4,000)
Capital Expansion Fees – Streets	\$ 13,000	\$ 14,000	\$ 1,000
SUB-TOTAL – Fees	\$ 803,000	\$ 720,000	\$ (83,000)
<u>Received From Other Governments:</u>			
Miscellaneous Improvement Grant	\$ -	\$ 10,000	\$ 10,000
Safe Routes to Schools	\$ 125,000	\$ 160,600	\$ 35,600
SUB-TOTAL – Received From Other Govts.	\$ 125,000	\$ 170,600	\$ 45,600
<u>Other Revenues:</u>			
Interest Income	\$ 8,900	\$ 8,500	\$ (400)
Miscellaneous Revenue	\$ -	\$ 23,900	\$ 23,900
SUB-TOTAL – Other Revenues	\$ 8,900	\$ 32,400	\$ 23,500
<u>Transfers From/(To) Other Funds:</u>			
Transfer from General Fund	\$ 475,000	\$ 475,000	\$ -
Transfer from Park Development	\$ 20,000	\$ 20,000	\$ -
Transfer to Debt Service Fund -Streets	\$ (70,800)	\$ (70,800)	\$ -
Transfer to Debt Service Fund -Police	\$ (340,200)	\$ (340,200)	\$ -
Transfer to Debt Service Fund -Parks	\$ (147,700)	\$ (147,700)	\$ -
SUB-TOTAL – Transfers	\$ (63,700)	\$ (63,700)	\$ -
Total Revenues	\$ 873,200	\$ 859,300	\$ (13,900)
Total Available Budgetary Resources	\$ 3,035,500	\$ 2,943,677	\$ (91,823)

(Includes Beginning Fund Balance and Total Revenues)

**CITY OF WOODSTOCK
FY14/15 STATUS SUMMARY
GENERAL FUND
CIP EXPENDITURES**

Description	Budget	FY14/15 Projected Amount	+(-)
Expenditures:			
<u>General Administration:</u>			
Computer Network	\$ 15,000	\$ 15,000	\$ -
Fiber Network	\$ 90,000	\$ 30,000	\$ (60,000)
SUB-TOTAL	\$ 105,000	\$ 45,000	\$ (60,000)
– General Administration			
<u>Public Facilities:</u>			
Opera House	\$ 60,000	\$ 69,400	\$ 9,400
City Hall Improvements	\$ 75,000	\$ 75,000	\$ -
Existing Public Works Building	\$ 38,000	\$ 30,000	\$ (8,000)
Fuel Dispenser	\$ 15,000	\$ 12,300	\$ (2,700)
SUB-TOTAL – Public Facilities	\$ 188,000	\$ 186,700	\$ (1,300)
<u>Public Safety:</u>			
Annual Police Vehicle Replacement	\$ 100,000	\$ 166,000	\$ 66,000
Radio Communications Upgrade	\$ 18,000	\$ 18,000	\$ -
Vehicle Equipment	\$ 13,700	\$ 13,700	\$ -
In-Car Video Cameras	\$ 35,700	\$ 35,700	\$ -
Police Facility (Debt Transfer)	\$ 340,200	\$ 340,200	\$ -
SUB-TOTAL – Public Safety	\$ 507,600	\$ 573,600	\$ 66,000
<u>Parks:</u>			
Park In Square Statue	\$ 30,000	\$ 30,000	\$ -
Playground Equip Replacement	\$ 40,000	\$ 41,000	\$ 1,000
Resealing Courts	\$ 13,000	\$ 13,500	\$ 500
SUBTOTAL – Parks	\$ 83,000	\$ 84,500	\$ 1,500

**CITY OF WOODSTOCK
FY14/15 STATUS SUMMARY
GENERAL FUND
CIP EXPENDITURES**

Description	Budget	FY14/15 Projected Amount	+(-)
Expenditures: (Continued)			
<u>Motor Pool:</u>			
Parks-Equipment Replacement	\$ 58,000	\$ 57,300	\$ (700)
Streets-Equipment Replacement	\$ 15,000	\$ 15,000	-
Streets – Equip. Repl. Lease Payment	\$ 19,900	\$ 19,900	-
SUB-TOTAL – Motor Pool	\$ 92,900	\$ 92,200	\$ (700)
<u>Streets/Sidewalks/Signals:</u>			
Route 47	60,000	\$ 60,000	-
Street Resurfacing	375,000	\$ 403,000	\$ 28,000
Safe Routes to Schools	155,000	\$ 168,700	\$ 13,700
Sidewalk Construction	15,000	\$ 15,000	-
Route 14/IDOT	80,000	\$ 89,200	\$ 9,200
Street Maint. Evaluation	\$ 40,000	\$ 40,000	-
SUB-TOTAL – Streets/Sidewalks/Signals	\$ 725,000	\$ 775,900	\$ 50,900
<u>Stormwater Management:</u>			
Storm Sewer Improvements	\$ 75,000	\$ 75,000	-
SUB-TOTAL – Stormwater Management	\$ 75,000	\$ 75,000	-
Total General Fund CIP Expenditures	\$ 1,776,500	\$ 1,832,900	\$ 56,400
# of Projects	24	24	-
Excess (Deficiency) of Revenues Over (Under) Expenditures	\$ (903,300)	\$ (973,600)	\$ (70,300)
Ending Fund Balance	\$ 1,259,000	\$ 1,110,777	\$ (148,223)

**CITY OF WOODSTOCK
 FY14/15 STATUS SUMMARY
 ENVIRONMENTAL MANAGEMENT FUND
 CIP REVENUES & EXPENDITURES**

Description	Budget	FY14/15 Projected Amount	+(-)
Revenues:			
Property Taxes	\$ 540,000	\$ 540,000	-
Interest Income	\$ 4,800	\$ 4,800	-
Transfer (To) Debt Service Fund	\$ (217,800)	\$ (217,800)	-
Total Revenues	\$ 327,000	\$ 327,000	-
Expenditures:			
Alternative Fuel	\$ 7,000	\$ 9,800	\$ 2,800
Leaf Machine	\$ 65,000	\$ 64,800	\$ (200)
Street Sweeper	\$ 265,000	\$ 240,000	\$ (25,000)
Total Expenditures	\$ 337,000	\$ 314,600	\$ (22,400)
# of Projects	3	3	-

Notes:

It should be noted that additional expenditures are incurred in the Environmental Management Fund for Alternate Ice Control, Improvements to Nature Areas and the Landfill; however, these are accounted for in the operating budget due to accounting and auditor requirements.

**CITY OF WOODSTOCK
FY14/15 STATUS SUMMARY
UTILITY FUND
CIP REVENUES & EXPENDITURES**

Description	Budget	FY14/15 Projected Amount	+(-)
Beginning Fund Balance			
Utility Fund	\$ 524,600	\$ 516,400	\$ (8,200)
Utility Capacity Fund (Restricted)	\$ 4,613,300	\$ 4,783,200	\$ 169,900
Total Fund Balance	\$ 5,137,900	\$ 5,299,600	\$ 161,700
Revenues:			
Connection Fees	\$ 350,000	\$ 350,000	\$ -
Interest Income	\$ 22,700	\$ 23,000	\$ 300
Total Revenues	\$ 372,700	\$ 373,000	\$ 300
Total Available Budgetary Resources	\$ 5,510,600	\$ 5,672,600	\$ 162,000
(Includes Beginning Fund Balance and Total Revenues)			
Expenditures:			
Utility:			
Water Tower Maintenance	\$ 10,000	\$ 3,800	\$ (6,200)
Well Maint. & Improvements	\$ 65,000	\$ 73,000	\$ 8,000
Water Main Replacement	\$ 40,000	\$ 40,000	\$ -
Water Treatment Plant Maint.	\$ 50,000	\$ 52,800	\$ 2,800
Wastewater Treatment Maint.	\$ 56,000	\$ 53,000	\$ (3,000)
Water Meter Replacement	\$ 190,000	\$ 190,000	\$ -
I-I Improvements	\$ 30,000	\$ 30,000	\$ -
Lift Station Maint.&Improvements	\$ 65,000	\$ 55,000	\$ (10,000)
IDOT Route 14 Improvements	\$ 175,000	\$ 147,200	\$ (27,800)
SUB-TOTAL – Utility Fund	\$ 681,000	\$ 644,800	\$ (36,200)
# of Projects	9	9	-
Utility Capacity Expansion:			
NONE	\$ -	\$ -	\$ -
SUB-TOTAL – Utility Capacity Exp	\$ -	\$ -	\$ -
# of Projects	-	-	-
Total Utility Fund Expenditures	\$ 681,000	\$ 644,800	\$ (36,200)
Total # of Projects	9	9	0
Excess (Deficiency) of Revenues Over (Under) Expenditures	\$ (308,300)	\$ (271,800)	\$ 36,500
Ending Fund Balance	\$ 4,829,600	\$ 5,027,800	\$ 198,200

**CITY OF WOODSTOCK
 FY14/15 STATUS SUMMARY
 LIBRARY BUILDING FUND
 CIP REVENUES & EXPENDITURES**

Description	Budget	FY14/15 Projected Amount	+(-)
Revenues:			
Property Taxes	\$ 96,300	\$ 96,300	\$ -
Developer Donations	\$ 40,000	\$ 40,000	\$ -
CDBG Grant Proceeds	\$ 65,000	\$ 65,000	\$ -
Miscellaneous Income	\$ 5,000	\$ 5,000	\$ -
Interest Income	\$ 1,800	\$ 1,600	\$ (200)
Transfer from Library Fund	\$ 15,000	\$ 15,000	\$ -
Total Revenues	\$ 223,100	\$ 222,900	\$ (200)
Expenditures:			
Building Construction	\$ 105,000	\$ 150,000	\$ 45,000
Library Bond Payment	\$ 41,800	\$ 41,800	\$ -
Furniture & Equipment	\$ 21,000	\$ 29,300	\$ 8,300
Total Expenditures	\$ 167,800	\$ 221,100	\$ 53,300
# of Projects	3	3	-

**CITY OF WOODSTOCK
FY14/15 STATUS SUMMARY
TAX INCREMENT FINANCING FUND
CIP REVENUES & EXPENDITURES**

Description	Budget	FY14/15 Projected Amount	+(-)
Beginning Fund Balance	\$ 848,000	\$ 1,245,999	\$ 397,999
Revenues:			
Property Taxes	\$630,000	\$604,000	\$ (26,000)
TIF Rent	\$22,200	\$22,200	-
Courthouse Donations	\$15,700	\$15,700	-
Grant	\$0	\$20,000	\$ 20,000
Interest Income	7,100	7,000	\$ (100)
Total Revenues	\$ 675,000	\$ 668,900	\$ (6,100)
Total Available Budgetary Resources	\$ 1,523,000	\$ 1,914,899	\$ 391,899
(Includes Beginning Fund Balance and Total Revenues)			
Expenditures:			
Façade Improvement	\$ 15,000	\$ 20,000	\$ 5,000
Streetscape Signage	\$ 10,000	\$ 9,500	\$ (500)
Downtown Brick Replacement	\$ 30,000	\$ 30,300	\$ 300
Sidewalk Maint. & Replacement	\$ 10,000	\$ 9,600	\$ (400)
Old Courthouse & Sheriff's House	\$ 500,000	\$ 1,200,000	\$ 700,000
Street & Parking Lot Maint	\$ 200,000	\$ 177,700	\$ (22,300)
Perimeter Street Lighting	\$ 180,000	\$ 15,000	\$ (165,000)
TIF Bond Payment	\$ 196,300	\$ 196,300	-
Total Expenditures	\$ 1,141,300	\$ 1,658,400	\$ 517,100
# of Projects	8	8	-
Excess (Deficiency) of Revenues			
Over (Under) Expenditures	\$ (466,300)	\$ (989,500)	\$ (523,200)
Ending Fund Balance	\$ 381,700	\$ 256,499	\$ (125,201)

**CITY OF WOODSTOCK
FY14/15 STATUS SUMMARY
ALL FUNDS
CIP EXPENDITURES**

Description	Budget	FY14/15 Projected Amount	+(-)	# of Budgeted Projects	# of Actual Projects
General Corporate CIP Fund:					
General Administration	\$ 105,000	\$ 45,000	\$ (60,000)	2	2
Public Facilities	\$ 188,000	\$ 186,700	\$ (1,300)	4	4
Public Safety	\$ 507,600	\$ 573,600	\$ 66,000	5	5
Parks	\$ 83,000	\$ 84,500	\$ 1,500	3	3
Motor Pool	\$ 92,900	\$ 92,200	\$ (700)	3	3
Streets/Sidewalks/Signals	\$ 725,000	\$ 775,900	\$ 50,900	6	6
Storm Water Management	\$ 75,000	\$ 75,000	\$ -	1	1
SUB-TOTAL – General Fund	\$ 1,776,500	\$ 1,832,900	\$ 56,400	24	24
Environmental Management Fund:	\$ 337,000	\$ 314,600	\$ (22,400)	3	3
Utility Fund:					
Utility	\$ 681,000	\$ 644,800	\$ (36,200)	9	9
Utility Capacity Expansion	\$ -	\$ -	\$ -	-	-
SUB-TOTAL – Utility Fund	\$ 681,000	\$ 644,800	\$ (36,200)	9	9
Library Building Fund:	\$ 167,800	\$ 221,100	\$ 53,300	3	3
Tax Increment Financing Fund:	\$ 1,141,300	\$ 1,658,400	\$ 517,100	8	8
TOTAL ALL FUNDS – CIP EXPENDITURES:	\$ 4,103,600	\$ 4,671,800	\$ 568,200	47	47

CHAPTER THREE
SUMMARY & OVERVIEW
5-YEAR CAPITAL IMPROVEMENT PROGRAM



CITY OF WOODSTOCK
ANNUAL 5-YEAR
CAPITAL IMPROVEMENT PROGRAM

FISCAL YEAR 2015/2016
THROUGH
FISCAL YEAR 2019/2020

**CITY OF WOODSTOCK
CAPITAL BUDGET YEAR FY14/15 &
5-YEAR CAPITAL IMPROVEMENT PROGRAM
FY15/16 THROUGH FY19/20
SUMMARY & OVERVIEW**

INTRODUCTION

The dynamics of the City are no more evident than in the variety of projects contained in the Capital Improvement Program. This Chapter is intended to provide a “big picture” summary and overview of the major projects comprising the 5-Year CIP. This will be accomplished by providing a comparison of the FY14/15 5-Year CIP and proposed FY15/16 5-Year CIP and, further, a discussion regarding the goals of the City and the interdependence and relationship between the various projects competing for funding that have been identified in the 5-Year CIP. This summary/overview will highlight the importance of a balanced Capital Improvement Program and the need to ensure that the needs of the community are identified, considered and addressed to the extent possible with the funds available. Throughout this discussion, tables and/or charts will be utilized to assist in identifying FY15/16 – FY19/20 proposed project expenditures and for comparison purposes with previous CIP budgets.

Subsequent chapters of this document are arranged by fund and contain a narrative overview of each fund, tables and charts which identify and compare proposed expenditures throughout the 5-year planning period, and detailed descriptions, arranged by priority, for each project proposed in the 5-year planning period.

Prior to delving into the 5-Year CIP overview it is important to present a summary of how the projects are prioritized and a word about alternate funding sources which are referenced throughout the project descriptions.

PRIORITIZATION OF PROJECTS

All projects submitted for inclusion in the 5-Year CIP are reviewed by the City Manager, Finance Director and respective Department Director, and prioritized according to their perceived economic and operational necessity in relation to the anticipated community-wide benefits to be gained. Priorities are established using the following classification system:

Priority A - URGENT

Projects which cannot reasonably be postponed. These may be to complete an essential or partially-finished project, or to maintain a minimum level of service in a presently-established City program. In addition, certain projects are required to facilitate the City’s ability to achieve compliance with new regulations and laws. Also, any project needed to address an emergency situation.

Priority B - NECESSARY

Projects which should be implemented within a few years to respond to anticipated needs of current City services, or replacement of unsafe or unsatisfactory facility(ies).

Priority C - DESIRABLE

Projects needed for the proper expansion of a City service or facility, the exact timing of which can be deferred until adequate funding sources can be secured.

Priority D - DEFERRABLE

Projects which would be needed for ideal operation, but which cannot yet be recommended for action. These can be postponed without detriment to present services.

Projects that are ranked within the same classification can be distinguished further based on public health and safety considerations, breadth of service area, and/or the availability of matching funds from other sources. When determining the appropriate project funding levels throughout the 5-year program period, one or more of the following options were exercised:

- Recommend funding the project in the year and the amount requested by the Department Director;
- Recommend partial funding of the project in the year requested;
- Recommend delaying funding of the project to another fiscal year;
- Recommend setting aside a portion of the requested money each year to save enough to fund the project in a future year; or
- Recommend that the project not be funded at all.

The project classifications serve as a guide in preparing the annual City budget and can assist the City Council in arriving at the project funding decisions.

ALTERNATE FUNDING SOURCES

Based on the fact that funding for many of the projects presented in the Capital Budget Year and 5-Year CIP are dependent upon funding sources other than those which are derived from property, sales and income taxes, or user fees, the City must continue to evaluate and utilize one or a combination of the funding alternatives described below in financing the myriad of CIP projects contained within the 5-Year CIP:

Telecommunications Tax: The revenues from this tax are limited by Ordinance to be used exclusively in the CIP. By Ordinance, a portion of these proceeds are to be used annually in sufficient amounts to retire the debt utilized to construct the Police Station. The remainder of the

Telecommunications Tax revenue is required to support the balance of the General Corporate Fund - CIP, and it is recommended that no further financial obligations be assigned to this revenue stream that would deplete its annual contribution to the CIP.

General Obligation (G.O.) Bonds: Through this method, the taxing power of the City is pledged to pay the principal and interest to retire the outstanding debt. G.O. Bonds, as they are commonly referred, require voter approval. Large, community-wide projects should be considered for funding in this manner. Other uses of G.O. Bonds for future consideration may be to finance some of the road construction, resurfacing, and expansion, and/or stormwater projects. Voter sentiment presently does not support the passage of G.O. Bonds. This is especially true in Woodstock if you look at the potential number of G.O. issues that could be presented for voter approval that could all potentially be included on a single tax bill – City, County, District 200, Public Library, Woodstock Fire/Rescue District, McHenry County College District 528, and the McHenry County Conservation District. For this reason, it is strongly recommended that the City Council, PRIOR to approving to put any G.O. Bond issue on the ballot, FIRST conduct a professionally-administered, detailed survey to determine if enough support exists in the community to pass the issue, BEFORE spending tax dollars to place it on the ballot.

Revenue Bonds: These are primarily used to fund water and sewer system improvements since, as the name implies, these bonds are reimbursed from system-generated revenues, as distinct from tax dollars. In addition, however, currently, two park projects – Davis Road Sports Complex and Merryman Fields - are being financed through Alternate Revenue Bonds. Two completed roadway projects – Lake Avenue Improvements and McConnell Road Realignment – were also financed via Alternate Revenue Bonds. Voter approval is not required for this type of bond issue. Instead, adequate revenues must be demonstrated to be available from identified sources, for the life of the bond, to amortize the debt.

The Utility Fund - CIP is the primary beneficiary of Revenue Bonds, as distinct from Alternate Revenue Bonds. To assist in planning for this fund, which has by far the largest value of fixed assets within the City, capacity and expansion projects are considered separately and may need to be financed through a combination of Revenue Bonds and CEF revenue.

Lease/Purchase: This is a method whereby a needed facility or expansion of an existing facility is purchased and/or constructed by a private interest and the facility is leased back to the municipality at a rate sufficient to pay off the debt (principal and interest). At the end of the lease period the title is conveyed to the municipality without any future payments. This option is extensively used for the acquisition of large, expensive vehicles and pieces of equipment (e.g., street sweeper). It is still necessary to be able to identify and budget sufficient revenue to pay the annual principal and interest.

Special Assessment/Special Service Area: Generally unpopular, Special Assessment and/or Special Service Areas are primarily used for infrastructure and public works projects that benefit particular properties/subdivisions. Examples include water, sewer, stormsewer, road and sidewalk projects. It may become necessary to increase the use of this type of funding for projects as the amount of General Fund revenues remain capped by the state-mandated tax cap.

Too often the City addresses a problem by appropriating taxpayers' dollars to correct the issue when the correction and/or improvement is only of benefit to a limited number of residents. As alluded to above, this type of financing is not popular with the public, and to a lesser extent developers, however, in some cases it is the only option available due to the lack of funds. Again, this form of financing may have to be imposed to complete roadway and stormwater projects identified in future years.

Special Districts: In some cases it is in the best interests of the municipality to form special districts with the authority to levy its own taxes, separate from the City. Most often this occurs with the establishment of park districts. Although previous City Councils have rejected further consideration of a Park District, as projects continue to mount and financial resources lag further behind, it is likely that this issue may need to be revisited by future administrations.

State and Federal Grants: Although these have become scarcer in recent years, the City has, historically, been successful at identifying, obtaining, and leveraging grant funding for such projects as utility development, parks and recreation development, road improvements, conservation design, and Brownfields remediation. In most cases grant funds are contingent upon a local match and in some cases this proves to be difficult. As the economy rebounds, the City has committed to a full-time Grant Writer to research, identify, and secure grant funding for identified projects.

**FY15/16 – FY19/20
CAPITAL IMPROVEMENT PROGRAM SUMMARY/OVERVIEW
ALL FUNDS**

**Comparison of FY14/15 5-Year CIP &
FY15/16 Proposed 5-Year CIP
Ranked by Total Expenditures**

FY14/15 Rank	FY15/16 Rank	Activity/Fund	# Projects	\$	FY15/16 % of Total	FY14/15 % of Total
1	1	Utility Fund	11	\$13,763,700	26.1%	29.0%
2	2	Streets/Sidewalks/Signals	15	\$10,155,600	19.3%	22.3%
3	3	TIF Fund	13	\$7,372,600	14.0%	10.7%
4	4	Parks	18	\$4,147,700	7.9%	6.8%
5	5	Public Facilities	4	\$4,009,600	7.6%	6.5%
6	6	Public Safety	14	\$2,894,100	5.5%	5.8%
7	7	Stormwater Management	8	\$2,730,000	5.2%	4.5%
9	8	Utility Capacity Fund	5	\$2,191,200	4.2%	3.8%
8	9	Environmental Management	6	\$1,848,000	3.5%	4.4%
10	10	Motor Pool/Equipment	7	\$1,726,000	3.3%	2.6%
11	11	General Administration	9	\$1,056,000	2.0%	2.1%
12	12	Library Fund	4	\$791,800	1.5%	1.5%
		TOTALS	114	\$52,686,300	100.0%	100.0%

The 5-Year Capital Improvement Program, as presented, continues to reflect the guiding principles that it be balanced and reflect the needs of a full-service City. In establishing this balance, it is important to identify that this includes the funding of projects which are related to the maintenance and replacement of existing assets – from vehicles and equipment to playground amenities – as well as the evaluation and introduction of new projects, services and facilities to be able to respond to the increasing needs of a growing and diverse population. This balance is not only desirable but, more importantly, necessary if Woodstock is to retain and expand upon the high quality of life which its residents enjoy. Ultimately, the benefit of the CIP is not measured in the number of projects or dollars expended in any single year, but rather is measured cumulatively in achieving the long-range goals of the community.

As proposed and not dissimilar to previous CIP documents, the schedule of projects far exceeds the City’s existing financial resources alone; however, this is not unexpected, unusual or uncommon. Conversely, this is one of the benefits of the CIP. It allows for the annual evaluation, prioritization, and scheduling of projects via a uniform, consistent, and objective process. In addition to recommending projects for funding in the Capital Budget Year, the CIP also identifies and outlines those projects that are recommended to be undertaken in the next five (5) years and, hence, compels the City to begin planning and strategizing these projects from a community-wide perspective in relation to the goals and objectives established for the City, as distinct from the view of a single department and/or operation. Most often, when clear communication and cooperation exists between the public, elected officials, and the administrative organization of the municipal government, the CIP tends to become a planning tool with clear short and long-term capital objectives and goals.

Continuing with the FY15/16 – FY19/20 Capital Improvement Program, the State of Illinois' multi-billion dollar funding deficiencies combined with constrained growth in income tax and sales tax receipts, reductions to overall property taxes to provide limited forms of tax relief and depressed permit/impact fees due to reduced residential, commercial and industrial development has had a drastic impact on the ability of the City of Woodstock to not only implement new projects, but to ensure that existing municipal assets can be maintained and existing debts paid. Unfortunately, while some economic improvements did occur in the recent fiscal year, the overall outlook remains challenged and the City will not see the positive effects of a resurgent economy in the near term.

A complete and more detailed discussion of projects can be found in Chapters 4 through 8 of this document.

CHAPTER FOUR
GENERAL FUND
5-YEAR CAPITAL IMPROVEMENT PROGRAM



CITY OF WOODSTOCK
ANNUAL 5-YEAR
CAPITAL IMPROVEMENT PROGRAM

FISCAL YEAR 2015/2016
THROUGH
FISCAL YEAR 2019/2020

GENERAL CORPORATE FUND CIP: Policy Recommendations & Goals

Each year that the annual 5-year Capital Improvement Program (CIP) is updated, there are changing priorities and unique considerations that are particular to that capital budget year. However, just as the last five CIPs faced unprecedented financial challenges due to the declining economy, the FY15/16 – FY19/20 Capital Improvement Program continues to face reduced revenues that are typically utilized to support the City’s capital needs. Specifically, the improvement to the performance of the housing market is still generating reduced revenues, which has a direct negative impact on financing CIP projects in Streets, Parks, Library, and the CIP as a whole, and forces the careful consideration and prioritization of projects.

Nevertheless, even though new home permits are stabilizing, the number of permits issued still falls well below normal levels of 100+ experienced in previous years. In reality, the number of new building permits will most likely stay static in 2015. This reality will have multiple effects on the City’s ability to fund new projects in the General Fund CIP. First, existing bond payments for projects within Parks and Streets/Sidewalks/Signals categories of the General Fund CIP, which exceed \$300,000 per year, take precedence over the introduction of new projects. Second, ensuring existing facilities - such as the Woodstock Opera House and City Hall - and public infrastructure (equipment, vehicles, and utility systems) are properly maintained. Third, significant capital projects contained within the 5-year planning period – such as the Department of Public Works (DPW) Facility and Annual Street Resurfacing Program – will require further commitment of General Fund CIP revenues in the future. Finally, as with the development of each year’s 5-Year CIP, new projects are introduced that require a significant commitment of funds which, in turn, limit the overall amount of funds able to be allocated toward the 100+ projects in the 5-Year CIP. Based on this information, the ensuing discussion highlights the major areas within the 5-Year CIP presently under discussion that will need to be factored into the final CIP Program.

- 1. Reduced Revenues** – Reduced revenues from impact fees due to the housing slump will continue to negatively impact and reduce the amount of funds available in FY15/16 and beyond. Although the number and value of General Fund CIP projects continues to grow, revenues to accomplish them are shrinking. Consequently, the prioritization of projects is more critical than ever before. **Therefore, just as in the previous six fiscal years, a limited number of projects will be able to be funded in FY15/16.**
- 2. Public Facilities** – Included for funding and construction in FY08/09, the development of a new Department of Public Works facility and related improvements (totaling more than \$12,000,000) was delayed due to the decline in the economy and, as such, the City’s ability to meet debt service requirements for this project. After careful review and taking into consideration the availability of CIP funds, the DPW facility project now focuses on the expansion of the existing site and the purchase of adjacent property. In addition, funding for Public Facilities will continue to be for the maintenance/repair of existing facilities, at least two of which (City Hall and the Opera House) require special attention due to their historical significance.

- 3. Parks** – As in the four previous fiscal years, the development of new and/or expanded Parks facilities and the maintenance of existing Parks infrastructure will remain as one of the hardest hit categories in the General Fund CIP. In recent years, the City has used all available park impact fees and Park Development Fund reserves to construct new facilities. Simply, this is no longer possible under the current financial circumstances facing the City of Woodstock. Development stagnation has crippled park impact fees and Park Development Fund reserves are non-existent. As in the prior five fiscal years, and for upcoming FY15/16 as well as the foreseeable future, parks impact fees are insufficient to pay off the outstanding debt for the various Park projects, let alone fund other park projects. **Therefore, it remains the recommendation of the City Administration to refocus the expenditure of all Park Development Fees to pay existing debt service payments with any remainder to provide funding for maintaining what we have and enhancing existing facilities as distinct from developing new parks and/or building new facilities until such time as impact fees increase and the Park Development Fund can again begin to build reserves to finance future projects. Furthermore, the City Administration continues to recommend the encouragement and solicitation of community volunteers to assist in developing and/or maintaining existing Parks capital infrastructure.**
- 4. Motor Pool** – The General Fund CIP serves as the mechanism for the acquisition of vehicles for the Motor Pool. It should be noted that the Annual Police Vehicle Replacement program is intended to be funded through police capital expansion fees and are accounted for within the Public Safety category of the General Fund CIP. The replacement of existing vehicles or purchase of new vehicles to provide service to the expanding community are planned for through a replacement schedule which is developed and maintained by the Department of Public Works. In the face of declining revenues, this schedule was evaluated and revised in FY10/11 to extend the replacement period for vehicles. While this most likely will result in increased maintenance costs, these are not expected to meet or exceed the costs of a more condensed vehicle replacement schedule. Also, the focus will be on the replacement of existing equipment and/or vehicles which have reached the end of the serviceable lifespan as distinct from the acquisition of additional fleet vehicles. As possible, vehicles will continue to be rotated through other municipal departments that may have a less intense use than that of Public Works. For example, Parks Division pickup trucks may be used by Community and Economic Development Department Building Inspectors. Furthermore, as it relates to Police vehicles, smaller, more economical patrol vehicles will continue to be purchased until the entire fleet has been converted over.
- 5. Streets** – A combination of existing bond payments (approximately \$140,000 per year), and, most importantly, the dedication of funds to ensure an appropriate Annual Street Resurfacing Program (\$7.5 million over the 5-year planning period) will absorb much of the CIP revenues needed for transportation projects. **Like Parks, this will severely impact the City’s ability to introduce and/or undertake new projects within this category. In addition, long-term planning must continue for Route 47 and the railroad overpass improvements.**

- 6. Stormwater Management** – A relatively new pressure point for the General Fund CIP relates to the continuation of Infiltration and Inflow (I/I) and Flood Reduction Improvements in an attempt to reduce the amount of stormwater infiltration that results in the surcharging of the stormsewer and sanitary sewer system and, ultimately, residential flooding. Over the 5-year planning period more than \$2.7 million has been identified for the implementation of projects within this category alone.

In summary, declining revenues due to a halt in new development (specifically residential development), the potential for reduced or delayed state-shared revenues, and existing commitments for completed public projects will continue to put pressure on the General Fund CIP. This must result in a focus towards maintenance of existing assets, rather than the implementation of new projects.

GENERAL ADMINISTRATION: 5-Year Summary Overview

Most often, the General Administration category of the General Fund – CIP includes the fewest number of projects and generally ranks at or near the bottom of the list in terms of proposed CIP expenditures. In addition, General Administration projects usually reflect proposed improvements to internal municipal operations that are not always apparent to the residents or perceived as beneficial to the general public. However, this could not be further from the truth. In fact, as you will see, projects proposed in the FY15/16 Capital Budget Year and throughout the 5-year period of the CIP include technological improvements which directly enhance and expand customer service by strengthening the internal processing and administration functions of the City which, in turn, results in improved efficiency, productivity and service to the residents and businesses of Woodstock without the need for significant increases in municipal staffing. Many of these projects rely on implementing the latest in technology, which will increase communication between residents and the various departments of the municipality.

In summary, the FY15/16 – FY19/20 General Administration Capital Improvement Program, as proposed includes nine (9) projects totaling \$1,056,000 over the 5-year planning period. The FY15/16 General Administration Capital Budget Year includes five (5) proposed projects totaling \$497,600. The following section provides a summary narrative of the projects included in the FY15/16 Capital Budget Year and then the remaining FY16/17 through FY19/20 CIP Planning period. This is followed by graphic tables and charts identifying proposed funding levels. Finally, detailed project narratives are provided which identify the specific goals and outcomes of each proposed project.

FY15/16 Capital Budget Year Highlights

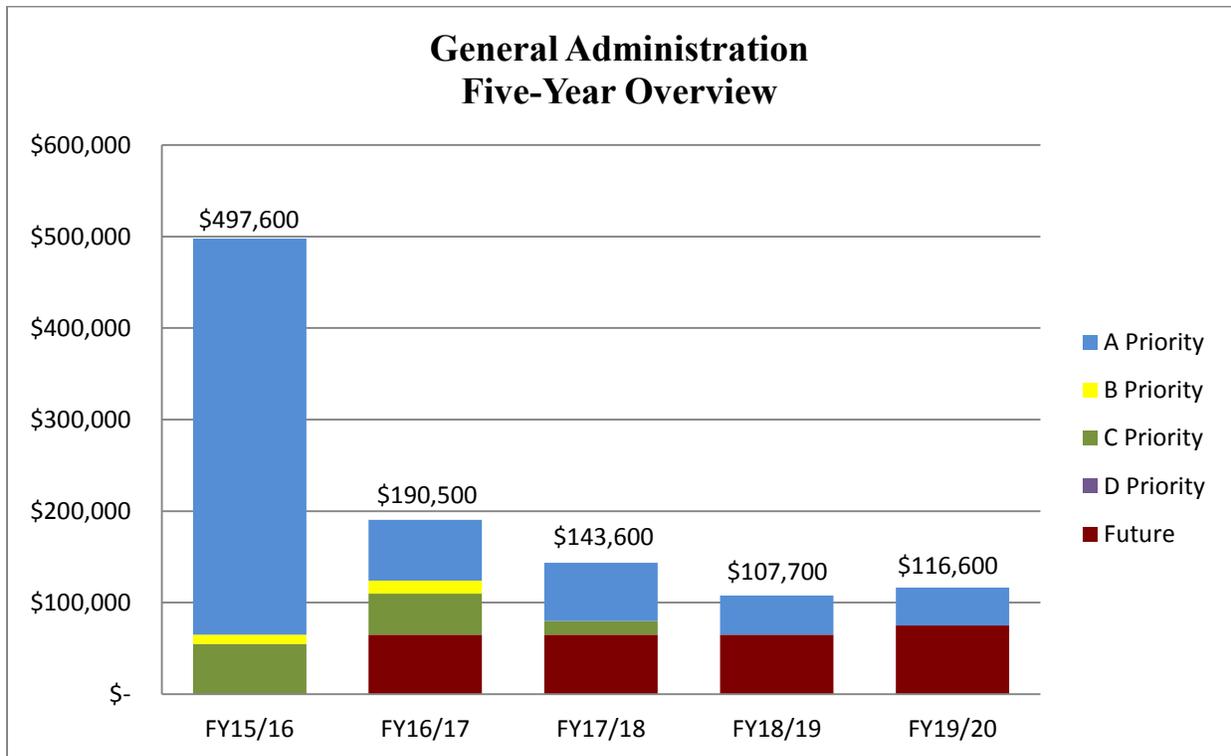
In some cases the Capital Improvement Program is utilized to ensure that the efficiency of municipal operations remains at an appropriate level to continue to meet the needs of residents. In FY15/16 this is true in the recommendation of all five of the projects for the capital budget year. These include the City's contribution toward the installation of a **Fiber Network** with other partner agencies including McHenry County, MCETSB, District 200 and McHenry County College, a continuation of a Citywide **Copy Machine Replacement** program, the purchase and implementation of a new **Financial Software**, ongoing hardware and software purchases for the **Computer Network** replacement program, the expansion of a **Keyless Entry System**, the purchase and installation of a **Wireless Network** in the City's facilities that would support access from both public and City devices, and the implementation of a **Document Archival Management Software**.

FY16/17 – FY19/20 CIP Planning Summary

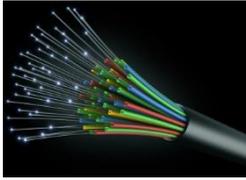
Projects recommended within the 5-year CIP planning period include a **GIS Upgrades**, and selection and implementation of a **Customer Relationship Management System**.

GENERAL ADMINISTRATION: Recommended Projects & 5-Year Summary

	Project	Priority	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
1	Fiber Network	A	\$358,000	\$0	\$0	\$0	\$0	\$358,000
2	Computer Network	A	\$31,600	\$32,500	\$41,600	\$42,700	\$41,600	\$190,000
3	Copy Machine Replacements	A	\$13,000	\$12,000	\$0	\$0	\$0	\$25,000
4	Financial Software Upgrade	A	\$30,000	\$22,000	\$22,000	\$0	\$0	\$74,000
5	Keyless Entry System	B	\$10,000	\$14,000	\$0	\$0	\$0	\$24,000
6	Document Archival Management Software	C	\$25,000	\$25,000	\$15,000	\$0	\$0	\$65,000
7	Wireless Network Infrastructure	C	\$30,000	\$20,000	\$0	\$0	\$0	\$50,000
8	Customer Relationship Management (CRM)		\$0	\$25,000	\$25,000	\$25,000	\$45,000	\$120,000
9	GIS Upgrades		\$0	\$40,000	\$40,000	\$40,000	\$30,000	\$150,000
Totals			\$497,600	\$190,500	\$143,600	\$107,700	\$116,600	\$1,056,000
# of Projects			7	8	5	3	3	9



GENERAL ADMINISTRATION: Detailed Project Narratives



Fiber Network					
Priority Ranking: A					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$358,000	\$0	\$0	\$0	\$0	\$358,000

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2016
Annual Operating Costs: \$0

Project Purpose, Description and Benefit
<p>As the City of Woodstock continues to grow and improve services to residents, it has become even more dependent on network infrastructure and the importance of the connection to be reliable as well as responsive. The City had been using a wireless point-to-point connection to interconnect each of the facilities together to share data and internet. Maintaining the wireless network is challenging, as the FCC has changed the frequencies in which certain devices are allowed to communicate, which affects the City directly. Although communication is still allowed on this frequency, equipment is currently not being manufactured that is compatible with the City's network. The provider of the network has been actively acquiring and storing equipment that will allow for the continued use, but their resources have come close to depletion in the past few years due to storms and general failures.</p> <p>With the implementation of the Voice over IP telecommunication systems, the City has started to move away from the existing wireless solution to a local wired-based connection, provided by Comcast. The reason for this migration is the necessity for faster speeds and a better quality of connection to maintain the increasing bandwidth needs of the City, which the wireless solution currently is unable to support.</p> <p>It is important for the City to evaluate and implement a more robust and long-term solution for network communications. As of November 2014, the City along with McHenry County, District 200, MCETSB, and McHenry County College have approved the construction of a primary fiber network. For the City, this fiber would provide at least one gigabyte connection speeds or better between each of the City's main facilities to be used for transmitting data between sites, internet connectivity, and the replacement of several high-priced, analog radio circuits that the City uses for public safety.</p>



Computer Replacement					
Priority Ranking: A					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$31,600	\$32,500	\$41,600	\$42,700	\$41,600	\$190,000

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2020
Annual Operating Costs: N/A

Project Purpose, Description and Benefit
<p>Computer hardware is constantly evolving over a very short time frame, making a computer purchased today obsolete in less than three years. To make matters worse, software vendors normally support only their most current versions of applications developed within the last two to three years. Although the actual hardware may continue to function properly over a period of 4 to 5 years, the reality is that the computer becomes incapable of effectively running City software over time.</p> <p>As the productivity and capabilities of new hardware increases dramatically every six months, the City should continue its philosophy of a five-year purchase schedule, replacing a fifth of the City’s computer hardware on an annual basis. In FY14/15, Information Technology staff added twelve (12) new pieces of hardware to support new functions or positions throughout the City as well as purchased upgrades to older computers to support current operating systems.</p> <p>As previously mentioned, the funding for this account is intended to replace the oldest hardware utilized by the City, as well as maintain the existing hardware and software licenses utilized throughout the Departments. The amount proposed for FY15/16 includes the replacement of eleven (11) existing machines, one (1) iPad, as well as upgraded computer hardware (memory , hard drives, etc.) and productivity software for certain machines that would improve performance. Furthermore, this account allows the City to replace two (2) production servers that prevent system failures and improve overall network performance.</p> <p>A copy of the proposed replacement schedule with the associated costs has been provided below:</p>



City of Woodstock Capital Improvement Program

Department	Existing	Rotated iPads/Machines				
	iPads/ Machines	Year 1	Year 2	Year 3	Year 4	Year 5
City Council*	6	0	6	0	0	0
City Attorney*	1	0	1	0	0	0
City Clerk	1	0	1	0	0	0
City Manager*	7	0	4	1	1	1
Community & Economic Development*	12	2	2	2	3	3
Finance	7	1	2	2	1	1
Information Technology*	5	1	0	1	1	2
Human Resources*	4	0	1	1	1	1
Opera House	10	1	2	3	3	1
Public Works**	22	4	4	4	5	5
Recreation	12	3	3	2	2	2
Totals *	87	12	19	16	17	16

* The Department includes a City-issued iPad

** 4 computers are funded through the Utility Fund each year

Hardware & Software Replacements:

iPads Scheduled for Replacement		1	11	0	0	0
Estimated iPad Cost		\$500	\$500	\$500	\$500	\$500
Estimated Replacement Costs		\$500	\$5,500	\$0	\$0	\$0
CPUs Scheduled for Replacement		11	8	16	17	16
Estimated CPU Cost		\$1,100	\$1,000	\$1,100	\$1,100	\$1,100
Estimated Cost		\$12,100	\$8,000	\$17,600	\$18,700	\$17,600
Servers	13	2	2	3	3	3
Estimated Server Costs		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Estimated Costs		\$10,000	\$10,000	\$15,000	\$15,000	\$15,000
Hardware Upgrades		\$3,000	\$3,000	\$3,000	\$3,000	\$3,000
Office Software Licenses		20	20	20	20	20
Estimated Software Cost		\$300	\$300	\$300	\$300	\$300
Estimated Costs		\$6,000	\$6,000	\$6,000	\$6,000	\$6,000
Total Hardware & Software Replacements		\$31,600	\$32,500	\$41,600	\$42,700	\$41,600





Copy Machine Replacements					
Priority Ranking: A					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$13,000	\$12,000	\$0	\$0	\$0	\$25,000

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2017
Annual Operating Costs: \$0

Project Purpose, Description and Benefit
<p>The City of Woodstock depends heavily on the use of copy machines that are located in various facilities. These copy machines are used for printing, copying, scanning, and in some cases faxing. The heavy use of the units is driven by the lower cost to print utilizing these devices. The cost per page is more than 90% cheaper than using a local inkjet printer. Three copiers still need to be replaced, and the next replacement copiers are proposed for the Woodstock Police Department.</p> <p>The heaviest-used copy machine at the PD is the one that is located in the Records Division. This copier was installed in June, 2001 and has a page count which exceeds 1.1 million copies. The division averages around 7,500 pages per month and is the primary printer failover for all computers at the PD. The records copier has had 12 service calls within the last 12 months. The copier in the Administration Division at the PD was also installed in June, 2001 and has over 500,000 pages serviced. It averages close to 3,000 pages per month and serves as the primary fax machine for the PD Administration Division. The administration copier has had 5 service calls in the last 12 months as well.</p> <p>The current large format copier used by Public Works is no longer working and repairs are estimated to exceed more than 50% of the cost of replacement. This office equipment is used to copy large-sized (normally 24" by 36") plans and blueprints and is needed not only for internal use, but also to make copies of large-sized documents for residents and customers. Due to the slow pace of development projects and new construction, copies needed by Public Works can be made at City Hall at this time. However as development increases in the future and the associated number of copies also needed increase, it would be desirable to purchase replacement equipment so that copies could be made at Public Works.</p> <p>Due to the importance of each of these units, it is recommended that the City continue to schedule the replacment of copiers for departments. The new copiers would continue to serve as the primary printer in each of these areas, as well as provide scan, copy and fax services. If approved for funding in FY15/16, the City would replace the copiers located at the Records Division and the administrative copier at the Police Department. The final year of the project would provide funding to replace the wide-format copier located at the Department of Public Works.</p>



Financial Software Upgrade					
Priority Ranking: A					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$30,000	\$22,000	\$22,000	\$0	\$0	\$74,000

Project Purpose, Description and Benefit

The City of Woodstock is currently using MSI, a Harris Local Government product, as its financial software package. The City was informed around May, 2014 that Harris would be phasing out MSI and converting clients to Smart Fusion for a cost. As part of this phase out, no new enhancements will be developed for MSI although support would continue for an undisclosed time period.

Staff is looking at two solutions for new software to increase productivity in the Finance Department. One is to upgrade to Smart Fusion, a Harris product, which has the potential of being cheaper as past costs paid to Harris are likely to be applied to the upgrade cost. The second option would be to select new software that is not owned by Harris computer. An estimate from Harris for the Smart Fusion upgrade has been received. The estimated total cost is \$42,000 after hardware upgrades to the City's server and credits from Harris are included.

In August, 2012, the City entered into an agreement with Harris to upgrade MSI to version 8 that would be SQL-based, with an intermediate stop at version 7, while version 8 was being developed. As part of the decision by Harris to phase out MSI, the City was informed at the same time that efforts to develop version 8 would be discontinued.

The current version of MSI that the City is utilizing does not meet the needs of the Finance Department, particularly in the area of Utility Billing. The Utility Billing system is prone to errors during the account closing process along with being extremely slow for account lookups, which at times has Finance staff working around the system. In addition, it is not very intuitive, so cross training is difficult. Also since MSI is being discontinued, enhancements the City is contemplating, such as implementing a third-party automated time clock software, will need to be put on hold since these may not work with the new software. Features to improve productivity such as automated bank reconciliations, the ability to final water bills for residents who are moving while current bills are in process, and to produce reports in Excel are missing from version 7 of MSI. Lastly without any upgrades, the Finance Department will continue to be severely hampered by this software that is already outdated and the inherent reason for selecting MSI was based on version 8.

Certain software vendors allowing spreading payments over three years without interest, which is how the figures above were calculated.



Keyless Entry System					
Priority Ranking: B					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$10,000	\$14,000	\$0	\$0	\$0	\$24,000

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2017
Annual Operating Costs: \$1,000

Project Purpose, Description and Benefit
<p>As the City continues to share and consolidate resources between the multiple departments, an effective solution to provide entry to these locations, as well as the ability to control who has access has become more important.</p> <p>At of the start of 2014, each City facility had managed its own access into their facility using keys to control entry. Although an effective solution, many times keys are lost or copied and it gets harder and harder to control access into the facilities. In April of 2014, IT staff worked with the Opera House to install a Sonitrol Keyless Entry system. The Sonitrol system provides the City the ability to issue key fobs to individuals to control access to the building, which doors they can enter, the times in which those doors will allow admittance, and logging capability to identify dates/times that key fobs were presented to gain entry. The system also has the ability to expand to handle multiple facilities throughout the City. This new system was installed on three of the exterior doors at the Opera House, as a result all door locks were changed.</p> <p>In August of 2014, due to a complete failure on City Hall’s existing keyless entry, IT staff installed the Sonitrol system on the three doors at City Hall. This was installed at a significantly reduced price, as the core components of the system already were owned by the City and only addons were required to be able to manage the additional access.</p> <p>In FY15/16, IT staff is looking to continue to expand this technology to other City facilities. The first facility would be to replace the aging entry system at the Woodstock Police Department. Currently, the system that the PD is using is becoming much harder to support. Finding technicians who can repair the system as well as parts are becoming much harder to locate. The system has to be controlled by a Windows XP computer, which is no longer supported by Microsoft. Updating the system to run on current technology would result in significant costs. The requested funding would replace the keyless system on the existing doors, as well as add new keyless entry protection to the evidence room at the PD.</p> <p>In FY16/17, IT staff would continue to expand the system into the Public Works facility, Recreation Center, and Woodstock Waterworks.</p>



Document Archival Management					
Priority Ranking: C					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$25,000	\$25,000	\$15,000	\$0	\$0	\$65,000

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2018
Annual Operating Costs: \$5,000

Project Purpose, Description and Benefit

The City of Woodstock maintains thousands of records required by law in many different formats. Most of this information exists as unstructured data, with the most common form being hard-copy, printed documents. This unstructured data often contains critical information that must be secured, shared and retained. This data is used, and then kept for archival purposes based on legal requirements. When being kept for archival purposes, this data ends up being stored in file cabinets or boxes in the basement. This current practice does meet the State's legal requirements.

However, this method does present several challenges for the City. The biggest and most time-consuming challenge is when the documentation is needed or required to be found and used. This can be a very time-consuming practice as individual(s) have to search through several thousand pieces of paper to find the one document that is required. Another challenge is keeping the documentation organized so it can be efficiently searched by individuals when required. Then there is the storage of this paperwork for the required legal timelines. For every year the City needs to hold this documentation, it takes up more and more room, as well as becomes vulnerable to environmental conditions that can cause degradation of the document over time.

A document management solution (DMS) can address all of these issues. A DMS is a software solution that can electronically store all of this unstructured data within a single database. This database would be housed and backed up on a server located at City Hall.

DMS provides many overall benefits to the City. DMS has the ability to store these documents in a database that allow users to search and retrieve original documentation. It can provide the ability for document editing by users and keep separate versions of the edited document. It can provide security to only allow authorized users access to required data.

Funding in FY15/16 would be for the purchase of initial hardware and software to begin the archival of documents located at City Hall. Based on a successful implementation, additional funding would be required in FY16/17 and FY17/18 to expand the system for utilization Citywide.



Wireless Network Infrastructure					
Priority Ranking: C					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$30,000	\$20,000	\$0	\$0	\$0	\$50,000

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2017
Annual Operating Costs: \$0

Project Purpose, Description and Benefit
<p>The City of Woodstock prides itself on providing exceptional services to its residents and its employees. One of the most requested services from our residents/customers, particularly at the Recreation Center and Opera House, is wireless internet access. Providing wireless access would allow our residents, employees and guests at any of our locations access to the internet. The wireless infrastructure can also be leveraged for City-owned wireless devices to provide network and internet access for those devices as well.</p> <p>Currently, Information Technology (IT) staff has found a budget-friendly solution to provide residents wireless access at the aforementioned facilities. By implementing an enterprise-level wireless solution, the City would be able to leverage and use its future fiber network, as well as current internet connections to provide the same level of access without compromising the City’s network. To accomplish this task, separate wireless networks would be created on a single wireless device. One wireless network for City-owned devices and use, the second for public devices. These wireless networks would be managed by City IT staff and can have bandwidth controlled to make sure it doesn’t negatively impact day-to-day operations.</p> <p>During the Voice over IP telecommunication implementation, we installed Extreme Networks switching to improve the entire City network. These enterprise-level switches have created a solid foundation to implement this wireless network design.</p> <p>The money requested in FY15/16 would allow implementation of the new wireless infrastructure in our main facilities, such as City Hall, Police, Recreation, and the Opera House. The additional funding in FY16/17 allows for the completion of installing wireless access points in the remaining City facilities, as well as a redundant controller to maximize uptime.</p>

GENERAL ADMINISTRATION: Future Years Project Narratives



Customer Relationship Management					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$0	\$25,000	\$25,000	\$25,000	\$45,000	\$120,000

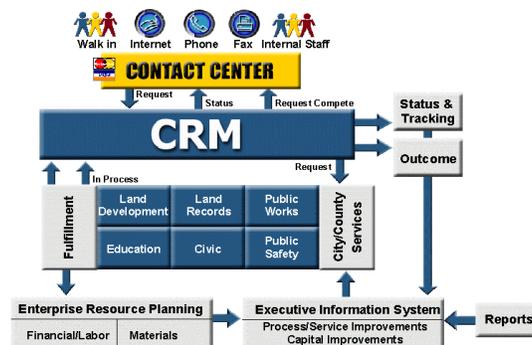
Project Purpose, Description and Benefit

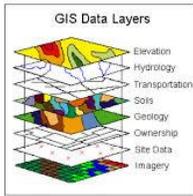
The City has made large strides in providing additional services to the residents, specifically in the online services arena. In order to continue improving and streamlining these services, processes and information, the City Administration will begin the process of investigating solutions for creating a centralized Customer Relationship Management (CRM) system.

A CRM system is a software solution that will allow all departments of the City to manage all interactions with residents, including but not limited to, phone calls, emails, on-site visits, and scheduling. The CRM system will allow all of the City departments to work together efficiently and share information that it has been able to gather for a particular address or resident. In turn, this will improve common business practices between departments, which ultimately allows the City to better serve the residents.

In FY15/16, the City Administration will begin to evaluate the software that the City currently owns, and how each of the departments use this software to handle their day-to-day operations. Based on this analysis, the City can begin to engage the various vendors on what solution may work best. These discussions will be based on how their software will meet the needs of the City and its residents, but also how to integrate information from systems that cannot be replaced, such as MSI accounting software that the Finance Department uses.

Beginning in FY16/17, funding would be provided to allow the actual installation and integration of a new system in the City, and the gradual deployment of the software to each of the departments.





GIS Upgrades					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$0	\$40,000	\$40,000	\$40,000	\$30,000	\$150,000

Project Purpose, Description and Benefit

Over the years the City has expanded upon its existing GIS system to track and inventory a wide variety of municipal assets. The Department of Public Works has information regarding almost every aspect of the water and sewer operation, as well as zoning information, plat maps, ariel photographs and other valuable pieces of information. This information has proven to be extremely valuable to not only Public Works, but also Community and Economic Development. In order to expand the existing GIS system’s functionality, the City will need to develop a master address database utilizing information currently tracked through water and sewer billing. The FY16/17 amount includes funding to develop the master address database and develop automatic data updates between GIS and the City’s water billing system to insure that the address information remains up to date.

Funding for FY17/18 and a portion of FY18/19 would include the implementation of an internet browser that would allow departments and, in some cases, the public the ability to view information through the internet. Examples of types of information accessed through the internet product includes zoning maps, certain parcel data, and garbage pickup zones. The information provided to the public would help minimize phone support to residents and continue to build upon the City’s dedication to 24/7 customer service.

The remaining balance in FY18/19 and FY19/20 would be for the development of a mobile data viewer that would allow access to the GIS system through laptops in both Public Works and Police vehicles.



PUBLIC FACILITIES: 5-Year Summary Overview

The development of appropriately sized and maintained public facilities is important to a community in many ways. First, this ensures that the needs of the existing residents are addressed now and for the foreseeable future. Second, because a solid public-facility program results in a higher quality of life for residents, businesses often interpret this as desirable when choosing where to locate or expand. In other words, modernized public facilities can be an effective economic-development tool.

With the exception of the voter-approved General Obligation Bonds for the expansion of the Public Library and Woodstock Water Works, the City has been extremely successful at funding public facility projects through existing revenue streams via the CIP. These have included the Police Facility, Opera House Annex and the acquisition and expansion of the Woodstock Recreation Center. This has also included the acquisition and expansion of public parking facilities throughout the downtown to help ensure that the many “users” in the downtown – businesses, shoppers, residents, etc. – can park within close proximity to their destinations. It should be noted that this is not a public service that is provided in any other location in the community but is deemed vital to the continued revitalization of the downtown area.

In summary, the FY15/16-FY19/20 Public Facilities Capital Improvement Program, as proposed, includes a total of seven (7) projects totaling \$4,009,600 over the 5-year planning period. The FY15/16 Public Facilities Capital Budget Year includes six (6) proposed projects totaling \$445,100. The following section provides a summary narrative of the projects included in the FY15/16 Capital Budget Year and then the remaining FY16/17 through FY19/20 CIP Planning period. This is followed by graphic tables and charts identifying proposed funding levels. Finally, detailed project narratives are provided which identify the specific goals and outcomes of each proposed project.

FY15/16 Capital Budget Year Highlights

The **Opera House Improvements** project is a multi-year plan focused on the completion of several important interior/exterior enhancements for the Historic Woodstock Opera House to ensure its continued integrity and service to the community for many years to come. These projects are important not only to ensure the preservation/restoration of the historic attributes of this facility, but also to enhance the operational efficiency of the building to ensure the safety, comfort and convenience of the tens of thousands of people that visit the Opera House each year. In FY15/16 it is proposed that several structural masonry repairs be completed. In addition, the facility would also benefit from the purchase and installation of a marquee sign.

The **City Hall Improvements** project for FY15/16 is for landscaping and lighting retrofits throughout the building. **Citywide Lighting Upgrades** will retrofit a number of lights at various City facilities with a significant portion of these costs expected to be funded through energy efficiency grants.

The preference is to maintain our Public Works operations at the existing DPW location; therefore, the City will need to invest funds in the existing structure. The FY15/16 **DPW**

Facility Maintenance & Expansion project includes funding for tuck pointing and other deferred maintenance issues.

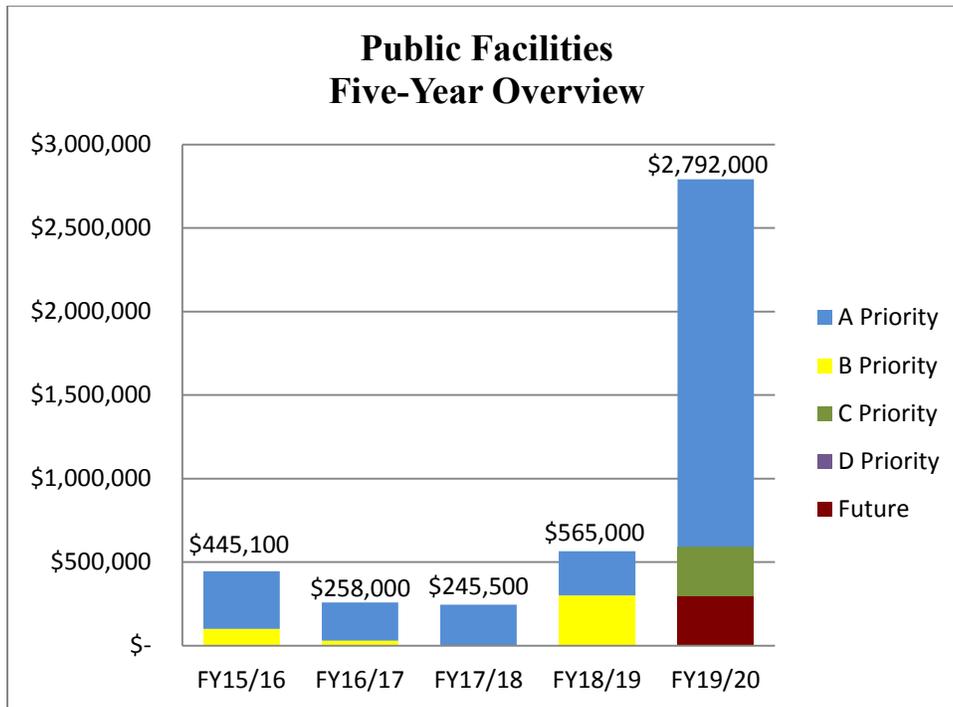
The **Recreation Center Improvements** would replace the existing sign on Lake Avenue with an electronic interchangeable sign to provide information concerning programs and events to travelers. The proposed sign would be designed utilizing the gateway sign elements to further the City's brand and overall marketing. The **Woodstock Waterworks Improvements** would provide funding for the renovation of the Bath House floors, an expansion and maintenance to the existing fencing and the replacement of one of the water features.

FY15/16 – FY19/20 CIP Planning Summary

Within the 5-Year planning period of the CIP, the primary focus of the Public Facilities section will be continued maintenance to existing facilities at City Hall and the Opera House. Over the next five years, **City Hall Improvements** and **Opera House Improvements** both include the re-carpeting of the facilities. **Opera House Improvements** also includes funding to replace a roof and complete the replacement of the stage floor. In addition, the **DPW Facility Maintenance & Expansion** project includes a request for funding to eventually construct a significant addition to the existing building, replace the salt storage dome, and address various long-term maintenance needs of the current structure. **Recreation Center Improvements** address the parking lot and the building façade for consideration in future years. The **Spring House** will eventually need to be reconstructed and new building materials are being proposed to extend the life of this facility going forward.

PUBLIC FACILITIES: Recommended Projects & 5-Year Summary

	Project	Priority	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
1	Opera House Improvements	A	\$160,000	\$110,000	\$45,500	\$55,000	\$0	\$370,500
2	City Hall Improvements	A	\$35,000	\$85,000	\$0	\$0	\$0	\$120,000
3	Citywide Lighting Upgrades	A	\$70,100	\$0	\$0	\$0	\$0	\$70,100
4	DPW Facility Maintenance & Expansion	A	\$80,000	\$33,000	\$200,000	\$210,000	\$2,200,000	\$2,723,000
5	Recreation Center Improvements	B	\$25,000	\$30,000	\$0	\$300,000	\$0	\$355,000
6	Woodstock Waterworks Improvements	B	\$75,000	\$0	\$0	\$0	\$0	\$75,000
7	Spring House		\$0	\$0	\$0	\$0	\$296,000	\$296,000
Totals			\$445,100	\$258,000	\$245,500	\$565,000	\$2,496,000	\$4,009,600
# of Projects			6	4	2	3	2	7



PUBLIC FACILITIES: Detailed Project Narratives

Project: Opera House Improvements

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$160,000	\$110,000	\$45,500	\$55,000	\$0	\$370,500

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2019

Annual Operating Costs: N/A | |

Project Purpose, Description and Benefit

The Opera House was built in 1889 to house the library, council room, justice court, fire department and second floor auditorium for the City of Woodstock. Over the years the Opera House has experienced many changes to the facility. In 1972 the Opera House was declared a “landmark” by the City, and the Woodstock Opera House Community Center, Inc. was formed to raise funds for a restoration effort. The Opera House was later closed for two years of restoration work. It reopened in February, 1977 and was renamed the Woodstock Opera House Community Center. Additional restoration projects were completed over the next twenty years and the Opera House was considered fully restored with the final addition of the front Portico in 1999.

Similar to the City's other facilities, the Woodstock Opera House requires various maintenance and building upgrades as equipment/building materials wear down over time. This project proposes a variety of improvements to the Woodstock Opera House over the next five-year planning period.

FY15/16 – STRUCTURAL MASONRY REPAIRS/\$85,000:

This Structural Masonry Repairs project is necessary to arrest and remediate the ongoing destructive effect of groundwater which infiltrates the central load-bearing brick wall and other related masonry in the basement, including the north foundation wall. The project is also necessary to enable the repair of damaged brick, mortar and sandstone elements at the front entrance to the Opera House.

Unlike its exterior brick walls, the central bearing wall, interior brick basement walls and several critical brick piers of the original City Hall extend well below grade to rest on a stone foundation and footings beneath the basement level. Although the subsequent installation of a concrete basement floor produced a dry, more healthy space, it also encased the bases of walls and piers - preventing the evaporation of moisture from the soil below. Groundwater is instead drawn up into porous brick where it has, over time, caused the shedding of mortar and disintegration of bricks throughout the basement. In recent years several attempts have been made to repair crumbling ornamental sandstone blocks at the Van Buren St. entrance. These attempts have failed due to constant dampness inside the wall - the result of water wicking up from beneath the building.

In 2013 the Opera House staff discovered additional disintegration of wet bricks, mortar and sandstone in a new area during site preparation for the Engine House Door Restoration Project. The effect of such decay has recently become visible at the northernmost arch of the central bearing wall, where compressive strain has caused a vertical crack to appear across several courses of brick. If not addressed soon, this continuing deterioration will dangerously compromise the structural integrity of the Opera House.

The following concrete and masonry work should be performed by a qualified restoration firm or firms. A band of the concrete floor will be cut and removed wherever necessary along the basement walls and brick piers to expose and inspect their stone foundations. Dampcourse fluid will be injected into the affected masonry to displace absorbed moisture and, when cured, create a seal to protect the brick from future water infiltration. The exposed foundations will be repaired as needed and monitored to ensure the thoroughness of fluid application. All damaged brick will be removed and replaced. Deteriorated joints will be cleaned and tuckpointed. New concrete will be installed where the existing floor was removed.

On the Van Buren St. facade the affected brick may be similarly treated so that damaged sandstone plinth blocks can be repaired to restore their original profiles or replaced if necessary. Any disturbance of interior finishes or materials during this project may be repaired by the Opera House technical staff.

FY15/16 – MARQUEE SIGN INSTALLATION/\$75,000:

Since the restoration of the Opera House in 1977, numerous methods have been used to promote programs that were scheduled in the facility. While some of the earlier methods, like signs over the entranceways to the Park in the Square, were eventually abandoned, other methods, like posters in the windows, have continued to be used. Currently, there are five primary approaches utilized by the Opera House to advertise performances/events. These include: newspaper ads, posters, direct mail brochures, 8” x 5” handouts and social media, including Facebook.

While ads, brochures, handouts and social media have the largest distribution, posters have limited exposure and are most frequently used in the front windows of the Opera House or the large display case facing Calhoun Street. The primary goal of the posters is to advertise current and future events to sidewalk and street traffic and to inform visitors of upcoming events on days that the facility is closed. There are a number of limitations to this type of advertising. For instance: during peak times there can be more event posters than the windows can accommodate; information can be hard to read from the street or sidewalk; budget restraints prevent some event organizers from purchasing posters; and information in this format can be difficult to change, keep current or be presented in a chronological manner. It has often been suggested by Opera House user groups and the Opera House Advisory Commission that the City improve and expand this method of advertising with a large marquee-type sign or electronic-message board.

During the City's annual Budget Workshop in April, Council members expressed a desire

to investigate the possibility of proceeding with a project of this kind. Currently, design and location proposals are being developed by the Hitchcock Design Group with the hope that a final plan could be presented for Council's consideration and approval in April of 2014. In FY15/16, the project costs include final design and engineering fees plus construction and installation of an electronic marquee.

FY16/17 - CARPET REPLACEMENT/\$110,000

The carpet installed in the Auditorium and public areas of the Opera House is a custom-woven material of a design chosen by restoration architect, John Vincent Anderson, for the restoration of the building in the 1970s. This carpet was again duplicated and replaced during FY95/96, after 20 years of wear, with the present material, which has a greater service-life expectancy due to its higher wool content. However, the Opera House production programs have grown since that time, and attendance as well as occupant traffic have increased. High traffic areas are becoming noticeably worn and some sections, such as individual stairs and landings, have been recovered with carpet pieces from a limited stock of material and cuttings which remain on hand. The timely replacement of this carpet and other functional materials is an important part of the proper maintenance of this landmark facility.

This project will require the production of custom carpeting to the established technical specifications used in the previous project by a qualified firm which specializes in such work. Installation of the newly-milled carpet in all carpeted public areas will be done by a contractor selected based on experience with this type of patterned material in large commercial facilities.

FY17/18 - SOUTH ADDITION ROOF REPLACEMENT/\$45,500

The first (south) addition to the original City Hall, now seventy-years old, is a remarkable building which has housed Council Chambers, Woodstock's third firehouse and City garage and, since 1977, the Opera House scene shop, Green Room and dressing room facilities. The two-story structure was built on a concrete slab with brick and cement block exterior walls, concrete interior stairs, a steel-framed flat roof and a steel-framed concrete second floor finished in terrazzo. Ceilings at that level are plaster on metal lath and interior walls are of plaster-coated gypsum block. It is sound, solidly built and inherently fire resistant.

However, the existing built-up roof on the south addition should be removed and replaced. It develops new leaks throughout the year particularly, but not exclusively, along the parapet wall, around the roof drains and wherever membrane roofing material was bonded to the felt and tar roof in 2003, when modern HVAC equipment was installed as part of the Opera House Annex project. Although a complete tearoff and a replacement membrane roof were proposed as part of the 1980s exterior renovation, that work was not done. Two subsequent professional hotmop applications to the existing roof and frequent patching of leaks by the Opera House staff have not solved the underlying problems. Repairs of water damage to structural masonry, plaster ceilings and interior walls should properly be made after this roof replacement project has been completed.

The project, as proposed, will include the following work. The surface will be cleared of equipment, coping tiles, flashing, counterflashing and roofing materials to allow a thorough inspection of the roof deck, parapet walls, all curbing, drains and all roof penetrations. This is advisable since the structure has not been exposed and inspected for more than thirty years. After all necessary repairs are made to the substrate a new membrane roof will be installed. Penetrations and transitions will be flashed and, where necessary, counterflashed. The roof access hatch, coping tiles, stacks, and vents will be put in place and new roof drains will be installed. All rooftop HVAC equipment - two 5-ton Carrier package units (2003) and one 25-ton York condensing unit (2006) - will be reinstalled and returned to service.

FY18/19 - STAGE FLOOR RECONSTRUCTION/\$55,000

Work associated with the construction of the Opera House Annex revealed structural deficiencies in the floor of the historic stage. Previous remodeling work, settling and the sheer age of flooring and framing components have produced depressions and unevenness in the stage surface. Layering of sheet materials was employed during Annex construction to temporarily provide a smooth transition between the stage floor and the adjacent stage left work area in the new building. A detailed structural inspection of the stage floor, remediation of sagging and related damage and a permanent matching of the two floor surfaces should be undertaken.

Preliminary investigation, demolition and site preparation may be performed by the Opera House technical staff. A qualified restoration architect and structural engineer should be employed to provide necessary expertise and to prepare project documentation. Structural modifications and installation of flooring should be performed by a qualified carpentry contractor. Trim carpentry and painting may be done by the Opera House technical staff.

Project: City Hall Improvements

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$35,000	\$85,000	\$0	\$0	\$0	\$120,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2017

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

FY15/16 – LIGHTING RETROFIT/REPLACEMENT/\$15,000

While the lighting in the public areas of City Hall was replaced in FY11/12 with LED lighting/light bulbs, the lighting in the office space should also be replaced by more environmentally-“friendly” LED and fluorescent lighting. This project would provide the funding to facilitate the replacement of the remaining light fixtures in City Hall with LED lighting. A majority of the associated costs for this project would be offset by grant proceeds.

FY15/16 & FY16/17 – LANDSCAPING/\$20,000 & \$20,000

The City needs to renovate the flower beds around the facility. The current flower beds have some plant life, but they do not have year round seasonal interest, are over grown in areas, and are sparse in other areas. The outside of the facility has a significant impact on the image the City of Woodstock portrays to residents and visitors alike.

FY16/17 – CARPET REPLACEMENT/\$65,000

The carpeting in City Hall was purchased and installed over 15 years ago. High traffic areas are requiring additional attention from maintenance staff and the inventory of carpet remnants for repairs has been exhausted. The City needs to consider replacing the existing carpeting at an estimated cost of \$65,000. This project has been programed for the same budget year as the Opera House Carpet Replacement to allow for a potential benefit from economies of scale.



Citywide Lighting Upgrades

Priority Ranking: A

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$70,100	\$0	\$0	\$0	\$0	\$70,100

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2016
Annual Operating Costs: \$0

Project Purpose, Description and Benefit

The City has a significant amount of inefficient T12 fluorescent light fixtures throughout the City. These light fixtures have been phased out and it is increasingly difficult to procure replacement bulbs. This project includes a portion to be paid by the Library Fund and Utility Fund, which has not been included here.

As such, the City should replace all T12 fluorescent light fixtures with more energy efficient T5 fluorescent light fixtures. Along with this project, metal-halide bulbs at the Recreation Center’s pool are proposed to be replaced with fluorescent lights. Also, 10 wall packs at the Aquatic Center would be replaced with LED light fixtures.

Grant funds from Clean Energy have been secured in the amount of \$26,300 to fund this project. It is anticipated that an additional \$6,100 will be secured from the Illinois Department of Commerce and Economic Opportunity if they fund at 30% of the current levels, which is what they are estimating, although 50% is a possibility. Net cost of this project after grants is estimated at \$37,700 for the General Fund; this does not include amounts paid by other funds such as the Utility or Library.

Project: DPW Facility Maintenance & Expansion

Priority Ranking: A

Funding Request:

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$80,000	\$33,000	\$200,000	\$210,000	\$2,200,000	\$2,723,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$5,000

Project Purpose, Description and Benefit

In FY07/08 the City Administration moved toward completing the design, plans, and specifications for a 70,000 square foot Public Works facility to be constructed upon a parcel of land donated by Wells Manufacturing Company. The \$12.9 million dollar project required additional funds to reconfigure and reconstruct Lake Shore Drive to access the facility. However, as a result of concerns about economic conditions, decreasing revenues, and the increase in annual debt that would result from this construction, the City Council determined in June 2008 to postpone the start of construction. Although the need to improve facilities for Public Works operations and services remains a high priority, it will not be possible to fund the construction of a complete new facility anytime during the next 3 to 5 years based on economic conditions.

As an alternative to the original concept of constructing a new facility at a new location, in 2011 the City Council directed staff to evaluate the purchase of an existing building to provide additional space. Some sites and existing buildings were identified and evaluated, but presented challenges and concerns about the cost. One issue is size. While the original plan called for a 70,000 square foot facility, it is possible to reduce that foot print to reduce cost. Even looking at 50% of the original size, there are very few existing sites and buildings available in any condition that include 35,000 to 40,000 square feet with adequate parking, additional land and space for salt storage, and suitable access for large trucks day and night. A second concern is the cost of renovation. One possible building was identified that was formerly used for manufacturing. Although the building was clear span construction with open access, it still required extensive renovation to convert for Public Works' operations, storage of vehicles, proper floor drains and basins for cleaning, and office changes. It was found that the cost of conversion would be at least 150% of the purchase price which did not make good economic sense.

However, size and renovation costs were not the major concern identified with this evaluation. It is unlikely that one existing building at a single site could be found to meet the entire space needs for Public Works. In addition, the City determined that the additional expense of relocating our current facilities such as fuel storage, salt storage, and vehicle maintenance would be very costly and add even more expense to the total project. The cost to relocate fleet maintenance space and facilities alone could add \$1 million to the building project. As a result, we found that if the City moved forward to purchase an existing building to provide Public Works space it would be most likely that some operations and services would need to be kept at the current location for several years. That would require operations, employee resources, supervision, and vehicle and

equipment resources to be separated, with vehicle storage in one location and fueling at a different location. In summary, to purchase and use an existing building, it is most likely that the City would still have to rely on its current facility and Public Works operations would have to be separated. That separation would reduce efficiency and at the same time increase long-term maintenance costs.

Based on this due diligence process, the City Administration recommends that the City invest funds at the current Public Works location and requests funds to improve the existing site at 326 Washington Street and to expand the Public Works' buildings. Having our Public Works' resources at one location is an important part of providing prompt and quality services to the community. A concept plan has been prepared by the City's architects for this expansion, and there is adequate land available to complete that expansion. The proposed improvements would include a 15,000 square foot addition to the garage along with a small (2,000 square foot) office addition with costs shared between the General Fund (67%) and the Utility Fund (33%).

Plans to move forward with expanding the current facility would include acquiring one additional lot adjacent to the current Public Works site in FY17/18 to allow for the future expansion. During FY18/19 the City could prepare detailed plans and specifications along with completion of the sale of bonds to fund these improvements. Construction could then be completed during FY19/20 and FY20/21. The total construction cost is estimated to be \$4.7 million with \$3.1 million to be paid from the General Fund. It is estimated that the annual debt payment for a \$3.1 million bond paid over a 20-year period is \$256,000 per year.

Funds for facility expansion would be laid out as follows:

- FY17/18 \$150,000 General Corp share for the purchase of additional land.
- FY18/19 \$190,000 General Corp share for preparation of plans, specifications, and sale of bonds.
- FY19/20 \$2,200,000 General Corp share of construction costs.
- FY20/21 \$515,000 General Corp share of final construction costs

While the Department of Public Works looks forward to an expansion of the existing facility, some maintenance and improvements have been postponed because it was unclear as to whether the existing site was the future for the organization. As a result, there are some maintenance and improvement projects that should be completed in the years leading up to the initiation of a facility expansion. Costs for these projects will be shared between the General Fund (67%) and the Utility Fund (33%). Necessary projects are as follows:

- FY15/16 \$80,000 General Corp share for brick replacement, tuckpointing, roof patching, and heating upgrades.
- FY16/17 \$33,000 General Corp share for parking lot skip patching.
- FY17/18 \$50,000 General Corp share for construction of new salt storage building.

Project: Recreation Center Improvements

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$25,000	\$30,000	\$0	\$300,000	\$0	\$355,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2019

Annual Operating Costs: N/A

Project Purpose, Description and Benefit
<p><u>FY15/16 – RECREATION CENTER INTERCHANGABLE/LIGHTED SIGN/\$25,000</u></p> <p>This project would result in the construction and installation of an interchangeable/lighted information sign to replace the wooden Woodstock Recreation Center sign on Lake Avenue. The existing stone frame would continue to be utilized.</p> <p>The information sign would be used to advertise not only Recreation, Rec Center and Woodstock Water Works events and activities but could also be used to market Opera House and Library events and disseminate Public Works info such as leaf collection, fire hydrant flushing, etc.</p> <p>As witnessed by the community sign on Route 47 and the signs at Woodstock High School and Marian Central High School, this is an effective form of advertising which would help increase registration and participation in various programs and activities. Lake Avenue is an ideal location as it is one of the busiest local streets in Woodstock and the existing sign is very visible as motorists enter and exit the City.</p> <p>The Recreation Department would be responsible for updating the sign, which would be done via a computer. Electricity is currently available at the sign location. The sign would incorporate the designs developed through the Gateway project to improve the City’s brand and provide uniformity.</p>
<p><u>FY16/17 – RECREATION CENTER PARKING LOT/\$30,000</u></p> <p>The Recreation Department is proposing to construct an approximately 4,950 SF (75’ x 66’) parking lot addition behind the Recreation Center, which would add an additional 18 parking spaces. The proposed addition would be constructed on the flat, grassy area behind the Recreation Center, which is currently not being used.</p> <p>The additional parking spaces would be helpful when the Recreation Center hosts large events and would also allow more flexibility with scheduling of the facility. Currently staff is reluctant to schedule programs in the multi-purpose rooms, gym, aerobics room, and pool at the same time due to a lack of parking. The lack of parking was the reason many of the more popular floor group-fitness classes were moved to the Mall on the Square.</p>

FY18/19 – RECREATION CENTER STONE FACADE /\$300,000

The Recreation Department is proposing the construction of a stone façade on the north and west sides of the Recreation Center which would match the existing façade. This project would include construction of 320 linear feet of stone façade ranging in height from eight to twenty feet. This project would improve the overall aesthetics of the building and match the appearance of other City facilities. In addition, the new façade would provide another layer of insulation, reducing the energy required to heat and cool this building.

Project: Woodstock Waterworks Improvements

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$75,000	\$0	\$0	\$0	\$0	\$75,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2016

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

Woodstock Water Works opened in 2002 and will enter its 14th season of operation in the summer of 2015. WWW draws anywhere between 30,000 and 50,000 patrons each season depending on the weather plus hundreds of additional users for swimming lessons, pool rentals, lap swim, and the Dolphins swim team practices and meets.

FY15/16 – BATHHOUSE FLOOR RESURFACING/\$25,000

The bathhouse floors have not been resurfaced since its opening and are becoming unsightly. Despite daily cleaning by guards and acid washing in the spring and fall, the floors are grimy and detract from the appearance of the facility. In addition, although the grime is primarily the result of foot traffic and suntan oils, patrons perceive the grime as possibly mold, which is perceived as a health hazard.

The proposed resurfacing would include the entire bathhouse - both locker rooms and family changing rooms, entryway, manager’s office, and guard room. The work would include grinding and degreasing the existing floors, repairing and leveling all cracks and edges, installing control and expansion joints as necessary, and installing two coats of epoxy quartz flooring.

FY15/16 – FENCE REPAIRS & EXTENSION/\$20,000

There are numerous sections of the facility’s perimeter fence that need to be repaired along with the gates to the southwest entrance, the baby pool, and the entrance to the water feature mechanical room. According to Illinois Department of Public Health code, the gates to the baby pool and the entrance to the water feature mechanical building must be self-closing. This request also includes adding additional fencing around the roof of the mechanical building which is flush with the open space area on the north side of the grounds. Patrons are damaging the mechanical building roof and also vandalizing the exhaust vents that are located on the roof of the building.

FY15/16 – REPLACEMENT OF BOAT SLIDE WATER FEATURE/\$30,000

The boat slide water feature and the attached palm trees are in a state of disrepair and need replacing. There is a significant tear in the slide portion of the feature and many of the fronds on the palm trees are broken. The company that constructed the play feature is no longer in business which has made finding replacement parts nearly impossible.

PUBLIC FACILITIES: Future Years Detailed Project Narratives

Project: Spring House

Funding Request:

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$0	\$0	\$0	\$0	\$296,000	\$296,000

Project Purpose, Description and Benefit

The purpose of this project is to address ongoing problems of water, insect damage and general weathering which degrade the 1976 Spring House in the Park in the Square. These problems are inherent in both its design and construction of traditional, organic building materials. Intended to be a faithful replica of the original 1874 structure, it has undergone the same processes of decay which destroyed its predecessor. The original Spring House was razed by the City in 1938 as a hazard to public safety. At the time of its demolition the wood-framed building was badly rotted with several structural posts hollowed out along their length, most probably by prolonged carpenter ant infestation.

Numerous projects have been undertaken in recent years to repair similar damage to the present Spring House. In 1993, the bases of the eight outer columns were replaced due to rot and ant infestation. The column bases were redesigned in an effort to prevent further damage by improving the drainage of water from their surfaces. This has proved unsuccessful. Additional trim work on several support columns has been replaced four times since 1993 due to continuing damage from insects and moisture. The lower roof was replaced through a DCCA grant in 1999. The upper sheet metal roof shows signs of corrosion and seam failure. The eight flat window sills provide poor drainage and, despite previous replacement, new rot at these locations allows water infiltration to damage the upper structure. Being an open structure, it is constantly exposed to the elements both inside and out. The extent of annual maintenance required by the little building is considerable.

The image of the Spring House is an icon of Woodstock, which is why the present replica was built on the site and in the image of the historic original. It is not, however, a historic building in its own right. It is proposed that it be replaced with a new structure made of nontraditional materials which would be impervious to rust, rot and insects. The use of such materials will allow the restoration of the original, graceful design of the exterior column bases. Modern digital photo enhancement has also made it possible to identify several ornamental details of the original Spring House which were omitted from the 1976 version, including the treatment of the interior column bases, appliques on interior walls and the unusual decorative pattern of the lower roof shingles. Completion of this project will end the frequent structural and cosmetic work required to maintain the present building and will provide an even more accurate replica of the beautiful original Spring House.

Site preparation work will be performed by Opera House crews in conjunction with the Department of Public Works. The new structure will be fabricated by qualified contractors familiar with nontraditional materials and will consist of fiberglass, resin and composite elements and nonferrous roofing on an aluminum alloy structural frame. Onsite assembly will be performed by the fabricators under the management of the Opera House.

The project as proposed will be accomplished in two phases. Phase 1 will include all preliminary architectural and engineering work and the preparation of complete drawings and project documents, based upon historical research which is already underway. Phase 2 will consist of fabrication of building components, including custom mold-making, demolition and site preparation in the park, installation and final finishing of the new building and any necessary post-construction landscaping.

Since previous Spring House projects have been funded in part through private donations and grants, it is possible that a public fundraising effort based upon completed Phase 1 drawings and documents could reduce the final cost of Phase 2 to the City.

Estimated Project Costs:

Architectural/Engineering services	(Phase 1)	\$ 10,000
Fabrication/Installation Contractor	(Phase 2)	280,000
Landscaping restoration/repairs	"	<u>6,000</u>
TOTAL		<u>\$296,000</u>

PUBLIC SAFETY: 5-Year Summary Overview

All projects included in the Public Safety Fund are primarily for the maintenance and/or replacement of equipment for the Woodstock Police Department (WPD). These upgrades and replacements are necessary to ensure that public safety programs continue to meet the high customer service expectations of the community. It should be noted that the WPD maintains its own computer network system, including computer replacement program.

In summary, the FY15/16-FY19/20 Public Safety Capital Improvement Program, as proposed, includes fifteen (15) projects totaling \$2,894,100 over the 5-year planning period. The FY15/16 Public Safety Capital Budget Year CIP includes eight (8) proposed projects totaling \$557,700. The following section provides a summary narrative of the projects included in the FY15/16 Capital Budget Year and then the remaining FY16/17 through FY19/20 CIP Planning period. This is followed by graphic tables and charts identifying proposed funding levels. Finally, detailed project narratives are provided which identify the specific goals and outcomes of each proposed project.

FY15/16 Capital Budget Year Highlights

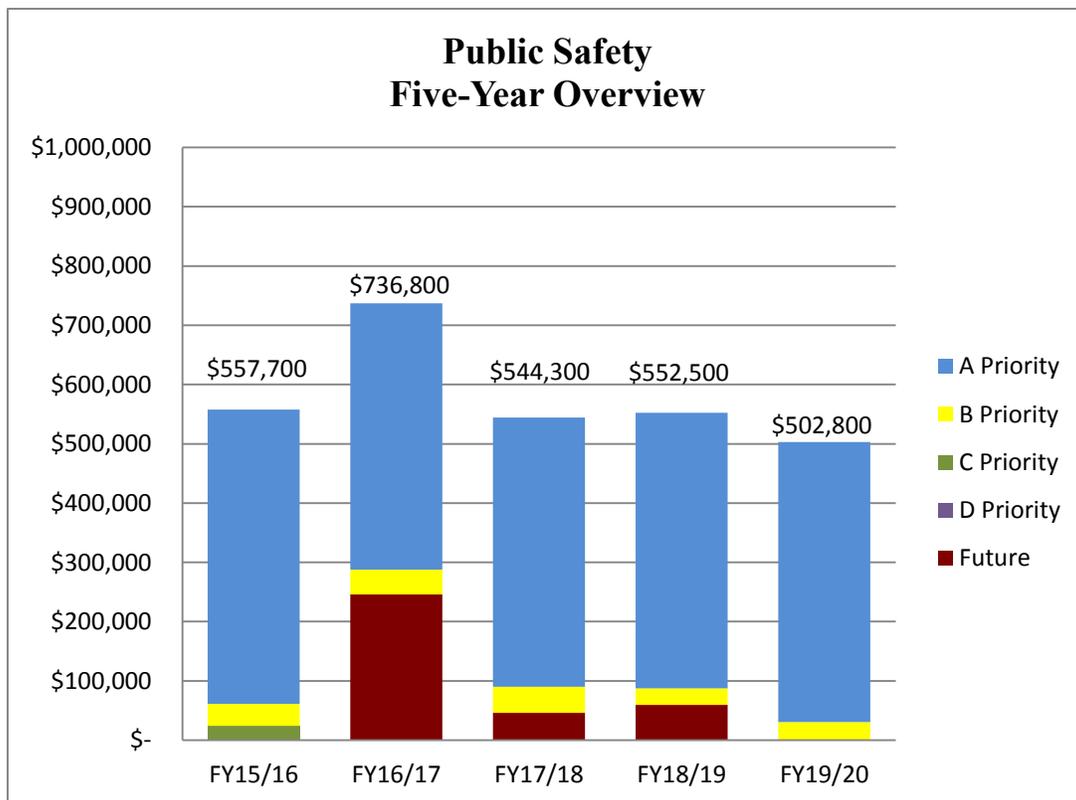
The major expense in the Public Safety category of the General Corporate Fund - CIP will continue to be the annual transfer of funds, in the amount of \$350,000 for the next five (5) years, to the Debt Service Fund to amortize the debt on the **Police Facility**. This is in addition to the continued maintenance and replacement of equipment related to public safety – e.g., **Annual Police Vehicle Replacement, Vehicle Equipment, Radio Communication Upgrades, Live Scan Fingerprint Equipment, Computer Network System Upgrades, Building Improvements, and Crime/Accident Forensic Mapping** software.

FY16/17 – FY19/20 CIP Planning Summary

Within the 5-Year CIP planning period funding is proposed for the continuation of the **Police Facility** debt service transfer, **Bullet Proof Vest** replacements, **Annual Police Vehicle Replacements, Radio Communication Upgrades, Computer Network System Upgrades, Building Improvements, Warning Siren** installation, **In-Car Video Cameras, Emergency Generator** purchase and installation, **Traffic Safety Unit – Truck Program, and In-Car Computer Terminal** upgrades.

PUBLIC SAFETY: Recommended Projects & 5-Year Summary

	Project	Priority	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
1	Police Facility Bond Payment	A	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,750,000
2	Annual Police Vehicle Replacement	A	\$99,000	\$81,000	\$104,000	\$115,000	\$122,000	\$521,000
3	Vehicle Equipment	A	\$10,200	\$0	\$0	\$0	\$0	\$10,200
4	Radio Communication Upgrades	A	\$18,000	\$18,000	\$0	\$0	\$0	\$36,000
5	Live Scan Fingerprint Equipment	A	\$19,500	\$0	\$0	\$0	\$0	\$19,500
6	Building Improvements	B	\$24,000	\$21,000	\$28,000	\$10,000	\$10,000	\$93,000
7	Computer Network Sys. Upgrades	B	\$13,000	\$20,800	\$16,000	\$18,000	\$20,800	\$88,600
8	Crime/Accident Forensic Mapping	C	\$24,000	\$0	\$0	\$0	\$0	\$24,000
9	Bullet Proof Vests		\$0	\$37,000	\$0	\$0	\$0	\$37,000
10	Emergency Generator		\$0	\$48,000	\$0	\$0	\$0	\$48,000
11	Replacement of Rooftop HVAC Equipment		\$0	\$81,500	\$0	\$0	\$0	\$81,500
12	Traffic Safety Unit-Truck Program		\$0	\$54,500	\$0	\$0	\$0	\$54,500
13	Warning Sirens		\$0	\$25,000	\$0	\$25,000	\$0	\$50,000
14	In-Car Computer Terminals		\$0	\$0	\$40,000	\$0	\$0	\$40,000
15	In-Car Video Cameras		\$0	\$0	\$6,300	\$34,500	\$0	\$40,800
Totals			\$557,700	\$736,800	\$544,300	\$552,500	\$502,800	\$2,894,100
# of Projects			8	10	6	6	4	15



PUBLIC SAFETY: Detailed Project Narratives

Project: Police Facility

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,750,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

This project reflects the annual transfer of dedicated Telecommunication Tax Revenues to the Debt Service Fund for the payment on the twenty-year bond (five years remaining) for the relocation of the police operation to its present facility on Lake Avenue. This project involved erecting a two-story facility on the property at 656 Lake Avenue. The project was at a cost of \$4 million which was financed by the issuance of an Alternate Revenue Bond. The payment will actually be made by the Debt Service Fund with the transfer of Telecommunications Tax Revenue from the CIP.



Annual Police Vehicle Replacements

Priority Ranking: A

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$99,000	\$81,000	\$104,000	\$115,000	\$122,000	\$521,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit

This project is the annual replacement/rotation of police vehicles (see the replacement chart below). The rotation system provides for the partial replacement of the Police Department's fleet of vehicles. All primary vehicles are rotated to secondary vehicles, while secondary vehicles are placed out of service. The vehicles taken out of service have normally exceeded 90,000 miles. The five-year alternating vehicle replacement system generally provides for three to five primary patrol vehicles to be replaced every year and one or two vehicles replaced from the existing older fleet. The older fleet vehicles are the unmarked cars used by the detectives, Deputy Chief, Chief, as well as the Dare Van. Older fleet vehicles are rotated out of service after a minimum of five years. The City has experienced firsthand that extended use of these vehicles significantly increases maintenance costs, as well as reduces officer safety.

For FY15/16, three (3) marked patrol vehicles @ \$27,000 and one (1) unmarked detective vehicle @ \$18,000 are scheduled for replacement. Please see the following schedule for the proposed 5-year replacement plan:

Capital Improvement Program Police Vehicle Replacement Chart - December 2014

Assigned	Squad Number	Year	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020
Chief of Police	10	2012					2019
Deputy Chief	11	2014					
Training	13	2012	*	*	*	*	*
Detective Sgt.	14	2014					
Detective # 1	15	2007	2015				
Detective # 2	16	2015					
Detective # 3	17	2015					
Community Service Officer	18	2009	*	*	*	*	*
DARE/ GREAT	19	2014					
Patrol Sgt.	20	2014		2016		2018	
Patrol	21	2013	2015		2017		2019
Patrol	22	2014		2016		2018	
Patrol	23	2015			2017		2019
Patrol	24	2013	2015		2017		2019
Patrol	25	2011	2015		2017		2019
Patrol	26	2013		2016		2018	
Patrol	27	2012	*	*	*	*	*
Patrol	28	2014				2018	
Patrol	29	2013	*	*	*	*	*
Bicycles	31, 33, 34	2002 1995		2016 2016			
Motorcycle	35	2014	**	**	**	**	**
Speed Trailer	38	2001				2018	

* supplied from patrol vehicles taken out of front line service

** lease agreement with Harley Davidson





Vehicle Equipment					
Priority Ranking: A					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$10,200	\$0	\$0	\$0	\$0	\$10,200

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2016
Annual Operating Costs: \$0

Project Purpose, Description and Benefit
<p>The previously-used Ford Crown Victoria marked patrol cars were phased out by the manufacturer in 2011. These patrol vehicles are currently being replaced by smaller, more efficient and economical patrol cars. Therefore, the vehicle change-over costs have been impacted by these new police vehicles.</p> <p>The following costs are anticipated in FY15/16 when (3) three patrol vehicles are replaced; \$2,000 (1 vehicle @ \$2,000) will be spent to provide a canine unit storage compartment; \$2,000 (2 vehicles @ \$1,000) to provide new prisoner cages; \$2,000 (4 vehicles @ \$500) to replace electronic control heads; \$1,400 (2 vehicles @ \$700) to provide molded rear seats; \$1,000 (2 vehicles @ \$500) to replace computer stands; \$1,000 (2 vehicles @ \$500) to replace electrical consoles; \$800 (2 vehicles @ \$400) to provide front push/protective bumpers.</p> <p>This project will complete the change over of the patrol vehicle fleet, and the necessary equipment required, from the previous Ford Crown Victoria patrol cars to the new generation Ford Taurus Police Interceptor patrol cars.</p>



Radio Communication Upgrades					
Priority Ranking: A					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$18,000	\$18,000	\$0	\$0	\$0	\$36,000

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2017
Annual Operating Costs: \$0

Project Purpose, Description and Benefit
<p>Woodstock Police Department completed the Federal Communications Commission (FCC) mandate for narrowbanding the radio frequency held by the Woodstock Police Department. A portion of the Police Department's radio equipment was able to be reprogrammed to the mandated narrowband frequency. This project calls for the systematic replacement of police radios that were reprogrammed to the mandated narrowband frequency and have been in daily use for the past thirteen years. In FY 15/16 thru FY 16/17 replace six (6) patrol officer radios per year (\$3,000 per radio X 6 = \$18,000).</p>



Live Scan Fingerprint Equipment Replacement					
Priority Ranking: A					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$19,500	\$0	\$0	\$0	\$0	\$19,500

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2016
Annual Operating Costs: \$0

Project Purpose, Description and Benefit

The Live Scan fingerprint machine is now thirteen years old. The system is computer driven and has required major repairs over the last year. As of April 1, 2014, the Microsoft XP Pro operating system is no longer supported. The operating system is not upgradable to a newer more secure system and needs replacement due to security risks. It is possible the State of Illinois could deny future fingerprint submissions as it is a security risk for the State allowing access from an unsupported operating system.

The Live Scan fingerprint machine is a requirement for the department to operate as the State of Illinois requires electronic submissions. The State of Illinois is also moving towards the submission of a photograph along with fingerprint submissions and the present equipment cannot be updated to provide for this option.

Replacement of this machine will also allow the Police Department to provide opportunities such as submission of fingerprints and photos for concealed carry permits, Big Brother/Big Sister program, and other fingerprint requirements of interest to the community. The Police Department would charge for this service.

The amount proposed for FY15/16 includes one (1) complete Live Scan system including installation and all required connecting equipment. The Woodstock Police Department Live Scan system remains as a separate line item from the General Administration replacement schedule in order to more easily and effectively track the use of capital expansion fees.



Building Improvements					
Priority Ranking: B					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$24,000	\$21,000	\$28,000	\$10,000	\$10,000	\$93,000

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2020
Annual Operating Costs: \$0

Project Purpose, Description and Benefit

The Police Facility celebrated its thirteenth anniversary in November, 2014. While personnel and custodial staff do an outstanding job in the care and upkeep of the facility, certain items that experience failure and normal wear and tear must be replaced.

Included in this project for FY15/16 are the carpeting and/or floor coverings of high traffic areas @ \$17,000; the seal coating of the west parking lot @\$4,000; and the removal and replacement of 6 (six) dead Ash trees \$3,000 (6 @ \$500). Additional items that may need replacement in future years are additional carpeting, office furniture, HVAC system components and video surveillance components.

The Uninterruptable Power Supply (UPS) is one of the systems that requires scheduled replacement. This UPS battery system provides an uninterrupted electrical power source to the Computer Aided Dispatch system, computers, police and fire radios, and other electric-powered emergency equipment present in the radio communications section. The UPS typically will provide a power source for the 15-second interval between power loss and the emergency generator activating and supplying power. The UPS is designed to provide a power source for up to two hours should the emergency generator fail. The average life expectancy of the UPS batteries is five years. The batteries were replaced in FY10/11 and will need replacement in FY16/17.



Computer Network System Upgrades

Priority Ranking: B

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$13,000	\$20,800	\$16,000	\$18,000	\$20,800	\$88,600

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit

Computer hardware is constantly evolving over a very short time frame, making a computer purchased today obsolete in less than three years. Software vendors normally support only their most current versions of applications developed within the last two to three years. Although the actual hardware may continue to function over a period of four to five years, the reality is that the computer becomes incapable of effectively running City software over time.

The productivity and capabilities of new hardware increases dramatically every six months. The City has adopted a philosophy consisting of a four-year schedule, replacing a quarter of the City’s computer hardware on an annual basis. This also includes the replacement of the Sonic Wall Firewall on a three (3) year rotation.

As previously mentioned, the funding for this account is intended to replace the oldest hardware utilized by the Police Department, as well as maintain the software licenses utilized throughout the Department. The amount proposed for FY15/16 includes the replacement of seven (7) PCs, and one (1) laptop, as well as upgraded memory and operating systems for certain machines that would improve performance.

Similar to the Computer Replacement Schedule outlined in the General Administration

category of the General Fund – CIP, this project includes the computer replacement schedule for the Woodstock Police Department. In addition, this account in the CIP will be used to fund the cost of certain software applications that need to be purchased annually, like anti-virus protection. Please refer to the sample schedule provided below. The Police Department currently utilizes thirty three (33) workstations / laptops and two (2) servers. The Woodstock Police Department computer system remains separate from the General Administration replacement schedule in order to more easily and effectively track and audit the use of Police capital expansion fees.

City of Woodstock
Police Protection
Capital Improvement Program
Sample Rotating Schedule

	Existing	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20
Servers	2	0	0	1	1	0
Server Cost		\$0	\$0	\$5,000	\$5,000	\$0
Computers PC	28	7	7	7	7	7
Computers Laptop	5	1	1	2	1	1
Estimated Cost PC		\$1,100	\$1,100	\$1,100	\$1,100	\$1,100
Estimated Cost Laptop		\$1,200	\$1,200	\$1,200	\$1,200	\$1,200
Estimated Cost		\$8,900	\$8,900	\$10,100	\$8,900	\$8,900
Yearly Estimated Hardware Cost		\$8,900	\$8,900	\$15,100	\$13,900	\$8,900
Office Software Licenses		1	1	1	1	1
Cost		\$600	\$600	\$600	\$600	\$600
Yearly Total Cost		\$9,500	\$9,500	\$15,700	\$14,500	\$9,500
MS Office Pro Current Version	30	0	30	0	0	30
Cost Per License		\$0	\$350	\$0	\$0	\$350
Cost		\$0	\$10,500	\$0	\$0	\$10,500
Sonic Wall Firewall	1	1	0	0	1	0
Cost Per Unit		\$2,500	\$0	\$0	\$2,500	\$0
Cost		\$2,500	\$0	\$0	\$2,500	\$0
Centralized Inkjet Printers	3	1	1	1	1	1
Laser Printers B&W	2	2	0	0	2	0
Laser Printer Color	1	0	1	0	0	1
Cost Inkjet		\$250	\$250	\$250	\$250	\$250
Cost B&W Laser		\$350	\$0	\$0	\$350	\$0
Cost Color Laser		\$0	\$500	\$0	\$0	\$500
Total Printer Cost		\$950	\$750	\$250	\$950	\$750
Total Cost Per Year		\$13,000	\$20,800	\$16,000	\$18,000	\$20,800



Crime/Accident Forensic Mapping System

Priority Ranking: C

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$24,000	\$0	\$0	\$0	\$0	\$24,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2016

Annual Operating Costs: \$0

Project Purpose, Description and Benefit

During the 2013 calendar year, the Woodstock Police Department investigated three fatal car accidents, one homicide and a number of death investigations. When a serious investigation is required, the crime scene is typically the most important item in the ensuing investigation. In today's society, jurors demand the best forensic evidence in both criminal and civil litigation.

Scene documentation creates a permanent written and visual record of the scene, the condition of the scene and highlights the evidence contained within it. Accurately measuring the scene with a scaled diagram always proves to be invaluable.

The "Total Station" forensic mapping system is the most recognized tool used by law enforcement at crash and crime scenes. It is compatible with motor-vehicle crashes, crime-scene diagrams, disaster responses and assists in the development of response plans for organized raids and public events. "Total Station" and the related software has the ability to create 3D maps, images and animations of all types of scenes. By utilizing "Total Station," an investigator's time at a crime scene and the closure of roadways at an accident scene is significantly reduced.

This purchase would include the necessary equipment, software and training for Woodstock Police Department members to become proficient in the operation of this computerized system.

PUBLIC SAFETY: Future Years Project Narrative



Bullet Proof Vests					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$0	\$37,000	\$0	\$0	\$0	\$37,000

Project Purpose, Description and Benefit

After the five-year life expectancy, the manufacturer can no longer guarantee the vests' effectiveness due to the deterioration of the resistance material. Most police agencies have both an original issue and a replacement plan for bullet proof vests to insure that every officer is properly protected against gunshot and knife wounds.

The benefit to the City is to insure that each police officer is adequately protected against deadly force and to significantly reduce the liability the City incurs if an officer is injured or killed as the result of a gun shot or knife. This project includes the replacement of all existing bullet proof vests for every sworn police officer. All new bullet proof vests were issued to each of the sworn police officers in FY11/12. The average replacement period is every 5 years. Therefore, FY16/17 would be the next scheduled replacement for these vests. It is anticipated that grant money available through the U.S. Department of Justice will be available to share or offset fifty percent (50%) or \$18,500 of the costs of these vests.



Emergency Generator					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$0	\$48,000	\$0	\$0	\$0	\$48,000

Project Purpose, Description and Benefit

The Police Department relies on an industrial diesel-engine generator to immediately supply critical emergency operations in the event of a power outage. The generator system has a life expectancy of 15 years. Monthly tests are conducted and maintenance is performed on the current generator system. The system was installed 13-years ago when the construction of the Police Station was completed. The generator system is a vital operating system to insure emergency services to the community are provided. This project would fund the installation and replacement of the existing emergency generator.



Replacement of Rooftop HVAC Equipment

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$0	\$81,500	\$0	\$0	\$0	\$81,500

Project Purpose, Description and Benefit

Rooftop HVAC units have a life expectancy of thirteen (13) to fifteen (15) years. The units that are in place at the department are currently twelve (12) years old and are requiring additional repairs each year.

These units are a core requirement for the department to operate as they control the building’s environment. The units do have an annual maintenance program that is currently in place and the systems are maintained by a sole source that has demonstrated its ability to maintain/repair specialized equipment for the communications center (i.e., Liebert System).

A replacement schedule of fourteen (14) to fifteen (15) years should be adopted by the City for this equipment. The funding request for this project would be utilized to replace the equipment prior to total failure. The amount proposed for FY16/17 includes the replacement of one (1) Liebert, one (1) Trane Model YSC060, and three (3) Trane Model YSC120 HVAC units. The total amount includes installation and all required connecting equipment to facilitate the replacement.

The Woodstock Police Department’s HVAC system remains separate from the General Administration replacement schedule in order to more easily and effectively track the use of capital expansion fees.



Traffic Safety Unit – Truck Program

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$0	\$54,500	\$0	\$0	\$0	\$54,500

Project Purpose, Description and Benefit

The development of a Traffic Safety Unit/Truck Program is a desirable program for the community. The Woodstock Police Department (WPD) proposes to increase the traffic-safety presence through a coordinated safety and enforcement effort. Coordinated efforts will seek to investigate accidents comprehensively and attempt to decrease traffic crash fatalities, seek to improve traffic crash statistics at problem intersections, and promote traffic safety through programs such as Driving Under the Influence Awareness at local schools and through involvement with the Illinois Chiefs of Police (IACP) Traffic Safety Challenge.

Additionally, the current use of local streets and secondary state roads in and around the Woodstock area by truck traffic is increasing. It is suspected that truck traffic is increasing locally because of the lack of overweight and safety enforcement by local

police as well as traffic circumventing the increasing costs of Illinois State Tollway travel. There is also a lack of overweight and special permit enforcement in the McHenry County area. Truck traffic is adversely impacting the already overburdened traffic situation in Woodstock, as well as causing considerable damage to local and state roadways.

At present, current personnel are assigned as traffic units as manpower levels allow. Although these units are primarily traffic units in designation, they do assist regular patrol units as the need and call load arises. As the program develops and proves to be a worthwhile investment, additional personnel may be requested. The WPD engaged in a cooperative effort for the issuance of special-use truck permits and the collection of fees from those permits with the Public Works and Finance Departments. At present, special use permits are being issued by the Public Works Department with a cost to applicants. Overweight vehicle and vehicle-inspection equipment statutes are adequately covered in existing Illinois Compiled Statutes.

Some training has been obtained by WPD personnel under the present training agreement with Northeast Multi-Regional Training and has been beneficial for assigned officers in vehicle safety inspections, truck-overweight enforcement, and major traffic crash investigations. Components of the major traffic crash investigations would require the expenditure of additional training funds available within the WPD operating budget.

Anticipated revenues would be \$8,000 from the issuance of special use permits and \$25,000 in fines realized from overweight-truck enforcement. These conservative revenues are estimated with the use of existing personnel deployed as staffing levels allow. The return on investment, if the City were to move forward with this project, is expected to be four years or less.

The program costs include the necessary portable scales and certification of the scales, (eight (8) portable scale units @ \$4,700 = \$37,600), as well as the necessary equipment to outfit a special use police vehicle \$16,900 (emergency lights \$1,600, rifle rack \$1,200, radar \$2,200, radio \$3,500, computer \$4,500, video camera \$3,000, electrical console \$500 and push bar protective bumper \$400). (Cost of the special-use police vehicle has been included in the Annual Police Vehicle Replacement).



Warning Sirens					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$0	\$25,000	\$0	\$25,000	\$0	\$50,000

Project Purpose, Description and Benefit
Although the City no longer maintains its own fire/rescue operation, the City still maintains an Emergency Preparedness Plan in conjunction with the Woodstock Fire/Rescue District. A critical element of this plan is to provide an effective alert to citizens via an outdoor warning system. The sirens are placed in strategic locations

throughout the City to alert those individuals that are out of doors that an emergency condition exists, such as a tornado or chemical hazard, and that they should take cover immediately.

The new sirens will not only provide for greater coverage allowing for a better ability to warn a larger populous of impending danger, it also provides for voice transmissions so that specific requests or potential dangers can be broadcast via specific verbal warning messages to the community.

It is being recommended that warning sirens be installed in conjunction with new residential developments in the community and, in most cases, be paid for through contributions provided by developers, or paid for and installed directly by developers. Based on current development schedules, it is proposed that a warning siren be installed in Apple Creek Estates in FY16/17 and in the area of Woodstock North High School in FY18/19.



In-Car Computer Terminals					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$0	\$0	\$40,000	\$0	\$0	\$40,000

Project Purpose, Description and Benefit

The in-car computers provide for immediate access to suspect information, calls for service, and other police-related information. This equipment has proven to increase the efficiency of both the records, communications and patrol divisions. In-car computers have increased the potential for identifying stolen property and wanted persons and has added a degree of safety to officers responding to calls and traffic stops by having pertinent information immediately available. These more robust computers also allow the Woodstock Police Department to utilize the McHenry County Emergency 911 Board’s Record Management System and in-car ticket-writing system that communicate with both the McHenry County Court System as well as the Woodstock Police Department’s record systems, thereby, minimizing record-keeping redundancy and allowing for a paperless record-keeping system.

In-car computer terminals were replaced in four (4) patrol cars in FY11/12 and in six (6) patrol cars in FY12/13. All ten (10) of these units are scheduled for replacment in FY17/18.



In-Car Video Cameras					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$0	\$0	\$6,300	\$34,500	\$0	\$40,800

Project Purpose, Description and Benefit

Video cameras were replaced in all patrol vehicles in FY14/15. The purpose of the video cameras is to record patrol activities of police officers, primarily during traffic stops. The intended use of this information is for: 1) increased safety of the officers; 2) increase in convictions for more serious traffic stops such as in DUI cases; and 3) reduction in complaints against officers and the associated litigation.

Statistics have shown that by recording both the video and the audio portions of police officers' traffic stops, the awareness of the police officers increase and the video will help identify offenders who may have caused harm to the police officer and fled the scene. It also increases the conviction rate on serious traffic offenses when the video and audio recording of the incident can be used as evidence in court. Without this physical evidence, the defendant appears in court sober and may present a convincing argument of how they were wrongly accused. Finally, the recording can provide physical evidence in accusations where an individual claims they were physically or verbally mistreated by police officers.

The cost of this project includes all of the hardware necessary and the cost of installation on ten (10) patrol vehicles as well as the equipment necessary to download the videos captured on the in-car cameras to a retrievable data source.

PARKS: 5-Year Summary Overview

Without question, one of the City's most popular assets is its comprehensive system of parks and their various user amenities that contribute to the outstanding quality of life enjoyed by the residents of the community. During the past decade the City has been able to develop a number of new parks and park amenities due, in large part, to the growth in the housing market during the same time period and Park Development Fees that were collected as a result. Unfortunately, beginning with the development of the FY08/09 CIP, the substantial debt service payments for the Davis Road Soccer Fields and Merryman Fields Park combined with a significant decrease in impact fees collected from a corresponding reduction in the number of new home permits, there are simply not enough funds to undertake new projects, at least until the reserve can either be rebuilt and/or the housing market rebounds. The result of this decline is that the City had to temporarily delay necessary park projects as well as defer new facility development. As such, it is recommended that the Parks Fund be allowed to "recharge" – so to speak – by committing funds in the near term to maintaining existing facilities instead of undertaking major new park projects. It is important to note here, as a reminder, that outstanding debt service for completed improvements exceed the Park Development Fund's revenues.

In summary, the FY15/16 - FY19/20 Parks Capital Improvement Program, as proposed, includes eighteen (18) projects totaling \$4,147,700 over the 5-year planning period. The FY15/16 Parks Capital Budget Year CIP includes twelve (12) proposed projects totaling \$732,400 (\$179,400 of which is for outstanding debt service payments). The following section provides a summary narrative of the projects included in the FY15/16 Capital Budget Year and then the remaining FY16/17 through FY19/20 CIP planning period. This is followed by graphic tables and charts identifying proposed funding levels and revenue sources. Finally, detailed project narratives are provided which identify the specific goals and outcomes of each proposed project.

FY15/16 Capital Budget Year Highlights

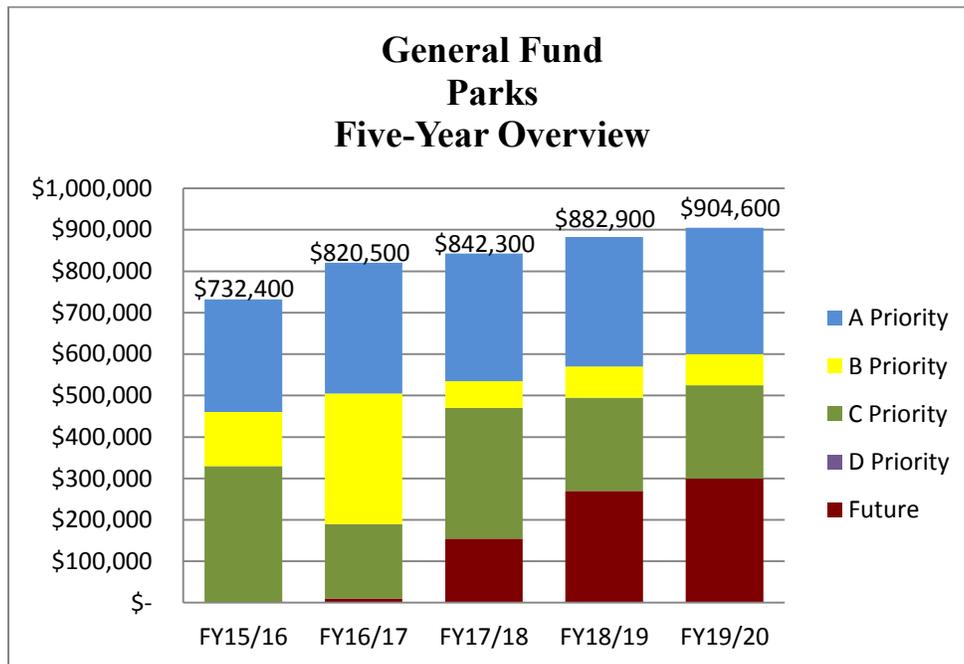
As described throughout this document, limited revenues mean that very few projects can be implemented within the Parks – CIP. First and foremost, the City's existing debt service commitments related to the Davis Road Soccer Complex and Merryman Fields Park, both included in the **Park Bond Payments**, must be addressed and exceed the revenues received. A number of other projects are also requesting funding consideration for FY15/16: 1) **Resealing Courts** (three tennis courts at Emricson Park); 2) **Field Fencing** improvements for Field A in Emricson Park; 3) **Playground Equipment Replacement** at Tara Drive; 4) **Park Restrooms** building design and site engineering for the eventual construction of a new facility in Emricson Park; 5) **Ballfield Lighting** improvements for Field A in Emricson Park; 6) **Emricson Maintenance Facility** roof and gutter replacement; 7) **Emricson Park Electrical** improvements; 8) **Parking Improvements** at Merryman Fields Park; 9) **Neighborhood Park Development** at Sweetwater Subdivision/Manke Lane; 10) continued development of the **Hennen Conservation Area**; and 11) **Route 47 – Community Sign** improvements that would include upgrading this sign to an electronic display which would be controlled remotely. City Council will have to decide how much funding from CIP reserves and/or other General Fund revenues should be dedicated to support the upgrade and expansion of the City's park facilities.

FY16/17 – FY19/20 CIP Planning Summary

A vast array of projects are included in the 5-Year planning period, however, based on available funding, the current focus must be on the continued maintenance of existing facilities until such time as new housing growth returns to previous levels to generate sufficient revenues to add substantial new projects. The 5-year plan includes maintenance and replacement projects such as **Recreation Paths, Bigelow Ballfield Renovations, Picnic Pavilions, Emricson Park Pond Dredging, Tree Replacements**, as well as new projects such as **Bates Maintenance Facility** to address the City's building needs.

PARKS: Recommended Projects & 5-Year Summary

	Project	Priority	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
1	Park Bond Payments	A	\$179,400	\$220,500	\$219,300	\$217,900	\$219,600	\$1,056,700
2	Resealing Courts	A	\$18,000	\$15,000	\$13,000	\$20,000	\$10,000	\$76,000
3	Field Fencing	A	\$75,000	\$80,000	\$75,000	\$75,000	\$75,000	\$380,000
4	Playground Equipment Repl.	B	\$65,000	\$70,000	\$65,000	\$65,000	\$65,000	\$330,000
5	Park Restrooms	B	\$15,000	\$245,000	\$0	\$0	\$0	\$260,000
6	Ballfield Lighting	B	\$50,000	\$0	\$0	\$10,000	\$10,000	\$70,000
7	Emricson Maintenance Facility	C	\$45,000	\$0	\$0	\$0	\$0	\$45,000
8	Emricson Park Electrical	C	\$50,000	\$0	\$0	\$0	\$0	\$50,000
9	Parking Improvements	C	\$80,000	\$80,000	\$50,000	\$75,000	\$75,000	\$360,000
10	Neighborhood Park Develop.	C	\$80,000	\$80,000	\$250,000	\$70,000	\$125,000	\$605,000
11	Hennen Conservation Area	C	\$15,000	\$20,000	\$15,000	\$80,000	\$25,000	\$155,000
12	Route 47 Community Sign	C	\$60,000	\$0	\$0	\$0	\$0	\$130,000
13	Tree Replacement		\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
14	Picnic Pavilions		\$0	\$0	\$15,000	\$65,000	\$65,000	\$145,000
15	Recreation Paths		\$0	\$0	\$130,000	\$50,000	\$75,000	\$255,000
16	Bates Maintenance Facility		\$0	\$0	\$0	\$10,000	\$50,000	\$60,000
17	Bigelow Ballfield Renovations		\$0	\$0	\$0	\$100,000	\$100,000	\$200,000
18	Emricson Park Pond Dredging		\$0	\$0	\$0	\$35,000	\$0	\$35,000
Totals			\$732,400	\$820,500	\$842,300	\$882,900	\$904,600	\$4,147,700
# of Projects			12	9	10	14	13	18



PARKS: Detailed Project Narratives

Project: Park Bond Payments

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$179,400	\$220,500	\$219,300	\$217,900	\$219,600	\$1,056,700

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

The City purchased the Woodstock Athletic Club in 2003 to serve as a future community Recreation Center. This facility was funded from the issuance of a \$1.5 million debt certificate with Harris Bank with the funding required for the expansion (40% of the debt service payments) of this facility being provided from the Park Development Fund. The Recreation Center Fund utilizes the membership dues to provide for its required payment of 60% of the related debt service, which reflects the acquisition and renovation costs for this facility. It is important to note that this facility was purchased, renovated and expanded without the need to utilize any tax dollars and this continues today as membership dues continue to meet all operational, debt and capital costs without the need for tax dollars. The final payment of these bonds occurs in 2023.

In 2005 the City issued \$4.7 million in Alternate Revenue Bonds to finance the development and construction of two major park improvements. The City utilized \$2.8 million of these bond proceeds to adaptively reuse a landfill site to create the Davis Road Park soccer complex. The annual debt service is funded by both the Environmental Management (80%) and Park Development (20%) Funds. Note: Since FY09/10 the Environmental Management Fund (EMF) has provided for the entire repayment of the Davis Road Soccer Complex Alternate Revenue Bonds. This situation is expected to be a temporary measure that was taken as a result of the decline in the economy. As soon as the economy rebounds and remains stable, 20% of the funds for bond repayment will be derived from Park Development Funds. The portion funded by the Park Development Fund reduces the amount available to fund the City's future park needs. The debt service related to the Environmental Management Fund has been reported within that fund's CIP project request section.

The remaining \$1.9 million in Alternate Revenue Bonds was issued to construct Merryman Fields Park. The Park Development Fund is responsible for 100% of the related debt service payment. However, in order to insure adequate resources and identify alternate repayment sources the City temporarily modified the source of repayment beginning in FY09/10 to conclude when sufficient revenue is generated from park impact fees to repay bonds. This temporary modification is proposed again in FY15/16 through a transfer from the General Corporate - CIP Fund.

In 2014, the outstanding 2005 Alternate Revenue Bonds were refunded through the

issuance of 2014 Alternate Revenue Refunding Bonds; the final repayment of these bonds occurs in 2025.

Following is a summary of the annual debt payments including both principal and interest related to park and recreation facilities for the next five year planning period:

FY15/16:

Recreation Center	\$42,700	(40% PDF - 60% Rec)
Davis Road Park	\$0	(0% PDF - 100% EMF)
Merryman Fields Park	<u>\$136,700</u>	
Total	\$179,400	

FY16/17:

Recreation Center	\$43,100	(40% PDF - 60% Rec)
Davis Road Park	\$39,500	(20% PDF - 80% EMF)
Merryman Fields Park	<u>\$137,900</u>	
Total	\$220,500	

FY17/18:

Recreation Center	\$45,400	(40% PDF - 60% Rec)
Davis Road Park	\$40,400	(20% PDF - 80% EMF)
Merryman Fields Park	<u>\$149,400</u>	
Total	\$219,300	

FY18/19:

Recreation Center	\$45,000	(40% PDF - 60% Rec)
Davis Road Park	\$40,000	(20% PDF - 80% EMF)
Merryman Fields Park	<u>\$132,900</u>	
Total	\$217,900	

FY19/20:

Recreation Center	\$45,000	(40% PDF - 60% Rec)
Davis Road Park	\$39,900	(20% PDF - 80% EMF)
Merryman Fields Park	<u>\$134,700</u>	
Total	\$219,600	



Resealing Courts					
Priority Ranking: A					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$18,000	\$15,000	\$13,000	\$20,000	\$10,000	\$76,000

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2020
Annual Operating Costs: \$0

Project Purpose, Description and Benefit
<p>Within the City’s park system, there are a total of nine basketball courts and nine tennis courts. These facilities are used on a regular basis throughout the spring, summer, and fall. They provide an excellent opportunity for recreational activity and are an essential part of the City’s efforts to provide broad-based choices for park users.</p> <p>In order to provide courts which are attractive and safe, maintenance is needed on a regular basis. Typical maintenance on these play surfaces include but are not limited to: grinding, patching, crack filling, and new color coat surface. In order to protect its original investment, the City should plan to perform necessary maintenance and make improvements to existing tennis and basketball courts. The recommended schedule is as follows based on an evaluation of the current condition of all 18 courts:</p> <p> FY15/16 Three tennis courts at Emricson Park FY16/17 Two tennis courts at Emricson Park FY17/18 Two basketball courts at Emricson Park FY18/19 Praire Ridge Tennis Court Banford Road Basketball Court FY19/20 One tennis court at McConnell Road Park </p>



Field Fencing					
Priority Ranking: A					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$75,000	\$80,000	\$75,000	\$75,000	\$75,000	\$380,000

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2020
Annual Operating Costs: \$0

Project Purpose, Description and Benefit
<p>Field “A” (a.k.a Main Softball field) at Emricson Park has been used by Girls Softball, District 200, and City softball leagues for numerous years. The field is holding up reasonably well, but the fencing is showing signs of fatigue and is not adequate for the wide variety of use that is scheduled on this field.</p> <p>There are several different factors that result in the need to schedule the replacement of</p>

the fence at Field A. This field was developed as a softball field, but now is also used for baseball games. Baseball play has a different design for backstops, overhangs, and height of fence to protect both players and the public. The paved walking path that winds through Emricson Park is just beyond the backstop of Main Softball Field. When the field is in use, path users need to be weary of foul balls which occasionally land on or near the path. The path also leads to one of the pavilions in this portion of Emricson Park, which increases the amount of pedestrian traffic adjacent to the ballfield backstop.

Because the condition of the fence surrounding Main Softball Field is generally in poor condition, funds are requested to pay for its replacement. New fence will improve the visual appearance of the field, it will help keep the baseball/ softball in play, and provide better protection for pedestrians and cars in this area. Improvements would include fencing, a new backstop, extended overhangs, and batting cages (or bullpens) along the fence line.

A proposed schedule for fencing improvements by field has been provided below:

FY15/16: Emricson - Main Softball A Field

FY16/17: Emricson - Dream Field

FY17/18: Bates - Roskie Field

FY18/19: Emricson - Bigelow B Field

FY19/20: Emricson - Bigelow C Field

FY20/21 or later:

Bates - Fields 2, 3, 4, 5

Emricson - South Soccer

Emricson - Bigelow Soccer



Playground Equipment Replacement					
Priority Ranking: B					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$65,000	\$70,000	\$65,000	\$65,000	\$65,000	\$330,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit

Playground structures are considered by many to be an important part of the quality of the park system and play options for user groups. It is important that the City continue to provide funding to replace each of the existing play structures not only to ensure safety but also to provide new and different options for children.

The City has twelve park sites where playground structures are installed. One of these locations, Emricson Park, has four playground structures within the park boundaries.

From experience, the City has found that the average life of one of these structures is 13 - 15 years. Several factors are used in determining when a playground structure has reached its useful life. These include the age of the structure, the availability of replacement parts, its location, and its overall condition. The following is a list of the playground facilities provided by the City, the date they were installed, and the planned replacement schedule:

PARK/LOCATION	DATE OF INSTALLATION	PLANNED REPLACEMENT	ESTIMATED COST
Tara Drive	1995	FY15/16	\$65,000
Banford Road Park	2000	FY16/17	\$70,000
Emricson Park – Tot Lot	2000	FY17/18	\$65,000
Emricson/Free Standing	2001	FY18/19	\$65,000
Prairie Ridge Drive	2002	FY19/20	\$65,000

FUTURE – FY20/21 OR LATER

Emricson Park/South Street	2003
Sunnyside Park	2004
A.J. Olson Park	2005
Mary Ann Street	2006
Dick Tracy Way Park	2006
McConnell Road Park	2007
Manke Lane Park	2011
Haydn Street Park	2011
Emricson Park ADA	2012
Emricson Park/Hilltop	2012
Bates Park	2013
Raintree Park	2014



Park Restrooms

Priority Ranking: B

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$15,000	\$245,000	\$0	\$0	\$0	\$260,000

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2017
Annual Operating Costs: \$0

Project Purpose, Description and Benefit

Emricson Park, Bates Park, and Merryman Fields Park are the three sites within the City that host the greatest volume of competitive baseball and softball games. According to the user groups, visiting sports teams and spectators are very impressed with Woodstock's parks and sports fields, but one comment that continues to surface is the lack of indoor restroom facilities.

The City is reluctant to construct bathroom facilities within its park system because of past history related to vandalism and the City's constant effort to keep them in service. Restroom facilities were removed at Raintree Park and A.J. Olson Park because fixtures and interior walls were being vandalized regularly creating an exorbitant amount of material and labor costs to keep them open and suitable for use. Existing facilities at Emricson Park and Bates Park receive vandalism in the form of graffiti on walls, loose or broken fixtures, and toilets & sink drains plugged with just about anything you can find within the park including mulch, sticks, leaves, garbage, grass, etc.

If funding becomes available to construct bathroom facilities, it is recommended that this facility be constructed at the former Peters Pool Bathhouse area in Emricson Park. Existing water, sanitary, and gas lines are close to the building site. In FY15/16 funds would be used for engineering and site plan development costs, with further funds requested for construction during FY16/17.

Project: Ballfield Lighting

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$50,000	\$0	\$0	\$10,000	\$10,000	\$70,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

Going into the 2015 season, the City has enough fields to accommodate the demand of the user groups based on past use, and no funds are requested for the installation of lights at any new ballfields. Rather than fund new field lighting projects, existing lighting systems on the following fields are being evaluated.

FY15/16 Emricson Park – Main Softball Field A - Poles, controllers, and upgrades to accept retrofit

FY18/19 Emricson Park – Bigelow Field B - Upgrades to accept retrofit

FY19/20 Emricson Park – Bigelow Field C - Upgrades to accept retrofit

Future Sites:

Emricson Park – Sullivan Field

Bates Park – Field #2

Bates Park – Field #5

Bates Park – Field #6

The ballfield lights at Sullivan Field are maintained by the Woodstock Little League. It is recommended that the next lighting project involve the replacement of lights on Field A (Main Field) at Emricson Park. Due to the greater outfield dimensions and lights, Field A

is one of the most versatile fields the City provides, and it is used by a wide range of user groups. Most fields within the City are used for a six to eight week period each year, but Field A is used in the spring, summer, and fall by organized leagues and City-sponsored adult leagues. The poles and controllers are past their useful life and should be replaced; the energy efficient retrofit fixtures will be paid for by the Environmental Management Fund. Replacement is recommended for FY15/16.



Maintenance Facility Replacement					
Priority Ranking: C					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$45,000	\$0	\$0	\$0	\$0	\$45,000

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2016
Annual Operating Costs: \$0

Project Purpose, Description and Benefit	
<p>The City ultimately needs to construct a new, larger, more modern park maintenance facility. This is a significant undertaking and expense, so it will be sometime before this project will take place. The current facility is aging, and there are many signs of deterioration on the current structure, so the City needs to consider funding some repairs at the current site to assure that it can efficiently serve the division's needs for the foreseeable future.</p> <p>There are items that are beyond their expected life (e.g. roof, gutters, etc.) and these items require repair or replacement. Funds are being requested to make necessary repairs to the facility with the mindset that we won't be building a new facility in the near future.</p> <p>When funding becomes available to construct a park maintenance facility, it is recommended that this facility be constructed at a site in Emricson Park. Existing water, sanitary, and gas lines are close to the park site. In FY15/16 funds would be used to re-roof the facility.</p> <p>FY15/16: Roof and Gutter Replacement</p> <p>FY20/21 or later: Engineering / site plan \$25,000 Construction \$500,000</p>	

Project: Emricson Park Electrical

Priority Ranking: C

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$50,000	\$0	\$0	\$0	\$0	\$50,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2016

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

During FY00/01, the City installed an above-ground transformer at Emricson Park with an underground service to eliminate some of the old, overhead, high tension lines in a portion of Emricson Park. This was completed not only to improve public safety but also to provide a more reliable electrical service for the tennis courts and main softball diamond facilities.

The remaining portion of the park, specifically the Parks Division shop, Main Pavilion, and main bathrooms still utilize an overhead wire electrical system. Over the years, this system has aged, it has been repaired a number of times, and the complete overhead line should be replaced or buried. During a wind storm in July 2008, five oak trees within Emricson Park blew over and put this electrical system out of service for a period of four days.

This request is to bury the electrical service in order to create a more reliable electrical system for maintenance staff, park users, and improve safety. The main play area and Main Pavilion in Emricson Park are used on a daily basis by many park users and is one of the most heavily-used areas of the park. The planned electrical improvements would provide a safer and more reliable service to customers who use the pavilion facility and main restrooms, and the improvements would benefit a large number of users. This is the third and final stage of construction for electrical upgrades in Emricson Park.



Parking Improvements

Priority Ranking: C

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$80,000	\$80,000	\$50,000	\$75,000	\$75,000	\$360,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit

In order to grow with the community and to continue to expand existing facilities for our park users, additional parking areas have been completed at Olson Park and at Emricson Park sites. The parking lots at Olson Park were expanded during roadway resurfacing projects along Tappan Street to help with resident complaints about cars parking along

roadways during tennis and basketball use. Parking lots were also constructed in Emricson Park on the north and east sides of Sullivan Field, along the open play area on Bigelow Road, Bigelow Soccer field, and Stuessy Pavilion.

Because parking on the grass is prohibited in all City parks, a request was received by the user groups and special event requests at Merryman Fields Park to construct additional paved parking. During some late afternoon and evening games and/or tournaments, parking near the ballfields that are being utilized is full. Rather than park a long distance from the field, motorists are parking on the grass. The need for additional parking at this location has been discussed by the Parks and Recreation Commission, and it is their recommendation to ask for funding of this project through the CIP program. The overall park development master plan for this facility does provide for additional parking along the south side of the access road (across from fields #3 and #4), and funds are requested to construct some additional parking.

There are currently 273 parking spaces provided at Merryman Fields Park, and the proposed improvement would provide 87 additional paved parking spaces. Construction will include the removal of topsoil, the placement of a sub-base material, compaction, asphalt surface, and striping. Because of the large capital expense to construct the parking lot, it is recommended that these costs be split over a two-year period because the total parking area can be constructed separately or as needed over time. Therefore ½ of the cost to construct ½ of the lot is requested in FY15/16, and the other ½ of the lot will be constructed in FY16/17 or at a later date as needed.

The City has also received comments in the past about the need for additional paved parking at Emricson Park. Emricson Park is the City's largest park site and does host a number of large spectator events each year. Currently, there are a total of 729 parking spaces provided, and they are scattered throughout the park for the convenience of park patrons. However, for major events and on those days when multiple events are scheduled, there have been problems with vehicles parking on the grass. The City does not want to reduce beneficial green space in the park, but some additional paved parking could be provided (such as paving of the overflow lot for the Aquatic Center) to allow more year-round access and the addition of a few more parking spaces along the access roads in the park. Funds have been requested to expand paved parking in Emricson Park in FY17/18.

Finally, the City also needs to allocate funds annually for the maintenance and resurfacing of the parking lots in our parks. Currently, there are paved lots located at Banford Road Park, Bates Park, Emricson Park, Merryman Fields Park, Raintree Park, and Ryders Woods. Just like the public parking lots provided in the downtown, these lots will need resurfacing and funds have been requested in FY18/19 and again in FY19/20 for that necessary maintenance.

Project: Neighborhood Park Development

Priority Ranking: C

Funding Request:

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$80,000	\$80,000	\$250,000	\$70,000	\$125,000	\$605,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

The City of Woodstock requires each new residential development to dedicate park land for public use or provide a cash contribution in lieu of land. The type, size, and location of the park land to be dedicated is reviewed with each annexation and/or preliminary plan by the Parks and Recreation Commission who, in turn, provides a recommendation to the City Council. If the park land to be dedicated, as determined by the City, is less than the amount required by Ordinance, the developer is then required to pay a pro-rated park fee when each permit is issued for a residential unit. These park capital expansion fees are then used by the City to provide some or all of the funds necessary for the development of new parks, expansion and/or upgrade of existing facilities, and property acquisition.

Through this process, the City has been able to obtain land for new park sites in various areas of the City as described within this report. The City's normal practice is to begin the planning process for the facilities to be constructed for new park sites once residents have moved into the adjoining subdivision. This provides the residents who are most likely to use the facilities to have some input in the planning process and allows the City to better serve those residents

The new developments are paid for from the Capital Expansion fees, but due to the slow growth in the housing market, very little new revenue is being accrued. As a result, very limited funds are expected to be available for the development of new parks in the next five years. If sufficient funding is derived, the following schedule represents the neighborhoods where new parks should be established:

1. Manke Lane Park Amenities: FY15/16

Manke Lane Park, which is located in Sweetwater subdivision, is located south of Ware Road and west of Raffel Road. The subdivision includes a 2.98 acre parcel which has been dedicated to the City and is being used as a neighborhood park. The park site currently has an open play area which is being mowed by the Parks Division along with a tot lot and juvenile play structures which were installed in 2011. There are a significant number of new families in the Sweetwater subdivision looking for access to a neighborhood park within walking distance of their new home. The playground equipment was purchased and installed in 2011, and now funds are requested to continue with the park development which could include a tennis court and/or basketball court, pavillion, drinking fountain, benches, trees and landscaping.

2. Haydn Street Park Amenities: FY16/17

Hayden Street Park, which is located in Sonatas subdivision, is located on the north side of Woodstock near the intersections of Ware Road and Raffel Road. This development includes 7.04 acres of property which has been dedicated to the City and intended to be used as a neighborhood park. Directly east of this subdivision is Merryman Fields Park which offers a multitude of recreational opportunities for residents within the Sonatas subdivision. During 2011, Parks Division employees installed tot lot and juvenile playground structures for the area residents. In 2013 a pavilion and walking path was installed within the park. Funds are being requested to continue with the park development which could include construction of a tennis court, basketball court, installation of a drinking fountain, benches, and complete landscaping at this park site by Parks Division employees.

3. Castle Road Park: FY17/18

The Woodstock Commons development is located east of Castle Road and south of Cobblestone Way, and the final plat for this residential development included the dedication of park land approximately 4.16 acres in size. This park site is located along the east side of Castle Road to the south of Pond Point Road. The park land is immediately adjacent to the Kishwaukee River and will include vistas overlooking a much larger open space along the Kishwaukee River corridor.

At this time, a specific development plan has not been prepared nor reviewed with the Parks and Recreation Commission. Due to the location of the City park land adjacent to the Kishwaukee River and a large open space/stormwater management parcel to the east, the new park site should take advantage of the natural setting and be compatible with the natural features in this area. Even though the natural features of the setting must be considered, equally important is the need for the City to provide a substantial amount of active recreational choices at this location. The residential neighborhoods in this area are bordered by Route 47 and Route 14, and this new park site should include adequate active play features to serve a large number of both existing residents and future residents. Based on the amount of land available, type and number of homes in the general area, and the expected needs of the area residents, the following features are anticipated:

- Tot lot structure and a separate juvenile play structure
- Adult/baby swings
- Two tennis courts
- Full-sized or half-sized basketball court
- Some open play area
- Seating area overlooking the adjoining open space
- Interconnection of park site with paved recreation paths in the subdivision
- Natural landscaping adjacent to the Kishwaukee River and landscape features to create a visual link to the open space

4. Merryman Fields Park Play Structure Installation: FY18/19 and FY19/20

The 82-acre Merryman Fields Park was developed in FY07/08 to generally include seven

(7) ballfields, paved recreation path, vehicle access road, parking facilities, and drinking fountains. The park land was dedicated to the City as part of The Fields of Woodstock residential housing development which is generally on the City’s north side, east of Raffel Road near its intersection with Ware Road. This park site is within walking distance of the following residential developments: Sweetwater, Sonatas, The Fields of Woodstock, and Banford Oaks. Like Emricson Park, Merryman Fields Park will become a place where this community’s youth will learn sportsmanship, residents and visitors will share experiences, and visitors will get a feel for the Woodstock community.

Funds have been requested for FY18/19 to install playground equipment at this park site. The City has found that providing play structures adjacent to ballfields is beneficial to the park users and is enjoyed by families who bring other children to the ball games.

In FY19/20, it is planned that other park and recreation amenities will be constructed to service the needs of park patrons and all residents of the adjoining subdivisions. It is recommended that sometime after this five-year planning period, funds be allocated to add any or all of the following amenities at this new regional park:

- Tennis courts;
- Water spray park;
- Basketball courts;
- Additional ball fields (2);
- Ball field lights;
- Road extension to Queen Anne Road;
- Ballfield shelter/pavilions;
- Additional landscaping; and
- Expansion of a recreation path.

Project: Hennen Conservation Area

Priority Ranking: C

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$15,000	\$20,000	\$15,000	\$80,000	\$25,000	\$155,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

In 2008, the Hennen family decided to dedicate a permanent conservation easement on their land to The Land Conservancy (TLC). This was later followed by a land donation of 25 acres to the City of Woodstock in early 2009. On the property is a house, a three sided barn, and a detached garage. The house is being used by TLC during the daytime, and a site steward (who reports to TLC) is available all other hours to monitor the site and open the entrance gate at 8:00 AM and close it at sunset. The property is located on the east side of Dean Street, south of Lucas Road and is now referred to as the “Hennen

Conservation Area.”

It is planned that the City of Woodstock and TLC will partner to provide programs of interest for local residents to enhance their appreciation for nature while at the same time educating local residents about efforts used in preserving and conserving their own piece of land in McHenry County. More than 2 miles of passive trails have been created by interns supervised by TLC. Prior to actually receiving the deed for the property, a committee was formed to create some short (1-2 years), medium (2-5 years), and long (>5 years) range plans for the property. The following is a list of major items that the committee has identified for the property that would include some capital costs for the City:

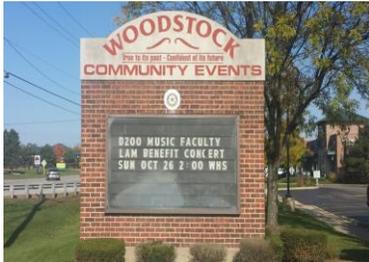
FY15/16 - Core out proposed 15-20 car parking lot on the site, and place a suitable base material using City employees and equipment.

FY16/17 - Construct final permeable asphalt surface on parking lot and delineate parking spaces.

FY17/18 - Modify barn as necessary to accommodate planned programs, groups. (i.e. cement floor, lighting, etc.) keeping ADA accessibility in mind.

FY18/19 - Construct gazebo or pavilion on site for public use.

FY19/20 - Replace roof and/or siding on the barn/garage/house.



Route 47 – Community Sign

Priority Ranking: C

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$60,000	\$0	\$0	\$0	\$0	\$60,000

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2016
Annual Operating Costs: \$0

Project Purpose, Description and Benefit

The City needs to construct a new, more efficient community information sign on Route 47. The current sign is aging, not electronic, and each week numerous man hours go into updating the message on the sign. This sign is used by the City and community organizations to provide timely reminders and information to the general public.

Because of the age of the sign and it not being electronic the numbers, tracks, lights, and the cabinets will need to be replaced. Funds are being requested to complete the necessary modifications to the sign to allow for more efficient operations and the ability to remotely update the sign. This will allow staff to quickly update the sign in the event of an emergency or have multiple messages displayed in the same timeframe.

PARKS: Future Years Project Narratives

Project: Tree Replacement

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000

Project Purpose, Description and Benefit

It is the responsibility of the Parks Division to plant and maintain trees in City parkways, parks, and other public areas. When those trees become diseased or infested with parasitic insects it is the City's policy to remove or dispose of the dying tree to prevent the spread of the disease or insect to adjacent foliage. Most recently, the Emerald Ash Borer (EAB) has been decimating the ash trees throughout the community. The significant number of hazardous ash trees that have been removed due to EAB infestation has had a negative impact on the community's urban tree canopy.

The City's Vision 2020 plan envisions a connected green community. Maintaining a healthy and diverse urban tree canopy is consistent with that vision for the community. Therefore, this project would provide funding to begin replacing trees in City parkways, parks, and other public areas to counteract the loss due to disease or insect infestation.

For all the reasons related to the fact that the City is dealing with mass removals of a single species, tree diversity will be a high priority. Final selection will be based on site conditions as well as neighborhood diversification. Tree planting locations will depend on an array of factors, including: utility, water service and/or sewer locations, street signs, fire hydrants, street lighting, etc.



Picnic Pavilions

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$0	\$0	\$15,000	\$65,000	\$65,000	\$145,000

Project Purpose, Description and Benefit

Picnic pavilions are one important part of the overall quality of the park facilities provided for our residents. They are used by a wide variety of organizations, family groups, and individuals and provide an opportunity for users to plan and hold all types of gatherings. With five pavilions available, there are approximately 250-270 picnic shelter reservations received by the City each year involving thousands of participants.

In 2008, Parks Division employees completed necessary repairs to three of the Emricson Park pavilions to protect the City's investment and maintain structural integrity, and at the same time, the South Street pavilion was removed. Maintenance work included the staining of the interior and exterior wood, replacing missing cross braces, replacing fascia and soffit boards as needed, and installing new roof shingles. Then in 2008, Main Pavilion at Emricson Park was demolished and a new pavilion constructed. As a result of this past maintenance work, the existing pavilions are in good condition and widely used by our residents. Some maintenance work will need to be completed annually by

Parks in their operating budget, but no capital costs are anticipated during the next five-year planning period.

Previously, the City had identified the need to construct new pavilions at South Street in Emricson Park, Merryman Fields Park, and Davis Road during the next five-year period. If funding becomes available to construct Pavilions, it is recommended that these facility be constructed at Merryman Field, and at the South Street soccer field at Emricson Park. Existing electric and water is close to the building site at Emricson. In FY17/18 funds would be used for engineering and site plan development costs, with further funds requested for construction during FY18/19 & FY19/20.

FY17/18 - Plans

FY18/19 - Merryman Fields Park Pavillion

FY19/20 - Emricson Park South Street Pavillion

Project:

Recreation Paths

Funding Request:

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$0	\$0	\$130,000	\$50,000	\$75,000	\$255,000

Project Purpose, Description and Benefit

The City has already incorporated recreational paths into four of its park sites: Emricson Park, McConnell Road Park, Merryman Fields Park, and the Hennen Conservation Area. Over time, it has become evident that these pathways are popular, and residents want to see more of them constructed within new residential developments, neighborhood parks, and nature areas. The City does require developers to plan and totally fund the construction of recreational paths within each new neighborhood (i.e. The Fields of Woodstock, Banford Oaks, Apple Creek, Sweetwater, and Sonatas).

Albert/Gerry Street Nature Area – In Progress

This 30-acre site is located southeast of Emricson Park and is bordered by South Street, Tara Drive, Gerry Street and Kimball Avenue. During the last few years, students from Woodstock High School have spent some time and effort at this site identifying trees, cutting down and removing invasive species, and laying down wood chips for a natural path. In 2008, an Eagle Scout constructed an observation deck just off the existing path which overlooks the wetland area. Future plans include the construction of a floating bridge across some of the wet areas that will be constructed by volunteers from Woodstock High School or as an Eagle Scout project. Within a few more years, high school students are expected to complete the construction of a passive (wood chip) recreational path around this property totaling 0.7 miles (3,696 lineal feet). The City will remain active in the planning and development of this path which will link up with the path system in Emricson Park near the South Street entrance. The City does not expect to accrue any costs for this path system, but if there are, they will be minimal and can be absorbed in the Parks Division’s operating budget.

Haydn Lane Park - FY17/18

Haydn Lane Park received funding for the purchase and installation of playground equipment during FY11/12. City staff completed the installation during the fall of 2011. With the completion of this project, funds are requested to continue the development of this park site. A request has been made to construct a recreation path system along the perimeter of the park site for passive recreation. During the development plans for the installation of the playground structures, a meeting was held at the Library for area residents to express their views and ideas not only for the location of the playground but also the overall development of the park site. It was the consensus of this group that they would also like to see the City develop a recreation path on the site. City staff agrees with this request as this park site has many natural features and wildlife areas. A route has been identified to be five tenths (0.5) of a mile long.

Maintenance - FY18/19

With paved recreation paths at three of the City’s park sites, or four if a pathway is constructed at Haydn Lane Park, it is likely that maintenance to existing paths will need to be completed. Not unlike the maintenance that occurred to the Emricson Park path in 2010, pathways get heaved by tree roots or other plant materials, cracks develop, or the pavement simply disintegrates from the effects of too many freeze thaw cycles and/or ultraviolet rays. All these conditions will result in trip hazards for recreation path users, and the City will have some obligation to eliminate them. Funds are requested in FY18/19 to pay for maintenance activity related to the removal and replacement of sections of existing pathways in an effort to keep them safe for use and free of trip hazards.

Raintree Park – FY19/20

Building on the success of the Emricson Park recreation path, the City could utilize this property to construct a shorter path system at Raintree Park. The path would be used by walkers, joggers, bicyclists, and roller bladers and could serve a different group of residents. This path could be constructed around the perimeter of the park and would include some rolling terrain and wind through some of the natural areas of the park. A route has been identified for construction at this park which is anticipated to be at least seven tenths (0.7) of a mile long (3,696 lineal feet).



Bates Park Maintenance Facility					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$0	\$0	\$0	\$10,000	\$50,000	\$60,000

Project Purpose, Description and Benefit

The City needs to construct a new, larger, more modern park storage facility at Bates Park. The current facility is aging and there is not enough space to operate efficiently, which is why funds are being requested within the five-year planning period. Currently, the Parks Division has to haphazardly store equipment in the Water Treatment Plant adjacent to the park.

If funding becomes available to construct a park maintenance facility, it is recommended that this facility be constructed at a site in Bates Park. Existing water, sanitary, and gas

lines are close to the park site. In FY18/19 engineering and site plan development costs would be incurred, with further funds requested for construction during FY19/20.

FY18/19: Engineering / Site Plan
 FY19/20: Construction

Project: Bigelow Ballfield Renovations

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$0	\$0	\$100,000	\$100,000	\$200,000

Project Purpose, Description and Benefit

The two existing Bigelow ballfields in Emricson Park (Field B and Field C) were constructed in 1986. Due to the outfield dimensions and lights, these are two of the most versatile fields the City provides, and both fields are heavily used by a wide range of user groups playing throughout the spring, summer, and fall league seasons.

Due to the elevation of the land surrounding the two Bigelow ballfields, both infields and outfields experience soil erosion and drainage problems. In FY08/09, Parks Division employees removed a four-inch lip from behind third base and re-graded the infield of Bigelow B so that storm water would shed or drain away from these fields and improve the ability to utilize the field within a reasonable amount of time after a rain event. The outfield fence on Field B was also removed in FY08/09 to correct a condition that left exposed concrete at the base of each fence post and fabric that was much higher than the elevation of the ground. In order to repair the problem, the fence had to be removed, posts were reset, and the fabric was re-stretched.

In the future, more permanent repairs will need to be made on these fields to improve them and correct the erosion concerns. It is envisioned that the following work will be necessary and that it will be done in an order similar to that stated below:

1. Identify drainage solution for the land outside of the fields and perform grading or install sub-surface drain tiles to correct.
2. Identify drainage solution for the land inside of the fields and perform grading or install sub-surface drain tiles to correct.
3. Restore the infield and outfield as necessary to eliminate the difference in elevation.
4. Repair perimeter fencing and posts as needed.

The ultimate resolution for the erosion and water problems that are currently being experienced at these ballfields involves a complete renovation of the fields resulting in a large capital expense and requiring the ballfields to be out of service for a period of at least one year. Funds are requested in FY18/19 and FY19/20 to create a permanent solution to the drainage problems that these fields experience because of the natural lay of the land and surface water runoff patterns.

Project: Emricson Park Pond Dredging

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$0	\$0	\$35,000	\$0	\$35,000

Project Purpose, Description and Benefit
<p>Emricson Park is the largest recreational park in the City of Woodstock. This park has the following facilities available to the public: softball fields, soccer fields, basketball courts, recreation path, open play fields for soccer and football, a sledding hill, fish ponds, picnic areas, recreational playground areas, and an aquatic center.</p> <p>The ponds at Emricson Park provide recreation for both summer and winter sports as well as providing an attractive natural feature for the enjoyment of our residents. It is evident that the ponds are silting in, which is impacting water quality, wildlife habitat, and the overall appearance of the water features. The two ponds at Emricson should be cleaned and dredged in the future to preserve the facilities and provide a sustainable recreational area for all to enjoy.</p>

MOTOR POOL/EQUIPMENT: 5-Year Summary Overview

As the City continues to expand, both geographically and in population, municipal vehicles and equipment are required to maintain the City's existing and new network of park land, roads, and utilities. Therefore, the Motor Pool/Equipment category of the General Corporate Fund - CIP continues to grow incrementally over years as the City expands. Similar to the items funded through the General Administration category, it is sometimes difficult to identify the public benefit of expenditures in the Motor Pool/Equipment category. However, without the proper equipment and rolling stock, City crews would be unable to mow and maintain the expanding system of parks and athletic fields, plow streets and/or maintain the storm sewer collection system. In addition, in light of the constricted revenues, the City Administration has reviewed, revised and extended the Motor Pool/Equipment replacement schedule to beyond ten (10) years.

In summary, the Motor Pool/Equipment Capital Improvement Program, as proposed, includes six (6) projects totaling \$1,726,000 over the 5-year planning period. The FY15/16 Capital Budget Year CIP includes four (4) proposed projects totaling \$412,000. The following section provides a summary narrative of the projects included in the FY15/16 Capital Budget Year and then the remaining FY16/17 through FY19/20 CIP planning period. This is followed by graphic tables and charts identifying proposed funding levels. Finally, detailed project narratives are provided which identify the specific goals and outcomes of each proposed project.

FY15/16 Capital Budget Year Highlights

The Department of Public Works requests comprise the Motor Pool/Equipment category. The Department of Public Works maintains a rotational replacement schedule (provided in the Motor Pool detailed description narratives of the General Fund – CIP, Chapter 4) from which requests for vehicles/equipment are made. To offset these costs, however, the City has been successful in including the costs for the acquisition of new vehicles in new residential development annexation agreements. However, due to the dramatic decline in development since FY08/09, in addition to declining revenues across municipal funds, requests in FY15/16 and for the foreseeable future will be limited to the replacement of vehicles only when absolutely necessary. New equipment is proposed when additional work can be completed by staff instead of utilizing contractual services. The Department of Public Works has completed a thorough review of Motor Pool needs and is confident in the revised replacement schedule that is being proposed. Projects proposed in FY15/16 include the purchase of two replacement dump trucks in **Streets – Dump Truck Replacement**; **Streets – Equipment Replacement** includes the purchase of a cold planer and box broom to allow staff to complete small-scale asphalt pavement patching; replacement of a skid steer loader in **Parks – Equipment Replacement**; and the replacement of a pickup truck for **Parks – Truck Replacement**.

FY16/17 – FY19/20 CIP Planning Summary

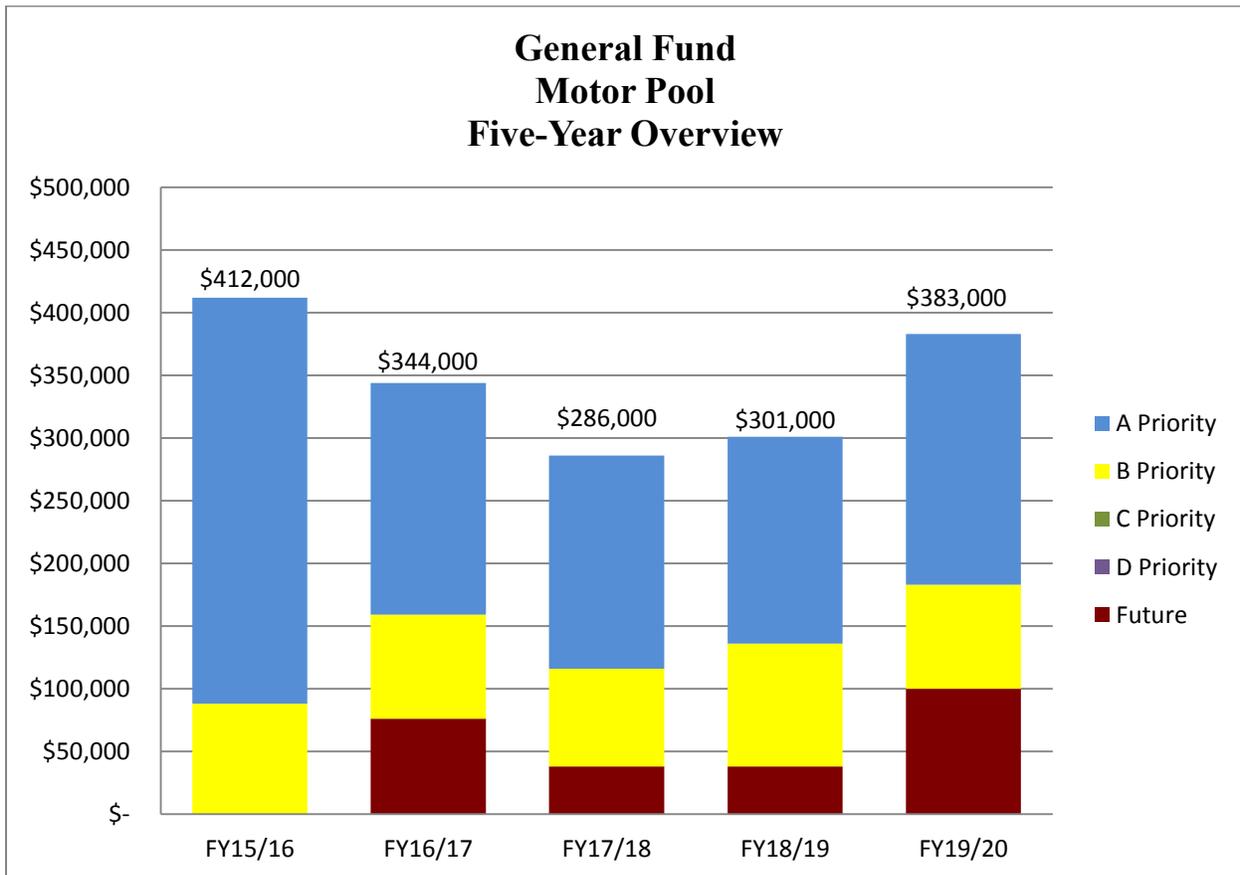
As identified above, the City's ability to continue to expand the Department of Public Works Motor Pool through development-related revenues will be severely limited in the 5-year planning period and, therefore, the Department of Public Works will continue to closely monitor its replacement schedule and propose vehicular and equipment replacements only as absolutely necessary. Within the 5-year planning period, proposed projects will be primarily limited to the

replacement of vehicles and/or equipment at or near the end of their service life, thus deferring the purchase of new vehicles.

The largest cost over the five-year period within the **Motor Pool/Equipment** category is for the replacement of six dump trucks utilized by the Streets Division. The average service life at time of replacement will be twelve years. The proper replacement and maintenance of these vehicles is crucial to support the City's efforts to provide public works services to the residents, including necessary snow plowing and street repairs. On a long term basis, the replacement of several pickup trucks within the Streets Division has been included that would begin in FY16/17. In addition, the lone pickup truck utilized by the Fleet Maintenance staff may require replacement in FY16/17.

MOTOR POOL/EQUIPMENT: Recommended Projects & 5-Year Summary

	Project	Priority	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
1	Streets – Dump Truck Replacement	A	\$300,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
2	Streets – Equipment Replacement	A	\$24,000	\$35,000	\$20,000	\$15,000	\$50,000	\$144,000
3	Parks – Equipment Replacement	B	\$50,000	\$45,000	\$40,000	\$60,000	\$45,000	\$240,000
4	Parks – Truck Replacement	B	\$38,000	\$38,000	\$38,000	\$38,000	\$38,000	\$190,000
5	Streets – Truck Replacement		\$0	\$38,000	\$38,000	\$38,000	\$100,000	\$214,000
6	Fleet Maintenance – Truck Replacement		\$0	\$38,000	\$0	\$0	\$0	\$38,000
Totals			\$412,000	\$344,000	\$286,000	\$301,000	\$383,000	\$1,726,000
# of Projects			4	6	5	5	5	6



MOTOR POOL/EQUIPMENT: Detailed Project Narratives

Project: Streets – Dump Truck Replacement

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$300,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit				
<p>An adequate number of reliable vehicles is required in order to deliver services that are necessary and expected by the City's residents. These dump trucks are used for a wide variety of street maintenance activities including snow removal, asphalt pavement maintenance, gravel shoulder maintenance, storm sewer repairs, and leaf collection.</p> <p>From experience, we have found that a more detailed evaluation of City-owned vehicles should occur once they have been in service for a period of approximately 10 years. This evaluation takes into account cumulative maintenance needs and costs associated with recent repairs and those that have occurred over the lifetime of the unit. This evaluation, performed by Fleet Maintenance staff, determines when the vehicle is recommended for replacement.</p> <p>The City typically utilizes the State of Illinois Joint Purchasing Program for the purchase of these larger vehicles in order to obtain the best purchase price. The purchase price includes the truck chassis, dump box, hydraulic system, snow plow and tailgate spreader. The following is a list of existing Street Division dump trucks and their planned replacement schedule:</p>				
<u>Replacement Year</u>	<u>Description</u>	<u>Age When Replaced</u>	<u>Equipment Number</u>	<u>Estimated Cost</u>
FY15/16	2001 International	14 years	8	\$150,000
FY15/16	2002 International	13 years	12	\$150,000
FY16/17	2003 International	13 years	7	\$150,000
FY17/18	2005 International	12 years	9	\$150,000
FY18/19	2006 International	12 years	11	\$150,000
FY19/20	2006 International	13 years	23	\$150,000
FY20/21 or later:				
	2007 International		15	
	2007 International		24	
	2008 International		17	
	2010 International		19	
	2011 International		26	
	2013 International		10	

The FY15/16 request is for the replacement of two dump trucks that are instrumental to the annual snow plan. Due to the increased maintenance cost and condition of the vehicles, it is recommended that these vehicles be replaced.

Project: Streets – Equipment Replacement

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$24,000	\$35,000	\$40,000	\$15,000	\$50,000	\$164,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$500

Project Purpose, Description and Benefit

An adequate number of reliable pieces of equipment is required in order to deliver services that are necessary and expected by the City's residents. This equipment is used for a wide variety of street maintenance activities including asphalt pavement maintenance, sidewalk maintenance, right-of-way maintenance, storm sewer maintenance, construction projects, material handling, and snow removal.

From experience, we have found that a more detailed evaluation of City-owned equipment should occur once they have been in service for a period of approximately 10 years. This evaluation takes into account cumulative maintenance needs and costs associated with recent repairs and those that have occurred over the lifetime of the unit. The evaluation, performed by Fleet Maintenance staff, determines when the equipment is recommended for replacement.

The following is a list of Street Maintenance Division equipment and the recommended replacement schedule:

<u>Replacement Year</u>	<u>Description</u>	<u>Equipment #</u>	<u>Estimated Cost</u>
FY15/16	Road Hog Cold Planer	N/A	\$18,000
FY15/16	Bobcat Box Broom	N/A	\$6,000
FY16/17	2004 Volvo Skid Steer Loader	108	\$35,000
FY17/18	1991 Asphalt-Patch Trailer	100	\$20,000
FY17/18	1999 Asphalt-Patch Trailer	116	\$20,000
FY18/19	2005 Air Compressor	185	\$15,000
FY19/20	2007 J.D. W/Roadside Mower	184	\$50,000
FY20/21 or later:	2002 Sidewalk Sweeper	187	
	2009 J.D. 524K Loader	115	
	2003 Graco Striper	103	

The FY15/16 request is to purchase a new cold planer and box-broom to facilitate in-house asphalt pavement repairs on our roadways. This equipment will provide the Street Maintenance Division the ability to complete small-scale asphalt pavement skip patching. This will allow for the permanent patching of deteriorated areas in our roadways that are

beyond a simple pothole patch. Completing this work in-house will reduce contractual skip patching costs and allow us to provide a greater level of service to our residents and the motoring public. This cold planer and box-broom are new pieces of equipment, not replacement of existing equipment, so there are some additional annual operating costs associated with implementing this new equipment and improving our in-house capabilities.

Project: Parks – Equipment Replacement

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$50,000	\$45,000	\$40,000	\$60,000	\$45,000	\$240,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit

An adequate number of reliable pieces of equipment is required in order to deliver services that are necessary and expected by the City's residents. This equipment is used for a wide variety of park maintenance activities including mowing, athletic field prep, grounds maintenance, landscaping, construction projects, and snow removal. This equipment is essential for the daily maintenance of the City's 550 acres of parkland, 23 park sites, and all other public grounds.

From experience, we have found that a more detailed evaluation of City-owned equipment should occur once they have been in service for a period of approximately 10 years. This evaluation takes into account cumulative maintenance needs and costs associated with recent repairs and those that have occurred over the lifetime of the unit. This evaluation, performed by Fleet Maintenance staff, determines when the equipment is recommended for replacement.

The following is a list of Parks Division equipment and the recommended replacement schedule:

<u>Replacement Year</u>	<u>Description</u>	<u>Equipment Number</u>	<u>Estimated Cost</u>
FY15/16	1998 Bobcat 753 Skid Steer	106	\$50,000
FY16/17	2002 JD 1200 Ballfield Tractor	156C	\$15,000
	2003 Kubota 3830 W/Mower	161	\$30,000
FY17/18	1998 John Deere Gator 4X2	153A	\$15,000
	1998 John Deere 5210 Tractor	183	\$25,000
FY18/19	2002 Kubota 2560 W/Mower	160	\$30,000
	1999 John Deere 4500/Mower	154	\$30,000
FY19/20	2002 JD Gator 4 x 6	153B	\$15,000
	2004 Kubota Zero-Turn Mower	162	\$30,000

Replacement <u>Year</u>	<u>Description</u>	<u>Equipment Number</u>	<u>Estimated Cost</u>
FY20/21 or later	2005 Rhino Finish Mower	154A	
	2006 Kubota Zero-Turn Mower	157	
	2006 Kubota RTV 900 4 x 4	163	
	2006 Kubota MX5000F Tractor	164A	
	2006 Befco 315 FLX Mower	164B	
	2007 JD 1200 Ballfield Tractor	156B	
	2007 JD 1200 Ballfield Tractor	147	
	2007 JD 1200 Ballfield Tractor	148	
	2007 Kubota Zero-Turn Mower	149	
	2007 Kubota Zero-Turn Mower	150	
	2007 John Deere Gator 4x6	153C	
	2013 Vermeer BC 1500 Chipper	107	
	2014 Kubota F2690 Mower	158	
	2014 Kubota F2690 Mower	159	

The FY15/16 request is for the replacement of the skid steer loader that is utilized year round, including downtown sidewalk snow removal. Due to the increased maintenance cost and condition of the equipment, it is recommended that this equipment be replaced.



Parks – Truck Replacement					
Priority Ranking: B					
FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$38,000	\$38,000	\$38,000	\$38,000	\$38,000	\$190,000

Estimated Start Date: May, 2015
Estimated Completion Date: April, 2020
Annual Operating Costs: \$0

Project Purpose, Description and Benefit

An adequate number of reliable vehicles is required in order to deliver services that are necessary and expected by the City's residents. These vehicles are used for a wide variety of park maintenance activities including tree removal, trimming, maintenance of athletic fields, special construction projects, and transportation of employees to all work sites. In addition, they are used in winter to transport salt, shovels, and equipment for snow removal. These vehicles are essential for the daily maintenance of the City's 550 acres of parkland, 23 park sites, and all other public grounds.

From experience, we have found that a more detailed evaluation of City-owned vehicles should occur once they have been in service for a period of approximately 10 years. This evaluation takes into account cumulative maintenance needs and costs associated with recent repairs and those that have occurred over the lifetime of the unit. This evaluation, performed by Fleet Maintenance staff, determines when the vehicle is

recommended for replacement. To the extent possible, these vehicles will be replaced with alternative or flex-fuel driven technologies that have been proven to be reliable, cost effective, and beneficial to the environment. The additional cost of the alternative or flex-fuel technology will be paid by the Environmental Management Fund.

The following is a list of Parks Division vehicles and the recommended replacement schedule:

<u>Replacement Year</u>	<u>Description</u>	<u>Age When Replaced</u>	<u>Estimated Cost</u>
FY15/16	2004 Chevy Pickup #46	11 years	\$38,000
FY16/17	2005 Chevy Pickup #45	11 years	\$38,000
FY17/18	2005 Chevy Pickup #47	12 years	\$38,000
FY18/19	2006 Chevy Pickup #48	12 years	\$38,000
FY19/20	2008 Chevy Pickup #49	11 years	\$38,000
FY20/21 or later:	2009 Ford F-450 1-Ton Dump #44 2013 Ford F-550 Aerial Bucket Truck		

The FY15/16 request is for the replacement of one pickup truck that is used for the duties as summarized above. Due to the increased maintenance cost and condition of the vehicle, it is recommended that this vehicle be replaced.

MOTOR POOL/EQUIPMENT: Future Years Project Narratives

Project: Streets – Truck Replacement

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$38,000	\$38,000	\$38,000	\$100,000	\$214,000

Project Purpose, Description and Benefit

An adequate number of reliable vehicles is required in order to deliver services that are necessary and expected by the City's residents. These vehicles are used for a wide variety of street maintenance activities including asphalt pavement patching, sidewalk repair, storm sewer maintenance, and transportation of employees to all work sites. In addition, they are used in winter for snow removal.

From experience, we have found that a more detailed evaluation of City-owned vehicles should occur once they have been in service for a period of approximately 10 years. This evaluation takes into account cumulative maintenance needs and costs associated with recent repairs and those that have occurred over the lifetime of the unit. This evaluation, performed by Fleet Maintenance staff, determines when the vehicle is recommended for replacement. To the extent possible, these vehicles will be replaced with alternative or flex-fuel driven technologies that have been proven to be reliable, cost effective, and beneficial to the environment. The additional cost of the alternative or flex-fuel technology will be paid by the Environmental Management Fund.

The following is a list of Street Division vehicles and the recommended replacement schedule:

<u>Replacement Year</u>	<u>Description</u>	<u>Age When Replaced</u>	<u>Equipment Number</u>	<u>Estimated Cost</u>
FY16/17	2006 Chevy Pickup	10 years	6	\$38,000
FY17/18	2006 Chevy Pickup	11 years	2	\$38,000
FY18/19	2007 Chevy Pickup	11 years	14	\$38,000
FY19/20	2005 Chevy Sign Truck	14 years	25	\$100,000
FY20/21 or later:	2008 Chevy Pickup		3	
	2008 Chevy Pickup		4	
	2011 Chevy Pickup		20	
	2012 Ford Pickup		1	

As much as possible, the City will utilize alternative-fuel technologies to replace Public Works vehicles. Funds to cover the extra cost of utilizing alternative-fuel technology will be paid from the Environmental Management Fund.

Project: Fleet Maintenance – Vehicle Replacement

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$38,000	\$0	\$0	\$0	\$38,000

Project Purpose, Description and Benefit			
<p>The Fleet Maintenance Division has one pickup truck that serves a variety of duties which include picking up vehicle repair parts, responding to emergency breakdown requests, and snow removal of the parking lot at the Public Works Facility.</p> <p>From experience, we have found that a more detailed evaluation of City-owned vehicles should occur once they have been in service for a period of approximately 10 years. This evaluation takes into account cumulative maintenance needs and costs associated with recent repairs and those that have occurred over the lifetime of the unit. This evaluation, performed by Fleet Maintenance staff, determines when the vehicle is recommended for replacement. To the extent possible, these vehicles will be replaced with alternative or flex-fuel driven technologies that have been proven to be reliable, cost effective, and beneficial to the environment. The additional cost of the alternative or flex-fuel technology will be paid by the Environmental Management Fund.</p> <p>The following is the recommended replacement schedule for this vehicle:</p>			
Replacement <u>Year</u>	<u>Description</u>	Age when <u>Replaced</u>	Estimated <u>Cost</u>
FY16/17	2003 Chevy Pickup w/plow #99	13 years	\$38,000

STREETS/SIDEWALKS/SIGNALS: 5-Year Summary Overview

The Streets/Sidewalks/Signals category remains one of the priority financial commitments of the City based on the increasing needs of a growing community. The development of new roadways, expansion of existing roadway infrastructure and enhancement of the City's pedestrian sidewalk system are essential to meet the existing and future needs of Woodstock's residents. In addition, the development of a comprehensive transportation network is essential to support the economic development efforts undertaken by the City. Without sufficient transportation routes to move goods and consumers, existing businesses could choose to relocate out of the community and new businesses may not consider locating in Woodstock.

Nowhere is the impact of the growth of the community more evident than the transportation difficulties related to Woodstock's primary north-south artery – IL Route 47 – which is under the jurisdiction of the Illinois Department of Transportation (IDOT). Therefore, as will be identified in the charts, graphs, and narratives below, a heavy emphasis is placed on coordinating with other local, regional, state and federal organizations to plan and initiate improvements to IL Route 47. The City cannot, however, lose sight of the importance of ensuring that local roads and related infrastructure is maintained and/or enhanced and, as such, the Streets/Sidewalks/Signals Capital Improvement Program attempts to incorporate a balance of infrastructure maintenance and expansion projects. This is especially evidenced in the 5-Year planning period in the amount of funding being identified for the Annual Resurfacing Program.

In the following table and descriptions the acronyms MFT, STP and LAPP are commonly used. MFT refers to Motor Fuel Tax and is a population-based revenue source provided by the State of Illinois. MFT funds are restricted and can be allocated to fund pavement maintenance and resurfacing projects at the discretion of the City. STP refers to the Surface Transportation Program, a transportation funding program authorized through the United States Department of Transportation (USDOT) and the Transportation Equity Act for the 21st Century (TEA-21). The STP provides flexible funding that may be used by States and local units of government for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors. In McHenry County, STP-funded projects are reviewed and authorized through the McHenry County Council of Mayors. Finally, LAPP refers to the Local Agency Pavement Preservation Program which is similar in scope to the STP program but is derived through IDOT from a separate funding source.

In summary, the FY15/16-FY19/20 Streets/Sidewalks/Signals Capital Improvement Program, as proposed, includes fifteen (15) projects totaling \$10,155,600 over the 5-year planning period. The FY15/16 Streets/Sidewalks/Signals Capital Budget Year CIP includes nine (9) proposed projects totaling \$1,434,800 with \$1.1 million, or 76.7%, identified for the **Annual Street Resurfacing Program**. The following section provides a summary narrative of the projects included in the FY15/16 Capital Budget Year and then the remaining FY16/17 through FY19/20 CIP planning period. This is followed by graphic tables and charts identifying proposed funding levels and revenue sources. Finally, detailed project narratives are provided which identify the specific goals and outcomes of each proposed project.

FY15/16 Capital Budget Year Highlights

Projects included in the FY15/16 Capital Budget Year include: the **Bond Payment** for Lake Avenue improvements completed as part of the Wal-Mart project and McConnell Road improvements; **Annual Street Resurfacing Program** (discussed more below); **Route 47 Improvements**; **Safe Routes to School Program**; **Annual Sidewalk Construction and Maintenance**; **Annual Crack Sealing**; **Street Maintenance Evaluation System**; **Traffic Signal Upgrades**; and **Gateway Signs**.

As noted above, the **Annual Street Resurfacing Program** deserves some additional attention. This project can be considered as the most important included within the Streets/Sidewalks/Signals category of the General Fund CIP. The scope of the **Annual Street Resurfacing Program** includes resurfacing, and striping existing municipal streets. While the City receives funding on an annual basis through the Motor Fuel Tax (MFT), this amount is simply not enough to keep pace with the city's resurfacing program needs. In fact, it is estimated that within the 5-year planning period only approximately 35% to 50% of the estimated funding needed will be available.

FY16/17 – FY19/20 CIP Planning Summary

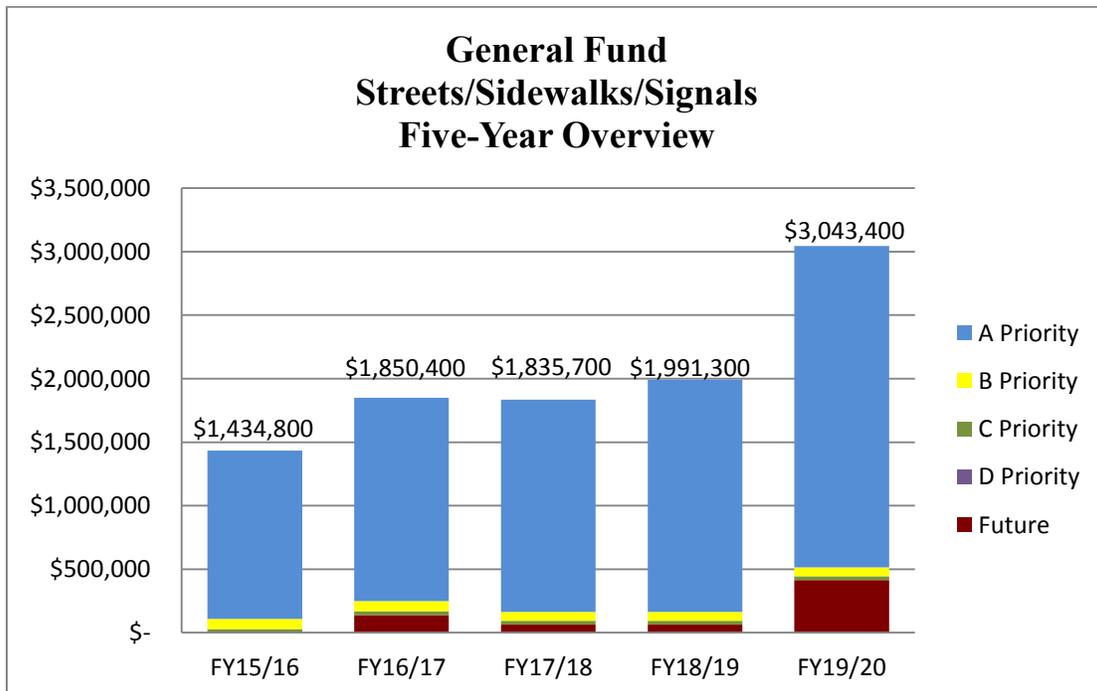
Not only will future projects within the Streets/Sidewalks/Signals category include a continued commitment to projects identified within the FY15/16 Capital Budget Year description – such as the **Bond Payments** for previous improvements, **Annual Street Resurfacing Program**, and **Annual Sidewalk Construction and Maintenance** - but other important roadway projects will also be introduced in an effort to expand the community's transportation network.

Specific to IL Route 47 Improvements, while costs are not anticipated at this time from municipal sources, the scope of work will include an IDOT Phase II study between US Route 14 and Huntley and an IDOT Phase II study between US Route 14 and Charles Road. This project will most likely require a combination of State and Federal funding to complete. On a positive note, the County has significantly escalated the priority placed on IL Route 47 within its 2040 Transportation Plan. This project now ranks in the top five transportation needs for McHenry County. In addition, the City has taken a proactive step by utilizing a professional lobbyist to secure support at the State level.

Other potential projects beyond the 5-year planning period include **Route 14 IDOT Improvements**; **Bike Routes**; **Dean Street Sidewalk**; **Doty Road and Route 14 Improvements**; **Roundabout Intersection Improvements**; and **Zimmerman Road Extension**.

STREETS/SIDEWALKS/SIGNALS: Recommended Projects & 5-Year Summary

	Project	Priority	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
1	Bond Payments	A	\$129,800	\$125,400	\$120,700	\$126,300	\$123,400	\$625,600
2	Annual Street Resurfacing Program	A	\$1,100,000	\$1,200,000	\$1,300,000	\$1,400,000	\$1,500,000	\$6,500,000
3	Route 47 Improvements	A	\$60,000	\$60,000	\$60,000	\$60,000	\$660,000	\$900,000
4	Safe Routes to Schools Grant Program	A	\$35,000	\$215,000	\$190,000	\$240,000	\$245,000	\$925,000
5	Annual Sidewalk Const. & Maint.	B	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000
6	Annual Crack-Sealing Program	B	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000
7	Street Maintenance Evaluation & Ranking System	B	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
8	Traffic Signal Upgrades	B	\$10,000	\$10,000	\$0	\$0	\$0	\$20,000
9	Gateway Signs	C	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000
10	Route 14 IDOT Improvements		\$0	\$25,000	\$0	\$0	\$0	\$25,000
11	Bike Routes		\$0	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000
12	Dean Street Sidewalk – Route 14 to Hercules Road		\$0	\$100,000	\$50,000	\$50,000	\$400,000	\$600,000
13	Doty Road and Route 14 Improvements		\$0	\$0	\$0	\$0	\$0	\$0
14	Roundabout Intersection Improvements		\$0	\$0	\$0	\$0	\$0	\$0
15	Zimmerman Road		\$0	\$0	\$0	\$0	\$0	\$0
Totals			\$1,434,800	\$1,850,400	\$1,835,700	\$1,991,300	\$3,043,400	\$10,155,600
# of Projects			9	12	10	10	10	15



STREETS/SIDEWALKS/SIGNALS: Detailed Project Narratives

Project: Bond Payments

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$129,800	\$125,400	\$120,700	\$126,300	\$123,400	\$625,600

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

In September 2005, the City issued \$1.785 million in Alternate Revenue Bonds to finance two major roadway construction projects. Of this amount, \$850,000 was utilized to complete several roadway improvements to Lake Avenue. This project included the widening of existing lanes; construction of new turn lanes; installation of curb, gutter, and sidewalks; and storm sewer improvements. These improvements were required for the construction of the new Super Wal-Mart store. The repayment of these bonds is funded annually by a transfer from the General Corporate Fund. The estimated sales taxes generated from the Super Wal-Mart store have provided the General Corporate Fund with an adequate revenue stream that will be capable of paying the required debt payments.

In addition, the City issued \$935,000 in Alternate Revenue Bonds to complete a variety of roadway improvements to McConnell Road. This project included the widening of existing lanes; construction of new turn lanes; installation of curb and gutter; and storm sewer improvements as well as the construction of a pedestrian path. These improvements have been funded in combination through past developer contributions from the Maples (\$360,000), specifically dedicated for these improvements, with the General Corporate – CIP revenues providing for the remaining debt service payment. The repayment of these bonds are funded through an operating transfer from the General Corporate – CIP Fund.

In FY14/15, the outstanding 2005 Alternate Revenue Bonds were refunded through the issuance of 2014 Alternate Revenue Refunding Bonds; these bonds will reach final maturity in 2025.

Project: Annual Street Resurfacing Program

Priority Ranking: A

Funding Request:

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$1,100,000	\$1,200,000	\$1,300,000	\$1,400,000	\$1,500,000	\$6,500,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit
<p>The Annual Street Resurfacing Program is one of the most important projects the City undertakes each year to continue to provide a quality street system for the City’s residents. The provision of an adequate system of roadways is a basic function of municipalities; it directly impacts the livability and economic development of the community. It is imperative that the City continue to fund these programs which revitalize neighborhoods, help to restore pride of ownership, and promote a vision of prosperity. Equally important is that our residents expect the City to be able to provide adequate funding for the necessary maintenance and repair of the street in front of their home and the streets that they travel every day.</p> <p>The Motor Fuel Tax (MFT) Fund’s budget provides a significant portion of the funds utilized to resurface and stripe neighborhood streets. Historically, the two greatest expenditures in the Motor Fuel Tax Fund’s budget have been the purchase of salt for snow and ice control, and the annual street resurfacing program. Bid prices for salt used on City streets to combat snow and ice have skyrocketed this year and blacktop/asphalt costs associated with street resurfacing have steadily increased over the years. As a result, there are fewer funds available for other MFT programs, and at the same time, street maintenance needs and costs continue to increase.</p> <p>Currently, the City has approximately 125 centerline miles of streets that are the responsibility of the City for repair and maintenance. As a general rule, an asphalt street will last between 16 to 20 years (average life is 18 years) from the time of construction before resurfacing is needed. That 18-year average life expectancy is not just a planning number, it is based on the realization that most pavements will fail to the degree that residents will expect significant maintenance by the City. When maintenance is delayed beyond that typical 18-year period, the cost per foot increases substantially due to the amount of funds that would need to be invested to repair failures.</p> <p>To achieve even a minimal amount of street maintenance work that is expected by our residents, the City should be completing reconstruction and maintenance of all streets at least once every 20 years. That would average approximately six to seven centerline miles per year or triple what is currently completed on an annual basis. To achieve that goal, the City needs to invest approximately \$2.4 million annually for street maintenance and resurfacing. The City Administration continues to receive requests from residents who expect that their street be improved based on poor pavement conditions. Those expectations are valid but cannot be met under the current revenues provided exclusively from Motor Fuel Tax funds. A different funding source (other than MFT funds) must be identified to avoid severe problems in the future.</p>

If not, the condition of the City's pavements will continue to decline (to the point of failure) to a level that will be unacceptable to residents.

Information provided within the Five-Year CIP is intended to define needed improvements and does not designate revenue to accomplish these identified improvements. Allocation of funds and budgeting is intended to be a separate process; however, due to the scope of the costs required for a proper street maintenance program, revenue must be discussed at the same time. Currently, the City can commit an average of \$350,000 to \$400,000 of annual Motor Fuel Tax funds for street resurfacing. That leaves a revenue shortfall of approximately \$2 million annually that would need to be provided from General Fund revenue sources to achieve the necessary goal of maintaining an average of 7 miles of streets per year.

Project: Route 47 Improvements

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$60,000	\$60,000	\$60,000	\$60,000	\$660,000	\$900,000

Estimated Start Date: May, 2014

Estimated Completion Date: April, 2019

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

The City Council has identified transportation as a priority for the community with an emphasis directed toward the improvement of Illinois Route 47 through Woodstock. While this roadway is under the control and jurisdiction of the Illinois Department of Transportation (IDOT), the City realizes that intergovernmental cooperation and support from the local community, County, State, and Federal Agencies is necessary to plan and implement both regional and local improvements to this highway.

Background

The Five Year plan for roadway improvements along Illinois Route 47 has been established through planning and goal setting sessions with the City Council and the Woodstock Transportation Commission. A document was presented to the City Council in January 2006 which was developed to help explain the City's goals and objectives to County, State, and Federal elected officials and various planning agencies who will be responsible for the long-term planning of the State highway. This presentation booklet helped to provide an illustrative explanation of the City's intent and a written record which could be used as reference material by all decision makers. The concept of this approach was for the City to prepare an overall master plan for necessary improvements to this portion of Illinois Route 47. If any of the projects are then to move forward, the City could assume the responsibility for planning, design, and right-of-way acquisition.

Following the master plan guidelines that the City has established for the overall Route 47 corridor improvement plans, the City's consulting engineers, Hampton, Lenzini & Renwick (HLR) were contracted to prepare a Phase I report (first step in planning process required for

federal funded roadway projects) for the widening and improvement of Illinois Route 47 from McConnell Road to Country Club. These project limits were identified with the STP application approved by the McHenry County Council of Mayors which was then coordinated with the IDOT Programming section.

In May 2008, the City learned that the Federal Highway Administration and IDOT were not willing to accept the project limits (McConnell Road to County Club Road) as proposed by the City and required the limits of the Phase I study be expanded to include Route 47 from Rt. 14 to Rt. 120. Therefore, based on the recent requirement to expand the study limits, the City could not proceed with the current project without losing the \$1 million of STP funds that had been earmarked to pay a portion of the construction cost.

IDOT initiated the process of preparing a Phase I study for Route 47 from U.S. Route 14 north to Charles Road. IDOT's Phase I study is the mandated first step in the planning process for any highway improvement utilizing State or Federal funds for construction. Through this process, the State will establish the general roadway improvement goals for the entire length of the study area, establish geometric standards, and establish specific intersection and signalization improvements. The State will also identify environmental conditions and impacts, and identify right-of-way and easement needs based on projected 2030 travel demands.

In October 2013, it was learned that IDOT's 2014 Annual Highway Improvement Program included \$1,000,000 for Phase II (design) Engineering on IL Route 47 from Charles Road to U.S. Route 14. The project has been split into two segments with one project focusing on Route 47 from U.S. Route 14 to a point north of IL Route 120 and the other continuing from north of IL Route 120 to Charles Road. Consultant firms were selected by IDOT's Consultant Selection Committee in October, 2013 and in accordance with the advertisement, firms have 24 months to complete each project. The advertisement further states that there will be a 10-foot shared path on the east side of Route 47 and a 5-foot sidewalk on the west side. While funds for construction work at the State level are expected to remain tight, the necessary planning effort to get to the construction stage has been initiated and it represents a very critical accomplishment. Preliminary estimates for land acquisition and construction of improvements on Route 47 from U.S. Route 14 to Charles Road is \$220 million.

The City will continue its outreach efforts and is working on the development of a promotional piece that can be sent to the States decision makers. In the meantime, City staff has met with representatives from Senator Durbin's Office, Congressman Hultgren, Union Pacific (UP), and McHenry County. Most recently, McHenry County DOT released their 2040 Long Range Transportation Plan. At the beginning of the process, a survey was initiated and three transportation projects with local impact topped the list of projects that should be a top priority in McHenry County. One of those projects was IL Route 47 improvements from U.S. Route 14 to Charles Road and another was IL Route 47 from Reed Road in Huntley to U. S. Route 14. This type of publicity will only serve to garner more support and recognition of civic leaders and elected officials.

While capacity improvements to Illinois Route 47 in Woodstock remain a high priority for

the community, the scope and size of these improvements are substantially beyond Woodstock’s ability to fund as local improvements. From a financial view, the City must wait on IDOT to obtain federal and state funding. Construction costs are tentatively projected in FY19/20 to cover a portion of the cost of the signalization improvements, streetlights, multi-use path, sidewalk, and services related to construction layouts and engineering inspections.

Project: Safe Routes to Schools Grant Program

Priority Ranking: A

Funding Request:

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$35,000	\$215,000	\$190,000	\$240,000	\$245,000	\$925,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

The City has recently learned that its third grant project under the federally-funded Safe Routes to Schools program has been approved. Through this grant program, 80% of construction and construction engineering costs are funded through the federal government with the remaining 20% paid by the City. Projects are limited to a maximum of \$200,000 and the City will have to bear the cost of design engineering. This funded project will need to move forward and the City plans to remain vigilant in submitting applications in future grant cycles. The following is an anticipated plan for consideration of SRTS grant funding cycles during this planning period and beyond:

FY15/16 – Funds are requested to pay for design engineering (100% City cost) for the project already approved for construction under the 2014 application cycle. Project involves new sidewalk on Tappan, Meadow, Summit, Clay, Walnut, Wicker, and Farm Trail. Sidewalk to be constructed will serve to fill gaps where there is sidewalk on either side of the proposed construction.

FY16/17 - Funds are requested to pay for construction and construction engineering for new sidewalk designed in FY15/16 under the 2014 application cycle with 80% of that cost reimbursible through the grant. In addition, funding is requested to pay for design engineering for new sidewalk on the east side of Dean Street from Ridgewood to Kimball.

FY17/18 - Funds to pay for the construction of both new and replacement sidewalk and construction engineering on the east side of Dean Street from Ridgewood to Kimball. In addition, funding is requested to pay for the design engineering for new sidewalk on Kimball Avenue from Lake Avenue to Dean Street.

FY18/19 - Funds to pay for the construction of both new and replacement sidewalk and construction engineering on Kimball Avenue from Lake Avenue to Dean Street. In addition, design engineering involving new sidewalk along Tappan Street from Meadow

to Greenwood.

FY19/20 - Funds to pay for construction and construction engineering for new sidewalk along Tappan from Meadow to Greenwood. In addition, design engineering involving new sidewalk on Greenwood from Tappan to Wicker (100% City cost - est. \$45,000)

Beyond FY19/20:

- Funds to pay for construction and construction engineering for new sidewalk on Greenwood from Tappan to Seminary.
- Funds to pay for design engineering, construction, and construction engineering for new sidewalk along Tappan Street from Bagley north to Willow.
- Purchase of necessary ROW for the construction of sidewalk or recreational path along Dean Street from Rt. 14 to Hercules Road.
- New sidewalk on Dean Street from Prairie Ridge Drive to U.S. Rt. 14 and pedestrian crossing at U.S. Route 14.

SRTS is a reimbursable grant program so the City will need to front the cost of construction engineering services then submit for reimbursement through IDOT. Once IDOT has approved the design, construction costs up to 80% of the total will be paid directly through IDOT.

Project: Annual Sidewalk Construction and Maintenance

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

A goal in Woodstock's Vision 2020 plan is to provide safe and convenient sidewalks for pedestrians. This includes sidewalks for children to walk to/from schools, and access to parks and recreation facilities. In addition, it includes sidewalks so pedestrians can get safely to/from the downtown and their neighborhoods, for access to shopping without driving, for recreation, to enjoy a leisurely stroll, and much more. The City has completed several programs in the past to properly maintain sidewalks such as the "Safe Routes to Schools" sidewalk construction, maintenance of sidewalks in the downtown TIF district, annual replacement of hazardous sidewalk, and past programs for sidewalk cost sharing with residents. These efforts and the related funding should be continued and increased, if financially possible.

The Woodstock Transportation Commission recently discussed the condition of sidewalks in Woodstock and is in the process of further detailing specific needs and priorities. Based upon amounts that have been appropriated in years past, and based upon

the amount of work that can be completed because of northern Illinois seasonal climate, Public Works recommends that funds be appropriated annually based on the following general priorities:

1. Repair and/or removal of hazardous sidewalk where a pedestrian accident has been reported to the City or where a hazardous sidewalk condition has been reported;
2. Elimination of handicapped-access barriers and construction of ADA-compliant sidewalk at intersections on all streets that have been included for resurfacing and maintenance;
3. Elimination of handicapped-access barriers and construction of ADA-compliant access routes at all designated handicapped parking spaces within a public parking lot or within a public right-of-way;
4. Repair and/or removal of hazardous sidewalk within three blocks of a school or along a designated school walking route;
5. Repair and/or removal of hazardous sidewalk within three blocks of a park or recreational facility;
6. Repair and/or removal of hazardous sidewalk at any other location;
7. Construction of new public sidewalk to fill in missing gaps within three blocks of a school or along a designated school walking route;
8. Construction of new public sidewalk to fill in missing gaps within three blocks of a park or recreational facility; and
9. Construction of new public sidewalk to fill in missing gaps based on recommendations from the Woodstock Transportation Commission regarding priority locations.

Techniques used to remove hazards may include but not be limited to: physical removal & replacement, saw cutting, and/or mud jacking.

Project: Annual Crack Sealing Program

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

As described in the CIP request for the annual street resurfacing program, the City should invest more funds not only for resurfacing of streets, but also for preventive maintenance. In addition to the streets that need resurfacing, the City should fund an annual crack sealing program which has proven to be effective in extending the life of pavements.

In order to be effective, a crack sealing program should be funded annually and needs to

be limited only to streets that do not include any substantial areas of pavement failure. By completing crack sealing, the amount of water that can enter a pavement subgrade is reduced, which in turn slows down pavement failure and the need for complete resurfacing. To be effective, streets selected for crack sealing may appear to the public to be in reasonably good condition, but the preventative maintenance provided with a regular crack sealing program is financially beneficial.

It is expected that some, or all, of the crack sealing costs can be funded from the Motor Fuel Tax Fund's budget.

Project: Street Maintenance Evaluation System

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

The City has been able to increase funding for street maintenance and resurfacing improvements over the past few years. This increase in funding shows the commitment made by the City Council to the proper maintenance of the street infrastructure and also their commitment to residents for the provision of proper maintenance of streets in all neighborhoods in Woodstock.

As shown with other CIP submittals for the current five-year planning period, that level of funding is anticipated to continue beyond the amount needed to simply respond to immediate and urgent needs each year. It is now the City's responsibility to implement best management practices to better ensure that the roadway funds are spent in the best manner possible and that the annual programs are based on a managed system that fairly sets priorities and objectives each year.

Funds were requested in FY14/15 to have one of the City's designated consulting firms assist with the preparation of a formal pavement management and evaluation program. Once the program is place, it will then be necessary to keep the database up to date regarding work completed and changes in street conditions annually.

Project: Traffic Signal Upgrades

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$10,000	\$10,000	\$0	\$0	\$0	\$20,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2017

Annual Operating Costs: N/A

Project Purpose, Description and Benefit
The Illinois Department of Transportation has already upgraded those traffic signals along IL Rt. 47 and IL Rt. 120 to LED and battery backup systems to allow operation during short-term power outages. In addition to those traffic signals which are owned and maintained by IDOT, the traffic signals at Kilkenny and Lake, and Lake @ Menard's/Kohl's entrance are both maintained by the City. Similar signal upgrades are proposed for these two facilities in FY15/16 and in FY16/17, and that work would be at 100% City cost. Currently, these traffic signals go dark during power outages leaving the intersections uncontrolled.

Project: Gateway Signs

Priority Ranking: C

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit
On September 3, 2013 the City Council authorized execution of an incentive agreement with the Woodstock Harley-Davidson dealership. As part of the incentive agreement, Woodstock Harley-Davidson will provide the City with up to \$5,000 in funding to construct a "Welcome to Woodstock" sign on their property along the Route 47 northbound gateway to the City. In addition, the property for the sign will be donated and conveyed to the City to allow for future maintenance.
The proposed sign utilizes a stone foundation for the base combined with incorporating a similar iron lattice as used at the entranceways to the Park in the Square at the top of the sign featuring the City's logo. Funding for this project has been proposed in FY15/16 and includes the site preparation, sign construction, installation of electricity to the site, and landscaping.
Funding proposed for future years would allow the City to construct Gateway signs and landscaping at the intersections of Route 14/Dean Street (FY16/17), Route 47/Lake Avenue (FY17/18), Route 47/Calhoun Street (FY18/19), and Route 47/Route 120 (FY19/20).

STREETS/SIDEWALKS/SIGNALS: Future Years Project Narratives

Project: **Route 14 IDOT Improvements**

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$25,000	\$0	\$0	\$0	\$25,000

Project Purpose, Description and Benefit

On September 12, 2014 the Illinois Department of Transportation (IDOT) awarded a contract to Plote Construction, Inc. in the amount of \$25,281,880 for the re-construction and widening of U.S. Route 14 from W. Lake Shore Drive to Lucas Road.

The City Council approved a Joint Agreement with IDOT on August 5, 2014 which outlined the costs the City will bear to make upgrades to the traffic signals at Doty Road and at W. Lake Shore Drive, make upgrades to the emergency vehicle pre-emption signals, install a new traffic signal at Lake Shore Drive, and for construction layout and engineering services. The Joint Agreement required the City to pay the State a lump sum amount equal to 80% of its obligation upon award of the contract, which was estimated to be \$89,194. The remaining 20% is due to the State upon completion of the project and is based on the final cost of construction, which is currently estimated to be \$22,299.

The estimated completion date for the entire project is November 2016, so the remaining 20% would be due to the State in FY16/17.

Project: **Bike Routes**

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000

Project Purpose, Description and Benefit

Woodstock's Transportation Commission presented the City Council with its first Master Bicycle Plan in December 2009, and it was accepted and approved as a planning document for future implementation.

In the Implementation section of the Master Bicycle Plan it states that the City should make every effort to install and provide for the installation of bicycle facilities as part of other, scheduled infrastructure improvements. "Maintaining the current level of bikeway activity and programs will not fulfill the visions and goals that the Woodstock community has for completing a bicycle network."

As a result of the slow housing market, there is little hope that new bicycle paths will be created anytime soon by the private sector. Results from the review of the plan may include a recommendation to reorganize existing roadways to include bike lanes. This work could be coordinated with volunteer groups. Low-cost options such as pavement markings and signs provide the community with the best opportunity for a basic, inexpensive bicycle network in the short term.

Funds are requested beginning in FY16/17 to put into place those recommendations of the Transportation Commission that are economically feasible, provide the greatest benefit to the community at large, realistic, and supported by the City Administration. If approved, these funds could also be used in conjunction with another program, (e.g. Resurfacing) to stripe or pave a bicycle path if an opportunity exists.

Project: Dean Street Sidewalk – Rt. 14 to Hercules

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$100,000	\$50,000	\$50,000	\$400,000	\$600,000

Project Purpose, Description and Benefit

Woodstock Community Unit School District 200 provides bus transportation to most students living north of Route 14 who attend one of the schools located in the Apple Creek subdivision. However, some students elect to walk or ride a bicycle to/from school. Dean Street between Hercules Road and US Route 14 is a non-curbed street with higher travel speeds than most City streets, and the City has been asked by a number of parents to construct sidewalks to/from the school.

Currently, a portion of this roadway is outside of the City limits and not under the City’s jurisdiction. A joint agreement would have to be prepared with the City and the township to complete improvements along this portion of Dean Street. In addition, this segment of Dean Street allows public roadway use by ‘prescription’, and the right-of-way has not been dedicated. As a result, the City would have to obtain dedicated right-of-way and/or new easements specifically allowing public access and a pedestrian sidewalk prior to construction.

The proposed improvement would include sidewalk only along one side of Dean Street and would also have to include ditch excavation, right-of-way grading, and culvert pipes to accommodate drainage within the right-of-way. **The funds requested do not include any pedestrian crossing improvements across US Route 14.**

If funded, the project could include negotiation of an intergovernmental agreement with the township in FY15/16, design engineering and acquiring easements and/or right-of-way in FY16/17, obtaining IEPA and Army Corp permits for wetland impacts in FY17/18 and FY18/19, and then construction in FY19/20.

Project: Doty Road and Rt. 14 Improvements

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$0	\$0	\$0	\$0	\$0

Project Purpose, Description and Benefit

The extension of Doty Road and any related improvements required by IDOT to US Route 14 are the responsibility of the Merryman Aggregates development. Once the IDS has been completed and approved by IDOT, the property owner can then prepare final design plans, apply for an IDOT permit, and then construct the improvements. The City will be involved with the review of the design elements and will assist in the permitting process, but it is

anticipated that the cost of this improvement will ultimately be paid by the property owner.

The City has received draft copies of the proposed IDOT improvements at this intersection and there is no fourth leg to the north of this intersection in the current plan. At this time there is no immediate development of any of the properties to be accessed via the Doty Road extension and the City cannot obtain IDOT approval for the roadway improvements without firm commitment of the associated developments. As a result, no roadway improvements are projected during the next five-year planning period.

Project: Roundabout Intersection Improvements

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$0	\$0	\$0	\$0	\$0

Project Purpose, Description and Benefit

The Tax Increment Financing portion of this Five-Year CIP includes a recommendation to construct a roundabout intersection at Madison/Lake/South Street. When properly located and designed, roundabouts can improve traffic flow, reduce accidents, reduce delay time for motorists, and improve air quality. There are other locations outside of the TIF District that could be improved with the construction of a roundabout to replace existing stop-controlled intersections. However, any future projects should not be initiated until the first roundabout intersection has been completed, and the City has the opportunity to consider public feedback and the success of that project.

Following the completion of the aforementioned intersection improvement, the City should evaluate the following locations for possible roundabout intersection improvements:

- Ware Road and Raffel Road;
- Country Club Road and Bull Valley Drive;
- Greenwood Avenue and Route 47; and
- Greenwood Avenue and Wicker Street.

Project: Zimmerman Road

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$0	\$0	\$0	\$0	\$0

Project Purpose, Description and Benefit

Under the City's planning documents, Zimmerman Road which runs north and south between Country Club Road and McConnell Road is projected to go north past Country Club Road to Route 120. However, that future roadway project will be constructed by private developers. The existing road pavement has very narrow traffic lanes. Stormwater drainage lacks positive control, flowing across the roadway in areas where the existing ditch line is narrow. Many drivers use Zimmerman Road to bypass traffic congestion on Route 47, and that traffic volume would certainly increase with the future connection north to Route 120.

This street does not currently meet the City's standards for road construction. When improved, this road would be widened to a three-lane section, have curb and gutter, sidewalks, and storm sewers. It is anticipated that some additional right-of-way would be required.

The timing of this project is contingent upon development and contributions from the private sector, and at this time, no private development related to Zimmerman Road improvement is anticipated within the next five-year planning period.

STORMWATER MANAGEMENT: 5-Year Summary Overview

The City maintains over 83 miles of storm sewers and 2,187 storm sewer inlets, with the majority of this infrastructure now more than 50-years old. Routine maintenance is necessary on an annual basis to address necessary repairs and areas that will require replacement. In addition to the annual maintenance, the City does receive requests from residents each year to improve drainage in the public right of way. This may include locations where water stands in the right of way for an extended period of time, areas of inadequate drainage that results in runoff flowing from the public right of way to private property, or locations where a storm sewer needs to be extended to allow the property owner to correct drainage problems on their property. These are essential services that the City is expected to provide as part of our ongoing responsibility to ensure reasonable drainage of the public right of way.

The City is responsible for ensuring that existing public stormwater management infrastructure is properly maintained. The City consistently receives requests from individual residents, or small groups of residents, to undertake projects which will relieve their properties of stormwater management concerns. Unfortunately, as identified subsequent to the August 2007 flood event, the cause of many of these problems relates to the topography of individual parcels or adjacent parcels and/or private-property improvements which have resulted in increased stormwater detention onto their respective private properties. As such, the primary focus for the Stormwater Management – CIP must remain the implementation of public projects which benefit larger areas of the community and not individual properties.

In summary, the FY15/16-FY19/20 Stormwater Management Capital Improvement Program, as proposed, includes eight (8) projects totaling \$2,730,000 over the 5-year planning period. The FY15/16 Stormwater Management Capital Budget Year - CIP includes six (6) proposed projects totaling \$385,000. The following section provides a summary narrative of the projects included in the FY15/16 Capital Budget Year and then the remaining FY16/17 through FY19/20 CIP planning period. This is followed by graphic tables and charts identifying proposed funding levels. Finally, detailed project narratives are provided which identify the specific goals and outcomes of each proposed project.

FY15/16 Capital Budget Year Highlights

As previously stated, six (6) projects are proposed for funding consideration in FY15/16. The first, **I/I and Flood Reduction Improvements**, relates to undertaking stormwater improvements in response to the past flooding of homes and buildings. While other projects within the Stormwater Management category are important to individual residents and/or are beneficial for the overall operation of the total stormwater system, this project provides for the immediate and direct reduction of stormwater flooding. In FY15/16 this project will include the construction of additional storm sewer inlets at sags along various streets, at low intersections, and in the parkway behind the curb near existing curb or ditch inlets.

The remaining projects proposed for FY15/16 include **Storm Sewer Improvements, Storm Sewer System Compliance (MS4), Stormwater Management Programs, Ditch Drainage Improvements and Detention and Retention Basin Maintenance.**

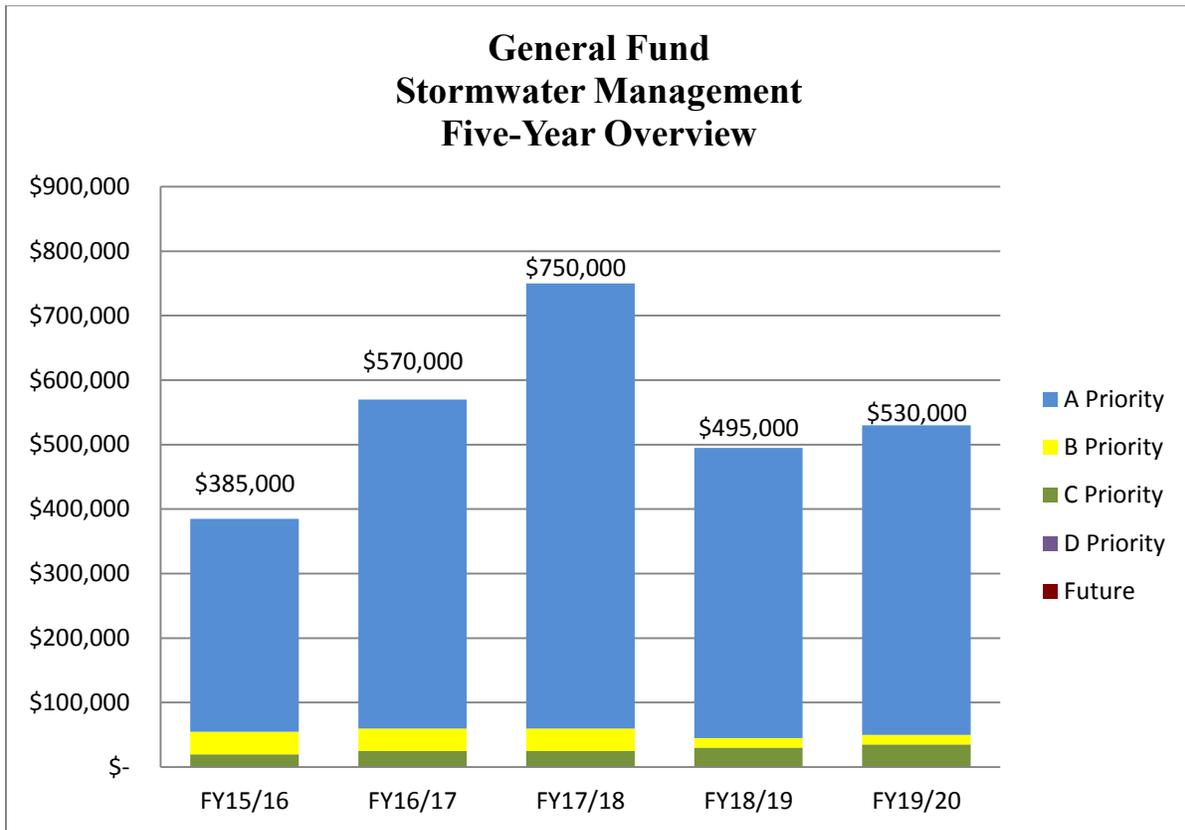
FY16/17 – FY19/20 CIP Summary

In addition to continuing and/or completing the projects identified above, the remaining projects included in the Stormwater Management Fund are, for the most part, to address various neighborhood or more regional stormwater management issues throughout the community.

As identified in the FY15/16 summary, the I&I Flood Reduction Improvements project remains a high priority throughout the 5-year planning period. Future phases of this project include storm sewer improvements to the Walnut/Ash area, Zimmerman Road, Julie Street, and Lawrence Avenue.

STORMWATER MANAGEMENT: Recommended Projects & 5-Year Summary

	Project	Priority	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
1	Storm Sewer Improvements	A	\$225,000	\$255,000	\$435,000	\$390,000	\$400,000	\$1,705,000
2	Detention and Retention Basin Maintenance	A	\$75,000	\$225,000	\$225,000	\$30,000	\$50,000	\$605,000
3	I & I Flood Reduction Improvements	A	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000
4	Stormwater Management Programs	B	\$35,000	\$35,000	\$35,000	\$15,000	\$15,000	\$135,000
5	MS4 Storm System Compliance	C	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
6	Ditch Drainage Improvements	C	\$10,000	\$15,000	\$15,000	\$20,000	\$25,000	\$85,000
7	Street and Public ROW Stormwater Imp.		\$0	\$0	\$0	\$0	\$0	\$0
8	Private-Property Stormwater Improvements		\$0	\$0	\$0	\$0	\$0	\$0
Totals			\$385,000	\$570,000	\$750,000	\$495,000	\$530,000	\$2,730,000
# of Projects			6	6	6	6	6	8



STORMWATER MANAGEMENT: Detailed Project Narratives

Project: Storm Sewer Improvements

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$225,000	\$255,000	\$435,000	\$390,000	\$400,000	\$1,705,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$500

Project Purpose, Description and Benefit

The Department of Public Works is responsible for the maintenance and repair of 83 miles of storm sewers and 2,187 storm sewer inlets. The majority of this infrastructure is now more than 50-years old, and some annual maintenance (i.e. repair & replacement) is necessary. Public Works employees complete as much work as possible each year in-house, but the City does not have adequate manpower to complete all repairs using our employees without having to cancel other essential services provided to our residents. As a result, some capital costs are expected annually for the repair or replacement of storm sewers, storm inlets, and storm sewer manholes that have structurally failed or are no longer adequate to convey the needed volume of stormwater runoff.

In addition to the annual maintenance, the City does receive requests from residents each year to improve drainage in the public right of way. This may include locations where water stands in the right of way for an extended period of time, areas of inadequate drainage that results in runoff flowing from the public right of way to private property, or locations where a storm sewer needs to be extended to allow the property owner to then correct drainage problems on their property. These are essential services that the City is expected to provide as part of our ongoing responsibility to provide reasonable drainage of the public right-of-way.

The City has learned that during and after periods of heavy rainfall, stormwater does not flow away from neighboring properties because the drainage systems need to be repaired and/ or improved. The projects are described below in order of priority:

FY15/16: For the last several years, stormwater has flowed over Zimmerman Road and flooded the intersection of Rt. 47 and McConnell Road during moderate rainfall events. Stormwater backs up in the downstream storm sewer due to misaligned storm sewer pipes and tree roots growing into partially separated pipes. Funds were approved in FY14/15 to complete a field inspection of the existing storm sewer and site conditions and for the preparation of detailed engineering plans and specifications for needed repairs and/or replacement of the existing sewer line. It is anticipated that construction of these improvements will begin in FY15/16. Construction will likely be spread over 2 construction seasons.

FY16/17: Funds are requested to complete any remaining work on the Zimmerman Road to Dufield pond storm sewer construction. In addition, funds are requested to pay for the planning of the relocation of a storm sewer that runs thru several rear yards from Dean Street to Jefferson Street (just north of Lawrence Avenue). The City first knew about this failure in 2013 when it resulted in several flooded rear yards and backups near garages and houses. Because the exact location of the sewer was unknown, several wood frame structures and decks have been built over it. It is anticipated that a new storm sewer will be constructed in the Lawrence Avenue right-of-way so that it can be easily accessed for cleaning and maintenance. The old storm sewer would be abandoned in place once the new line was installed.

FY17/18: Funds are requested to construct the new storm sewer on Lawrence Avenue in this planning year. In addition, a study will be initiated culminating in the development of detailed plans and specifications for the replacement of a 21" storm sewer in the 1900 block of Julie Street that has failed resulting in drainage problems within the right-of-way and on private property. After the major rainfall event that occurred in 2007, the City, in response to reports of major flooding on public and private property in and around the intersection of Walnut Drive and Ash Avenue hired Hampton, Lenzinin & Renwick, Inc. to prepare engineering plans to resolve the flooding issues at this location. HLR conducted the field work and prepared "pre-final" plans to address the flooding concerns. Due to budgetary constraints, the project was put on hold and the plans were never finalized. Funds are also requested in FY17/18 to review the Walnut/ Ash documents in order make them current and prepare them for bidding.

FY18/19: Funds requested in this planning year will cover the construction activity required for the repair of the Julie Street storm sewer and to begin construction of the Walnut/ Ash storm sewer improvements. Also in FY18/19, funds will be used to replace and upsize a 6" storm sewer that runs across private property near the rear of the Public Library to Lincoln Avenue. This storm sewer is very old and is filled with tree roots. It cannot drain large volumes of stormwater during heavy rainfall events, resulting in rear yard flooding that has threatened structures. This project is expected to be completed by City staff for both engineering and construction.

FY19/20: The Walnut/ Ash storm sewer project carries a significant cost for construction (2009 estimate was \$892,000). As a result it is expected to be phased in to meet current and future funding requirements. Significant drainage improvements will not be realized until all of the improvements have been installed. This project can be completed in a three-year construction period and \$300,000 will be requested each year thru FY21/22.

Project: Detention and Retention Basin Maintenance

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$75,000	\$225,000	\$225,000	\$30,000	\$50,000	\$605,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit
<p>A vital component of the stormwater management system within any City is the strategic placement and use of retention and detention basins. Without them, large volumes of stormwater generated after heavy rainfall events would flow downstream, uncontrolled, causing streams and storm sewers to overtop and/or surcharge thereby negatively impacting properties. Retention and detention basins differ in that retention basins hold stormwater for long periods of time and have no pipe outlet while detention basins have an outlet and release water thru a controlled outlet.</p> <p>As a result of a 2010 inventory completed by the Department of Public Works, it was determined that there are approximately 102 privately-owned and maintained detention and retention basins in the City, and there are 9 basins that are owned and maintained by the City. Privately-owned basins are expected to be maintained by the property owner or a Homeowners Association. The following is a list of the nine retention/detention basins that are the responsibility of the City to maintain:</p> <ul style="list-style-type: none">- Bates Park- First Street- Kimball Avenue/Bunker- Lake Avenue & Cobblestone Way- Library- Mary Ann Street- Merryman Fields Park- Pond #3 (Edgewood)- Raintree Park <p>Every component of the stormwater management system must be maintained on a regular basis if they are expected to function properly when needed. The 2010 inventory is a collection of the design data and drawings for every public and private basin put into one document for ease of access. Each specific “part” of the retention or detention basin which may need maintenance is clearly indicated in the document. The exact type of maintenance will vary but typically will include erosion maintenance, removal of accumulated silt and sediment, repairs to inlet pipes, minor re-grading and shaping, repairs to outlet pipes, spillways, restrictor pipes or grates. It has been determined that the following maintenance on these basins needs to be completed in this order:</p> <p>FY15/16: Over time the inlet to the Raintree Retention basin has silted in and grass and invasive species have begun to grow wildly in the area that remains wet. This situation is</p>

decreasing the capacity of the basin and it needs to be cleaned out. Funds are requested to remove this material utilizing contracted services with costs included for trucking and disposal of material.

FY16/17 & 17/18: The ponds surrounding Merryman Fields Park need to be dredged and a control outlet pipe needs to be reinstalled to allow these basins to function as designed. They have silted in during the past several years and valuable stormwater storage capacity has been lost.

FY 18/19: The permeable paver surface on the overflow parking lot for the Library has experienced some minor settlement since it was constructed. It appears to be caused by settlement of the underlying stone material around the underdrains. The City would like to televise the underdrain and see if any joint displacement may be causing the surface settlement. Funds are requested for the televising and possible repairs.

FY 19/20: \$50,000 is being requested to complete routine maintenance on any one of the nine basins owned by the City. Some of these basins have never had any routine maintenance completed during their entire service life.

Project: I & I Flood Reduction Improvements

Priority Ranking: A

Funding Request:

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

In 2009, the City completed a Sanitary Sewer System Evaluation Study (SSES) that investigated the impact of infiltration and inflow on a major portion of the City's sanitary sewer system. Since that study evaluated the impact of surface water and groundwater on the sanitary sewers, it did include an assessment or recommendation pertaining to storm sewers. This "I/I and Flood Reduction Improvement" CIP request has been created as a means to specifically identify and prioritize proposed stormwater improvements that are in response to the past flooding of homes and buildings, minor flooding of streets, and short periods of storm sewer backups, but does not address standing water in yards. Recommended improvements include the installation of additional storm sewer inlets, ditch and culvert improvements, construction of drainage swales, pipe and inlet cleaning, and the replacement of some existing inlets.

Project: Stormwater Management Program

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$35,000	\$35,000	\$35,000	\$15,000	\$15,000	\$135,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

In order to provide a reliable, well-functioning stormwater management system, it is necessary to provide continued maintenance and management of it, as well as provide occasional improvements that add to its effectiveness. Proper maintenance and management of the system will ensure that it will effectively reduce flooding damage during intense storm events. Management and design policies have to continually be reviewed and updated and infrastructure improvements made as a result of what is learned during and after various rainfall events.

It is not uncommon for the City to receive requests from residents asking the City to provide maintenance and repairs to existing detention and retention basins, drainage swales, and drainage structures located within subdivisions. Due to an inventory conducted by the City in 2010, 9 City-owned basins and 102 privately-owned basins have been identified within the City limits. Oftentimes, the privately-owned basins are not maintained because the owners are not aware of their maintenance responsibilities, as such, they don't know what should be maintained or how often it should be maintained.

With improper maintenance or no maintenance at all, these basins fail prematurely and cause flooding to downstream properties. Failure is typically caused by an accumulation of debris in the inlet and outlet piping, broken or damaged restrictor piping, erosion and undermining around the outlet control structure, and lack of debris removal in the bottom of the basin causing standing water, mosquito breeding, and plugged outlet piping. Private property owners and /or Homeowners Associations (HOA) who are responsible for maintaining these facilities must be made aware of their maintenance duties and responsibilities. They must also have a basic understanding of how the basin was intended to function so that they can question if it appears to be functioning improperly. Unless this education process is initiated immediately and residents are required to provide the necessary maintenance, the City could continue to experience major flooding during significant rain events.

The purpose of this program is to 1) inspect each privately-owned basin, 2) create an inventory of site specific concerns and maintenance duties, and 3) contact the individual owners and/or Homeowners Association and inform them of their maintenance responsibilities. Once they understand their duties and responsibilities, the City would then conduct an annual inspection to verify that the required maintenance work has been completed.

Once the site specific maintenance inventory has been completed for each privately-owned basin, the City Council will be asked to provide direction as to how much maintenance responsibility should be placed on the owners of the “private” basins, what is expected from a homeowners association that is responsible for maintaining “common” drainage areas within a subdivision, and what penalties should be recommended for not completing annual maintenance work. The Council may consider forming Special Service Areas (SSA) to finance the cost of maintaining basins that are not being maintained by their owner. In addition, the Council will be asked to provide direction if the City would like to consider funding the operation, maintenance, and improvements of a stormwater utility with revenue generated from user fees.

The following is a brief outline of how the program is expected to be completed as well as the associated costs for each of the following 5 years:

FY 15/16 (\$35,000): All of the existing stormwater detention and retention basins must first be inventoried to determine site specific characteristics, maintenance requirements, property ownership and “benefit areas.” Research would be necessary to determine ownership and maintenance responsibilities for those basins where a HOA does not currently exist or where multiple owners are involved. A list of maintenance requirements would then be forwarded to the owners with a request that they complete the work by a specific date. In larger basins with more maintenance items, the City could allow a longer period of time for the owner or Homeowners Association to begin the work in order to give them time to develop their own budget and determine how to best finance the needed maintenance work. Where no HOA exists, the City Council may consider forming a stormwater SSA to pay for routine maintenance and provide a fair and equitable fee structure. The process includes legal fees and professional services to assess property impacts, which are estimated at \$10,000/year and have been requested in FY15/16, FY16/17 and FY17/18.

FY16/17 (\$35,000): The City Administration would repeat the site visits and inspections to confirm what work has been completed at each site. Site work that is not completed by the required date would be completed by a contractor hired by the City using funds generated from the stormwater SSA.

FY17/18 (\$35,000) FY18/19 (\$15,000) FY19/20 (\$15,000): The City Administration would continue to annually inspect the detention and retention basins and prepare the list of required maintenance activities where needed. Site work that is not completed by the due date would be completed by a contractor hired by the City using funds generated from the stormwater SSA.

Project: MS4 Storm System Compliance

Priority Ranking: C

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

One of the mandatory regulations that the City is required to follow is the EPA's program for Municipal Separate Storm Sewer System (MS4). These regulations require the City to obtain a discharge permit for all storm water flow and to identify and implement certain procedures to improve the quality of storm water discharge. There are six specific control measures that must be evaluated and completed by the City as a condition of this permit:

- Public education and outreach
- Public participation and involvement
- Illicit discharge detection and elimination
- Construction site runoff control
- Post construction site runoff control
- Pollution prevention/good housekeeping for municipal operations

The City already achieves most of these goals through the preparation and use of the Storm Water Master Plan, education and public programs through the schools for stenciling and labeling intakes, proper management of the Storm Water Ordinance, emergency response to spills within the right-of-way, a regular program for street sweeping, and much more. However, the City is also required to provide documentation to IEPA based on an overall plan and program, and is now subject to annual auditing of our programs and permit compliance efforts.

The most recent audit of the City's program, which was completed in spring of 2010, recommended additional sampling and testing of storm water discharge to monitor and document water quality and the future effectiveness of this program. The next audit is scheduled and other specific measures may be requested or required in the future, based on IEPA audits and changes to the program at the federal level. It is anticipated that compliance with these permit regulations will require the use of consulting services and/or testing services in the future to remain compliant with this mandated program.

Project: Drainage Ditch Improvements

Priority Ranking: C

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$10,000	\$15,000	\$15,000	\$20,000	\$25,000	\$85,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$100

Project Purpose, Description and Benefit

Some areas of the City are served by open ditch drainage and driveway culverts as the primary means to convey stormwater. In general, the culvert pipe is considered to be part of the driveway approach and therefore is the maintenance responsibility of each property owner. The drainage ditch in the right-of-way is the responsibility of the City and most ditches will require some cleaning, maintenance, excavation, or re-shaping as time goes by.

Since the drainage ditch is not a closed pipe system, ditch drainage problems do not typically result in any flooding of homes, basements, or buildings. Blockages and restrictions may result in some standing water within the right-of-way or some standing water on private property.

The City should plan for some regular maintenance of ditches on non-curbed streets to reduce complaints of standing water, preserve the flow line of the ditch, clean culvert pipes, and to convey the water away from the street pavement. The following are some locations where residents have requested some ditch cleaning and maintenance work. No specific projects or locations have been identified at this time and if funds are allocated, the City would select a project location as part of the annual budget process.

- Country Club Road ditch reconstruction
- Walrose Manor Subdivision
- Dean Street
- Bull Valley Golf Club Subdivision
- Westwood Subdivision

STORMWATER MANAGEMENT: Future Years Project Narratives

Project: **Street and Public Right-of-Way Stormwater Improvements**

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$ 0	\$0	\$0	\$0	\$0	\$0

Project Purpose, Description and Benefit

Most of the City’s public streets and right-of-way include storm sewer infrastructure (pipes, intakes, manholes) that collect the surface water and convey the water underground to an outlet or stream. While the locations and improvement projects included with this request are important for the overall operation of the City’s stormwater collection system, in general, they are not related to any known condition that resulted in flooding of any home or building. Following are some locations where a resident has requested some type of storm system maintenance or improvement, or locations that have been identified by Public Works employees as needing repair. No specific projects or locations have been identified at this time, and if funds are allocated, the City would select a project location as part of the annual budget process.

- Maintenance of Silver Creek
- Lawrence @ Jefferson
- Stewart Avenue
- Schuette Drive
- Northhampton
- Division/Hoy/Schryver

Project: **Private-Property Stormwater Improvements**

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$0	\$0	\$0	\$0	\$0

Project Purpose, Description and Benefit

The City routinely provides maintenance and repair service to stormwater drainage improvements that are located within the public right-of-way, on City-owned property, or within an easement dedicated to the City. Oftentimes, however, residents assume that all stormwater facilities and drainage improvements are owned and should be maintained by the City, even those located on private property. This becomes more of an issue when drainage problems are created by homeowners and landscapers who modify existing drainage patterns by installing improvements on private property which eventually cause problems to one or more homeowners. Drainage problems are also created when Homeowners Associations do not provide routine maintenance on storm sewer improvements or are never formed and individual homeowners are required to provide these services and pay for maintenance on facilities that serve many within a common neighborhood.

The City does occasionally receive requests from homeowners to provide assistance in solving drainage issues on private property. These projects have included such things as re-grading existing drainage ditches, installing storm sewers and inlets to drain an area where water pockets, repairing erosion problems around storm inlets, providing a storm inlet at a location to handle a sump pump discharge, etc. These projects usually only benefit one or two residents and are not a high priority for the City. The City typically does not expend funds on projects such as these until other higher priority projects have been completed.

CHAPTER FIVE
UTILITY FUND
5-YEAR CAPITAL IMPROVEMENT PROGRAM



CITY OF WOODSTOCK
ANNUAL 5-YEAR
CAPITAL IMPROVEMENT PROGRAM

FISCAL YEAR 2015/2016
THROUGH
FISCAL YEAR 2019/2020

WATER & SEWER UTILITY FUND: Policy Recommendations & Goals

Similar with the General Corporate Fund - CIP, the City Administration carefully reviews and considers several policy recommendations and planning goals pertaining to the Utility Fund - CIP before prioritizing individual CIP projects. This exercise allows the City to better identify, organize, and prioritize the various projects and improvements in a manner that will match the overall goals and objectives of the utility systems and the City over the next five years. These policy recommendations and goals are identified as follows:

Continuation of Water and Sewer Capacity – CIP and Budget

The City has developed a separate budget and accounting mechanism for capital improvement projects that will increase the capacity of the City's utility systems. Provided within the Water and Sewer Capacity Fund - CIP is a separate section for the proposed capital improvement projects that are directly related to increasing capacity and will allow the City to continue to separate out growth projects in the future. The City Administration believes that this budget process has already proven to be very beneficial and should be continued. Through this separate budget process, the City is able to hold funds received from new development to grow the Utility Capacity Fund - CIP fund balance for the purpose of increasing capacity in the future and, through this fund revenue from new residents, pay back bonds used for expanding the system's treatment plant capacities.

Based on the projected physical and fiscal impact of new developments on the City's utility systems, the City Council was requested to adopt revised/updated connection fees in FY03/04. The related fees were increased and the City at the same time adopted a procedure that allows for annual increases of the capital expansion fees based on the overall consumer price index changes. At the August 20, 2013 meeting, the City Council reviewed and adjusted the City's impact fees to reflect the reductions experienced in the real estate markets. In addition, future adjustments focus on changes in land values instead of consistent increases applied to these fees based on changes within the consumer price index.

This approach attempts to determine the actual costs for future expansions related to the capacity of the City's water and wastewater treatment plants and water storage facilities. The City remains committed to the goal of having new development pay its fair share of the cost for expanding the systems to serve their respective developments.

Development and Management of Fund Balance

In the past, the fund balance within the City's Utility operations has been essential in maintaining a sound cash reserve for emergency operations, following recommended accounting management guidelines. During the next five-year period, this fund balance will also be an essential asset for the City to utilize while completing the recommended improvements identified within this document. Existing bond payments coupled with large, necessary projects - such as the construction/replacement of water mains, and maintenance of wastewater treatment plants – along with major capital projects designed to prepare for future development and growth will

draw down the current fund balance during this period. Furthermore, looking well into the 5-year planning period and beyond, Sanitary Sewer System Maintenance and Improvements, Meter Replacement Program, Well Maintenance and Improvements, IDOT Route 14 Improvements, and Water Softener Rehabilitation will put further pressure on the finances of the Utility Fund. The following is a summary of the priority “A” utility capital improvements that have been identified and the expected cost, that rely on annual revenue and fund balance for completion:

<u>PROJECT</u>	<u>ESTIMATED FIVE-YEAR COST</u>
Sanitary Sewer System Maintenance & Imps.	\$3,654,000
Water Distribution Maintenance & Imps.	3,540,000
Existing Bond Payments	1,933,700
Water Treatment Plant Maintenance	1,755,000
DPW Facility	1,344,000
Wastewater Treatment Plant Maintenance	782,000
Well Maintenance and Improvements	<u>375,000</u>
Total for Priority A Improvements	\$13,383,700

Therefore, the Utility Fund reserve will be a critical aspect of the City’s ability to complete necessary and beneficial capital improvement projects during the five-year planning period.

As discussed in the General Corporate Fund - CIP, this need to rely on available cash reserves for major capital projects is expected and should not be viewed as a surprise or concern. A goal of the City Administration has been to increase the Utility Fund Balance in order to accommodate these projects. Through this financial planning via the successful management of fund balance, combined with updated connection fees, it is anticipated that the needed improvements can be completed using available revenue sources.

Maintenance of Existing Facilities

As previously stated, funding for the maintenance of existing facilities within the Utility Fund is an essential part of a balanced CIP. The City not only has a large-dollar investment in the existing facilities, but all of our customers rely on the City providing scheduled maintenance to insure that these facilities are kept in top working order. The Utility Fund - CIP includes specific projects to be completed to maintain the existing systems to continue to provide reliable daily service to our customers. This includes the repair of water storage facilities, maintenance/replacement of water and sanitary sewer mains, lift station maintenance and improvements, and wastewater treatment plant maintenance. This investment of funds for regular maintenance activities is critical to the overall success of our utility operation as well as the quality of our service to the customers. Investment of funds for ongoing maintenance will help ensure the reliability of the operations and better ensure that the sewer and water service will be consistently provided every hour of every day. In addition, reliable facilities and equipment must be provided to protect the health of our residents by providing safe drinking water and adequate treatment of the wastewater treatment plant flow.

Private-Sector Utility Investment

In addition to the payment of Capital Expansion Fees (CEF), also commonly referred to as ‘impact fees,’ from new developments, the City also requires each new development project (commercial, industrial, institutional, along with residential) to construct, at their own expense, both on-site and off-site utility improvements that are necessary to meet the needs of not only new development but to also address system-wide needs. Recent examples include the construction of the new elevated water tower along McConnell Road by the Sanctuary development project; off-site water main construction along Raffel Road and along Ware Road by the Sweetwater and Sonatas development project to provide a looped water system in this portion of the City; extension of an off-site water main along Southview Drive to Route 47 by the developer of Country Ridge to complete a water main loop; completion of water main construction along Cobblestone Way by Menards and Woodstock Commons that connected the water system on Route 14 to the water system on Route 47; and, upgrade on an existing sanitary sewer lift station on McConnell Road by the developer of The Ponds subdivision.

While these improvements were directly linked to each development project and were necessary to accommodate the new customers, each project also provides benefits to existing customers in that general area of the utility system. The City Administration will continue these efforts to fully evaluate off-site improvements necessary for new development projects and to require improvements to the overall utility system as appropriate. However, it must be noted and stressed that this reliance upon private-sector improvements will be diminished due to the negative impact which the economy has had, and will continue to have, on new residential, commercial and industrial development projects.

Potential Impact of Future Development

One of the biggest challenges facing the City at this time, with respect to utility operations, is to accurately anticipate the pace and schedule of new developments and to plan for the corresponding capacity expansions accordingly. During FY05/06 the City completed a comprehensive review and update of both the Water System Master Plan and the Sanitary Sewer Master Plan. These documents serve as very valuable planning tools and guides that have been used for the planning, review, and approval of utility system improvements. The Master Plan documents are now used to assist the City in requiring new developments to construct improvements that meet the City’s overall standards and goals, and in a manner that is based on the needs of the overall system.

However, the Master Plans cannot predict schedules. The actual timing and sequencing of many of the utility projects in the future (e.g. water main construction, sanitary sewer mains, lift station modifications, water treatment plant expansions, wastewater treatment plant expansion, and additional water supply wells) will need to be monitored on an annual basis by the City. Some projects may be deferred to later years, if the pace and volume of new development continues to be minimal. Conversely, if the pace and volume of new development increases, the City would then have to move quicker to construct numerous utility system improvements. That could then

require the issuance of bonds to generate lump sums of cash with repayment to be then made over time using connection fee revenue collected from these new developments.

The pace of development and actual schedule of new developments by the private sector will have a direct impact on the timing of three major Utility Fund improvement projects. This includes the construction of additional water supply wells to increase groundwater supply, expansion of the capacity of the southside wastewater treatment plant, and the expansion of water treatment plant capacity. Each of these projects has been identified as needed improvements in this document, based on the best estimates for community growth. However, the actual timing of each of these improvements and the need for funds will be determined by the rate of development and that schedule will need to be re-evaluated annually.

Monitoring of the type and amount of new development will continue to be an important priority in the Utility Fund's operations during the next 5-year planning period.

WATER & SEWER UTILITY FUND: 5-Year Summary Overview

Similar to the Capital Improvement Program recommendations for the General Corporate Fund - CIP, the Utility Fund - CIP requires a balanced, broad-based approach. As in previous years, all of the various elements and aspects of the City's utility infrastructure needs to be considered when preparing the 5-year plan for the Utility Fund. The City needs to consider the projects and funding to properly maintain all of the utility systems on a daily basis, provide compliance with both current and future regulatory standards, provide reliable, quality service to our customers, and at the same time, balance expenses with available revenue. The City must be able to continue to provide the daily service while also planning for the future in all areas including water treatment, well capacity, water storage, water distribution, wastewater treatment, sanitary sewer mains, motor pool, maintenance of lift stations, and meter reading.

The Utility Fund - CIP consists of both the operating Utility Fund - CIP and the Capacity Fund - CIP and, as such, has historically represented the City's largest and most costly CIP projects, from the construction of water and sewer mains to water and wastewater treatment plants. The distinction in separating these funds is, simply stated, that capital improvement projects and the capital costs to **maintain** or **upgrade** our current utility infrastructure are included within the Utility Fund - CIP while capital projects and capital costs that are incurred in order for the City to **increase** the capacity of infrastructure to accommodate new customers and new growth are included within the Capacity Fund - CIP section.

This separation of the capital improvements for the utility systems has accomplished two important goals for the City. First, the City is required to document how it spends any capital expansion fees and the Capacity Fund - CIP section of the City's 5-Year CIP will provide that required documentation. Second, the separation of capacity expansion projects to be funded through payment of new connection fees allows the City to isolate and accumulate those funds in order to work toward the goal of having new development pay for the cost of increasing capacity in the future.

The City of Woodstock has been very successful in achieving both a balanced Capital Improvement Program and, at the same time, using sound management of the Utility Fund's Fund Balance. Woodstock has invested a substantial sum on an annual basis for the proper maintenance and improvement of the utility systems, and the accompanying new 5-Year CIP will continue this strategy.

Given the extreme importance of utility infrastructure in all aspects of the community, attention must be given to the proper maintenance of the existing facilities and the daily operation and maintenance of the utility systems to provide reliable service to our customers. This attention to the present must be balanced with the need to prepare for the future by identifying and undertaking improvements that will be needed to improve capacity, compliance, technology, and efficiency of the system to continue to provide the highest quality of service that our customers expect. With the Utility Fund operations, one of the greatest challenges is not only to keep up with the ever-changing regulatory standards and the goal to achieve compliance, but to also anticipate future changes in regulations and treatment standards in advance. Due to the complexity of these regulations, the time required to modify the treatment processes for

improved performance, and the time required to accumulate funding, these changes and improvements can take years to implement from start to finish. As a result, the 5-Year CIP becomes critical for the successful operation of the City's utilities.

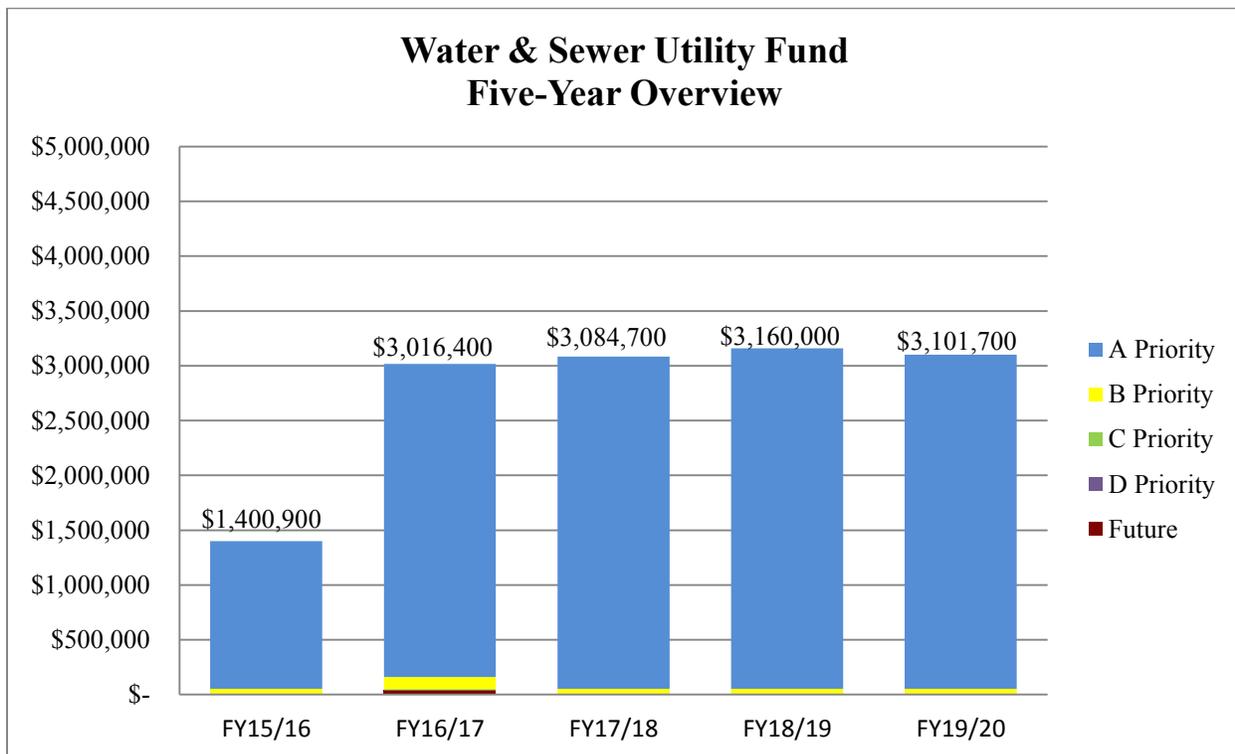
In summary, the accompanying FY15/16 Utility Fund CIP document proposes a total of ten (10) projects at a total cost of \$1,400,900. In addition to funding existing **Bond Payment** commitments for past improvements to the Southside Wastewater Treatment Plant and Seminary Avenue Water Treatment Plant, the projects include a combination of maintenance and improvement projects – such as **Well Maintenance and Improvements, Water Treatment Plant Maintenance and Improvements, Wastewater Treatment Plant Maintenance, Water Storage Tank Maintenance, Sanitary Sewer Maintenance and Improvements, and a Water Meter Replacement Program.**

In summary, the total Water & Sewer Utility Fund request for the 5-year planning period is comprised of eleven (11) projects totaling \$13,763,700. This amount not only includes **Utility Fund Bond Payments** for recent treatment facility improvements, but additional major maintenance and improvement projects to continue to ensure the provision of water and sewer utilities.

Note: This overview and general summary pertains only to the Utility Fund CIP, as distinct from the Utility Capacity Fund CIP, which follows separately. Major capital improvement projects on the horizon to be included within the Utility Capacity Fund CIP include the expansion of the southside wastewater treatment plant, an update of the City's Utility Master Plans, and construction of additional groundwater supply wells. Those recommended projects are discussed in greater detail later within this document.

WATER & SEWER UTILITY FUND: Recommended Projects

Project	Priority	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
Utility Fund Bond Payment	A	\$574,900	\$575,900	\$260,700	\$259,500	\$262,700	\$1,933,700
Well Maintenance and Improvements	A	\$70,000	\$72,500	\$75,000	\$77,500	\$80,000	\$375,000
Water Distribution Maintenance & Imps.	A	\$290,000	\$685,000	\$830,000	\$835,000	\$900,000	\$3,540,000
Water Treatment Plant Maintenance & Imps.	A	\$100,000	\$330,000	\$535,000	\$610,000	\$180,000	\$1,755,000
Wastewater Treatment Plant Maintenance	A	\$111,000	\$146,000	\$267,000	\$158,000	\$100,000	\$782,000
Sanitary Sewer System Maintenance & Imps	A	\$160,000	\$1,030,000	\$970,000	\$1,070,000	\$424,000	\$3,654,000
DPW Facility	A	\$40,000	\$17,000	\$92,000	\$95,000	\$1,100,000	\$1,344,000
Water Storage Tank Maintenance	B	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Motor Pool	B	\$35,000	\$100,000	\$35,000	\$35,000	\$35,000	\$240,000
Technology Improvements	C	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
IDOT Route 14 Utilities		\$0	\$40,000	\$0	\$0	\$0	\$40,000
Totals		\$1,400,900	\$3,016,400	\$3,084,700	\$3,160,000	\$3,101,700	\$13,763,700
# of Projects		10	11	10	10	10	11



WATER & SEWER UTILITY FUND: Detailed Project Narratives

Project: Utility Fund Bond Payments

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$574,900	\$575,900	\$260,700	\$259,500	\$262,700	\$1,933,700

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2028

Annual Operating Costs: N/A

Project Purpose, Description and Benefit	
<p>In 1996 the City issued \$4.995 million in Alternate Revenue Bonds to finance a renovation/modernization of the southside wastewater treatment plant. In addition, this construction also resulted in increasing the existing capacity for the treatment facility. Therefore, the related debt service payment is apportioned between the Utility Fund and the Utility Capacity Fund. The Utility Capacity Fund is responsible for \$100,000 of the annual debt service payment, and the difference is funded through user charges collected by the Utility Fund.</p>	
<p>In 2004, a majority of the outstanding 1996 Alternate Revenue Bonds were refunded through the issuance of \$3.65 million in Alternate Revenue Refunding Bonds. The remaining principal of the 1996 bonds has been completely repaid and, therefore, the City is only responsible for the repayment of the 2004 refunding bonds. The completion of this refunding resulted in generating over \$180,000 in net present value savings or over \$270,000 in reduced debt service payments. The 2004 Refunding Bonds will be completely repaid at the end of FY16/17.</p>	
<p>The City issued \$3.4 million in Alternate Revenue Bonds in FY08/09 to finance the modernization/renovation of the First Street Water Treatment Plant. This project re-outfitted the facility with new modern equipment that not only improved the overall treatment process but also allowed for the simultaneous treatment of all three wells that service this facility. The completion of these improvements has insured the reliability of service from the First Street Water Treatment Plant for many future years. The Utility Fund is responsible for 100% of the related debt service payments. The annual debt service for the repayment of the Alternate Revenue Bonds ranges from \$259,500 to \$264,400 with the final repayment of these bonds occurring in 2028.</p>	
	<u>FY15/16</u>
2004 Southside Wastewater Treatment Plant	\$313,200
2008 First Street Water Treatment Plant	<u>261,700</u>
Total	\$574,900

Project: Well Maintenance & Improvements

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$70,000	\$72,500	\$75,000	\$77,500	\$80,000	\$375,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$3,000

Project Purpose, Description and Benefit			
<p>As the owner & operator of the municipal water system, the City must provide for the maintenance and replacement of equipment and facilities related to six existing water supply wells that serve the Woodstock community. The proper maintenance of each of these well sites is essential to ensure that the quantity of water needed by the customers is available, that they produce a consistent water quality, that they ensure a reliable source of water for fire protection, and that they meet IEPA permit requirements.</p>			
<p>To prevent premature failure of the wells and their components each of the City's water supply wells is placed on a preventive maintenance schedule for inspection, service, and repair. This planned preventive maintenance program helps to extend the life of the well equipment as well as provide a reliable source of ground water for our customers. After the equipment is removed from the well, the casing is inspected using a video camera to determine the condition of the casing and the well screen. The column pipe, pump and motor are then inspected and tested, at which time any normal maintenance is done. Additional work and repairs are then completed based on the conditions found and could include cleaning of the well screen, replacement of the column pipe, repair or reconstruction of the pump and motor. Once all necessary work has been completed, the equipment is reinstalled and tested for performance standards.</p>			
<p>The schedule for well maintenance and repair is as follows:</p>			
<u>Year</u>	<u>Well #</u>	<u>Serves</u>	<u>Location</u>
FY15/16	9	First Street Plant	621 Greenwood Ave
FY16/17	8	First Street Plant	620 Donovan Ave
FY17/18	7A	Seminary Ave Plant	Julie St & Birch Rd
FY18/19	11	Seminary Ave Plant	Silver Creek Park
FY19/20	10	Seminary Ave Plant	1500 N. Seminary Ave
FY20/21	12	First Street Plant	1 W. 620 Donovan Ave

Project: Water Distribution Maintenance and Improvements

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$290,000	\$685,000	\$830,000	\$835,000	\$900,000	\$3,540,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$1,000

Project Purpose, Description and Benefit

1. Water Meter Replacement Program:

Priority Ranking: A

Funding Request: \$150,000 FY15/16; \$150,000 FY16/17; \$150,000 FY17/18
\$150,000 FY18/19; \$150,000 FY19/20

The purpose of this program is to replace old and outdated water meters with more advanced units utilizing “drive by” radio-read technology. The implementation of this program will improve the accuracy in recording the amount of water used by a customer, it will improve the efficiency of meter reading operations, reduce time needed to read meters, and eliminate the need to enter a building to obtain a meter reading. Two employees are currently required to obtain meter readings for each quarterly billing cycle. This accelerated replacement of water meters annually will allow the City an opportunity to cut in half the number of employees assigned to the task of reading water meters.

As more meters get replaced, the City should realize an increase in revenue from water sales because as the meters get older, they slow down and do not account for all the water moving through them. This enhanced accuracy should have a positive impact on the City's water billed vs. water lost ratio. New meter technology also has the capability of storing daily use data over the billing cycle to help the City diffuse billing disputes.

The industry standard for the life span of a meter is about ten to fifteen years. As more of the meters are converted to the radio-read style the reading can be done faster with less chance for errors. To date approximately 4,620 meters or 55% of the water meters in the City of Woodstock (includes both new and existing accounts) have meters installed that can be read utilizing this new “drive by” system. Because there is a great benefit to the City to get all meters replaced within the shortest period of time for all the reasons mentioned above, it is recommended that meters be purchased for annual installation by City staff and by contracted services. Therefore, the following aggressive replacement program is proposed:

FY15/16 thru FY18/19: Funds are requested for the purchase of water meters that will replace old style meters. New meters will accommodate “drive-by” technology to obtain a water-meter reading. The annual amount of funding that is requested will go toward the purchase of 700 water meters or the conversion of 10% of the total number of meters in use annually. At this rate of conversion, the entire City should have an upgraded meter by the end of FY20/21.

2. Water Main Replacement Based on Condition:

Priority Ranking: B

Funding Request: \$50,000 FY15/16; \$450,000 FY16/17; \$470,000 FY17/18
\$485,000 FY18/19; \$550,000 FY19/20

Currently the City's water distribution system is well maintained and provides more than adequate service to our customers for daily demand, peak demand, and most fire flow services. As with any infrastructure of this size (approximately 110 miles of water mains and approximately 1,000 fire hydrants) and this age (some of the City's water mains are now approaching 100 years of service), there is a constant need for maintenance, repair, and replacement. This proposed maintenance program is based on problems reported by our water customers, observations and recommendations from the employees who have the responsibility to provide daily service, and recommendations from the 2006 Water System Master Plan.

The Sewer & Water Maintenance Division has kept a record of all water main breaks in the distribution system, since 1980, to document maintenance problems. This information allows the City to then plan for and complete replacement of existing water mains based on condition and the number of times that repairs are required. Through this process, the City can better allocate funds to focus on specific problem locations and thereby decrease the amount and frequency of problems to our customers resulting from main breaks.

Based on this past history of main breaks and repairs, the following projects have been identified and recommended where water main replacement is needed:

- Washington Street (from the City limits east approximately 665 feet)
Design and permitting in FY15/16 with construction in FY16/17
- Melody Lane and Sunshine Lane
Design and permitting in FY16/17 with construction in FY17/18
- Blakely Street from South to Forest Avenue
Design and permitting in FY17/18 with construction in FY18/19
- Russell Court from Route 47 to Julie Street
Design and permitting in FY18/19 with construction in FY19/20
- Julie Street from Birch to Russell Court
Design and permitting in FY19/20

3. System-Wide Leak Detection Survey:

Priority Ranking: C

Funding Request: \$15,000 FY15/16; \$10,000 FY16/17; \$10,000 FY17/18

In FY14/15, funds were approved to implement a Citywide water system leak detection program. Because this program is planned for later in FY14/15, information from the survey is not available at this time. Leaks within the City's water distribution system result in the need to treat and pump more water than is being used and billed incurring unnecessary treatment costs for utilities and chemicals. It is likely that the costs to administer this

program could be recovered very quickly if significant leaks are detected and repaired.

Funds are requested in the first three years of this five-year planning period to cover costs for follow-up by the contractor completing the survey and it is anticipated that some leaks will be detected that require repair by City crews and/or contracted labor. In addition, the City Administration may need to develop recommendations for the repair of existing water mains, as well as the appropriate procedures for communicating the requirements to repair private service lines which are the responsibility of property owners.

4. Water System Master Plan Improvements

Priority Ranking: C

Funding Request: \$75,000 FY15/16; \$75,000 FY16/17; \$200,000 FY17/18
\$200,000 FY18/19; \$200,000 FY19/20

The Water System Master Plan identifies a total of 47 specific water main improvements that should be completed by the City to improve the performance of the existing water system and to improve service to our current customers. These projects are divided into Category A improvements (locations where the existing fire flow is less than 1,000 gpm) and Category B improvements (locations where the existing fire flow is greater than 1,000 gpm but less than 1,500 gpm).

Although the number of locations where the fire flow is less than 1,000 gpm is relatively small (only 13.7% of the total number of locations that were modeled), this is an important measure of the performance of the current water system. The total estimated construction cost of the entire Category A water main improvements is \$7.7 million dollars and will take the City a number of years to complete. However, these improvements produce significant benefits to our current water customers, and the City should move forward with an annual program to complete this work.

One of the first projects selected for completion from the recommended Category A improvements is the interconnection of existing water mains. There were eight locations identified within the Master Plan where water mains either cross, or are immediately adjacent, but are not connected. By interconnecting the existing water mains, flow; pressure; and reliability are improved.

Future water system improvements are scheduled to be completed based on the lowest existing fire flow first with the goal of completing one Category A project per year. \$200,000 per year is requested for allocation to these improvements beginning with FY17/18. At that funding level, it would require approximately 38 years to complete all of the Category A improvements, but it is, unfortunately, not financially possible to move at a faster pace.

Project: Water Treatment Plant Maintenance

Priority Ranking: A

Funding Request:

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$100,000	\$330,000	\$535,000	\$610,000	\$180,000	\$1,755,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit

The purpose of these projects is to provide scheduled maintenance and replacement of equipment and facilities at the two water treatment plants and for water quality improvements to ensure a reliable treatment process, provide a consistent quality of water to our customers, and to remain compliant with IEPA regulations.

1. Lake Avenue Chlorine Addition

Priority Ranking: A

Funding Request: \$55,000 FY15/16

The City has identified the need to increase seasonal chlorine concentrations for those water users tapped onto its water distribution system beyond the Lake Avenue water tower. In FY14/15 consulting engineers, Baxter & Woodman, Inc., prepared an application for and acquired a construction permit from the Illinois EPA for a gas chlorine booster system with circulation equipment adjacent to the Lake Avenue water tower. Staff is recommending that the City move forward with the construction of this facility in FY15/16. This system will provide an increased chlorine residual for areas in the southern portion of the City which will serve to protect public health, improve water quality at the tap, and it will also benefit the distribution system.

2. New Brine Tank

Priority Ranking: B

Funding Request: \$195,000 FY16/17

In 2010 a rehabilitation project took place at the First Street Water Treatment Plant. Part of this project was the removal and replacement of the underground brine tanks. During plan reviews it was discovered that the existing brine tanks were within the railroad easement. While looking to re-locate these tanks it was also discovered that any place large enough to locate the brine tanks, was not on property owned by the City. The solution was to install an above ground brine tank, with a smaller footprint. As part of annual maintenance, this brine tank is removed from service and cleaned to avoid plugging of the pump filter. To clean this brine tank, the treatment facility must be shut down for the two-three days it takes to clean and replenish with salt. The construction of a second brine tank would allow the plant to stay in operation while this preventive maintenance is ongoing. This request is to design and install a second tank to provide a backup source of brine.

3. Water Softner Rehabilitation

Priority Ranking: B

Funding Request: \$35,000 FY15/16; \$35,000 FY16/17; \$35,000 FY17/18

The last major renovation at the Seminary Avenue Water Treatment Plant took place in 2003. This project included the replacement of internal piping, underdrains, and media retention nozzles in four (4) of the existing water softeners. Ten (10) years later, one of these water softeners had a single media retaining nozzle fail. The unit was removed from service, remaining media was removed, new media retaining nozzles were installed, new softening media was installed, and the water softener was returned to service.

After the repaired water softener was returned to service it was found to have a throughput of 140-150 gpm greater than the remaining water softeners. This is an indication that either the media or the media retaining nozzles are plugging in the remaining water softeners and increases the likelihood that the other softeners will experience a similar failure. If the aforementioned mode of failure were to occur during peak water demand or if two were to fail at the same time, it has the potential to be a catastrophic failure. Not only would the water hardness increase dramatically, but it would be extremely difficult to maintain a free chlorine residual in the distribution system. Our well water contains significant amounts of ammonia and the water softeners remove ammonia. Ammonia depletes free chlorine, so with one or more of the water softeners out of service during peak demand periods we will have higher levels of ammonia leaving the water treatment plant.

This request is to replace the softening media and the media retaining nozzles in each of the three remaining softeners at the Seminary Avenue Water Treatment Plant over the next three years.

4. Lake Avenue Booster Station

Priority Ranking: B

Funding Request: \$50,000 FY16/17; \$500,000 FY17/18; \$600,000 FY18/19

Back when the City of Woodstock was first incorporated, its water system operated under one single pressure zone. Today's system operates under four separate pressure zones. As the community grows, planners need to look at the infrastructure to determine the impact of growth on existing facilities. In some cases, properties being annexed may extend beyond the service area or the difference in elevation may require additional facilities to boost or reduce system pressure. The existing infrastructure along Lake Avenue and Route 14, extending to Doty Road, meets all IEPA requirements and standards but compared with the rest of the water system, pressure and flow are less than desirable. This difference is noticeable to some of the customers in that corridor and expansion of the corridor will only make the matter worse.

To better serve existing customers and prepare for new growth, a new water booster station is recommended for construction at the Lake Avenue water tower. Once in place, this booster station would increase the normal operating pressure for those customers tapped onto the City's water system generally described as being between the water tower and Doty Road. Once this new booster station is constructed and placed into service, an existing booster

station serving only the hospital would be removed. This new booster station has already been designed (funded through a private residential development project). Funds are requested in FY16/17 to update those plans and bid documents and to obtain the necessary IEPA construction permit. Construction could then follow in FY17/18 and FY18/19 pending the approval of funds.

5. Radio Telemetry System

Priority Ranking: C

Funding Request: \$10,000 FY15/16; \$50,000 FY16/17

The Seminary Avenue Water Treatment Plant serves as the lead when it comes to meeting the demand of water customers. When that facility has reached its limit, the First Street Water Treatment Plant turns on to help meet the demand. These two facilities communicate continuously with a central computer system which electronically facilitates the start up of well pumps and booster pumps at required intervals. The existing communication system relies upon hard-wired, leased lines owned and maintained by AT&T. These leased lines have proven to be problematic, and when problems do occur, the City is at the mercy of AT&T's schedule for response and repair. Other technologies like radio frequency would eliminate the City's dependency upon land lines and AT&T for service and repair. AT&T's fees for leased communication lines currently total \$22,000 annually.

Upgrades for new technology system wide are being completed when opportunities arise (i.e. First Street Water Plant Improvement Project) but to date, communication from the three elevated storage tanks to the Seminary plant as well as from the Bull Valley pumping station to the Seminary plant still rely upon hard wiring for communication. Funds are requested in FY15/16 to study the existing system then design a communication system that would not be dependent on leased lines. In FY16/17, additional funding would be required to purchase and install the equipment and pay for its programming.

6. Water System Vulnerability Assessment Improvements

Priority Ranking: D

Funding Request: \$10,000 FY18/19; \$180,000 FY19/20

In 2004, the City was required by the USEPA to perform a Vulnerability Assessment designed to identify areas that might be targeted through natural or man-made threats to the City's public water supply. This confidential report included specific actions that the City needed to make to improve the overall security of the system.

The first security measure proposed in the report to the USEPA was the installation of fencing at the City's remote well sites to provide added security and identify the restricted area. The first location selected for this improvement is well #7A located along Birch Street and would include the installation of a black or green colored six foot chain link fence. Other well sites are smaller in size, and therefore, costs to fence them can come from the Water Treatment operating budget.

Following the installation of security fencing at the well sites, the next building improvement project identified with the Vulnerability Assessment report is at Seminary Avenue. Due to

security risks, it is recommended that the glass front of the building be removed and replaced with brick with no windows or openings. In addition to upgraded security, energy savings will be realized by the replacement of these windows with brick.

New doors were installed at the First Street Treatment facility as part of the renovation project. There remains one major security improvement that needs to be completed at the First Street plant; this is the removal of the skylights over the high service pump room. These improvements are low priority, but associated costs are included should funding become available.

Project: Wastewater Treatment Plant Maintenance

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$111,000	\$146,000	\$267,000	\$158,000	\$100,000	\$802,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

The purpose of these projects is to provide scheduled maintenance and replacement of equipment and facilities at the two wastewater treatment plants to ensure safe working conditions, reliable treatment processes, and remain compliant with discharge permit limits. The two treatment plants represent a very significant capital investment for the City (current replacement value is approximately \$50 to \$60 million), and proper management of the annual CIP funds is a critical part of protecting that investment.

1. Reconditioned Influent Grinders:

Priority Ranking: A

Funding Request: \$26,000 FY15/16; \$31,000 FY16/17; \$32,000 FY17/18; \$33,000 FY18/19;

Wastewater Treatment Plant employees are responsible for the operation and maintenance of two treatment facilities and two sanitary lift stations. At the point in which sewage flow enters the facilities, a grinder has been installed to reduce the size of rags, clothing, sticks, tree roots, and other debris that might otherwise create premature wear or plug pumps, pipes, or process equipment. These grinders run 24/7 and by design, they take a large degree of abuse that might otherwise be passed on to other pieces of equipment. As a result, units need to be removed from service for reconditioning from time-to-time. The City prefers to participate in the manufacturer's exchange program whereby they ship a newly rebuilt grinder of the same make and model that meets the same specifications as a new unit. The rebuilt grinder comes with a one-year warranty and the price covers the cost to rebuild the grinder, ship it to the customer, and the cost of return shipping for the used equipment. The benefit of this program to the City is that it affords the City an opportunity to keep a grinder in service without any downtime. Funds are requested in each of the first four fiscal years of this 5-year plan to have one of the grinders "exchanged" so they keep in service, protecting other critical equipment in

the process flow from plugging and/or experiencing excessive wear.

FY15/16	Southside Treatment Plant
FY16/17	Olson Park Lift Station
FY17/18	Northside Treatment Plant
FY18/19	Tappan Street Lift Station

2. Sludge Pump Replacement at Northside Plant:

Priority Ranking: B

Funding Request: \$55,000 FY15/16

This request is to cover the cost to replace two (2) existing sludge pumps at the Northside Wastewater Plant. Both pumps are specifically designed to pump material with a high percent solid that contains trash and abrasives commonly found in sewage sludge. One of the pumps is sixteen (16) years old and its purpose is to pump the solids that settle in the primary treatment phase and the other pump was installed twelve (12) years ago and it is used to transfer sludge to the belt filter press. Both pumps are critical to the treatment process as solids' handling is the key to providing a high-quality plant effluent at the receiving stream. Since the time that these pumps were placed into service, there have been many improvements to pump design that make them more reliable and efficient. By design, existing pumps are difficult to repair and parts are becoming more costly.

3. Laboratory Equipment Replacement:

Priority Ranking: B

Funding Request: \$10,000 FY15/16; \$10,000 FY16/17; \$10,000 FY17/18;

The Northside Wastewater Treatment Plant is the home of an analytical lab that provides for the collection and analysis of grab and 24-hour composite samples both within the treatment process and at the point of discharge at the receiving stream. This sampling and analysis is a requirement of the Illinois EPA which requires NPDES Permittees to be self-monitoring. This lab can only stay in operation if it has the proper equipment to complete lab testing in accordance with approved standards. Much of the equipment in the lab is aging and if funds are not appropriated for replacement, samples will need to be sent out for analysis and the City could end up non-compliant with its discharge permit. Funds are requested in the first three years of the five-year planning period for the unexpected replacement of special lab equipment such as a muffle furnace, incubator, sterilizer, analytical balance, spectrophotometer, multi-function measuring instrument for dissolved oxygen, ammonia, pH, etc.

4. Replacement of Screw Pump:

Priority Ranking: B

Funding Request: \$85,000 FY16/17

In addition to several conventional types of pumps and motors in use at the Northside Wastewater Treatment Plant, the facility includes three screw pumps; two (2) in use 24/7 and one (1) standby unit. These pumps use the rotating action of a screw to lift the sewage to the

next stage of the treatment process. Two of the three screw pumps were replaced in recent years and the third pump (in service for more than 35 years) is now scheduled to be replaced. Maintenance frequency of the existing unit is increasing and due to the age of the equipment; the availability of replacement parts is getting scarce. Pump replacement can be scheduled but should not be postponed longer than a year or two.

5. Safety Railing Replacement:

Priority Ranking: B

Funding Request: \$55,000 FY18/19

In 1975 a plant expansion occurred at the Northside Wastewater Treatment Plant which included the installation of safety railings around the perimeter of newly constructed aeration tanks. These railings are manufactured from steel which overtime will fail when placed in a corrosive environment. In some sections of the facility, old steel railings have been replaced with a similar style made from aluminum. Replacing failing steel railings is a matter of safety first, but their replacement would also improve the appearance of the facility and the time that is spent maintaining these steel railings could be focused in other areas of the facility. The requested funds will pay for the fabrication and delivery of 1,600 feet of safety railing around the perimeter of treatment tanks. Funds are requested with the assumption that the removal of the existing steel railings and the installation of the new aluminum railings will be performed by plant operators.

6. Diffuser Replacement:

Priority Ranking: B

Funding Request: \$40,000 FY17/18

The Northside Wastewater Treatment Plant utilizes an aerobic process to maintain a healthy biomass which is essential for breaking down organics in the wastewater system. In the aerator and digester systems, there are diffusers that are utilized to add air and to keep the tanks well mixed. The air used in the process originates from the blowers through the airlines to the diffusers and into the bottom of the tanks. The diffusers are made of plastic and have been in service for approximately ten years. Over this time they have become brittle and many have cracked and/or are missing the saddle that seals the diffusers to the airline header. This in turn causes the units to become plugged with debris from the wastewater process. This process runs 24/7 and once the diffusers become plugged or partially plugged, it greatly reduces the efficiency of the system.

The request is to replace the diffusers in four aeration tanks and five aerobic digesters. This request is for the diffusers only; plant personnel will remove all existing diffusers and replace with new ones.

7. RAS and WAS Pump Replacement:

Priority Ranking: C

Funding Request: \$20,000 FY15/16; \$20,000 FY16/17; \$20,000 FY17/18;
\$20,000 FY18/19; \$20,000 FY19/20

The Southside Wastewater Treatment Plant utilizes various pumps to move activated sludge. The Return Activated Sludge (RAS) and Waste Activated Sludge (WAS) is moved by means of 7.5 horsepower 300 gallons per minute submersible pumps. There are a total of five of these pumps in use, three are in the RAS system and two are in the WAS system. These pumps have now been in service for over fifteen (15) years. Over time, these pumps have been reliable but in recent years, they are showing signs of normal wear resulting in a decrease in efficiency. All of these pumps have been rebuilt at least once.

To ease the cost of five replacement pumps at one time, the costs would be better spread out over five years, beginning in FY15/16 and ending in FY19/20. The benefit to the City in replacing these pumps in a scheduled manner would be to ease the burden of replacement costs when they do eventually break down. The other benefit of staggering the replacement in separate budget years is so that their repairs can be scheduled and monitored carefully after replacement with the intent of preventing multiple failures at the same time.

8. Replacement of Secondary Clarifier Weirs:

Priority Ranking: C

Funding Request: \$50,000 FY17/18; \$50,000 FY18/19

Both of the City's two wastewater treatment facilities have circular clarifiers which provide an environment to settle out solids and allow clear water (effluent) to flow into tertiary treatment. Around the entire perimeter of these circular tanks are aluminum v-notch weirs which maintain the appropriate water level in the tank and serve to prevent short circuiting of the process flow. Over time, these aluminum v-notch weirs have worn and the exterior surfaces are corroded. Funds are requested to purchase new v-notch weirs and have them professionally installed at a consistent elevation to achieve a high-quality effluent. The plan calls for the replacement of v-notch weirs over the course of two fiscal years beginning with the clarifiers at the southside treatment plant.

9. Digester Cover:

Priority Ranking: C

Funding Request: \$115,000 FY17/18

At the Southside Wastewater Treatment Plant, there are two process tanks which are 64 foot in diameter. A healthy environment within these tanks is essential to promote biological activity for the digestion of organic material (pollutants). Cold weather causes a decrease in the biological activity. This request includes the purchase of a low profile lightweight cover that can be removed panel by panel by two or more persons servicing equipment within the tank. This cover will allow plant operators to have better control of the treatment process during winter conditions and aid in odor control. Plant operators can install this equipment so requested funds are for materials only.

10. Lagoon Cleaning:

Priority Ranking: C

Funding Request: \$80,000 FY19/20

The tertiary treatment of wastewater at the Northside Wastewater Treatment Facility consists of two polishing ponds (lagoons). These lagoons allow for final settling, and "polishing" of the treated effluent water. By design, some raw wastewater is automatically diverted to these ponds during high flow (heavy rain/ snow melt) so that the secondary system does not become hydraulically overloaded. Depending upon the frequency of this diversion of flow, solids can accumulate in the bottom of the lagoons.

The excessive accumulation of sludge in these two lagoons was one of the major factors that led to compliance problems for the City in the mid-1990s. The lagoons were cleaned in 1996 and 1997, and the plant operators are currently monitoring the solids in the lagoons on a regular basis to prevent an excessive accumulation. At this time, the solids within the ponds appear to be stable and are not increasing. However, based on the past history of compliance problems that can result if these lagoons are not regularly cleaned, and at the recommendation of the IEPA, the City needs to take a proactive approach for the cleaning and management of these lagoons by completing regular cleaning and solids removal.

Because of the type of equipment that is required to complete his work, the City would need to rely on the services of an outside contractor. Funds have been requested in FY18/19 to remove and properly dispose of solids from this tertiary treatment process.

Future Project for Years 6 - 10

Due to the time required for planning and implementation and the need to balance and project expenditures on a long-term basis within the Utility Fund, the City should identify some long-term projects and improvements to be completed at the Wastewater Treatment Plants. The following projects have been identified as probable future improvements to be considered beyond the current five-year planning period:

- Replacement of the current paddle-mixed aeration system at the Northside Facility with a new fine bubble aeration system to improve the treatment process, provide for more reliable operation, and to replace obsolete equipment.
- Installation of covers over aerobic digestion tanks at the Northside Facility to retain heat, improve treatment effectiveness during winter months, and to reduce odors.
- Repair and reconstruct sludge drying beds to repair/ replace damaged concrete.
- Replace the influent grinder and auger equipment installed in the headworks of the Northside Facility with a rotating drum screen

Project: Sanitary Sewer System Maintenance & Improvements

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$160,000	\$1,030,000	\$970,000	\$1,070,000	\$424,000	\$3,654,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$1,000

Project Purpose, Description and Benefit

1. Basement Backup Control:

Priority Ranking: A

Funding Request: \$20,000 FY15/16; \$20,000 FY16/17; \$20,000 FY17/18
\$20,000 FY18/19; \$20,000 FY19/20

Through this program, eligible participants can receive a maximum of \$2,500 for the installation of sanitary sewer backup control measures on private property. Reimbursement costs are limited to the cost of plumbing improvements as a preventive measure for sanitary sewer backup problems that result from a rain event and does NOT include payment for damages that might have occurred with a sanitary sewer backup.

Reimbursement of costs by the City only applies to properties and backup conditions that are a result of infiltration and/or inflow (I/I) when the City's sanitary sewer mains fill and back up into a home or building during or immediately after a rain event. The reimbursement of costs for corrective action does not apply to other drainage and/or flooding problems that a property owner may experience. These excluded problems include, but are not limited to, failure of a sump pump, groundwater seepage or flow into a basement, surface water runoff flow into a basement, sewer backup due to a blockage in a sewer main or sewer service, problems with the plumbing system of a home or building, or other causes and events that are not specifically due to excess flow in the City's sewer main during a rain or periods of high groundwater.

The existing conditions at each location will vary and, as a result, the type of backup control measures to be provided will vary from location to location. Following is a list of typical measures that may be considered:

- Installation of standpipes or floor-drain plugs;
- Installation of a manual check valve on the building sewer service;
- Installation of an automatic check valve on the building sewer service; and/or
- Conversion of gravity drains to overhead sewers and installation of an ejector pump.

Funds requested each year of this five-year planning period are to reimburse eligible participants in this program.

2. Lift Stations:

Priority Ranking: B

Funding Request: \$70,000 FY15/16; \$470,000 FY16/17; \$140,000 FY17/18
\$140,000 FY18/19; \$70,000 FY19/20

This project includes the regular maintenance, upgrade and, in some instances, replacement of the City's sanitary sewer liftstations to provide reliable service to our customers and to reduce problems of sanitary sewer backups as a result of equipment failures. The City currently has 21 sanitary sewer lift stations within the collection system that are an essential part of the sewer system. Any failure of these pumping stations, even for short periods of time, can result in sewage backing up into a place of business or a private residence. In order to reduce impacts resulting from a liftstation failure that might result in a sewage backup, the City should:

- provide and keep replacement parts and pumps in stock;
- provide emergency generators in the event of power failure at any of the sites;
- maintain adequate alarm systems to notify City employees of a problem in advance of the possibility of a sewage backup; and
- provide normal maintenance and replacement of equipment to ensure that the equipment is reliable.

The City has a replacement pump in stock for each of its existing sanitary lift stations that it operates. If the spare pump in our inventory is placed into service, a replacement pump will need to be purchased. The purchase of these replacement lift station pumps is not a planned expense following a specific set schedule, but a total of \$20,000 per year has been included to make a purchase when needed. In addition, the annual operating budget includes funds for normal replacement parts such as floats, fuses, and electrical repairs.

Following is a summary of the recommended liftstation improvements by fiscal year in addition to the annual \$20,000 for emergency pump replacement:

FY15/16: Funds are requested to install an onsite generator with automatic transfer switch (\$50,000) for the Post Office liftstation. Adding a generator will provide more reliability to the system and help prevent sewer backups resulting from a loss of electricity.

FY16/17: The Wanda Lane liftstation was constructed in the early 1970s and it is tributary to the Southside Wastewater Treatment Plant. Because of the way the sewer system has expanded, four other liftstations pump sewer flow to the Wanda Lane station meaning that a greater number of residents rely upon the station to carry sewage from their business or residence. Funds are requested to convert the Wanda Lane liftstation to a submersible pump station, similar to those constructed in the City after the mid-1980s. Improvements would include a new traffic panel & box, installation of a wet well with a pump rail system, and three new submersible pumps. Improvements to this station are expected to cost \$450,000.

FY17/18: The Prairie View liftstation serves an apartment complex located between Country Club Road and McConnell Road. It was constructed in 1986 with no significant upgrades to the station since that time. The equipment in the electrical panel is antiquated and from a reliability

point of view, it should be updated. Funds are requested to update the electrical panel and to have an onsite generator with automatic transfer switch be purchased and installed because of the ongoing power interruptions that plague this station.

FY18/19: The Mitchell Street liftstation has been in service since the mid 1950s. Over time this station has been upgraded but it would benefit from an upgrade to the station's electrical controls. Funds are requested to pay for an electrical panel upgrade along with the addition of a standby generator and automatic transfer switch.

FY19/20: Funds are requested to purchase and install an onsite generator and automatic transfer switch at the Irving Avenue liftstation.

Each of the City's sanitary sewer liftstations have a connection for plugging in a standby generator or they have an onsite generator to provide reliability during loss of power. At this time, thirteen of the City's lift stations have onsite generators. The remaining stations share up to three trailer-mounted units. This submittal recommends the purchase of up to four additional onsite generators for installation throughout the sewer distribution system over the five-year planning period.

3. Sanitary Sewer Replacement and Construction:

Priority Ranking: B

Funding Request: \$60,000 FY15/16; \$565,000 FY16/17; \$800,000 FY17/18
\$500,000 FY18/19; \$200,000 FY19/20

The City must provide regular maintenance and repair of the City's sanitary sewer collection system to provide reliable service to our sewer customers. Overall, the City's sanitary sewer collection system is well maintained and provides expected service to our customers. As with any physical facility of this scope (more than 100 miles) and age (some sewer mains are more than 75 years old), there is a constant need for maintenance, repair, and replacement. This maintenance program has been prepared based on problems reported by our sewer customers, observations and recommendations from the employees who have the responsibility to provide daily service, and recommendations included within the 2006 Sanitary Sewer Master Plan.

Back Yard Sewer Improvements: As a result of federal regulations pertaining to sanitary sewer overflow conditions and reduction, the City is required to plan, schedule, complete, and document a certain amount of annual maintenance for sewer mains. This will primarily include cleaning, root cutting, inspection with a television camera, and documentation of the efforts taken for corrective action. To meet these federal standards, it is recommended that the City develop an annual program for contract services for these sewer services.

In addition to the efforts for cleaning and inspection, there are certain areas of the sewer system where the City has limited access for maintenance and repair work. This includes locations where sewer mains have been constructed in side yards and rear yards, many of which have been fenced or now include extensive landscaping that limits access. Rather than waiting until the sewer main is in need of excavation and repair, it is recommended that we begin a preventive maintenance program that will include lining of the existing main. This process can

be completed without the need to excavate the resident yards and does extend the life of the sewer main. \$60,000 has been requested for preliminary investigation and design services in FY15/16. \$300,000 is then proposed in FY16/17 and again in FY17/18 for additional engineering and actual construction. It is anticipated that after the completion of preliminary investigation and design, this total project will be spread out over several years so that it can be managed from a budgetary perspective and completed with available manpower.

Southside Trunk Sewer Maintenance: The south side trunk sewer was built in an area that is subject to flooding and there are poor soils in this general location. Both of these conditions lead to cleaning and maintenance issues with limited access using the City's sewer cleaning equipment. The physical location of the sewer main is in the wetland area north of US Route 14 and east of Country Ridge subdivision. This sewer provides service for a large number of residents in the southerly portion of the City. The first 12 to 18 months will be required to prepare the design plans and information and obtain all of the special permits necessary for construction activity within flood plains and wetlands. \$220,000 has been included for FY16/17 to complete the engineering portion of this project necessary to obtain all construction permits. \$500,000 is then proposed in the following two years (FY17/18 and FY18/19) for additional engineering and actual construction.

Bull Valley Golf Club Sewer Maintenance: Following a few reported sewer backup problems in this subdivision, the City completed the proactive measure of video inspecting all of the trunk sewers in this subdivision to assess their condition. This inspection of the inside of the pipes did confirm that the majority of the sewer mains are in good condition, but there are some isolated locations where repairs should be completed in the near future. Approximately 1,900 feet of pipe were identified that should be repaired using slip lining which does not require the excavation of the pipe and would result in only a minimal impact on the residents. \$200,000 is recommended after FY18/19 for the completion of this preventive maintenance project.

4. SSES Infiltration and Inflow Reduction:

Priority Ranking: C
Funding Request: \$10,000 FY15/16; \$20,000 FY16/17; \$10,000 FY17/18;
\$210,000 FY18/19; \$334,000 FY19/20

In 2008, the City Council authorized Baxter & Woodman to complete various field assessments using smoke testing, dye testing, and sewer inspections to further evaluate the condition of the sanitary sewer system within a defined study area and evaluate sources of inflow and infiltration. That field work for the Sewer System Evaluation Study (SSES) was completed and presented to the City Council in April 2009.

The following projects and funding requests are included within the five-year planning period based on the recommendations of the SSES report and previous direction by the City Council:

- FY15/16 Replace manhole lids w/open pick holes - \$10,000
- FY16/17 Replace manhole lids w/open pick holes - \$10,000
- Repair and improve manhole adjusting ring seals - \$10,000
- FY17/18 Replace manhole lids w/open pick holes - \$10,000

FY18/19	Replace manhole lids w/open pick holes - \$10,000 Manhole coating – \$200,000
FY19/20	Replace manhole lids w/open pick holes - \$10,000 Sewer main defects – \$324,000

Project: DPW Facility

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$40,000	\$17,000	\$92,000	\$95,000	\$1,100,000	\$1,344,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit	
<p>A recommendation for expansion and maintenance of the Public Works facility at 326 Washington Street has been included earlier in this document under General Corporate CIP – Facilities. If approved, maintenance and expansion of the garage space and facilities will benefit the Sewer and Water Maintenance Division of Public Works, and the costs would be shared between the General Fund (67%) and the Utility Fund (33%). The total construction cost is estimated to be \$4.7 million with \$1.6 million to be paid from the Utility Fund. It is estimated that the annual debt payment for a \$1.6 million bond paid over a 20-year period is \$126,000 per year.</p> <p>Funds for facility expansion would be laid out as follows:</p> <p style="margin-left: 40px;">FY17/18 \$65,000 Utility share for the purchase of additional land FY18/19 \$95,000 Utility share for preparation of plans, specifications, and sale of bonds FY19/20 \$1,100,000 Utility share of construction costs FY20/21 \$280,000 Utility share of final construction costs</p> <p>While the Department of Public Works looks forward to an expansion of the existing facility, some maintenance and improvements have been postponed because it was unclear as to whether the existing site was the future for the organization. As a result, there are some maintenance and improvement projects that should be completed in the years leading up to the initiation of a facility expansion. Costs for these projects will be shared between the General Fund (67%) and the Utility Fund (33%). Necessary projects are as follows:</p> <p style="margin-left: 40px;">FY15/16 \$40,000 Utility share for brick replacement, tuckpointing, roof patching, and heating upgrades FY16/17 \$17,000 Utility share for parking lot skip patching FY17/18 \$27,000 Utility share for construction of new salt storage building</p>	

Project: Water Storage Tank Maintenance

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$10,000	\$35,000	\$15,000	\$10,000	\$10,000	\$80,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

The City's three elevated water towers and the one ground storage reservoir require regular cleaning and maintenance to preserve the investment through the construction of these facilities, provide regular maintenance to extend the life of the structures, and to present a positive public image. An unsightly storage tank reflects poorly on the quality of the water and the water system, and failure to perform regular inspections and maintenance could decrease the useful life of the storage tanks. The City of Woodstock and our water customers have a large investment in the cost of constructing these water storage facilities, and it is important to provide regular maintenance and cleaning.

The Lake Avenue elevated storage tank was last evaluated and cleaned in 2010. The Bull Valley elevated storage tank has had no maintenance inspection or cleaning since 2004; its original date of construction. Funds are requested to complete an inspection on both tanks by a qualified contractor to identify work that should be completed to maintain its integrity. Work that is identified would then be planned for and completed in subsequent CIP funding cycles. The five-year plan for water storage tank maintenance is as follows:

FY15/16	Lake Avenue & Bull Valley Elevated-Storage Inspection & Evaluation
FY16/17	Lake Avenue Elevated-Storage Tank Maintenance
FY17/18	Bull Valley Elevated-Storage Tank Cleaning & Maintenance
FY18/19	Hill Street Elevated-Storage Inspection and Evaluation
FY19/20	Seminary Avenue Ground Storage Tank Maintenance

Identified needs for annual tank maintenance include but are not limited to regular cleaning, inspection, and minor repair/ improvements. In time however, it is inevitable that the elevated towers will require more than just spot repairs on the interior and exterior of the tank.

Project: Motor Pool

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$100,000	\$70,000	\$35,000	\$35,000	\$400,000	\$640,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: (\$500)

Project Purpose, Description and Benefit

Not unlike other divisions within the Public Works Department, an adequate number of reliable vehicles and equipment are required in order to deliver services that are necessary and expected by the City’s residents. Services provided through the City’s Utility divisions often require specialized vehicles and equipment in order to do a proper job of operating and performing maintenance of the sewer and water utility systems. Replacing these vehicles and equipment on a regular schedule reduces excessive vehicle and equipment maintenance costs while at the same time it helps to improve the reliability of the systems and service that is both necessary and often required.

From experience, the City has found that a more detailed evaluation of City-owned vehicles and equipment should occur once they have been in service for a period of approximately 10 years. This evaluation takes into account cumulative maintenance needs and costs associated with recent repairs and those that have occurred over the lifetime of the unit. This evaluation, performed by the Fleet Maintenance Supervisor, determines when and if the vehicle is recommended for replacement. As much as possible, these vehicles will be replaced with alternative-fuel driven technologies that have been proven to be reliable and beneficial to the environment.

The following is a summary of vehicles and equipment needed by the Utility divisions in the near future, highlighting those recommended within the next five-year planning period.

<u>Year</u>	<u>Description</u>	<u>Division</u>	<u>Age When Replaced</u>	<u>Estimated Cost</u>
FY15/16	1999 Volvo Loader #174	Wastewater Trmt.	16	\$100,000
FY16/17	1991 Wacker PT6 pump	Wastewater Trmt.	25	\$15,000
	1999 Kubota Mower #173	Wastewater Trmt.	17	\$20,000
	2003 Pickup Truck #32	S&W Maint.	13	\$35,000
FY17/18	2005 Pickup Truck #30	S&W Maint.	12	\$35,000
FY18/19	2005 Pickup Truck #67	Water Treatment	13	\$35,000
FY19/20	2008 International Vactor	S&W Maint.	11	\$400,000
FY20/21 or later:	2006 Chevy Pickup #71 WWT			
	2005 Chevy Pickup #70 WWT			
	2007 Chevy Pickup #33 S&W			
	2006 Chevy Pickup #34 S&W			
	2006 Chevy Pickup #37 S&W			

The FY15/16 request calls for funds to replace the wheel loader which is used in handling the biosolids at the wastewater treatment plant site. This equipment also serves as a backup loader for winter operations whether it be snow removal or salt loading. The wheel loader is operational, but it is in need of repairs that could cost in excess of \$20,000 for continued use. Due to its age, condition, and the forecasted needed repairs it is the recommendation of the Fleet Division Staff to replace the unit.

Project: Technology Improvements

Priority Ranking: C

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$200

Project Purpose, Description and Benefit

The purpose of this project is to utilize changes and advancements in technology, within the utility operations, to improve our service to the residents, improve efficiency of the operations, decrease costs, and to improve the reliability of the entire utility operations.

There are several advancements being made in the water and sewer industry that utilize new technology to improve the overall performance of the operations, control costs, and to improve the reliability of the operations. As the community grows and as the utility operations expand to meet that need, the City should rely on changes in technology to not only keep up with the demand but also use new technology to help control costs. With the proper planning and implementation of technology, the City's utility staff can do more without the urgent need to add staff. Equally important, the new technology can allow the employees to work smarter and to provide a more reliable utility operation. Therefore, funds spent on implementing new technology should be considered a good investment.

One of the costs included with this request is the scheduled replacement of computers utilized in the utility operations. The replacement of Citywide computers and related software programs has been included with the General Corporate CIP, however, that item only includes General Fund departments and equipment. In order to continue to provide reliable equipment, a similar program for the replacement of computer equipment in the Utility Fund divisions is recommended.

Additional benefits can be achieved with the purchase of updated software for utility operations such as data management for fire hydrants and water valves, remote reading and telemetry in water treatment, and expanded use of operational alarms and remote monitoring in wastewater treatment and water treatment.

**WATER & SEWER UTILITY FUND:
Future Years Project Narratives**

Project: IDOT Route 14 Improvements

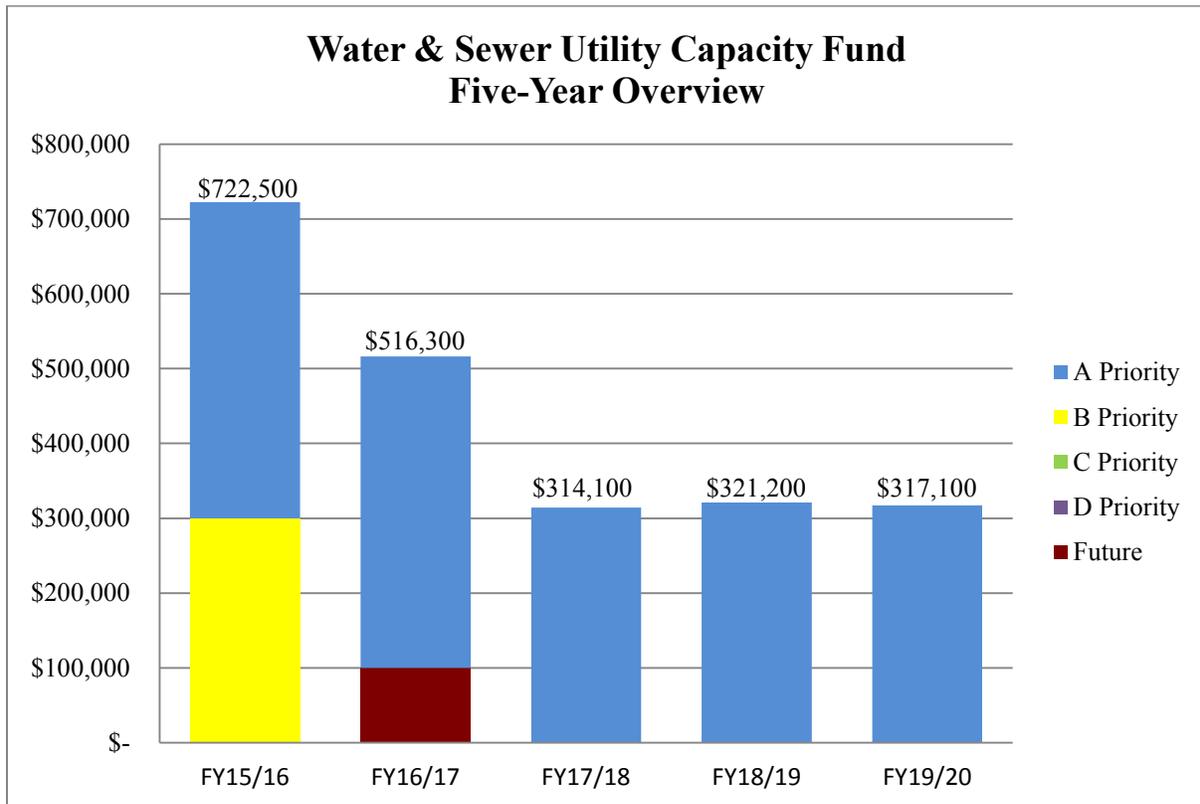
Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$40,000	\$0	\$0	\$0	\$40,000

Project Purpose, Description and Benefit
<p>On September 12, 2014 the Illinois Department of Transportation (IDOT) awarded a contract to Plote Construction, Inc. in the amount of \$25,281,880 for the re-construction and widening of U.S. Route 14 from W. Lake Shore Drive to Lucas Road.</p> <p>The City Council approved a Joint Agreement with IDOT on August 5, 2014 which outlined the costs the City will bear to relocate existing utilities, make upgrades to the traffic signals at Doty Road and at W. Lake Shore Drive, make upgrades to the emergency vehicle pre-emption signals, install a new traffic signal at Lake Shore Drive, and for construction layout and engineering services. The Joint Agreement required the City to pay the State a lump sum amount equal to 80% of its obligation upon award of the contract. The remaining 20% is due to the State upon completion of the project and is based on the final cost of construction, which is currently estimated to be \$36,800. The estimated completion date for the entire project is November, 2016.</p>

WATER & SEWER UTILITY CAPACITY FUND: Recommended Projects & Source of Funds Overview

Recommended Projects

Project	Priority	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
Utility Capacity Fund Bond Payments	A	\$422,500	\$416,300	\$314,100	\$321,200	\$317,100	\$1,791,200
First Street Water Treatment Plant Land Expansion	B	\$300,000	\$0	\$0	\$0	\$0	\$300,000
Utility Master Plans		\$0	\$100,000	\$0	\$0	\$0	\$100,000
Wastewater Treatment Plant Expansion		\$0	\$0	\$0	\$0	\$0	\$0
Water Supply Well Expansion		\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$722,500	\$516,300	\$314,100	\$321,200	\$317,100	\$2,191,200
# of Projects		2	2	1	1	1	5



WATER & SEWER UTILITY CAPACITY FUND: Detailed Project Narratives

Project: Utility Capacity Fund Bond Payments

Priority Ranking: A

Funding Request:

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$422,500	\$416,300	\$314,100	\$321,200	\$317,100	\$1,791,200

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2021

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

The Utility Capacity CIP Fund is responsible for the repayment of two separate Alternate Revenue Bonds issued in previous years by the City. The first issuance, in 1996, was for \$4.995 million in Alternate Revenue Bonds which were used to finance the renovation/modernization of the southside wastewater treatment plant. In addition, this construction also resulted in increasing the existing capacity for the wastewater treatment facility. Therefore, the related debt service payment was apportioned between the Utility Fund and the Utility Capacity CIP Fund. The Utility Capacity CIP Fund is responsible for \$100,000 of the annual debt service payment, and the difference is funded through user charges collected by the Utility Fund. These alternate revenue bonds were refunded in 2004 to generate interest savings for the Utility Fund. Therefore, the future repayments are for the 2004 Alternate Revenue Refunding Bonds. The final payment for the aforementioned Alternate Revenue Bonds will occur in 2017.

In 2002, the City issued \$4.1 million in Alternate Revenue Bonds to allow for the completion of several improvements that would increase the capacity of the Seminary Avenue Water Treatment Plant. Since this project was initiated to increase the capacity of the system, 100% of the related debt service payment is funded through the connection charges collected from the Utility Capacity – CIP Fund. The annual debt service for the repayment of the 2002F Alternate Revenue Bonds ranged from \$317,400 to \$322,600.

The City completed an advanced refunding in July, 2010 specifically including the issuance of \$2,940,000 in refunding bonds to refund the Alternate Revenue Series 2002F Bonds being repaid by the Utility Capacity CIP Fund. This transaction resulted in generating a net present value savings of \$42,700 over the remaining maturities of the Alternate Revenue Series 2002F Bonds. The annual debt service for the repayment of the 2010F Alternate Revenue Refunding Bonds ranges from \$314,100 to \$322,500 with the final repayment of these bonds occurring in 2021.

The final installment for the 2004 (originally 1996) bonds for improvements at the southside wastewater treatment plant will be made in FY16/17 resulting in an annual reduction of \$100,000 due from the Capacity CIP fund after that fiscal year.

Project: First Street Water Treatment Plant Land Expansion

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$300,000	\$0	\$0	\$0	\$0	\$300,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2016

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

During the First Street rehabilitation project in 2010 it was discovered that the property owned by the City was not large enough to install underground brine tanks, or for that matter, any plant expansion at all. The current property lines are at the foundation on the east and north side of the building. The west side of the building abuts the railroad easment and that area contains almost all of the underground utilities for the plant. On the south side there is a wedge from the south east corner of the building to the railroad easment. There is no room to expand the facility in any direction. At this time, all of the landscaping on the east and south sides of the facility are planted on private property. A portion of the underground waste tank for the facility is also constructed on private property. This request is for the allocation of funds to purchase land on the east and southeast side of the existing facility to accomodate future expansion and to protect the infrastructure that is currently in place.

WATER & SEWER UTILITY CAPACITY FUND: Future Years Detailed Project Narratives

Project: Utility Master Plans

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$100,000	\$0	\$0	\$0	\$100,000

Project Purpose, Description and Benefit
<p>The utility master plans that are used to plan for capacity improvements were prepared at a time when the City experienced steady growth in the community and was predicated on that level of growth continuing. However, those assumptions are no longer valid, and economic conditions have delayed the need to expand utility capacity. A wait and see approach regarding growth and capacity needs is financially prudent, at this time.</p> <p>As the Woodstock community grows, it is important to plan for future water production needs and improvements to serve a greater number of residents and businesses. To achieve that planning goal the City completed a Water System Master Plan in 2006 which included a 25-year planning period. This Master Plan was then followed with an evaluation completed in 2009 specific to groundwater water supply well capacity expansion. Based on assumptions used within the Master Plan for population growth, the maximum daily demand for water could have exceeded the capacity of the current treatment plants by 2010. However, the current economic conditions and growth rates have drastically changed since the preparation of the 2006 Water System Master Plan.</p> <p>Similar population projections were used with the last Sanitary Sewer Master Plan and the detailed Facility Plan report prepared for the Southside Wastewater Treatment Plant.</p> <p>The population projections that were used in the current Master Plan have not proven to be accurate, since the extreme impact on the housing market could not have been forecast. As a result, it is recommended to undertake an evaluation of the need, timing, and capacity of additional treatment facilities. Evaluating the need and determining what type of treatment should be used is the first step of the process, but actual design and construction of additional capacity would take a number of years. Based upon the evaluation and taking into consideration the current housing market; planning, design, permitting of additional capacity will likely occur at the end of (or beyond) this five-year planning period.</p> <p>Given the need to have a realistic Master Plan in place that can be used by the City Administration to prioritize future capital improvements, and to balance capital needs on an annual basis, the Master Plan should be reevaluated in FY16/17. It is hoped that within two to three more years a clearer picture can be developed along with more accurate growth projections of housing trends and economic conditions.</p>

Project: Wastewater Treatment Plant Expansion

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$ 0	\$ 0	\$ 0	\$0	\$0	\$0

Project Purpose, Description and Benefit

The City’s NPDES permits, regulated by the Illinois Environmental Protection Agency (IEPA), require an ongoing evaluation of the hydraulic and pollutant loading at the headworks of the publicly-owned wastewater treatment plants in order to determine if and when planning, permitting, and construction activity should be initiated in order to remain compliant with specified standards and regulations.

The City’s Sanitary Sewer Master Plan provides an overview and assessment of the two existing wastewater treatment plants and a comparison of future flow rates over the next fifty years. The Master Plan confirms that the current capacity of the northside facility is 3.5 million gallons per day, and the future flow over fifty years is projected to increase to 12.2 million gallons per day. The current capacity of the southside facility is 1.75 million gallons per day, and the Master Plan projects that the flow will increase to 10.3 million gallons per day over the planning period. However, those flow predictions were made prior to the stagnant growth that the City has experienced during the past few years.

While the City must plan for these increases in flow and must complete capacity expansion projects to ensure full compliance with all regulatory standards, it is not necessary (or even desirable) to complete the full capacity expansions as a single project. In fact, in order to properly manage the treatment process, control costs, limit operational costs to actual flow conditions, and to better utilize future advancements in technology and equipment; it is desirable to complete the expansions of these facilities in phases and steps over an extended period of time.

The exact timing and implementation of these projects will be the challenge. If capacity improvements are completed too soon, much of the new facility would be unused. If the capacity improvements are not completed on time, the treatment process is not as effective which could result in violations of regulatory standards and/or a ban on new construction permits by IEPA. Also, if the capacity improvements are not completed on time, the City could be precluded from serving beneficial economic development projects in the future. Based on the conclusions of the Master Plan, the City does know that both of the treatment plant facilities will need to be expanded, but the actual schedule and timing is variable.

The Southside Wastewater Treatment Plant has a design capacity of 1.75 million gallons per day and during 2013 received an average flow of 1.27 million gallons per day. The facility has available capacity to serve an estimated 6,800 population equivalents before reaching 100% capacity. However, normal IEPA policy is for communities to begin planning and design for treatment plant capacity once a facility reaches 80% capacity using the Minimum Daily Flow, and they require detailed submittals and permit applications at 90%. In 2013, the highest minimum flow rates were 1.10, 1.16, and 1.19, which were less than the previous year. Based on these flows the facility is rated at approximately 66% capacity.

The Northside Wastewater Treatment Plant has a design capacity of 3.5 million gallons per day and during 2013 received an average flow of 2.0 million gallons per day. The facility has available capacity to serve an estimated 17,100 population equivalents before reaching 100% capacity. In 2013, the highest minimum flow rates were 1.59, 1.60, and 1.82, which were less than the previous year. Based on these flows the facility is rated at approximately 48% capacity. Due to current economic conditions that have significantly affected the rate of new construction, the expansion should be put on hold during the next five-year planning period. The Northside Plant has more time than the Southside Plant before expansion is warranted.

Project: Water Supply Well Expansion

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$0	\$0	\$0	\$0	\$0	\$0

Project Purpose, Description and Benefit

In 2007 the City commissioned Baxter & Woodman and Layne Western Co. to conduct a four-phase water-supply exploration program. This program was completed in 2009 and two alternate well site locations were identified that could be developed for future needs. Funds will be needed to further evaluate the community water supply needs, predict future growth and identify a schedule for the expansion of the water supply, and then to evaluate treatment options and the cost to construct new water supply wells. Based on the findings and recommendations of this report, the City will then be able to properly plan for an increase of the water supply capacity to meet the needs of the community.

Based on current water demand and supply capacity, no funds are anticipated to be needed during the next five-year planning period.

CHAPTER SIX
ENVIRONMENTAL MANAGEMENT FUND
5-YEAR CAPITAL IMPROVEMENT PROGRAM



CITY OF WOODSTOCK
ANNUAL 5-YEAR
CAPITAL IMPROVEMENT PROGRAM

FISCAL YEAR 2015/2016
THROUGH
FISCAL YEAR 2019/2020

ENVIRONMENTAL MANAGEMENT FUND: 5-Year Summary Overview

The Environmental Management Fund (EMF) – like the Library Fund, Utility Fund, and Tax Increment Finance Fund – is required to be considered and funded separately from the General Fund of the City since it is financed through its own tax levy. In anticipation of the large cost of the cleanup of the former landfill site, the City implemented the tax in the late 1980's to provide funding for that project and other projects related to environmental cleanup. The scope of the fund was subsequently expanded to include other environmental mandates and expenditures, and as such, this budget section was renamed to the current Environmental Management Fund to accurately reflect its redefined intent to address other sensitive environmental issues.

While the intent for the establishment of the EMF was in response to the cleanup costs related to the former City landfill site, the continuance of this program is extremely important given the potential for future environmentally beneficial projects that the City may face voluntarily, or via state and/or federal mandate. In addition, it is necessary for the City to continue to plan for future costs associated with the landfill site even after the construction of the remedy has been completed. As a designated Federal Superfund site, the landfill is still under the jurisdiction of the USEPA which can impose additional remediation measures at any time. Even though all required remedial action has now been completed, the City is still obligated to pay oversight costs to USEPA on an annual basis for their continued efforts to monitor the site, totaling more than \$30,000 per year. As a result of these existing and potential future impacts, there is a need to maintain the fund reserves in order to ensure that funds would remain should USEPA require future payments and/or modifications.

The FY15/16–FY19/20 Environmental Management Fund CIP includes five (5) projects totaling \$1,848,000. The FY15/16 Environmental Management Fund CIP includes five (5) projects totaling \$478,100. The designation of funds for important environmental projects include: 1) annual **Bond Payments** for the Davis Road adaptive reuse; 2) payments for the purchase of **Leaf Machines**; 3) the purchase of **Alternative Fuel Vehicles**; and, 4) the implementation of **Energy Efficiency Lighting Upgrades** for streetlights. Given these environmentally-related projects and future unknowns related to the **Woodstock Landfill** and other issues, it is important that an appropriate fund balance remain in this fund to ensure that these issues can be addressed as needed.

Transfer To Debt Service

The City sold bonds in 2005 to fund the adaptive reuse of the former landfill as an active park site and the annual repayment costs for the capital construction is reflected in the Capital Improvement Plan. The portion of the cost and efforts of the landfill adaptive reuse project was to pay for the cost of the park improvements and the associated amount of the annual bond payment was being paid from Park Development fees. However, some of the cost for the site improvements (e.g. relocation and/or elimination of gas vents) was due to the Superfund site restrictions and were not a park improvement and, as such, partial payment of the annual debt obligation were included with the Environmental Management Fund to pay costs specifically

associated with the Superfund regulations. Beginning in FY09/10, Park Development fees experienced a significant decline that continues to the present time in conjunction with a decline in development. This necessitates that the entirety of the debt service costs be paid from the Environmental Management Fund until such time as the Park Development Fund can recover enough to again resume paying these costs.

Non-CIP Fund Costs

As stated in the introduction for the Environmental Management Fund, this fund is considered separately from the General Fund of the City and therefore functions as a separate financial operation of the City. Therefore, the related annual budget must include operating costs, administrative expenses, and other expenses in addition to the capital improvement expenses that are identified in this 5-year plan. In order to obtain an accurate and more complete overview of the entire revenue and expenses within the Environmental Management Fund, it is necessary to look beyond just the capital improvement costs.

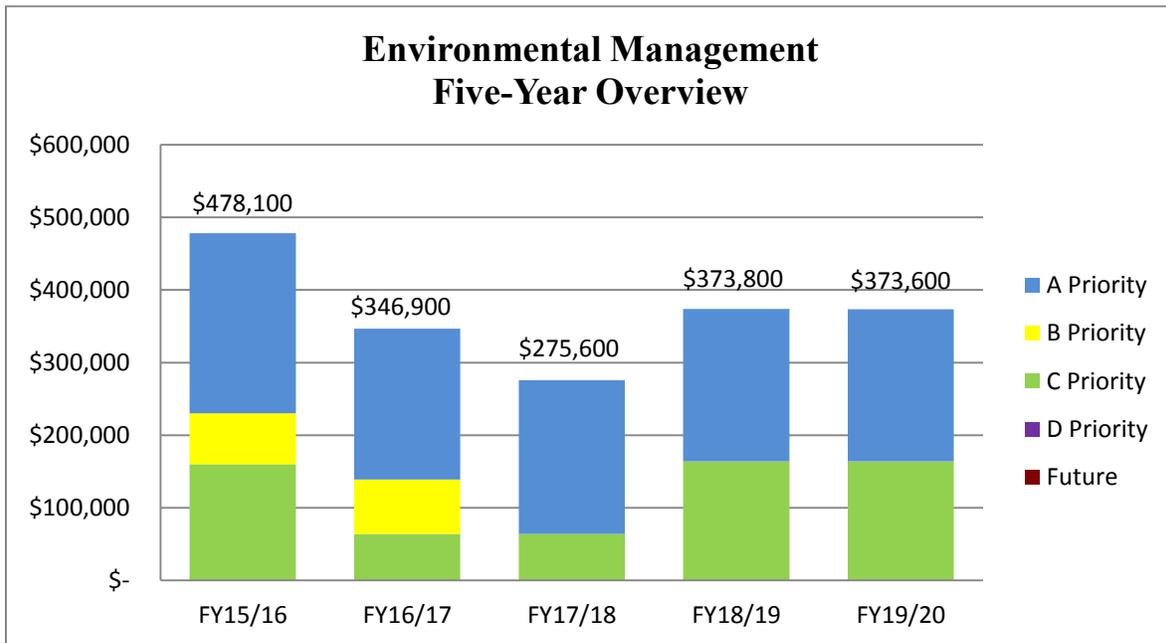
The revenue received on an annual basis from the property tax along with the fund balance that has been retained in this Fund must be adequate to pay all annual expenses not just capital improvement costs. This fund pays the cost for the City's application of alternative ice control methods; annual leaf collection services provided to our residents; costs associated with all special and hazardous waste disposal from City operations and properties; legal fees and USEPA oversight charges related to the landfill property; all costs for the required annual sampling and monitoring associated with the Superfund project; and the Citywide mosquito control services that are expected by our residents. Adequate revenue must be retained on an annual basis to continue to pay these non-capital costs within this fund that are mandated or expected by our residents.

Conclusion

Hopefully, it is apparent from the above discussion that the Environmental Management Fund CIP, as presented, funds a wide range of projects – from environmental improvements associated with the conversion of vehicles to utilize alternative fuels to energy efficient lighting upgrades. What is not as readily apparent is the integral role that the Environmental Management Fund CIP plays in enhancing the sustainability of the community. Aside from promoting environmental preservation, as evidenced in past and future potential projects, the Environmental Management Fund contributes to the economic growth and stability of the community through projects such as those identified in the FY15/16–FY19/20 Capital Improvement Program.

ENVIRONMENTAL MANAGEMENT FUND: 5-Year Summary Overview

ENVIRONMENTAL MANAGEMENT FUND CIP 5-YEAR SUMMARY						
	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
Total Project Costs	\$478,100	\$346,900	\$275,600	\$373,800	\$373,600	\$1,848,000
# of Projects	5	5	4	4	4	5



**ENVIRONMENTAL MANAGEMENT FUND:
Recommended Projects**

	Project	Priority	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
1	EMF Bond Payment	A	\$198,100	\$157,900	\$161,600	\$159,800	\$159,600	\$837,000
2	Woodstock Landfill	A	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
3	Leaf Machines	B	\$70,000	\$75,000	\$0	\$0	\$0	\$145,000
4	Energy Efficient Lighting Upgrades	C	\$150,000	\$50,000	\$50,000	\$150,000	\$150,000	\$550,000
5	Alternative-Fuel Vehicles	C	\$12,000	\$14,000	\$14,000	\$14,000	\$14,000	\$66,000
Totals			\$478,100	\$346,900	\$275,600	\$373,800	\$373,600	\$1,848,000
# of Projects			5	5	4	4	4	5

ENVIRONMENTAL MANAGEMENT FUND: Detailed Project Narratives

Project: Environmental Management Fund Bond Payments

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$198,100	\$157,900	\$161,600	\$159,800	\$159,600	\$837,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit
<p>In 2005, the City issued \$4.7 million in Alternate Revenue Bonds to finance the development and construction of two major park improvements. The City utilized \$2.8 million of these bond proceeds to adaptively reuse a landfill site to create the Davis Road Park soccer complex. This new facility included the construction of six new soccer fields, adequate parking for spectators and athletes alike, and a storage building for Parks' equipment. The revitalization of this City-owned property not only expanded the number of soccer fields offered by the City but also reestablished this parcel as a valuable asset to the community, eliminating the need to acquire additional property for this purpose.</p> <p>In 2014, the outstanding 2005 Alternate Revenue Bonds were refunded through the issuance of 2014 Alternate Revenue Refunding Bonds. The annual debt service for the repayment of the 2014 Alternate Revenue Refunding Bonds ranges from \$196,000 to \$205,200 with the final repayment of these bonds occurring in 2025.</p> <p>The debt service is funded by both the Environmental Management (80%) and Park Development (20%) Funds. Due to the dramatic downturn in building activity, the Environmental Management Fund has been temporarily providing for 100% of the debt service payment until the economy begins to improve. This is to be reevaluated annually.</p> <p>FY15/16: \$198,100 (100% of \$198,100) FY16/17: \$157,900 (80% of \$197,300) FY17/18: \$161,600 (80% of \$202,000) FY18/19: \$159,800 (80% of \$199,700) FY19/20: \$159,600 (80% of \$199,400)</p> <p>The Environmental Management Fund will again be required in FY15/16 to provide for the full debt service payment. Impact fee collections will need to increase to provide appropriate levels that support the Park Development Fund's repayment commitment.</p>

Project: Woodstock Landfill

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

The cap repair and site remediation work at the Woodstock Superfund Landfill site, as required by the United States Environmental Protection Agency (USEPA), was substantially completed in 2000. A final inspection of the site was conducted by the USEPA on August 23, 2001, which confirmed that all construction work for this project had been completed. However, in 2007 the City was notified by the U.S. Department of Justice of a natural resources damage claim with the City's portion of the costs totaling \$290,500. In 2009, the USEPA notified the City that additional groundwater extraction and treatment would be required on the site. The City was able to resolve this issue and was successful in documenting that additional treatment was not needed. Finally, in 2012 the City was required by the USEPA to reconstruct and re-grade a portion of the landfill cap to improve surface drainage.

The actions of the USEPA document that the City could be obligated to complete cap improvements or remedy action at any time in the future if required by this agency. There are no known costs to be incurred; however, the City should appropriate funds for unanticipated costs that could arise in any of the five years of this planning period.

As previously approved with the agreement between the City and Allied Signal (now Honeywell International), the City is responsible for the cost and performance of all post-construction monitoring, as distinct from remediation, of this site until 2026. If additional remedial action is required, those costs would be shared equally by the City and Honeywell.

Project: Leaf Machines

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$70,000	\$75,000	\$0	\$0	\$0	\$145,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2017

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

The City owns four leaf machines to facilitate the annual curbside collection of leaves. This has been an annual service to residents of the Woodstock community for more than 35 years.

This service provides many benefits to the community:

- Provides a safe, environmentally-friendly alternative to burning;
- Assures that the leaves are being properly disposed of and under a program that is environmentally-beneficial; and
- Helps to keep the storm sewer intakes clean so that the streets drain properly in the fall and winter months (prevents flooding and icing).

It is important that the machines be replaced in order to continue to provide this popular annual service. The company that built the Model 6600D machines has gone out of business, so it is becoming increasingly difficult and costly to acquire replacement parts for these machines. This will ultimately result in repair work delays and will negatively impact the level of service the City provides. Therefore, the Model 6600D units need to be phased out and replaced with new Spartan Leaf Pro units.

<u>Equipment #</u>	<u>Make and Model</u>	<u>Year to be Replaced</u>
129	2000, 20 cubic yard, Model 6600D	FY16/17
131	2005, 20 cubic yard, Model 6600D	FY17/18
130	2013, 25 cubic yard, Spartan Leaf Pro	FY25/26
132	2014, 20 cubic yard, Spartan Leaf Pro	FY26/27

Project: Energy Efficient Lighting Upgrades

Priority Ranking: C

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$150,000	\$50,000	\$50,000	\$150,000	\$150,000	\$550,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: (\$2,500)

Project Purpose, Description and Benefit

The City owns and operates light fixtures within the park system, along City streets, in parking lots, and in its publicly-owned buildings. In recent years there have been some significant improvements to lighting systems which result in lower operating costs making them energy efficient. Because electrical rates continue to increase, the City should consider appropriating funds to replace or modify the City-owned systems that are in place to offset rising operating costs. Another benefit to consider is that these lighting upgrades reduce the load on existing systems. For instance, a change to LED lighting within the area of the Square would provide more available power for holiday lighting without having to upgrade wiring or to bring in another electrical service. Although any expansion of lighting defeats the purpose of saving energy, it would save capital costs that might otherwise be necessary to increase the power supply.

The following are recommendations to phase in these improvements within the lighting systems managed by the Streets and Parks Divisions.

Streets Division:

Most of the City’s streetlights are owned and maintained by ComEd. However, there are some streetlights that are owned and maintained by the City. These lights illuminate streets and intersections, public parking lots, and the downtown. Lighting systems are becoming more sophisticated and increasingly more energy efficient. The City should consider a plan for replacing inefficient lighting as a means of reducing electricity costs within the operating budget. It is estimated that converting a streetlight fixture to an energy efficient type costs approximately \$1,100 each. The payback that would be realized from reduced energy charges by replacing these fixtures is approximately 7-10 years. The following is the recommended energy efficient lighting upgrade plan:

FY15/16	24 Victorian fixtures on Main Street
FY16/17	28 Victorian fixtures on the Square
FY17/18	28 Victorian fixtures on the Square
FY18/19	21 fixtures on IL Rt. 120 east of IL Rt. 47
FY19/20	22 fixtures on IL Rt. 120 east of IL Rt. 47

Parks Division:

The largest lighting systems within the City’s parks illuminate ball fields, and/or tennis courts for nighttime play, but there is also lighting for safety along the roadways and general security. The same principal that is recommended for street and parking lot lighting applies to all fixtures within the parks.

With regards to ballfield lighting systems, it is recommended that the next lighting project involve the replacement of lights on Field A (Main Field) at Emricson Park. The entire lighting system is outdated and needs to be replaced including the fixtures, the poles, and the controllers. This request is for upgrading the fixtures with energy efficient units. The request to upgrade the poles and the controllers is in the Parks CIP.

Two other lighted diamonds located in Emricson Park referred to as Bigelow Fields ‘B’ & ‘C’ have newer fixtures, but their age translates to less efficient systems than those which are available today. Replacement of the fixtures on these two ball diamonds is estimated to be \$125,000 per field; existing poles and controllers would remain. For purposes of comparison, if the City were to replace the lighting systems on these two fields, it is estimated that energy costs would be reduced by approximately \$3,500 per year.

The following is recommended energy efficient lighting upgrade plan:

FY15/16	Fixtures on Field A – Emricson Park
FY16/17	20 fixtures along roadways & parking lots @ Emricson Park
FY17/18	20 fixtures in parking lots at Bates and Merryman Fields Park
FY18/19	Fixtures on Field B – Emricson Park
FY19/20	Fixtures on Field C – Emricson Park

Project: Alternative-Fuel Vehicles

Priority Ranking: C

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$10,000	\$14,000	\$14,000	\$14,000	\$14,000	\$66,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: (\$500)

Project Purpose, Description and Benefit

In FY07/08, the City Council approved the purchase of two hybrid-powered (gasoline/electric) vehicles, one car and one small-sized pickup truck, to evaluate their use as an alternative to strictly gas-powered vehicles. Propane-powered pickup trucks have been added since then. The main benefits of these vehicles are increased fuel efficiency and reduced air emissions. After a few years experience with these vehicles, it has been determined that the City should consider the use of this technology throughout the entire fleet, where appropriate. Some of the severe duty and specialty vehicles that are used in the Public Works Department should be considered for replacement with alternative-fuel technology to achieve the goal of lower fuel costs and reduced emissions.

The initial cost to purchase these types of vehicles is higher than the cost to purchase a gas or diesel-fired model, and as a result, funds are requested to help cover that added expense when this alternative technology is an appropriate choice for vehicles being purchased. Each vehicle in the motor pool that is approved for replacement will be evaluated for the inclusion of alternative technology. The cost of the vehicle will be paid from the motor pool line item, and the additional cost to outfit it with this green technology will be drawn from this line item. There are also rebate incentives offered through the Illinois Green Fleets program which covers fuel rebates, vehicle rebates, and conversion rebates, which the City will continue to apply for and obtain. Through this program, the City will receive a return on this investment from reduced fuel costs.

Within this planning period, the following Public Works Department vehicles recommended for replacement will be evaluated for consideration of alternative-fuel vehicles in place of gas or diesel-fired vehicles:

- FY15/16 1 pickup for Parks division
- FY16/17 1 pickup for Parks division
- 1 pickup for Fleet division
- FY17/18 1 pickup for Parks division
- 1 pickup for S&W Maintenance division
- FY18/19 1 pickup for Parks division
- 1 pickup for Water Treatment division
- FY19/20 1 pickup for Parks division
- 1 pickup for Streets division

CHAPTER SEVEN
LIBRARY BUILDING FUND
5-YEAR CAPITAL IMPROVEMENT PROGRAM



CITY OF WOODSTOCK
ANNUAL 5-YEAR
CAPITAL IMPROVEMENT PROGRAM

FISCAL YEAR 2015/2016
THROUGH
FISCAL YEAR 2019/2020

LIBRARY BUILDING FUND: 5-Year Summary Overview

All Library CIP projects are accounted for separately within the City's 5-Year CIP, identical to the other funds of the City (i.e., General, Utility, Environmental Management, and TIF). Funding for the Library Building Fund is derived from an annual Building Fund Levy that is approved by the Library Board and City Council and subject to statutory "backdoor" referendum provisions. However, the levy has been in place for a number of years and continues to receive community support. Also, proceeds from capital expansion fees provide a consistent, albeit reduced, revenue stream to this Fund, as well.

In April, 1999, the voters approved the issuance of \$3.9 million in bonds to finance an addition to the existing library facility. The design phase of the project took place in 1999 and bids were opened in January, 2000. The high bids necessitated both a reduction in the size of the building and some design features needed to be removed. Alternate Revenue Bonds were issued by the City in the amount of \$500,000 to provide the additional financing needed to complete this project. The building broke ground in April, 2000, and the project was completed by June, 2001. The associated bond payments will continue through FY19/20.

A benefit of the successful expansion project is the fact that it is not anticipated that significant capital expenditures will be required for building expansion in the proposed 5-year planning period. The expansion has provided sufficient space for library functions well into the future to insure that the needs of the community are met. However, the facility is starting to experience building and equipment maintenance issues as the building ages.

The continuing receipt of these revenues is required by State Statute to be used exclusively for land acquisition, as well as building and capital expenditures. As can be seen from the accompanying narrative, the Library Building Fund CIP is presently, and for the foreseeable future (i.e., balance of this 5-Year CIP), devoted primarily to repayment and amortization of the aforementioned Alternate Revenue Bond that financed the Library expansion. An additional amount is allocated annually for new computers and furniture and to equip and maintain the expanded facility.

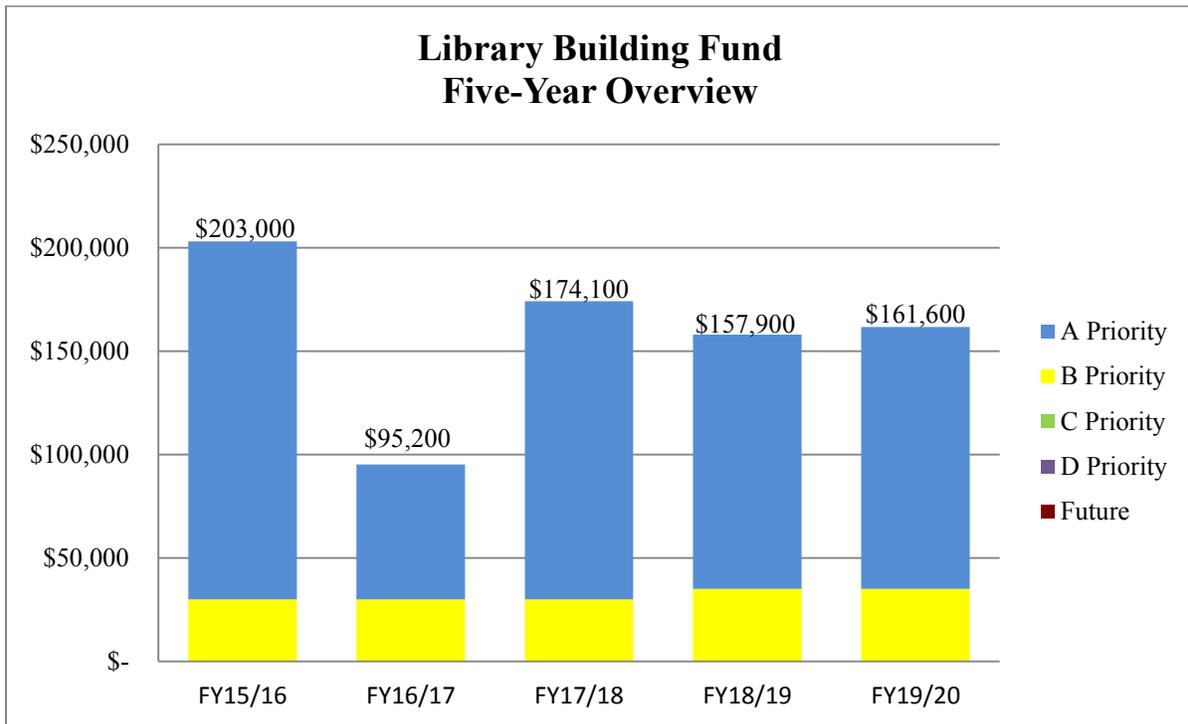
In 2007 the Library Board purchased the property at 451 W. Judd for the purpose of expanding patron parking and, as an added benefit, improving the water runoff problems in the Judd/Jackson Street area. The City and the library cooperated to make this possible through the City paying for the stormwater detention elements, and the library paying for the parking lot itself. Construction began in the spring of 2008 with design and engineering plans, and was completed in mid-2009.

As outlined above, the remainder of the revenues that are received annually to support the Library Building Fund CIP are retained and are accumulated as fund balance to be used in the future for acquisition of land to expand and/or construct additional library facilities. In this way, the City is able to reduce the amount that needs to be financed and bonded to undertake future improvements.

The FY15/16 – FY19/20 Library Building Fund CIP includes four (4) projects totaling \$791,800. The FY15/16 Capital Budget Year Library Building Fund CIP includes four (4) projects totaling \$203,000. In addition to the **Alternate Revenue Bond Payment, Lighting Upgrades** and the purchase of **Furniture and Equipment**, a significant potential expense to be paid from this fund in FY15/16 is for **Building and Grounds Maintenance/Improvements** – which encompass a number of projects including replacement of the boiler system, roof repairs to the Rotunda, re-lamping a number of light fixtures, and replacing damaged sidewalk at the front entranceway.

LIBRARY BUILDING FUND: 5-Year Summary Overview

LIBRARY BUILDING FUND CIP 5-YEAR SUMMARY						
	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
Total Project Costs	\$203,000	\$95,200	\$174,100	\$157,900	\$161,600	\$791,800
# of Projects	4	3	3	3	3	4



**LIBRARY BUILDING FUND:
Recommended Projects**

	Project	Priority	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
1	Alternate Revenue Bond Payment	A	\$46,100	\$45,200	\$44,100	\$42,900	\$46,600	\$224,900
2	Building Maintenance & Improvements	A	\$105,000	\$20,000	\$100,000	\$80,000	\$80,000	\$385,000
3	Lighting Upgrades	A	\$21,900	\$0	\$0	\$0	\$0	\$21,900
4	Furniture & Equipment	B	\$30,000	\$30,000	\$30,000	\$35,000	\$35,000	\$160,000
Totals			\$203,000	\$95,200	\$174,100	\$157,900	\$161,600	\$791,800
# of Projects			4	3	3	3	3	4

LIBRARY BUILDING FUND: Detailed Project Narratives

Project: Alternate Revenue Bond Payment

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$46,100	\$45,200	44,100	42,900	46,600	\$224,900

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

The funds requested are for the debt service payment of the \$500,000 alternate revenue source bonds issued to provide additional financing for the library addition completed in FY01/02.

The City and Library Board have pledged the property tax and developer donations received by this fund for the repayment of the bonds. The 2000 Series D Alternate Revenue Bonds were refunded in 2010. The City utilized the proceeds from the 2010 Series B Alternate Revenue Bonds to refund the outstanding 2000 Series D Alternate Revenue Bonds. The debt service schedule for the repayment of the 2010 Series B Alternate Revenue Bonds is as follows:

Fiscal <u>Year</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
15/16	\$40,000	\$6,080	\$46,080
16/17	40,000	5,130	45,130
17/18	40,000	4,030	44,030
18/19	40,000	2,830	42,830
19/20	45,000	1,530	46,530
Totals	\$205,000	\$19,600	\$224,600

Project: Building and Grounds Maintenance/Improvements

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$105,000	\$20,000	\$100,000	\$80,000	\$80,000	\$385,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

The purpose of this Capital Improvement Program request is to ensure that building maintenance and improvement projects required for the efficient and safe operation of the Woodstock Public Library are prioritized, planned, funded and implemented. The

following projects are recommended for completion based on their need, importance, and/or priority:

BOILER/PNEUMATIC SYSTEM REPLACEMENT (FY15/16 - \$35,000)

The library’s existing boiler is more than 25 years old, has reached the end of its serviceable life and is quite inefficient. Assessments by Althoff Industries and MG Mechanical indicate that the boiler could fail at any time.



In addition, repair costs have been escalating in recent years. It is recommended that the boiler be replaced and, at the same time, that the pneumatic systems be updated/replaced. This would result in improved reliability and efficiency.

ROTUNDA METAL ROOF REPAIR/REPLACEMENT (FY15/16 - \$30,000)

The existing flat copper roofing located on the Rotunda portion of the library roof is “back pitched” against the pitched roof. Because of the improper installation, water is finding its way in to the roof structure instead of the gutters. The recommended solution would include removing all metal roofing and gutter material; installing a new rubber membrane on the pitched roof area and flat perimeter edge surfaces; constructing a new perimeter parapet wall to drain surface water towards the rear of the rotunda; and, resurfacing of the existing rotunda roof and new parapet façade to match existing materials. At the same time safety anchors should be installed to allow proper safety procedures to be followed when maintenance is being done on this area of the library. The current “skylight” on the peak of



the rotunda is also not watertight and ideally should be replaced at the same time as the rest of the rotunda roof work is being done. *(Note: This item may be completed in FY14/15 depending on the final costs of the shingled roof replacement and the potential cost savings for doing all of the roof work at the same time)*

REGRADE AND REPLACE DAMAGED SIDEWALKS (FY15/16 - \$15,000)

The sidewalk and entry area between the parking lot and library front entrance is badly cracked and deteriorating from excessive winter freezing damage. Consultations with Public Works, conclude that the area is not graded sufficiently, and consequently melting snow and ice puddle and seep into the joints and cracks. When the water freezes, it expands, creating new cracks and enlarging existing ones. This process is exacerbated by the salting of the area needed to keep it safe. The suggested solution is to remove the existing sidewalk, re-grade the area to provide better run-off, then install new concrete. Patching of the existing concrete can extend the life of the area for a few more years, but

a long-term solution will be needed by FY16/17. This item has been pushed forward into FY15/16 as the library is pursuing grant funding to help with the redesign of the front entry. With successful grant support, more design and aesthetic elements will be added, as well as reworking the space for safety reasons. Without the grant funding, this item will be delayed until FY16/17.

RELAMPING (FY15/16 - \$25,000)

The forty large pendant lamps need extensive re-lamping, and in many cases new ballasts. The library has explored converting the existing lamps to LED, but there is currently no way to facilitate this upgrade without expending in excess of \$75,000. Instead, the library will replace the dead ballasts and re-lamp all of the fixtures to provide a consistent, steady lighting.



REPAINT LIBRARY INTERIOR (FY16/17 - \$20,000)

By FY15/16 it will have been 15 years since the completion of the library addition. Normal wear and tear has already resulted in significant damage to the painted areas of the library, particularly in those areas accessible to the public. The Library has worked with Public Works and had the areas of high usage repainted in FY10/11 but it is recommended that the entire library be repainted in FY16/17.

REPLACEMENT OF ROOF TOP HVAC UNITS (FY17/18 – \$80,000, FY18/19 - \$80,000, FY19/20 – \$80,000)

By 2017 the library’s four roof top HVAC units will be 16-years old. The planned replacement of these units will prevent untimely failure and costly emergency replacement of a unit. Each unit is approximately \$80,000, so the library will prioritize the units and replace one each year for four years beginning in FY17/18.

REPAINT AND STAIN LIBRARY EXTERIOR (FY17/18 - \$20,000)

The library’s exterior was painted and stained in FY2011/12. The recommendation by the contractor who oversaw this project and seconded by staff at Lloyds is that the library building should be stained every 5-7 years. FY17/18 is the outer edge of this time frame. Proper maintenance of the library’s siding will ensure that the cedar will not require replacement.

Project: Lighting Upgrades

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$21,900	\$0	\$0	\$0	\$0	\$21,900

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2016

Annual Operating Costs: N/A

Project Purpose, Description and Benefit



The City currently has a significant amount of inefficient T12 florescent lights in a number of facilities. These lights have been phased out and it is increasingly difficult to procure replacement bulbs. This project includes a portion to be paid by the General Fund CIP and Utility Fund, which has not been included here.

As such, the City should replace all T12 florescent lights with energy efficient T5 florescent lights.

Grant funds from Clean Energy have been secured in the amount of \$10,000 to fund this project. It is anticipated that an additional \$6,700 will be secured from DCEO if they fund at 30% of the current levels, which is being estimated, although 50% is a possibility. Net cost of this project after grants is estimated at \$5,200 for the Library.

Project: Library Furniture and Equipment

Priority Ranking: B

Funding Request:

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$30,000	\$30,000	\$30,000	\$35,000	\$35,000	\$160,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit

COMPUTER & NETWORK HARDWARE

The Library Building Fund is used to acquire computer hardware and software as well as new furnishings and equipment used throughout the building. Due to the age of the furnishings and the increased use of the public computer equipment, a higher priority on the maintenance and upkeep of our computer equipment is necessary.



The State of Illinois requires that every library do a technology plan which includes a survey of computer equipment including: an inventory of equipment, average age and the current software. The plan identifies the areas in need of improvement and budget for supporting hardware, software and connectivity.

The Library has 97 computers, 27 for staff and 70 for public use. A rotating schedule for replacing computer hardware and software has been expanded over the years because of the economic downturn. Depending on the amount of usage, it is typically recommended that hardware (servers, computers, printers) be replaced every three to four years. The library has expanded its replacement schedule to every 5 years.

CHAPTER EIGHT
TAX INCREMENT FINANCING FUND
5-YEAR CAPITAL IMPROVEMENT PROGRAM



CITY OF WOODSTOCK
ANNUAL 5-YEAR
CAPITAL IMPROVEMENT PROGRAM

FISCAL YEAR 2015/2016
THROUGH
FISCAL YEAR 2019/2020

TAX INCREMENT FINANCING FUND: 5-Year Summary Overview

By action of the City Council, the City of Woodstock Downtown Tax Increment Financing (TIF) District was established in April of 1997. Tax increment financing is an economic development tool that was provided by State lawmakers more than 20 years ago to assist local governments in attracting private development and new businesses to their respective communities. The TIF district helps public and private investors overcome extraordinary costs that often prevent development and private investment from occurring on environmentally-sensitive and other properties that are at risk of remaining underutilized/underdeveloped for an extended period of time. As a result of this investment, the TIF area is improved and property values increase.

Without TIF benefits, a deteriorating area is less likely to improve. Investors do not invest capital into decaying areas and most local governments cannot afford the needed costly improvements without raising taxes. When considering an area for TIF designation, municipal officials must ask the question *"Will the same kind of private investment occur here without an incentive?"* In other words, **"but for"** the establishment of a TIF as a mechanism for providing financial incentives for private investment, would redevelopment occur that is desired by the community?

Once a TIF is established, private investors and local governments are able to undertake redevelopment projects by utilizing the increase in property tax revenues, or tax increment, as a funding source for TIF improvements over a period not to exceed 23 years. The tax increment is the difference between the amount of property tax revenue generated before TIF district designation and the amount of property tax revenue generated after TIF designation. Establishment of a TIF does not reduce property tax revenues available to the overlapping taxing bodies. Property taxes collected on properties included in the TIF at the time of its designation continue to be distributed to the school districts, county, community college, etc. in the same manner as if the TIF did not exist. Only property taxes generated by the incremental increase in the value of these properties after that time are available for use by the TIF.

The FY15/16 – FY19/20 Tax Increment Financing Fund CIP includes thirteen (13) projects totaling \$7,372,600. The FY15/16 Tax Increment Financing Fund CIP includes twelve (12) projects totaling \$2,048,200. In FY15/16 these not only include a continuation of maintenance and improvement projects within the Downtown TIF District – such as **Sidewalk Maintenance and Replacement, Downtown Brick Replacement**, the replacement of **Pedestrian Amenities** such as benches and trash receptacles, **Perimeter Lighting Improvements**, and **Street and Parking Lot Maintenance** – but more extensive improvement projects – such as **Streetscape Improvements** and the **Façade Improvement Program**.

The importance of these projects addresses the City's Vision 2020 objectives of creating and/or maintaining the unique, historical character of the downtown through expanding parking opportunities for its many users; enhancing the pedestrian experience in the downtown through the addition of streetscape amenities; assisting visitors to find the downtown through the implementation of wayfinding signage; and providing property owners with assistance in maintaining historical buildings through the façade improvement program.

In FY10/11 the City of Woodstock was presented with the opportunity to acquire, through donation, the **Old Courthouse and Sheriff's Office**. There is little doubt that the **Old Courthouse and Sheriff's Office** is one of the most significant structures on the Historic Woodstock Square and within the Downtown TIF District. The facility is listed on the National Register of Historic Places and is one of the oldest courthouses in Illinois.

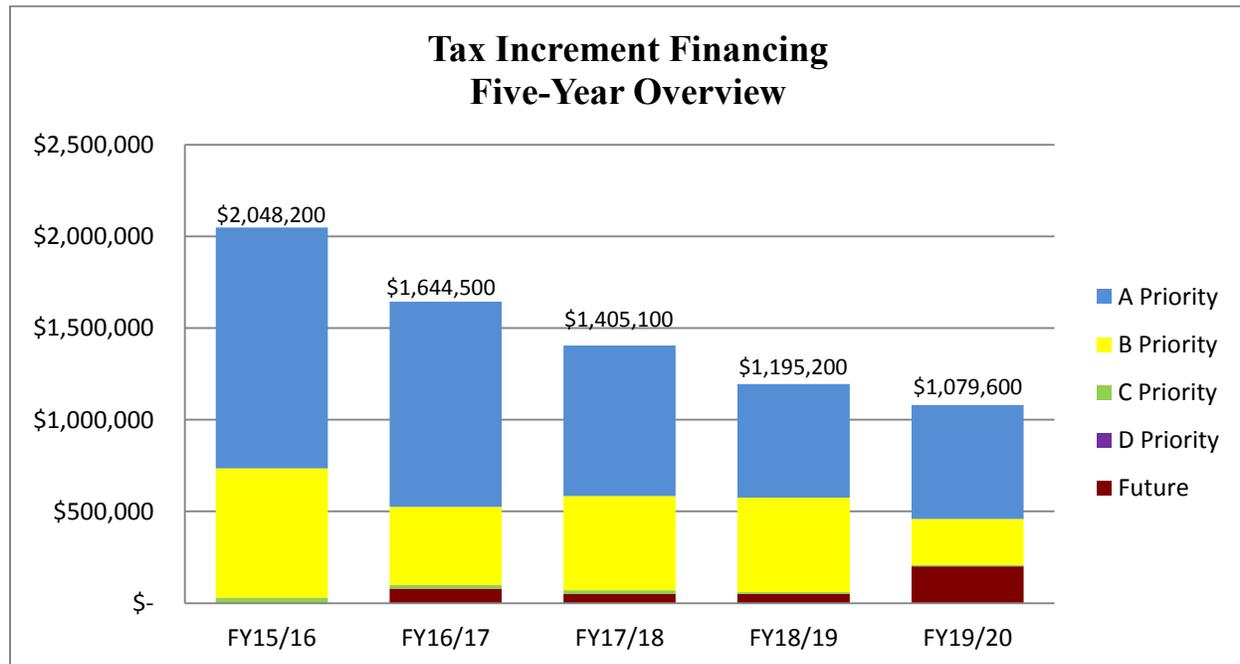
In April, 2012, Gary W. Anderson Architects completed an architectural report of the building and classified the scope of work into two categories: critical-immediate needs and long-term needs. Most of the critical-immediate needs are related to sealing areas open to the elements and securing the building against further deterioration. A vendor was hired to completely clean the upper attic and cupola area of pigeon waste and remediate birds that were living in the building. In September, 2012, a joint meeting of the City Council and Historic Preservation Commission (HPC) was held to review the architectural report and set an agenda for the future preservation of the **Old Courthouse and Sheriff's House**. Subsequently, the HPC decided on 1905 as the historic date of restoration for the building and agreed to the demolition of the non-significant garage on the west side of the **Old Courthouse**.

The removal of the garage allowed Public Works' staff to install new water and fire suppression services to the **Old Courthouse** building. Much of the ongoing maintenance and clean-up work in the buildings has been done by Community & Economic Development and Public Works staff resulting in significant cost savings to the City. Staff identified and City Council approved a vendor for critical masonry work on the exterior of both buildings.

Community & Economic Development staff has shown the buildings to several interested restaurateurs and investors. The City Council is currently reviewing several proposals and prioritizing projects to preserve this historic landmark. In FY14/15, a new roof was constructed on this facility to eliminate ongoing water damage and the front stairs were replaced.

TAX INCREMENT FINANCING FUND: 5-Year Summary Overview

TAX INCREMENT FINANCING (TIF) FUND CIP 5-YEAR SUMMARY						
	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
Total Project Costs	\$2,048,200	\$1,644,500	\$1,405,100	\$1,195,200	\$1,079,600	\$7,372,600
# of Projects	12	11	11	10	9	13



TAX INCREMENT FINANCING FUND: Recommended Projects

	Project	Priority	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	5-Year Total
1	TIF Bond Payments	A	\$193,200	\$194,500	\$195,100	\$195,200	\$194,600	\$972,600
2	Facade Improvement Program	A	\$50,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
3	Old Courthouse and Sheriff's Office	A	\$900,000	\$900,000	\$600,000	\$400,000	\$400,000	\$3,200,000
4	Replacement of Perimeter Lighting System	A	\$170,000	\$0	\$0	\$0	\$0	\$170,000
5	Downtown Brick Replacement	B	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000
6	Landscape Island Renovations	B	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
7	Sidewalk Maintenance and Replacement	B	\$20,000	\$20,000	\$15,000	\$15,000	\$15,000	\$85,000
8	Street and Parking Lot Maintenance	B	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
9	Streetscape Improvements	B	\$450,000	\$170,000	\$265,000	\$265,000	\$0	\$1,150,000
10	Pedway Mural	C	\$10,000	\$0	\$0	\$0	\$0	\$10,000
11	Streetscape Amenities	C	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
12	Streetscape Signage	C	\$10,000	\$10,000	\$10,000	\$0	\$0	\$30,000
13	Roundabout Intersection Improvements		\$0	\$80,000	\$50,000	\$50,000	\$200,000	\$380,000
Totals			\$2,048,200	\$1,644,500	\$1,405,100	\$1,195,200	\$1,079,600	\$7,372,600
# of Projects			12	11	11	10	9	13

TAX INCREMENT FINANCING FUND: Detailed Project Narratives

Project: Tax Increment Financing (TIF) Bond Payments

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$193,200	\$194,500	\$195,100	\$195,200	\$194,600	\$972,600

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

In 2002, the City issued \$2,575,000 in Alternate Revenue Bonds to provide funding for the purchase of several properties located within the TIF District to consolidate a redevelopment site and refund an existing bank loan used to purchase earlier parcels, as well as complete the necessary construction of public infrastructure improvements to allow for the eventual redevelopment of this site. A portion of this site has been transferred back to the private sector and is generating additional property tax revenues for the TIF.

In 2010, the City issued the Series 2010C and 2010E Alternate Revenue Bonds to refund the Series 2002E and 2002G Alternate Revenue Bonds. The refunding resulted in generating in excess of \$29,000 in net present value savings for the TIF Fund. The Alternate Revenue Bonds are being repaid through the TIF District's property tax collections with the debt service payments reported directly within the TIF Fund. The annual debt service for the repayment of the 2010 Alternate Revenue Bonds ranges from \$192,500 to \$198,800 with the final repayment of these bonds occurring in FY21/22.

Project: Façade Improvement Program

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$50,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: N/A

Project Purpose, Description and Benefit

The Façade Improvement Program (FIP) was implemented in the FY09/10 annual budget and is designed to promote the continued use and maintenance of commercial buildings within the TIF District. The program makes funds available as a 50/50 match for appropriate quality exterior rehabilitation of eligible structures. To be eligible for funding under the Façade Improvement Program, the building must be located within the TIF District and have paid real estate taxes into the TIF.

Improvements proposed for funding through the FIP may be subject to specific architectural and design guidelines as identified in the Design Review Guidelines for Properties in the City of Woodstock Downtown Business Historic Preservation District handbook and review and approval by the Woodstock Historic Preservation Commission.

Applicants are strongly encouraged to meet with the program administrator in the Department of Community and Economic Development before submitting an application to discuss project eligibility and availability of program funds.

FY15/16: Additional funds have been requested for this fiscal year due to an anticipated increase in large renovation projects in the TIF area. Anticipated projects include: restoration of two historic storefronts at 100-108 N. Benton, façade improvements to the former Elk Club building at 140 Cass St. and the future Centerville Winery at 200 Judd St. As well as additional window replacement at 112 Cass St. All of these projects are worthy of funding and will make a positive impact on the historic district. As is generally the case, improvements such as these create interest from other property owners to make improvements which leads to increased interest in the Façade Improvement Program.

Subsequent years' funding is requested at the traditional level of \$25,000 with the City Council having the discretion to approve additional funding if warranted.

Project: Old Courthouse and Sheriff's Office

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$900,000	\$900,000	\$600,000	\$400,000	\$400,000	\$3,200,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit

In late 2011 the City of Woodstock approved a transfer agreement granting ownership of the Historic Old Courthouse and Sheriff's House - both structures are listed on the National Register of Historic Places and located within Woodstock's Historic District. The primary goal of the City is to ensure that the facilities are preserved and restored based on their historical significance and returned to private ownership with tax incentivization to be repaid through the transfer of property or future property tax revenues. In the summer of 2013 the Historic Preservation Commission recommended, and City Council approved, 1905 as the target restoration year for the buildings.

Major projects completed to date include a new water line to the Old Courthouse building separating the water service from the Sheriff's House, completion of most critical masonry repairs to both buildings and stabilization of the second floor courtroom ceiling, dome/cupola restoration and a new copper roof. The project to rebuild the front steps of

both the Old Courthouse and Sheriff's house began in late 2014 and is expected to be completed in the current fiscal year. Staff has learned throughout the project that much of the original architects' project costs were greatly underestimated and unexpected damage has resulted in cost overruns and change orders. Unexpected costs associated with a new restaurant tenant in the lower level of the Courthouse has also added to the project expenses.

FY15/16: Major funding for this year will be for window repair and restoration in both buildings. While it is planned that the window repair costs will be spread over two years, the bulk of the architectural planning, shop work, materials and project coordination will be incurred in this fiscal year. In addition, the City will need to address the restoration of the gable ends, soffits and additional masonry on both structures. These various projects such as downspouts, windows and masonry should be done in conjunction if possible to make best use of a rented lift and coordinated effort of contractors. With completion of the Sheriff's House front stairs it would be appropriate to address the front glass enclosures providing access to the basement. The second floor washrooms will also need to be addressed with plumbing and fixture repairs/replacement.

FY16/17: Window repair and restoration will continue this fiscal year as well as any additional masonry repairs and exterior trim and painting. The Sheriff's House roof over the restaurant area will need to be addressed in that it was not part of a 2009 roof project done by the restaurant owners as well as a new gutter support system and cornice restoration. The ceiling of the courtroom on the second floor should be addressed, architectural plans developed and scope of work laid out. The cost of this project may be spread over two years due to the anticipated cost and work involved. The elevator and west entrance conceptual plan should also be formalized this year with project implementation for FY17/18.

FY17/18: With the assumption that the City will continue to own the building at this time the elevator and west entrance conceptual plan should be implemented. Part of this plan would be to address the west-side basement entrance to the Sheriff's House. The cinder-block structure is deteriorating and will need to be rebuilt or an alternative identified. Based on tenanting requirements it would be appropriate to formalize architectural plans for interior remodeling of the the first and second floor to include ADA-compliant bathrooms, and new mechanicals and utility service. The courtroom ceiling project will be completed this year. Restoration of the winding staircase should also be addressed in this fiscal year.

FY18/19: The primary project this year will be the removal of the late-addition to the NE corner of the Old Courthouse and implementation of interior build-out improvements as identified in the architectural plan from the previous fiscal year . This was identified by the HPC as a desired improvement to meet the targeted 1905 restoration date.

FY19/20: Moving forward, most of the major improvement and restoration projects should be completed. The City will move into regular maintenance and operation of the building and will continue with interior improvements such as plaster work, decorative

improvements, flooring/carpet replacement as needed and tenant improvements as required.

Project: Replacement of Perimeter Lighting System

Priority Ranking: A

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$170,000	\$0	\$0	\$0	\$0	\$170,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2016

Annual Operating Costs: (\$500)

Project Purpose, Description and Benefit

The purpose of this project is to upgrade and expand the permanent lighting system which illuminates and defines the rooflines of buildings fronting on the downtown Square and Main Street. Each year, these lights enhance the appeal and winter beauty of the Square from Thanksgiving through Groundhog Day and provide a popular attraction to the downtown business district during an important tourism and shopping season.

The existing system has been in place since 1983. Crafted entirely by hand, it consists of more than two thousand small 120-volt light fixtures, with each candelabra lamp socket individually wired and press-fitted into a structure of PVC and HPVC plumbing pipe, tee-fittings and elbows. Due to its age, the system requires an increased amount of annual maintenance by Opera House and DPW employees since its wiring and mounting fasteners are failing from moisture, corrosion and UV exposure. Much time is spent each year replacing burned-out light bulbs, and the occasional replacement of failed lamp sockets is more difficult now, as aging PVC components have become brittle and prone to breakage. Large sections of the lighting system have also been damaged by wind and storms in recent years and have, on occasion, fallen to the sidewalk – requiring that they be repaired or remanufactured by the Opera House.

This project would entail the replacement of the present system with commercial grade, energy-efficient low voltage LED lighting strips. It would include removal and disposal of the existing equipment followed by the installation of the new system’s power supplies, additions and modifications to the existing electrical service and the installation of new mounting brackets with LED strips by a qualified professional installer. Designed for exterior use, the proposed LED light strips are visually unobtrusive (measuring only 1/2” high x 3/8” deep), lightweight and weatherproof. The proposed system operates on 24 volts and would consume approximately 1/3 of the electricity needed by the present system. With a life expectancy of 50,000 operating hours and the current system’s usage rate of approximately 500 hours per season, the new equipment could last as many as 100 seasons. Properly installed, the new system should require little or no maintenance for many years to come.

The present lighting system includes both sides of Main St., buildings on most of Cass St., the west side of Johnson St. (not including the Old Courthouse complex), Van Buren

St. (not including the original Opera House and its South Addition) and Benton St. between Van Buren and E. Judd Streets. In addition to providing new lighting at these locations, this project would expand the system to complete the north side of Cass St. and add the following areas: the south side of W. Jackson St. to Throop St., the east sides of Johnson and Dean Streets to Calhoun St., E. Jackson and E. Judd Streets, Benton St. between E. Judd and Church Streets and the N/NE façade of the structure at Church St. between Benton and Main Streets.

This project will be completed in two phases. In 2014, Phase One, which involved installing the proposed lighting on the 125 & 127 W Van Buren Street buildings as well as portions of the Opera House, was completed and has established the project’s final cost per foot, as well as allowed staff to test anchoring and installation methods. In 2015, Phase Two will result in the completion of the installation on the remainder of the buildings included in the Square Lighting project.

Project: Downtown Brick Replacement

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit

One of the most unique characteristics of the historic downtown Square is the brick streets. One of the more unique challenges of having this type of street is maintaining it so that it is safe for motorists and pedestrians. The City began an annual downtown brick replacement program in FY09/10 for the sole purpose of maintaining this investment. Each year, thousands of bricks must be replaced because they have cracked, heaved, sunk, or shattered due to the stresses from cars, trucks, and snowplows. Settling occurs when water drains between the bricks leaving the base material wet and subject to more movement during the freeze/thaw cycle. Once a brick has failed, it puts additional stress on adjoining bricks causing them to wear unevenly and fail prematurely. Without regular maintenance, the brick streets on the square will become hazardous to those same visitors and residents that the City is trying to attract.

Funds are requested in each year of this five-year planning period to pay the expense related to the replacement and repair of bricks within the streets on the Square, to pay for the replacement of cement bricks in the spring of each year, and to purchase additional clay bricks of the same size and shape as those that currently exist. The City needs to continue acquiring a sufficient quantity of bricks in order to have an adequate inventory to continue this work as needed. The only other way that bricks become available is when streetscape improvements like bumpouts are added. This requires bricks to be removed, and these bricks are then added to the City’s inventory for future use. Making this an annual program will help to reduce costs over time because work

will not have to include damage that was allowed to compound over a number of years.

Deteriorated bricks on both the inside and outside driving surfaces of the entire Square have now been repaired and replaced since the program began. Each year, funds will be used to replace broken bricks and to restore areas that have settled or heaved due to the previous winter freeze/thaw cycle.

Project: Landscape Island Renovations

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit

The City of Woodstock had approximately 72 landscape islands (a.k.a. bump outs) installed throughout its downtown area. The bump outs included landscaping mulch and plants when they were originally installed. Since they were installed, the bump outs have lost many plants due to winter weather, snow and ice control, etc.

The City needs to renovate the bump outs. The current plant life doesn't provide for year-round seasonal attraction, are over grown, and no longer look attractive. Residents and visitors see these bump outs, which have a big impact on the perception of the City of Woodstock. With that in mind, the City needs to consider funding renovations to these areas. A professional landscape design with seasonal interest already exists, this funding request is to systematically implement the design.

Project: Sidewalk Maintenance and Replacement

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$20,000	\$20,000	\$15,000	\$15,000	\$15,000	\$85,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit

Much of the visual appeal of the Woodstock Square is due to the City of Woodstock's focus on ensuring that the brick streets, Park in the Square, sidewalks, Woodstock Opera House, and Woodstock City Hall are maintained at high standards. Most visitors arriving to the Square will find a place to park and walk to their destination. Since pedestrian use is encouraged and often a necessity, it is important that regular maintenance, repair, and replacement of existing sidewalks is performed to create a safe

environment for pedestrians.

Four different construction methods are chosen for this sidewalk maintenance based upon the type of repairs needed, the need to minimize any impact on the business community, and the economy or efficiency in completing necessary work. Methods chosen to improve sidewalk conditions can include saw cutting, mud jacking, crack sealing, and physical removal and replacement or any combination thereof.

Funds are requested within this five-year planning period to complete a review of the sidewalk and curbing within the TIF and eliminate trip hazards as needed. Each annual program would include sidewalk maintenance and repair around the Square as needed to provide a safe walkway.

Project: Street and Parking Lot Maintenance

Priority Ranking: B

Funding Request:

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$0

Project Purpose, Description and Benefit

The Historic Woodstock Square has evolved as a unique shopping, dining, and entertainment destination drawing visitors from, literally, around the world to enjoy its ambiance and “home town” feel. In fact, the Woodstock Square is an attraction unto itself which adds to ensuring the economic vitality of the downtown business district. Much of the visual appeal of the Woodstock Square area is due to the City of Woodstock’s focus on ensuring that the brick streets, Park-In-The-Square, sidewalks, Opera House, Old Courthouse and City Hall are maintained at high standards. However, not unlike the City’s overall approach to sound capital improvement planning, funding for downtown improvements should not be limited only to the immediate Square and/or to the brick pavements.

In addition to the brick streets, streetscape islands, and pedestrian facilities within the TIF District, there are streets which have concentrated traffic volumes because of their proximity to the downtown businesses, shops, and restaurants. These streets, not unlike other streets within the community, have a limited service life. The condition of a community’s street system has a direct impact on its livability and economic development, and when streets are in good condition, a vision of prosperity is evident.

The Motor Fuel Tax (MFT) Fund Budget provides for funds to resurface, stripe, and crack seal neighborhood streets. These funds are limited, and street maintenance needs throughout the entire community are increasing. The City should utilize other funding sources for resurfacing in order to keep pace with the needs within the community. It is

appropriate to utilize TIF funds to pay for resurfacing of City streets that are located within the boundaries of the district. Funds are requested in each year of the five-year planning period to complete some resurfacing on streets within the TIF District.

Within the TIF District, there are ten (10) public parking lots, containing more than 1,400 free parking spaces, that can be used by business owners, employees, and patrons of businesses within the TIF District. These parking lots are in addition to the on-street parking spaces that are available in and around the Woodstock Square. In order to preserve the character of the downtown and present a favorable impression to both residents and visitors, the City needs to protect the integrity of these parking areas. It is appropriate to utilize TIF funds for the resurfacing and landscape improvements of these parking lots as needed since they have a direct benefit in the success of local shops and restaurants.

Project: Streetscape Improvements

Priority Ranking: B

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$450,000	\$170,000	\$265,000	\$265,000	\$0	\$1,150,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2019

Annual Operating Costs: \$1,000

Project Purpose, Description and Benefit

Not unlike other downtowns, however, the evolution of some of the public improvements to the Woodstock Square and surrounding streets have, over many years, resulted in a certain “hardening” of some of the visual features in these areas. For example, years ago the decorative historic light fixtures were replaced with higher, concrete poles with visually unappealing “shoebox” light fixtures; street and intersection configurations were constructed to accommodate vehicular as opposed to pedestrian traffic; and the perimeter and/or feeder streets to the Woodstock Square have become disconnected from the appeal of the Square itself.

In an effort to address these and other potential barriers to the continued revitalization of the downtown area, the City of Woodstock began working with professional consultants in FY02/03 to develop a Downtown Streetscape Manual to serve as the basis for the implementation of a continuing streetscape enhancement program. Elements included in the manual (i.e., pedestrian nodes, benches, plantings, trash receptacles, decorative lighting) have been included with such projects as the Calhoun Street resurfacing project; Sesquicentennial Park; Throop/Judd parking lot; Main Street improvements; and Woodstock Station.

As a result of this planning effort, the City has already been able to complete the following beneficial improvements to downtown streetscape features:

- Landscape islands (bumpouts) on Calhoun Street;
- Landscape islands (bumpouts) on Main Street;
- Landscape islands (bumpouts) on the interior of the Square;
- Installation of decorative lights on Main Street;
- Installation of decorative lights around the Square;
- Landscape islands (bumpouts) on the outer perimeter of the Square; and
- Installation of coordinated streetscape amenities.

In a Strategic Planning Workshop in June 2013, it was the concensus of the City Council that the completion of the stone veneer on the concrete wall in the Park in the Square should be the next priority as the City becomes financially able to move forward. As a result, it is recommended that future streetscape projects will include the following improvements and enhancements:

FY15/16 Installation of stone veneer of the concrete wall surrounding the Park in the Square.

FY16/17 Acquisition of property or permanent easement for alley improvements between Main and Benton and preparation of detailed plans and specifications.

FY17/18 Construction of improvements for alley between Main and Benton.

FY18/19 Design and construction of landscape island and entry feature on Throop at intersection with IL Route 120.

Future improvements that have been identified within the Streetscape Guidelines include replacement of lights in the Park in the Square, intersection improvements at perimeter streets to link to the Square, and replacement of street lights on outer perimeter streets. The successful implementation of these projects will further enhance the downtown business district and provide a benefit to the residents, businesses, and visitors to the community by ensuring that the downtown area remains a viable place to recreate, work, and visit.

Project: Pedway Mural

Priority Ranking: C

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$10,000	\$0	\$0	\$0	\$0	\$10,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2016

Annual Operating Costs: \$300

Project Purpose, Description and Benefit

In 2013 the City completed the pedestrian walkway (i.e., pedway) connecting Main Street with the Throop Street parking lot behind the new Woodstock Theatre expansion. The pedway offers easy access to the Square from those lots on the northwest side of the downtown. As part of the theatre expansion, three structures were demolished which exposed the southern wall of the 231/233 Main Street building. This wall is in dire need of beautification. It was suggested by a City Councilmember that a mural should be painted on the wall celebrating the history of Woodstock. Such a design would complement the movie theatre expansion and create visual interest in the pedway.

Project funding is requested for a potential mural project in partnership with McHenry County College and/or the Northwest Area Arts Council. Anticipated costs include wall preparation, materials, design, installation, and application of a protective coating.

Project: Streetscape Amenities

Priority Ranking: C

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2020

Annual Operating Costs: \$200

Project Purpose, Description and Benefit

In FY02/03, the City Council hired a consultant, URS Corporation of Chicago, Illinois, to develop a comprehensive wayfinding and streetscape improvement program to serve as the basis for a multi-year streetscape and public infrastructure implementation plan. URS designers worked with Woodstock's citizen groups and City officials to develop the improvements to be used to create an identity for the downtown area and merchants, enabling wayfinding into the downtown, and to create a pedestrian-oriented streetscape conducive for street life and merchant interaction.

This streetscape plan developed by URS, and adopted by the City of Woodstock, has been used in the development of Sesquicentennial Park, the improvements to the Jefferson/Calhoun parking lot, the new Woodstock Station development, the Park in the Square, bumpouts at pedestrian crosswalks along Calhoun Street, and the new bumpouts

along the business frontage in the downtown Square proper. Streetscape improvements include, but are not limited to, the construction of pedestrian islands, the purchase and installation of benches and trash receptacles, purchase and installation of lighting elements, installation of planting areas, and purchase of plant materials.

Funds through this line item are used to purchase additional or replacement trash cans, planter boxes, cigarette butt receptacles, and park benches on an as needed basis for use in the downtown area.

Project: Streetscape Signage

Priority Ranking: C

Funding Request:	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
	\$10,000	\$10,000	\$10,000	\$0	\$0	\$30,000

Estimated Start Date: May, 2015

Estimated Completion Date: April, 2018

Annual Operating Costs: \$500

Project Purpose, Description and Benefit

The City has been able to successfully complete several streetscape improvements to the downtown that have had a beneficial impact on the appearance and vitality of the Square. One often overlooked aspect of those improvements has included the use of new decorative sign posts on Main Street and in landscape islands that are consistent in appearance with the new decorative light poles.

It is necessary for the City to install and maintain numerous traffic regulatory signs in the downtown for stop signs, parking regulations, directional signs, warning signs, and other regulations that must, by law, be posted. Just like landscape features and street light poles, the style and quality of these sign posts is important to the overall appearance of the downtown and the visual image that is being provided for motorists and pedestrians. The City has already installed decorative sign posts on Main Street and in the recent streetscape islands that are compatible with the overall style and goals. However, there are still several old sign posts around the Square that have not been changed and should be converted to match the new streetscape features.

Funds are requested for the purchase of decorative sign posts during the next three years with the installation to be completed by City employees.

TAX INCREMENT FINANCING FUND: Future Years Detailed Project Narratives:

Project: Roundabout Intersection Improvements

Priority Ranking: C

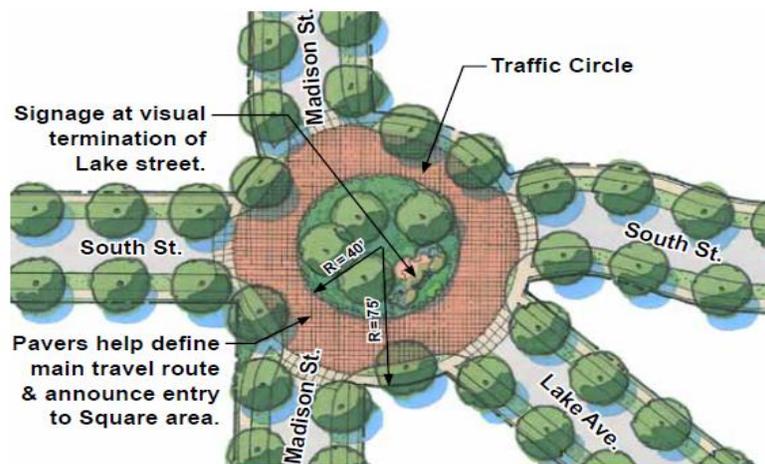
Funding Request:

FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	Total
\$0	\$80,000	\$50,000	\$50,000	\$200,000	\$380,000

Project Purpose, Description and Benefit
<p>The Woodstock City Council has adopted the Woodstock Square Streetscape Guidelines (dated February 2007) to plan and complete several improvements to downtown Woodstock over the past several years. The use of a master plan has allowed the City to already complete several beneficial improvements over a period of time while following a consistent theme and plan. Following are some of the improvements recommended in the Woodstock Square Streetscape Guidelines which have already been completed:</p> <ul style="list-style-type: none"> • Brick replacement program to provide proper maintenance of historic brick pavements; • Purchase and installation of pedestrian amenities including trash cans, benches, and decorative planter boxes; • Purchase and installation of wayfinding signage to increase visibility of downtown district and improve access for visitors; • Installation of information kiosks; • Streets resurfacing and streetscape improvements on Calhoun Street; • Streetscape improvements and new decorative lights on Main Street; • Streetscape improvements around the inner perimeter of the Square; • New decorative lights around the Square; and • Construction of streetscape improvements on outer perimeter of Square. <p>While most of the past improvements have focused on the Square and streets in the central business district, the Woodstock Square Streetscape Guidelines extend beyond the immediate downtown area and include other locations for improvements. One other category in the Guidelines includes perimeter streets. “These streets act as important thoroughfares, bringing visitors to the square and moving traffic around it. These streets should start to establish the initial character and guide visitors to the square access streets.” One specific location and recommendation within the Guidelines is identified as the intersection of Lake/Madison/South. The Guidelines state this “is a critical decision making point for visitors entering the square area in vehicles. Improving this intersection to be consistent with the streetscape elements will give visitors an indication that they have arrived at someplace special.”</p> <p>One of the possible improvements recommended by the Woodstock Square Streetscape Guidelines is the reconstruction of this five-way intersection to develop a circle traffic flow. Other recommended features of the guidelines at this location include use of brick pavement to help announce entry to the Square area, informational and directional signage to the Square, and landscape and lighting features consistent with the downtown</p>

streetscape improvements. The City did submit this project to the McHenry County Council of Mayors for STP funding in 2012 and the project was then included with the current Five-Year transportation program and recommended for funding. Under this program, the City would receive 80% of the cost of construction from federal highway funds.

Detailed design could begin in FY16/17. However, since this project would be federally funded it is anticipated that the design review process would take a minimum of 18 months. Based on the approved design, the City could then begin property acquisition. Once the design has been reviewed, approved, and all land acquisition completed following federal guidelines, construction could be completed in 2020.



Five Point Intersection Treatment- Alt 3