

2022-2027 Capital Improvement Plan

Introduction

The City updates its capital improvements plan and budget annually to provide updated status of upcoming projects, recognize funding sources, and estimate project completion.

The Capital Improvement Plan (CIP) is a planning and budgeting tool used to provide a multi-year vision of the City's future capital needs and expenses. Capital projects are typically the largest expenditure in an annual budget, which makes the CIP a critical tool for the City's budget discussions. By outlining future costs for capital projects, the City can plan for funding and project phasing. The ability to envision multi-year capital projects and expenditures also helps the City's ability to prioritize them.

This proposed 2022-2027 Capital Improvement Plan is intended to accomplish the following:

- Outlines multi-year planned projects to citizens, the City Council and staff;
- Assists the City Council in prioritizing needs and maximizing limited resources for addressing identified projects;
- Helps the City develop a planning tool for future projects;
- Allows the City to phase projects for multi-year tasks (e.g. plan, design, construction);
- Provides a proactive framework for the maintenance and replacement of City infrastructure
- Attempts to minimize the occurrence of emergency expenses.

The CIP includes fiscal year 2022/2023 projected improvements along with projects anticipated to occur over the next five years through FY 2026/2027. Each future project includes a cost estimate that is subject to revision over time. The CIP provides the citizens, City Council and staff, with a plan for future improvements and identifies funding sources.

In developing the CIP, City staff has identified critical projects to ensure the City's infrastructure is properly maintained and replaced. Many of these projects have previously been discussed with the City Council. The projects and purchases listed within the CIP are generally over \$25,000 and include expenditures for the following areas:

- Infrastructure (roads and storm water management improvements)
- Sanitary Sewers
- Vehicles and Equipment
- Sidewalks
- Information Technology

The CIP is included as part of the annual budget process and it is again stressed the CIP is a plan, subject to changing priorities, funding availability and other variables.

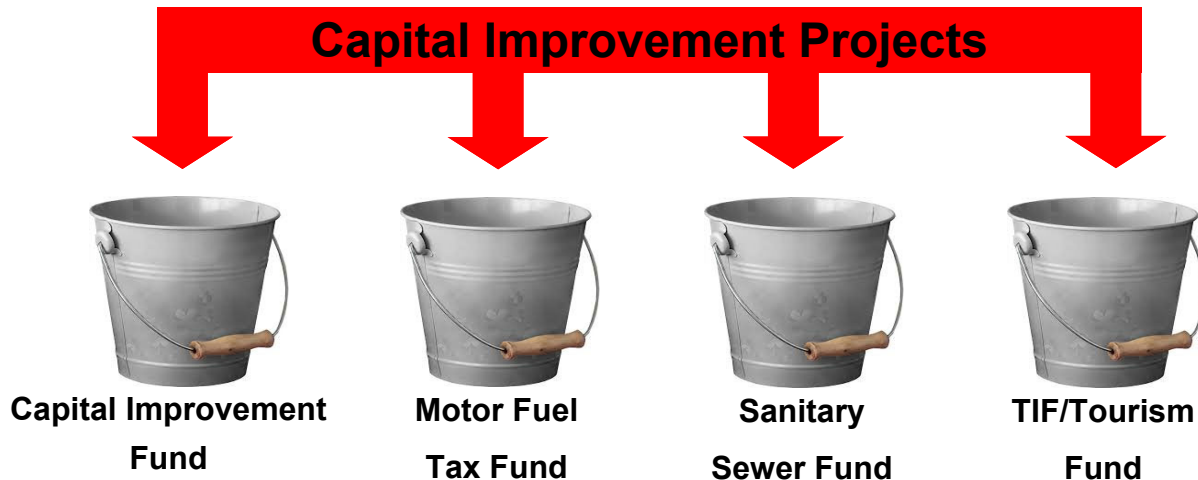
The approval of the plan does not constitute approval of any individual project within the CIP. The projects will be reviewed again by the City Council annually during the budget process. Additionally, many projects and expenditures will be reviewed again by the City Council prior to contract award.



2022-2027 Capital Improvement Plan

Fund Background

Generally the City's CIP projects are paid for through one of the following City funds. These funds are considered separate "buckets" and are outlined below.



Capital Projects Fund

The City's Capital Projects Fund is used for capital projects throughout the City. The Capital Projects Fund was created in 2018.

Motor Fuel Tax Fund

The City receives from the State of Illinois, on a per capita basis, a share of the state's motor fuel tax. The revenues the City receives are estimated and can vary slightly year to year but are generally around \$350,000 annually. In Sept, 2019, the State implemented a transportation tax that has increased the City's distribution by \$20,000/month or \$240,000 annually. In July 2020, the City was awarded \$1.1MM Rebuild Illinois grant to be received over a 3yr period concluding in FY23. The last installments of \$178k has been included in the FY22-23 proposed budget. Since the revenue is distributed by the State of Illinois, there are restrictions on its use. The City utilizes the MFT revenue exclusively to maintain roadway infrastructure within the City.

Sanitary Sewer Fund

The Sanitary Sewer Fund is an enterprise fund which is funded through sanitary sewer user fees. The revenue received by the City in this fund is restricted and stays within the fund to cover operations and capital needs.

TIF/Tourism Funds

Presently, no capital projects are planned with the use of TIF/Tourism Funds. In prior years, these monies were utilized for Plaza Drive reconstruction, Winkelman resurfacing, Milwaukee Avenue streetscaping and other projects.

CITY OF PROSPECT HEIGHTS

2022-2027 Capital Improvement Plan

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Major Improvement Projects Planned

Willow/Owen Storm Water Management and Construction

This improvement raises the elevation of Willow Road and Owen Street to prevent flooding and closure. Significant rainfall events typically close these streets, creating traffic access and circulation difficulties, as well as fire and police emergency service challenges.

Metropolitan Water Reclamation District Share	\$1,800,000
Cook County Department of Transportation Share	\$817,000
City Share	\$585,000
Total	\$3,202,000

Project Status: The City is reviewing the amount of compensatory storm water storage for this project. This will also need authorization from the appropriate regulatory agencies. As the elevation of Hillcrest Drive has been removed from this project, previous compensatory storm water storage models are no longer valid.

Pending this review and anticipated authorization, the City will enter into an intergovernmental agreement with the MWRD and Cook County Department of Transportation and Highways. After this agreement is executed by all agencies, the City will assume the responsibility for the design engineering of the improvements and management of the construction process.

Resolution of the compensatory storage issue, execution of the intergovernmental agreement and selection of an engineering firm for the design of this project are planned for FY22-23.

At this writing, design of the project is anticipated for 2022-23 with construction of this project is likely to span 2023 and 2024.

MWRD Flood-Prone Property Acquisition Program-Wheeling Road Flood Control

The Metropolitan Water Reclamation District (MWRD) offers a program for the acquisition of flood-prone properties. The Flood-Prone Property Acquisition Program provides for intergovernmental agreements with municipalities and townships, for the acquisition of specific flood-prone structures. A competitive and ranked application and awards process qualifies properties for this program throughout the MWRD jurisdiction.

Following the Council's authorization of participation, the City submitted an application for program participation for 214 S. Wheeling. This property has experienced five flooding events from Tully Creek resulting in structural damage.

The property is adjacent to Tully Park. As Tully Park has very limited access, it has been a long-time goal of the Prospect Heights Park District to develop a more visible and accessible entryway to the Park. Because the purchase of 214 S. Wheeling also presents an opportunity to access and expand Tully Park, the Prospect Heights Park District has provided a letter of intent for transfer of the property to the Park District and reimbursement of costs.

This proposed project offers benefits to our community. First, it provides compensation and relief to the homeowner, who has suffered repetitive losses. It also provides a visible and accessible public access point to Tully Park, and additional parkland.

MWRD requires the structures of the property to be removed and places a deed restriction to ensure perpetual open-space use and maintenance of the property.

As the participatory applicant, City responsibilities involve the management of the acquisition process, including: to acquire two appraisals: utilize an agent or third party to make a purchase offer; coordinate and manage closing for the accepted offer; seek reimbursement from the MWRD (no more than 96% of the offer price); and coordinate structure demolition and property restoration.

The Park district has provided a letter of intent to acquire the property from the City, maintain MWRD requirements and reimburse the City for associated expenses.

MWRD Estimated Costs	\$371,000
City Estimated Reimbursable Costs	\$16,000
Total	\$387,000

Project Status: The City is presently coordinating MWRD required steps to appraise the property, make a purchase offer and ensure its purchase. Pending necessary steps and approval processes, purchase, demolition and restoration of the property is anticipated for FY22/23.

Arlington Countryside Storm Water Management Improvement

Since the 1980's, Prospect Heights has identified the Arlington Countryside area, located in the westernmost area of the City, and generally bounded by Olive Street on the north, Windsor Drive on the west, Rand Road on the east, and Oakton Street on the south, as a priority for storm water management improvements. The neighborhood is topographically a "bowl" with limited underground drainage capacity and practically nonexistent overland overflow routes with Rand Rad acting as a "dam."

As a depressional area, Arlington Countryside has experienced severe flooding and property damage during significant rainfall events. Storms, such as the June, 2018 rain event, which

brought 4.02 inches of precipitation in two hours, have left this neighborhood inundated with storm water. The City has approved an engineering solution involving the installation of conveyance sewers to drain and move water more quickly from the Arlington Countryside drainage basin to McDonald Creek. A lift station will also be constructed to assist this effort. To avoid creating flooding problems at McDonald Creek, the rate of release must meet standards of the Illinois Department of Natural Resources.

Through financial assistance from the American Rescue Plan Act, and Rebuild Illinois funding, under the sponsorship of State Representative Walker and State Senator Gillespie, this approximately \$4 million project will be completed in FY22-23. Federal and State assistance, with City of Prospect Heights Capital Fund money has accelerated this project.

As much of Prospect Heights was developed before the initiation of modern storm water management practices, such as the use of neighborhood detention basins, there are many other areas which have storm water management issues. Arlington Countryside was chosen because of the history of property damage and its topographical challenges. Although City resources are limited, if money becomes available, it is a goal to address other storm water problems within Prospect Heights.

American Rescue Plan Act Funding	\$2,100,000
State of Illinois Funding	\$410,000
Grant – Rep. Walker	\$260,000
City of Prospect Heights Funding	\$1,448,000
Total	\$4,218,000

Project Status: Bid approval and construction engineering authorization was made by the City Council, February, 2021. Construction is anticipated to begin April, 2021, with project completion, late summer, 2021

Willow Trails Park Area Storm Water Management Improvement

The River Trails neighborhood in Prospect Heights currently suffers significant flood damages during rainstorm events. This region drains via two primary storm sewer systems that discharge to the Des Plaines River through Levee 37 via lift stations that were designed by the US Army Corps of Engineers and are operated and maintained by the City of Prospect Heights (Pump Station 3) and the Village of Mount Prospect (Pump Station 2).

GHA investigated the potential addition of stormwater storage at Willow Trails Park. As part of this concept, a diversion from Country Pines across Piper Lane to Willow Trails Park would be

required as would a diversion from Tree Lane to Willow Trails Park. Detention storage at Willow Trails Park was lowered to elevation 629 and 9 acre-feet of additional storage was proposed. The storm sewer along the southern parking lot of River Trail Condominiums would need to be replaced with a 4-ft diameter pipe and re-laid at a lower slope from the Willow Woods Condominium pond, which would be lowered 6-inches to elevation 627.5. This concept provides significant improvements to storm events up to the 10-year event but would not solve flooding issues for the 100-year, or Base Flood, event. During the 10-year event Country Pines, Piper Lane, and Tree Lane should not experience flooding. However, during the 25-year event inundation of the roadway will occur, but not to the magnitude as anticipated today.

Project Status: \$70,000 in preliminary engineering funding is budgeted for 2023-24. This funding will further define the scope of the proposed improvements and allow for sufficient design detail to pursue funding opportunities for the proposed improvements.

Wolf Road Sidewalk/Multi-use Path

****Decision for City Council**

The City has pursued grant opportunities for the Wolf Road sidewalk through “Wolf Road South” and “Wolf Road North” designations. This designation allowed the City to pursue grant funding opportunities which were not available for each portion of the improvement project. As a whole, the Wolf Road Sidewalk/Multi-use Path has obtained grant funding through highly competitive processes through the following programs: Regional Transportation Authority Access to Transit; Federal Congestion Mitigation and Air Quality; Cook County Department of Transportation and Highways “Invest in Cook”; Illinois Transportation Enhancement Program and, Federal Community Projects Funding.

While the project was broken into two areas to maximize the City’s ability to pursue competitive grant opportunities, now as all funding has been obtained and the project is moving to construction, the City can avail itself of an Illinois Department of Transportation program to accelerate construction scheduling and achieve construction scale economies by turning this into a singular construction project.

The IDOT program enables the City to request in writing the ability to proceed with Preliminary Engineering (Phase I conceptual or Phase II design) while waiting for IDOT review and approval of the engineering agreements.

The City is responsible for costs that are expended prior to approval of the engineering services agreements by IDOT and cannot seek the agency’s reimbursement until the agreements are approved and the funds are authorized.

Money for this advancement is available within the City’s capital projects fund. If the City desires to fund preliminary engineering, it can proceed with its project while IDOT reviews and

ultimately approves the engineering agreement and local agency agreement (a process that can take 6-12+ months).

Wolf Road North Sidewalk/Multi-use Path

This improvement plan will construct a sidewalk on the east side of Wolf, from Old Willow/Seminole, to the Palatine frontage. This sidewalk will provide a connection to the east side multi-dwelling unit buildings to the Prospect heights Metra Station, Harper College and wolf Road businesses. Presently, the lack of sidewalk and ditches may cause pedestrians to straddle Wolf Road. This situation is particularly exacerbated after winter snow plowing.

Because of the swales, culvert/drainage improvements are needed to allow for the construction of the sidewalk.

The project has been assisted by Invest in Cook” grant support, which has provided \$80,000 for prerequisite Phase I, conceptual engineering. Completion of Phase I engineering was required for the City to apply for an Illinois Transportation Enhancement Program (ITEP) grant, which will provide for 80 per cent of construction costs. The City has been awarded the ITEP grant.

City Phase II Design Engineering	\$65,905
ITEP Phase II Design Engineering	\$90,550
ROW Acquisition	\$65,500
City Construction	\$251,500
Cook County Invest in Cook Assistance	\$80,000
ITEP Construction	\$1,257,510

Project Status: Dependent upon the Council decision referenced above. If the City avails itself of the IDOT accelerated project opportunity, construction could begin in 2023.

Wolf Road South Sidewalk/Multi-Use Path

This improvement provides a sidewalk on the east side of Wolf, from the Prospect Heights Metra Station to Old willow/Seminole. Coupled with the Wolf Road North project, it provides a sidewalk connection to the east side multi-dwelling unit buildings to the Prospect heights Metra Station, Harper College, and Wolf Road businesses. Construction of this sidewalk presents complications and expenses related to the drainage swales and also the pedestrian crossing of the Canadian National Rail Line. This sidewalk area is funded through City, Regional Transportation Authority and Federal Congestion Mitigation and Air Quality monies.

City Phase II Design Engineering	\$13,700
RTA Access to Transit Grant Phase II engineering	\$13,700
Federal CMAQ Phase II Engineering	\$109,600
City Phase III Construction	\$16,500
RTA Phase III Construction	\$16,500
Federal CMAQ Phase III Construction	\$131,733
City Construction	\$262,333
RTA Construction	\$67,000
Federal CMAQ Construction	\$1,317,332

Note: In March, 2022, the City received notice from Representative Schneider, Congress had appropriated the City's application and award for Federal Community Projects Funding. Representative Schneider received many applications from within the Congressional District and selected those most closely aligned with the goals of Community Projects funding. The City's award to support the local funding portion of the Wolf Road Sidewalk/Multi-Use Path is \$1,126,734.

Street Maintenance

The expense of resurfacing or, if necessary, reconstructing City streets require the matter be addressed through a public referendum authorizing the sale of bonds for the purpose of resurfacing City streets. At this writing, it is recommended the City have a public referendum for street rehabilitation in April, 2026. This would replace the present road bond, which is scheduled to expire in 2026. This method of debt financing minimizes spikes in property taxes as it essentially replaces the 2011 road bond with another debt issuance for Series 2026 bonds.

The City Engineer's estimate for replacing 60 per cent of the City's streets is \$12,200,000. Spread over four years, there would be a \$3,050,000 project each year from 2026-2029.

The City utilizes a systematic pavement evaluation system to determine the streets most in need of resurfacing. Prior to the public referendum, a listing and cost estimate of the streets recommended for resurfacing will be constructed.

At present, the City is not undertaking street resurfacing projects, but is providing for various pavement segment replacements. This capital budget provides the following budgeted resources for pavement repair at \$75,000 per year annually.

Project Schedule: Annual review of most needed areas of street maintenance as this budget will allow.

Public Works Underground Gasoline Storage Tank Replacement

The Public Works facility on Piper Lane has three fuel storage tanks installed in 1985 and are located just West of the building. These unleaded and diesel tanks allow for all Police, Public Works, and Administration vehicles to efficiently, and more economically refuel. In the 1990's the tanks were damaged twice and repaired creating two LUST issues, and during this replacement project we will work with the IEPA to close those two historic cases and open a new permit. The original tanks have a suggested life span of 30 years, and being well past that our insurance costs have dramatically increased. Rates to insure old underground storage tanks are extremely high due to the potential failure and environmental cleanup that would be needed. As the City Council is aware from our recent insurance package, the tanks have been deemed an additional risk because of their age. Because the tanks are over 30 years old, the City has been advised it is likely to pay an additional \$15,000 to \$25,000 annually to indemnify this risk.

This project will require significant coordination with the IEPA, Illinois Office of the State Fire Marshall, and potential remediation of existing soils based on previous leaks from the existing fuel tanks. The City plans to design, bid, and construct the project in 2022-23. The estimated cost for this work is \$350,000.

Sanitary Sewer Rehabilitation and Design

After the City's absorption of the Old Towne Sanitary District, a systematic sanitary sewer evaluation and rehabilitation program has been developed to provide a proactive capital reinvestment plan for the sanitary sewer system. The initial task was the cleaning and televising of the entire system, which has enabled the City to identify areas of immediate attention through reconstruction, and areas where relining sewers is cost effective. Additionally, proactive cleaning and root cutting are managed on a routine basis and included in the CIP Plan at \$22k per year.

This strategy of identified and planned maintenance and rehabilitation is intended to avoid emergency service disruptions.

All monies for this program are from the Sanitary Sewer Fund. Sanitary Sewer Fund revenues are used solely for Sanitary Sewer Fund expenses. The Rehabilitation project is summarized as follows:

SEWER SYSTEM	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	5yr Total
Design	\$30,800	\$30,800	\$30,800	\$30,800	\$30,800	\$ 154,000
Construction	\$269,500	\$269,500	\$269,500	\$269,500	\$269,500	\$ 1,347,500
Construction Engineering	\$5,500	\$5,500	\$5,500	\$5,500	\$5,500	\$ 27,500
Totals	\$305,800	\$305,800	\$305,800	\$305,800	\$305,800	\$1,529,000

Project Status: Ongoing. Upon the City’s absorption of the Old Towne Sanitary Sewer District, a rehabilitation and maintenance plan was enacted to provide for proactive and systematic evaluation and repair of the sanitary sewer system. This maintenance and repair methodology is intended to identify system problems before they demand emergency attention.

Vehicles and Equipment \$476,000

The 2022-2023 capital budget proposes the purchase of a truck to be utilized for water and sewer service activities; the replacement of fuel storage tanks; a six-year program to be undertaken by the Natural Resources Commission for the shoreline stabilization and erosion control of Hillcrest Lake; and a new pump to support the water system.

Water/Sewer Utility Vehicle \$65,000

The water/sewer utility vehicle is anticipated to cost \$65,000. The cost is to be split evenly between the water and sewer enterprise funds.

Underground Fuel Storage Tanks \$350,000

The budget proposes the replacement of the Public Works Department underground fuel storage tanks. As the City Council is aware from our recent insurance package, the tanks have been deemed an additional risk because of their age. Because the tanks are over 30 years old, the City has been advised it is likely to pay an additional \$15,000 to \$25,000 annually to indemnify this risk.

Hillcrest Lake Stabilization & Restoration \$6,000

A \$6,000 expenditure is proposed for this year’s Hillcrest Lake Shoreline Stabilization and Erosion Control Program. This was introduced to the Council last fall by the Natural Resources Commission. It is a continuation of the work assisted by the Commonwealth Edison Openlands grant and visible along Hillcrest Drive. The project is proposed for 6 years, with NRC members utilizing volunteer time to provide deep rooted plants along the shoreline. The proposed \$6,000 expenditure is for materials and supplies, such as coconut rolls, plants and other assorted items. The deep rooted plantings were among the primary recommendations of the

Hey Environmental Engineering report of measures to save Hillcrest Lake, which has gradually been filling in.

Water system High Flow pump VFD controller upgrade - \$55,000

In addition, identified capital vehicles and equipment items for future years include replacement of the 1999 Sewer truck (\$500,000 planned for 2025-26) and information technology backup server for City Hall (\$11,000 planned for 2024-25)

KEY CONSIDERATIONS FOR FY22-23 CAPITAL BUDGET

- Wolf Road Sidewalk IDOT accelerated program
- Funding sources for FY23 – 27 Capital Improvement Plan – As shown in the table below, the City’s capital plan is heavily dependent on grant funding. In FY22-23, \$3.5MM of \$5.9MM in capital improvements is funded by grant awards, some of which have yet to be awarded. Going forward, this dependence on grant funding continues. Without grant support, the City’s resources will be fully utilized during FY23-24.

CAPITAL FUND REQUIREMENTS	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	Total
Possible TBD Grant Awards	\$ 3,532,350	\$ 4,233,743	\$ 64,000	\$ 418,405	\$ -	\$ 8,248,498
Capital Fund	\$ 2,400,105	\$ 1,283,333	\$ 108,000	\$ 1,535,620	\$ 343,000	\$ 5,670,058
Total Capital Funding	\$ 5,932,455	\$ 5,517,076	\$ 172,000	\$ 1,954,025	\$ 343,000	\$ 13,918,556
Remaining Funds - with 100% Grant awards	\$ 6,508,729	\$ 4,108,624	\$ 2,825,291	\$ 2,717,291	\$ 1,181,671	\$ 838,671
Remaining Funds - no Grant awards	\$ 6,508,729	\$ 576,274	\$ (4,940,802)	\$ (5,112,802)	\$ (7,066,827)	\$ (7,409,827)
	4.30.22	4.30.23	4.30.24	4.30.25	4.30.26	4.30.27

- Issuance of Series 2026 bonds – Series 2013 and 2020 G.O. Bonds are due to be paid off in December 2026 (FY27). At that time, the City could consider another bond issuance to continue supporting the ongoing road resurfacing and replacement projects.

	Principal	Interest	Total P&I
2023	1,030,000	224,483	1,254,483
2024	1,085,000	184,983	1,269,983
2025	1,140,000	143,033	1,283,033
2026	1,190,000	98,633	1,288,633
2027	1,255,000	50,958	1,305,958
	8,995,000	1,278,819	10,273,819

**CITY OF PROSPECT HEIGHTS
Capital Improvements Plan, FY23-FY27**

CAPITAL FUND SUMMARY									
	<u>FY22-23</u>	<u>FY23-24</u>	<u>FY24-25</u>	<u>FY25-26</u>	<u>FY26-27</u>	<u>Syr Total</u>	<u>Future projects</u>		
STREET RESURFACING	\$ 75,000	\$ 75,000	\$ 95,000	\$ 725,000	\$ 852,000	\$ 1,822,000	\$ 2,962,500		
DRAINAGE IMPROVEMENTS	\$ 662,000	\$ 3,192,000	\$ 11,000	\$ 11,000	\$ 12,000	\$ 3,888,000	\$ -		
STORMWATER PROJECTS	\$ 4,340,500	\$ 70,000	\$ -	\$ 250,000	\$ 250,000	\$ 4,910,500	\$ -		
SIDEWALKS	\$ 498,955	\$ 2,163,076	\$ 80,000	\$ 1,612,025	\$ -	\$ 4,354,056	\$ -		
SEWER IMPROVEMENTS	\$ 367,800	\$ 327,800	\$ 327,800	\$ 327,800	\$ 327,800	\$ 1,679,000	\$ -		
VEHICLES/EQUIPMENT	\$ 476,000	\$ 17,000	\$ 6,000	\$ 506,000	\$ 6,000	\$ 1,011,000	\$ 406,000		
	\$ 6,420,255	\$ 5,844,876	\$ 519,800	\$ 3,431,825	\$ 1,447,800	\$ 17,664,556	\$ 3,368,500		
PROPOSED FUNDING SOURCES									
Possible TBD Grant Awards	\$ 3,532,350	\$ 4,233,743	\$ 64,000	\$ 418,405	\$ -	\$ 8,248,498	\$ -		
Fund 11 MFT Fund	\$ -	\$ -	\$ 20,000	\$ 650,000	\$ 777,000	\$ 1,447,000	\$ 2,550,000		
Fund 30 Capital Fund	\$ 2,400,105	\$ 1,283,333	\$ 108,000	\$ 1,535,620	\$ 343,000	\$ 5,670,058	\$ 418,500		
Fund 51 Water Fund	\$ 87,500	\$ -	\$ -	\$ -	\$ -	\$ 87,500	\$ 400,000		
Fund 53 Sewer Fund	\$ 400,300	\$ 327,800	\$ 327,800	\$ 827,800	\$ 327,800	\$ 2,211,500	\$ -		
	\$ 6,420,255	\$ 5,844,876	\$ 519,800	\$ 3,431,825	\$ 1,447,800	\$ 17,664,556	\$ 3,368,500		

CAPITAL FUND REQUIREMENTS							
	<u>FY22-23</u>	<u>FY23-24</u>	<u>FY24-25</u>	<u>FY25-26</u>	<u>FY26-27</u>	<u>Total</u>	
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Total Capital Funding	\$ 5,932,455	\$ 5,517,076	\$ 172,000	\$ 1,954,025	\$ 343,000	\$ 13,918,556	
Remaining Funds - with 100% Grant awards	\$ 6,508,729	\$ 4,108,624	\$ 2,825,291	\$ 2,717,291	\$ 1,181,671	\$ 838,671	
Remaining Funds - no Grant awards	\$ 6,508,729	\$ 576,274	\$ (4,940,802)	\$ (5,112,802)	\$ (7,066,827)	\$ (7,409,827)	
	4.30.22	4.30.23	4.30.24	4.30.25	4.30.26	4.30.27	

**CITY OF PROSPECT HEIGHTS
Capital Improvements Plan, FY23-FY27**

Street Maintenance: The proposed 5-year street maintenance program has been established through the street evaluation process conducted by Gewalt Hamilton. The evaluation process provided a quantitative assessment of the roadway condition and allowed for the prioritizing of roads most in need of maintenance. This is determined by the utilization of a Pavement Condition Rating form to visually assess the pavements while noting general deficiency characteristics. These can then be compared to other segments of the system and ranked based on their individual PCR number. Lower condition rating numbers are considered to be more in need of correction, usually at a higher dollar value, than the higher-rating segments.

STREET RESURFACING PROJECTS	Funding Source	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	5yr Total	FUTURE PROJECTS
Various Street Resurfacing/Construction	MFT				\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 2,550,000
Design Engineering	MFT			\$ 20,000	\$ 125,000	\$ 125,000	\$ 270,000	
Construction Engineering	MFT				\$ 25,000	\$ 152,000	\$ 177,000	
General Street Maintenance	City	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 375,000	\$ 412,500
Total Street Resurfacing Projects		\$ 75,000	\$ 75,000	\$ 95,000	\$ 725,000	\$ 852,000	\$ 1,822,000	\$ 2,962,500

DRAINAGE IMPROVEMENTS	Alternate Funding Source	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	5yr Total	FUTURE PROJECTS
14-371 SF Flood Control Willow Rd Design	City	\$265,000					\$ 265,000	
14-371 SF Flood Control Willow Rd Constr. Eng.	City		\$265,000				\$ 265,000	
14-371 SF Flood Control Willow Rd Construction	City		\$300,000				\$ 300,000	
14-371 SF Flood Control Willow Rd Construction	CCDOTH		\$1,800,000				\$ 1,800,000	
14-371 SF Flood Control Willow Rd Construction	MWRD		\$817,000				\$ 817,000	
214 S Wheeling Property Acquisition	City	\$16,000					\$ 16,000	
214 S Wheeling Property Acquisition	MWRD	\$371,000					\$ 371,000	
General Engineering	City	\$10,000	\$10,000	\$11,000	\$11,000	\$12,000	\$ 54,000	
Total Drainage Improvement Projects		\$ 662,000	\$ 3,192,000	\$ 11,000	\$ 11,000	\$ 12,000	\$ 3,888,000	\$ -

STORMWATER PROJECTS		FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	5yr Total	FUTURE PROJECTS
Arlington Countryside - Ph 3 - Constr Engr	City	\$242,000					\$ 242,000	
Arlington Countryside - Construction	ARPA	\$2,100,000					\$ 2,100,000	
Arlington Countryside - Construction	City	\$1,228,500					\$ 1,228,500	
Arlington Countryside - Construction	State of Illinois	\$410,000					\$ 410,000	
Arlington Countryside - Construction	Grant Rep. Walker	\$260,000					\$ 260,000	
Willow Trails- Preliminary Engineering	City		\$70,000				\$ 70,000	
East AC - Design Eng.	City				\$250,000	\$250,000	\$ 500,000	
Contingency	City	\$100,000					\$ 100,000	
Total Stormwater Improvement Projects		\$ 4,340,500	\$ 70,000	\$ -	\$ 250,000	\$ 250,000	\$ 4,910,500	\$ -

**CITY OF PROSPECT HEIGHTS
Capital Improvements Plan, FY23-FY27**

SIDEWALKS		FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	5yr Total	FUTURE PROJECTS
Wolf Road North Sidewalk Ph 3	City	\$65,905					\$ 65,905	
Wolf Road North Sidewalk Ph 3	ITEP	\$90,550					\$ 90,550	
Wolf Road North Sidewalk ROW	Grant 50/50	\$65,500					\$ 65,500	
Wolf Road North Construction	City		\$251,500				\$ 251,500	
Wolf Road North Construction	County		\$80,000				\$ 80,000	
Wolf Road North Construction	ITEP		\$1,257,510				\$ 1,257,510	
Wolf Road South Phase 2	City	\$13,700					\$ 13,700	
Wolf Road South Phase 2	RTA	\$13,700					\$ 13,700	
Wolf Road South Phase 3	CMAQ	\$109,600					\$ 109,600	
Wolf Road South Ph 3 Const. Eng	City		\$16,500				\$ 16,500	
Wolf Road South Ph 3 Const. Eng	RTA		\$16,500				\$ 16,500	
Wolf Road South Ph 3 Const. Eng	CMAQ		\$131,733				\$ 131,733	
Wolf Road South Construction	City		\$262,333				\$ 262,333	
Wolf Road South Construction	RTA		\$67,000				\$ 67,000	
Camp McDonald (Local) Phase 1	City	\$28,000					\$ 28,000	
Camp McDonald (Grant) Phase 1	Cook Co. Grant	\$112,000					\$ 112,000	
Camp McDonald (Total) Phase 2	City		\$16,000	\$16,000			\$ 32,000	
Camp McDonald Grant) Phase 2	Invest in Cook		\$64,000	\$64,000			\$ 128,000	
Camp McDonald (Local) Construction Eng.	City				\$32,000		\$ 32,000	
Camp McDonald (Grant) Construction Eng.	Grant TBD 80/20				\$128,000		\$ 128,000	
Camp McDonald (Local) Construction	City				\$1,161,620		\$ 1,161,620	
Camp McDonald (Grant) Construction	Grant TBD 80/20				\$290,405		\$ 290,405	
Total Sidewalk Projects		\$ 498,955	\$ 2,163,076	\$ 80,000	\$ 1,612,025	\$ -	\$ 4,354,056	\$ -

SEWER SYSTEM		FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	5yr Total	FUTURE PROJECTS
Design	Sewer Fund	\$30,800	\$30,800	\$30,800	\$30,800	\$30,800	\$ 154,000	
Construction	Sewer Fund	\$269,500	\$269,500	\$269,500	\$269,500	\$269,500	\$ 1,347,500	
Construction Engineering	Sewer Fund	\$5,500	\$5,500	\$5,500	\$5,500	\$5,500	\$ 27,500	
Cleaning, televising sanitary sewers Ph 4	Sewer Fund	\$40,000					\$ 40,000	
Contingency	Sewer Fund	\$22,000	\$22,000	\$22,000	\$22,000	\$22,000	\$ 110,000	
Sewer Improvement Totals:		\$ 367,800	\$ 327,800	\$ 327,800	\$ 327,800	\$ 327,800	\$ 1,679,000	\$ -

**CITY OF PROSPECT HEIGHTS
Capital Improvements Plan, FY23-FY27**

VEHICLES & EQUIPMENT		FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	5yr Total	FUTURE PROJECTS
Backup IT Server - City Hall replacement	City		\$11,000				\$ 11,000	
Sewer Truck (replace 1999)	Sewer Fund				\$500,000		\$ 500,000	
Utility vehicle	Water/Sewer Fund	\$65,000					\$ 65,000	
Fuel Storage Tanks	City	\$350,000					\$ 350,000	
Hillcrest Lake Stabilization & Restoration (NRC)	City	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$ 30,000	\$6,000
Water System improvements Pump #3	Water Fund	\$55,000					\$ 55,000	\$400,000
Vehicle/Equipment Totals:		\$ 476,000	\$ 17,000	\$ 6,000	\$ 506,000	\$ 6,000	\$ 1,011,000	\$ 406,000
		6,420,255	5,844,876	519,800	3,431,825	1,447,800	17,664,556	3,368,500