

Maintain Lockport

Our City's infrastructure needs are tremendous, and they're growing.

Capital Improvement Program

- Currently Lockport's infrastructure investment decisions are made without the benefit of a funded multi-year Capital Improvement Program.
- Without a funded long-term sustainable vision, Lockport's infrastructure will continue to deteriorate, and the cost to maintain and improve the City's roads will compound.
- Today, the City has no funded plan to improve the streets.
- A sustainable capital program is simply not possible without reliable funding sources.

The economy is bad.

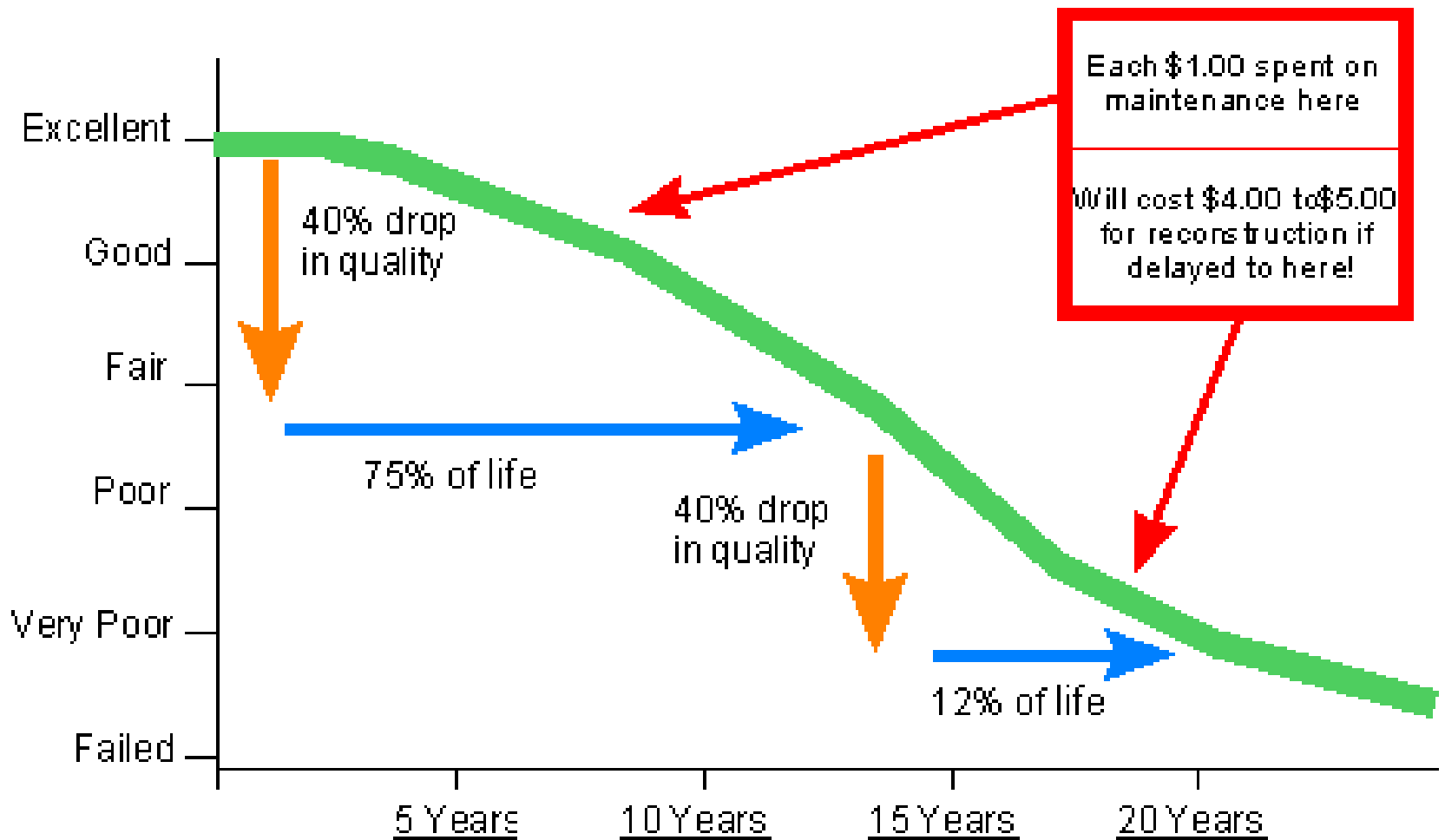
Why now?

- We all are tempted to put off until tomorrow what we would rather not do today.
- All roads eventually reach the end of their useful life .
- As the physical condition of the asset declines, deferring maintenance and/or replacement increases long-term costs and liabilities.
- **Our goal is to manage the City's roads in order to minimize the total cost of owning and operating them while continuously delivering the standard that the community expects.**
- Deferred maintenance is a hard habit to escape, because of the up-front cost to recover deteriorated pavements.

Preventive maintenance is key to controlling long-term costs

- The risk of taking action is less than the risks of letting deficits accumulate to daunting levels.
- It costs less in the long run to have good roads than bad roads - if you keep up with preventive maintenance continuously.
- Deferred maintenance drives up long term cost; it shortens the cycle for rehabilitation, which is four times as costly.
- Deferred rehabilitation compounds the problem, often leading to pavement failure and the need to reconstruct the whole roadbed, at ten times the cost.

Pavement Life Cycle



What is a Capital Improvement Program?

- A capital improvement plan (CIP) is a multi-year plan identifying capital projects to be funded during the planning period.
- The CIP identifies each proposed capital project to be undertaken, the year the assets will be acquired or the project started, the amount of funds expected to be expended in each year of the CIP and the way the expenditure will be funded.
- A CIP is not a static document. It is reviewed every year to reflect changing priorities, unexpected events and opportunities.
- A CIP includes the maintenance, repair and rehabilitation of existing infrastructure as well as the construction of new infrastructure.

Benefits of a Funded CIP

- Facilitates **coordination** between capital needs and the operating budgets.
- Enhances the community's **credit rating**, control of its tax rate, and avoids sudden changes in its debt service requirements.
- Identifies the **most economical means** of financing capital projects.
- Increases opportunities for obtaining federal and state **aid**.
- Relates public facilities to other public and private development and redevelopment policies and plans.

Benefits of a Funded CIP

- Focuses attention on community objectives and fiscal capacity.
- Keeps the **public informed** about future needs and projects.
- Coordinates the activities of neighboring and overlapping units of local government to **reduce duplication**.
- Encourages careful project planning and design to avoid costly mistakes and help a community reach desired goals.

Maintaining Standards

- When it comes to infrastructure we are in a slow motion meltdown.
- The standard that we expect can not be maintained without significant investment.
- The City should not wait for a crisis to shake us into action.

What is an acceptable community standard for the roads?

- Is it the City's goal to have all residential streets at a "fair" or better condition by 2030?
- Should all residential streets have Curb & Gutter to properly control stormwater?

Community Standards



Community Standards



Funding Short-term Band-Aid Solutions

- If a road has base failures and other issues that mean the road requires a total reconstruction, should the City spend funds on band-aid fixes that only temporarily extend the road's useful life?
- Or, should the City only invest funds in streets where preventative maintenance will dramatically extend the useful life of the street?
 - Roads that are in poor condition will remain that way
 - Road that are in good condition will remain that way
 - Most cost-effective solution, but is that acceptable?
 - Should the City use a “*do it right, do it once*” approach?

Timing

Pay Now Or Pay A Lot More Later

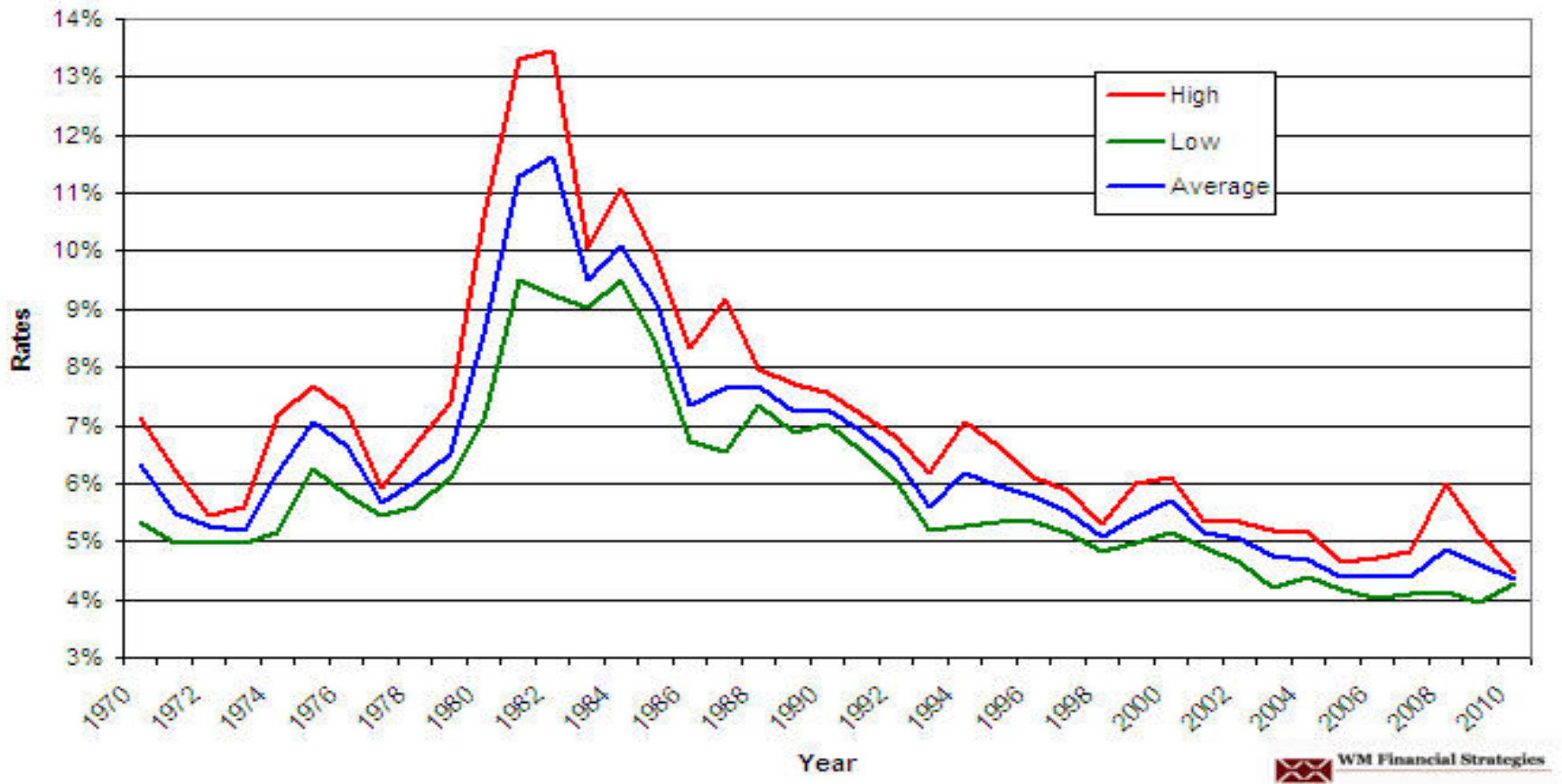
- The risk of taking action is less than the risks of letting deficits accumulate to daunting levels.
- We must maintain and preserve streets or face huge rebuilding costs later.
- Pavement crumbles over time, period.
- Just like your house or car, a local transportation system requires maintenance or it falls apart.
- The City has deferred the funding of a sustainable maintenance plan for years and instead relied on one-time revenues.
- Now businesses, visitors, and citizens are noticing and time is running out for miles of city streets.
- Rebuilding streets costs more than maintaining them. Just like a house or a car, it's cheaper to maintain and preserve streets than it is to rebuild them.

Timing

- Now is a good time to borrow – low interest rates
- Bids for projects coming in at favorable rates

It is a Good Time to Borrow

**20-BOND BUYER INDEX
1970-PRESENT**



Will County Governmental League

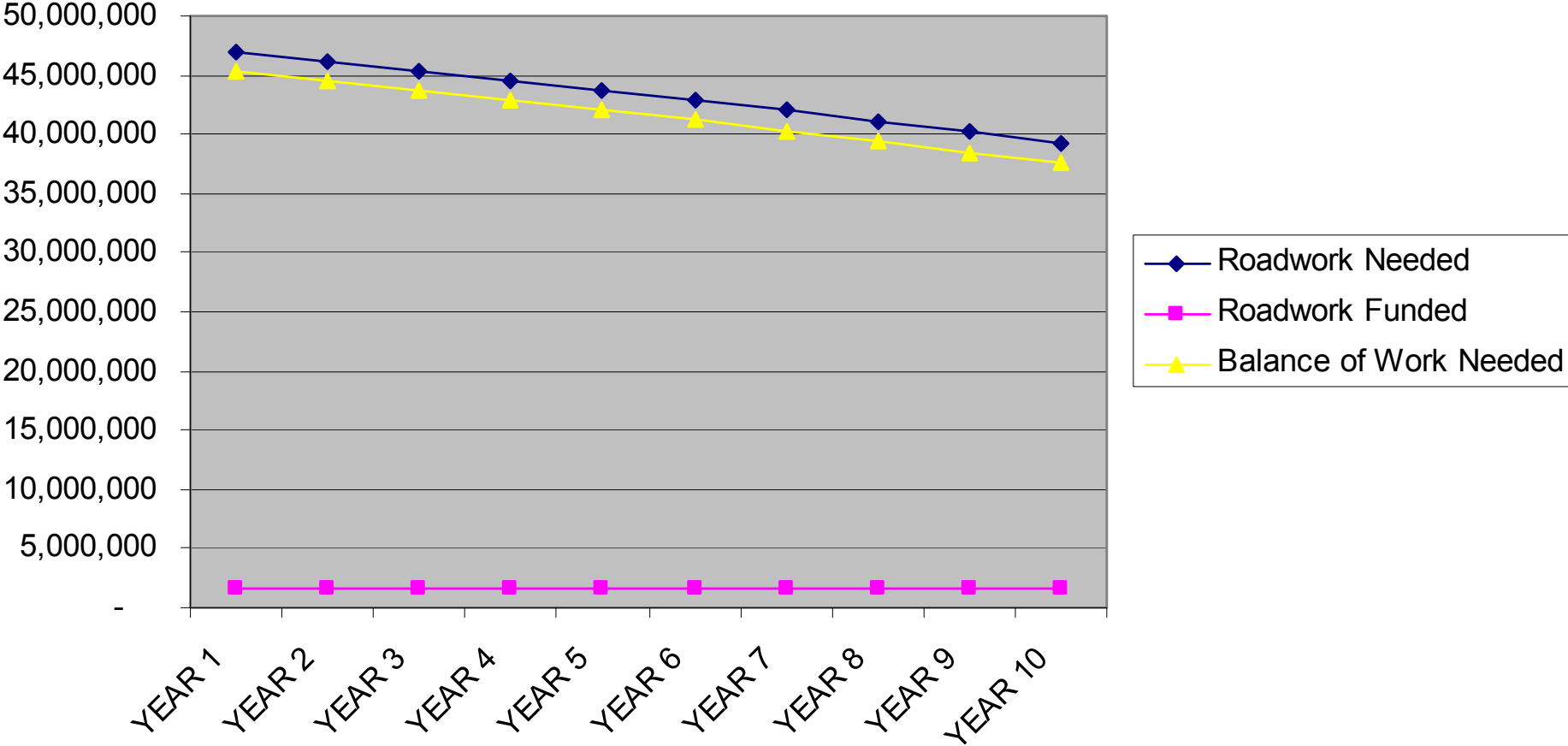
| AGENCY | DESCRIPTION | TOTAL PROJECT COST ESTIMATE | LOW BID | Construction Engineering | DIFFERENCE | % |
|---------------|--------------------|------------------------------------|----------------|---------------------------------|-------------------|----------|
| Channahon | Street Resurfacing | \$189,000 | \$147,195 | 0 | \$41,805 | 78% |
| Crest Hill | Street Resurfacing | \$271,000 | \$133,253 | \$24,000 | \$113,747 | 58% |
| Homer Glen | Street Resurfacing | \$366,000 | \$298,970 | \$33,500 | \$33,530 | 91% |
| Joliet | Street Resurfacing | \$1,969,065 | \$997,513 | 106,400 | \$865,152 | 56% |
| Mokena | Lighting | \$425,000 | \$248,742 | 0 | \$176,258 | 59% |
| New Lenox | Street Resurfacing | \$349,000 | \$241,889 | 0 | \$107,111 | 69% |
| Plainfield | Street Resurfacing | \$280,000 | \$147,752 | 0 | \$132,248 | 53% |
| Romeoville | Street Resurfacing | \$415,000 | \$297,076 | \$39,324 | \$78,600 | 81% |

The Cost of Delay

- There are \$47,000,000 of projects needed in today's dollars.
- Assuming \$1,700,000 is spent annually, and the cost of the remaining road projects goes up 2% annually, at the end of 10-years the City will still have \$37,500,000 of road projects left.
- Assuming \$700,000 is spent annually, and the cost of the remaining road projects goes up 2% annually, at the end of 10-years the City will still have \$48,500,000 of road projects left.

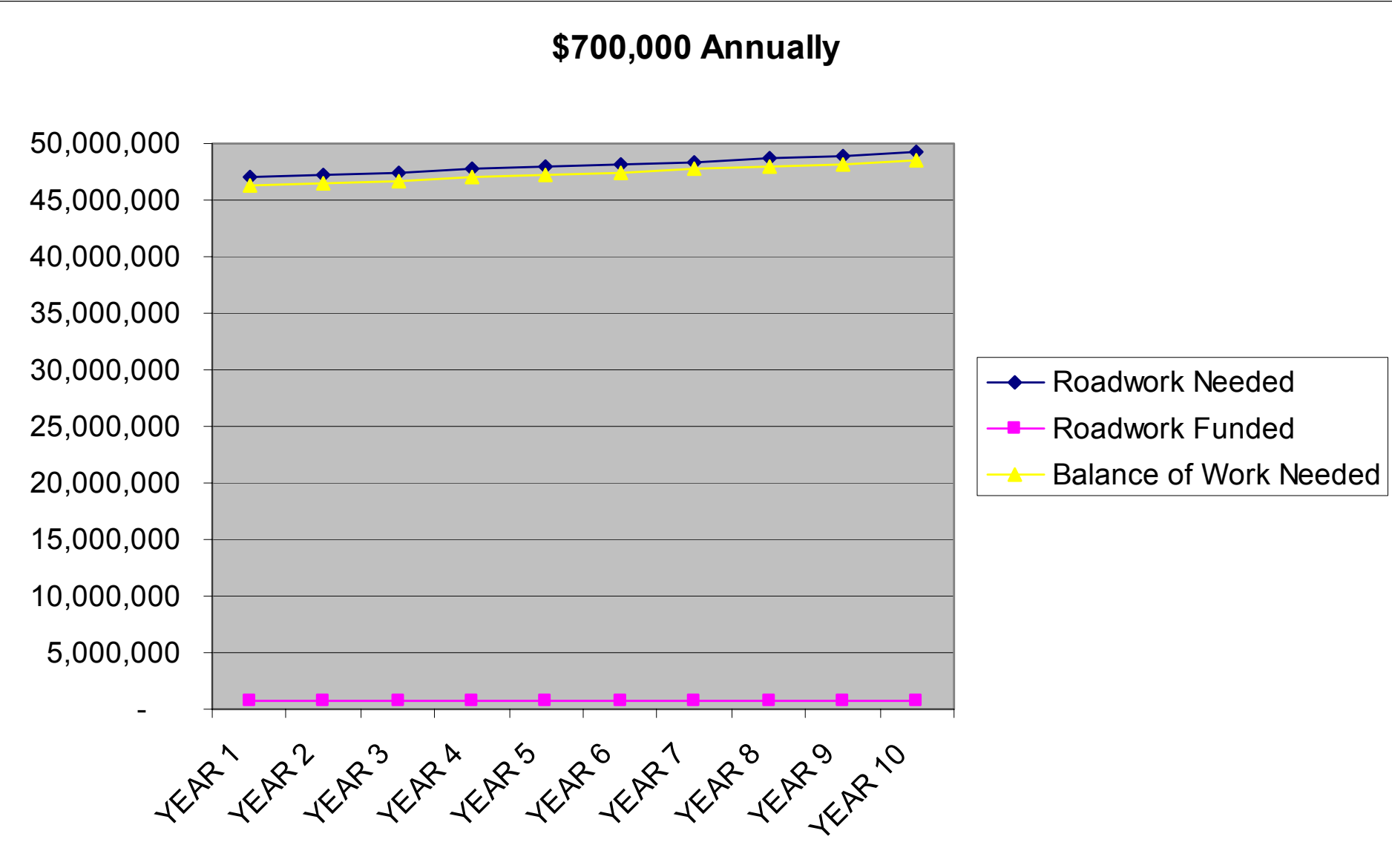
The Cost of Delay

\$1.7M Annually



The Cost of Delay

\$700,000 Annually

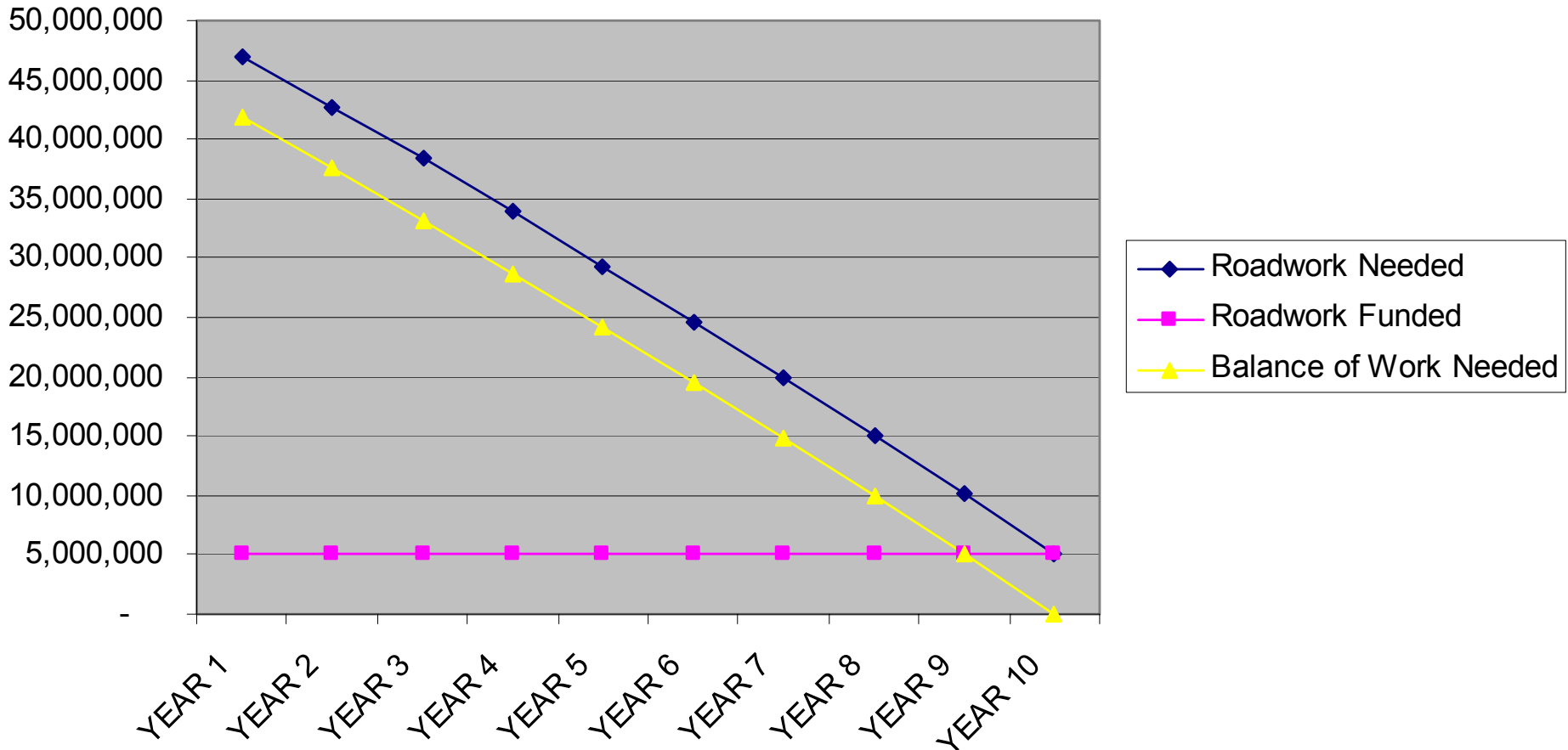


Catching up within 10-years

- There are \$47,000,000 of projects needed in today's dollars.
- Assuming \$5,130,000 is spent annually, and the cost of the remaining road projects goes up 2% annually, at the end of 10-years the City will still have \$2,718 of road projects left.

Catching up within 10-years

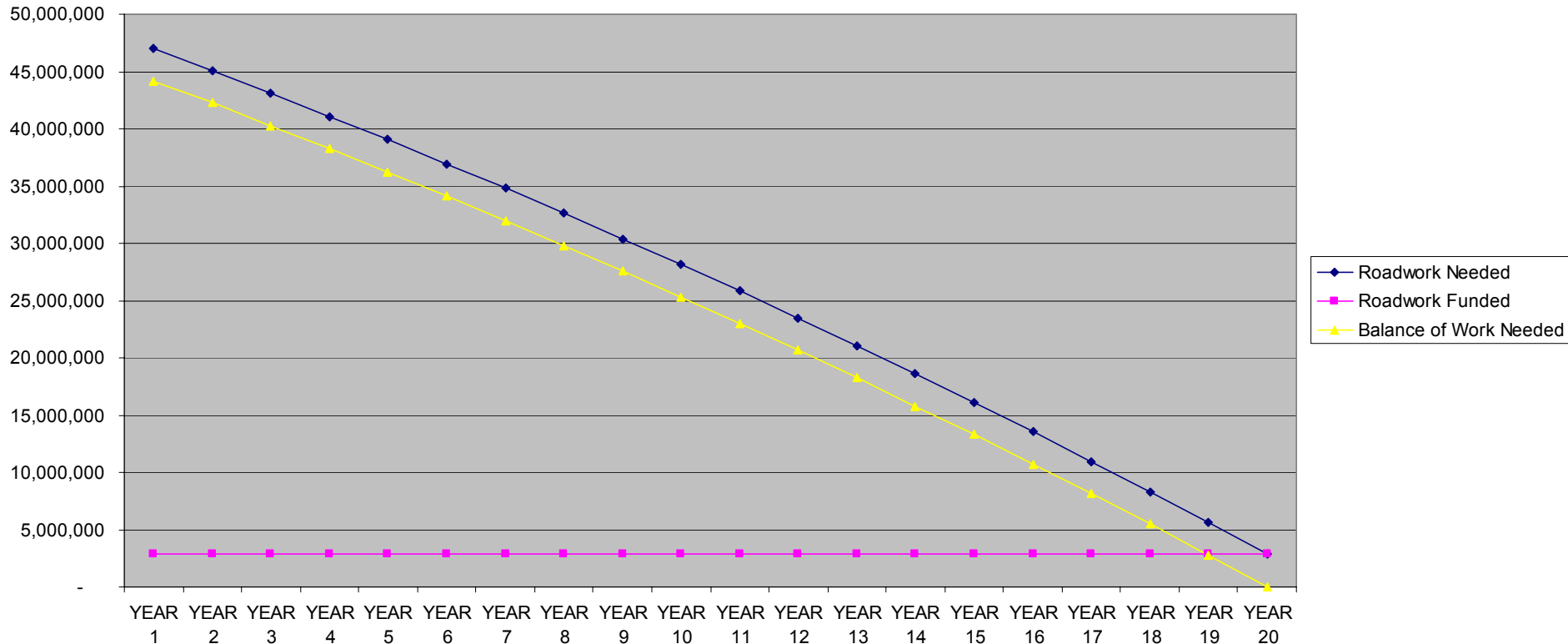
\$5.13M Annually



Catching up within 20-years

\$2.818M Annually

\$2.818M Annually



Why isn't the funding already in place?

- The thought has been that if we just wait, the funding would come.
 - I-355
 - Rooftops
 - Home Rule
 - Big Box Retail
 - Commercial/Industrial Development
- We work every day to encourage investment in the City. However, the economic recovery will be slow.

Using one-time revenues

- After years of subsidizing through one-time growth related revenues and effectively hiding the real costs of building and maintaining infrastructure for taxpayers, the City must now decide whether and how to pay for necessary massive infrastructure improvements at a time when the public is calling for belt-tightening.

Sustainable Changes

- Deficits stem not from temporary shortfalls caused by short-term economic factors or other passing events but rather have their roots in **longer-term structural forces** that must be addressed.
- The City must address structurally caused deficits by sustainable and permanent changes in revenues and spending.

Where did the Money Go?

- There were years where a substantial amount of development took place.
- Growth paid for growth
- No sustainable revenue stream

Annual New Residential Permits

| YEAR | NEW PERMITS |
|---------------------|-------------|
| 2005 | 406 |
| 2006 | 215 |
| 2007 | 116 |
| 2008 | 58 |
| 2009 | 28 |
| 2010 (through 6-10) | 22 |

Where did the money go?

The numbers on the following slides do not include reimbursements to developers for work on the perimeter roadways

| 2005 | |
|--|-----------------------|
| Commerce Street Bridge Repair | \$17,795.00 |
| Deerpath Detention Pond Concrete Ditch | \$9,667.21 |
| Alley- Division to South | \$43,919.99 |
| 2005 Crackfill and Microsurfacing | \$58,711.25 |
| 2005 Patching Program | \$96,404.75 |
| 2005 Sidewalk Program | \$155,553.91 |
| Grandview & McKinley Reconstruction | \$948,322.65 |
| Dakota Glen Storm Sewer Project | \$121,837.12 |
| Farrell Road Reconstruction (bridge to Wellwood) | ? |
| Farrell Road Resurfacing (Wellwood to 151st) | ? |
| Valley and Milne Storm Sewer Outfall | \$183,891.37 |
| TOTAL | \$1,636,103.25 |

Where did the money go?

| 2006 | |
|-------------------------------------|-----------------------|
| 2006 Pavement Striping Program | \$8,425.80 |
| 10th and Hamilton Reconstruction | \$889,086.54 |
| 2006 Sidewalk Program | \$158,165.31 |
| Bruce Road Bridge Replacement | \$250,000.00 |
| Jefferson Street Bridge Replacement | ? |
| TOTAL | \$1,305,677.65 |

Where did the money go?

| 2007 | |
|---------------------------------------|-----------------------|
| Washington Street Reconstruction | \$839,649.18 |
| 19th and 20th Court Reconstruction | \$743,716.94 |
| 14th and Hamilton Storm Sewer Project | \$27,615.50 |
| 13th Street Reconstruction | \$1,473,603.90 |
| 2007 Resurfacing Project | \$280,133.55 |
| 2007 Sidewalk Program | \$159,695.28 |
| TOTAL | \$3,524,414.35 |

Where did the money go?

| 2008 | |
|--|-----------------------|
| Adams Street Culverts | \$247,691.37 |
| 2nd Street Reconstruction | \$1,441,149.34 |
| 2008 Sidewalk Program | \$120,092.68 |
| 2008 Crackfill and Rejuvenator Program | \$289,494.85 |
| Hot-in-place Recycling | \$132,605.00 |
| TOTAL | \$2,231,033.24 |

Where did the money go?

2009

| | |
|---|-----------------------|
| Parkview/Hamilton/Washington/Daggett Reconstruction | \$1,316,609.40 |
| Valley Lane Reconstruction | \$508,577.04 |
| Metra Parking Lot Expansion | \$341,219.80 |
| 151st Street Reconstruction | \$2,400,000.00 |
| 2009 Sidewalk Program | \$83,261.96 |
| 2009 Crackfill Program | \$60,000.00 |
| 2009 Resurfacing Project | \$434,585.60 |
| | \$5,144,253.80 |

Where did the money go?

2010 projects are budgetary numbers only. Projects are not yet constructed.

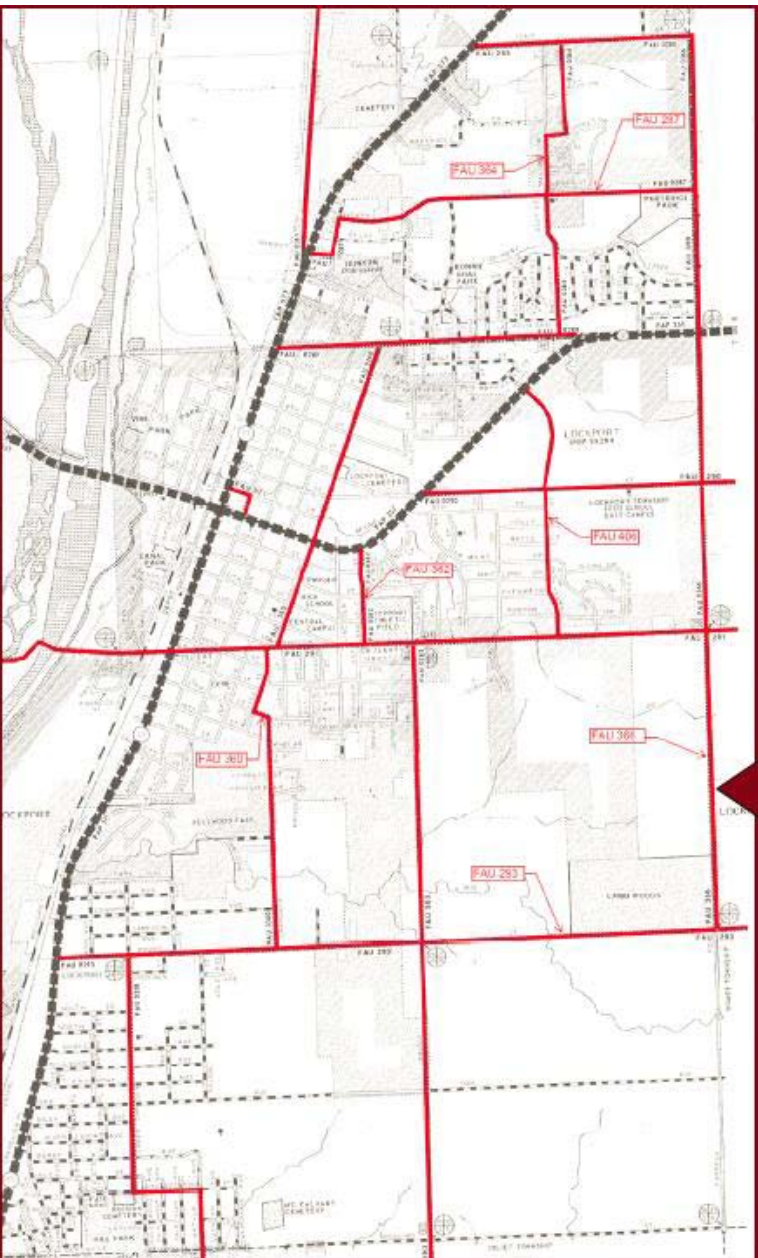
| 2010 | |
|---------------------------------------|-----------------------|
| ERP- Oak Avenue Resurfacing Project | \$225,807.00 |
| ERP- Gougar/147th Resurfacing Project | \$380,000.00 |
| CMAQ IL 7/9th Street Sidewalk Project | \$331,248.00 |
| ARRA 163rd & Bruce Road Resurfacing | \$415,000.00 |
| 2010 Resurfacing Project | \$200,000.00 |
| 2010 Sidewalk Program | \$50,000.00 |
| 2010 Crackfill Program | \$30,000.00 |
| TOTAL | \$1,632,055.00 |

But What About Grant Funding?

- By funding a “CIP for Roads”, Federal, State and private investment may be used to complement, encourage and leverage the City’s investment.
- The City has been, and will remain aggressive in working to secure grant funding.
- Our state and federal legislators have been good to Lockport. Many stimulus funded projects are benefiting Lockport.
- However, only certain types of streets are eligible for grant funding.
- The City must often match a portion of the grant projects.

Grant Requirements

- **STP-** Surface Transportation Program. Maximum grant amount \$2 million, 20% local match required. Can only be used for projects on FAU routes.
- **CMAQ-** Congestion Mitigation and Air Quality. No maximum grant amount for non-transit projects, 20% local match required. Can only be used for projects that will reduce carbon emissions, such as mass transit, commuter parking lots, bike paths etc.
- **CDBG-** Community Development Block Grant. Typical maximum award \$200,000, local match required but is variable, can only be used in areas that meet certain household income parameters, typically used for sanitary sewer and watermain projects.
- **DCEO-** Department of Commerce and Economic Opportunity. Maximum of \$350,000 for water, sanitary and storm sewer projects.
- **IEPA Section 319-** Non-point source pollution control projects, watershed, TMDL and BMP implementation. Maximum grant amount \$1.2 million, minimum 40% local match required.
- **MIP/HPP-** Member Initiative Project/High Priority Project. These types of projects are submitted as requests to our legislative representatives. There is no regular cycle for distributing this funding.
- **ARRA-** American Reinvestment and Recovery Act of 2009 (aka Stimulus). Money allocated to municipalities based on population. Can only be used for projects on FAU routes. One time revenue source.
- **ERP-** Emergency Repair Program. Special funding from the State for emergency repairs, projects are sponsored by State Representatives. One time revenue source.



F.A.U.
Routes
Federal
Aid
Urban

Lockport
Township

Homer
Township



Things to remember about grant money

- Most grants are very specific with respect to how the money is used.
- Most grants require a local match, and may require that all ROW and engineering be funded with local money.
- Some grants require that certain planning activities be completed prior to applying for the grant, which takes time and money.
- Some grants are reimbursable grants, which means that the City must front the money for the project.
- Once the grant is received, the process for project implementation is very stringent. There is a great deal of accountability for a grant-funded project. Other agencies must review and approve the project, such as IDOT, FHWA and IEPA.
- If exact project procedures are not followed for a project funded with grant money, there is a risk that the grant money will be rescinded, even if the project is already under construction.
- The project must fit the grant requirements- sometimes a project that fits the requirements is not a top-priority project for the City.

Applying for grants takes time and money- regardless of whether the City receives the grant.

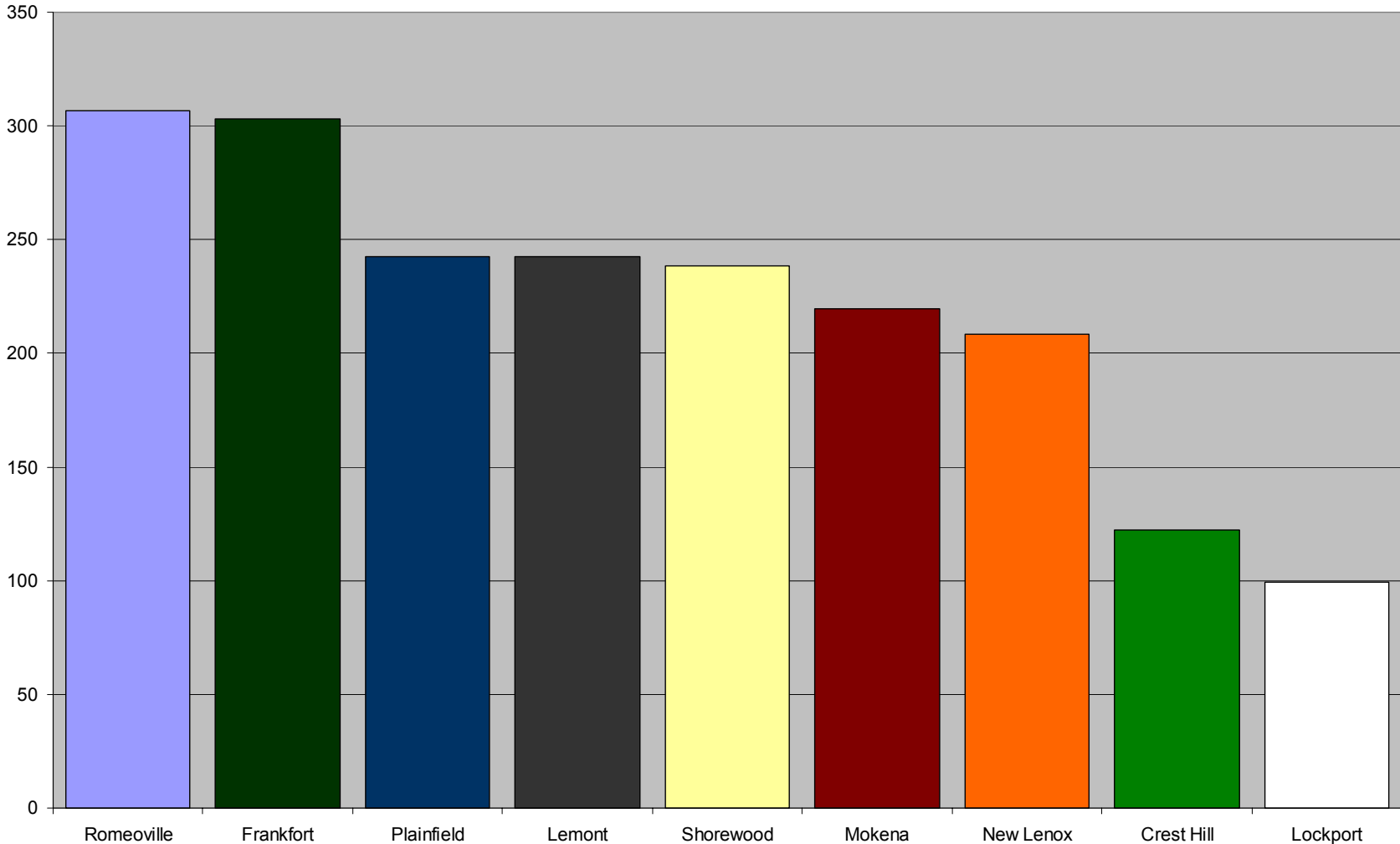
Grants Received

| Year | Project | Source | Amount |
|------|---|---------|-----------------------|
| 2004 | Grandview & McKinley Reconstruction Project | CDBG | \$200,000.00 |
| 2006 | 19th Street & 20th Court Water Main Project | DCEO | \$50,000.00 |
| 2007 | 13th Street Reconstruction Project | MIP-HPP | \$250,000.00 |
| 2008 | Metra Parking Lot expansion Project | CMAQ | \$480,000.00 |
| 2009 | 151st Street reconstruction Project | STP | \$2,000,000.00 |
| 2010 | IL-7 Sidewalk Project | CMAQ | \$319,000.00 |
| 2010 | 163rd Street & Bruce Road Resurfacing Project | ARRA | \$415,000.00 |
| 2010 | Oak Avenue Resurfacing Project | ERP | \$328,416.00 |
| 2010 | Gougar Road/147th Street Resurfacing project | ERP | \$380,000.00 |
| 2011 | 13th Street Signalization Project | STP | \$278,400.00 |
| | TOTAL | | \$4,700,816.00 |

How does Lockport compare?

(Typical Funding for CIPs)

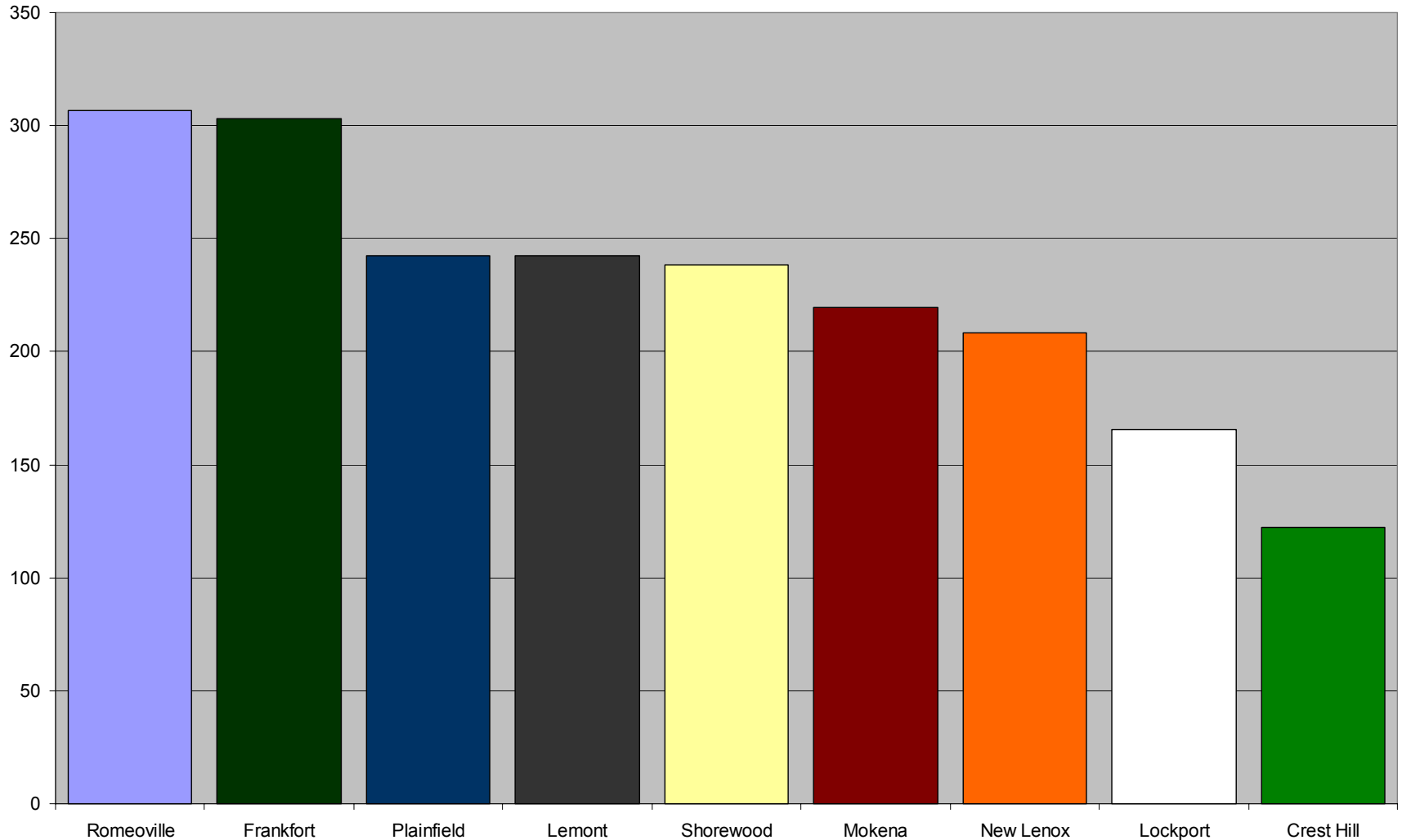
Total Utility & Sales Taxes per Capita - Current



Utility & Sales Tax Per Capita

with additional maximum utility taxes

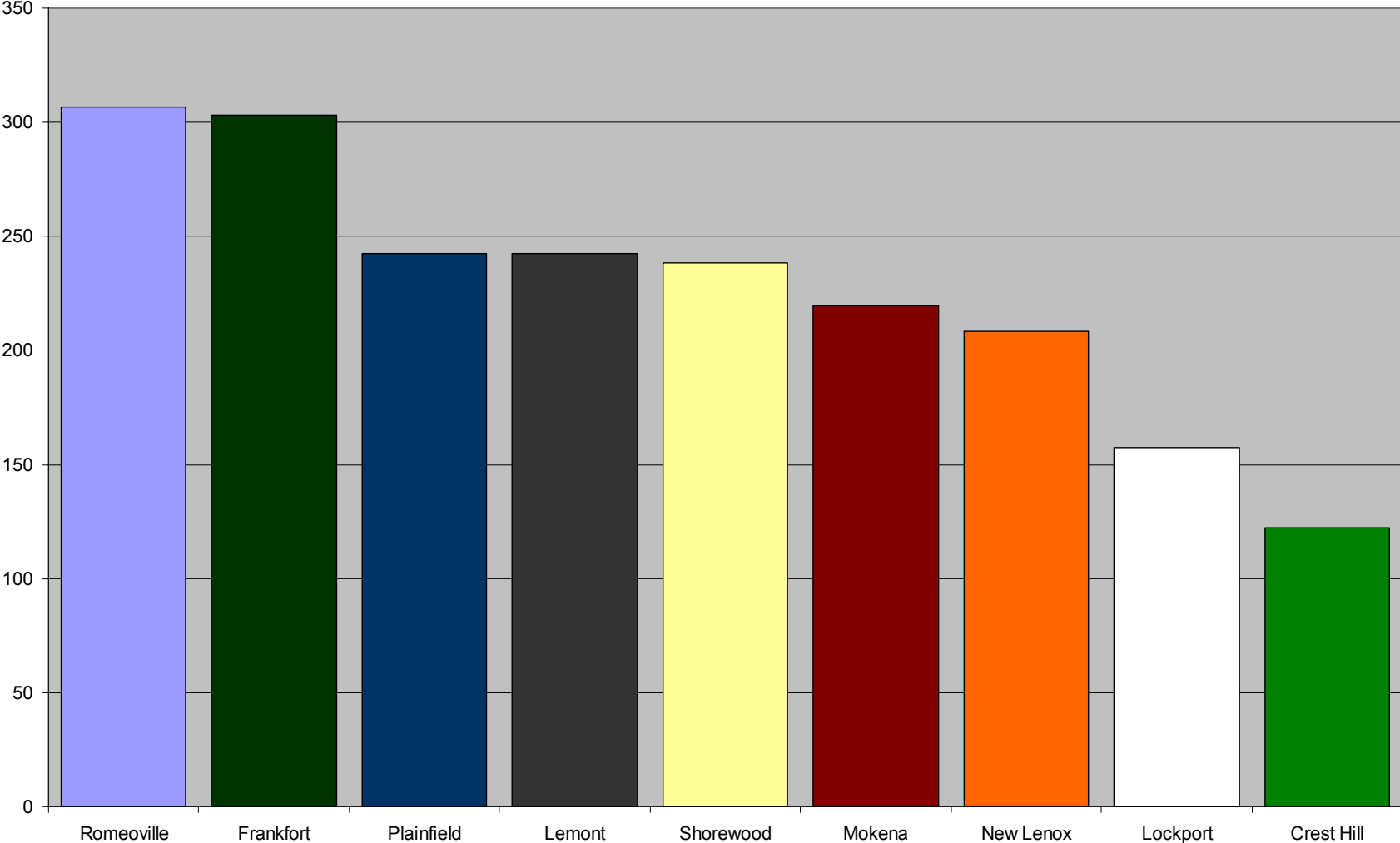
Total Utility & Sales Taxes per Capita - Future with Maximum Utility Taxes



Utility & Sales Tax Per Capita

with additional 1.0% Non-Home Rule or Home Rule Sales Tax

Total Utility & Sales Taxes per Capita - Future with 1% Non-Home Rule Sales Tax Increase



Motor Fuel Tax

(allocated based on population)

| | | |
|-------------------------------|-----------|-----|
| Street Light Maintenance | \$9,500 | 2% |
| Infrastructure Maintenance | \$307,000 | 49% |
| Traffic Signal Maintenance | \$27,000 | 4% |
| Snow & Ice Control | \$270,000 | 43% |
| Electric | \$18,000 | 3% |
| | \$631,500 | |

Home Rule Gas Tax

- Can the City implement a gas tax at the service station pumps for motor vehicles?
 - In order to implement, the City must be Home Rule.
 - Plainfield estimates that a \$0.02/gallon gas tax will generate \$120K in annually revenue for their Village. They have 8 gas stations in town.

How will this plan benefit me?

- A funded CIP for roads will have a direct benefit to Lockport neighborhoods.
- This isn't a situation where you get 80-cents back for every dollar you send to the state or feds. This is not a redistribution of wealth.
- This is funding raised locally with every dime spent locally on projects that enhance safety, protect property values and improve quality of life.
- Preserve property values. The expectation from any homebuyer is that the road & drainage are adequate.

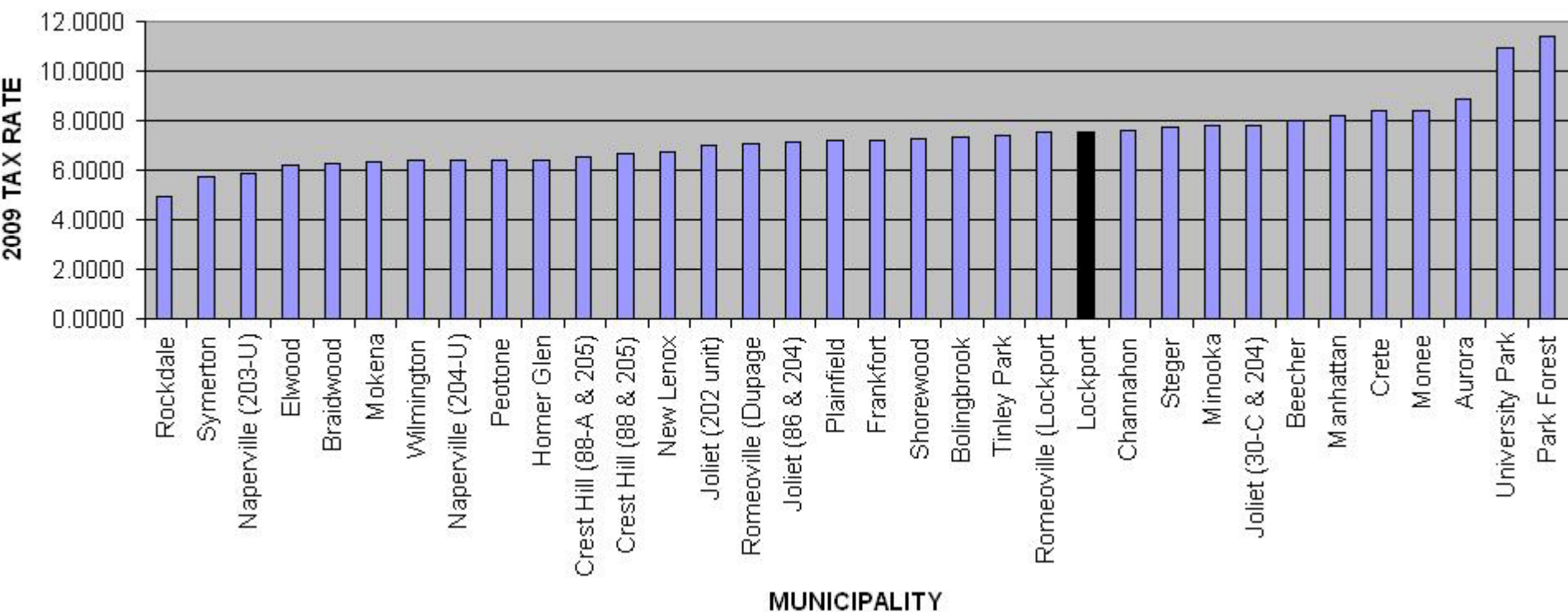
State & Federal Government

- One criticism of state & federal government officials is that they continue to borrow and spend money they don't have on questionable pork projects or social welfare programs that redistribute wealth while deferring the tough decisions necessary to balance their budgets because they are more worried about the next election than doing what is right.
 - The City has made cuts and reduced expenditures
 - The projects outlined in the CIP are necessary
 - If implemented the funds will be restricted

Before you ask me for more, tell me where you have cut.

- The City is not asking for more revenue to fund day-to-day operations.
- The City has made significant cuts to balance the operating budget.
 - Privatized Building Department
 - Hard hiring freeze in place for all full-time positions in the General Fund
 - Eliminated 18 full-time equivalent position

TYPICAL PROPERTY TAX RATES



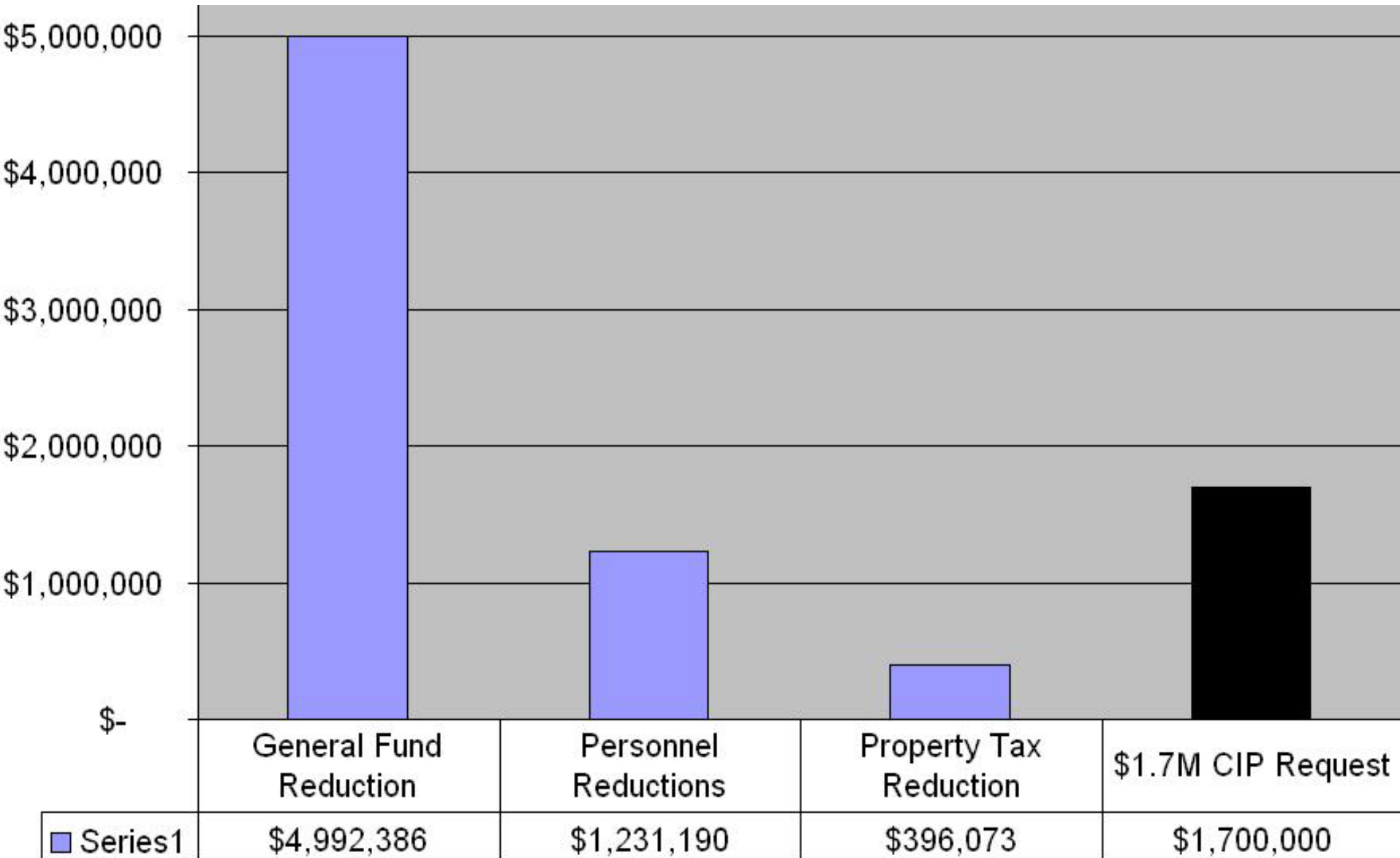
Annual Budgeted Expenses General Fund

| FISCAL YEAR | EXPENSES |
|--------------|--------------|
| 06-07 Budget | \$11,736,300 |
| 07-08 Budget | \$14,400,640 |
| 08-09 Budget | \$16,748,220 |
| 09-10 Budget | \$16,054,510 |
| 10-11 Budget | \$11,062,124 |

City's Portion of Property Taxes Reduced \$396,073

| YEAR PAID | AMOUNT |
|-----------|-------------|
| 2008 | \$5,580,185 |
| 2009 | \$5,108,447 |
| 2010 | \$5,184,112 |

Reduction in Expenditures



Promise me you will spend the money wisely.

- The City will create a special separate General Capital Improvement Fund
- 100% of the CIP funding source will be deposited in this fund
- The only expenditures in this fund will be for specific projects as outlined in the Capital Improvement Program
- Easy to understand and transparent
- City's checkbook posted on-line

How will the plan impact my pocket book?

- Property Tax
- Sales Tax
- Natural Gas
- Electric
- Telecommunications

Bond Issue

Property Tax

- All projects would have to be done in the first 3 years.
- Therefore, nothing would be done in years 4 thru 10 and what funding source would be there be for year 11?

Debt Issue - \$18,000,000

Repayment Term - 10 Years

| | | | Debt Service | | | | |
|----------|----------------|--------------|-----------------|------------|------------|-------------|------------|
| | | Annual | Tax Rate | Avg. House | Avg. House | Homeowner's | First Year |
| Tax Levy | Total EAV | Debt Service | (Per \$100 EAV) | Price | EAV | Exemption | Taxes |
| 2009 | \$ 719,915,303 | \$ 2,215,000 | 0.3077 | \$ 300,000 | \$ 100,000 | \$ 6,000 | \$ 289.21 |
| | | | | \$ 100,000 | \$ 33,333 | \$ 6,000 | \$ 84.10 |
| | | | | \$ 150,000 | \$ 50,000 | \$ 6,000 | \$ 135.38 |
| | | | | \$ 200,000 | \$ 66,667 | \$ 6,000 | \$ 186.66 |
| | | | | \$ 250,000 | \$ 83,333 | \$ 6,000 | \$ 237.94 |
| | | | | \$ 350,000 | \$ 116,667 | \$ 6,000 | \$ 340.49 |
| | | | | \$ 400,000 | \$ 133,333 | \$ 6,000 | \$ 391.77 |

Debt Issue - \$45,000,000

Repayment Term - 20 Years

| | | | Debt Service | | | | |
|----------|----------------|--------------|-----------------|------------|------------|-------------|------------|
| | | Annual | Tax Rate | Avg. House | Avg. House | Homeowner's | First Year |
| Tax Levy | Total EAV | Debt Service | (Per \$100 EAV) | Price | EAV | Exemption | Taxes |
| 2009 | \$ 719,915,303 | \$ 3,529,837 | 0.4903 | \$ 300,000 | \$ 100,000 | \$ 6,000 | \$ 460.89 |
| | | | | \$ 100,000 | \$ 33,333 | \$ 6,000 | \$ 134.02 |
| | | | | \$ 150,000 | \$ 50,000 | \$ 6,000 | \$ 215.74 |
| | | | | \$ 200,000 | \$ 66,667 | \$ 6,000 | \$ 297.46 |
| | | | | \$ 250,000 | \$ 83,333 | \$ 6,000 | \$ 379.18 |
| | | | | \$ 350,000 | \$ 116,667 | \$ 6,000 | \$ 542.61 |
| | | | | \$ 400,000 | \$ 133,333 | \$ 6,000 | \$ 624.33 |

Home Rule and Non-home Rule Sales & Use Taxes

- Both taxes are imposed on the same general merchandise base as the state sales tax, excluding titled or registered tangible personal property (such as vehicles, watercraft, aircraft, trailers, and mobile homes), and qualifying food, drugs and medical appliances.
- The Home Rule sales tax is in 0.25% increments with no maximum rate limit.
- The Non-home Rule sales tax is in 0.25% increments with a 1.00% maximum rate limit.

Estimated Tax Revenue

- Estimated Home Rule or Non-Home Rule Sales Tax at 1% is \$1,418,000

| | |
|-------|--------------|
| 1.00% | \$ 1,418,000 |
| 0.75% | \$ 1,063,500 |
| 0.50% | \$ 709,000 |
| 0.25% | \$ 354,500 |

Natural Gas

- 5% Tax Rate Assumption
- Nicor Collection Fee - .15%
- Utility Tax is calculated on the Delivery Charges and the Natural Gas Cost.
- The Natural Gas cost fluctuates based on market conditions.
- This revenue estimate varies with the fluctuation of gas prices and is based on 2 year old data provided by Nicor. The current estimate of \$280,000 annually is based on a 5% rate.

Nicor impact of 5% tax

| <u>Monthly bill estimates</u> | <u>Monthly additional charge</u> |
|-------------------------------|----------------------------------|
| \$50 | \$2.58 |
| \$100 | \$5.15 |
| \$150 | \$7.73 |
| \$200 | \$10.30 |

Electric

- 5% Tax Rate Assumption
 - Equates to a charge of \$.00628 per Kwh
- Charged on a per kilowatt hour basis & includes a 3% ComEd administration fee
- Based on data provided by Commonwealth Edison, the estimate for a 5% tax is \$600,000 annually.

ComEd Impact of 5% equivalent tax

(Currently a \$70 monthly bill uses approximately 530 kWh)

| <u>Monthly Bill Usage</u> (kWh) | <u>Monthly Additional</u> <u>Charge</u> |
|------------------------------------|--|
| 500 kWh | \$3.14 |
| 1,000 kWh | \$6.28 |
| 1,500 kWh | \$9.42 |
| 2,000 kWh | \$12.56 |

Telecommunications

- Current City Rate - 1%
- 6% Rate Assumption
- State receives .5% of the City's tax as an administration fee
- On the bill it appears as "IL State Telecom Excise Tax"
- Applied to the usage charges less any surcharges, fees and taxes
- The City currently receives about \$140,000 to \$150,000 from the 1%. The City estimates approximately \$850,000 generated if the City would increase this to 6%.

Telecommunications

- The fee applies to "transmitted, supplied or furnished telecommunications services and includes land line telephone services and cellular telephone services, specialized mobile radio, stationary two way radio, paging service, or any other form of mobile and portable one way or two way communications, but **does not include** cable television, digital subscriber line or broadband internet services.“
- Telecommunications that are subject to be taxed would include but not limited to phone landlines, wireless phones (cell phones), and faxes.
- The calculated amount is based on the gross charge paid for the act or privilege of originating or receiving telecommunications in a municipality and for all services and equipment provided in connection therewith. As of today the tax in Lockport is 1%. The City may increase the tax to 6%.
- The Simplified Municipal Telecommunications Tax will apply to all residents within the limits of the City of Lockport who are receiving and originating telecommunications.

Telephone Impact of 5% tax

| <u>Monthly Bill</u> | <u>Monthly Additional Charge</u> |
|---------------------|----------------------------------|
| \$50 | \$2.50 |
| \$100 | \$5.00 |
| \$150 | \$7.50 |
| \$200 | \$10.00 |

Estimated Utility Tax Revenue

| | Natural Gas | Electric | Telecommunications |
|----|-------------|----------|--------------------|
| 1% | 56,000 | 120,000 | 141,667 |
| 2% | 112,000 | 240,000 | 283,333 |
| 3% | 168,000 | 360,000 | 425,000 |
| 4% | 224,000 | 480,000 | 566,667 |
| 5% | 280,000 | 600,000 | 708,333 |
| 6% | n/a | n/a | 850,000 |

Other Concerns

- Tollway Payment
- Bridges
- Stream Maintenance

Illinois Tollway Interchange and Roadway Cost Sharing Annual Payments

| | |
|--------------|--------------------|
| 2008 | \$50,000 |
| 2009 | \$50,000 |
| 2010 | \$50,000 |
| 2011 | \$100,000 |
| 2012 | \$100,000 |
| 2013 | \$100,000 |
| 2014 | \$1,050,000 |
| TOTAL | \$1,500,000 |

Bridges

- The City could possibly end up with 12 bridges
 - That is a huge number for a town our size.
- Most bridges need some type of work.
- The City should implement an aggressive maintenance of the decks to extend the life for as long as possible.

Division Street Bridge



- Division Street Bridge needs the whole superstructure replaced, at a minimum.
- Temporary shoring holding up this bridge.
- The failed tendons in the beams are also visible.

Bridges

| Facility Carried | Feature Crossed | Year | Approx. |
|------------------------------------|--------------------|------|---------------------|
| Bruce Road (Broken Arrow) | Fraction Run Creek | 2006 | \$500,000 |
| Bruce Road (Lago Vista) | Fraction Run Creek | 1968 | \$2,000,000 |
| Division Street | I&M Canal | 1956 | \$3,000,000 |
| Commerce Street | Milne Creek | 1960 | \$350,000 |
| High Road | Mink Creek | 1967 | \$2,000,000 |
| ILL 7 Frontage Road | Des Plaines River | 1957 | \$2,500,000 |
| Madison Street | Milne Creek | 1978 | \$1,500,000 |
| Gougar Road | Fraction Run Creek | 1975 | \$950,000 |
| Commerce Street | Milne Creek | | |
| Jefferson Street | Milne Creek | 2005 | \$450,000 |
| Old Ninth Street (7 Arches Bridge) | Des Plaines River | 1869 | \$8,000,000 |
| | TOTAL | | \$21,250,000 |

Should the City fund Stream Maintenance Activities?

- Many of the City's creeks and streams are suffering from erosion and debris blockages.



Challenges Facing Stream Maintenance Projects

- Many streams are located on private property. Permission will have to be obtained from property owners; not all property owners may want to cooperate.
- Extensive permitting may be required from IDNR, IEPA and Army Corps.
- Stream maintenance projects are not high-profile; only adjacent residents may be aware that they are going on.
- Stream stabilization projects are **EXPENSIVE**.
- Grants require local match.

A Call to Action

- One thing is clear, **inaction has its own price**: The more the City lets things go, the more expensive the costs to fix and rebuild.
- While Lockport has serious needs facing its infrastructure, including lack of funding and deterioration, these **issues can be solved**.
- The Capital Improvement Program is vital to the City's broad goals of economic growth, sound fiscal management and protecting the quality of life for our residents.