



AGENDA

CAPITAL PROJECTS COMMITTEE MEETING

May 27, 2025 – 6:00 P.M. – 7:00 P.M.

3600 Kirchoff Road

Rolling Meadows, IL 60008

City Hall Council Chambers

CALL TO ORDER

ROLL CALL

Nick Budmats, Mike Koehler, Steve Holish, Bill Suchecki, Scott Slezak, Molly Talkington, Aaron Grosskopf

MOTION TO APPROVE THE MINUTES FROM THE APRIL 22, 2025 CAPITAL PROJECTS COMMITTEE MEETING

NEW BUSINESS

- Review Current Local Road Fund and MFT Projects
- Presentation of FY 2026–2030 Local Road Fund and MFT Projects
- Local Road Fund Debt Discussion

OTHER ITEMS AS NEEDED

PUBLIC COMMENT

ADJOURNMENT



CAPITAL PROJECTS COMMITTEE MEETING

MINUTES

April 22, 2025 – 6:00 P.M. to 6:24 P.M.

3600 Kirchoff Road

Rolling Meadows, IL 60008

City Hall Council Chambers

CALL TO ORDER

Committee Member Grosskopf called the meeting to order at 6:00 PM.

ROLL CALL

Committee Members in Attendance

Aaron Grosskopf, Public Works Director

Molly Talkington, Finance Director

Nick Budmats, Alderman

Mike Koehler, Alderman

Steve Holish, Member

Bill Suchecki, Member

Scot Slezak, Member

City Staff in Attendance

Rob Sabo, City Manager

Marie Higginson, Assistant Public Works Director

Jonathan Mishory, Public Works Management Analyst

Isaias Adame, Public Works Internal Services Superintendent

Scott Mohr, Deputy Fire Chief

MOTION TO APPROVE THE MINUTES FROM THE OCTOBER 22, 2024 CAPITAL PROJECTS COMMITTEE MEETING

Molly Talkington made a motion to approve the minutes from the October 22, 2024 meeting.



The motion was seconded by Scot Slezak.

The committee unanimously approved.

NEW BUSINESS

Presentation of FY 2026–2030 Building and Land Projects

Director Grosskopf displayed a list of current building and land projects and opened the floor up to questions. There were no questions from the committee.

Space Needs Study

Director Grosskopf stated that the City has received preliminary estimates for next steps as a result of the space needs study. One proposed option, the rehabilitation of the Central Road facility, is projected to cost approximately \$6 million. This amount has been included in the budget to account for potential future projects, although final decisions have yet to be made. It was noted that \$6 million is a significant investment and that this estimate is fluid and subject to change.

Committee member Budmats asked if the \$6 million figure represents the City's portion of the cost only.

Director Grosskopf explained that, under the current proposal, the Rolling Meadows Park District would relocate to the updated Central Road facility, while public works would have exclusive use of the Berdnick facility. He also mentioned that the City is exploring grant opportunities to help fund the project.

The plan would involve the City covering the initial costs, with the goal of seeking reimbursement at a later date. Additionally, there is potential to allow the reimbursement of the project to span over multiple years if needed. Given that the renovated building would ultimately be transferred to the park district, Director Grosskopf expressed an expectation that they would contribute to covering the associated costs. He emphasized that all options are being considered at this stage and that much will depend on ongoing discussions with the park district.

City manager Sabo noted that, in past discussions with the park district, a concern was raised regarding the floodplain reaching the Central Road property. However, after consulting with



the team, it was confirmed that no floodwaters have impacted the area based on current flood map boundaries. There is a process available to pursue an amendment to the flood maps, which could help address concerns related to the Central Road facility. Director Grosskopf also mentioned that space needs remain fluid at this time. There were no additional questions.

City Hall Flooring Replacement

Superintendent Adame noted that in the police department area, older epoxy is peeling up, which has become a trip hazard. Public works staff will concentrate and cutting and grounding down this peeling epoxy.

City Hall Roof Replacement

This project is budgeted at \$25k for 2026. That figure includes retainage on the contract. Roof replacement was also included in the 2025 capital plan as a placeholder item.

The city council gave direction to seek out one of two options for bid- a one-year option and a two-year option. This project may need to be spread out over two fiscal years. Director Grosskopf anticipates construction will begin this fall.

Holiday Decoration Replacement

There are no expenses for 2026. The City is looking at this project for 2027.

Interior/Exterior Service Door

This is an annual program. There is not too much to discuss with this program. Service doors are replaced as needed and overhead doors are replaced on an annual basis. This program will run until all doors are in good condition, which is still several years away.

Mechanical System Replacement

This program covers HVAC, chillers, and heaters. The city has money budgeted on a biannual basis for those projects. Heavier items will be replaced as needed.

Floor Coverings

The floor coverings project has been delayed. It is believed that the trench drain project needs to be completed before epoxy floor covering can be applied. The City already has bid documents, but is prioritizing the bathroom remodel and other projects. The plan is to focus on the trench drain project in 2026 and the floor epoxy project in 2027.



City Land Purchase

The City is looking to purchase a plot of land at the corner of Kirchoff and Hicks for around \$300k. This land is seen as a potential location for building a new water tower.

City manager Sabo explained that there might be an increased land value for this property because of the Arlington Park redevelopment.

City Manager Sabo iterated that the land owner has representation which has been in communication with the City. The representative indicated that the land's value is in the \$300k range.

IDOT is not interested in facilitating reuse of the land, and it is possible that the land owner may want more money than the actual value of the land.

City Hall Fire Pump Replacement.

This item is budgeted at \$140k. It was initially in the 2025 budget but deferred in favor of the roof replacement. It can be pushed out another 5 years as the fire pump was recently rebuilt.

Public Works Space Needs Land Purchase

The plan that comes out of the space needs study may require a land purchase. The City has put a \$200k placeholder item into the budget in case any land needs to be purchased.

Alderman Budmats asked if expansion would be to the east or the west. Director Grosskopf answered that the City would be expanding to the east.

Electric Infrastructure Improvements

This is listed as a contingency fund. Examples of previous opportunities for improvements include upgrading electric infrastructure at Kimball Hill Park for events. The funding is for projects that require upgraded or modified electrical infrastructure.

Fire Station Humidifier Purchase

This is a new item on the list for 2026. Director Grosskopf requested the Deputy Fire Chief Scott Mohr provide information related to the project.

Deputy Chief Mohr stated that both fire stations were built with commercial grade HVAC systems that do not account for humidity. The air can become very dry, which becomes an



issue for fire staff who sleep at the station.

Residential grade humidifiers have been used, however they create a chalky white substance which requires additional cleaning. Staff members are becoming sick more frequently because of the dry air. A proper humidifier would make the Fire Department staff healthier and more comfortable.

Member Holish asked why this wasn't identified as an issue when the station was first built.

Alderman Mike Koehler arrived at 6:17 PM.

City Hall Fire Alarm.

The City fire department investigated the alarm system at city hall and discovered some limitations. Several alarms are missing in different areas, and most staff do not have visuals or cannot hear bell sounds. When the fire alarm last went off in the city manager's office, it sounded like a distant fax machine and no strobe lights went off.

Funds are budgeted for these improvements. There is no need to redo the entire system, as additions and modifications will be sufficient.

Alderman Budmats asked a question about adding shunt trips, which would trigger modifications to the elevators.

Superintendent Adame said there is currently no plan for installing shunt trips, but he would dive into the project more to verify.

Alderman Budmats explained to the committee that a shunt trip is a device that is activated by a heat detector, and can disable electrical devices before sprinklers go off, preventing electrical failures.

Salt Dome Relocation

Director Grosskopf stated this is in place due to the chance of needing to relocate the salt storage bin due to the ongoing Space Needs Study. The salt dome is in good condition currently, and would not need to be moved otherwise.



OTHER ITEMS AS NEEDED

Discussion and Approval of Revised 2025 Capital Projects Committee Schedule

Director Grosskopf explained some adjustments were made to the 2025 meeting schedule. The June 24 and July 22 meetings are now scheduled for 5:30 PM instead of 6:00 PM due to the council meetings being shifted to a summer schedule.

The September 23 meeting is now scheduled for September 30.

The Committee took a straw vote and all members were in favor of the changes. Director Grosskopf stated that he would send out meeting invites for the September and October meetings soon.

PUBLIC COMMENT

None

ADJOURNMENT

Director Grosskopf requested a motion to adjourn the meeting. Which was made by Member Budmats, and seconded by Member Talkington. The committee unanimously approved.

Meeting was adjourned at 6:24 PM.



To: Capital Projects Committee Members

Date: May 27, 2025

Topic: Review of Fiscal Year 2025 Local Road Fund (LRF) and Motor Fuel Tax (MFT)
Fund Capital Projects

Attachments:

- Capital Projects Update Spreadsheet

Summary:

Below is a review of the City's 2025 LRF and MFT Capital Projects.

Federally Funded Projects

Algonquin/New Wilke Intersection Improvements

The City held a preconstruction meeting with IDOT in April. This project is currently delayed due to issues with COMED relocating overhead and underground lines. The overhead relocation item is currently under a permit review application process. The underground lines are still currently in design with ComEd. Once the utility items are resolved construction will begin shortly after.

Central Road Reconstruction

The Central Road project is nearing the end of Phase I Engineering, with a Qualifications Based Selection (QBS) process set to occur shortly after the City's QBS Policy is updated. The update for the City's QBS Policy is set to go forward to Council for approval on May 27th.

The QBS process will select a consultant to perform Phase II Engineering and Phase III Engineering for the remainder of the project.

Weber Drive Reconstruction

This project was initially scheduled for a June letting, but that has been delayed due to right-of-way issues with two parcels. CBBEL has notified the NWMC that the letting will be rescheduled, and they will submit a revised PPI once the new letting date is confirmed.

The delay is due to an acquisition issue of a Mechanics Lien placed on the parcel at the intersection of Weber and IL 62. The Mechanics Lien was placed on the property in January, and was discovered by Santacruz, the City's land acquisition consultant, discovered when preparing information to submit to IDOT. If the Mechanics Lien is not resolved within 2-3



months, the property has a potential of going through the IDOT condemnation process, which could push the project to an early 2026 letting.

Hicks/Euclid Bike Path

Removals for this project began in April and were posted to Facebook. These removals include sidewalks along Hicks Road, as well as some grass and topsoil. Concrete placement and storm sewer work began in early May. Along Euclid Avenue, ADA-compliant sidewalks, curbs, and driveway entrances have been poured. The remaining concrete work is on track to be substantially completed by June.

Kirchoff Road Resurfacing

This project was included as the Kirchoff/Plum Grove Road Resurfacing in the 2025 Capital Improvement Plan (CIP), with a budget estimate of \$870,000. Phase I of the project is budgeted for this Fiscal Year and we are aiming to solicit proposals in Q3 or early Q4.

Meadowbrook Bridge Replacement

The City and ERA have completed a comprehensive preliminary design review and are currently awaiting approval from IDOT. Phase I design approval is expected within the next month or two. The City has partnered with ERA, who is authorized to perform the Phase II and Phase III engineering services for this project. Once Phase I approval is received and the City is ready to proceed to Phase II, pricing negotiations with ERA will begin.

Arbor Drive Improvements

The City has applied for the Cook County Community Development Block Grant (CDBG) near the end of March to complete this project. The City is also applying for the IDOT Local Project Funding for the same project. The Local Project Funding Grant has no match requirement for the project. The IDOT Grant applications are due on June 1st, and the City will likely hear information related to the CDBG Application in the fall.

Euclid Bike Path Resurfacing

Arlington Heights is the lead agency for this large resurfacing project. Only the bike path portion lies within Rolling Meadows. The City has budgeted 15,000 in FY 2025 to provide for our portion of engineering costs to include the bike path into the project scope. The cost to Rolling Meadows is expected to be less than \$50,000 for construction. The resurfacing project is set to take place in 2026 and in coordination with the bridge replacement at Route 53 and Euclid.



Motor Fuel Tax Fund Project

2025 Street Rehabilitation Program

The 2025 Street Rehabilitation Program was awarded to Brothers Asphalt in March. The preconstruction meeting was held on April 24, and a public information session took place on May 7. An additional public informational meeting was held on Qual Lane to discuss the widening of the roadway. The project came in under the total 2025 budgeted amount by roughly 300,000.00.

Construction work has started in the form of storm sewer repairs and replacements as well as concrete replacement.

Locally Funded Projects

City Entry Markers

With the assistance of Selbert Perkins, the City's branding consultant, the City has selected a contractor to procure replacements for the current entry markers. The signs are now in production.

Route 53 Bridge Aesthetic Enhancements

The communications team began meeting in March, issued a press release, and updated the City website to inform the public about this project. Approximately 80% of the invoices have already been received for the bridge improvements, with color selections still pending. City Engineer Ryan Lindeman has been reviewing and approving shop drawings, which continue to be submitted. The City met with contractors this month and is awaiting further updates.

Sidewalk and Curb Maintenance Program

Globe Construction has been awarded the contract for this project in the amount of \$193,000. This sidewalk and curb program is conducted in three phases. The first phase is set to start near the end of May, potentially early June.

Route 53 Corridor Enhancements

The Public Works team has started preliminary discussions to receive a proposal for performing the design of the future monument signs that will go along the Route 53 Corridor. Most likely the City will focus on design of these in 2025 with possible implementation starting in late 2026. Due to the bridge project that is ongoing, we are not anticipating IDOT letting



any work be completed in the ROW. However, we will be reaching out to them as part of the design process to confirm.

Asphalt Purchase

City Council approved the 2025 asphalt purchase at the April 22 meeting. The City performs in-house patching which utilizes the majority of these funds. The public works team has recently taken over the entire patching program, which has been a change from the past of splitting between in-house and contracted repairs.



FISCAL YEAR 2026-2030 PROPOSED CAPITAL PROJECTS

PROJECT ID	PROJECT NAME	FY2026 BUDGET	FY2027 BUDGET	FY2028 BUDGET	FY2029 BUDGET	FY2030 BUDGET	TOTAL
100000	ARBOR DRIVE IMPROVEMENTS	\$ 500,000.00	\$ 500,000.00	\$ -	\$ -	\$ -	\$ 1,000,000.00
100001	ADA IMPROVEMENTS	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 150,000.00
100007	BRIDGE INSPECTIONS AND REPAIRS	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 100,000.00
100010	STP-WEBER DRIVE RECONSTRUCTION	\$ 665,000.00	\$ 325,000.00	\$ -	\$ -	\$ -	\$ 990,000.00
100011	CITY ENTRY MARKER IMPROVEMENTS	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 150,000.00
100012	STP-EUCLID BIKE PATH RESURFACING	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ 50,000.00
100024	STP-CENTRAL ROAD RECONSTRUCTION	\$ 200,000.00	\$ 100,000.00	\$ 1,099,230.00	\$ -	\$ -	\$ 1,399,230.00
100068	STP-ALGONQUIN/NEW WILKE INTERSECTION IMPROVEMENTS	\$ 550,000.00	\$ -	\$ -	\$ -	\$ -	\$ 550,000.00
100076	ITEP-HICKS ROAD BIKE PATH	\$ 200,000.00	\$ -	\$ -	\$ -	\$ -	\$ 200,000.00
100081	LIBRARY BIKE PATH CONNECTION	\$ -	\$ -	\$ -	\$ 1,150,000.00	\$ -	\$ 1,150,000.00
100085	LBF-MEADOWBROOK BRIDGE IMPROVEMENTS	\$ 200,000.00	\$ 750,000.00	\$ -	\$ -	\$ -	\$ 950,000.00
100092	STP-KIRCHOFF ROAD RESURFACING (HICKS TO PLUM GROVE)	\$ 150,000.00	\$ -	\$ 900,000.00	\$ -	\$ -	\$ 1,050,000.00
100094	MASTER STREET EVALUATION	\$ -	\$ -	\$ -	\$ 30,000.00	\$ -	\$ 30,000.00
100097	STP- NEW WILKE ROAD RESURFACING	\$ 175,000.00	\$ -	\$ -	\$ -	\$ -	\$ 175,000.00
100100	ROUTE 53 BRIDGE AESTHETIC IMPROVEMENTS	\$ 200,000.00	\$ -	\$ -	\$ -	\$ -	\$ 200,000.00
100102	ANNUAL CONCRETE PROGRAM (SIDEWALK AND CURB REPLACEMENT)	\$ 213,000.00	\$ 223,000.00	\$ 233,000.00	\$ 233,000.00	\$ 233,000.00	\$ 1,135,000.00
100252	ROUTE 53 CORRIDOR ENHANCEMENTS	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ -	\$ -	\$ 225,000.00
100254	ASPHALT PURCHASE	\$ 125,000.00	\$ 125,000.00	\$ 125,000.00	\$ 125,000.00	\$ 125,000.00	\$ 625,000.00
100328	STREET REHABILITATION PROGRAM (MFT)	\$ 1,800,000.00	\$ 1,600,000.00	\$ 1,400,000.00	\$ 1,200,000.00	\$ 1,000,000.00	\$ 7,000,000.00
100328	STREET REHABILITATION PROGRAM	\$ 200,000.00	\$ 400,000.00	\$ 600,000.00	\$ 800,000.00	\$ 1,000,000.00	\$ 3,000,000.00
100332	STRIPING PROGRAM	\$ 70,000.00	\$ 70,000.00	\$ 70,000.00	\$ 80,000.00	\$ 80,000.00	\$ 370,000.00
100334	PAVEMENT REJUVINATION PROGRAM (PRA)	\$ 110,000.00	\$ 120,000.00	\$ 120,000.00	\$ 120,000.00	\$ 130,000.00	\$ 600,000.00
100336	CRACK FILLING	\$ 55,000.00	\$ 55,000.00	\$ 55,000.00	\$ 55,000.00	\$ 55,000.00	\$ 275,000.00
FISCAL YEAR TOTALS		\$ 5,618,000.00	\$ 4,423,000.00	\$ 4,757,230.00	\$ 3,873,000.00	\$ 2,703,000.00	\$ 21,374,230.00
LESS MFT FUDNING		\$ 3,818,000.00	\$ 2,823,000.00	\$ 3,357,230.00	\$ 2,673,000.00	\$ 1,703,000.00	\$ 14,374,230.00
TOTAL COST WITH GRANT REVENUE OFFSET		\$ 3,218,000.00	\$ 2,523,000.00	\$ 3,227,230.00	\$ 1,673,000.00	\$ 1,703,000.00	\$ 11,374,230.00

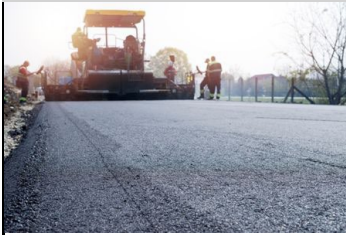


PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100328	STR	70.07	\$6,250,000.00	ANNUAL ROAD REHABILITATION PROGRAM

PROJECTED START DATE: 1/1/2026**PROJECTED END DATE:** 12/31/2030**DESCRIPTION:** ANNUAL ROAD REHABILITATION PROGRAM

JUSTIFICATION: IN ORDER TO MAINTAIN THE INTEGRITY AND INFRASTRUCTURE OF THE CITY'S TRANSPORTATION SYSTEM THE CITY INVESTS ANNUALLY IN A ROAD REHABILITATION PROGRAM. IN THE PAST THIS PROGRAM WAS SPLIT INTO RECONSTRUCTION AND RESURFACING. IN 2025 THE CITY COMBINED THE TWO SEPARATE PROGRAMS INTO ONE SINGLE ANNUAL PROGRAM. THIS REDUCED THE ENGINEERING COSTS, AS WELL AS CONSOLIDATED THE NUMBER OF CONTRACTORS THE CITY HAD IN TOWN AS IT MADE TWO PROGRAMS INTO A SINGULAR PROJECT. TYPICALLY, THE CITY PERFORMS A JOINT PROGRAM OF RESURFACING AND RECONSTRUCTION. ADDITIONALLY, FUNDING FROM THIS PROJECT IS PULLED FROM THE MOTOR FUEL TAX (MFT) FUND AS WELL AS THE LOCAL ROAD FUND. DUE TO THE DECREASING REVENUES IN THE LRF, THE CITY HAS MADE A CONCERTED EFFORT TO PULL MORE FUNDING FROM MFT. IT SHOULD BE NOTED IN 2025, THE CITY COUNCIL GAVE DIRECTION TO CITY STAFF TO INCREASE THE FUNDING TO THE PROJECT BY \$500,000 PER YEAR SPECIFICALLY FOR ROAD RESURFACING, IN ORDER TO MAINTAIN OUR HIGH LEVEL OF ROADWAY QUALITY AND CONTINUE TO IMPROVE, WITH THE GOAL OF AN AVERAGE 70 PAVEMENT CONDITION INDEX (PCI) RATING.

IN 2026 THE PROGRAM IS EXPECTED TO BE FOCUSED ON THE FOLLOWING ROADWAYS; TOLLVIEW DRIVE, TEONIA WOODS, BLACKHAWK DRIVE, RAVEN LANE, CHAPMAN COURT, SIGWALT STREET, SCHOOL DRIVE, WILLIAMSBURG COURT, GEORGE, COURT, KINGFISHER LANE, OAKSBURY LANE, OAKSBUTY COURT, AND SIGWALT COURT. THE FULL DETAILS OF THE PLAN WILL BE PRESENTED IN EARLY FALL TO THE CITY COUNCIL, WHEN STAFF SEEKS APPROVAL FOR DESIGN ENGINEERING.

**PROJECT BUDGET BY FISCAL YEAR - Expenditure**

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
MOTOR FUEL	IMPROVEMENTS NOT TO BUILDINGS	\$1,800,000.00	\$1,600,000.00	\$1,400,000.00	\$1,200,000.00	\$1,000,000.00	\$7,000,000.00
RD FUND	ANNUAL STREET PROGRAM		\$200,000.00	\$400,000.00	\$600,000.00	\$800,000.00	\$2,000,000.00
	PROFESSIONAL SERVICES	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00	\$1,000,000.00
		\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$10,000,000.00



LOCAL ROAD FUND AND MFT CAPITAL

PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100068	ROAD	70.07	\$1,200,000.00	STP-ALGONQUIN/NEW WILKE INT. IMPR

PROJECTED START DATE: 1/1/2026

PROJECTED END DATE: 12/31/2030

DESCRIPTION: STP-L-ALGONQUIN/NEW WILKE INTERSECTION IMPROVEMENTS

JUSTIFICATION: THIS PROJECT WILL PROVIDE NUMEROUS IMPROVEMENTS INCLUDING APPEARANCE, SERVICE, AND SAFETY. THE CITY IS CURRENTLY WORKING ON ROW ACQUISITION AND PREPARING PHASE II DESIGN. THE IDOT LETTING OCCURED IN JANUARY OF 2025 WITH CONSTRUCTION ANTICIPATED TO BEGIN IN THE SAME YEAR.



PROJECT BUDGET BY FISCAL YEAR - Expenditure

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$500,000.00					\$500,000.00
	PROFESSIONAL SERVICES	\$50,000.00					\$50,000.00
		\$550,000.00					\$550,000.00



LOCAL ROAD FUND AND MFT CAPITAL

PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100024	ROAD	70.07	\$1,100,000.00	STP-CENTRAL ROAD PROJECT

PROJECTED START DATE: 1/1/2026

PROJECTED END DATE: 12/31/2030

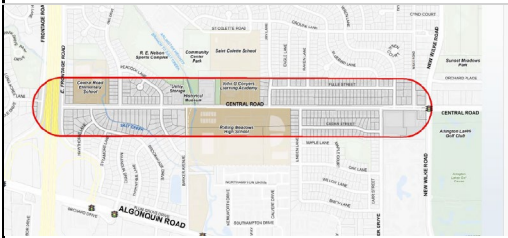
DESCRIPTION: STP-L-CENTRAL ROAD RECONSTRUCTION AND WIDENING

JUSTIFICATION: THIS PROJECT CONSISTS OF SEVERAL IMPROVEMENTS ALONG THE CENTRAL ROAD CORRIDOR FROM E. FRONTAGE ROAD TO NEW WILKE. THIS PROJECT WOULD INCLUDE MULTIPLE PHASES AS WELL AS COORDINATION WITH TWO BRIDGE IMPROVEMENTS. PHASE I ENGINEERING INCLUDES; DATA COLLECTION, TOPOGRAPHIC SURVEY, ENVIRONMENTAL REVIEW, PRELIMINARY PLANS, INTERSECTION DESIGN STUDY, ROADWAY LIGHTING ASSESSMENT, AND PROJECT COORDINATION. THE PROJECT MAINLY CONSISTS OF RECONSTRUCTION OF CENTRAL ROAD FROM E. FRONTAGE TO LINDEN LANE AND RESURFACING FOR THE REMAINDER OF THE PROJECT.

THE CITY IS PLANNING TO REAPPLY IN 2025 TO INCLUDE THE TWO BRIDGES AS PART OF THE PROGRAM. AFTER DISCUSSING WITH STAFF AT THE NWC, WE BELIEVE THAT BOTH BRIDGES WILL BE COVERED UNDER THE 80/20 COST SHARE.

THE CENTRAL ROAD PROJECT IS NEARING THE END OF PHASE I ENGINEERING, WITH A QUALIFICATIONS BASED SELECTION (QBS) PROCESS SET TO OCCUR SHORTLY AFTER THE CITY'S QBS POLICY IS UPDATED. THE UPDATE FOR THE CITY'S QBS POLICY IS SET TO GO FORWARD TO COUNCIL FOR APPROVAL ON MAY 27TH.

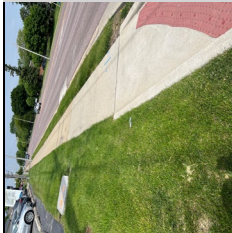
THE QBS PROCESS WILL SELECT A CONSULTANT TO PERFORM PHASE II ENGINEERING AND PHASE III ENGINEERING FOR THE REMAINDER OF THE PROJECT.



PROJECT BUDGET BY FISCAL YEAR - Expenditure

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS		\$50,000.00	\$1,449,230.00			\$1,499,230.00
	PROFESSIONAL SERVICES	\$200,000.00	\$50,000.00				\$250,000.00
		\$200,000.00	\$100,000.00	\$1,449,230.00			\$1,749,230.00



PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE			
100102	ROAD	70.07	\$1,015,000.00	SIDEWALK & CURB MAINTENANCE PROGRAM			
PROJECTED START DATE: 1/1/2026							
PROJECTED END DATE: 12/31/2030							
DESCRIPTION: SIDEWALK AND CURB REPLACEMENT PROGRAM							
JUSTIFICATION: THE SAFETY AND AESTHETIC IMPROVEMENTS ARE CRUCIAL IN THE SIDEWALK AND CURB REPLACEMENT PROGRAM. MAINTAIN THE CITY’S SIDEWALK ON A ROUTINE BASIS REDUCES THE LARGE COSTS ASSOCIATED WITH A MAJOR REPLACEMENT YEAR AS WELL AS REDUCES THE CITY’S LIABILITY. THIS IS PART OF AN ONGOING PROJECT TO IMPROVE OUR CITY’S SIDEWALK AND CURB INFRASTRUCTURE. WE HAVE ADJUSTED THE COST FOR FUTURE YEARS TO REPRESENT A COMBINATION OF THE 20% CONCRETE INCREASE WE HAVE RECENTLY SEEN AS WELL AS THE CITY UTILIZING DIFFERENT METHODS TO REDUCE COSTS. ONE OF THESE MEASURES IS THE UTILIZATION OF SIDEWALK CUTTING, TO REMOVE TRIP HAZARDS, THIS ALLOWS THE CITY TO SAVE MONEY BY NOT REMOVING THESE SQUARES BUT SIMPLY GRINDING THE TRIP EDGE DOWN.							
							
PROJECT BUDGET BY FISCAL YEAR - Expenditure							
FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$213,000.00	\$223,000.00	\$233,000.00	\$233,000.00	\$233,000.00	\$1,135,000.00
		\$213,000.00	\$223,000.00	\$233,000.00	\$233,000.00	\$233,000.00	\$1,135,000.00



LOCAL ROAD FUND AND MFT CAPITAL

PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100000	ROAD	70.07	\$1,000,000.00	CDBG-ARBOR DRIVE ROAD IMPROVEMENTS

PROJECTED START DATE: 1/1/2026

PROJECTED END DATE: 12/31/2030

DESCRIPTION: CDBG-ARBOR DRIVE IMPROVEMENTS

JUSTIFICATION: THE CITY HAS COMPLETED TWO PHASES OF INFRASTRUCTURE IMPROVEMENTS FOR ARBOR DRIVE ROADWAY. THE THIRD PHASE OF IMPROVEMENTS, SET TO IMPROVE THE FRONTAGE ROADWAY, IS IN THE COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) APPLICATION CYCLE. THE FOURTH PHASE OF THE PROJECT, WHICH WILL COMPLETE THE LAST IMPROVEMENTS OF SOFTENING THE HARD CURVE, AND CREATING A BETTER FLOWING INTERSECTION WILL COME AFTER PHASE III IS COMPLETED.

THE CITY HAS APPLIED FOR CDBG FUNDING FOR THE PAST FEW YEARS, AND HAS NOT BEEN SUCCESSFUL IN SECURING FUNDING FOR THE REMAINING PHASES OF THE PROJECT. THE REMAINING PHASES INCLUDE THE SOFTENING OF THE HARSH CURVE ALONG THE NORTHWEST SIDE OF THE AREA, WIDENING THE ARBOR DRIVE AND FRONTAGE ROAD INTERSECTION, AND RESURFACING FRONTAGE ROAD IN FRONT OF THE QUIKTRIP DEVELOPMENT.

THE CITY HAS APPLIED FOR FUNDING THROUGH THE CDBG PROGRAM AGAIN FOR THE 2025 PROGRAM. AS WELL AS APPLIED FOR FUNDING THROUGH THE IDOT LOCAL ROAD GRANT PROJECTS WITH SUBMISSIONS DUE JUNE 1, 2025.



PROJECT BUDGET BY FISCAL YEAR - Expenditure

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$500,000.00	\$500,000.00				\$1,000,000.00
		\$500,000.00	\$500,000.00				\$1,000,000.00



LOCAL ROAD FUND AND MFT CAPITAL

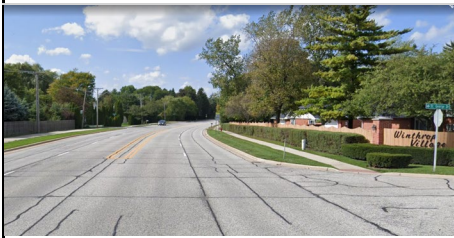
PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100092	ROAD	70.07	\$870,000.00	STP-KIRCHOFF/PLUM RESURFACING

PROJECTED START DATE: 1/1/2026

PROJECTED END DATE: 12/31/2030

DESCRIPTION: STP-L-KIRCHOFF/PLUM GROVE ROAD RESURFACING

JUSTIFICATION: THIS PROJECT INCLUDES REPLACING THE CENTER ISLANDS LOCATED ON HICKS AND KIRCHOFF ROADS, WHICH ENTAILS REMOVING DETERIORATED BRICKS AND CONCRETE IN THE CENTER ISLANDS AND REPLACING THEM WITH NEW CONCRETE, SALT TOLERANT PLANT MATERIAL, AND REPAIRING CONCRETE WHERE ALLOWABLE. ADDITIONALLY, THIS PROJECT INCLUDES REPAVING KIRCHOFF FROM HICKS TO PLUM GROVE ROAD. THE INTENT OF THIS PROJECT IS TO COMPLETE PHASE I ENGINEERING AND APPLY FOR THE STP-L FUNDING. THIS GRANT WOULD PROVIDE AN 80/20 SPLIT TO THE PROJECT, WHICH IS ESTIMATED TO COST AROUND 1.4 MILLION.



PROJECT BUDGET BY FISCAL YEAR - Expenditure

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS			\$700,000.00			\$700,000.00
	PROFESSIONAL SERVICES	\$150,000.00		\$200,000.00			\$350,000.00
		\$150,000.00		\$900,000.00			\$1,050,000.00



PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100254	ROAD	70.07	\$625,000.00	ASPHALT PURCHASE

PROJECTED START DATE: 1/1/2026

PROJECTED END DATE: 12/31/2030

DESCRIPTION: ASPHALT PURCHASE FOR IN-HOUSE PATCHING PROGRAMS

JUSTIFICATION: IN 2024 AND 2025 CITY STAFF MOVED THE PURCHASE OF ASPHALT FROM THE OPERATING BUDGET TO THE CAPITAL BUDGET. ALONG WITH THIS CHANGE, THE CITY ALSO DECIDED TO COMPLETE THE PATCHING PROGRAM ENTIRELY IN-HOUSE. THIS MOVE HAS INCREASED THE AMOUNT OF PATCHING THAT CAN BE COMPLETED IN A SINGLE YEAR AT A MORE CONSERVATIVE COST.

THE ROLLING MEADOWS PUBLIC WORKS TEAM SELECTS PATCHES BASED ON LENGTH OF TIME UNTIL A ROAD PROGRAM, AND SEVERITY OF A ROADWAY.



PROJECT BUDGET BY FISCAL YEAR - Expenditure

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$125,000.00	\$125,000.00	\$125,000.00	\$125,000.00	\$125,000.00	\$625,000.00
		\$125,000.00	\$125,000.00	\$125,000.00	\$125,000.00	\$125,000.00	\$625,000.00



LOCAL ROAD FUND AND MFT CAPITAL

PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100085	ROAD	70.07	\$600,000.00	LOCAL BRIDGE- MEADOWBROOK REP

PROJECTED START DATE: 1/1/2026

PROJECTED END DATE: 12/31/2030

DESCRIPTION: LOCAL BRIDGE FUNDING- MEADOWBROOK BRIDGE REPLACEMENT

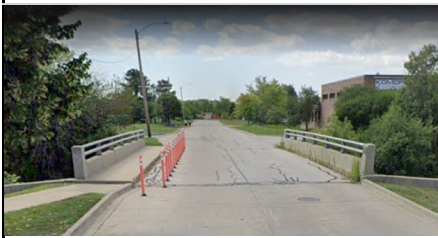
JUSTIFICATION: THIS PROJECT IS A RESULT OF AN ANNUAL BRIDGE INSPECTION THAT IDENTIFIED DELAMINATION UNDER THE BRIDGE STRUCTURAL SUPPORT. THIS BRIDGE REPAIR QUALIFIED FOR IDPT'S LOCAL BRIDGE FUND PROGRAM AND IS EXPECTED TO RECEIVE AN 80/20 SPLIT. THE INCREASE IS DUE TO THE CITY ELECTING TO CREATE A MORE PEDESTRIAN FRIENDLY ENVIRONMENT BY BRINGING SIDEWALK ALL THE WAY UP TO THE CAR WASH. AS WELL AS ADDING THE TOP END RECONSTRUCTION OF THE BRIDGE.

THIS PROJECT IS NOW OCCURRING IN CONJUNCTION WITH THE MEADOWBROOK STORM SEWER REPLACEMENT.

BELOW IS AN OUTLINE OF THE CURRENT SCHEDULE FOR THE BRIDGE RECONSTRUCITON SPECIFIC COSTS:

- 1) PHASE I DESIGN APPROVAL- SPRING 2025 (\$15,127)
- 2) PHASE II ENGINEERING - 2025-2026 (\$175,000)
- 3) CONSTRUCTION STARTS - SPRING 2027
- 4) CONSTRUCTION COMPLETE – FALL 2027 (\$700,000- INCLUDES CON/CE)

PLEASE KEEP IN MIND THAT THE ENGINEERING COSTS ARE REIMBURSABLE TO THE CITY AT 80/20 SPLITS. THE CONSTRUCTION COST IS BILLED AT THE 20% MUNICIPAL COST AND IS NOT A REIMBURSABLE EXPENSE.



PROJECT BUDGET BY FISCAL YEAR - Expenditure

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS		\$500,000.00				\$500,000.00
	PROFESSIONAL SERVICES	\$200,000.00	\$250,000.00				\$450,000.00
		\$200,000.00	\$750,000.00				\$950,000.00



PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE			
100334	ROAD	70.07	\$600,000.00	ANNUAL ROADWAY PRA PROGRAM			
PROJECTED START DATE: 1/1/2026							
PROJECTED END DATE: 12/31/2030							
DESCRIPTION: ANNUAL PREVANATIVE MAINTENANCE PROGRAM (PRA)							
JUSTIFICATION: TO EXTEND THE LIFE OF PUBLIC ROADWAYS AND MAXIMIZE RETURN ON INFRASTRUCTURE INVESTMENTS, THE CITY MUST ADOPT A PROACTIVE PAVEMENT PRESERVATION STRATEGY. AN ANNUAL RECLAMITE OR PRA PROGRAM IS A COST-EFFECTIVE SOLUTION THAT HELPS MAINTAIN PAVEMENT INTEGRITY, DELAY COSTLY REHABILITATION OR RECONSTRUCTION, AND IMPROVE THE OVERALL CONDITION OF THE CITY’S ROAD NETWORK. COMPARED TO TRADITIONAL RESURFACING OR RECONSTRUCTION, PAVEMENT REJUVENATION IS A LOW-COST TREATMENT THAT SIGNIFICANTLY DEFERS THE NEED FOR MORE EXPENSIVE INTERVENTIONS. IMPLEMENTING A REGULAR PROGRAM ALLOWS THE CITY TO MAINTAIN MORE LANE-MILES OF ROADWAY FOR THE SAME BUDGET, ULTIMATELY SAVING TAXPAYER DOLLARS AND REDUCING THE LONG-TERM BURDEN ON CAPITAL IMPROVEMENT FUNDS. ADDITIONALLY, THERE HAS BEEN DISCUSSION AT THE NORTHWEST MUNICIPAL CONFERENCE OF ADDING POINTS INTO THE SURFACE TRANSPORTATION FUNDING CRITERIA THAT AWARDS POINTS FOR PREVENTIVE MAINTENANCE PROGRAMS. IT IS NOW MORE IMPORTANT THAN EVERY FOR THE CITY TO INVEST IN OUR TRANSPORTATION SYSTEM IN A PROACTIVE WAY.							
							
PROJECT BUDGET BY FISCAL YEAR - Expenditure							
FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$110,000.00	\$120,000.00	\$120,000.00	\$120,000.00	\$130,000.00	\$600,000.00
		\$110,000.00	\$120,000.00	\$120,000.00	\$120,000.00	\$130,000.00	\$600,000.00



LOCAL ROAD FUND AND MFT CAPITAL

PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100010	ROAD	70.07	\$565,000.00	STP-L-WEBER DRIVE RECONSTRUCTION

PROJECTED START DATE: 1/1/2026

PROJECTED END DATE: 12/31/2030

DESCRIPTION: STP-L PROJECT-WEBER DRIVE RECONSTRUCTION

JUSTIFICATION: THE ROADWAY CONSISTS OF TWO LANES, ONE IN EACH DIRECTION WITH A SINGLE TURN LANE AT ALGONQUIN ROAD. THE EXISTING PAVEMENT IS IN VERY POOR CONDITION, AS IT IS CONSTRUCTED ON A POZZOLANIC BASE, AND THE TRAFFIC SIGNALS ARE OUTDATED. IN ADDITION, THE PEDESTRIAN FACILITIES AT THE INTERSECTION DO NOT COMPLY WITH CURRENT STANDARDS. AS PART OF THIS PROJECT ALL PEDESTRIAN CROSSINGS WILL BE UPDATED WITH NEW PEDESTRIAN SIGNAL HEADS, COUNT DOWN TIMERS AND ADA ACCEPTABLE RAMPS.

THIS PROJECT WAS INITIALLY SCHEDULED FOR A JUNE LETTING, BUT THAT HAS BEEN DELAYED DUE TO RIGHT-OF-WAY ISSUES WITH TWO PARCELS. CBBEL HAS NOTIFIED THE NWMC THAT THE LETTING WILL BE RESCHEDULED, AND THEY WILL SUBMIT A REVISED PPI ONCE THE NEW LETTING DATE IS CONFIRMED.

THE DELAY IS DUE TO AN ACQUISITION ISSUE OF A MECHANICS LIEN PLACED ON THE PARCEL AT THE INTERSECTION OF WEBER AND IL 62. THE MECHANICS LIEN WAS PLACED ON THE PROPERTY IN JANUARY, AND WAS DISCOVERED BY SANTACRUZ, THE CITY'S LAND ACQUISITION CONSULTANT, DISCOVERED WHEN PREPARING INFORMATION TO SUBMIT TO IDOT. IF THE MECHANICS LIEN IS NOT RESOLVED WITHIN 2-3 MONTHS, THE PROPERTY HAS A POTENTIAL OF GOING THROUGH THE IDOT CONDEMNATION PROCESS, WHICH COULD PUSH THE PROJECT TO AN EARLY 2026 LETTING.



PROJECT BUDGET BY FISCAL YEAR - Expenditure

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$500,000.00	\$300,000.00				\$800,000.00
	PROFESSIONAL SERVICES	\$165,000.00	\$25,000.00				\$190,000.00
		\$665,000.00	\$325,000.00				\$990,000.00



PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100100	ROAD	70.07	\$525,000.00	ROUTE 53 BRIDGE ENHANCEMENT

PROJECTED START DATE: 1/1/2026**PROJECTED END DATE:** 12/31/2030**DESCRIPTION:** ROUTE 53 BRIDGE ENHANCEMENT

JUSTIFICATION: THROUGH FY 23 AND 24 THE CITY HAS BEEN WORKING WITH IDOT TO INCORPORATE AESTHETIC IMPROVEMENTS ON BRIDGES LOCATED WITHIN ROLLING MEADOWS ALONG ROUTE 53. THESE IMPROVEMENTS ARE SET TO BE INCORPORATED AS PART OF IDOT'S BRIDGE PROGRAM ALONG ROUTE 53.

THE CITY HAS SECURED IMPROVEMENTS TO THE EUCLID AVENUE BRIDGE, INDUSTRIAL AND ROUTE 53 BRIDGE, AS WELL AS ALGONQUIN ROAD AND ROUTE 53 BRIDGE. ALL OF WHICH INCLUDE AESTHETIC IMPROVEMENTS, WITH SOME PEDESTRIAN IMPROVEMENTS COMING TO THE ALGONQUON AND ROUTE 53 BRIDGE. THE BRIDGE PROJECT IS OCCURRING THROUGH 2025 WITH ESTIMATED COMPLETION IN 2026.

**PROJECT BUDGET BY FISCAL YEAR - Expenditure**

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$200,000.00					\$200,000.00
		\$200,000.00					\$200,000.00



LOCAL ROAD FUND AND MFT CAPITAL

PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100097	ROAD	70.07	\$460,000.00	ROAD RESURFACING- NEW WILKE ROAD

PROJECTED START DATE: 1/1/2026

PROJECTED END DATE: 12/31/2030

DESCRIPTION: STP-L-NEW WILKE ROAD RESURFACING AND MODERNIZATION

JUSTIFICATION: WITH PHASE I AND PHASE II COMPLETED. CONSTRUCTION AND CONSTRUCTION ENGINEERING HAVE BEEN COMPLETED. THE PROJECT IS NEARING ITS FINAL COMPLETION BY FINALIZING THE LANDSCAPED MEDIANS. WE EXPTEC TO BE BILLED FOR THIS PROJECT FROM ARLINGTON HEIGHTS OVER A TWO-YEAR PERIOD.

THIS PROJECT IS FOR THE IMPROVEMENT OF WILKE ROAD DRIVE, FROM ALGONQUIN ROAD TO NORTHWEST HIGHWAY, WHICH HAS BEEN IDENTIFIED IN THE CITY'S CAPITAL IMPROVEMENT PLAN FOR SEVERAL YEARS. THE ROADWAY CONSISTS OF FOUR LANES, TWO IN EACH DIRECTION, WITH INTERSECTION TURN LANES AT MULTIPLE LOCATIONS THROUGHOUT THE PROJECT LIMITS. THE MULTI-USE PATH IS ON THE EAST SIDE OF WILKE, IN THE VILLAGE'S JURISDICTION, AND NOT PART OF THE CITY'S COSTS. THE EXISTING ROADWAY PAVEMENT IS IN VERY POOR CONDITION AND SOME OF THE PEDESTRIAN AND TRAFFIC SIGNALS ARE OUTDATED. AS PART OF THIS PROJECT, ALL PEDESTRIAN CROSSINGS WILL BE UPDATED WITH NEW PEDESTRIAN SIGNAL HEADS, COUNT DOWN TIMERS AND ADA ACCESSIBLE RAMPS. THIS PROJECT IS AN 80/20 STP PROJECT, WITH THE CITY OF ROLLING MEADOWS PAYING AN ESTIMATED 18.77 PERCENT OF THE PROJECT.



PROJECT BUDGET BY FISCAL YEAR - Expenditure

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$150,000.00					\$150,000.00
	PROFESSIONAL SERVICES	\$25,000.00					\$25,000.00
		\$175,000.00					\$175,000.00



PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE			
100332	ROAD	70.07	\$370,000.00	ANNUAL STRIPING PROGRAM			
PROJECTED START DATE: 1/1/2026							
PROJECTED END DATE: 12/31/2030							
DESCRIPTION: ANNUAL CITY STRIPING PROGRAM							
JUSTIFICATION: MAINTAINING CLEAR AND VISIBLE PAVEMENT MARKINGS IS CRITICAL TO ENSURING THE SAFETY, EFFICIENCY, AND ORDERLY OPERATION OF A CITY’S TRANSPORTATION NETWORK. AN ANNUAL STRIPING PROGRAM IS A PROACTIVE APPROACH THAT ADDRESSES FADING OR WORN-OUT STRIPING BEFORE IT POSES A HAZARD TO MOTORISTS, BICYCLISTS, AND PEDESTRIANS. ADDITIONALLY, AN ONGOING STRIPING PROGRAM HELPS THE CITY REMAIN IN COMPLIANCE WITH FEDERAL AND STATE REGULATIONS, INCLUDING THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), WHICH MANDATES THAT MARKINGS MUST BE MAINTAINED TO A MINIMUM LEVEL OF VISIBILITY. REGULAR STRIPING ENSURES THAT THE CITY MEETS THESE STANDARDS AND AVOIDS POTENTIAL LEGAL LIABILITIES ASSOCIATED WITH NON-COMPLIANCE.							
							
PROJECT BUDGET BY FISCAL YEAR - Expenditure							
FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$70,000.00	\$70,000.00	\$70,000.00	\$80,000.00	\$80,000.00	\$370,000.00
		\$70,000.00	\$70,000.00	\$70,000.00	\$80,000.00	\$80,000.00	\$370,000.00



LOCAL ROAD FUND AND MFT CAPITAL

PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE			
100336	ROAD	70.07	\$275,000.00	ANNUAL CRACK FILLING PROGRAM			
PROJECTED START DATE: 1/1/2026							
PROJECTED END DATE: 12/31/2030							
DESCRIPTION: ANNUAL CRACK FILLING PROGRAM							
JUSTIFICATION: CRACK FILLING IS ONE OF THE MOST COST-EFFECTIVE AND ESSENTIAL PREVENTIVE MAINTENANCE STRATEGIES FOR PRESERVING PAVEMENT CONDITION AND EXTENDING ROADWAY LIFESPAN. AN ANNUAL CRACK FILLING PROGRAM ENABLES THE CITY TO PROACTIVELY ADDRESS SURFACE CRACKING BEFORE IT LEADS TO LARGER STRUCTURAL FAILURES, REDUCING LONG-TERM REPAIR COSTS AND MAINTAINING SAFER, SMOOTHER ROADS FOR THE TRAVELING PUBLIC. CRACKS IN ASPHALT PAVEMENT ALLOW WATER TO INFILTRATE THE ROADWAY BASE AND SUBGRADE. THIS ACCELERATES DETERIORATION THROUGH FREEZE-THAW CYCLES, EROSION, AND LOAD-RELATED DAMAGE. TIMELY CRACK FILLING SEALS THESE OPENINGS, PREVENTING MOISTURE INTRUSION AND DELAYING THE ONSET OF POTHOLES, BASE FAILURES, AND SURFACE DEGRADATION. TREATED ROADS CAN SEE A LIFE EXTENSION OF 3 TO 5 YEARS OR MORE, DEPENDING ON TRAFFIC VOLUME AND CLIMATE CONDITIONS.							
AN ANNUAL CRACK FILLING PROGRAM IS A CORNERSTONE OF THE CITY’S PAVEMENT MANAGEMENT STRATEGY, ALIGNING WITH INDUSTRY BEST PRACTICES THAT EMPHASIZE EARLY INTERVENTION. CRACK FILLING IS TYPICALLY APPLIED TO ROADS WITH FAIR TO GOOD CONDITION RATINGS—WHERE TIMELY ACTION HAS THE GREATEST IMPACT AND RETURN ON INVESTMENT. THIS APPROACH MAXIMIZES THE EFFECTIVENESS OF THE CITY’S CAPITAL IMPROVEMENT AND MAINTENANCE BUDGETS.							
							
PROJECT BUDGET BY FISCAL YEAR - Expenditure							
FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$55,000.00	\$55,000.00	\$55,000.00	\$55,000.00	\$55,000.00	\$275,000.00
		\$55,000.00	\$55,000.00	\$55,000.00	\$55,000.00	\$55,000.00	\$275,000.00



LOCAL ROAD FUND AND MFT CAPITAL

PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100252	ROAD	70.07	\$225,000.00	ROUTE 53 CORRIDOR ENHANCEMENTS

PROJECTED START DATE: 1/1/2026

PROJECTED END DATE: 12/31/2030

DESCRIPTION: ROUTE 53 CORRIDOR ENHANCEMENTS

JUSTIFICATION: A NEW CAPITAL PROJECT FOR THE FY 25-29 CIP. FUNDING FOR THE ROUTE 53 CORRIDOR ENHANCEMENTS WILL GO TOWARDS LANDSCAPING AND MONUMENT SIGNS AT MAJOR LOCATIONS, SUCH AS NEAR BRIDGES (EUCLID & ALGONQUIN). THESE IMPROVEMENTS WILL CREATE A VERY POSITIVE INTRODUCTION TO THE CITY FOR TRAVELERS MOVING ALONG ROUTE 53.



PROJECT BUDGET BY FISCAL YEAR - Expenditure

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$75,000.00	\$75,000.00	\$75,000.00			\$225,000.00
		\$75,000.00	\$75,000.00	\$75,000.00			\$225,000.00



LOCAL ROAD FUND AND MFT CAPITAL

PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100076	ROAD	70.07	\$175,000.00	ITEP-HICKS ROAD BIKE PATH PROJECT

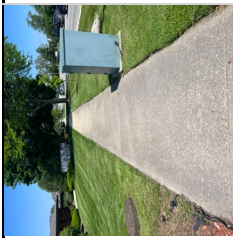
PROJECTED START DATE: 1/1/2026

PROJECTED END DATE: 12/31/2030

DESCRIPTION: ITEP-HICKS ROAD BIKE PATH

JUSTIFICATION: THE HICKS ROAD BIKE PATH PROJECT IS PROGRESSING STEADILY, WITH PHASE II ALREADY COMPLETED. THE TOTAL PROJECT COST IS ESTIMATED AT \$1.3 MILLION, WITH THE CITY'S SHARE AMOUNTING TO \$275,000. HOWEVER, THERE REMAINS APPROXIMATELY \$175,000 IN CITY FUNDS TO BE ALLOCATED TOWARDS THE PROJECT AFTER FY24. CURRENTLY, THE PROJECT IS IN A PHASE WHERE LAND ACQUISITION AND REVIEW OF PLANS BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) ARE PENDING. ONCE THESE STEPS ARE COMPLETED, THE PROJECT CAN PROCEED FORWARD WITH IDOT LETTING AND CAN START THE CONSTRUCTION PROCESS.

THE HICKS ROAD/EUCLID AVENUE BIKE PATH PROJECT INCLUDES CONSTRUCTING AN 8' WIDE BIKE PATH INCLUDING STORM SEWERS, RETAINING WALLS, CURB AND GUTTER WORK, SIDEWALK, ADA COMPLIANT PEDESTRIAN CROSSWALKS, AND TRAFFIC SIGNAL MODIFICATIONS. PROJECT ROUTING IS ON THE WEST SIDE OF HICKS ROAD, FROM APPROXIMATELY 300 FEET NORTH OF KIRCHOFF ROAD TO EUCLID AVENUE, AND ON THE NORTH SIDE OF EUCLID AVENUE FROM HICKS ROAD TO COUNTRYSIDE PARK, APPROXIMATELY 1000 FEET WEST OF HICKS ROAD. TOTAL PROPOSED PROJECT LENGTH IS APPROXIMATELY 2700 FEET (0.51 MI).



PROJECT BUDGET BY FISCAL YEAR - Expenditure

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$180,000.00					\$180,000.00
	PROFESSIONAL SERVICES	\$20,000.00					\$20,000.00
		\$200,000.00					\$200,000.00



LOCAL ROAD FUND AND MFT CAPITAL

PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE			
100001	ROAD	70.07	\$150,000.00	ADA PLAN IMPROVEMENTS			
PROJECTED START DATE: 1/1/2026							
PROJECTED END DATE: 12/31/2030							
DESCRIPTION: AMERICANS WITH DISABILITY ACT SIDEWALK UPGRADES							
JUSTIFICATION: WHEN CITY PERFORMS ANNUAL ROAD PROGRAMS (RECONSTRUCTION AND RESURFACING) WE ARE OBLIGATED TO UPDATE ALL CROSSINGS TO THE MOST RECENT ADA STANDARDS. THIS FUNDING IS PUT TOWARDS BOTH THE ROAD RECONSTRUCTION AND RESURFACING PROGRAM EVERY YEAR.							
							
PROJECT BUDGET BY FISCAL YEAR - Expenditure							
FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$150,000.00
		\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$150,000.00



LOCAL ROAD FUND AND MFT CAPITAL

PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100011	SML	70.06	\$150,000.00	CITY ENTRY MARKER UPGRADES

PROJECTED START DATE: 1/1/2025

PROJECTED END DATE: 12/31/2029

DESCRIPTION: ROLLING MEADOWS ENTRY SIGN REPLACEMENTS

JUSTIFICATION: CREATING A WELCOMING IMAGE OF ROLLING MEADOWS IS AN IMPORTANT IMAGE TO PRESENT TO TRAVELERS AND RESIDENTS JUST ENTERING OUR COMMUNITY. WITH THE REBRANDING INITIATIVE APPROVED AT A RECENT COW MEETING WE PLAN TO DELAY THE 2023 REPLACEMENT AND OPTIMIZE THE NEW ENTRY MARKERS TO FIT WITH THE NEW BRANDING INITIATIVE.

PRICE INCREASE FROM 25,000 TO 30,000 DUE TO THE LAST QUOTE BEING FROM 2022. STAFF IS RECOMMENDING INCREASING THE BUDGETED AMOUNT TO ACCOUNT FOR INCREASED COSTS.



PROJECT BUDGET BY FISCAL YEAR - Expenditure

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$150,000.00
		\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$150,000.00



LOCAL ROAD FUND AND MFT CAPITAL

PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE			
100081	ROAD	70.07	\$150,000.00	BIKE PATH IMPROVEMENTS- LIBRARY			
PROJECTED START DATE: 1/1/2026							
PROJECTED END DATE: 12/31/2030							
DESCRIPTION: LIBRARY BIKE PATH CONNECTION							
JUSTIFICATION: THIS PROJECT PROPOSES ROUTING THE NEWLY INSTALLED BIKE PATH AROUND THE LIBRARY PARKING LOT TO CONNECT TO THE EXISTING RM PARK DISTRICT PATH SYSTEM. THIS WILL CREATE A SAFER MOVEMENT FOR PEDESTRIANS TO AVOID DROP-OFF IN A PARKING LOT. THE CITY AND THE PARK DISTRICT ARE PURSUING GRANT OPPORTUNITIES TO ACHIEVE A COMPLETION OF THIS PROJECT. TOTAL PROJECT COST IS ESTIMATED TO BE \$150,000. THE CITY WILL BE IN COMMUNICATION WITH THE PARK DISTRICT TO VERIFY COST SHARING ON THE PROJECT AND COORDINATE FURTHER GRANT OPPORTUNITIES.							
SAFETY IS THE MAIN CONCERN, AS THE NORTH AND SOUTH BIKE PATHS BOTH TERMINATE INTO THE LIBRARY PARKING LOT. THIS CAUSES A PEDESTRIAN TO CUT THROUGH THE PARKING LOT, WITH MOVING VEHICULAR TRAFFIC TO MOVE ONTO THE NEXT SECTION OF PATH.							
							
PROJECT BUDGET BY FISCAL YEAR - Expenditure							
FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS				\$1,150,000.00		\$1,150,000.00
					\$1,150,000.00		\$1,150,000.00



LOCAL ROAD FUND AND MFT CAPITAL

PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE			
100007	PRSV	70.07	\$100,000.00	ANNUAL BRIDGE INSPECTIONS			
PROJECTED START DATE: 1/1/2026							
PROJECTED END DATE: 12/31/2030							
DESCRIPTION: ANNUAL IDOT BRIDGE INSPECTIONS							
JUSTIFICATION: IT IS A REQUIREMENT FOR THE CITY TO INSPECT ALL BRIDGES THAT ARE OWNED BY THE LOCAL MUNICIPALITY AND SUBMIT THE INSPECTION REPORTS TO IDOT. THE PROJECT INVOLVES ROADWAY BRIDGE INSPECTIONS ON A THE CITY INSPECTS ON A TWO-YEAR CYCLE, AND ROUTINE PREVENTIVE MAINTENANCE AND CORRECTIVE REPAIR AS REQUIRED FOR TWELVE (12) CITY OWNED BRIDGES. POSSIBLE FUNDING MAY BE AVAILABLE FROM IDOT LOCAL BRIDGE FUND.							
							
PROJECT BUDGET BY FISCAL YEAR - Expenditure							
FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	PROFESSIONAL SERVICES	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$100,000.00
		\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$100,000.00



PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100012	ROAD	70.07	\$65,000.00	STP-L-EUCLID BIKE PATH RESURFACING

PROJECTED START DATE: 1/1/2026**PROJECTED END DATE:** 12/31/2030**DESCRIPTION:** STP-L- EUCLID BIKE PATH RESURFACING

JUSTIFICATION: SPECIFICALLY, THIS PHASE ENCOMPASSES THE SEGMENT OF EUCLID AVENUE STRETCHING FROM NEW WILKE TO ROHLWING ROAD. THE CURRENT STATE OF DISREPAIR OF THE BIKE PATH HAS GARNERED ATTENTION FROM NUMEROUS ENGINEERING FIRMS DURING THE SELECTION PROCESS FOR PHASE I, PROMPTING A CONCERTED EFFORT FROM ROLLING MEADOWS TO ADDRESS THE ISSUE. WITH A SIGNIFICANT EMPHASIS ON ENHANCING BIKE PATHS AND PEDESTRIAN INFRASTRUCTURE, THE CITY RECOGNIZES THE URGENT NEED TO REVAMP THIS CORRIDOR FOR IMPROVED SAFETY AND ACCESSIBILITY. FORTUNATELY, THE PROJECT STANDS TO BENEFIT FROM STP FUNDING, RESULTING IN A CONSIDERABLE COST REDUCTION FOR THE CITY.

ARLINGTON HEIGHTS IS MAKING STRIDES TOWARDS COMPLETING PHASE I OF THIS PIVOTAL PROJECT AND HAS RECEIVED A PROPOSAL FROM CHRISTOPHER BURKE FOR PHASE II ENGINEERING. IN CONJUNCTION WITH THIS ENDEAVOR, THE CITY AIMS TO COLLABORATE WITH BOTH ARLINGTON HEIGHTS AND COOK COUNTY TO ENHANCE THE SOUTH SIDE BIKE PATH ALONG EUCLID AVENUE. WHILE CONSTRUCTION IS SLATED FOR A FEW YEARS DOWN THE LINE, PHASE I IS CURRENTLY GAINING MOMENTUM. THE ALLOCATED FUNDING FOR 2025 PRIMARILY CATERS TO ENGINEERING EXPENSES ASSOCIATED WITH OUR PORTION OF THE PROJECT. CONSTRUCTION IS NOT ANTICIPATED UNTIL 2026-2027.

**PROJECT BUDGET BY FISCAL YEAR - Expenditure**

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS	\$40,000.00					\$40,000.00
	PROFESSIONAL SERVICES	\$10,000.00					\$10,000.00
		\$50,000.00					\$50,000.00



LOCAL ROAD FUND AND MFT CAPITAL

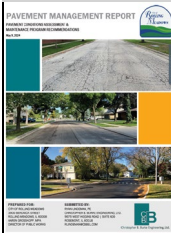
PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100094	ROAD	70.07	\$30,000.00	MASTER STREET EVALUATION

PROJECTED START DATE: 1/1/2026

PROJECTED END DATE: 12/31/2030

DESCRIPTION: STREET EVALUATION- EVERY 5 YEARS

JUSTIFICATION: IT IS NECESSARY TO COMPLETE STREET EVALUATIONS ON A PERIODIC BASIS TO ENSURE THAT THE CITY IS PLANNING OUR ROAD PROGRAMS WITH THE MOST UP TO DATE INFORMATION.



PROJECT BUDGET BY FISCAL YEAR - Expenditure

FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS				\$30,000.00		\$30,000.00
					\$30,000.00		\$30,000.00



To: Capital Projects Committee Members

Date: May 27, 2025

Topic: Local Road Fund Debt Presentation Information

Attachments:

- Local Road Fund Debt Summary
- Underwriting Engagement Letter from Baird
- Local Road Fund Debt Power Point

Summary:

Attached is a copy of the Local Road Fund Debt presentation and Power Point that was provided to Council at the May 20, 2025 Committee-of-the-Whole.

Committee of the Whole Agenda – May 20, 2025

2) Local Road Fund Debt

Attachments:

- **Local Road Capital Project Details**
- **Underwriting Engagement & Spread Comparables**

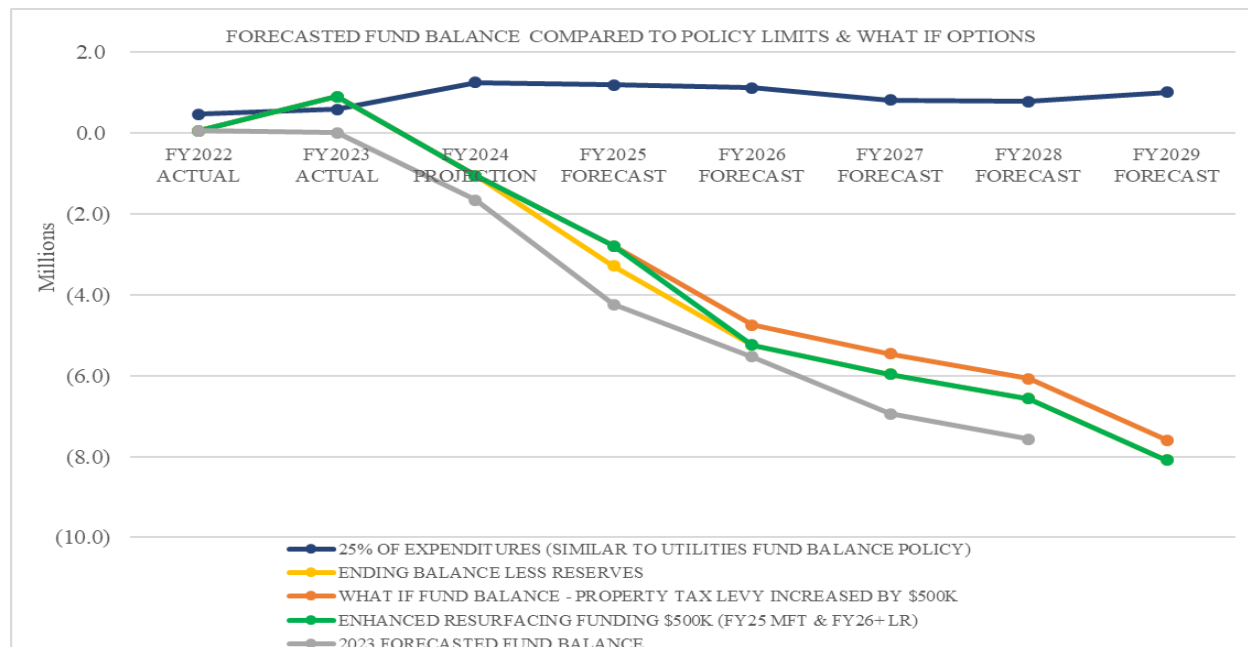
Introduction

Maintaining the City of Rolling Meadows' local roads is essential for public safety, economic vitality, and the overall quality of life for our residents. However, current revenue streams are insufficient to sustain the level of investment required to maintain and improve our roadway infrastructure. This memorandum outlines the projected shortfall in the Local Road Fund and provides information on debt financing as a responsible and sustainable funding strategy.

Financial Outlook and Funding Gap

The City's Five-Year Financial Forecast reveals a growing gap between projected revenues and the estimated costs of preserving our roadway system. As recent financial documents indicate, recurring revenue sources such as the Natural Gas Tax and the Home Rule Motor Fuel Tax are currently underperforming and are projected to remain flat or continue declining through FY2029 as energy efficiency gains result in lower volumes of natural gas and gasoline usage.

Annual costs for road resurfacing and reconstruction are projected to range from \$2.0 million to \$2.5 million, not including contributions from the Motor Fuel Tax Fund. Without sufficient recurring revenues or a dedicated reserve policy, the Local Road Fund will be unable to support these necessary infrastructure programs. If left unaddressed, this shortfall may result in the delay of critical road projects, higher long-term maintenance costs, declining pavement conditions, and reduced satisfaction among residents.



Planned Local Road Capital Improvements

The City's Local Road Fund Capital Improvement Plan is a comprehensive strategy that includes transportation capacity improvements, a street rehabilitation program, annual maintenance initiatives, and federally funded infrastructure projects. While some projects are fully funded by local taxes, City staff actively seeks to maximize grant funding by applying for programs such as the Surface Transportation Program – Local (STP-L), Community Development Block Grant (CDBG), Congestion Mitigation and Air Quality (CMAQ), Illinois Transportation Enhancement Program (ITEP), and Local Bridge Funding (LBF). These sources can cover up to 80% of costs for certain phases of major projects. However, despite the availability of multiple grant opportunities, significant local funding is still required. Below is an outline of the major projects and their associated costs from the City's Local Road Fund.

Annual Road Rehabilitation Programs (CIP Cost: Minimum \$3,000,000)

During the 2025 budget process, the City Council directed staff to increase annual spending on the road program by \$500,000. This increase is expected to significantly improve the City's average Pavement Condition Index (PCI) rating. In 2024, the City's average PCI was 63, with a target of reaching an average PCI of 70 across all roadways. The additional funding brings the total annual budget to \$2,500,000, funded through both the Motor Fuel Tax (MFT) Fund and the Local Road (LR) Fund. This amount includes all costs related to construction, construction engineering, and design engineering for the upcoming year's program. In FY 2025, the majority of this funding will come from the MFT Fund, with the intention of gradually shifting a larger share to the LR Fund over the next five years.

Capacity/Major Capital Improvement Projects (All Projects are Federally Funded)

- STP-L Algonquin/New Wilke Intersection Improvements (CIP Cost: \$600,000)-
With the IDOT Letting for this project completed in January, and the preconstruction meeting being completed mid-April, the project is expected to start during the month of May. This project will include increasing the capacity of the Algonquin and new Wilke intersection.
- STP-L Weber Drive Reconstruction (CIP Cost: \$575,000)-
The City is anticipating a letting to occur in June of 2025 for this project. The project is split with the Village of Arlington Heights and will most likely start construction fall of 2025.
- STP-L Central Road Reconstruction (CIP Cost: \$1,100,000)-
Phase I of this project is nearing completion. The City is working on creating a Request for Proposals for Phase II and Phase III of the project. The proposals must follow the Qualification Based Selection criteria due to the project receiving federal funding for the remaining phases. This project will widen Central Road, adding on-street parking, and a large multi-use path on the south side of the roadway. It will also consider increasing capacity at specific intersections near the Rolling Meadows High School.
- STP-L Kirchoff Road Resurfacing (CIP Cost: \$870,000)-
Part of the Active Plan in the Northwest Municipal Council's 5-year STP-L program, the City will need to kick-off this project with a Phase I process. Once the Meadowbrook Bridge, and Central Road Reconstruction projects have gone through the RFP selection process, our team will turn our attention to the RFP for Kirchoff Road Resurfacing Phase

I. This first phase of this project will need to be funded fully locally, and the City has budgeted \$200,000 in FY 2025 to commence the project.

- CDBG Arbor Drive Realignment and Intersection Improvements (CIP Cost: \$600,000)- This project is contingent on successfully receiving the grant funding from the CDBG program. The City has received a Resolution of Matching Funds from Council earlier this year and has submitted the application for the CDBG program. If approved, the City will attempt to complete the last phases of this project, which would include softening the curve and realignment of the intersection near Algonquin.
- ITEP Hicks/Euclid Bike Path (CIP Cost: \$175,000)- This project was let by IDOT in January of 2025 along with the Algonquin/New Wilke intersection project. Similarly, to the project, it also had a letting in mid-April with work anticipated to start in May.
- LBF Meadowbrook Bridge Repair (CIP Cost: \$600,000)- The Meadowbrook Bridge Project is funded through the Local Bridge Funding program, and with this program receives an 80/20 split throughout all phases of the project. The project includes a full rebuild of the Meadowbrook Bridge along with the installation of a sidewalk running on the west side of Meadowbrook north of the bridge.

Annual Programs

- Annual Sidewalk and Curb Program (CIP Cost: \$1,015,000)- The Annual Sidewalk and Curb Program includes various concrete repairs throughout the City. The repairs can include; closing utility patches, replacing curb and gutter, replacing sidewalk, and patching concrete roadways.
- IDOT Bridge Inspections (CIP Cost: \$150,000)- Required by IDOT, the City performs annual inspections on half of City's bridges per year.
- In-House Asphalt Purchases (CIP Cost: \$625,000)- In 2024, the City for the first time completed a fully in-house patching program. This has resulted in savings for our Local Road Fund, as the patching program is entirely locally funded. The City spends roughly 125,000 annually on asphalt.
- ADA Improvements (CIP Cost: \$150,000)- As part of the City's Annual Rehabilitation Program, the City has dedicated funds specifically for the use of ADA improvements on these projects.

The total cost of these projects and programs exceeds \$10 million over the duration of the City's current Capital Improvement Plan (CIP), which does not include operating budget expenses. While some projects may come in under budget—for example, this year's street rehabilitation program was \$400,000 below the allocated amount—it is considered best practice to use conservative estimates when budgeting for such projects. In the FYF, the revenues minus expenditures for both MFT and LR is (\$10.3M) from FY2025 through FY2029. The forecast is a trend based on no changes to the current revenues and expenditures. City Council can use this trend to alter the course through proactive planning and action.

Justification for Debt Financing

In light of the City's infrastructure demands and the limitations of existing funding sources, municipal bonding has become the most viable and fiscally responsible option for addressing the

Local Road Fund deficit. Debt financing would allow the City to accelerate essential infrastructure improvements while distributing their costs over a longer period. This approach would help minimize the immediate impact on taxpayers and reduce the need to divert funds from other critical City services. It would also enable the City to proactively maintain and improve road conditions, helping to avoid the higher costs that result from deferred maintenance. Municipal bonding provides an opportunity to preserve and improve the City's pavement condition index (PCI) while protecting the General Fund and other core service areas from budgetary strain.

Engagement of Financial Advisor – Robert W. Baird & Company Inc. (Baird)

To support this effort, staff recommends engaging the firm Baird as a financial advisor. Baird brings extensive experience in municipal debt structuring across Illinois and has a demonstrated track record of delivering favorable underwriting terms and interest rates for local governments. Their expertise will be instrumental in helping the City evaluate bonding options tailored to our financial profile, including repayment terms and potential market conditions.

A review of recent municipal debt transactions across Illinois has shown that cities working with experienced financial advisors like Baird tend to secure more favorable financing packages. Engaging Baird will help ensure that Rolling Meadows achieves the most cost-effective and sustainable outcome for funding its road infrastructure needs.

Requested Action

The City's road network is a vital asset that requires annual maintenance and sustained investment. Addressing the Local Road Fund deficit through debt financing will enable Rolling Meadows to move forward with essential infrastructure projects, preserve service quality, and maintain long-term financial health. Therefore, staff recommends that the City Council authorize the City Manager to enter into an engagement agreement with Baird for a comprehensive debt financing analysis for the Local Road Fund.

This engagement will include the development of a proposed debt structure, financial modeling, and recommendations for the issuance of general obligation or revenue-backed bonds. A full financing strategy will be presented to the City Council by mid-year 2025 for further discussion and potential action.

December 17, 2024

Molly Talkington, Finance Director
City of Rolling Meadows
3600 Kirchoff Road
Rolling Meadows, IL 60008

Re. Underwriting Engagement Letter

Ms. Talkington:

On behalf of Robert W. Baird & Co. Incorporated (“we” or “Baird”), we wish to thank you for the opportunity to serve as sole underwriter for the City of Rolling Meadows, Illinois (“you” or the “Issuer”) on its proposed offering and issuance of approximately \$8.3 million General Obligation Bonds in 2025 or 2026 (the “Securities”) for the purpose of financing road and other capital improvements payable from the Local Road Fund. This letter will confirm the terms of our engagement; however, it is anticipated that this letter will be replaced and superseded by a bond purchase agreement to be entered into by the parties (the “Purchase Agreement”) if and when the Securities are priced following successful completion of the offering process. The Purchase Agreement will set forth the terms and conditions on which Baird will purchase the Securities and will contain provisions that are consistent with those stated in this letter.

1. Services to be Provided by Baird. Baird is hereby engaged to serve as sole underwriter, and not as municipal advisor, of the proposed offering and issuance of the Securities, and in such underwriter capacity Baird agrees to provide the following services:

- Evaluate possible options, vehicles and structures or alternatives for the Securities
- Assist the Issuer in establishing the structure, timing, terms and other similar matters concerning the Securities
- Review financial and other information regarding the Issuer, the Securities and any source of repayment of or security for the Securities
- Assist the Issuer in selecting legal and other professionals (such as trustee, escrow agent, accountant, feasibility consultant, etc.) to work on the Securities
- Develop a marketing plan for the offering, including identification of potential purchasers of the Securities
- Assist in the preparation of the preliminary official statement and final official statement and other offering documents
- Contact potential purchasers of the Securities and provide them with copies of the offering materials and related information
- Respond to inquiries from potential purchasers and, if requested, coordinate their due diligence calls and meetings
- If the Securities are to be rated, assist in the preparation of information and materials to be provided to securities rating agencies and in the development of strategies for meetings with the rating agencies
- Consult with counsel and other service providers about the offering and the terms of the Securities
- Consult and meet with representatives of the Issuer and its agents or consultants with respect to the Securities
- Inform the Issuer of the marketing and offering process
- At the time of sale, provide the Issuer with relevant data on comparable issues recently or currently being sold nationally and by comparable clients

- Negotiate the pricing, including the interest rate, and other terms of the Securities
- Obtain CUSIP number(s) for the Securities and arrange for their DTC book-entry eligibility
- Submit documents and other information about the offering to the MSRB's EMMA website
- Work with bond counsel and other transaction participants to prepare and/or review necessary authorizing documentation of the Issuer and other documents necessary to finalize and close the Securities
- Prepare a closing memorandum and arrange for the closing and settlement of the issuance and the delivery of the Securities
- Such other usual and customary underwriting services as may be requested by the Issuer

In addition, as part of our underwriting services, Baird may provide advice concerning the structure, timing, terms and other similar matters about the offering at the Issuer's request. Please note that Baird would be providing such advisory services in its capacity as underwriter and not as a municipal advisor to the Issuer.

2. Fees and Expenses. Baird's proposed underwriting fee/spread is 0.75% of the public offering price of the Securities issued. The underwriting fee/spread will represent the difference between the price that Baird pays for the Securities and the public offering price stated on the cover of the final official statement, net of expenses paid by the underwriter. The underwriting fee/spread will be contingent upon the closing of the proposed offering and the amount of the fee/spread may be based on the public offering price of the Securities.

The Issuer shall be responsible for paying or reimbursing Baird for all costs of issuance, including without limitation, CUSIP, DTC, and IPREO (electronic book-running/sales order system) fees and charges; official statement printing and mailing/distribution charges; bond counsel, and disclosure counsel fees; ratings agency fees and expenses; auditor and other expert fees; trustee, registrar and paying agent fees; and all other expenses incident to the performance of the Issuer's obligations under the proposed offering. However, Baird will be responsible for paying any fees to the MSRB in connection with the issuance of the Securities.

3. Conflicts of Interest and Disclosures Pursuant to MSRB Rules. Baird is registered with the Municipal Securities Rulemaking Board ("MSRB") and the SEC. The MSRB website is www.msrb.org. Two investor brochures, Information for Municipal Securities Investors and Information for Municipal Advisory Clients, describe the protections that may be provided by the MSRB's rules. The brochures are available on the MSRB website. The MSRB website also contains information about how to file a complaint with an appropriate regulatory authority.

Baird makes the following conflict of interest and other disclosures as required by MSRB Rule G-17.

- Disclosures Concerning the Underwriter's Role:
 - MSRB Rule G-17 requires an underwriter to deal fairly at all times with both issuers and investors.
 - The underwriter's primary role is to purchase the Securities with a view to distribution in an arm's-length commercial transaction with the Issuer. The underwriter has financial and other interests that differ from those of the Issuer.
 - Unlike a municipal advisor, an underwriter does not have a fiduciary duty to the Issuer under the federal securities laws and is, therefore, not required by federal law to act in the best interests of the Issuer without regard to its own financial or other interests.
 - The Issuer may choose to engage the services of a municipal advisor with a fiduciary obligation to represent the Issuer's interest in this transaction.
 - The underwriter has a duty to purchase the Securities from the Issuer at a fair and reasonable price but must balance that duty with its duty to sell the Securities to investors at prices that are fair and reasonable.
 - The underwriter will review the official statement for the Securities in accordance with, and as a part of, its responsibilities to investors under the federal securities laws, as applied to the facts and circumstances of this transaction.

- Disclosures Concerning the Underwriter's Compensation:

Payment or receipt of the underwriting fee or discount will be contingent on the closing of the transaction and the amount of the fee or discount may be based, in whole or in part, on a percentage of the principal amount of the Securities. While this form of compensation is customary in the municipal securities market, it presents a conflict of interest since the underwriter may have an incentive to recommend to the Issuer a transaction that is unnecessary or to recommend that the size of the transaction be larger than is necessary.

- Baird-Specific Conflicts of Interest Disclosures:

Baird is a full-service securities firm and as such Baird and its affiliates may from time to time provide advisory, brokerage, consulting and other services and products to municipalities, other institutions, and individuals including the Issuer, certain Issuer officials or employees, and potential purchasers of the Securities for which Baird may receive customary compensation; however, such services are not related to the proposed offering. Baird may also be engaged from time to time by the Issuer to manage investments for the Issuer (including the proceeds from the proposed offering) through a separate contract that sets forth the fees to be paid to Baird. Baird may compensate its associates for any referrals they have made that resulted in the Issuer's selection of Baird to serve as underwriter on the proposed offering of the Securities. Baird manages various mutual funds, and from time to time those funds may own bonds and other securities issued by the Issuer (including the Securities). Additionally, clients of Baird may from time to time purchase, hold and sell bonds and other securities issued by the Issuer (including the Securities).

In the ordinary course of fixed income trading business, Baird may purchase, sell, or hold a broad array of investments and may actively trade securities and other financial instruments, including the Securities and other municipal bonds, for its own account and for the accounts of customers, with respect to which Baird may receive a mark-up or mark-down, commission or other remuneration. Such investment and trading activities may involve or relate to the offering or other assets, securities and/or instruments of the Issuer and/or persons and entities with relationships with the Issuer. Spouses and other family members of Baird associates may be employed by the Issuer.

Baird has not identified any other actual or potential material conflicts of interest.

- Disclosures of Material Financial Characteristics and Material Financial Risks.

- Accompanying this letter is a disclosure document describing the material financial characteristics and material financial risks of the Securities as required by MSRB Rule G-17.

4. Term and Termination. The term of this engagement shall extend from the date of this letter to the closing of the offering of the Securities. Notwithstanding the foregoing, either party may terminate Baird's engagement at any time without liability of penalty upon at least 30 days' prior written notice to the other party. If Baird's engagement is terminated by the Issuer, the Issuer agrees to compensate Baird for the services provided and to reimburse Baird for its out-of-pocket expenses incurred until the date of termination.

5. Limitation of Liability. The Issuer agrees that neither Baird nor its employees, officers, agents or affiliates shall have any liability to the Issuer for the services provided hereunder except to the extent it is judicially determined that Baird engaged in gross negligence or willful misconduct.

6. Miscellaneous. This letter shall be governed and construed in accordance with the laws of the State of Illinois. This letter contains the entire agreement between the parties relating to the rights granted herein and obligations assumed herein and supersedes all prior agreements between the parties related to the offering. This letter may not be amended or modified except by means of a written instrument executed by both parties hereto. This letter may not be assigned by either party without the prior written consent of the other party. The Issuer acknowledges that Baird may, at its option and expense and after announcement of the offering, place announcements and advertisements or otherwise publicize a description of the offering and Baird's role in it on Baird's website and/or other marketing material and in such financial and other newspapers and journals as it may choose, stating that Baird has acted as underwriter for the offering. The Issuer also agrees that Baird may use the Issuer's name and logo or official seal for these purposes.

In addition, the Issuer agrees that all opinions of counsel written in connection with the offering of the Securities, including but not limited to those opinions from bond counsel and issuer counsel, will include Baird as an addressee or alternatively will be accompanied by letters from such counsel entitling Baird to rely on such opinions.

If there is any aspect of this letter that requires further clarification, please do not hesitate to contact us. In addition, please consult your own financial and/or municipal, legal, accounting, tax and other advisors as you deem appropriate. We understand that you have the authority to bind the Issuer by contract with us, and that you are not a party to any conflict of interest relating to the proposed offering. If our understanding is not correct, please let us know.

If the foregoing is consistent with your understanding, please send me an email at dwelkomer@rwbaird.com to acknowledge your receipt of this letter and your agreement with its terms.

Again, we thank you for the opportunity to assist you with your proposed offering and the confidence you have placed in us.

Very truly yours,

ROBERT W. BAIRD & CO. INCORPORATED

By: Magdalena Welkomer
Magdalena Welkomer, Director

**Disclosures of Material Financial Characteristics
and Financial Risks of Proposed Offering of General Obligation Bonds**

Robert W. Baird & Co. Incorporated (“Baird”) has been engaged as underwriter or placement agent for the proposed offering by you (or the “Issuer”) of fixed rate bonds, notes or other debt securities (the “Securities”), to be sold on a negotiated basis. The Securities to be issued will be general obligation notes or bonds. The following is a general description of the financial characteristics and security structures of general obligation bonds, as well as a general description of certain financial risks that you should consider before deciding whether to issue general obligation bonds.

This document is being provided to an official of the Issuer who has the authority to bind the Issuer by contract with Baird, who does not have a conflict of interest with respect to the offering.

Financial Characteristics

The Securities will be general obligations of the Issuer. The Issuer’s full faith and credit and unlimited taxing powers will be pledged to the payment of principal of and interest on the Securities when due. Under current law, taxes may be levied by the Issuer on all taxable property in the county without limitation as to rate or amount.

Maturity and Interest. The Securities are interest-bearing debt securities that the Issuer will issue. Maturity dates for the Securities will be fixed at the time of issuance and may include serial maturities (specified principal amounts are payable on the same date in each year until final maturity) or one or more term maturities (specified principal amounts are payable on each term maturity date) or a combination of serial and term maturities. Maturity dates, including the final maturity date, are subject to negotiation and will be reflected in the official statement. The state may impose limitations on the final maturity date. At each maturity, the scheduled principal or par amount of the Securities will have to be repaid.

The Securities will pay fixed rates of interest typically semi-annually on scheduled payment dates. The interest rates to be paid on the Securities may differ for each series or maturity date of the Securities. The specific interest rates will be determined based on market conditions and investor demand and reflected in the official statement for the Securities. Securities with longer maturity dates will have interest rates that are greater than securities with shorter maturity dates.

Redemption. The Securities may be subject to optional redemption, which allows the Issuer, at its option, to redeem some or all of the Securities on a date prior to scheduled maturity, such as in connection with the issuance of refunding bonds to take advantage of lower interest rates. The Securities will be subject to optional redemption only after the passage of a specified period of time, to be negotiated with investors and reflected in the official statement. The amount and maturities of the Securities to be redeemed will be selected by the Issuer. The redemption price will be equal to 100% of the principal amount being redeemed, plus accrued interest. The Issuer will be required to send out a notice of optional redemption to the holders of the Securities at a certain period of time prior to the redemption date.

The Securities may also be subject to mandatory sinking fund redemption, which requires the Issuer to redeem specified principal amounts of the Securities annually in advance of the term maturity date, at a redemption price equal to 100% of the principal amount of the Securities to be redeemed. The Securities may also be subject to extraordinary or mandatory redemption upon the occurrence of certain events, authorizing or requiring you to redeem the Fixed Income Bonds at their par amount (plus accrued interest).

Credit Enhancements. Fixed Rate Bonds may feature credit enhancements, such as an insurance policy provided by a municipal bond insurance company that guarantees the payment of principal of an interest on the bonds when due in the event of default. Other credit enhancements could include a letter of credit provided by a financial institution, or financial support from a state agency.

Tax Status. If the Securities are tax-exempt, counsel will provide an opinion that the interest on the Securities will be excluded from gross income for federal income tax purposes. If the Securities (or a portion thereof) are taxable, interest on the Securities will be included in gross income for federal and state income tax purposes.

Security

The Securities are general obligations of the Issuer. “General obligations” are debt securities to which your full faith and credit is pledged to pay principal and interest when due. The basic security for payment of the Securities is the requirement that the Issuer levy ad valorem (property) taxes, which taxes are unlimited as to rate and amount, as needed to pay the debt service on the Securities. The Issuer’s full faith and credit pledge also means that other funds of the Issuer may be used to pay debt service, except if such funds are prohibited from use by state or federal law or specifically limited to another use.

The description above regarding “Security” is only a brief summary of certain possible security provisions for the Bonds and is not intended as legal advice. You should consult with your bond counsel for further information regarding the security for the Securities.

Financial Risk Considerations

Certain risks may arise in connection with your issuance of the Securities, including some or all of the following:

Issuer Default Risk

You may be in default if the funds pledged to secure the Securities are not sufficient to pay debt service on the Securities when due. The consequences of a default may be serious for you and, depending on applicable state law and the terms of the authorizing documents, the holders of the Securities may be able to exercise a range of available remedies against you. For example, you may be ordered by a court to raise taxes. Other budgetary adjustments also may be necessary to enable you to provide sufficient funds to pay debt service on the Securities. Further, if you are unable to provide sufficient funds to remedy the default, subject to applicable state law and the terms of the authorizing documents, you may find it necessary to consider available alternatives under state law, including bankruptcy or receivership. Bond holders will also have the right of mandamus or other actions to require you to levy, collect and apply taxes to pay

principal and interest on the Securities.

The State of Illinois may impose debt and/or revenue limits on the Issuer. The Issuer's payment of debt service on the Securities may be subject to such limits.

This description is only a brief summary of issues relating to defaults and is not intended as legal advice. You should consult with your bond counsel for further information regarding defaults and remedies.

Redemption Risk

Your ability to redeem the Securities prior to maturity may be limited, depending on the terms of any optional redemption provisions. In the event that interest rates decline, you may be unable to take advantage of the lower interest rates to reduce future debt service. In addition, if the Securities are subject to extraordinary or mandatory redemption, you may be required to redeem the bonds at times that are disadvantageous.

Refinancing Risk

If your financing plan contemplates refinancing some or all of the Securities at maturity (for example, if you have term maturities or if you choose a shorter final maturity than might otherwise be permitted under the applicable federal tax rules), market conditions or changes in law may limit or prevent you from refinancing those Securities when required. Further, limitations in the federal tax rules on advance refunding of bonds (an advance refunding of bonds occurs when tax-exempt bonds are refunded more than 90 days prior to the date on which those bonds may be retired) may restrict your ability to refund the Securities to take advantage of lower interest rates.

Reinvestment Risk

You may have proceeds to invest prior to the time that you are able to spend those proceeds for the authorized purpose. Depending on market conditions, you may not be able to invest those proceeds at or near the rate of interest that you are paying on the Securities, which is referred to as "negative arbitrage".

Tax Compliance Risk (applicable if the Securities are tax-exempt bonds)

The issuance of tax-exempt bonds is subject to a number of requirements under the United States Internal Revenue Code, as enforced by the Internal Revenue Service (IRS), and applicable state tax laws. You must take certain steps and make certain representations prior to the issuance of tax-exempt bonds. You also must covenant to take certain additional actions after issuance of the tax-exempt bonds. A breach of your representations or your failure to comply with certain tax-related covenants may cause the interest on the Securities to become taxable retroactively to the date of issuance of the Securities, which may result in an increase in the interest rate that you pay on the Securities or the mandatory redemption of the Securities. The IRS also may audit you or the Securities or your other bonds, in some cases on a random basis and in other cases targeted to specific types of bond issues or tax concerns. If the Securities are declared taxable, or if you are subject to audit, the market price of the Securities and/or your other bonds may be adversely affected. Further, your ability to issue other tax-exempt bonds also may be limited.

This description of tax compliance risks is not intended as legal advice and you should consult with your bond counsel regarding tax implications of issuing the Securities.

Continuing Disclosure Risk.

In connection with the issuance of the Securities, you may be subject to continuing disclosures which require dissemination of annual financial and operating information and notices of material events. Compliance with these continuing disclosure requirements is important and facilitates an orderly secondary market. Failure to comply with continuing disclosure requirements may affect the liquidity and marketability of the Securities, as well as your other outstanding securities. Because instances of material non-compliance with previous continuing disclosure requirements must be disclosed in an official statement, failure to comply with continuing disclosure requirements may also make it more difficult or expensive for you to market and sell future bonds.

Underwriting Spread Comparables

All Illinois General Obligation Transactions Since 2024 with Underlying Rating in the "AA" Category, Par Amounts between \$5-\$10 Million and Repayment Term Greater than 5 Years

Sale Date	Sale Type	Par Amount	Issuer	Issue Description	Underlying Moody's Rating	Underlying S&P Rating	Underwriting Spread	
Sep 24, 2024	Negotiated	\$5,000,000	Village of Manhattan	General Obligation Bonds, Series 2024	-	AA	\$11.43	
Feb 21, 2024	Negotiated	\$5,100,000	Cook County School District No. 84 (Franklin Park)	General Obligation Limited Tax School Bonds, Series 2024A	Aa1	-	\$10.89	
May 22, 2024	Competitive	\$5,205,000	City of Elgin	General Obligation Corporate Purpose Bonds, Series 2024	-	AA+	\$13.91	
Jan 9, 2024	Competitive	\$5,575,000	Community Unit School District No. 709 of Tazewell County (Morton)	General Obligation Limited Tax School Bonds, Series 2024	-	AA	\$11.15	
Jul 9, 2024	Competitive	\$5,850,000	Village of Elburn	General Obligation Bonds (Alternate Revenue Source), Series 2024	-	AA+	\$15.87	
Oct 28, 2024	Competitive	\$6,550,000	School District No. 63 of Cook County (East Maine)	General Obligation Limited Tax School Bonds, Series 2024	Aa2	-	\$12.96	
Oct 16, 2024	Competitive	\$6,845,000	Champaign County	General Obligation Refunding Bonds (Public Safety Sales Tax Alternate Revenue Source), Series 2024	Aa1	-	\$2.40	
Sep 9, 2024	Competitive	\$6,935,000	Village of Montgomery	General Obligation Bonds (Alternate Revenue Source), Series 2024A	-	AA	\$3.86	
Feb 2, 2024	Negotiated	\$7,305,000	Winfield Fire Protection District	General Obligation Bonds (Alternate Revenue Source), Series 2024	-	AA	\$3.92	
Oct 22, 2024	Competitive	\$7,360,000	Village of Bloomingdale	General Obligation Bonds, Series 2024	-	AA+	\$9.18	
Feb 21, 2024	Competitive	\$7,555,000	Plainfield Public Library District	General Obligation Bonds (Alternate Revenue Source), Series 2024	-	AA+	\$6.45	
Aug 14, 2024	Negotiated	\$7,590,000	School District No. 131 of Kane County (Aurora East)	General Obligation Refunding School Bonds, Series 2024A	Aa3	-	\$6.28	
Dec 9, 2024	Competitive	\$8,000,000	Clarendon Hills Park District	General Obligation Park Bonds, Series 2024	-	AA	\$9.20	
Aug 27, 2024	Competitive	\$8,220,000	Village of Shorewood	General Obligation Bonds, Series 2024	-	AA+	\$13.11	
Jan 29, 2024	Competitive	\$8,885,000	Community Unit School District No. 424 of Dekalb County (Genoa)	General Obligation Limited Tax School Bonds, Series 2024	Aa3	-	\$7.76	
Feb 13, 2024	Competitive	\$8,850,000	Village of Libertyville	General Obligation Bonds (Waterworks and Sewerage System Alternate Revenue Source), Series 2024	Aa1	-	\$4.89	
May 16, 2024	Negotiated	\$8,855,000	Village of Hoffman Estates	General Obligation Bonds, Series 2024	-	AA+	\$6.42	
							Average	\$8.80
							Competitive Sale	\$9.23
							Negotiated Sale	\$7.79
							Rated Aa1/AA+	\$9.24



Rolling Meadows

May 20, 2025



Local Road Fund & Debt Financing

Overview

- Importance of Maintaining Local Roads
- Current Funding State
- Debt Financing as a Sustainable Strategy



Financial Outlook

- Five-Year Financial Forecast shows a widening funding gap
- Revenues: Natural Gas, Home Rule Motor Fuel & Property Taxes
- Road costs: \$2.0-\$2.5M per year in Local Road Fund (FY25 budget and earlier)
- Without a new funding source, there could be deferred maintenance or removal of projects

Revenue Forecast

Home Rule Motor Fuel Tax

- Estimates for FY2024 & FY2025 mirror Illinois Municipal League guidance for MFT
- Trending downward over the forecast by 1%
- FY25 est \$214K to FY29 est \$206K

Potential Growth

- New Gas Station
- Economic development to increase property tax base

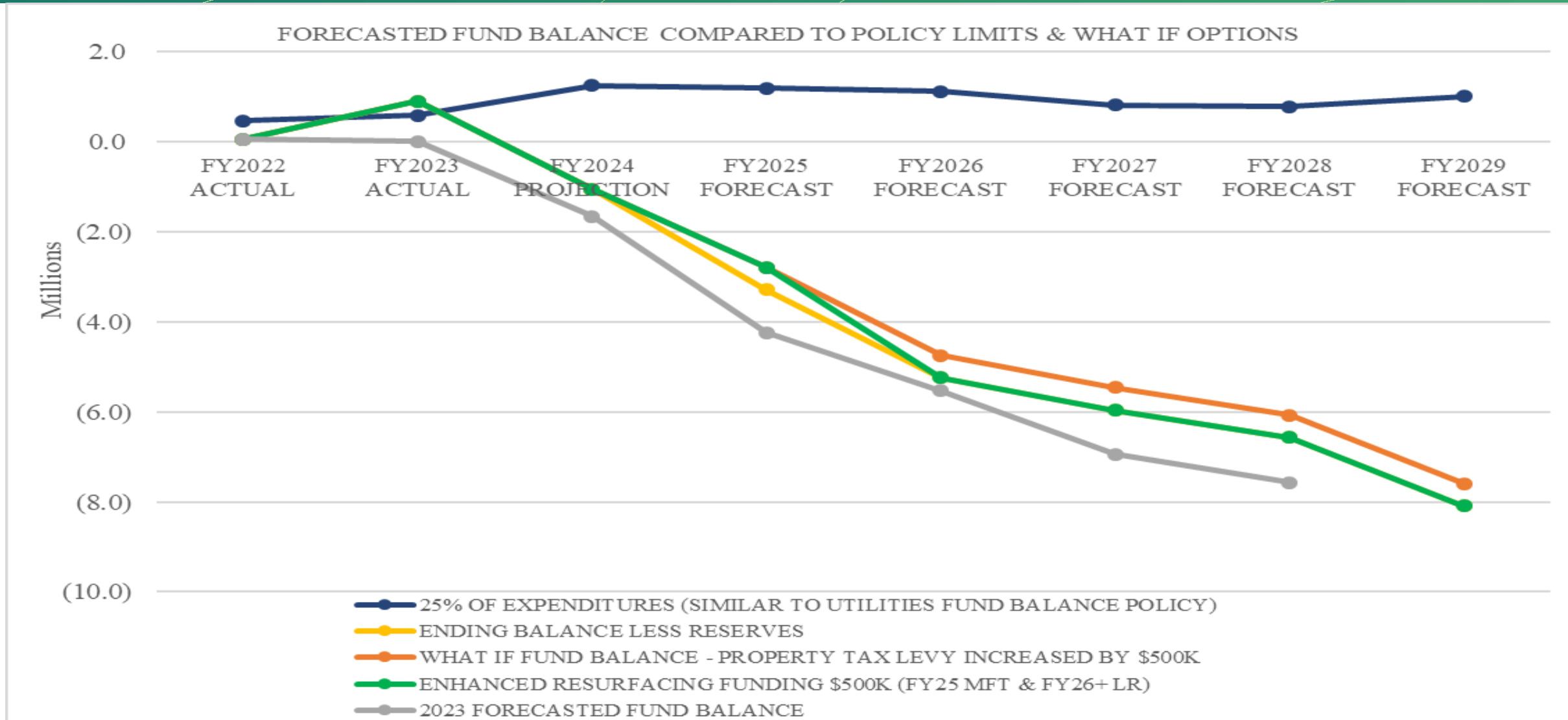
County Levy & City Levy

- Remain flat over forecast
 - County levy \$200K
 - City levy \$1.6M

Natural Gas Tax

- Forecast assumes 1% decrease based on trends
- FY25 est \$464K to FY29 est \$442K

Projected Fund Balance Trends



Capital Planning

Capital improvement Plan

- Capacity improvements
- Street rehab & maintenance
- Federally funded projects
- Grant programs can cover up to 80% of select projects



FY 25-29 LOCAL ROAD FUND CAPITAL PROJECTS

PROJECT	PROJECT TYPE	DEPARTMENT	ESTIMATE TO COMPLETE	PROJECT TITLE
100024	ROAD	70.07	\$1,100,000.00	STP-CENTRAL ROAD PROJECT

PROJECTED START DATE : 1/1/2025

PROJECTED END DATE: 12/31/2029

DESCRIPTION : STP-L-CENTRAL ROAD RECONSTRUCTION AND WIDENING

JUSTIFICATION : CENTRAL ROAD RESURFACING-RECONSTRUCTION FROM EAST FRONTAGE TO WILKE. PROJECT HAS BEEN RECENTLY APPROVED BY THE NORTHWEST MUNICIPAL COUNCIL FOR PHASE II, ROW ACQUISITION, AND CONSTRUCTION/CONSTRUCTION ENGINEERING.



PROJECT BUDGET BY FISCAL YEAR - Revenue							
FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	CURRENT LEVY - ROADS			\$100,000.00	\$600,000.00		
				\$100,000.00	\$600,000.00		\$700,000.00

PROJECT BUDGET BY FISCAL YEAR - Expenditure							
FUND	CATEGORY	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RD FUND	IMPROVEMENTS NOT TO BUILDINGS			\$100,000.00	\$600,000.00		
	PROFESSIONAL SERVICES						
				\$100,000.00	\$600,000.00		\$700,000.00

Annual Programs

Road Rehabilitation Program

- Annual Budget \$2.5M
- PCI Goal: Raise Average from 63 to 70
- Budget is split between Motor Fuel & Local Road Funds

Maintenance Programs

- Sidewalk & Curb \$1.015M
- IDOT Bridge Inspections \$150K
- In-House Asphalt Patching \$625K
- ADA Improvements \$150K

Major Federally Funded Projects

- Algonquin/New Wilke Intersection \$600K
- Weber Drive Reconstruction \$575K
- Central Road Reconstruction \$1.1M
- Kirchoff Road Resurfacing \$870K
- Arbor Drive Realignment (CDBG) \$600K
- Hicks/Euclid Bike Path (ITEP) \$175K
- Meadowbrook Bridge (LBF) \$600K

FY 2026 Capital Local Road and MFT Outlook

Total Local Road Fund + MFT Capital
Costs: \$5.76M

Total Costs Less MFT Expenditures:
\$3.96M

Total Costs Less MFT & Expected
Grant Reimbursements: \$3.301M

Debt Financing Option

Why?

- Avoids costly deferred maintenance
- Spreads the cost over time = reduced immediate tax impact
- Supports PCI improvement goals
- Addresses project needs without straining the General Fund

How?

- Engagement with Robert W. Baird & Co.
- Expertise in municipal debt structuring
- Will assist with:
 - Debt modeling
 - Structuring options
 - Underwriting terms



Discuss & Provide Direction

Pursue Debt Financing as a funding option

A. If yes, then

1. Authorize City Manager to Engage Baird to develop financing strategies for the Local Road Fund
2. Presentation of a full financing strategy anticipated in mid-2025

Requested Action