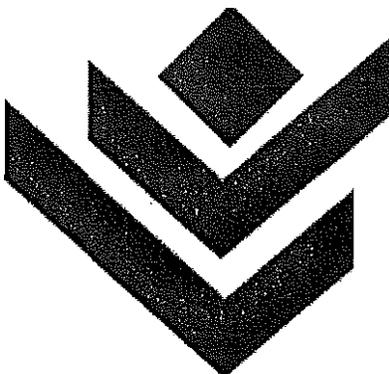




CITY OF
BLOOMINGTON
COMMITTEE OF THE
WHOLE MEETING
MAY 15, 2017



City Logo Design Rationale

The symbol for the City of Bloomington is multifaceted in its visual and conceptual approach. Visually the symbol and the City's identity represent a modern progressive style which is consistent with the City's government. The symbol is based on three different concepts which combine to represent the City in a contemporary and appropriate way.

First and foremost is the chevron. The City government is a respected agency dedicated to serving the public. In this way, the chevron represents service, rank and authority.

The symbol may also be seen as a three dimensional building. This represents growth and diversity in our community.

Finally, the flower or plant derived from the original name "Blooming Grove," represents a community that is friendly and safe. Progress and growth are also associated with plant life as well as regeneration and renewal.

The symbol's positive upward movement is representative of the City's commitment to excellence!

RESOLUTION NO. 2016 -29

A RESOLUTION ADOPTING A MISSION, VISION AND VALUES STATEMENT FOR THE CITY OF BLOOMINGTON

WHEREAS, the City of Bloomington ("City") is an Illinois home-rule municipality; and

WHEREAS, the City is known as the "Jewel of the Midwest;" and

WHEREAS, the City is a great place to live, work and play; and

WHEREAS, the City Council desires to adopt a statement expressing the Organizational Mission, Vision and Values of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE City Council of the City of Bloomington, McLean County, Illinois, as follows:

Section 1. The above stated recitals are incorporated herein by reference.

Section 2. The City Council of the City of Bloomington hereby formally adopt the following as the City's Organizational Mission, Vision and Values:

Mission: To lead, serve and uplift the City of Bloomington

Vision: A Jewel of Midwest Cities

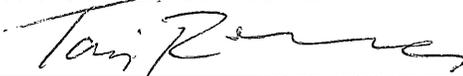
Values: Service-centered, results-driven, inclusive.

Section 3. All resolutions in conflict with this Resolution, as well as any previous statements adopted on the mission, vision and values of the City are hereby repealed.

Section 4. This Resolution shall be in full force and effect immediately after its passage and approval.

APPROVED by the City Council of the City of Bloomington, McLean County, Bloomington, Illinois, July 25, 2016, by a vote of 7 to 1. (Nay: Alderman Kevin Lower) (Absent: Alderman David Sage)

CITY OF BLOOMINGTON



Tari Renner, Mayor

ATTEST



Cherry L. Lawson, City Clerk



2015 Strategic Plan Goals

Goal	1. Financially Sound City Providing Quality Basic Services
Objective	<ul style="list-style-type: none">a. Budget with adequate resources to support defined services and level of servicesb. Reserves consistent with city policiesc. Engaged residents that are well informed and involved in an open governance processd. City services delivered in the most cost-effective, efficient mannere. Partnering with others for the most cost-effective service delivery
Goal	2. Upgrade City Infrastructure and Facilities
Objective	<ul style="list-style-type: none">a. Better quality roads and sidewalksb. Quality water for the long termc. Functional, well maintained sewer collection systemd. Well-designed, well maintained City facilities emphasizing productivity and customer servicee. Investing in the City's future through a realistic, funded capital improvement program
Goal	3. Grow the Local Economy
Objective	<ul style="list-style-type: none">a. Retention and growth of current local businessesb. Attraction of new targeted businesses that are the "right" fit for Bloomingtonc. Revitalization of older commercial homesd. Expanded retail businessese. Strong working relationship among the City, businesses, economic development organizations
Goal	4. Strong Neighborhoods
Objective	<ul style="list-style-type: none">a. Residents feeling safe in their homes and neighborhoodsb. Upgraded quality of older housing stockc. Preservation of property/home valuationsd. Improved neighborhood infrastructuree. Strong partnership with residents and neighborhood associationsf. Residents increasingly sharing/taking responsibility for their homes and neighborhoods
Goal	5. Great Place – Livable, Sustainable City
Objective	<ul style="list-style-type: none">a. Well-planned City with necessary services and infrastructureb. City decisions consistent with plans and policiesc. Incorporation of "Green Sustainable" concepts into City's development and plansd. Appropriate leisure and recreational opportunities responding to the needs of residentse. More attractive city: commercial areas and neighborhoods
Goal	6. Prosperous Downtown Bloomington
Objective	<ul style="list-style-type: none">a. More beautiful, clean Downtown areab. Downtown Vision and Plan used to guide development, redevelopment and investmentsc. Downtown becoming a community and regional destinationd. Healthy adjacent neighborhoods linked to Downtowne. Preservation of historic buildings

AGENDA



**CITY COUNCIL COMMITTEE OF THE WHOLE
MEETING AGENDA**

**CITY HALL COUNCIL CHAMBERS
109 E. OLIVE ST., BLOOMINGTON, IL 61701
MONDAY, MAY 15, 2017, 5:30 P.M.**

1. Call to Order
2. Roll Call of Attendance
3. Public Comment

(Each regular City Council meeting shall have a public comment period not to exceed 30 minutes. Every speaker is entitled to speak for up to 3 minutes. To be considered for public comment, complete a public comment card at least 5 minutes prior to the start of the meeting. The Mayor will randomly draw from the cards submitted. Public comment is a time to give comment. It is not a question and answer period and the City Council does not respond to public comments. Speakers who engage in threatening or disorderly behavior will have their time ceased.)

4. Consideration of approving the Committee of the Whole Meeting Minutes of April 17, 2017. *(Recommend that the reading of the minutes be dispensed with and approved as printed.)*
5. Discussion of Public Safety and Community Relations. *(Presentation by Mayor Tari Renner, 5 minutes, and Council discussion 25 minutes.)*
6. Presentation, discussion and possible direction regarding infrastructure oversizing infrastructure at The Grove. *(Recommend that direction be given to staff to continue with the oversizing or eliminating the specific line item from the FY18 budget.) (Presentation by Tom Dabareiner, Community Development Director, 5 minutes Council discussion 25 minutes.)*
7. Presentation and update of the current status of Metronet high speed internet to the City. *(Presentation and discussion only). (Presentation by Steve Rasmussen 5 minutes, Council discussion 20 minutes.)*
8. Presentation and Discussion of FY2017-2021 Draft Capital Improvement Plan. *(Presentation by David Hales, City Manager and Patti-Lynn Silva, Finance Director 10 minutes, Council discussion 20 minutes.)*

Note: No action will be taken on any matters at this meeting beyond approval of the minutes.

9. Adjournment.

Note: No action will be taken on any matters at this meeting beyond approval of the minutes.



**COMMITTEE OF THE WHOLE MEETING
AGENDA ITEM NO. 4**

FOR COUNCIL: May 15, 2017

SUBJECT: Consideration of approving Committee of the Whole Meeting Minutes from April 17, 2017.

RECOMMENDATION/MOTION: that the reading of the minutes be dispensed with and the minutes approved as printed.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner.

BACKGROUND:

In compliance with the Open Meetings Act, Committee Proceedings must be approved within thirty (30) days after the meeting or at the Committee's second subsequent regular meeting whichever is later. Due to an oversight in processing of council related materials, the minutes of July 20, 2015 were not brought before Council as a departmental review discovered the minutes had not been previously approved.

In accordance with the Open Meetings Act, Committee Proceedings are made available for public inspection and posted to the City's web site within ten (10) days after Committee approval.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: Not applicable.

Respectfully submitted for Committee consideration.

Prepared by: Cherry L. Lawson, City Clerk

Recommended by:

A handwritten signature in black ink, appearing to read "David A. Hales".

David A. Hales
City Manager

Attachments:

- April 17, 2017 Committee of the Whole Meeting Minutes



**COMMITTEE OF THE WHOLE SESSION
PUBLISHED BY THE AUTHORITY OF THE CITY COUNCIL OF
BLOOMINGTON, ILLINOIS
MONDAY, APRIL 17, 2017; 5:15 P.M.**

1. Call to Order

The Council convened in Committee of the Whole Session in the Council Chambers, City Hall Building, at 5:15 p.m., Monday, April 17, 2017. Mayor Renner called the meeting to order and directed the City Clerk to call the roll.

2. Roll Call

Aldermen Present: Mboka Mwilambwe, Amelia Buragas, Joni Painter, Karen Schmidt, Scott Black, Diane Hauman, Jim Fruin, and Mayor Tari Renner.

Absent: Aldermen Kevin Lower and David Sage

Staff Present: David Hales, City Manager; Steve Rasmussen, Assistant City Manager; Jeffrey Jurgens, Corporation Counsel; Cherry Lawson, City Clerk; Greg Scott, Assistant Chief of Police; Jim Karch, Director of Public Works; Bob Yehl, Water Director, Scott Sprouls, Information Services Director; Nicole Albertson, Human Resource Director; Jeanne Hamilton, Library Director, Melissa Hon, Assistant to the City Manager; Nora Dukowitz, Communications Manager and other City staff were present.

Guest attending: Aldermen-Elect Kimberly Bray and Jamie Mathy; Senator Bill Brady; Senator Keith Sommer, Karen Mehta, Legislative Aide for Senator Jason A. Barickman; and Jack Whitsitt, Intern for Senator Dan Brady

3. Public Comment

Mayor Renner opened the meeting to receive Public Comment. There were no comments offered.

4. Consideration of approving the Committee of the Whole Meeting Minutes of February 20, 2017 and July 20, 2015.

Motion by Karen Schmidt, second by Alderman Painter, that the minutes of the Committee of the Whole Meeting of February 20, 2017 and July 20, 2017 be dispensed with and approved as printed.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen, Mwilambwe, Buragas, Painter, Schmidt, Black, Hauman, and Fruin.

Nays: None.

Motion carried.

5. 2017 Annual Legislative Work Session (*Presentation and discussion with local Legislators.*)

Mr. Hales thanked Senator Brady and Senator Sommer. He stated that he thought it was advantageous to share some critical issues relating to the City of Bloomington and ask for help in some matters. We want to talk to you about four projects – two large capital construction projects where the assistance of the state, either through the delivery of a state grant that has been promised for the Fox Creek Bridge. We will also talk about Hamilton Road/Bunn to Commerce in the hope that there could be some federal urban aid money. We will also talk about two other projects that are not as capital-intensive right now but are very important to the City of Bloomington.

Mr. Karch stated there would four projects discussed. The first one is the Fox Creek Bridge. On the southern part of Bloomington, it is the major east-west arterial road for this community. It is currently a two-lane bridge over the railroad that needs to be upgraded. Thanks to our General Assembly for enacting the Grade Crossing Protection Fund. We are asking for help and assistance with a letter of support for the continued Grade Crossing Protection Fund. As we move toward finalizing plans for the bridge, there are a couple of issues that could come up. One is the railroad. They are asking for the City to span the entire right of way. Right now, there is an existing bridge that is there. They are asking for a widened span of this bridge. That increases the cost of the bridge. But, we are asking for is that letter of support because with the ICC, the funding amount is always determined close to the end, so there might need to be some flexibility. We are asking for a letter of support for the overall project. Right now, we think that we are going to prevail with the ICC with the contested petition, so we are not asking for any advocacy with the railroad. We are asking for a letter of support for the project that would go the Illinois Commerce Commission.

Mr. Hales clarified that Ms. Hon had prepared four different letters that have been sent electronically. The current letter we have on the Fox Creek Road Bridge is to help ensure the funding.

Ms. Hon stated that in the packets there are four sample draft letters that she would be sending electronically. The current letter regarding the Fox Creek Bridge Project is just sending a letter to the Illinois Commerce Commission asking for support to make sure that we do continue to get the funding for that project from the Illinois Commerce Commission.

Mr. Hales stated that the current letter may ensure that the state does follow through and makes sure that grant is made available to the City. Our hope is to start this project in the spring

of 2018. We will follow up with you on a second letter once that ICC application is made. Because of the state's financial condition, we did not know whether or not all those grants are being released or being held up, so we are hoping that you will help ensure that the grant that has been promised to us will come through at an increased amount, too.

Mr. Karch stated that the issue is now that we have continued to do design, it has gone from a \$1.6 million dollars to \$2.3 million dollars per grant.

Mr. Karch stated that the next project is Hamilton Road / Bunn Street to Commerce Parkway. We have been talking about this one for decades. There is no road there now. It is a \$14.5 million dollar job. We have been negotiating with a different railroad, not Union Pacific but Norfolk Southern. The issue that we are asking for is support for the funding from the FAU Federal Aid Urban from the state.

Mr. Karch stated the next project is Veterans Parkway at Illinois Route 9 and is a project that has been sitting out there for a long time. The intersection of Veterans and Route 9 is an antiquated intersection and is actually the highest accident intersection within this community. It is in the top 5% in the State of Illinois for accidents. The design of that intersection needs to be redone. Again, we are asking for a support letter to District 5 that would allow for this project to be elevated on importance.

Mr. Hales asked Fire Chief Mohr to comment on what impact you have with emergency response vehicles trying to navigate this intersection.

Mr. Mohr stated that crossing that intersection adds to response time but also the added call volume that is associated with one of our busier stations.

Mr. Hales stated that at times emergency vehicles cannot get across Veterans Parkway at this intersection during peak rush hour. He stated that we would like the study to begin and that it is way past its time and should have been done five, eight, ten years ago.

Mr. Karch stated that the last project is one that needs that extra push, and is the rerouting of U.S. 150 and Illinois 9.

Mr. Hales stated that in the eight years that he had been there, he was not aware of the Bloomington Council having formal discussion like is being referred to. Decades ago, there was that kind of discussion, but it does not mean that we cannot reconsider it and look at it again.

Mayor Renner stated that we are trying to do more with less and build up our reserves and be financially responsible.

Ms. Silva stated that we had come a long way and have made a lot of strides.

Mr. Hales stated that we strongly support the Illinois Municipal League that is trying to push through and recommend that we have automatic appropriation authority for motor fuel tax

revenue, video gaming use tax and 911 revenue. We have Public Safety employee arbitration reform.

Ms. Hamilton asked for support of funding for libraries.

Mr. Renner stated that since the last time in 2005 when the library was expanded, we have gone up roughly \$600,000 to in the ball park of \$1.5 million in terms of circulation, so this is about a 250% increase. The library needs to accommodate the needs of the citizens.

Alderman Buragas brought up a concern of the Public Works Department and that is the funding that is received by District 5 and IDOT. We are in District 5—it receives the lowest per capita funding amount than any of the other IDOT districts. It is a concern as it affects the routine maintenance on our bridges and roads. It is very frustrating as the City receives many complaints about our roads. She asked for some assistance for the City to be able to receive the same amounts that other communities receives.

Alderman Black stated that the citizens he represents have concerns about economic development issues.

Senator Brady stated that he appreciated Alderman Black’s comments. Everyone is concerned about having a budget that works. People are concerned if they are going to be okay. Is this service that we rely on going to be there? There is an uncertainty that has gotten into people’s personal lives now. Just as we have had to deal with the economic development and jobs in the state, corporations have seen uncertainty. Now we are seeing it on the personal level. People are uneasy about everything.

Mr. Hales asked if an update could be given on what is going on in both the House/Senate and if the governors could project what could happen as far as a budget deal between now and when the General Assembly is scheduled for closure.

Mayor Renner thanked Senator Brady and Senator Sommer for their information and support.

6. Brief recess

[6:35 PM Minutes:] Mayor Renner called for a brief recess of the meeting.

[6:47 PM Minutes:] Alderman Joni Painter departed the meeting.

[6:50 PM Minutes] Meeting resumed

7. Elected Officials Orientation (*Organized and facilitated by Alderman Diana Hauman*)

Mayor Renner welcomed Ms. Bray and Mr. Mathy.

Brief discussion facilitated by Alderman Diana Hauman ensued on the following questions: Current Alderman and Mayor share what s/he personally gains from serving on City Council; Outgoing Alderman share what they will miss about serving on City Council; Brief overview of the Council's Five Priorities (Alderman Schmidt); Questions from the incoming Aldermen; Discussion how Council can best work together, and Wrap-up of the discussion.

Mayor Renner shared that his personal gain from serving on the City Council is getting Bloomington to tap into its inherent resources and use those to make the place a better community. We are getting our act together in terms of economic development, and Bloomington is on the move.

Alderman Schmidt stated that this job has such a strong potential to connect people to City resources, City staff, to give people amazing ideas about their community and into a place where some of them can turn into something even bigger than they imagined. She appreciates the information and ideas that we share even though we do not always agree with one another or see the world in the same way.

Alderman Black stated he likes watching the projects come to fruition, and because City government can be slow sometimes, it is fun to have things we have been working on for sometimes come to life.

Alderman Mwilambwe stated he really enjoys helping people and also enjoys some of the things the community has to offer such as the airport, the BCPA and the coliseum and being able to participate in things like that and set a vision for the future that coming generations can enjoy.

Alderman Buragas stated that the most rewarding thing is being able to help people and doing things that make our City a better to place to live.

Alderman Fruin stated that he had had the opportunity to work for a lot of great people and he would miss what we have accomplished as a group. Partnerships with those in the community are so critical to our successes.

Incoming Alderman Bray stated she was interested in serving because she found it a great dynamic when people can sit around the table and just agree, but come from a point of knowledge that while you might not agree with it, you can respect it and you can learn from it.

Incoming Alderman Mathy stated that he liked to fix things and started to get involved when serving as President of the Downtown Bloomington Association. As long as we keep talking, we keep growing bridges and communicating. We can accomplish things, and we can take care of our fellow citizens.

Alderman Fruin stated that he would like to continue to help in some way after May 1st.

[7:00 PM Minutes] Alderman Karen Schmidt departed the meeting.

[7:35 PM Minutes] Alderman Scott Black departed the meeting.

A quorum of the Council no longer existed, as it was an informal discussion of the remaining members of Council.

8. Adjournment

Motion by Alderman Hauman, seconded by Alderman Mwilambwe, to adjourn Committee as a Whole Session. Time: 7:37 p.m.

Motion carried. (Viva voce)

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk



**COMMITTEE OF THE WHOLE
AGENDA ITEM NO. 5**

SUBJECT: Discussion on Public Safety and Community Relations

RECOMMENDATION/MOTION: Discussion only.

STRATEGIC PLAN LINK: Goal 4: Strong Neighborhoods

STRATEGIC PLAN SIGNIFICANCE: Objective 4a. Residents feeling safe in their homes and neighborhoods; 4e. Strong partnership with residents and neighborhood associations

BACKGROUND & OVERVIEW: Mayor Renner is bringing forward the topic of Public Safety and Community Relations for general Council discussion.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: ACLU, Black Lives Matter, Not In Our Town, YWCA

FINANCIAL IMPACT: N/A

Respectfully submitted for Council consideration.

Prepared by: Nora Dukowitz, Communication Manager

Reviewed by: David A. Hales, City Manager

Legal Review by: Jeffrey R. Jurgens, Corporation Counsel

Financial & budgetary review by: Chris Tomerlin, Budget Analyst

Recommended by:

A handwritten signature in black ink, appearing to read "David A. Hales", written in a cursive style.

David A. Hales
City Manager



**COMMITTEE OF THE WHOLE
AGENDA ITEM NO. 6**

FOR COUNCIL: May 15, 2017

SUBJECT: Presentation, discussion and possible direction regarding oversizing infrastructure at The Grove.

RECOMMENDATION/MOTION: That direction be given to staff to continue with either the oversizing or eliminating the specific line item from the FY18 budget.

STRATEGIC PLAN LINK: Goal 2. Upgrade City Infrastructure and Facilities; Goal 3. Strong Neighborhoods; Goal 5. Great place – Livable, Sustainable City; Goal 6. Prosperous Downtown Bloomington.

STRATEGIC PLAN SIGNIFICANCE: Objective 2a - Better quality roads and sidewalks; Objective 2e – Investing in the City’s future through a realistic, funded capital improvement program; Objective 3d - Improved neighborhood infrastructure; Objective 5a - Well-planned City with necessary services and infrastructure; Objective 5b – City decisions consistent with plans and polices; Objective 6b – Downtown Vision and Plan used to guide development, redevelopment and investments; Objective 6d – Healthy adjacent neighborhoods linked to Downtown.

BACKGROUND: The Grove is a residential development located about two miles east of the nearest residential subdivisions contiguous with the whole of the City. It is connected by Ireland Grove Road and a narrow annexed strip of utilities. *See attachment.*

The City Council approved the Annexation Agreement for the Grove in 2005 (*see attachment*). The Annexation Agreement states that if oversizing of the sanitary trunk sewer is required—i.e., anything larger than the size needed to serve the Grove alone—the City is responsible for the costs based on the area served. This was presumably to allow the City to plan for future development in the surrounding and outlying areas, including the area south of Illinois Route 9 and east of Towanda Barnes Road. The City would pay for the expanded capacity, with work done by the developer, which would save on costs adding this capacity when and if required later on. The cost burden for the City, based on the formula explained below, is 97% of the total cost of the constructing the sanitary trunk sewer, with the City’s share estimated at \$300,000. In addition, the City expects to pay for costs to oversize the pavement width and for water main oversizing, amounting to another \$125,000.

THE GROVE ON KICKAPOO CREEK – FY18 CITY OVERSIZING COSTS

INFRASTRUCTURE	ESTIMATED COST	REQUESTED BUDGET	APPROVED BUDGET
North Branch Sanitary Trunk Sewer	\$300,000	\$300,000	\$300,000

Kickapoo Creek Pavement	\$100,000	\$0	\$0
Kickapoo Creek Water Main	\$25,000	\$0	\$0

The City’s intention to oversize was included in the 2014 Stormwater and Sewer Master Plan (<http://www.cityblm.org/home/showdocument?id=6900>), which preceded the City’s Comprehensive Plan 2035 by one year.

It must be stated that the Annexation Agreement does not mandate oversizing. The next residential addition to the Grove is anticipated during FY18 and this opportunity to oversize the utilities was anticipated by Staff—therefore, the allocation in the budget. The question for Council is whether to pursue oversizing the sewer as was approved in the FY18 budget (*see attachment*). The budget did not include funds for the pavement or water oversizing.

Revenue Sources and Fiscal Analysis

It is expected that the \$300,000 would ultimately be recouped from tap-on fees from the Sanitary Sewer Fund. Similarly, the cost of the water oversizing would be recouped in water bills. Added pavement in this case would likely come from property tax revenues. All this assumes there is sufficient growth to generate tap-on fees and taxes in the needed amounts. Nearby road expansion assistance will not be coming from McLean County, as that board recently backed away from funding the expansion of Ireland Grove Road.

Alternatively, the tax burden could be shifted to residents and property owners elsewhere in the community as is indicated in the results of a fiscal impact analysis found in the City of Bloomington Comprehensive Plan 2035 (pp. 31-41). In fact, this occurs now. That analysis shows the Grove is a fiscal net loss for the City of \$488 per acre. This is due to the extensive City expenditures already made for sewer, lift station and water infrastructure improvements compared with the taxes and fees earned by the City in this neighborhood. Other areas of the City generate a net positive—as much as \$4,100 per acre—and help offset the costs of serving areas like the Grove. *See attachment.*

This disparity is not unique to Bloomington. Most cities use revenue from commercial areas, like that found along Veterans Parkways, to cover costs elsewhere in the community. But unlike Bloomington, many cities see a net positive fiscal impact from their downtowns. Bloomington’s downtown suffers from decades of disinvestment. A balance must be found. Cities with excessive residential and few commercial areas trend towards severe fiscal challenges. Cities with stronger commercial areas and vibrant downtowns, easily offset the negative fiscal impacts associated with typical residential development.

Comprehensive Plan

The City of Bloomington Comprehensive Plan 2035 (<http://www.cityblm.org/doing-business/economic-development/comprehensive-plan>) takes the fiscal disparities described above into consideration, along with population projections, and residential and commercial trends. Increasingly, successful communities have reinvested in their core, avoiding costly suburban-style sprawl. The Comprehensive Plan acknowledges these trends and recommends reinvestment

in the center of the community, in addition to existing areas not yet experiencing decline. It addresses this by defining development tiers.

Tier 1: Includes vacant and underutilized land for infill development and redevelopment inside the City. The focus is on creating compact and efficient growth. It also includes the Grove area itself, to allow completion of its build-out, but not the areas surrounding the Grove.

Tier 2: Includes land adjacent to incorporated areas, but able to be served with existing City services. The area north and west of the Grove is considered Tier 2 but has limited development potential due to proximity to the airport, numerous individual ownerships, a focus on greenway protection, and lack of any current or future road network. While technically meeting the adjacency requirements of Tier 2, it is functionally Tier 3 in most areas.

Tier 3: Land adjacent to the City but with limited or no City services. This includes the area south of the Grove.

The placement of the Grove in Tier 1—surrounded by Tiers 2 and 3 with their limited development potential—suggests any expansion of infrastructure should be limited to that needed to serve the Grove.

A full description of the three tier approach can be found under Development Priorities in the Plan. *See attachment.*

Other elements of the Comprehensive Plan come into play. Population forecasts are lower than previously anticipated. Commercial and employment centers are located inside the City and proposed for the Tier 2 areas, near existing residential properties and proposed residential land. This arrangement allows for more efficient and sustainable growth, which relies on existing infrastructure as much as possible. Towards this end, Goal CF-1.4 found in the Plan (p. 215) directs the City to “[f]ocus resources on maintaining and developing facilities that support the goal of contiguous and compact growth.”

Also, other Plans sometimes come into consideration and may offer conflicting advice. In discussions with the McLean County Regional Planning Commission, the City’s Comprehensive Plan takes precedence over any earlier regional plans which may have held conflicting goals. It is the opinion of the MCRPC leadership that old plans must be revisited for conformance with the newly adopted Comprehensive Plan, as well as the Town’s soon to be completed Plan.

Furthermore, the recent Regional Housing Study concludes that changing demographics and preferences will likely draw people towards more urbanized neighborhoods and the City’s core. Less demand is anticipated for traditional single-family-homes and greenfield development, as *McLean County will need only about one-third as many new housing units [per decade] as were delivered [between 2000-2010]...through 2040.*

Finally, it seems less likely that the east side bypass investment will occur, according the MCRPC staff. In addition, the MCRPC will soon update their long range transportation plan and discourage transportation investments which encourage or support sprawl, which includes the subject area.

A Legal Perspective

Under the Annexation Agreement, the City may demand the oversizing of utilities and the expansion of the road. If the City chooses to exercise the oversizing option, then the City is responsible for the added costs. If the City chooses to not exercise the option for expansion, the developer will provide only the pipe sizes required for its own development.

However, there is something atypical in this Agreement. The Annexation Agreement requires repayment not based on the difference in cost of the pipe sizes, but instead on a formula involving the future land area served. Thus, the City will pay 97% of the costs of the oversizing, which is more than cost difference between the two pipe sizes. It becomes, in effect, a subsidy to Grove's further development.

From a legal standpoint, the City has the ability to exercise either option. The decision will be felt from a financial and community development perspective, but the legal effect is the same regardless of which option is exercised.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: More than 6,000 contacts made during the Bring It On Bloomington process to inform the Comprehensive Plan. No new contacts made.

FINANCIAL IMPACT: There is no financial impact associated with this memo as it is only a request for direction from the Council.

COMMUNITY DEVELOPMENT IMPACT: *Comments contained in text above.*

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: *N/A*

Respectfully submitted for Council consideration.

Prepared by: Tom Dabareiner AICP, Community Development Director

Financial & budgetary review by: Chris Tomerlin, Budget Analyst
Carla A. Murillo, Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments:

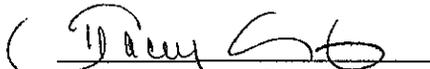
- The Grove area map
- The Grove Annexation Agreement
- Fiscal Net Impact Map
- Development Tier Map and Text
- Council Request Form

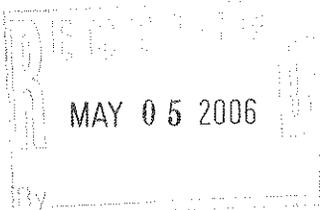
THE GROVE SUBD. Eng
(FORMERLY EASTLAKE SUBD)

STATE OF ILLINOIS)
COUNTY OF MC LEAN)
CITY OF BLOOMINGTON)

I, Tracey Covert the duly appointed, qualified and City Clerk of the City of Bloomington, Illinois and in said capacity the keeper of the records of the meetings of the City Council do hereby certify that the foregoing is a true and complete copy of the Annexation Agreement providing for the Annexation of Certain Territory as Hereinafter described to the City of Bloomington, McLean County, Illinois, commonly located east of Towanda Barnes, north of Ireland Grove Rd., and south of East Oakland Ave.; consisting of approximately 450 acres, from A, Agricultural Distict to R - 1, High Density Single Family Residence District, R - 1B, Medium Density Single Family Residence District, R - 2 , Mixed Residence District, and S - 2, Public Lands and Institutions District; for land a/k/a The Grove at Kickapoo Creek passed by the affirmative vote of over 2/3 of all the members provided by law to be elected to the City Council in said City at a Regular Meeting thereof, held on the ^{26th} ~~27th~~ day of September, 2005, the vote on the passage of said Agreement being taken by ayes and nays and entered upon the journal of the proceedings of said Council. I further certify that the said Agreement is in full force and effect.

Witness my hand and the seal of the said City this 3rd day of May, 2006.


Tracey Covert, City Clerk



ANNEXATION AGREEMENT

PURSUANT to legislative authorization found in Article 11 Division 15.1 of the Illinois Municipal Code of 1961, and as an exercise of the Home Rule powers of the City of Bloomington, and for and in consideration of the mutual promises contained herein and other good and valuable consideration, the undersigned CITY OF BLOOMINGTON, ILLINOIS, a Municipal Corporation, hereinafter referred to as "City" and DENEEN BROTHERS FARMS, L.L.C. (hereinafter Deneen), RICHARD A. SEARLS, JR., THOMAS J. SEARLS, RICHARD A. SEARLS III, STEPHEN J. SEARLS, AND JOHN D. SEARLS (hereinafter Searls), and EASTLAKE, L.L.C. (hereinafter Eastlake, Owner, or Developer). The Deneen property is described on Exhibit A, the Searls property on Exhibit B, and the Eastlake property on Exhibit C. The parties AGREE AS FOLLOWS:

I. ANNEXATION PETITION. Eastlake, Deneen and Searls, subject to the terms and conditions set forth in this annexation agreement, have petitioned the City of Bloomington, requesting annexation of tracts of land described in Exhibits "A", "B" and "C" (hereinafter referred to as "the tract") to the corporate limits of the City of Bloomington, Illinois. The City has heretofore published and given such notices and conducted such public hearings as may be required to annex the tract, including specifically a public hearing on this annexation agreement conducted after notice as required by law and ordinance on the 11th day of April, 2005, continued to the 26th day of September, 2005.

II. ANNEXATION. The City agrees to adopt an ordinance annexing the tract, in whole or in part, to the City of Bloomington within 30 days from the date of submission of an annexation plat depicting the area to be annexed and all required supporting documentation.

III. ZONING, SKETCH PLAN APPROVAL, SUBDIVISION AND DEVELOPMENT.

A. Zoning - Within 30 days of any annexation of all or any portion of the tract, the City agrees to rezone the tract to the zoning classifications set forth on Exhibit D. The public hearing required for such rezonings having been held before the Planning Commission of the City of Bloomington on the 23rd day of March, 2005, continued to the 14th day of September, 2005, after notice required by law and ordinance.

B. Sketch Plan Approval - The City hereby approves a Sketch Plan for the property, a copy of which Sketch Plan is attached hereto and made a part hereof as Exhibit "E".

C. Subdivision Plan Approval - Within 60 days from the submission of one or more Preliminary Subdivision Plans and Final Subdivision Plats in the form and with the content required by the City's Land Subdivision Code as it now exists, and after any public hearings required by law and ordinance, the City agrees to approve Preliminary Subdivision Plans and after the preparation by the Owner and approval by the City of required construction drawings and the

completion of or bonding for all public improvements, the City agrees to approve Final Subdivision Plats, provided such plans and plats are in substantial accordance with the approved Sketch Plan and approved Preliminary Plans. Any Preliminary Subdivision Plan may include less than all the acreage in the tract, provided it contains at least 40 acres.

IV. PUBLIC IMPROVEMENTS. With regard to the approval of the preliminary plan and final subdivision plat, the installation of public improvements within and serving the tract, and the use and development of the tract during the term of this Agreement, the following agreements and conditions shall apply in place of those that might otherwise apply during subdivision or development of the site:

A. Streets & Sidewalks

1. Adjacent Roads [Ireland Grove Road, County Highway 28 and 2100 East] Right-of-Way

a) Deneen shall dedicate right-of-way for Ireland Grove Road as required by the maintaining authority of the road, but not more than 50 feet in width. Right-of-way plats and dedication documents shall be prepared by Developer.

b) Searls shall dedicate right-of-way for Ireland Grove Road as required by the maintaining authority of the road, but not more than 50 feet in width. Right-of-way plats and dedication documents shall be prepared by Developer.

c) Eastlake shall dedicate right-of-way for Ireland Grove Road as required by the maintaining authority of the road, but not more than 50 feet in width and the West 1/2 of 2100 East as required by the City of Bloomington, but not more than 50 feet in width. Right-of-way plats and conveyance documents shall be prepared by Developer.

d) City agrees to take jurisdiction over and maintenance responsibility for Ireland Grove Road adjacent to the tract if an inter-governmental agreement between the County and the City defining same is approved by the City, County and State.

e) Developer shall reimburse Old Town Township Road District the local share of recent improvements to a bridge on T. R. 2100 East in an amount not to exceed \$50,000.00 within 30 days from the effective date of this Agreement.

2. Improvement - At the election of the City, and in lieu of any other adjacent street improvement obligation, Developer shall either:

a) Improve Ireland Grove Road from Towanda Barnes easterly 9,300 lineal feet by providing a 4-1/2" asphalt overlay to a width of 22 feet, at a cost not to exceed the total cost of the alternative listed below.

or in the alternative

b) Eastlake shall provide at final platting of adjacent property, a substandard adjacent roadway guarantee as per City

Code. The amount of the guarantee shall be based on \$125.00 per front foot. The bond and guarantee shall be for the frontage of the Eastlake development on Ireland Grove Road (except the Park and Greenway frontage) and on Road 2100 E.

Nothing in this agreement shall be construed as relieving Searls or Deneen from their responsibility to meet the code requirements for adjacent substandard street(s) at such time as they subdivide adjacent property.

3. Interior streets -

a) All interior streets shall be built by Owner to City subdivision code standards. Any oversizing or increased structural strength required by the City over and above what is required to serve this subdivision shall be installed by Eastlake and shall be paid for by the City within 30 days from billing by Eastlake. The Arterial Street at 2000 E shall not allow access from lots fronting thereon and shall have a 45 mph design speed.

b) The Owners may elect to construct one or more entrance gates for residential streets under the following conditions:

1. The street (including gate, pavement, curb, gutter & sidewalk) and storm sewer (including inlets and manholes) on the street thereby affected shall be considered a private street.

2. A viable homeowners association or other

responsible agency shall be transferred the maintenance responsibility (including snow removal) for said private street.

3. The City shall be granted access to said private street for maintenance of other utilities such as water and sanitary sewer.

4. Provisions shall be made to grant unimpeded access to said private street for all emergency vehicles and services (such as attachment of a Knox Box).

5. The City agrees to continue garbage collection on said private street(s) only to the extent there is unimpeded access for the City's collection vehicles and provisions of a hold harmless agreement.

6. The Homeowners Association shall supply the City with a hold harmless agreement.

c) Owner may construct a boulevard street from Ireland Grove Road north on the easterly side of the proposed residential development. The City shall reimburse one-half the cost of said boulevard street, where it is not adjacent to residential development, to Eastlake within 30 days of billing.

d) Owner shall include a grade separated pedestrian crossing under said street described in Paragraph IV A 3 C to facilitate pedestrian traffic, one-half the cost of which

shall be reimbursed to Eastlake by the City, within 30 days from billing.

e) The City may allow Developers to construct berms in outlots and signage in street medians. Any signage and berms constructed shall be per code and maintained by the homeowners association, which shall indemnify the City and hold the City harmless.

5. Traffic Impact Analysis - Owner shall prepare and submit a traffic impact analysis for the development. The analysis shall predict the traffic impacts on the interior streets, Ireland Grove Road and 2100 E. The Owner shall prepare an Intersection Design Study for the intersection of the Arterial Street entrance at 2000 E with Ireland Grove Road. If traffic signals are warranted at this location because of traffic generated by the Eastlake development, the Owner shall pay the cost of the signalization, with installation to be made when traffic from the development warrants the installation.

B. Water

1. To the Site: The Developer shall design and construct a water main of a size determined by the City to serve the tract if developed as depicted on the Sketch Plan along Ireland Grove Road from Towanda Barnes Road to the West line of the Eastlake property by. Eastlake shall have no

requirement to pay a tap on fee to connect to this water main. City shall reimburse Developer the entire cost of this water main within 30 days from billing by Eastlake.

2. Adjacent to the Site: Eastlake shall construct water mains on the adjacent roads South and East of their development of a size to be determined by the City. Where said water mains are adjacent to property to be developed by Eastlake for residential purposes, Developer shall pay for that portion of the cost of a water main of a size sufficient to serve the development. The City shall pay the cost of oversizing the main beyond what is required to serve the development. Where the water main is adjacent to park land or other land not being developed for residential purposes by Eastlake, the City shall reimburse the entire cost of that portion of the main. The City shall make payment within 30 days from billing by Eastlake.

3. Within the Site: Eastlake shall construct water mains within their development to comply with City standards. If the City request any internal water mains to be larger in diameter than is required to serve the development, the City shall pay the reasonable cost for oversizing after installation and within 30 days from billing by Eastlake.

C. Sanitary Sewer -

1. The City shall design and construct a sanitary sewer pump station and necessary sanitary sewer force mains and sewers of a sufficient size to serve the Development as depicted on the Sketch Plan by July 1, 2007 or such later date as Eastlake may accept.

2. Eastlake shall pay a tap on fee to the City to connect to the City's sanitary sewer pump station, force main and sewer proportional to the capacity of said pump station, force main and sewer used for Owner's development, divided by the total capacity of said pump station, force main and sewers on a flow rather than acreage basis. Tap on fees shall be paid at the time of final platting of subdivision additions.

3. Eastlake shall not be required to pay a sanitary sewer tap on fee for land used for park, pump station, Greenway purposes or land not proposed for development by Eastlake.

4. Eastlake shall dedicate reasonable and sufficient land to the City for the construction of a sanitary sewer pump station, if a location study identifies Eastlake property as a preferred location.

5. Eastlake shall construct interceptor sanitary sewers within their development to comply with City standards. If any internal sanitary sewers are to accept flow from future

upstream areas, the City's share shall be determined based on the areas served, with Eastlake responsible only for its developed area (exclusive of park, Greenway, and pump station site) and the City reimbursing Eastlake for the costs attributable to all other areas, with payment to be made within 30 days from billing by Eastlake.

6. If a sanitary sewer and pump station is not in place ready to use by JAN 1, 2007, the City shall permit a temporary "sewer on wheels" at developer's expense until such time as the pump station and force main are accepted.

D. Storm Water Drainage - Detention - Owner agrees to build a detention basin and weir to provide storm water detention at the location depicted on the Sketch Plan of a size and capacity sufficient to serve the property.

1. Owner shall design, obtain necessary permits for and construct a weir and storm water detention basin.

2. The City shall assist in obtaining necessary permits, including signing permit applications as owner of completed weir and storm water detention basin.

3. The City shall accept ownership of and maintain completed weir and storm water detention basin.

4. If this development provides storm water storage in excess of that required by Code for the tract, the City shall participate in the costs of constructing the proposed weir and

storm water detention basin. Cost sharing would be based upon the proportionate share of additional volume provided as compared to the total volume and shall include land costs at fair market value. Design and construction shall be by Eastlake. The City's share shall be paid within 30 days from billing by Eastlake.

5. City agrees to use its best efforts to obtain easements and permits allowing appurtenant backup on upstream properties, if necessary.

6. Eastlake shall incorporate into the design of the proposed weir and storm water detention basin sediment entrapment devices and wetland area to improve the water quality in the Kickapoo Creek and to reduce future maintenance costs. These enhancements to the detention basin and Greenway shall be considered a reasonable part of the detention basin/Greenway construction costs to be shared with the City if storm water storage capacity in excess of City code requirements is provided.

E. Park Land Dedication -

1. Owner shall dedicate park land to the City as shown on the Sketch Plan, which shall include a 20+ acre park and 10+ acre public access way around the detention basin/Greenway.

2. Owner shall prepare the park and public access way

for seeding and seed the land with a seed mixture approved by the City. Owner shall provide erosion protection plantings for the stream restoration area. In the event grant funds are available for seeding, planting and/or preparation work, the City shall apply for those funds and if received, use them for this purpose.

3. If the amount of land dedicated is less than that required by Code, Developer shall pay and City shall accept a fee in lieu. If the amount of land dedicated exceeds that required by Code, Developer shall be allowed a credit against other fees due, based on a land value of \$30,000 per acre.

a) Developer will dedicate a minimum of 300 foot wide greenway for the east branch of Kickapoo Creek and a minimum 250 foot wide greenway for the west branch north to the east west collector. The development shall be designed to maintain the 100 year flood within this greenway.

4. Eastlake shall "rough grade", within the public access way, for a future pedestrian/bike trail around the proposed greenway in consultation with the City in general conformance with the location shown on the sketch plan. The City shall construct the proposed pedestrian/bike trail at least 10 feet in width. The City shall pay the entire cost of designing and

constructing this trail.

V. MODEL HOMES -

A. The City shall allow the construction of up to ten model single family homes and/or zero lot line homes on the premises for presentation and sale purposes, provided water, sewer and a gravel base road surface are installed before construction commences. The location of the model homes may change from time to time and place to place as the Owner desires. Notwithstanding the foregoing, no conveyance of title shall take place of any model home or multiple family structure until a final subdivision plat is of record for the lot on which said model home is located. No certificate of occupancy shall be issued for any model home or multiple family structure until an approved street is in place to provide access to the lot on which said model home is located.

VI. BONDING -

The Owner may fulfill the bonding requirements of Chapter 24, Section 3.16 of the City's Code as it pertains to sureties for uncompleted public improvements for any tract of land by posting a \$250,000.00 revolving commercial surety bond from an insurance company reasonably acceptable by the City, a revolving letter of credit on a local financial institution, or a revolving cash escrow. The Owner shall provide a substandard roadway surety in addition to the revolving surety for uncompleted public improvements.

VII. OTHER ANNEXATIONS - The Owner, not later than thirty

(30) days after the date of annexation of any portion of the Tract, shall file the necessary petitions to annex the area annexed to the Central Illinois Regional (Bloomington-Normal) Airport Authority and Bloomington and Normal Water Reclamation District.

VIII. APPLICABLE LAW - Except as provided in the agreement, the Owner shall in the use and development of the property comply with all then applicable zoning, building and mechanical codes of the City. Except as otherwise provided in this Agreement, the development of the tract during the life of this Agreement shall comply with the subdivision code regulations in effect on the date of this Agreement, not those adopted after the date of this Agreement.

IX. DEFAULT - Prior to the declaration of any default or the initiation of any action to enforce, terminate or seek damages for alleged violation or non-compliance of this agreement, the party asserting the breach, default or non-compliance shall give written notice to the other party specifying the nature of the alleged breach default or non-compliance and provide a reasonable period of time (not less than 30 days) to cure.

X. DURATION - This Agreement is declared to be enforceable by the parties for a period of twenty (20) years from the date of its

execution. Said Agreement is further binding upon the present Owners, their heirs, successors or assigns and upon the City of Bloomington's designated corporate authorities and successors in office.

DATED at Bloomington, Illinois, this 10th day of April, 2005.

CITY OF BLOOMINGTON, ILLINOIS,
A MUNICIPAL CORPORATION

BY: [Signature]

ATTEST:

BY: [Signature]

DENEEN BROTHERS FARMS, L.L.C.

BY: [Signature]

[Signature]
Richard A. Searls, Jr.

[Signature]
Thomas J. Searls

[Signature]
Richard A. Searls III

[Signature]
Stephen J. Searls

[Signature]
John D. Searls

EASTLAKE, L.L.C.

BY: [Signature]

LIST OF EXHIBITS

Exhibit A	Deneen
Exhibit B	Searls
Exhibit C	Eastlake
Exhibit D	Zoning description
Exhibit E	Sketch Plan
Exhibit F	Deneen Right-of-Way Dedication
Exhibit G	Searls Right-of-Way Dedication

I:\NANCY\LETTER\REALEST\Eastlake\AnnexAgrSept8Draft

A.

Deneen Tract

Part of Northwest Quarter of Section 17, Township 23 North, Range 3 East of Third Principal Meridian, McLean County, Illinois, described as follows: Beginning at Northwest Corner of said Northwest Quarter. From said Point of Beginning, thence south 300.04 feet along West Line of said Northwest Quarter; thence east 1292.14 feet along a line 300.00 feet normally distant south of and parallel with North Line of said Northwest Quarter, and which line forms an angle to the right of $90^{\circ}-54'-21''$ with the last described course; thence south 965.08 feet along a line parallel with said West Line which forms an angle to the right of $269^{\circ}-05'-39''$ with the last described course; thence east along a line to a point on East Line of said Northwest Quarter lying 948.50 feet south of Northeast Corner thereof; thence north 948.5 feet along said East Line to Northeast Corner thereof; thence west along North Line of said Northwest Quarter to Point of Beginning, excepting therefrom, the tract of land described and conveyed in Deed Book 720, page 11, recorded September 11, 1961 as Document No. 13704 in the McLean County Recorder's Office.

B

Searl Tract

North 300 Feet of Northeast Quarter of Section 17 and South 948.53 Feet of North 1,248.53 Feet of West 300 Feet of Northeast Quarter of Section 17, Township 23 North, Range 3 East of Third Principal Meridian, McLean County, Illinois.

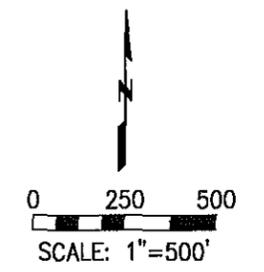
FARNSWORTH GROUP

→ MILES, FRANK

002/002

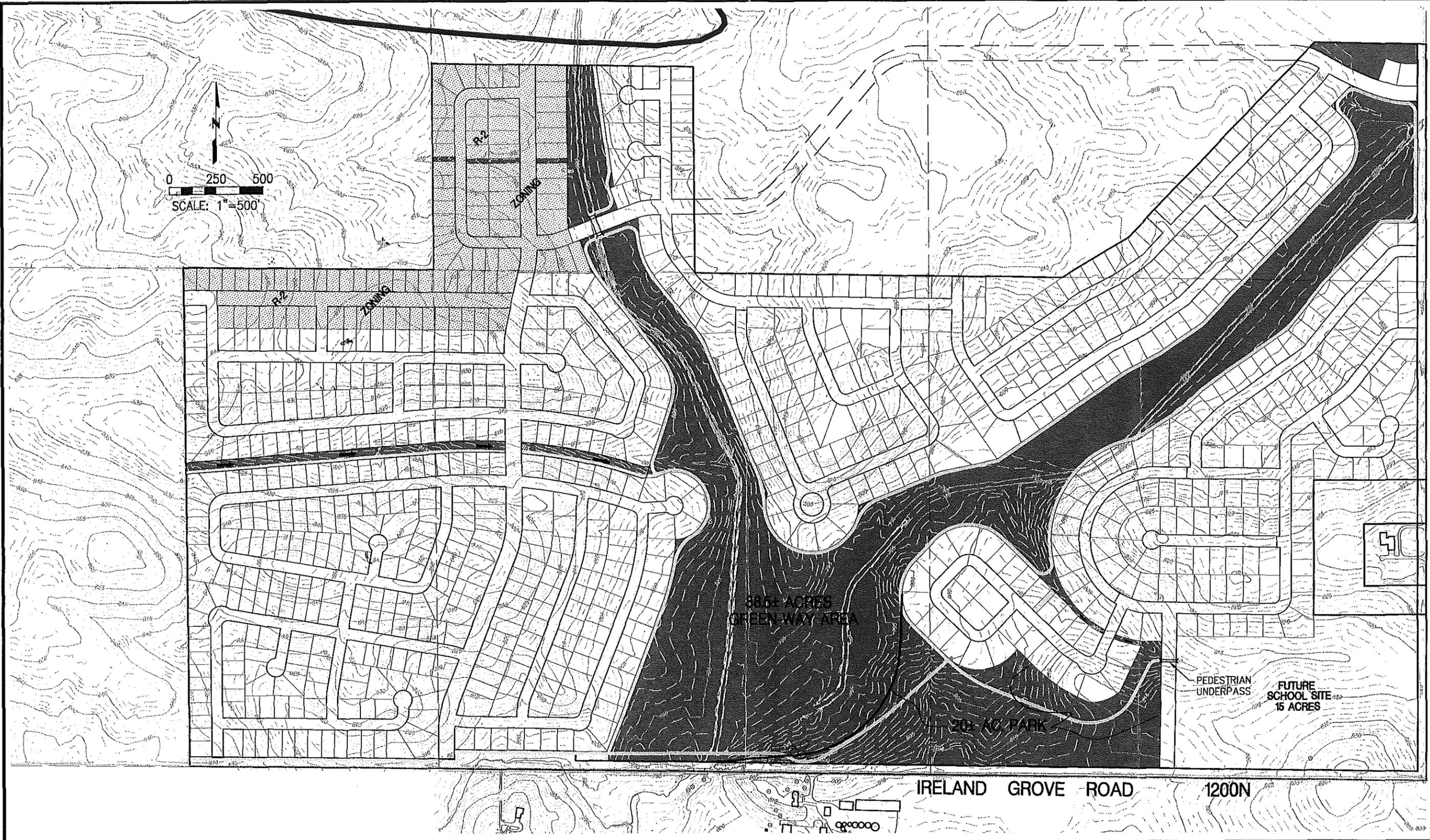
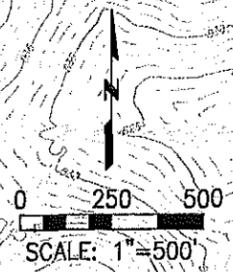
Bittner, Mecherle, Benjamin & Rudesill Tracts

South 1,100 Feet of West 1,400 Feet of Northwest Quarter of Section 9;
also, a tract of land being approximately 35 acres in South Half of Northeast
Quarter of Section 9, said tract of land being trapezoidal in shape,
approximately 600 feet in length on the north side, approximately 1,800 feet
in length on the south side and the East Line of said tract being the East
Line of South Half of said Northeast Quarter; also, South Half of Section 9
except 10 acres around and including Tax Parcel No. 22-09-400-002; and also,
East Half of Southeast Quarter of Section 8, all being in Township 23 North,
Range 3 East of Third Principal Meridian, McLean County, Illinois.



-  ZONED R-2
-  ZONED R-1C
-  ZONED R-1B
-  ZONED S-2

Files: | ...cira-noise contours | gis contours | ...grove on kickapoo creek preliminary plan |
 an | i:\eastlake development\102389-eastlake development-sketch.dwg | EASTLAKE DEVELOPMENT-2.dwg | DATE: 10/10/2005 | TIME: 3:40:28 pm |



ref Files: | ...cira--noise contours | gis contours | warren | i:\eastlake development\02289--eastlake development--sketch\dwg\EASTLAKE DEVELOPMENT-2.dwg | DATE: 10/6/2005 | TIME: 10:36:00 am |

Farnsworth
GROUP
2709 McGraw Drive
BLOOMINGTON, ILLINOIS 61704
(309) 663-8435 / (309) 663-1571 Fax

**EASTLAKE DEVELOPMENT
BLOOMINGTON, ILLINOIS**

Project No:
Book No:
Drawn by: RLW
Approved:
Date: 10/5/05

Deneen Road Dedication for Annexation Agreement

All that part of the following described property lying within a strip of land 50 feet in width located south of and adjacent to the North Line of the Northwest Quarter of Section 17, Township 23 North, Range 3 East of the Third Principal Meridian except therefrom, any portion of said 50-foot strip which has previously been dedicated. Said Property is described as:

A part of the Northwest Quarter of Section 17, Township 23 North, Range 3 East of the Third Principal Meridian, McLean County, Illinois, more particularly described as follows: Beginning at the Northwest Corner of said Northwest Quarter. From said Point of Beginning, thence south 300.04 feet along the West Line of said Northwest Quarter; thence east 1292.14 feet along a line 300.00 feet normally distant south of and parallel with the North Line of said Northwest Quarter, and which line forms an angle to the right of $90^{\circ}-54'-21''$ with the last described course; thence south 965.08 feet along a line parallel with said West Line which forms an angle to the right of $269^{\circ}-05'-39''$ with the last described course; thence east along a line to a point on the East Line of said Northwest Quarter lying 948.50 feet south of the Northeast Corner thereof; thence north 948.5 feet along said East Line to the Northeast Corner thereof; thence west along the North Line of said Northwest Quarter to the Point of Beginning, excepting therefrom, the tract of land described and conveyed in Deed Book 720, page 11, recorded September 11, 1961 as Document No. 13704 in the McLean County Recorder's Office.

Exhibit

6

Searls Road Dedication for Annexation Agreement

The North 50 Feet of the Northeast Quarter of Section 17, Township 23 North, Range 3 East of the Third Principal Meridian, McLean County, Illinois.

CITY OF BLOOMINGTON
CAPITAL IMPROVEMENTS PROGRAM FY 2018 - FY 2022

<i>FUNDING SOURCE(S)</i>	<i>DEPARTMENT</i>		<i>CITY CONTACT PERSON</i>		<i>WARD</i>	
SANITARY SEWER	Public Works - Engineering Division		Greg Kallevig, Ward Snarr		8	
<i>PROJECT TITLE</i>			<i>ACCOUNT NUMBER(S)</i>			
The Grove on Kickapoo Creek Subdivision Sewer Oversizing			51101100-72530			
<i>PROJECT DESCRIPTION/JUSTIFICATION</i>						
City share of sanitary sewer oversizing in The Grove on Kickapoo Creek Subdivision per Annexation Agreement approved September 26, 2005. City is obligated to pay for oversizing sewers larger than what is required to serve the development. It is anticipated that the Grove 6TH addition will be constructed during this period and has approximately 1,000 feet of oversized sewer. The agreement requires payment within 30 days after receipt of a valid invoice. Phasing schedule and estimated costs are based solely upon information provided by the developer. The schedule for future phases is uncertain.						
Projected start date:			Projected completion date:		<i>REQUEST TYPE</i>	
DESIGN BID:		DESIGN BID:		<input checked="" type="checkbox"/> CONTINUATION <input type="checkbox"/> REVISION <input type="checkbox"/> NEW		
DESIGN:		DESIGN:				
CONSTRUCTION BID:		CONSTRUCTION BID:				
CONSTRUCTION:		CONSTRUCTION:				
BUDGET BASIS :	0% Design	INITIAL FISCAL YEAR :	2018			
EXPENSES	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
PLANNING / DESIGN	\$0	\$0	\$0	\$0	\$0	\$0
LAND	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$300,000	\$300,000	\$0	\$200,000	\$250,000	\$1,050,000
EQUIPMENT / FURNISHINGS	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$300,000	\$300,000	\$0	\$200,000	\$250,000	\$1,050,000
REVENUES	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
GENERAL FUND	\$0	\$0	\$0	\$0	\$0	\$0
MOTOR FUEL TAX	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0
WATER	\$0	\$0	\$0	\$0	\$0	\$0
SANITARY SEWER	\$300,000	\$300,000	\$0	\$200,000	\$250,000	\$1,050,000
STORM WATER	\$0	\$0	\$0	\$0	\$0	\$0
BONDS	\$0	\$0	\$0	\$0	\$0	\$0
GRANTS / OTHER	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL REVENUES	\$300,000	\$300,000	\$0	\$200,000	\$250,000	\$1,050,000
OPERATING	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
PERSONNEL	\$0	\$0	\$0	\$0	\$0	\$0
MAINT./OPERATIONS	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL OUTLAY	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL OPERATING COST	\$0	\$0	\$0	\$0	\$0	\$0
(OPERATING REVENUES)	\$0	\$0	\$0	\$0	\$0	\$0

Last Updated : 2/10/2017

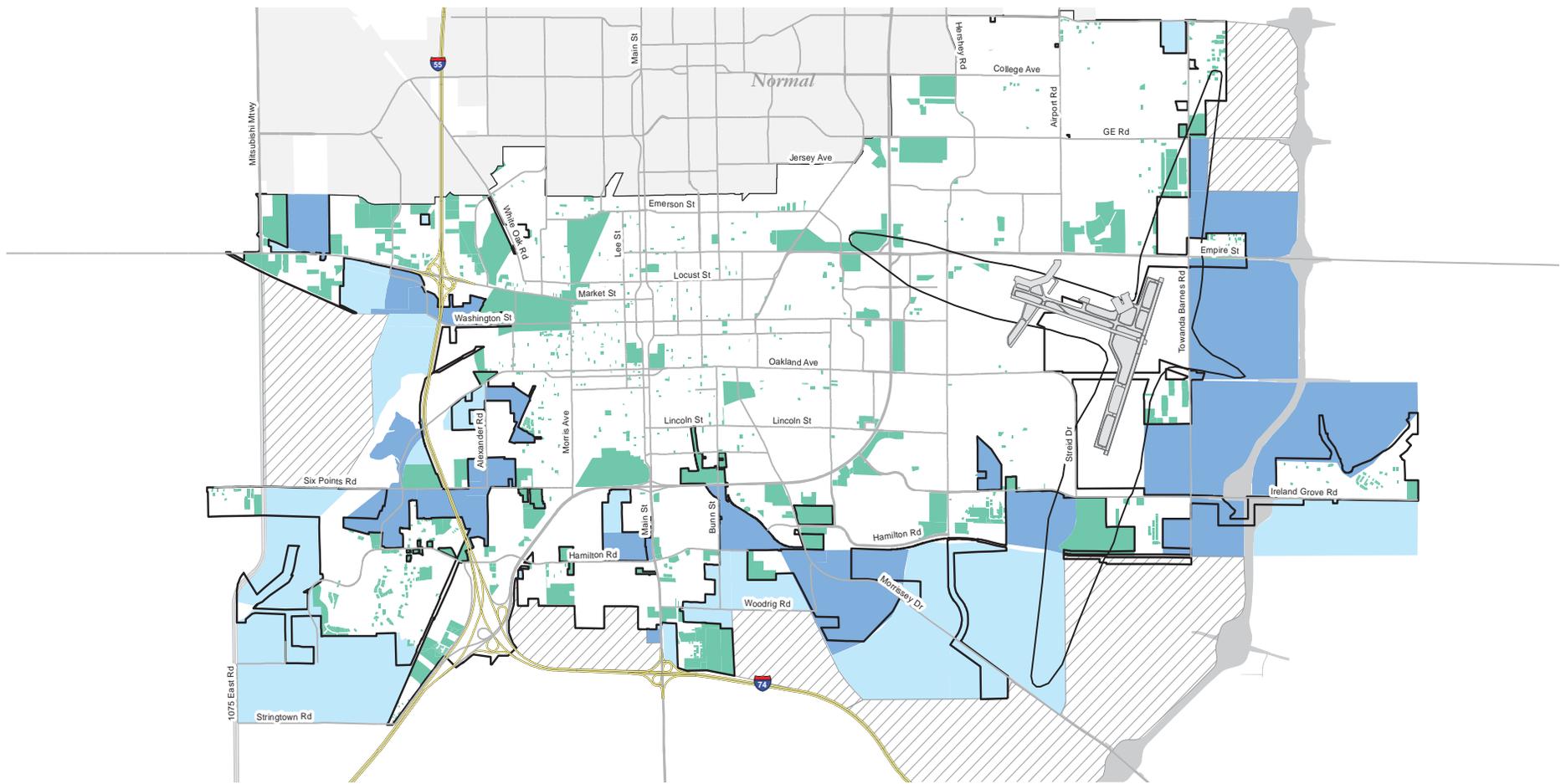
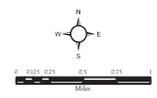


Figure 11.4
Land Use Priorities

- | | | | |
|---|---|--|--|
| <p> Tier 1</p> <p>Vacant and under-utilized land for infill development or redevelopment within the City. Unincorporated land surrounded by incorporated areas. Platted areas for future development of existing subdivisions but not built out to completion.</p> | <p> Tier 2</p> <p>Land immediately adjacent to the City's incorporated area, and with access to all City services.</p> | <p> Tier 3</p> <p>Land adjacent to incorporated area but with limited access City services.</p> | <p> Future Use</p> <p>Land not contiguous to incorporated area and without access to City services.</p> |
|---|---|--|--|



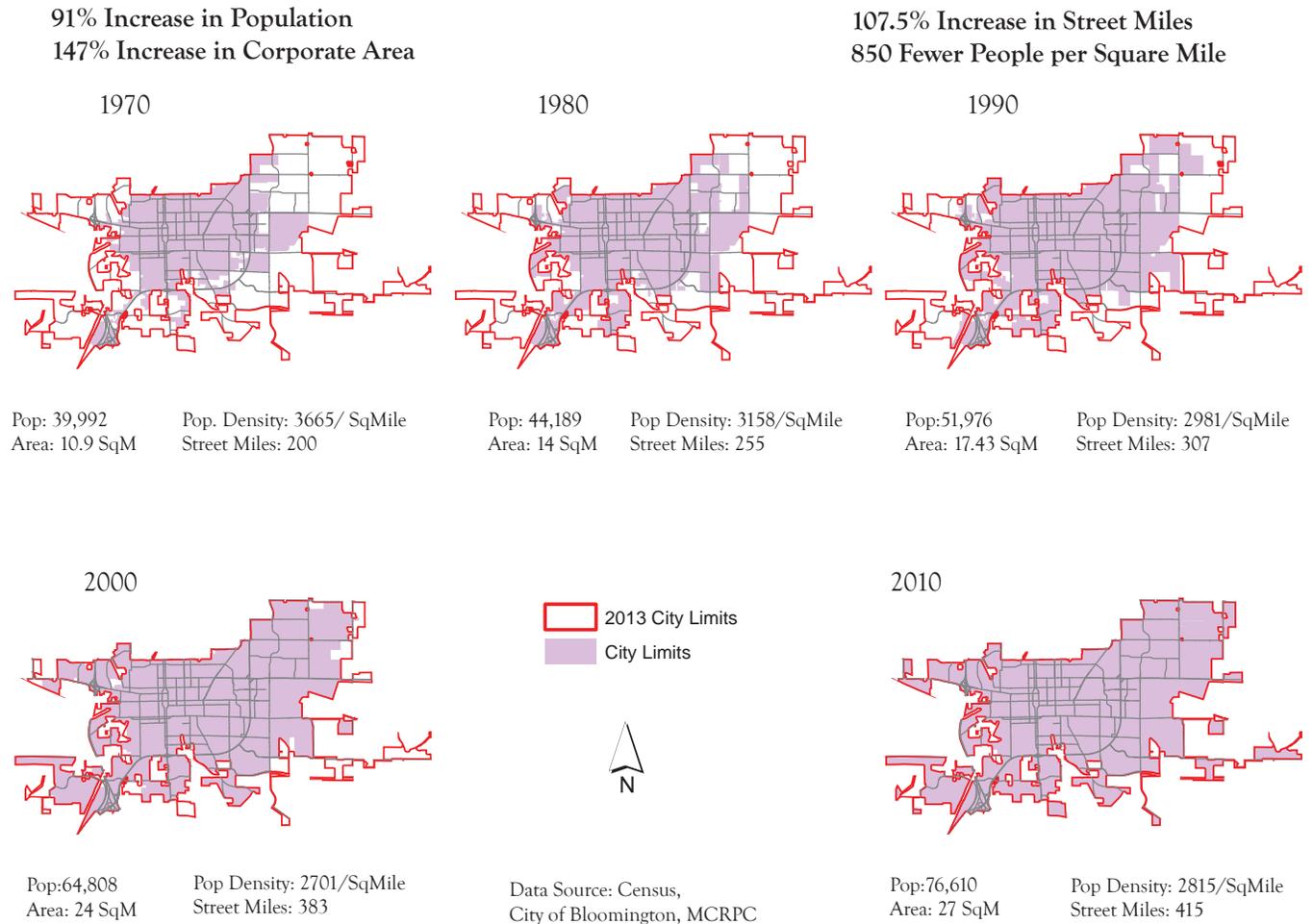
These areas should be revisited in the next 5-year plan update.

DEVELOPMENT PRIORITIES

The land use plan prioritizes development in tiers, to achieve the core values. These include

- Tier 1: Includes vacant and underutilized land for infill development within the City, unincorporated land surrounded by incorporated areas, and areas platted for future development of existing subdivisions but not yet built out to completion. Tier 1 totals approximately three square miles, which is roughly equivalent to the City’s annexations during the period from 2000 to 2010. This area total does not include redevelopment areas designated as Tier 1, as these areas may currently be occupied. Currently vacant land not identified on Figure 11-4 or land that might become vacant within the incorporated limits of Bloomington also falls under Tier 1.
- Tier 2: Land immediately adjacent to the City’s

Figure 11-5 Corporate Boundary Changes, 1970-2010



incorporated area, and with access to all City services. Land designated as Tier 2 totals approximately six square miles, similar to the amount of land annexed in Bloomington between 1990 and 2000, a period of rapid growth and development in the City.

- Tier 3: Land adjacent to incorporated area but with limited City services. Tier 3 provides approximately six additional square miles of land for development, should it be needed if growth accelerates beyond currently anticipated levels. Development in these areas would require additional infrastructure investment.
- Future Use: Land not contiguous to incorporated area and/or without access to critical City services.

Overall, and without considering the land designated for future growth, the priority development tiers provide more available land over the next twenty years than was annexed for development from 1990 through 2010, a twenty-year period which saw substantial

growth in Bloomington.

The process of defining and applying priorities considers the long-range nature of the comprehensive plan and the extensive City resources required to seek out and support appropriate new development activity. This approach helps achieve compact development, leverage Bloomington’s investment in city services and keep growth contiguous to the City.

It is important to note that a major development proposal, such as the location of a large employer that represents a substantial change in circumstances for the City with respect to employment growth, would be likely to trigger a re-examination of development priorities and a possible amendment of the comprehensive plan.

Figure 11-4 illustrates the breakdown of land use categories by tiers. A careful observation of that chart reveals that a higher percentage of land area has been allocated for employment centers in Tiers 1 and 2. This is an acknowledgment that the City of Bloomington is well supplied with residential land use to accommodate the current population. Future residential growth will follow the employment growth.

Site Location: West of Interstate 74 between Market Street and Six Points Road.

Purpose of this study was to compare and contrast two types of development patterns

- Suburban Development pattern that is encouraged by the current regulations
- Development pattern that is a combination of Traditional Neighborhood Design and Conservation Design

Findings

- The Traditional Neighborhood Design coupled with Conservation design resulted in a healthy, cost effective development.
- City’s current codes and regulations do not encourage, but in fact make it very difficult or in some instances prohibit, Traditional Neighborhood and Conservation Design.
- Continue to use the intergovernmental development review process to encourage smart growth in the community.

Summary of the Development Impact Study for McLean County adopted in 2005. Complete study can be accessed at www.mcplan.org

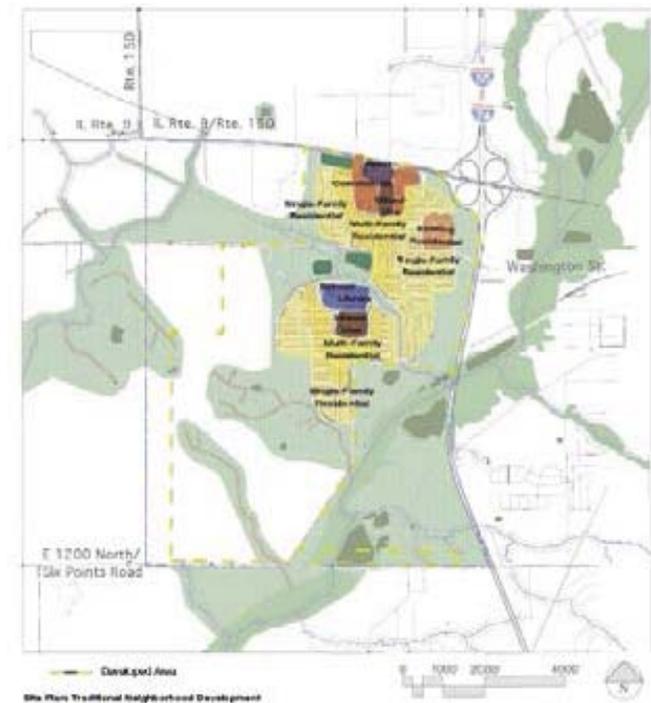


Figure 11-6. Subarea plan showing desired uses, densities, transportation connections, community facilities and the type of development.



Agenda Request Form

To Be Completed By Alderman:

Alderman Making Request: Scott Black Date: 4/14/17

Topic Summary (attach additional info/documentation to this form if necessary):

Consider a budget amendment removing the Grove sewer oversizing project and using those funds for projects in the areas of highest need consistent with the 2015 comprehensive plan.

Alderman's Priority Level: Low Medium High

Aldermen Supporting Topic Consideration (three additional minimum):

Buragas
Schmidt
Painter



To Be Completed By City Manager/Staff:

City Manager Review (resources required to implement, impact on City priorities, etc.):

Recommendation for Further Action:



**COMMITTEE OF THE WHOLE
AGENDA ITEM NO. 7**

FOR COUNCIL: May 15, 2017

SUBJECT: Presentation and update of the current status of Metronet high speed internet to the City.

RECOMMENDATION/MOTION: Presentation and discussion only.

STRATEGIC PLAN LINK: Goal 2. Upgrade City Infrastructure

STRATEGIC PLAN SIGNIFICANCE: This improves the quality of life for a large portion of the city.

BACKGROUND: The purpose of this memo is to update the City Council on the current status of Metronet's desire to provide additional high speed internet to the entire City. Metronet is constructing their new infrastructure underground in the parts of the City where undergrounding is required, essentially the eastern part of the City and other areas constructed since the 1980's. Their business plan envisions joint use of Ameren poles where undergrounding is not required, which is most of the City west of Mercer Avenue. However, there are some areas of the City where there are no existing facilities (underground or above) that are available, thus necessitating that Metronet put up its own separate poles in order to provide service. Joint use of poles is desired by our "Pole Ordinance," which is in Article V in Chapter 38 of the Bloomington City Code. The relevant section states:

[Section 120 : Consolidation of Systems of Poles of Various Electrical Systems.](#)

Whenever in the judgment of the City Manager any pole or system of poles in or along any of the streets or alleys of said City can be dispensed with and the wires thereon can be attached to other poles or system of poles in said City without danger, it shall be the duty of the person, firm or corporation owning, operating or maintaining said unnecessary poles upon written notice from the City Engineer to remove the same within thirty (30) days after such notice.

One of the issues in the expansion of service is Ameren's position that several of their poles are at capacity now and cannot therefore accommodate Metronet's wires. Ameren, Metronet and the City have been working on this issue, but in order to get on with its build-out in an expeditious manner, Metronet is asking to put up new poles in the areas where they cannot otherwise be accommodated. The positions of both Metronet and Ameren on the co-location issues are summarized in the attached legal memo.

In order to proceed with this building program, the City Engineer would have to approve the erection of additional poles. Attached is a proposed letter from the City Engineer relating to the approvals. Staff estimate is that this action would result in a net increase of wood utility poles in the city of about 37% based on the pilot areas submitted, as per the attached example diagram.

Metronet would like to proceed with their pole build-out as soon as possible. City staff will attempt to balance the goals of increasing accessibility to state of the art telecommunications and broadband while at the same time protecting the character and quality of our neighborhoods. Metronet's cable franchise is one of several options, such as small cell technology, that staff is considering in working toward these goals. Staff will continue to work with both Metronet and Ameren to encourage communication, coordination and, where feasible, co-location of facilities. Where co-location is not feasible, the City Engineering Department will review plans for utility pole construction and will use its permitting authority, as allowed under our ordinances, to protect the public safety and welfare and to balance the goals and interests involved. At such time as Ameren upgrades its poles and would allow Metronet to attach to them, then Metronet will move their cables to the Ameren poles and remove their poles.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED:

Ameren: Marty Behrens, Division III Supervising Engineer

Metronet: Kathy Scheller, Director of Business Development

FINANCIAL IMPACT: N/A

COMMUNITY DEVELOPMENT IMPACT: Community Development concurs with the need for increased accessibility of state of the art broadband networks. However, Community Development has concerns over the visual impact of additional poles, the precedent possibly set by allowing new poles each time a new service provider enters the market, the impact on parkway trees, and the impact of the proliferation of poles on the west side of the community.

The Comprehensive Plan provides conflicting guidance on the topic at hand. The Goals and Objectives directly or potentially related to the issue from the Comprehensive Plan follow.

Allowing new poles:

N-2.2b Councils, boards and commissions should consider the uniqueness of the neighborhoods while reviewing and approving development proposals

UEW-1.2a Ensure that all areas of the City are equitably served by the City's infrastructure

UEW-1.4 Encourage increased accessibility to state of the art telecommunications and broadband networks

Discouraging new poles:

N-2.3a Promote the city's commitment to the tree-planting program

N-2.3b Prioritize tree planting along major corridors

UEW-1.1a Continue prioritization of maintenance and expansion of the existing infrastructure over building new

UEW-1.3a The City shall continue to encourage, where feasible, the co-location of public and private distribution facilities

UEW-1.3i Increase coordination between the City and the private utility companies to locate the utilities underground where feasible and cost effective

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: *Not applicable*

Respectfully submitted for Council consideration.

Prepared by: Steve Rasmussen, Assistant City Manager

Financial & budgetary review by: Chris Tomerlin, Budget Analyst

Community Development review by: Tom Dabareiner AICP, Community Development Director

Legal review by: George D. Boyle, Assistant Corporation Counsel

Recommended by:

David A. Hales
City Manager

Attachments:

- Proposed Metronet Pole Examples
- Legal Memo
- Proposed staff letter to Metronet

EXHIBIT : Proposed Metronet Pole Examples

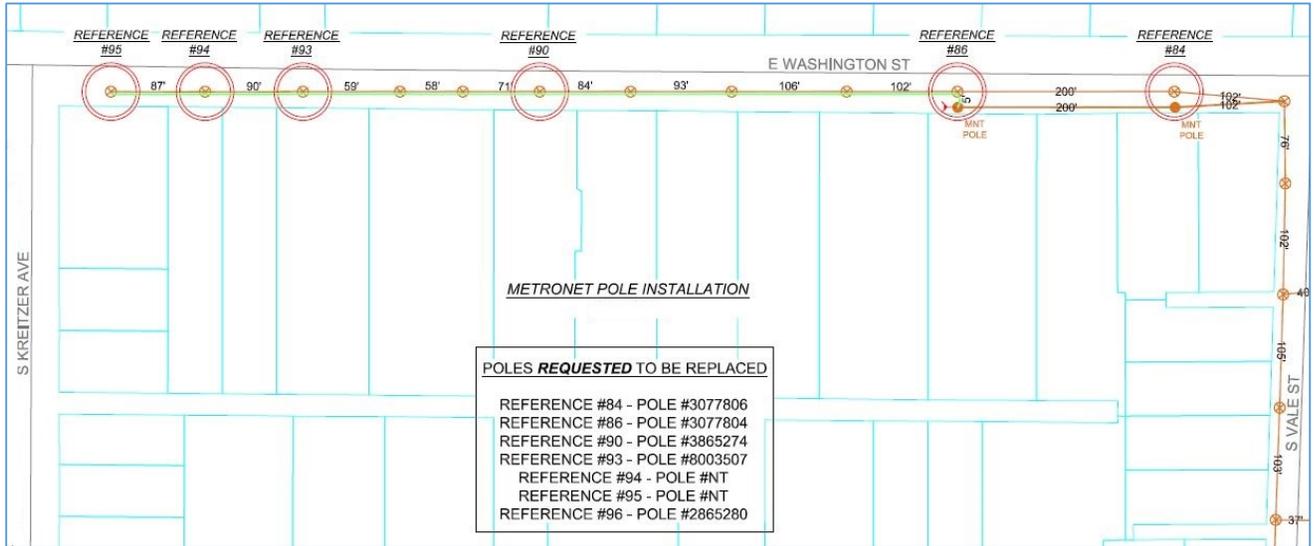


Figure 1 Existing wood utility poles and wires on East Washington Street with 2 new Metronet poles shown as solid filled circles.

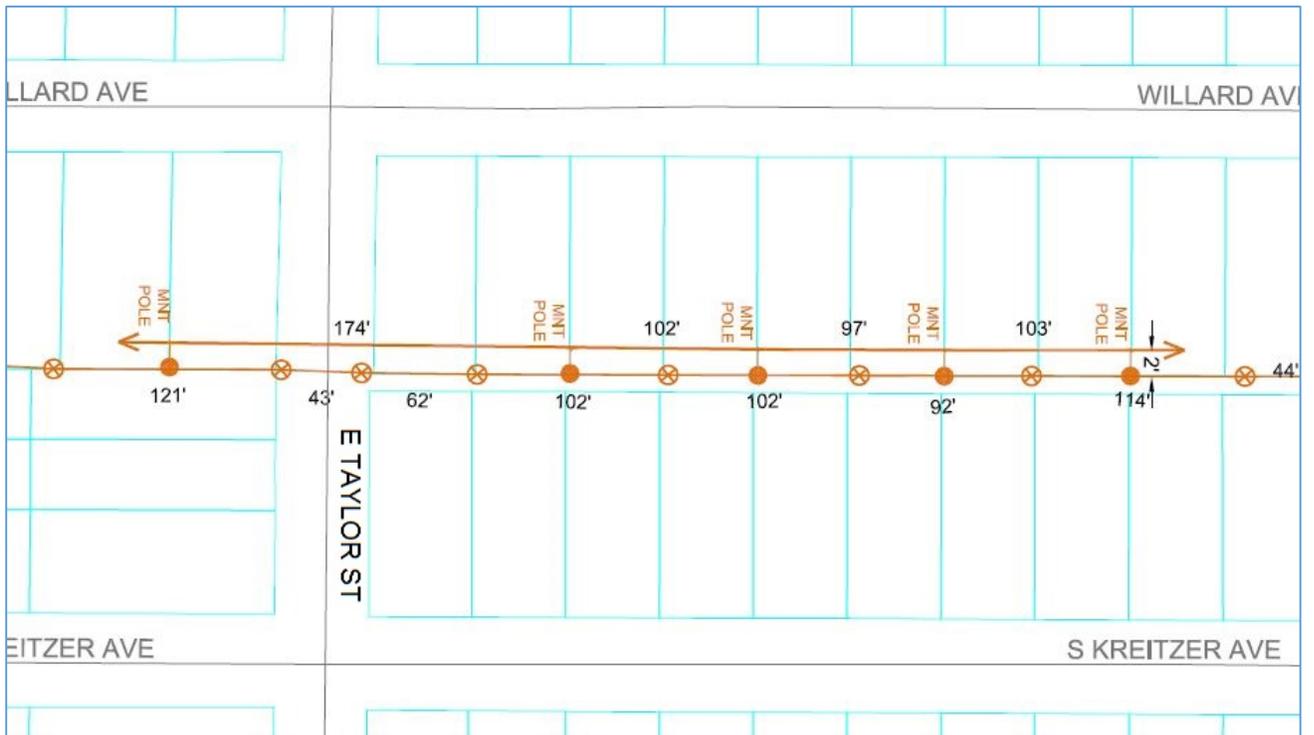


Figure 2 Existing wood utility poles in public alley north of Taylor St. with 5 new Metronet poles shown as solid filled circles



MEMORANDUM

TO: MAYOR & CITY COUNCIL

FROM: GEORGE BOYLE, ASSISTANT CORPORATION COUNSEL

RE: METRONET UPDATE

DATE: May 8, 2017

Utility Poles in the City Right-of-Way

Chapter 38, Article V, of the Bloomington City Code gives the City broad authority over the permitting and maintenance of poles in City right-of-way. Joint use of poles is encouraged by the City's "Pole Ordinance" but the City cannot require a pole owner, such as Ameren, to allow use of its poles, particularly if they are at capacity or if such use would pose a danger to public safety. However, our ordinance does provide that in the event that the City determines that there are excess poles in a right-of-way, and consolidation of utility service can be accomplished without there being a danger to public safety, the City can require the owner of excess poles to remove them and consolidate with other systems, as per Ch. 38, Sec. 120 of the Code.

Although Ameren has been allowing Metronet to attach its cable to several of Ameren's poles, Ameren's position is that many of their poles are at capacity now and cannot safely accommodate Metronet's wires unless the poles are repaired or replaced, which Ameren would require Metronet to fund. Metronet estimates that the cost to repair or replace would be about \$12,000 to \$15,000 per pole. Metronet maintains that the number of Ameren poles requiring repair or replacement is somewhat overstated. The City has been in communication with both companies and has attempted to assist them in resolving their differences. There has been some progress made, however, some issues remain.

In order to get on with their build out in an expeditious manner, Metronet is asking to put up their own poles in the areas where they cannot otherwise be accommodated. Metronet states that its costs to install its own poles to carry only Metronet service would be about \$700 to \$900 a pole. Our estimate is that this action would result in a net increase of wood utility poles in the city of about 37%, or about 2,000 poles, based on the pilot areas submitted. In many cases, the poles would be in street rights-of-way, along alleys, and, in those instances where public utility easements cross private property, in backyards. According to Metronet, the extra poles would be in the same line as the existing wood utility poles to minimize the impact on trees and to maintain the ability to drive through narrow alleys.

The City's franchise agreement with Metronet gives Metronet the right to erect poles in the right-of-way, subject to the City's ordinances and general police powers to act to protect the health, safety and welfare of the public.

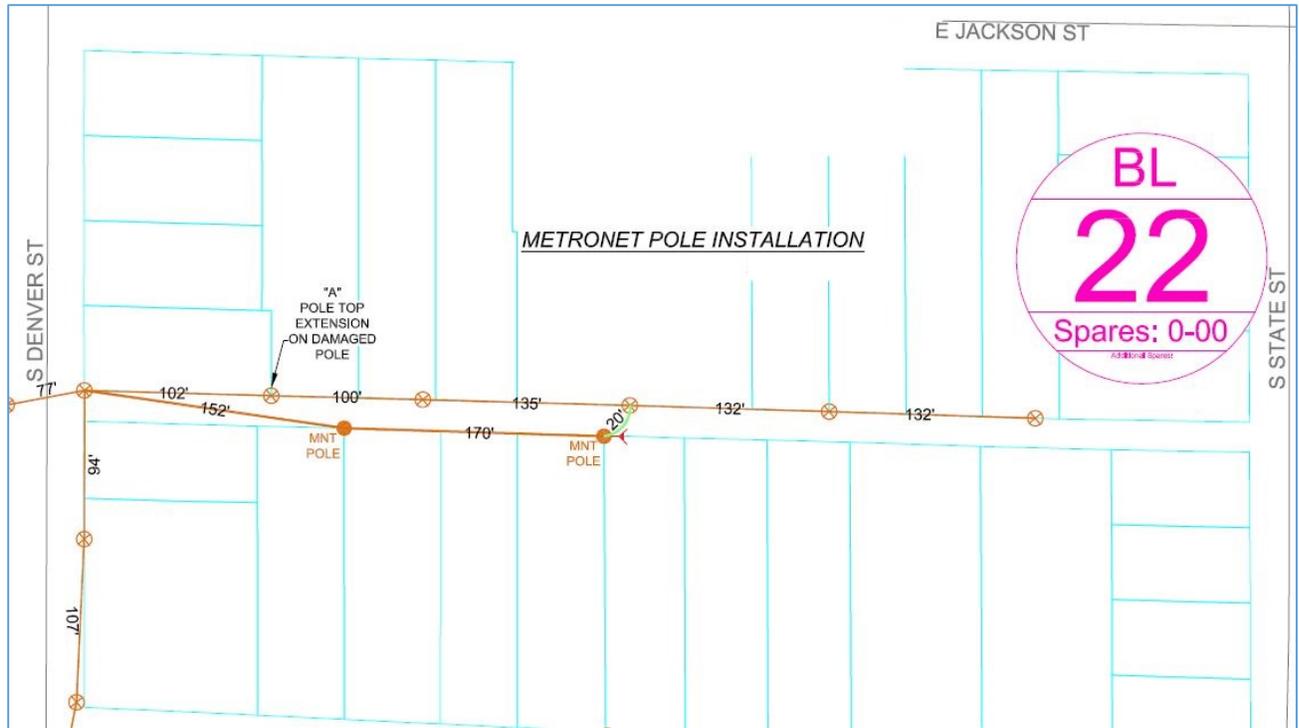


Figure 3 Existing wood utility poles in public alley east of Denver Street with 2 new Metronet poles shown as solid filled circles.



Figure 4 Picture of existing wood utility poles along public alley looking east from Denver Street.



Public Works Department
ENGINEERING DIVISION
115 E. Washington St., PO BOX 3157
Bloomington, IL 61702-3157
Phone: 309-434-2225
Fax: 309-434-2201

May xx, 2017

David Keyser
Metronet
3701 Communications Way
Evansville, IN 47715

Subject: Metronet wood utility poles

Dear Mr. Keyser:

This letter is in response to the request by Metronet to be able to place additional Metronet wood utility poles in locations where there are existing utility poles which have been determined to be inadequate to support your new infrastructure.

As you know the City of Bloomington has a pole ordinance which encourages the joint use of poles to minimize the number of utility poles in the community.

Given the desire by the City to have your services available throughout Bloomington and the cost and timing concerns of upgrading existing utility poles, the City is willing to consider the use of supplemental Metronet poles on a case by case basis.

We ask that you prepare plans for submission to the Engineering Division of Public Works for review and permitting. Please show existing and proposed utility poles along with identifying the existing utility poles which have been deemed inadequate.

In the future when the existing inadequate utility poles have been upgraded, it is expected that Metronet will move their line to the new pole and remove the duplicate Metronet pole.

Should you have any questions, please contact us.

Very truly yours,

Kevin Kothe, P.E.
City Engineer

cc: file
David A Hales, City Manager
Steve Rasmussen, Assistant City Manager
Jim Karch, Director of Public Works



**COMMITTEE OF THE WHOLE
AGENDA ITEM NO. 8**

FOR COUNCIL: May 15, 2017

SUBJECT: Presentation and Discussion of FY2017-2021 Draft Capital Improvement Plan

RECOMMENDATION/MOTION: For presentation and discussion only.

STRATEGIC PLAN LINK: Goal 1. Financially Sound City Providing Quality Basic Services.

STRATEGIC PLAN SIGNIFICANCE: Goal 1. Financially Sound City Providing Quality Basic Services. Goal 2. Upgrade City Infrastructure and Facilities. Goal 3. Grow the Local Economy. Goal 4. Strong Neighborhoods. Goal 5. Great Place-Livable Sustainable City. Goal 6. Prosperous Downtown.

BACKGROUND: A capital improvement plan plays a critical role in long term financial planning. Long term financial planning is the process of aligning financial capacity with long term service objectives and works best as part of the overall strategic plan. The City Council's Five Priorities document places a high significance on financial planning. The FY 2017-FY2021 Draft Capital Improvement Plan outlines projects to address goals in all strategic areas. Working through the capital plan to prioritize projects and determining ways to fund objectives, is a significant factor in the City's long term financial sustainability. Without a thoughtfully constructed funding strategy for the capital plan which addresses not only deferred capital maintenance but pro-active capital maintenance, the City's reserves are at risk. Impromptu capital repairs can cost up to 40% more than projects planned around the cost of materials and labor and subject to a competitive bid process. The City's credit rating should be considered at all stages of the plan.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED:

FINANCIAL IMPACT: Infrastructure needs in all areas of the City are great. The finalization of the Capital Improvement Plan which includes funding strategies is essential to the City's long term financial health and sustainability. The City's operations are at our current revenue capacity. Capital projects need dedicated funding sources to offset budget impacts. ***NOTE: If the State of Illinois budget adoption includes a freeze on local property tax this will stop the ability to increase the City's largest revenue stream. The City has not increased property taxes since the FY2009 depression.***

COMMUNITY DEVELOPMENT IMPACT: Not applicable

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: *Not applicable*

Respectfully submitted for Council consideration.

Financial & budgetary review by: Patti-Lynn Silva, Finance Director

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:

A handwritten signature in black ink, appearing to read "David A. Hales". The signature is fluid and cursive, with the first name being the most prominent.

David A. Hales
City Manager

Attachments:

- FIN 1B PLAN Draft FY2017-2021 Capital Improvement Plan
- FIN 1C EXHIBIT Mesriow Debt Service Footprint
- FIN 1D EXHIBIT Mesriow Debt Service Saving

CAPITAL IMPROVEMENT PLAN

FY 2017-FY 2021



Table of Contents

Page

(page #s to be included in final draft)

Executive Summary

Reader's Guide

- Capital Improvement Plan (CIP) Definition
- Capital Projects Definition
- Document Structure
- CIP Development & Review Process
- Project Priorities
- Funding Sources & Restrictions
- Summary of Prior Plans

Facilities

- Overview
- Funding Table
- Project Sheets *(to be included in final draft)*

Fire

- Overview
- Funding Table
- Project Sheets *(to be included in final draft)*

Parks

- Overview
- Funding Table
- Project Sheets *(to be included in final draft)*

Sanitary Sewer

- Overview
- Funding Table
- Project Sheets *(to be included in final draft)*

Storm Water

- Overview
- Funding Table
- Project Sheets *(to be included in final draft)*

Streets & Sidewalk

- Overview
- Funding Table
- Project Sheets *(to be included in final draft)*

Water

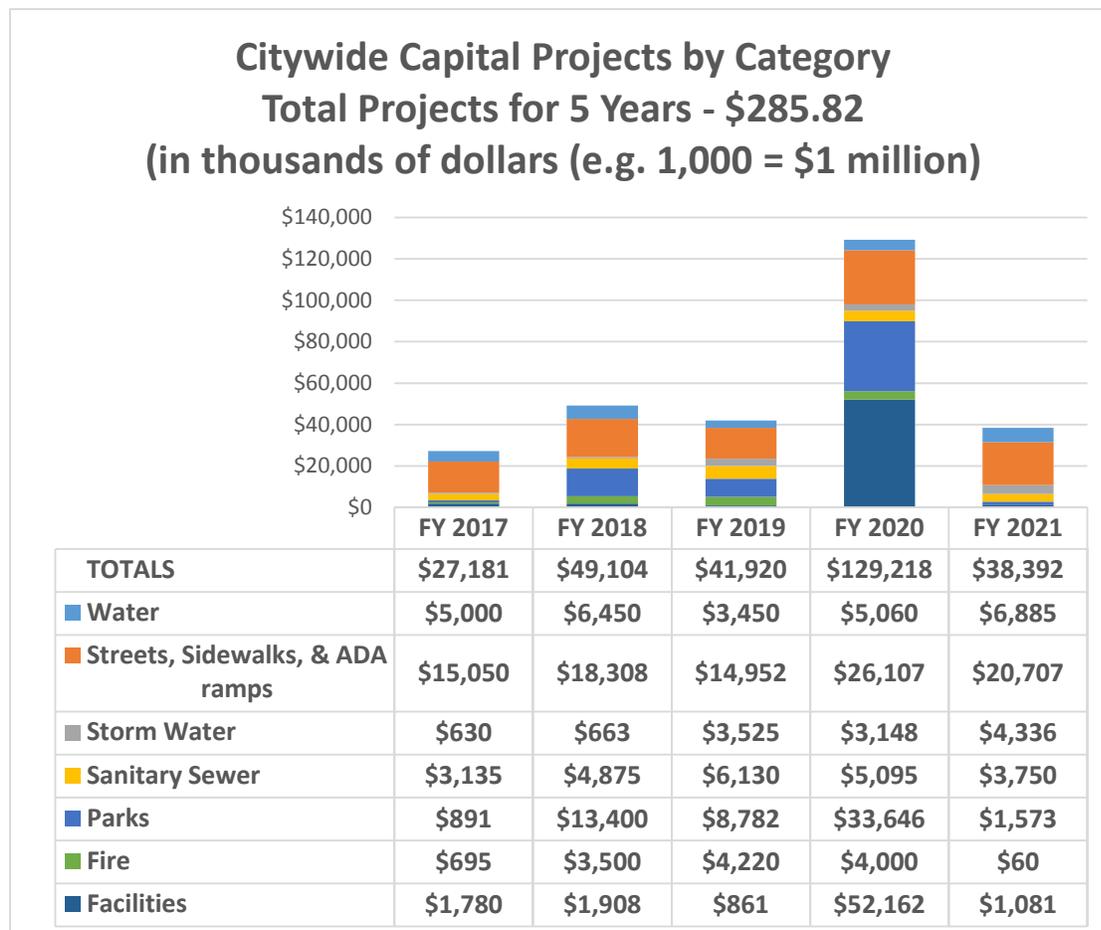
- Overview

Funding Table
Project Sheets *(to be included in final draft)*

DRAFT

Executive Summary

The City of Bloomington’s Capital Improvement Plan (CIP) illustrates the City’s capital needs over a five-year period based on various Master Plans, goals and community expectations. Capital projects are generally large-scale in nature and include items such as facility construction and expansion, major equipment purchases and significant maintenance and repair. The Fiscal Year (FY) 2017-2021 CIP totals approximately \$285.82 M, with \$59.78 M in projects with funding secured and \$226.04 M in projects with funding not secured.



The principal goals of the CIP are to:

- Provide a balanced strategy for capital improvements given anticipated resources
- Preserve/enhance existing facilities and infrastructure while providing new assets for community growth
- Illustrate currently unmet capital needs

It is worth noting that much of the financial data included in the CIP is preliminary in nature and could change based on a variety of factors. Also, the CIP excludes potential costs that could be associated with key economic development projects, which could be substantial.

CIP Development & Review

The FY 2017-2021 Capital Improvement Plan is the first of its kind for the City of Bloomington. Many of the City's capital project priorities are driven by needs identified in various Master Plans, often greatly influenced by critical deferred maintenance items. The City has an estimated \$285.82 M in capital and maintenance needs over the next five years including facilities, streets, sidewalks, bicycles, ADA facilities and improvements, sewer, storm water, water and parks combined. Preventative care for capital maintenance can save both time and money in the long run. Some capital projects repaired on an emergency basis have been estimated to cost 40% more. Emergency repairs cannot be planned, bid or scheduled at a fortuitous time or with cheaper materials.

Staff created the CIP including both funded and unfunded projects in an effort to express the City's full need. Ultimately, the CIP is a working and dynamic document. The development of a CIP aims to put the City in a more proactive stance than ever before.

Funding

The City's funding options for capital projects are either cash ("pay-as-you-go") or debt financing, or a combination of both. Interest rates are still at historic lows making now an attractive time to issue debt.

Utility debt funded with user fees does not factor into debt ratios. Other areas not funded by user fees should be funded through general taxation or by creating a dedicated revenue stream.

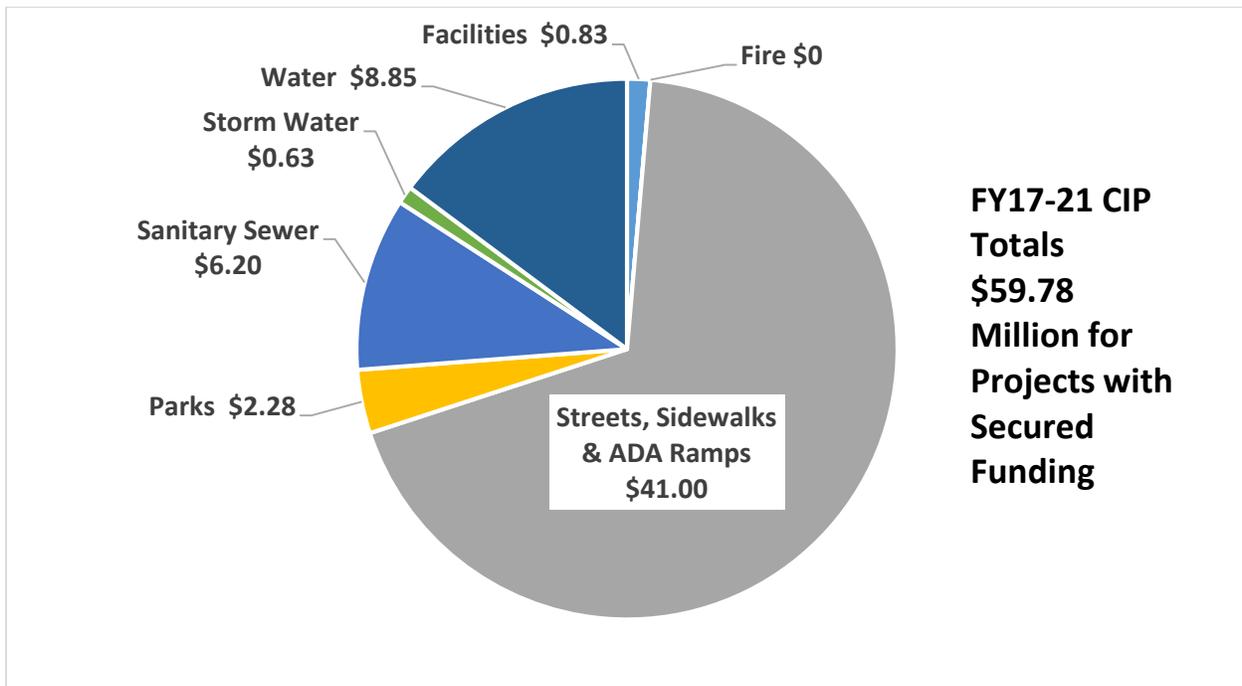
Street resurfacing and ADA have dedicated revenues of approximately \$4.8 M per year, though annual street maintenance needs are estimated at \$10 M.

Rate studies provide possible funding options for Sewer, Storm Water and Water capital needs. Sewer and Storm have rate recommendations already completed. Water will require a rate study after or simultaneously with their Master Planning.

Facilities including Fire stations and Parks have no dedicated source of revenue and should be considered through general taxation via sales, property tax or other viable general tax. A dedicated source of revenue could be developed for any plan area.

Another funding option could be to utilize debt service savings to issue new debt or cap annual debt service at current levels and issue debt as needed without going over the current amount.

Projects with Secured Funding

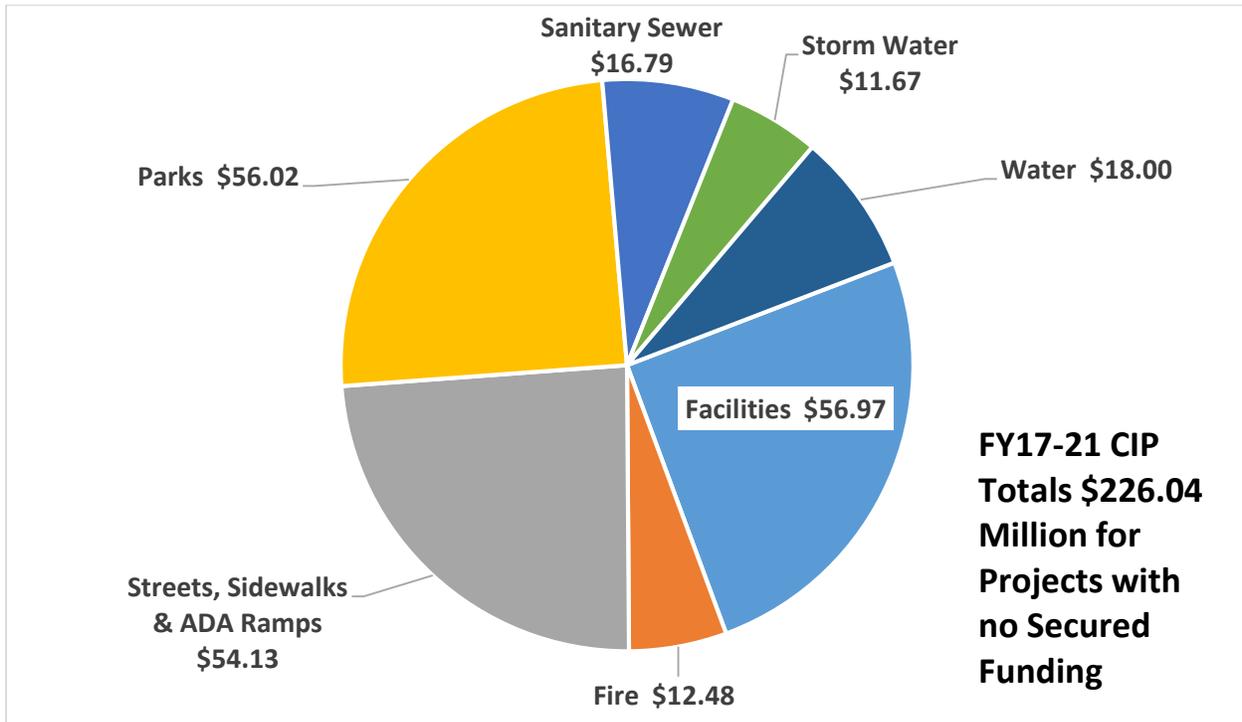


Projects with funding secured in this CIP total approximately \$59.78 M. Street resurfacing is the largest portion of the secured funding with \$41.00 M. This is due to the Home Rule sales tax increase, of which .25% is earmarked for this program, and the implementation of a Local Motor Fuel tax. This results in approximately \$4.8 M in funding each year. This includes funding from the State Motor Fuel Tax. This tax is distributed by the State and is approximately \$1.8 M per year. This fund has been accumulating some Fund Balance to prepare for a few major projects in the future.

Sanitary Sewer and Water have fairly steady streams of revenue that allow for projects to move forward each year. Water has the charges for service on the utility bills. This fluctuates at times based on weather and other factors but is around \$14-\$15 M per year. Water is also preparing for several large projects involving distribution and water supply. Sanitary Sewer also receives charges for services on the utility bill totaling approximately \$5 M per year. Sanitary Sewer works many of the same capital projects as Storm Water, but the Storm Water Fund is almost depleted as the last rate increase was in 2004. Storm receives about \$2.75 M per year in rate fees on the utility bill.

Parks, Facilities and Fire all depend on the General Fund for their primary source of revenue for capital projects. Currently Parks has \$2.28 M funded, and some of that is through grants, private foundations or mandated projects due to Intergovernmental Agreements (IGAs). Facilities has a very minor \$0.83 M in secured funding and Fire has no secured funding.

Projects with Funding Not Secured



Projects with funding not secured in this CIP total approximately \$226.04 M. Facilities is the largest portion of the not secured funding with \$56.97 M. This is a reflection of the many capital project needs that have been deferred due to financial difficulties. Only the most critical or emergency projects were done for a period of time. The buildings are beginning to have numerous problems associated with lack of regular maintenance, such as the City Hall leaking roof, Police Department windows that leak and many other problems that have arisen over the past few years.

State Motor Fuel tax is the next largest unfunded area for capital projects. This is mainly due to the need to move forward on the construction of the Hamilton Road Bunn-Commerce which is estimated to cost \$10 M. There are many other bridge replacements, traffic lights and street projects in the future years.

Sanitary Sewer, Storm Water and Water all have unfunded needs of \$12-\$18 M. The current rate fees are not sufficient to cover all the upcoming projects, leaving the City’s infrastructure vulnerable.

Parks, Fire and Street Resurfacing all have unfunded needs that must be paid for by the General Fund. Parks has the largest of these three of unfunded capital projects at \$56.02 M. This includes the building of a new recreation center and pool. The current Lincoln Leisure Center and both of the City pools are past their useful lives. The Fire department has brought forward the need to improve response times. One of the major projects in the future will be the building of a northeast station to address some of the response time issues.

Debt Capacity

Debt management and capacity are developed by capital needs and the resources available to service those needs. A multiyear capital plan expressing capital needs coupled with disciplined project prioritization should be continuously reviewed within the current and future debt framework. The right level of debt and affordability is a fine tuning process. Pay-as-you-go and long term debt financing go hand and hand.

Deferred capital maintenance repairs drain current resources when surprise or emergency repairs take place and are regarded as a poor management and cash flow strategy by credit rating agencies. The City's ability to issue affordable debt depends on the City's credit rating. Bloomington is a solid "aa" community at all three credit rating agencies.

Cities with good credit ratings have a better market for their debt and have competing bidders whereby reducing the interest payments due to investors. The City has participated in competitive sales over the last four years for its bond market transactions, achieving the best available interest rate at the time in the market.

The City could potentially issue \$40-\$50 M in debt if the city maintained 2016 debt service levels depending on 20 or 25 year bond amortization.

According to the FY 2015 Comprehensive Annual Financial Report (CAFR) the City had:

- \$75.4 M in outstanding General Obligation Bonds (GOB)
 - \$22.1 M in Illinois Environmental Protection Loans (IEPA)
 - \$8.6 M in outstanding capital lease principal (includes PBC leases)
-
- \$106.1 M total

Bond Debt Per Capita

	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Springfield					
Population	117,096	116,250	116,250	117,006	117,000
Total Bond Debt	\$32,163,900	\$25,570,978	\$21,679,501	\$42,365,041	\$68,416,346
<i>Debt per Capita</i>	\$275	\$220	\$186	\$362	\$585
Bloomington					
Population	76,610	76,610	77,071	77,733	77,733
Total Bond Debt	\$73,055,000	\$79,060,605	\$75,663,324	\$80,070,175	\$74,977,100
<i>Debt per Capita</i>	\$954	\$1,032	\$982	\$1,030	\$965
Champaign					
Population	81,055	81,055	82,517	83,424	83,424

Total Bond Debt	\$77,435,000	\$74,840,000	\$71,780,000	\$68,400,000	\$64,500,000
<i>Debt per Capita</i>	\$955	\$923	\$870	\$820	\$773
Decatur					
Population	76,122	76,122	76,122	76,122	76,122
Total Bond Debt	\$85,102,316	\$81,822,528	\$79,221,881	\$96,263,756	\$110,860,000
<i>Debt per Capita</i>	\$1,118	\$1,075	\$1,041	\$1,265	\$1,456
Normal					
Population	52,497	52,757	52,972	52,497	52,497
Total Bond Debt	\$86,400,000	\$85,150,000	\$84,220,000	\$82,605,000	\$90,075,000
<i>Debt per Capita</i>	\$1,646	\$1,614	\$1,590	\$1,574	\$1,716
Peoria					
Population	115,007	115,007	115,007	115,007	115,828
Total Bond Debt	\$207,450,000	\$203,270,000	\$239,220,000	\$188,700,000	\$184,460,000
<i>Debt per Capita</i>	\$1,804	\$1,767	\$2,080	\$1,641	\$1,593

As a home rule unit of government in Illinois, the City has no legal debt limit.

Reader's Guide

Capital Improvement Plan Definition

The City of Bloomington's Capital Improvement Plan (CIP) illustrates the City's capital needs over a five-year period based on various Master Plans, goals and community expectations.

Capital Projects Definition

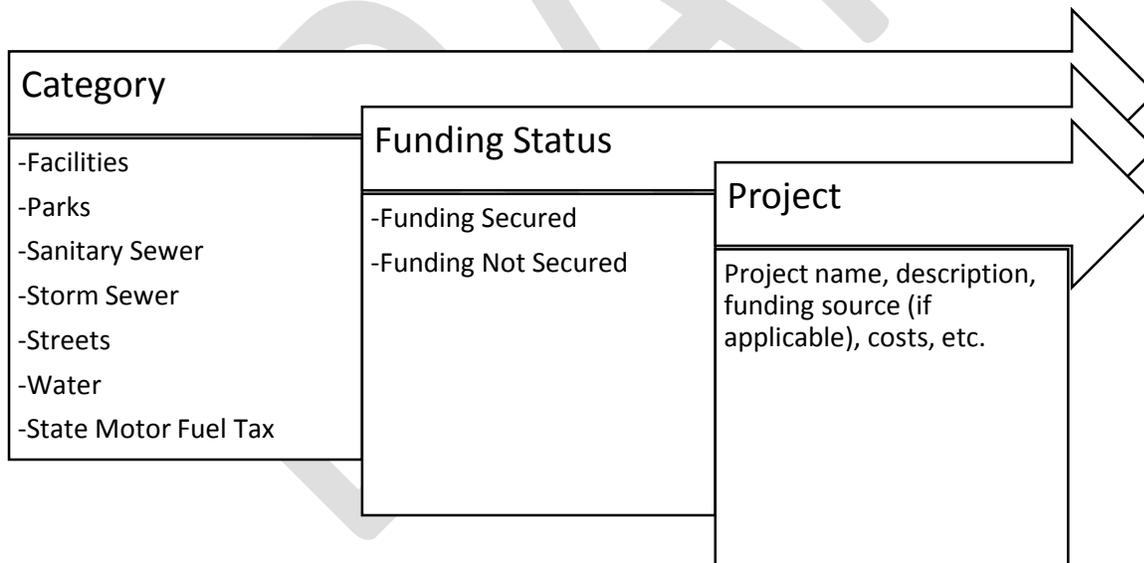
A capital project creates, improves, replaces, repairs or maintains a fixed asset. This includes property acquisition and facility construction, rehabilitation, reconstruction and renovation.

Fixed assets include land, site improvements, buildings, streets, shared-use paths, bridges and infrastructure.

Capital projects are generally large-scale in terms of cost, size and community benefit and do not duplicate normal maintenance.

Document Structure

Projects in the CIP are arranged as follows:



The CIP Development & Review Process

The FY 2017-2021 Capital Improvement Plan is the first of its kind for the City of Bloomington. Many of the City's capital project priorities are driven by needs identified in various Master Plans, often greatly influenced by critical deferred maintenance items. Staff created the CIP including both funded and unfunded projects in an effort to express the City's full need.

Ultimately, the CIP is a dynamic and working document. The development of a CIP aims to put the City in a more proactive stance than ever before.

Qualifying Criteria

Capital projects must meet at least one of the following to be included in the CIP:

- Contribute to the development or implementation of Council-adopted plans and policies
- Address health and safety needs or improve access to City facilities for those with disabilities
- Maintain existing assets or improve operations
- Improve revenue potential or enhance existing programs

Project Priorities

Potential capital projects and their priority are derived from a number of sources, including:

- Master Plans: Many of the City's capital project priorities are driven by needs identified in various Master Plans, *often greatly influenced by critical deferred maintenance items*
- Requests from citizens, neighborhood associations and community organizations
- Requests from other governmental agencies
- City departments
- City committees and commissions

Funding Sources & Restrictions

General Capital Projects Funds

This fund provides for the use of a capital project fund to account for the financial resources to be used for the acquisition and construction of major capital facilities other than those financed through enterprise and trust funds. These include primarily building improvements, land improvements and infrastructure. Revenues come from the General Fund, grants, private donations and bond proceeds.

Restrictions: All bond proceeds are subject to the terms of the bond, and grants usually have their own restrictions within the agreement.

State Motor Fuel Tax (MFT) Fund

This fund is provided through the state and has very strict documentation. Each time gasoline is purchased in Illinois, a portion of the sales tax goes to the state and is distributed to municipalities.

Restrictions: MFT funds can be used for the following items:

- Construction and maintenance of any municipal street designated as a part of the federal aid primary or urban system of streets
- Construction and maintenance of municipal streets and alleys as may be designated by the corporate authorities and approved by the Illinois Department of Transportation (IDOT)
- Construction, maintenance or repair of sidewalks in the municipality
- The payment of engineering costs in connection with the work described

Local Motor Fuel Tax (LMFT)

This fund is to provide revenue for the Street Resurfacing program. The LMFT is a four-cent (\$0.04) per gallon tax on all gasoline and diesel products sold within the City.

Restrictions: City code provides that this money will only be used for the Street Resurfacing program.

Home Rule Sales Tax

The City increased this tax in January 2016 by 1%. This resulted in about \$9.6 M more in revenues for the City.

Restrictions: City ordinance mandates that .25% of the 1% increase goes to fund the Street Resurfacing program.

Water Fund

This fund uses charges for services for providing water as their revenue source to fund operating and capital project expenditures.

Restrictions: City ordinance states that all charges for services revenue must be used for operating and capital expenditures benefiting the Water department only.

Sanitary Sewer Fund

This fund uses the charges for service to pay for operating and capital project expenses related to the sanitary sewer. Charges for service include a monthly service charge of \$1.50 plus a charge based on water usage. The charge based on water usage is \$0.85 per hundred cubic feet of water used.

Restrictions: City ordinance states that all revenues must be kept separate from all other funds.

Storm Water Fund

The Storm Water Utility Fee is used to provide for the management, protection, control, regulation, use and enhancement of the storm water systems and to facilities owned or operated by the City of Bloomington. It is also used for implementing the EPA water quality regulations. The basis of the charges is shown in following table.

Storm Water Utility Rates for Bloomington IL	
Single-Family, Duplexes	
Small Parcels (gross area less than or equal to 7,000 sq. ft.)	\$2.90/month
Medium Parcels (gross area greater than 7,000 sq. ft. and less than or equal to 12,000 sq. ft.)	\$4.35/month
Large Parcels (gross area over 12,000 sq. ft.)	\$7.25/month
Parcels other than Single-Family, Duplexes	
Base charge per Impervious Area Unit (IAU)	\$1.45/month
Parcels less than or equal to 4,000 sq. ft. shall be charged a flat rate equivalent to 4 IAUs.	\$5.80/month
Parcels greater than 4,000 sq. ft. will be charged for the actual number of IAUs within the parcel, OR 4 IAUs, whichever is greater.	

Restrictions: City ordinance states that all revenues must be kept separate from all other funds.

Summary of Prior Plans

The following is a list of plans and reports from which the majority of current CIP projects have been compiled: <List of Master Plans to be completed>

Document	Adopted by City Council

Facilities

Overview

The Facilities portion of the FY 2017-FY 2021 CIP captures Facilities-related capital projects not otherwise included in other areas of the CIP. For example, while the City's Facilities division has operational obligations to the Pepsi Ice Center, the Pepsi Ice Center's capital projects are included as part of the Parks portion of the CIP. Additionally, while the Fire department has several facilities (fire stations), Fire has its own section of the CIP.

The Faithful and Gould Facility Condition Assessment Summary, adopted by the City Council in 2015, is a primary driver to help identify Facilities capital projects. The Faithful and Gould study identified \$33 M in unmet facility needs, many of those costly repairs are a result of deferred maintenance, and 3% related to life-safety concerns.

These projects are essential for City facilities to continue to function in an effective, safe and cost-efficient manner.

Project Categories

Facilities capital projects fall into one of the following categories:

Facilities Maintenance

General maintenance for City Hall, Police Administration, Records Storage, Old Engineering, the Public Works Garage, Public Works Fleet and the Public Works Salt Dome are included in the operational budget. However; large expenses, such as renovations, roof replacement and HVAC upgrades, are considered capital projects. Planning, design and construction of new buildings or demolition of old buildings are also capital projects.

Coliseum Maintenance

General maintenance of the Coliseum is included in the operational budget. Large expenses, such as renovations, roof replacement and HVAC upgrades, are considered capital projects.

Parking Operations

Parking Operations includes the Market Street Parking Garage, Pepsi Ice Center Parking Garage and the Major Butler Lot. Similar to Facilities and Coliseum Maintenance, general maintenance is included in the operational budget. Structural repairs, access control equipment replacement and other large expenses are considered capital projects. Planning, design and construction of new parking facilities are also potential capital projects.

Abraham Lincoln Parking Garage

The Abraham Lincoln Parking Garage is currently owned by the Public Building Commission and leased by the City of Bloomington and Mclean County. The lease agreement ends in December 2034, at which time the garage will be jointly-owned by the City and County. The lease agreement requires the City to operate and maintain the garage. As indicated in the other categories, general maintenance is included in the operational budget. Structural repairs, access control equipment replacement and other large expenses are considered capital projects.

Funding Outlook

Facilities capital projects are primarily funded by the General Fund. Grants can be a source of funding, though they are unreliable and typically limited to new construction or energy savings initiatives.

Parking Operations and Abraham Lincoln Parking Garage capital projects are funded with the Capital, Capital Lease or General Funds. The operational and general maintenance expenses often exceed revenues for both Parking Operations and Abraham Lincoln Parking. Parking Operations has seen decreased revenues and increased maintenance and repairs since FY 2005, and the losses are absorbed by the General Fund.

Funding Secured

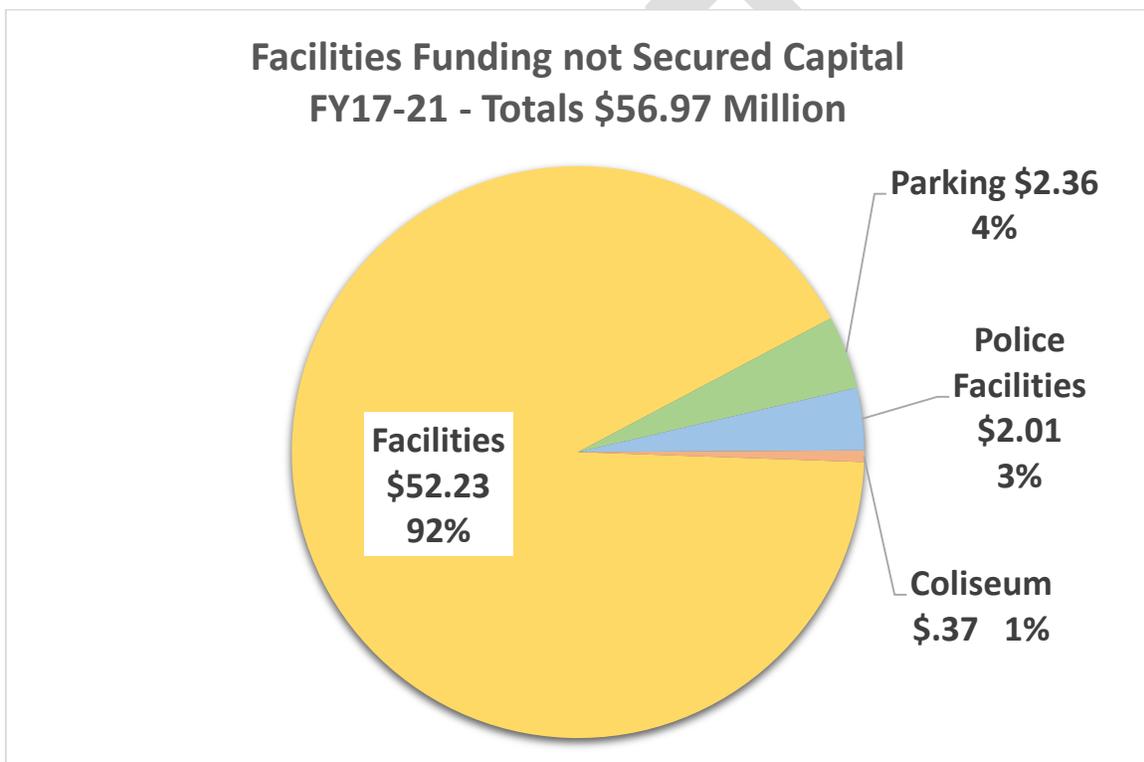
Funded Facility projects include City Hall Annex demolition, Downtown way finding signage and parking evaluation, a City Hall safety study and funding for other unknown major facility repairs, such as the roof repair for City Hall a few years ago.



There will also be continued work on the Coliseum's Building Automated System which runs the HVAC units, exhaust fans, etc. All work is expected to be finished by July 2016.

Funding Not Secured

The subcategory of Facilities is the largest of the unfunded areas. This supports the fact that the City has been deferring capital during difficult financial times and to balance budgets. Some of the larger projects with no secured funding include the building of a new Operating Facility that could possibly house Streets, Sanitary Sewer, Storm Water, Fleet, Solid Waste, Water and Parks. There are many other buildings that need to be renovated due to their age and use such as City Hall, the Old Engineering Building, records storage (roof replacement), the Public Works garage, Fleet and the salt dome. Many of these buildings do not have adequate space or are outdated, such as the garage where mechanics must fix larger Fire and other vehicles outside regardless of the weather.



There are also numerous small and large improvements and repairs that must be made at the Market Street Garage, Pepsi Ice Center Garage and the Butler Parking lot. The Coliseum needs to replace the dasher board system and, over a three year period, upgrade the refrigeration units.

Facilities also manages the majority of Police facility repairs that include the indoor firing range restoration, safety improvement, roof replacement and other building and garage repairs.

Facilities

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Facilities	Major Facility Repairs	Funding Secured	250					250
	City Hall Annex Demolition	Funding Secured	350					350
	Downtown Wayfinding Signage	Funding Secured	75					75
	City Hall Safety Improvements	Funding not Secured	180					180
	Police Administration Window Repairs	Funding not Secured	325					325
	Downtown Parking Evaluation	Funding Secured	100					100
	Records Storage - Improvements (storage, safety, roof)	Funding not Secured		30	56	150		236
	Public Works Garage - Faithful & Gould Improvements	Funding not Secured		159	23	526	30	738
	Public Works Fleet - Faithful & Gould Improvements	Funding not Secured		19	10	17	158	204
	Public Works Salt Dome - Faithful & Gould Improvements	Funding not Secured		26	32	9		67
	Old Engineering - Faithful & Gould Improvements	Funding not Secured		115	56	37	152	360
	Old Engineering - Safety Improvements	Funding not Secured			40			40
	New Operations Facility (Streets, Sanitary Sewer, Stormwater, Solid Waste, Water, Fleet, & Parks)	Funding not Secured				50,000		50,000
	Public Works Garage - Safety Improvements	Funding not Secured				55		55
	Public Works Fleet - Safety Improvements	Funding not Secured					30	30
								-
Facilities Secured Total			775	-	-	-	-	775
Facilities not Secured Total			505	349	217	50,794	370	52,235
Parking	Market Street Garage Improvements (bond)	Funding not Secured	250					250
	Market Street Garage Improvements	Funding not Secured		407		463	250	1,120
	Pepsi Ice Center Garage Improvements	Funding not Secured		407	463			870
	Major Butler Parking Lot Improvements	Funding not Secured			20	25	70	115
								-
Parking Secured Total			-	-	-	-	-	-
Parking not Secured Total			250	814	483	488	320	2,355
Police Facilities	Indoor Firing Range Final Restoration and Maintenance Including Restrooms (bond)	Funding not Secured	200					200
	Police Administration Safety Improvements	Funding not Secured		105				105
	Police Administration Roof Replacement	Funding not Secured		250				250
	Police Administration - Faithful & Gould Improvements	Funding not Secured		170	111	130	341	752
	Replacement Mobile and Portable Radio Systems (Police Dept will take the lead on this project.)	Funding not Secured				700		700
								-
Police Facilities Secured Total			-	-	-	-	-	-
Police Facilities not Secured Total			200	525	111	830	341	2,007
Coliseum	Smoke Control System Improvements	Funding Secured	50					50
	Replace Dasher Board System	Funding not Secured		220				220
	Upgrade Refrigeration in HVAC Units (3 years)	Funding not Secured			50	50	50	150
								-
Coliseum Secured Total			50	-	-	-	-	50
Coliseum not Secured Total			-	220	50	50	50	370
Total Funded Facilities Projects			825	-	-	-	-	825
Total not Funded Facilities Projects			955	1,908	861	52,162	1,081	56,967
TOTAL ALL FACILITIES PROJECTS			1,780	1,908	861	52,162	1,081	57,792

Fire

Overview

The mission of the Bloomington Fire Department is:

- Protecting life and property
- Minimizing the impacts of fire, medical emergencies and other natural or man-made disasters without subjecting personnel to unreasonable risk

The department's mission is accomplished through public education, fire prevention, code enforcement, fire suppression, emergency medical services, hazardous materials mitigation and fire investigation.

The Bloomington Fire department is a fully-paid department and has been since 1868. The department has grown over the years to 113 fulltime firefighters. In addition to Basic Firefighter II and Firefighter III certifications, department members maintain EMT-Basic, EMT-Intermediate or EMT-Paramedic certifications.

The department maintains five Fire Stations that are strategically located throughout the City. Each Station is staffed 24 hours a day, seven days a week and must accommodate the basic needs of the employees including gender equity. Every Station houses emergency vehicles unique to its primary response district. These emergency vehicles include fire engines, aerial fire apparatus, paramedic ambulances, a paramedic chase vehicle, airport crash trucks, a heavy rescue, a hazmat unit and various reserve apparatus.

NFPA 1710 outlines the importance of the distribution as well as concentration of Fire department resources in the deployment model of a career Fire department. Historical data supports the strategic location of the five current Stations. Increased travel distance combined with an increase in call volumes to the northeast response district will continue to increase response times until additional resources are strategically located in a fixed facility in that area (Station #7).

The Fire department Facilities Master Plan identifies specific needs in three of the five Stations. Both Headquarters Fire Station and Station #3 are over 40 years old, and the building systems are inefficient and at the end of their usable life.

Funding Outlook

Current building maintenance needs have been pushed off for years due to lack of funding. Minor repairs become larger repairs or escalate to the emergency replacement of items, such as HVAC systems in both Station #3 and Station #4. The aging infrastructure is driving up the expenses for building repair and maintenance. The outdated building and systems should be renovated using an architectural design to accommodate current and future needs improving both the reliability and efficiency of operations.

Funding Secured

The Fire department depends on the General Fund for the revenue to support projects. In FY 2017, there are three projects that could be potentially funded through bonds, but no bonding has been secured at this time. The potential projects are the Fire Station #3 kitchen renovation, Fire Station alerting systems and the Fire Station #3 architectural fees.

Funding Not Secured

Currently all Fire department projects do not have secured funding. These projects include:

- Fire Station #3: Kitchen renovation, architectural fees and renovations (City is currently in negotiations with the Central Illinois Regional Airport)
- Fire Stations alerting systems
- Fire Station #4: Architectural fee, construction
- Fire Station #2 design
- Fire Station #7 (northeast) construction

Beyond the five year plan the following projects have no funding:

- Fire Station #1: Design and construction
- Fire Station #2: Design and construction

Fire Not Funded Capital FY17 - 21 Totals \$12.48 Million



**Fire
\$12.48
100%**

Fire Department

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Fire	Fire Station #3 Kitchen Renovation (Bond)	Funding not Secured	65					65
	Fire Station Alerting Systems (Five Bugles Report) (Bond)	Funding not Secured	300					300
	Fire Station #3 Architectural Fees (Five Bugles Report) (Bond)	Funding not Secured	330					330
	Fire Station #3 Renovation (Five Bugles Report)	Funding not Secured		3,500				3,500
	Fire Station #4 Architectural Fees (Five Bugles Report)	Funding not Secured			220			220
	Fire Station #4 Construction (Five Bugles Report)	Funding not Secured				4,000		4,000
	Fire Station #2 Design (Five Bugles Report)	Funding not Secured					60	60
	Fire Station #7 Construction North East	Funding not Secured			4,000			4,000
Fire Secured Total			-	-	-	-	-	-
Fire not Secured Total			695	3,500	4,220	4,000	60	12,475
TOTAL ALL FIRE PROJECTS			695	3,500	4,220	4,000	60	12,475

Out Years for Fire

Subcategory	Project Title	Funding	2022	2023	2024	2025	2026	Total
Fire	Fire Station Renovation #1 - Design	Funding not Secured	300					300
	Fire Station Renovation #1 - Construction	Funding not Secured		3,000				3,000
	Fire Station Renovation #2 - Design	Funding not Secured		300				300
	Fire Station Renovation #2 - Construction	Funding not Secured			3,000			3,000
Fire Secured Total			-	-	-	-	-	-
Fire not Secured Total			300	3,300	3,000	-	-	6,600

Parks

Overview

The Parks, Recreation and Cultural Arts department exists to maintain and enhance the quality of life for all citizens of Bloomington by providing parks, recreation and leisure opportunities through organized programs and by developing, maintaining and enhancing recreation areas and facilities. The department is large and varied and includes 38 parks, three spray parks, two swimming pools, four lakes and 30 miles of trail. The Parks department also includes:

- The Bloomington Center for the Performing Arts (BCPA), a nearly 2,000 seat facility that hosts a season of touring artists and approximately 500 community events annually
- The Pepsi Ice Center, a skating rink opened in 2006
- Miller Park Zoo, an Association of Zoos and Aquariums (AZA)-accredited institution opened in 1891 that entertains an average of 107,000 guests on an annual basis
- Three golf courses: Highland Park, Prairie Vista and the Arnold Palmer signature course, The Den at Fox Creek

The Parks Master Plan, adopted by City Council in 1997, and the Zoo Master Plan, adopted in 2012, are primary drivers to help identify Parks capital projects. These projects are essential as the City strives to meet community needs and strike a balance between developing new facilities and maintaining the safety and functionality of older parts of the Parks system.

Project Categories

Parks capital projects fall into one of the following categories, which also represent some of the department's divisions:

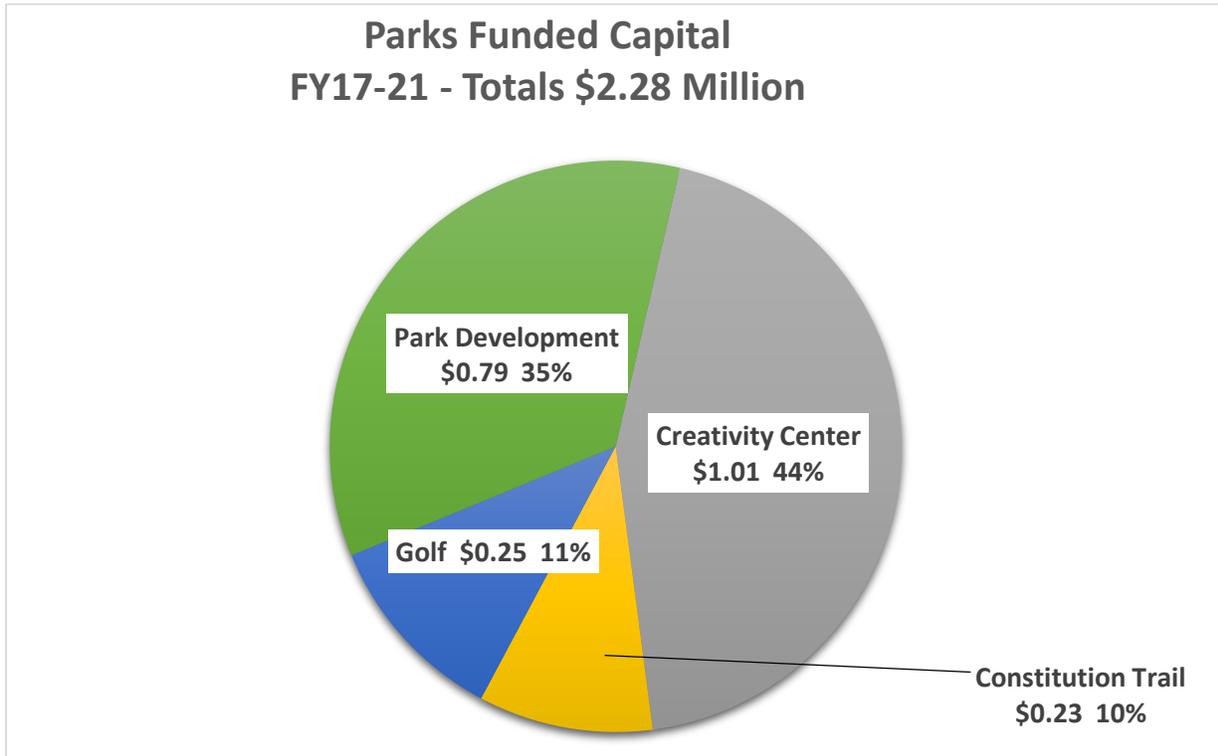
- Aquatics
- BCPA
- Golf
- Parks Administration
- Parks Maintenance
- Zoo

Funding Outlook

The majority of Parks capital projects do not have a dedicated funding source and rely on what is available from the General Fund. Some projects could seek grant funding, such as the OSLAD grant, if available, though state funds in particular are unreliable as Illinois' budget crisis continues. Miller Park Zoo projects could have contributions from the Miller Park Zoological Society.

Funding Secured

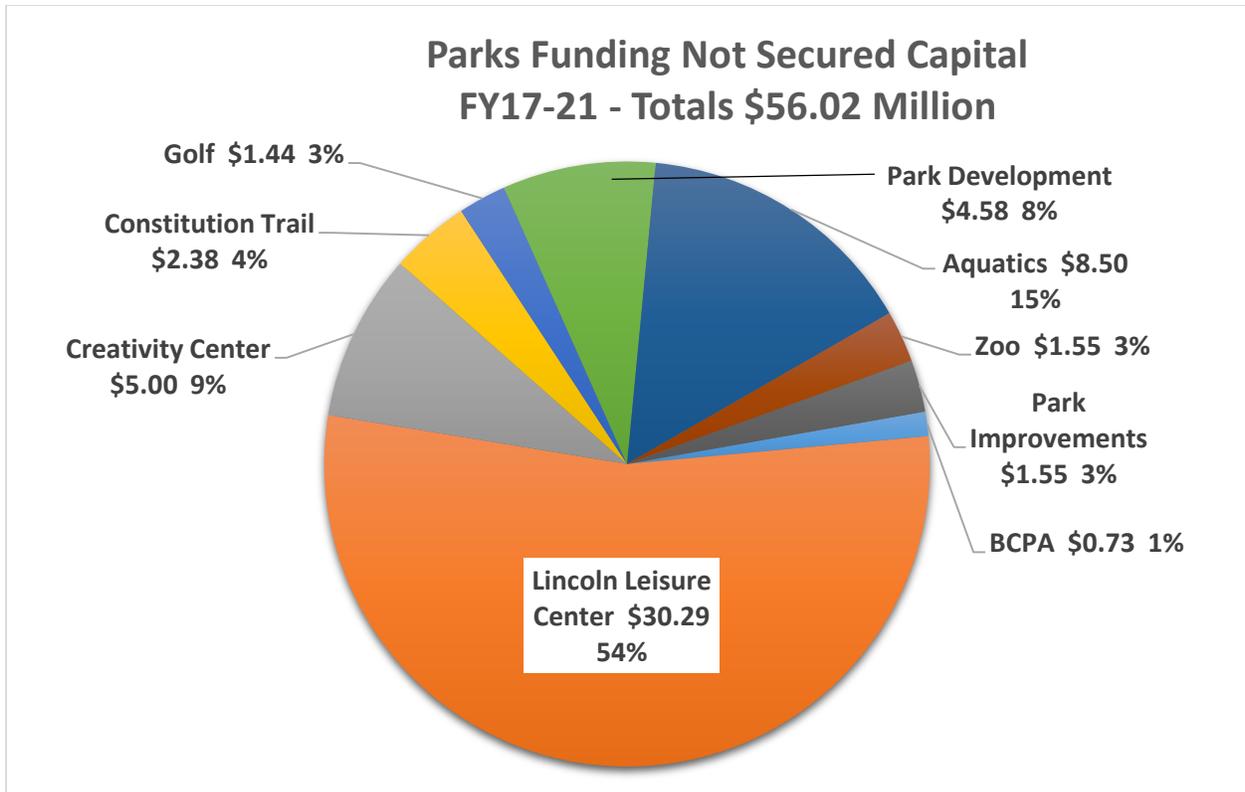
Funded Parks projects include Constitution Trail work through an IGA with the County, Prairie Vista path resurfacing, Downtown bike rack and bench updates and engineering and architectural services for possible park development and a Master Plan for Neighborhood Parks such as Sunnyside.



The park development and Master Plan will be funded through Park Dedication Funds and the remaining projects will be funded by the General Fund. Park Dedication Funds are derived from developer payments made to the City (per City Code) to provide park facilities when a subdivision is developed. The City is divided into eight Neighborhood Planning Areas to ensure funds are expensed in the area of development.

Funding Not Secured

Park projects with funding not secured include renovations and upgrades at the BCPA such as replacing water and heating units, carpets, sound boards, auditorium speakers, etc. and the remodel of the Creativity Center. The Lincoln Leisure Center and the two pools are both past their useful lives and need to be replaced with a new recreation center and an aquatic center. These provide the community with affordable entertainment and improve the quality of life for the City.



Other than the IGA-related Constitution Trail work, there are new portions of the Trail and resurfacing needs of the Trail that are not funded. The Golf Courses all need work on their HVAC and irrigation systems, as well as renovations to the driving range at Prairie Vista and Highland Park maintenance shed. The park development and park improvements areas have numerous playgrounds in need of updating as well as new park developments and work at Miller Park. The Zoo would like to expand concessions and the gift shop, repair the roof and add parking, drives and fences. The Zoo also has the opportunity to add new exhibits such as the Anteater/Galapagos/Bush Dog and Tayra/Eagle exhibits.

Parks

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
BCPA	BCPA Tuckpointing and Masonry Repairs - not using donated funds.	Funding not Secured	120.0					120.0
	BCPA Replace Trane Chiller, HVAC, Water Pumps, Carpet, Hot Water Heater - not using donated funds.	Funding not Secured	10.2					10.2
	BCPA Replace Sidewalks & Front Handrailings	Funding not Secured		35.0				35.0
	BCPA Tuckpointing and Masonry Repairs	Funding not Secured		65.0				65.0
	BCPA Replace Trane Chiller, HVAC, Water Pumps, Carpet, Hot Water Heater - not using donated funds.	Funding not Secured		84.0				84.0
	BCPA Upgrade Fly Sys, Auditorium Speakers, Monitor Sound Board and LED Fly Sys	Funding not Secured		69.0				69.0
	BCPA Tuckpointing and Masonry Repairs	Funding not Secured			65.0			65.0
	BCPA Replace Trane Chiller, HVAC, Water Pumps, Carpet, Hot Water Heater	Funding not Secured			30.0			30.0
	BCPA Ugrade Fly Sys, Auditorium Spkrs, Monitor Sound Brd & LED Fly Sys	Funding not Secured			7.0			7.0
	BCPA Tuckpointing and Masonry Repairs	Funding not Secured				65.0		65.0
	BCPA Replace Trane Chiller, HVAC, Water Pumps, Carpet, Hot Water Heater - not using donated funds.	Funding not Secured				80.0		80.0
	BCPA Ugrade Fly Sys, Auditorium Spkrs, Monitor Sound Brd & LED Fly Sys	Funding not Secured				7.0		7.0
	BCPA Replace Trane Chiller, HVAC, Water Pumps, Carpet, Hot Water Heater - not using donated funds.	Funding not Secured					50.0	50.0
BCPA Ugrade Fly Sys, Auditorium Spkrs, Monitor Sound Brd & LED Fly Sys	Funding not Secured					43.0	43.0	
BCPA & LLC Secured Total			0.0	0.0	0.0	0.0	0.0	0.0
BCPA & LLC not Secured Total			130.2	253.0	102.0	152.0	93.0	730.2
Lincoln Leisure Center	Lincoln Leisure Center - Parking Lot (level II)	Funding not Secured		255.0				255.0
	Lincoln Leisure Center-Restoration of Exterior Elements -Faithful & Gould Study (Life & Safety)	Funding not Secured				34.0		34.0
	Recreation Center - design & construction	Funding not Secured				30,000.0		30,000.0
Lincoln Leisure Center Secured Total			0.0	0.0	0.0	0.0	0.0	0.0
Lincoln Leisure Center not Secured Total			0.0	255.0	0.0	30,034.0	0.0	30,289.0
Creativity Center	Install TPO Roofing Membrane - Creativity Center (level 111) - BCPA Campaign funds	Funding Secured		805.0				805.0
	Replace Rooftop Units - Creativity Center (level III) - BCPA Campaign funds	Funding Secured		202.0				202.0
	Creativity Center Remodel	Funding not Secured			5,000.0			5,000.0
Creativity Center Secured Total			0.0	1,007.0	0.0	0.0	0.0	1,007.0
Creativity Center not Secured Total			0.0	0.0	5,000.0	0.0	0.0	5,000.0
Constitution Trail	Route 66 Trail Normal to Towanda - Construction 2nd Half - IGA	Funding Secured	45.0					45.0
	Route 66 Trail Towanda North 2.4 Miles - Design - IGA	Funding Secured	0.6					0.6

Parks

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Constitution Trail	Route 66 Trail Towanda North 2.4 Miles - Construction - IGA	Funding Secured	44.0					44.0
	Route 66 Trail Shirley South - Design - IGA	Funding Secured	0.4					0.4
	Route 66 Trail Shirley South - Construction - IGA	Funding Secured	35.0					35.0
	Trail Resurfacing - Hershey Rd to Airport Rd	Funding not Secured		125.0				125.0
	Trail Ash St to Easy St along Lafayette	Funding not Secured		500.0				500.0
	Route 66 Trail Towanda North 2.4 Miles - Construction 1st half- IGA	Funding Secured		30.0				30.0
	Route 66 Trail Towanda North 2.4 Miles - Construction 2nd half- IGA	Funding Secured		30.0				30.0
	Route 66 Trail Shirley South - Construction 1st half - IGA	Funding Secured		20.0				20.0
	Route 66 Trail Shirley South - Construction 2nd half - IGA	Funding Secured		20.0				20.0
	Trail Croxton to Lafayette	Funding not Secured			1,000.0			1,000.0
Trail Hershey Road East through Brookridge	Funding not Secured			750.0			750.0	
Constitution Trail Secured Total			125.0	100.0	0.0	0.0	0.0	225.0
Constitution Trail not Secured Total			0.0	625.0	1,750.0	0.0	0.0	2,375.0
Golf	Prairie Vista Path Resurfacing	Funding Secured	250.0					250.0
	Den Golf Course Pond Dredging Project	Funding not Secured		60.0				60.0
	Prairie Vista Driving Range Renovation	Funding not Secured		50.0				50.0
	Prairie Vista HVAC & Patio	Funding not Secured		100.0				100.0
	The Den Clubhouse Roof & HVAC	Funding not Secured		100.0				100.0
	Highland Park Grey Water Irrigation Study	Funding not Secured			30.0			30.0
	Highland Park Irrigation System	Funding not Secured				750.0		750.0
	Highland Park Maintenance Shed	Funding not Secured				350.0		350.0
Golf Secured Total			250.0	0.0	0.0	0.0	0.0	250.0
Golf not Secured Total			0.0	310.0	30.0	1,100.0	0.0	1,440.0
Park Development	O'Neil Park Aquatic Center & Lincoln Leisure Center Feasibility Study - Jay would like to change to Parks Master Plan Development (bond money)	Funding not Secured	100.0					100.0
	Miller Park Pavillion & LLC - Replace Smoke and Burglar Alarms	Funding Secured	35.0					35.0
	Downtown Bike Rack & Bench project	Funding Secured	25.5					25.5
	Engineering/Architectural Services for Possible Park Development - Park Dedication Funds	Funding Secured	25.0	50.0	50.0	8.0		133.0
	Engineering/Architectural Services for Possible Park Development - Park Dedication Funds	Funding not Secured				42.0	50.0	92.0
	Master Plan for Neighborhood Parks - Sunnyside Master Plan - Park Dedication Funds	Funding Secured	200.0					200.0
	Woodbury Park (\$525K - GF/\$175K Private)	Funding not Secured		700.0				700.0
	Park Construction and Improvements - Park Dedication Funds	Funding Secured		200.0	200.0			400.0
	Park Construction and Improvements - Park Dedication Funds	Funding not Secured				200.0	200.0	400.0
	Wittenberg Woods Park - 50% funded by OSLAD	Funding not Secured			800.0			800.0

Parks

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Park Development	Oakland School Playground	Funding not Secured			75.0			75.0
	Walt Bittner Park Playground	Funding not Secured				85.0		85.0
	Centennial Park/Dog Park Development	Funding not Secured				75.0		75.0
	Grove Park Construction	Funding not Secured				1,250.0		1,250.0
	Alton Park Playground	Funding not Secured					55.0	55.0
	Westwood Park	Funding not Secured					450.0	450.0
	Sugar Creek Park Land Acquisition	Funding not Secured					500.0	500.0
Park Development Secured Total			285.5	250.0	250.0	8.0	0.0	793.5
Park Development not Secured Total			100.0	700.0	875.0	1,652.0	1,255.0	4,582.0
Aquatics	O'Neil park Aquatic Facility Renovation	Funding not Secured		8,500.0				8,500.0
Aquatics Secured Total			0.0	0.0	0.0	0.0	0.0	0.0
Aquatics not Secured Total			0.0	8,500.0	0.0	0.0	0.0	8,500.0
Zoo	Zoo Concession, Gift Shop Expansion & Roof	Funding not Secured		275.0				275.0
	Zoo Additional Parking, Drives and Fencing	Funding not Secured		500.0				500.0
	Anteater/Galapagos/Bush Dog Exhibits-40% (\$180K) Paid by Miller Park Zoological Society	Funding not Secured			450.0			450.0
	Zoo Lab New Roof & HVAC	Funding not Secured				100.0		100.0
	Tayra/Eagle Exhibits-40% (\$90K) Funded by Miller Park Zoological Society	Funding not Secured					225.0	225.0
Zoo Secured Total			0.0	0.0	0.0	0.0	0.0	0.0
Zoo not Secured Total			0.0	775.0	450.0	100.0	225.0	1,550.0
Park Improvements	Rollingbrook Park Playground	Funding not Secured		75.0				75.0
	Cedar Ridge Park Renovation	Funding not Secured		200.0				200.0
	Miller Park Theatre Renovation	Funding not Secured		350.0				350.0
	Miller Park Elevator	Funding not Secured			325.0			325.0
	O'Neil Park Asphalt Replacement between Ball Fields	Funding not Secured				300.0		300.0
	White Oak Lake Erosion Control Project	Funding not Secured				300.0		300.0
Park Improvements Secured Total			0.0	0.0	0.0	0.0	0.0	0.0
Park Improvements not Secured Total			0.0	625.0	325.0	600.0	0.0	1,550.0
Total Funded Park Projects			660.5	1,357.0	250.0	8.0	0.0	2,275.5
Total not Funded Park Projects			230.2	12,043.0	8,532.0	33,638.0	1,573.0	56,016.2
TOTAL ALL PARK PROJECTS			890.7	13,400.0	8,782.0	33,646.0	1,573.0	58,291.7

Sanitary Sewer

Overview

The Citywide Sanitary Sewer system falls within the purview of the Public Works department. The system collects wastewater (i.e. Sanitary Sewer), which is then treated by the Bloomington-Normal Water Reclamation District (BNWRD). In older parts of the City, the existing sewers are mostly “combined” sewers, which convey both wastewater and storm water in the same pipe. There are 85-miles of combined sanitary sewer and storm water lines and 265-miles of only sanitary sewer lines.

The Sanitary Sewer capital projects in the FY 2017-2021 CIP, many of which come from the Sanitary Sewer Master Plan, aim to address the concerns of aging existing infrastructure and manage urban growth in a way that controls future costs while maintaining an appropriate level of service.

It is worth noting that despite the Master Plan, the City’s sewer system has never been fully evaluated and rated due to lack of resources. An evaluation of this type would help better guide the planning process for capital projects.

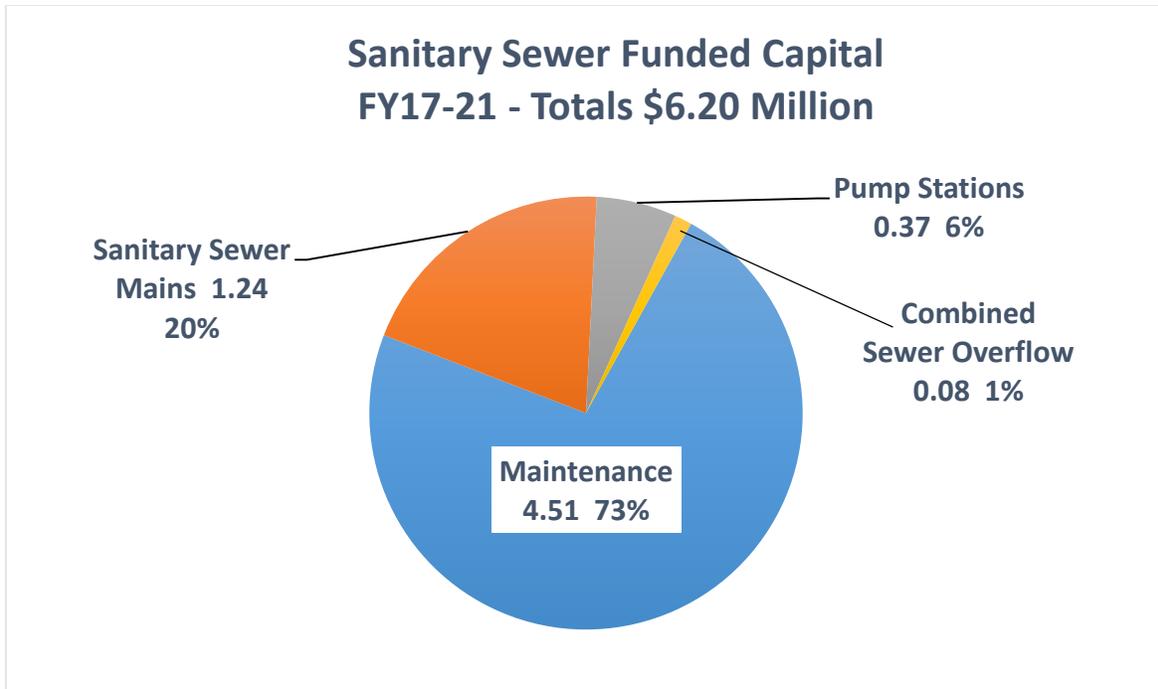
Funding Outlook

In 2008, a four-year Sanitary Sewer rate increase of 100% over four years was implemented, allowing for a modest level of funding for capital projects. However, the demands of aging infrastructure are outpacing this funding, leaving several projects in the FY 2017-2021 CIP without funds identified at this time. This could result in increased costs overall as emergencies occur because of deferred maintenance. For example, emergency repair of a sewer collapse typically costs several times more per lineal foot than the cost of systematic sewer rehabilitation.

A sewer rate study was completed in 2015, the results of which could be considered when looking to the future to fund related capital projects.

Funding Secured

Approximately 27% of Sanitary Sewer capital needs are funded over the next five years. This includes many projects recommended by the Sanitary Sewer and Storm Water Master Plan. Some of these projects are annual such as the sewer and manhole lining program and sanitary CCTV (camera) evaluations, although only FY 2017 has full funding for these annual programs.



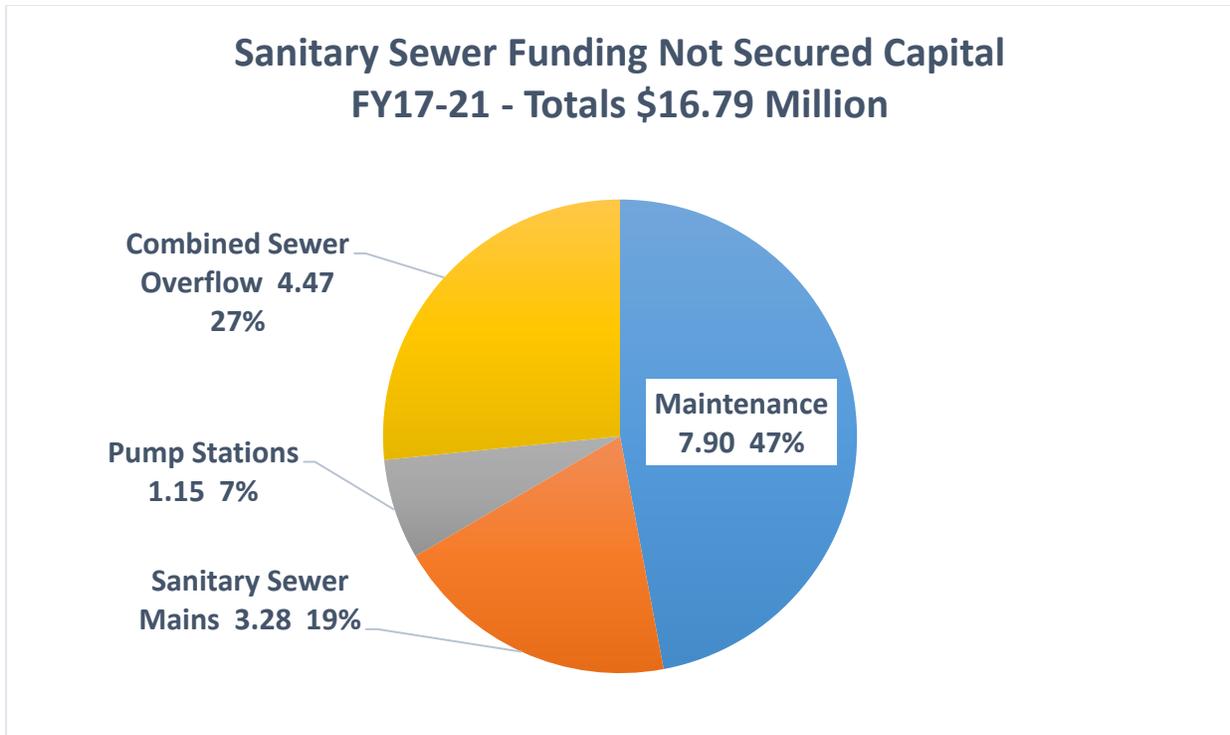
Other funded projects include:

- Adding public sanitary sewer mains to a section of Olive and Grove Streets
- Conducting a footing drain survey to separate the Broadmoor sanitary sewer system
- Numerous pump station improvements at Eagle Crest East pump station, Sugar Creek pump station and force main and Fell Avenue pump station
- A study on Strawberry Road to see if improvements need to be made to increase capacity
- A contract for design work for the Valley Sewer (Maizefield) for CSO elimination and the purchase of land

It is also anticipated that funds will be used to meet contractual obligations at the Grove on Kickapoo Creek subdivision for sewer oversizing.

Funding Not Secured

Almost \$17 M of capital Sanitary Sewer needs do not have funding secured over the next five years. Many of the sewer lines and manholes are aging and not being maintained at a level that prevents or decreases emergencies. Sanitary sewers are not only a necessary part of every citizen's life but can also pose safety and health issues. There is also the concern that if the City does not do enough in regards to eliminating the current Combined Sewer Overflow (CSO) issue, federally-imposed mandates may occur.



As mentioned in the funded section, many necessary annual projects are not funded fully in the out years such as the sewer and manhole lining program that could extend the life of many sanitary sewers. The Locust Colton CSO elimination and water main replacement phases 2 and 3 will not be able to move forward. The ongoing installation of public sanitary sewer in streets with no public sanitary sewer will not be funded. Numerous other pump station improvements, sewer capacity upgrades, camera evaluations and upgrades to the camera system and Geographic Information Systems (GIS) will be left with no funding.

Sanitary Sewer

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Maintenance	Mutli-Year Sewer and Manhole Lining Program (Sewer & Storm Water Master Plan)	Funding Secured	1,500	320			1,000	2,820
	Mutli-Year Sewer and Manhole Lining Program (Sewer & Storm Water Master Plan)	Funding not Secured		1,180	2,000	2,500	1,500	7,180
	Multi-Year Sanitary CCTV Evaluations	Funding Secured	200	200	400	500		1,300
	Multi-Year Sanitary CCTV Evaluations	Funding not Secured					400	400
	CCTV-GIS Infrastructure Rating Tool Development	Funding not Secured		30				30
	ESRI/GIS/CCTV/MUNIS Tool Upgrades	Funding not Secured		140				140
	ESRI/GIS/CCTV/MUNIS Tool Upgrades	Funding Secured				50		50
	Inventory Manholes/Structures	Funding Secured		60				60
	Manhole Inspection Program (Ongoing)	Funding not Secured		90			60	150
	Manhole Inspection Program (Ongoing)	Funding Secured				90		180
	Post-Rehabilitation Flow Analysis	Funding Secured			100			100
Maintenance Secured Total			1,700	580	590	640	1,000	4,510
Maintenance not Secured Total			-	1,440	2,000	2,500	1,960	7,900
Sanitary Sewer Mains	Olive Street Sanitary Sewer (400 East Block)	Funding Secured	160					160
	Grove Street Sanitary Sewer (400 East Block)	Funding Secured	160					160
	Broadmoor Sanitary Sewer - Footing Drain Survey-Separation	Funding Secured	125					125
	The Grove on Kickapoo Creek Subdivision Sewer Oversizing Construction	Funding Secured	500					500
	Strawberry Road Sewer Improvements-Design only	Funding Secured	40					40
	Strawberry Road Sewer Improvements	Funding not Secured		400				400
	Wall Street Sanitary Sewer (300 Block) Construction	Funding not Secured		120				120
	Low Street Sanitary Sewer (900-1100 South Block) Construction	Funding not Secured		400				400
	The Grove on Kickapoo Creek Subdivision Sewer Oversizing Construction	Funding not Secured		600				600
	Briarwood Subdivision Infrastructure Rehabilitation	Funding not Secured			225			225
	The Grove on Kickapoo Creek Subdivision Sewer Oversizing Construction	Funding not Secured			700			700
	Miller Street Sanitary Sewer (800 East Block)	Funding not Secured			160			160
	Gray Avenue Sanitary Sewer (300 Block)	Funding not Secured			160			160
	Install Public Sanitary Sewer In Streets With No Public Sewer	Funding Secured				250		250
	Sanitary Sewer and Manhole Testing (SSES)	Funding not Secured		260				260
Install Public Sanitary Sewer In Streets w/ No Public Sewer	Funding not Secured					250	250	
Sanitary Sewer Mains Secured Total			985	-	-	250	-	1,235
Sanitary Sewer Mains not Secured Total			-	1,780	1,245	-	250	3,275
Pump Stations	Eagle Crest East Pump Station Improvements	Funding Secured	300					300
	Fell Avenue Pump Station Improvements-Design	Funding Secured	20					20

Sanitary Sewer

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
	Sugar Creek Pump Station and Forcemain Improvements-Design only	Funding Secured	50					50
	Fell Avenue Pump Station Improvements	Funding not Secured		100				100
	Sugar Creek Pump Station and Forcemain Improvements	Funding not Secured		500				500
	Pump Station Control Upgrades	Funding not Secured			125			125
	Pump Station Control Upgrades	Funding not Secured				425		425
Pump Stations Secured Total			370	-	-	-	-	370
Pump Stations not Secured Total			-	600	125	425	-	1,150
Combined Sewer Overflows	Valley Sewer (Maizefield) CSO Elimination Phase 1 Design & Land	Funding Secured	80					80
	Locust Colton CSO Elimination & Water Main Replacement - Design Phase 2	Funding not Secured		10				10
	Hawthorne Collector Sewer Capacity Upgrade	Funding not Secured		75				75
	Valley Sewer (Maizefield) CSO Elimination Phase 2 Design	Funding not Secured		40				40
	Valley Sewer (Maizefield) CSO Elimination Phase 1 Construction	Funding not Secured		350				350
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Construction	Funding not Secured			50			50
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Construction - ineligible expenses for loan	Funding not Secured			1,185			1,185
	Hawthorne Collector Sewer Capacity Upgrade	Funding not Secured			525			525
	Valley Sewer (Maizefield) CSO Elimination Phase 2 Construction	Funding not Secured			300			300
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Design & Land	Funding not Secured			110			110
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Construction	Funding not Secured				900		900
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Construction - ineligible expenses for loan	Funding not Secured				80		80
	Wet Weather Storage Project (10 MG Tank)	Funding not Secured				200		200
	Locust/Colton – Remaining Sewer Separation Projects (primarily sanitary sewer costs)	Funding not Secured				100		100
	Locust/Colton – Remaining Sewer Separation Projects (primarily sanitary sewer costs)	Funding not Secured					540	540
Combined Sewer Overflows Secured Total			80	-	-	-	-	80
Combined Sewer Overflows not Secured Total			-	475	2,170	1,280	540	4,465
Sanitary Sewer Secured Total			3,135	580	590	890	1,000	6,195
Sanitary Sewer not Secured Total			-	4,295	5,540	4,205	2,750	16,790
TOTAL SANITARY SEWER			3,135	4,875	6,130	5,095	3,750	22,985

Storm Water

Overview

The Citywide Storm Water system falls within the purview of the Public Works department and consists of both confined infrastructure and open flow elements. The system collects storm water runoff through a series of gutters, inlets, storm sewers, detention basins and stream channels. In older parts of the City, the existing sewers are mostly “combined” sewers, which convey both wastewater and storm water in the same pipe. There are 256 miles of storm water lines, 80 miles of sump pump drain lines that also carry storm water and 85 miles of combined sanitary sewer and storm water lines.

In the past, storm water planning focused on flood control, system sizing, flood routing and storm water detention. Now, pressures of urbanization and increased federal regulation dictate a total water resources management point of view, considering the volume of storm runoff and pollution prevention. Storm water frequently contains high levels of sediment, litter, phosphorus, nitrogen, heavy metals, oil, grease and organic materials. Storm water management also involves stream bank erosion control, often through placement of rock, concrete or other materials. Urban water channels, by their nature, must remain fairly narrow, straight and confined to a defined space, making them susceptible to erosion during periods of heavy water flow without the creation and maintenance of engineered stream banks.

The Storm Water capital projects in the FY 2017-2021 CIP, many of which come from the Stormwater Master Plan, aim to address concerns of aging existing infrastructure, flood prevention and need for managed urban growth in a way that controls future infrastructure costs while maintaining an appropriate level of service. By managing runoff and preventing pollutants from entering the environment, we strive to avoid the potentially-high costs of flooding, future treatment and increased regulation.

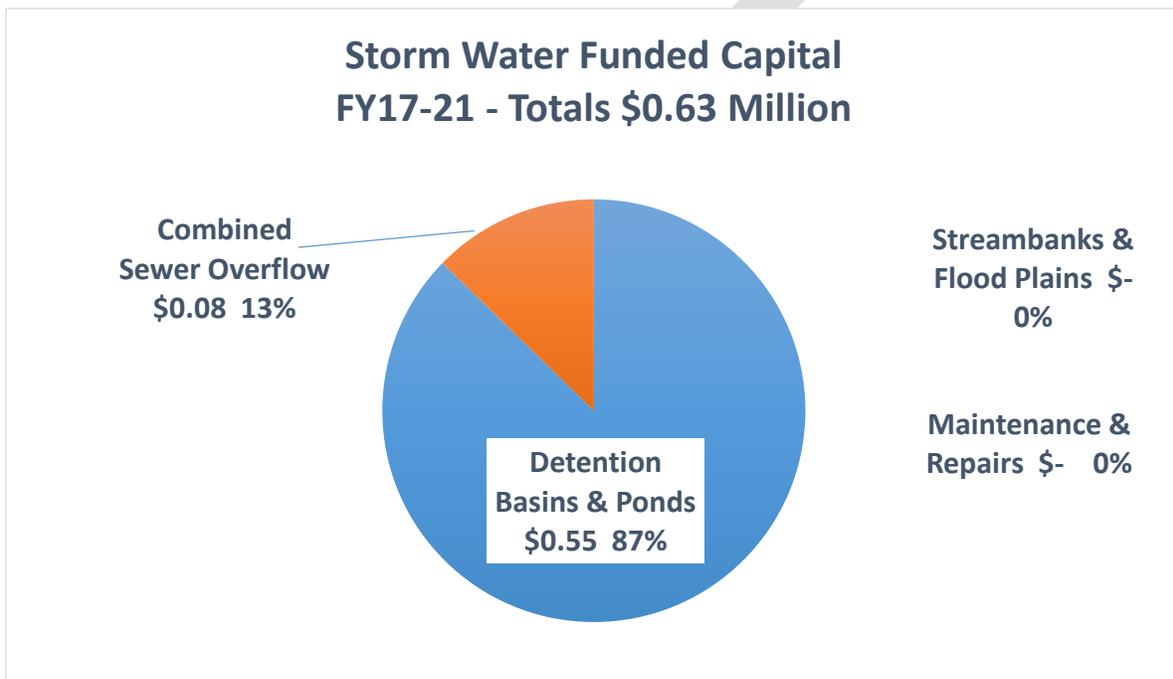
Funding Outlook

While a Storm Water Utility Fund was established in 2004, and with no associated Master Plan, rates have remained stagnant since its inception and are currently insufficient to keep up with capital needs. Therefore, most projects in the FY 2017-2021 CIP do not have funds identified at this time. Failure to fund these projects could result in increased costs overall as emergencies due to deferred maintenance occur. There is also the threat of eroding banks encroaching on private property and on public assets, such as the Constitution Trail. Lastly, stagnant funding has slowed the City’s progress toward the federally-mandated elimination of combined sewer overflow, which is the release of combined sewer wastewater directly into streams.

A sewer rate study was completed in 2015, the results of which could be considered when looking to the future to fund related capital projects.

Funding Secured

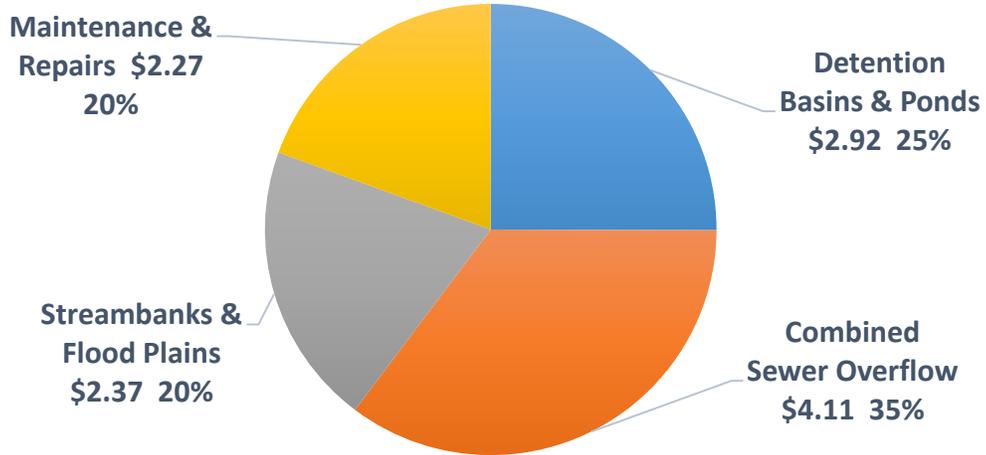
Storm Water has numerous projects related to Sanitary Sewer projects. The Fund Balance for Storm Water has been declining for several years as operating costs are overriding the revenue earned from the Storm Water fees. As addressed in the funding outlook, the fee has not been increased since 2004. Without any additional funding, capital projects will not be able to move forward. There are only two projects funded in FY 2017, which will use all of the remaining Fund Balance. These two projects are the Farm Bureau Detention Basin improvements and the Valley Sewer (Maizefield) CSO Elimination (only phase 1 design and the purchase of land).



Funding Not Secured

With Storm Water only having \$630,000 of funded projects over five years, this leaves a fairly large number of projects not funded. Some of the main projects not funded include the Locust Colton CSO elimination and water main replacement (design, phase 2) and phase 2 of the Valley Sewer CSO elimination. Lack of funding will leave no ability to move forward on what should be annual projects such as detention basin improvements, the pond inspection and maintenance program, detention pond retrofits, stream bank stabilization, sewer separation projects and the floodplain/floodway encroachment program. There are also other needs such as updating the Storm Water ordinances and urban stream repairs and ongoing stream inspections.

**Storm Water Funding not Secured Capital
FY17-21 - Totals \$11.67 Million**



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Storm Water

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Detention Basins & Ponds	Farm Bureau Detention Basin Improvements	Funding Secured	550					550
	Detention Pond Retrofits	Funding not Secured			50	285		335
	Regional Stormwater Detention Facilities (Ponds 1 and 2)	Funding not Secured				300	1,238	1,538
	Pond Inspection and Maintenance Program (Public and Private Bonds)	Funding not Secured				500	550	1,050
Detention Basins & Ponds Secured Total			550	-	-	-	-	550
Detention Basins & Ponds not Secured Total			-	-	50	1,085	1,788	2,923
Combined Sewer Overflow	Valley Sewer (Maizefield) CSO Elimination Phase 1 Design & Land	Funding Secured	80					80
	Locust Colton CSO Elimination & Water Main Replacement - Design Phase 2	Funding not Secured		10				10
	Valley Sewer (Maizefield) CSO Elimination Phase 2 Design	Funding not Secured		40				40
	Valley Sewer (Maizefield) CSO Elimination Phase 1 Construction	Funding not Secured		350				350
	Valley Sewer (Maizefield) CSO Elimination Phase 2 Construction	Funding not Secured			300			300
	Locust Colton CSO Elimination & Water Main Replacement - Construction Phase 2 - ineligible expenses for loan	Funding not Secured			100			100
	Locust Colton CSO Elimination & Water Main Replacement - Construction Phase 2	Funding not Secured			1,185			1,185
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Design & Land	Funding not Secured			110			110
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Construction	Funding not Secured				1,185		1,185
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Construction - ineligible expenses for loan	Funding not Secured				80		80
	Sewer Separation Projects	Funding not Secured				200	550	750
	Combined Sewer Overflow Secured Total			80	-	-	-	-
Combined Sewer Overflow not Secured Total			-	400	1,695	1,465	550	4,110
Streambanks & Flood Plains	Sugar Creek Flood Plain Study	Funding not Secured		163				163
	Floodplain/Floodway Encroachment Program	Funding not Secured				188	188	376
	Streambank Stabilization (Planning Areas 4, 7, and 8)	Funding not Secured				370	370	740
	Urban Stream Repairs (From Streambank Inventory) and Ongoing Stream Inspections	Funding not Secured					1,090	1,090
Streambanks & Flood Plains Secured Total			-	-	-	-	-	-
Streambanks & Flood Plains not Secured Total			-	163	-	558	1,648	2,368
Maintenance & Repairs	Rowe Dr Drainage Way Improvements Design	Funding not Secured		100				100
	Fort Jesse Road Reconstruction: Kaisner - Towanda Barnes	Funding not Secured			350			350
	Briarwood Subdivision Infrastructure Rehabilitation	Funding not Secured			355			355

Storm Water

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
	Rowe Dr Drainage Way Improvements Construction	Funding not Secured			945			945
	Update Stormwater Ordinances	Funding not Secured			130			130
	McKay Dr Storm Sewer & Drainage Way Improvements Design	Funding not Secured				40		40
	McKay Dr Storm Sewer & Drainage Way Improvements Construction	Funding not Secured					350	350
Major Maintenance & Repairs Secured Total			-	-	-	-	-	-
Major Maintenance & Repairs not Secured Total			-	100	1,780	40	350	2,270
Storm Water Secured Total			630	-	-	-	-	630
Storm Water not Secured Total			-	663	3,525	3,148	4,336	11,671
TOTAL STORM WATER PROJECTS			630	663	3,525	3,148	4,336	12,301

*FY17 is the only year capital can be funded and maintain a 15% balance. In the out years, operating expenses exceed revenues even with all capital being eliminated.

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Streets & Sidewalk

Overview

The City's Streets and Sidewalk systems are overseen by the Public Works department and consist of approximately 842 lane miles of public streets and alleys and 423 miles of sidewalks.

All City streets are evaluated and rated by staff on a regular basis. Additionally, a Streets Master Plan is currently underway to identify and prioritize major street projects. These factors combined allow for an excellent inventory of the City's Streets system and identification of capital projects. Current ratings have identified 27% of streets and alleys as being in less than satisfactory condition. City sidewalks are also systematically rated, with 16% falling short of satisfactory.

Streets capital projects in the FY 2017-2021 CIP include street resurfacing, reconstruction, widening, new street construction, bridge work, pavement preservation treatments, restriping of traffic lanes, striping of bicycle lanes where appropriate and curb and gutter replacement. The projects are exclusive of day-to-day patching, pothole filling and other routine maintenance.

Sidewalk capital projects include installation and repair of curb ramps, repair of sidewalk panels, construction of new segments, response to reports of sidewalk problems and the voluntary 50-50 sidewalk repair program.

Funding Outlook

Streets and sidewalk capital projects are currently funded through the Illinois Motor Fuel Tax, the local Motor Fuel Tax and an earmarked portion of sales taxes. Occasionally, Federal Aid Urban money is utilized.

General Resurfacing & Sidewalks

The general resurfacing program, plus the sidewalk program, is currently funded by the combined total of designated sales tax (¼%) and the local fuel tax. The total from the two revenue sources amounts to approximately \$4.8 M annually, allocated as follows:

- \$3.8 M for resurfacing.
- \$400,000 for ADA-construction of sidewalk ramps adjacent to street resurfacing work
- \$600,000 for sidewalk capital projects exclusive of sidewalk ramps.

Major Road & Bridge Projects

Major road and bridge projects are often funded by revenue from the Illinois Motor Fuel Tax (MFT). State MFT projects require exhaustive documentation. Therefore, it is more efficient to use state MFT money for a few big projects rather than numerous smaller ones. Use of federal road funds is determined by the multiagency Transportation Improvement Program. The planning group rotates use of federal money. These funds, too, are used for major projects.

Grants

The City continues to seek grants to fund transportation projects. The City is currently seeking federal money to fund the majority of the Hamilton Road connection from Bunn to Commerce through the new FASTLANE grant program. Also, Bloomington and Normal partnered with the Illinois Department of Transportation on IDOT's request for a TIGER grant for Main Street Corridor improvements.

Funding Secured

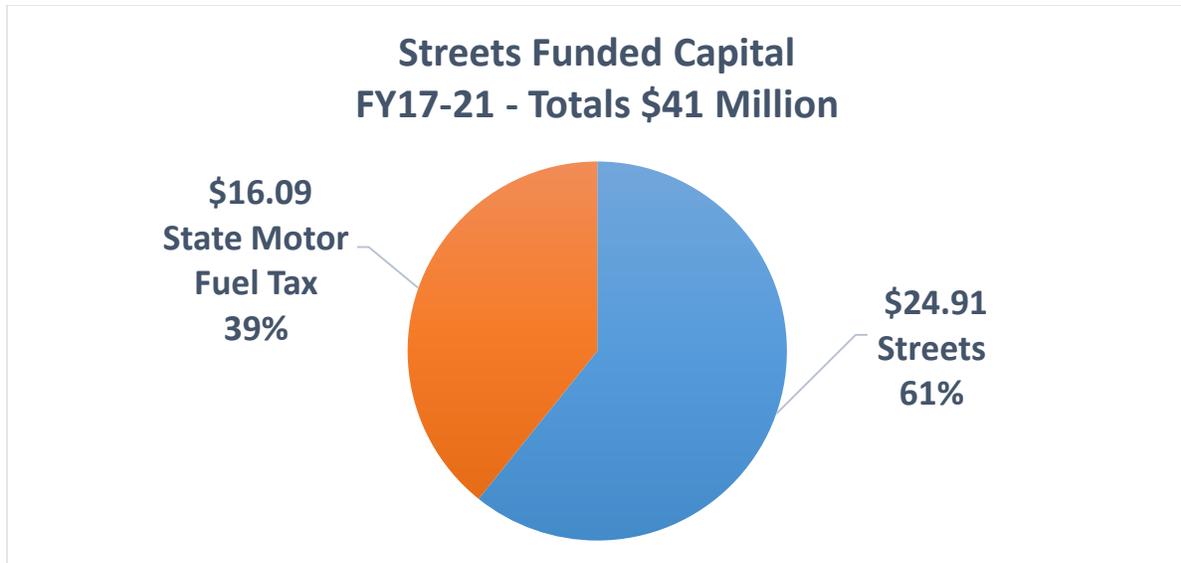
The Streets program and related areas such as sidewalks, ADA ramps and traffic signals are part of the infrastructure that the City recognizes is a priority to enable people to get around the City efficiently and safely. The City Council earmarked a new Local Motor Fuel Tax and .25% of a 1% increase in the Home Rule sales tax to specifically address the City's infrastructure needs of our streets. Even though this generates approximately \$4.8 M per year, there is the capacity within the Public Works department to complete about \$10 M per year of street work.

The dedicated revenue streams allow the City to have funding for the following projects throughout the next five years:

- Street and Alley Resurface Program
- ADA Sidewalk Ramp Replacement Program
- Sidewalk Repair Program
- Sidewalk Replacement 50-50 Program

Also in FY 2017, there is funding for the Harvest Point subdivision pavement oversizing construction, the Grove on Kickapoo Creek pavement oversizing and the Washington Street Realignment: Euclid-Brown feasibility study.

State Motor Fuel Tax revenues distributed by the state will fund several projects. The largest project is the Linden Street Bridge and Trail construction at \$1.6 M. There will also be a purchase of land for the Fox Creek Bridge. This funding has provided for \$.5 M for utility charges for street lighting since last fiscal year.



There will be a feasibility study completed for Lafayette Street from Main to Ash Street and road street improvements for Towanda Barnes Road at Ireland Grove Road (sharing cost with the county). Traffic signal construction includes:

- Hershey Road at Arrowhead
- Hershey Road at Clearwater Avenue
- GE Road at Keaton Place
- Towanda Avenue at Vernon Avenue

In the out years funding is secured for the Fox Creek Road Bridge over the Union Pacific Railroad (UPRR) and roadway improvements, Fort Jesse Road reconstruction to Kaisner, land purchase for Briarwood subdivision infrastructure, Hamilton Road phase 2 design (Bunn-Commerce- not fully funded) and some additional traffic signals and bridge replacements.

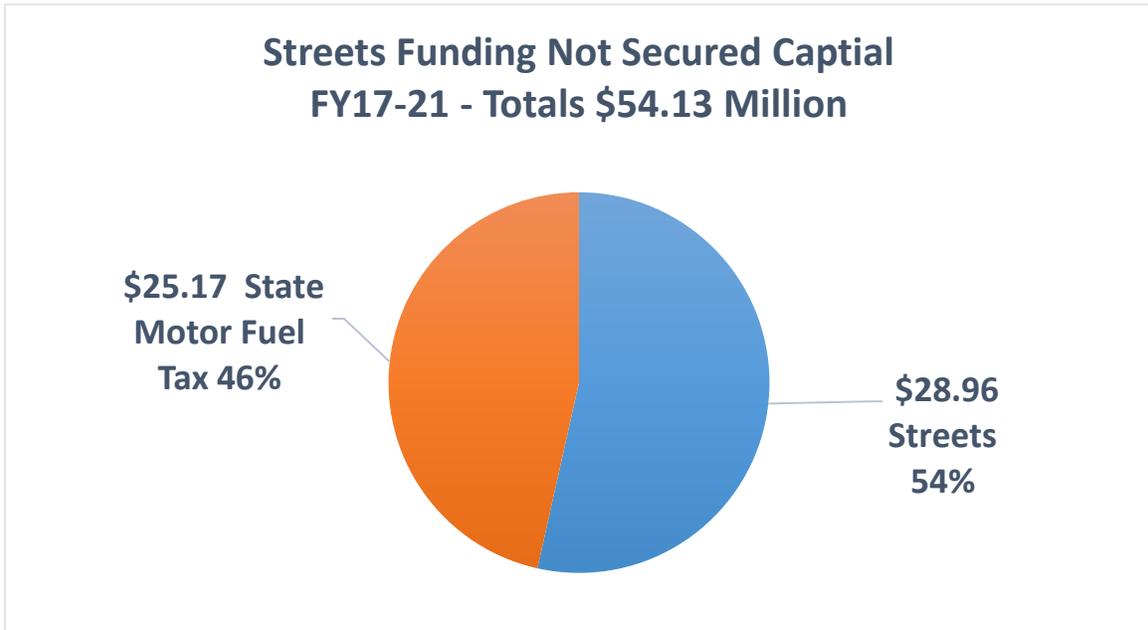
Funding Not Secured

The projects without secured funding are understated in the Streets subcategory. Although there is almost \$4 M showing as not funded, Public Works has always taken the conservative approach of primarily only budgeting for those projects they have more confidence will be funded. The number of projects that need funding will grow next year as we know there are many street needs.

Some of the major Street projects that are not currently funded are:

- The Lutz Road reconstruction: Morris Ave to Luther Oaks
- Miller Park road resurfacing, curb and gutter
- The Grove on Kickapoo ongoing pavement oversizing
- Multi-year Downtown street light design and construction

- The Empire Business Park Cornelius Drive oversizing



The State Motor Fuel Tax projects that do not have secured funding include some major projects that Public Works has been trying to save for from fund balance to push these projects forward. The largest project at \$10 M is the actual construction of Hamilton Road Bunn to Commerce. This also depends on the design and preliminary work that must be funded and completed before construction in FY 2020.

There are also numerous bridge replacements such as Jersey Avenue and Cottage Avenue.

There are other signals not being funded at Airport and Fort Jesse Road, Empire Street (Fire Station #3) and Streid Drive at Ireland Grove. This fund may not be able to cover the \$.5 M in utility charges in the out years. The continuation of the Briarwood Subdivision infrastructure rehabilitation started in FY 2017 does not have funding in the out years to complete this multi-year project.

Street Resurfacing Program**Funding Secured & Not Secured**

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Streets, Sidewalks & ADA Ramps	Multi-Year Street & Alley Resurface Program (\$2.4M supported by LMFT & \$2,404,573.62 additional projected of .25% portion of the 1% increase of the Home Rule Sales Tax effective January 1, 2016.)	Funding Secured	3,362	3,614	3,628	3,658	3,662	17,923
	Multi-Year ADA Sidewalk Ramp Replacement Program (\$2.4M supported by LMFT & \$2,404,573.62 additional projected of .25% portion of the 1% increase of the Home Rule Sales Tax effective January 1, 2016.)	Funding Secured	500	500	500	500	500	2,500
	Multi-Year Sidewalk Repair Program (\$2.4M supported by LMFT & \$2,404,573.62 additional projected of .25% portion of the 1% increase of the Home Rule Sales Tax effective January 1, 2016.)	Funding Secured	463	489	500	494	509	2,455
	Multi-Year Sidewalk Replacement 50-50 Program (\$2.4M supported by LMFT & \$2,404,573.62 additional projected of .25% portion of the 1% increase of the Home Rule Sales Tax effective January 1, 2016.)	Funding Secured	100	100	100	100	100	500
	Emergency Multi-Year Street, Alley & Sidewalk Repairs (\$2.4M supported by LMFT & \$2,404,573.62 additional projected of .25% portion of the 1% increase of the Home Rule Sales Tax effective January 1, 2016.)	Funding Secured	200	200	200	200	206	1,006
	FY 2017 Resurfacing-Remaining Portion of 2013 Bond for \$10.0 Million-Street Resurfacing	Funding Secured	271	-	-	-	-	271
	Harvest Point Subdivision Pavement Oversizing Construction	Funding Secured	14	-	-	-	-	14
	Washington Street Realignment: Euclid - Brown - Feasibility Study	Funding Secured	40	-	-	-	-	40
	The Grove on Kickapoo Creek Subdivision Pavement Oversizing	Funding Secured	200	-	-	-	-	200
	The Grove on Kickapoo Creek Subdivision Pavement Oversizing	Funding not Secured	-	225	55	570	480	1,330
	Streets 2.0	Funding not Secured	5,000	5,000	5,000	5,000	5,000	25,000
	Multi-Year Downtown Street Light Design / Construction	Funding not Secured	-	275	-	-	-	275
	Multi-year Empire Business Park - Cornelius Dr. Oversizing Construction (Developer paying majority)	Funding not Secured	-	230	-	-	-	230
	Locust Colton CSO Elimination & Water Main Replacement - Construction Phase 2	Funding not Secured	-	50	-	-	-	50
	Lutz Road Reconstruction: Morris Avenue to Luther Oaks Construction	Funding not Secured	-	700	-	-	-	700
Miller Park Road Resurfacing, Curb & Gutter	Funding not Secured	-	-	1,000	-	-	1,000	

Street Resurfacing Program

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Streets	Multi-Year Downtown Street Light Design / Construction	Funding not Secured	-	-	-	375	-	375
Streets Secured Total			5,150	4,903	4,927	4,952	4,977	24,910
Streets not Secured Total			5,000	6,480	6,055	5,945	5,480	28,960
State Motor Fuel Tax	Linden Street Bridge & Trail Construction	Funding Secured	1,600					1,600
	Fox Creek Bridge Land Purchase	Funding Secured	40					40
	Hershey Road @ Arrowhead Traffic Signals Construction	Funding Secured	625					625
	Hershey Road @ Clearwater Avenue Traffic Signals Construction	Funding Secured	625					625
	GE Road @ Keaton Place Traffic Signals and NB Turn Lane Land & Construction	Funding Secured	540					540
	Towanda Ave @ Vernon Ave Traffic Signals w/NBR Turn Ln Land & Construction	Funding Secured	450					450
	Lafayette Street: Main Street to Ash Street - Feasibility Study	Funding Secured	120					120
	Lafayette Street: Main Street to Ash Street - Feasibility Study	Funding not Secured					8,000	8,000
	Towanda Barnes Rd @ Ireland Grove Rd Improvement (City share)	Funding Secured	400					400
	Street Lighting Charges	Funding Secured	500				500	1,000
	Street Lighting Charges	Funding not Secured		500	500	500		1,500
	Empire St (IL 9) Left Turn Lane @ Harvest Pointe Blvd Design & Construction	Funding Secured		475				475
	Fox Creek Road Bridge over UPRR & Roadway Improvements	Funding Secured		5,950				5,950
	Fort Jesse Road Reconstruction (Towanda Barnes - Kaisner)	Funding Secured			1,400			1,400
	Briarwood Subdivision Infrastructure Rehabilitation Land	Funding Secured			22			22
	Briarwood Subdivision Infrastructure Rehabilitation Land	Funding not Secured			63			63
	Airport Road @ Fort Jesse Traffic Signals	Funding not Secured			505			505
	Hershey Road @ Fort Jesse Traffic Signals	Funding not Secured			480			480
	Hamilton Road Phase II Design (Bunn - Commerce)	Funding Secured			902			902
	Hamilton Road Phase II Design (Bunn - Commerce)	Funding not Secured			98			98
	Briarwood Subdivision Infrastructure Rehabilitation Construction	Funding not Secured				950		950
	Empire Street (IL 9) @ Firestation #3 Traffic Signal	Funding Secured				190		190
	Empire Street (IL 9) @ Firestation #3 Traffic Signal	Funding not Secured				310		310
	Jersey Avenue Bridge Replacement	Funding not Secured				1,630		1,630
	Cottage Avenue Bridge Replacement	Funding not Secured				1,630		1,630
	Hamilton Road Bunn to Commerce - Construction	Funding not Secured				10,000		10,000
	Streid Drive @ Ireland Grove Road Traffic Signals	Funding Secured					500	500
	Cottage Bridge Replacement	Funding Secured					750	750
	Street Lighting Charges	Funding Secured					500	500
State Motor Fuel Tax Secured Total			4,900	6,425	2,324	190	2,250	16,089

Street Resurfacing Program**Funding Secured & Not Secured**

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
State Motor Fuel Tax not Secured Total			-	500	1,646	15,020	8,000	25,166
Total Funded Street Projects			10,050	11,328	7,252	5,142	7,227	40,999
Total not Funded Street Projects			5,000	6,980	7,701	20,965	13,480	54,126
TOTAL ALL STREET PROJECTS			15,050	18,308	14,952	26,107	20,707	95,125

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Water

Overview

The Water department is dedicated to providing a high-quality water supply, a resilient and reliable system and excellent customer service. The water produced by the department is consistently of higher quality than required by federal and state drinking water regulations. Unlike standard municipal services which serve only a single municipality, the Water department has a much wider scope and serves approximately 50% of the total population of McLean County, as well as many of the largest employers in Bloomington and Normal.

Bloomington's water system is vast and includes two manmade lakes, a water treatment plant, transmission mains, reservoirs, pumping stations, storage facilities, water mains and other elements.

The primary near-term goal of the Water department is to address deferred operations and maintenance projects, while the near-to-long-term goals include the development of a Water Department Infrastructure Master Plan and implementation of the Interim Water Supply Plan. Many projects in the FY 2017-2021 CIP focus on addressing the concerns of an aging water system, which are evident across all department functions.

Historically, system maintenance activities have consumed the majority of staff effort. Staff is developing procedures and leveraging other resources in order to increase focus on capital projects and planning. It is essential to plan, design, construct, operate and maintain the system to achieve maximum flexibility, operational efficiency, safety and reliability.

These water capital projects are essential for meeting current and future needs while maintaining compliance with state and federal regulations. It is important to note that a number of these projects require careful coordination with other departments to make the best use of resources.

Project Categories

Water capital projects fall into one of the following categories, which also represent a part of the Water department system:

Department Administration

Department Administration provides support and administrative services for operations. The majority of administrative functions are performed at the Division Street office.

Water Supply & Future Planning

The City of Bloomington obtains water from two man-made reservoirs, the Lake Bloomington reservoir and Evergreen Lake reservoir. The Lake Bloomington reservoir is fed by runoff from 70-square miles of land while the drainage area for the Evergreen Lake reservoir is 41-square miles. The majority of the watershed is agricultural in nature.

The water supply challenges of the City of Bloomington are typical of many communities. The Water department must address both short-term issues related to surface-water quality deterioration and interim-term needs for additional sources of supply.

The City is working to alleviate two areas of concern: high nitrate levels in reservoirs and finding new sources of water to support future population growth in the City. An Interim Water Supply Plan has been crafted that takes into consideration available supplies, water quality, management and infrastructure options. The CIP includes projects that will continue implementation of the water supply plan.

Water Treatment Operations

The Water Treatment plant at Lake Bloomington exists to provide safe drinking water by processing water pumped from Lakes Bloomington and Evergreen. We are also responsible for managing the lakes and for maintaining our source water and watershed protection program, as well as operations and maintenance of the Water Treatment Plant, Evergreen pump station and Mackinaw pumping pool and pump station. Construction of Lake Bloomington and the adjacent Water Treatment Plant was completed in 1929, with an expansion of the plant completed in the 1980s. Lake Evergreen was originally constructed in the 1960s, while its dam was raised five feet in 1995, increasing storage capacity by 36%. In addition, water treatment staff is responsible for planning and management of related capital improvement projects.

Lake Parks & Infrastructure Operations

The Lake Parks Maintenance division provides for the maintenance of the extensive lands surrounding our drinking water reservoirs, roadways and lanes on City property, and meter reading and distribution service maintenance in the Lake Bloomington area. Lake Parks also is responsible for the operations and maintenance of the Davis Lodge and the public boat ramp. Additionally, our lake patrol helps to maintain public safety and boat registration for users of Lake Bloomington and the parks. The majority of the division's functions are performed around Lake Bloomington and at Evergreen Lake dam.

Mechanical Maintenance & Storage

The Department's mechanical maintenance staff are responsible for maintenance and operations of all Water Department facilities and grounds within the City and Town of Normal. These facilities include the Division Street offices, Fort Jesse pump stations and tanks, Hamilton Road elevated tank, North East Route 66 elevated tank, South Main Street pump station, Division pump station, Enterprise pump station, Division Street underground tanks, and number water quality and pressure monitoring systems. In addition, mechanical maintenance staff is responsible for planning and management of related capital improvement projects.

Transmission & Distribution

The department's Transmission & Distribution staff responsible for both scheduled preventative maintenance and emergency repairs to the City's 400 plus miles of water transmission and

distribution mains, 4,700 fire hydrants, 20,000 distribution valves, meter vaults, and over 30,000 water service lines. In addition, transmission and distribution staff is responsible for planning and management of related capital improvement projects.

This division is also responsible for marking all City underground utility facilities under J.U.L.I.E (Joint Utility Locating Information for Excavators). J.U.L.I.E. is a non-for-profit corporation that provides contractors, excavators, homeowners, and others who may be disturbing the earth with a free service phone number to call for the locating and marking of underground utility facilities. The Department processes over 15,000 locate requests per year.

Meter Services

The Water Meter Division oversees and maintains the City of Bloomington's metering system. The Meter Division reads over 32,000 water accounts for billing purposes for the water, sewer, and Bloomington Normal Water Reclamation District.

In addition, the Meter Service Division responds to customer service issues that include - low or high water pressure inside the home; water leaks from the meter; stopped and noisy meter related issues; verify the function of valve control from the water main into the customer's home.; water dripping from leaking plumbing fixtures. Staff also verifies the size and proper meter application, and performs service disconnections and reconnections.

Billing & Collections

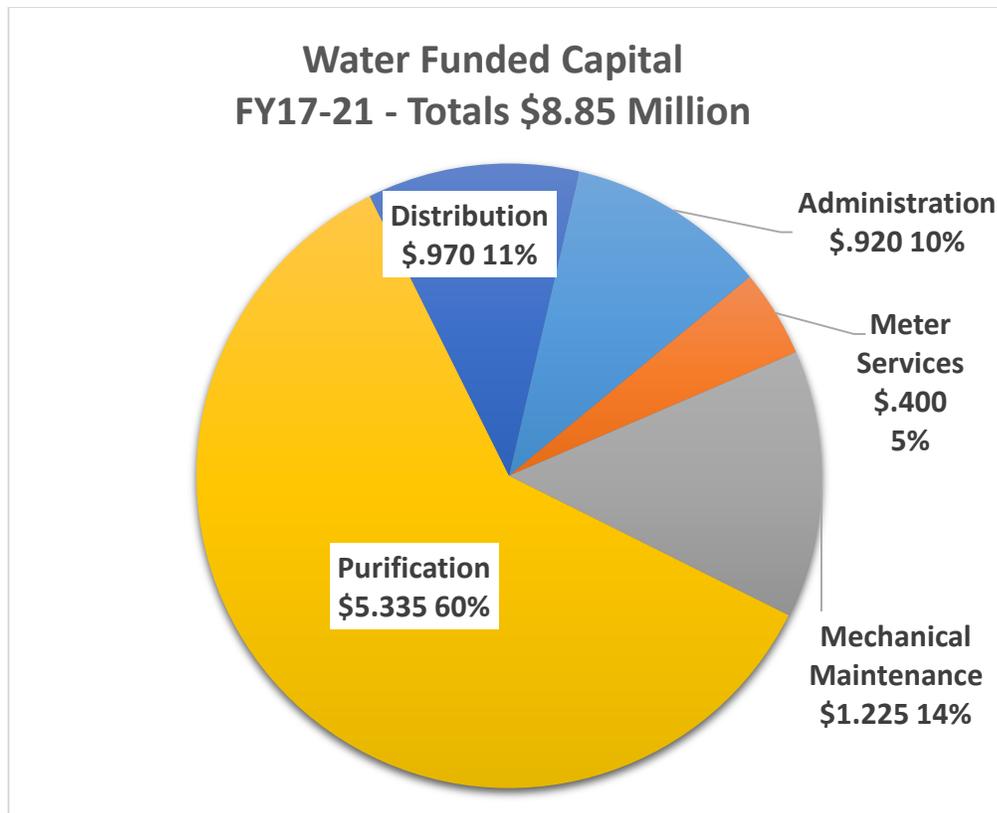
Staff performs billing and collection services for City water, solid waste, storm water, and sanitary sewer, as well contract billing for limited Town of Normal sewer customers, and the complete billing and remittance for the Bloomington and Normal Water Reclamation District (BNWRD).

Funding Outlook

Water capital projects receive the majority of their funding from charges for services. The Water Fund has a projected beginning FY17 fund balance of approximately \$25 million.

Funding Secured

Water projects are funded mainly through their charges for services (utility fees). Water has been working towards building a Fund Balance that can address many lower dollar projects but also several costly projects such as the construction of a deep groundwater production well by the Lake Bloomington Water Purification Plant and filter plant expansion. Together these projects total \$3.6 M.



In Administration, the projects include consulting services for the development of a Water department infrastructure Master Plan as well as a water rate study. To assist with moving forward the numerous capital projects, an outside consultant will be used for civil engineering services. The Water department will evaluate the value and contribution of the outside services at the end of the Fiscal Year to determine if the services will be used next Fiscal Year.

Water Meter Services will continue to upgrade to compound meters in this Fiscal Year and in the out years although funding is not secured after FY 2018. These are for wholesale water customers and provide timely information on leakages and illegal use of the water from the fire service lines.

Mechanical Maintenance has funding secured for the study/design of the Supervisory Control and Data Acquisition System (SCADA), which monitors many of the water infrastructure components as well as the design for the Division Street pump station improvements and the Water Treatment Plan and Lake Evergreen pump station arch flash study and field implementation. The Evergreen Pump Station will also go through an electrical conversion to make the station safer to work on for the electricians.

Purification has the largest portion of the funded capital projects including the following:

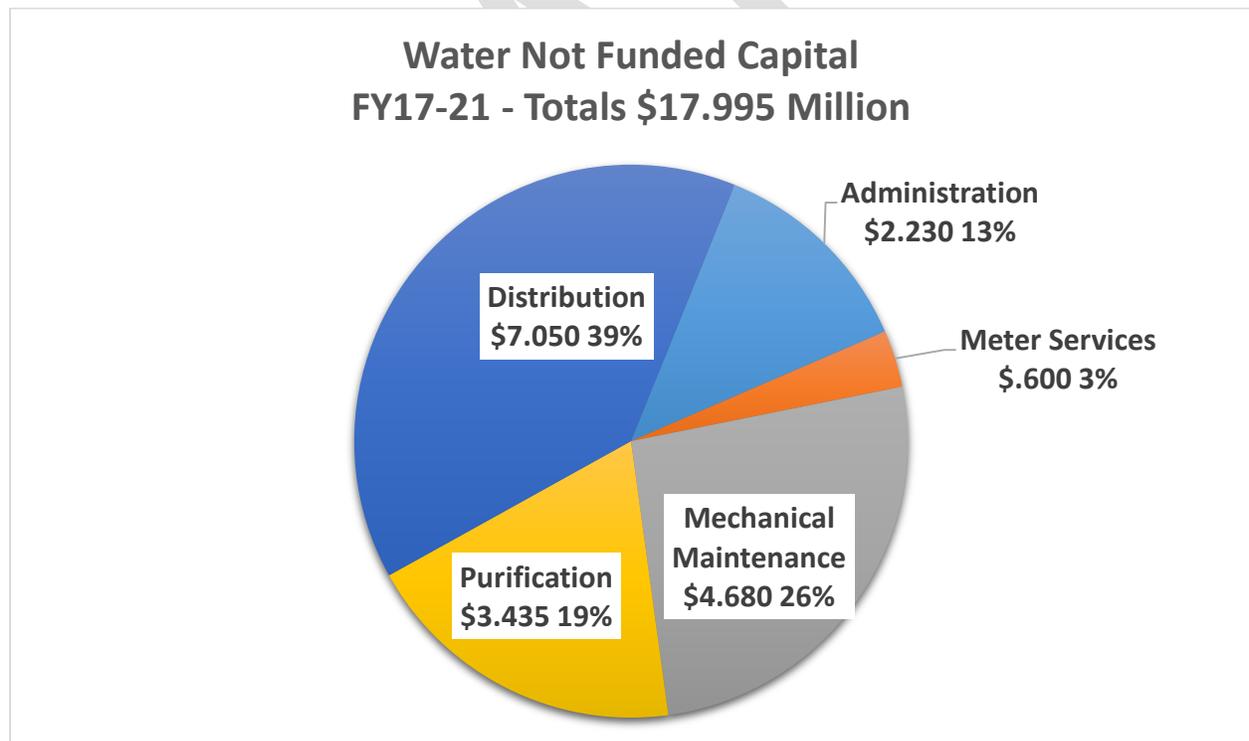
- Deep groundwater well development
- Multi-year reservoir shoreline/stream erosion control improvements
- Water Treatment Plant recarbonation bypass design and construction

- Replacement of the roof on the old Water Treatment Plant
- Natural gas main replacement to Main Process building
- Water Treatment Plant Filter expansion design and construction
- Replacement of caulking at Lake Bloomington design and construction
- Fill area that had been used as a clean construction debris fill site at the Water Treatment Plant

Distribution has secured funding to replace or relocate the water mains at Parkview Drive, Fleetwood, May Drive, Cloud from McGregor to Vale and Shelbourne Drive (High Speed Rail conflict). The Lake Bloomington and Oak/Stewart water mains will also be replaced.

Funding Not Secured

The Water department has 67% of all projects in the next five years without secured funding. Many of the projects in the design phase in FY 2017 that have secured funding will not be able to move forward in the out years. Some of the projects include the SCADA Master Plan actual construction, pump station arc flash implementation, Division Street pump station improvements (construction) and continued safety improvements for the electrical and building at the Water Treatment Plant.



Other critical projects with no secured funding include the Water Treatment Plant groundwater modifications design and construction, the design and construction of the Water Treatment Plant emergency ion exchange, northeast tank modification (study/design) and boiler replacements. Water main replacements that are without secured funding include:

- Lumber to Euclid
- Grove to Oakland
- Ireland Grove from Morrissey to Loop Road
- Pierce Avenue
- Cloud from McGregor Street to Vale
- Lumber to Magoun
- Olive to Oakland
- Gridley Street
- Cast Iron

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Water

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Administration	Multi-year Outside Consultant Civil Engineering Services	Funding Secured	285	285				570
	Multi-year Outside Consultant Civil Engineering Services	Funding not Secured			285	285	285	855
	Water Department Infrastructure Master Plan	Funding Secured	350					350
	Lake Bloomington Sewerization - Design - anticipate grants, SSA, user contribution	Funding not Secured			750			750
	Lake Bloomington Sewerization - Design - anticipate grants, SSA, user contribution	Funding not Secured					500	500
	Water Department Rate Study	Funding Secured			125			125
Administration Secured Total			635	285	-	-	-	920
Administration not Secured Total			-	-	1,160	285	785	2,230
Meter Services	Multi-year Compound Meter Upgrades	Funding Secured	200	200				400
	Multi-year Compound Meter Upgrades	Funding not Secured			200	200	200	600
Meter Services Secured Total			200	200	-	-	-	400
Meter Services not Secured Total			-	-	200	200	200	600
Mechanical Maintenance	SCADA Master Plan - Study/Design	Funding Secured	300					300
	Division Street Pump Station Improvements - Design	Funding Secured	50					50
	Water Treatment Plant & Lake Evergreen Pump Station Arc Flash Study & Field Implementation	Funding Secured	50					50
	Electrical Conversion of the Evergreen Pump Station	Funding Secured	75					75
	SCADA Master Plan - Construction	Funding not Secured		1,500				1,500
	Electrical Conversion of the Evergreen Pump Station - Construction	Funding Secured		750				750
	Pump Station Arc Flash Study and Field Implementation	Funding not Secured		50				50
	Hamilton Tank Valve Reconstruction - Design	Funding not Secured			30			30
	Hamilton Tank Valve Reconstruction - Construction	Funding not Secured				150		150
	Division Street Pump Station Improvements -Construction	Funding not Secured			750			750
	Electrical & Building Improvements at the Water Treatment Plan - Design	Funding not Secured				200		200
	Electrical & Building Improvements at the Water Treatment Plan - Construction	Funding not Secured					2,000	2,000
	Mechanical Maintenance Secured Total			475	750	-	-	-
Mechanical Maintenance not Secured Total			-	1,550	780	350	2,000	4,680
Purification	WTP Groundwater - Construction	Funding Secured	2,000					2,000
	Multi-year Reservoir Shoreline/Stream Erosion Control Improvements	Funding Secured	200					200
	Water Treatment Plant Recarbonation Bypass - Design	Funding Secured	25					25
	Old Water Treatment Plant Roof Replacement	Funding Secured	250					250
	Natural Gas Main Replacement to Main Process Building	Funding Secured	135					135
	Water Treatment Plant Filter Expansion - Design	Funding Secured	250					250
	Replacement of Caulking At Lake Bloomington - Design	Funding Secured	25					25
	Water Treatment Plant Fill Area Reshaping/Grading - Construction	Funding Secured	400					400
	WTP Modifications/Groundwater - Design	Funding not Secured			150			150
	WTP Modifications/Groundwater - Construction	Funding not Secured				1,000		1,000
	Replacement of Caulking at lake Bloomington - Construction	Funding Secured		200				200
	Replace the Drain System at Lake Evergreen Lake Reservoir - Design	Funding not Secured			35			35
	Replace the Drain System at Lake Evergreen Lake Reservoir - Construction	Funding not Secured				350		350
	Water Treatment Filter Plant Expansion - Construction	Funding Secured		1,600				1,600

Water

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Purification	Main Process Building Boiler Replacement	Funding not Secured			50			50
	Main Process Building Boiler Replacement	Funding not Secured			200			200
	Water Treatment plant Recarbonation Bypass - Construction	Funding Secured		250				250
	WTP Emergency Ion Exchange - Design	Funding not Secured				150		150
	WTP Emergency Ion Exchange - Constuction	Funding not Secured					1,500	1,500
Purification Secured Total			3,285	2,050	-	-	-	5,335
Purification not Secured Total			-	-	435	1,500	1,500	3,435
Distribution	Parkview Drive, Fleetwood, and Mays Drive Water Main - Design	Funding Secured	50					50
	Cloud from McGregor St to Vale Water Main Replacement - Design	Funding Secured	25					25
	24" Transmission Main Relocation at Shelbourne Drive (HSR Conflict)	Funding Secured	330					330
	Lumber St, to Euclid Ave and Grove to Oakland Water Main - Design	Funding not Secured			25			25
	Lumber to Euclid and Grove to Oakland Water Main - Construction	Funding not Secured				1,025		1,025
	Lumber to Magoun and Olive to Oakland Water Main Replacement - Design	Funding not Secured				25		25
	Ireland Grove Rd from Morrissey to Loop Rd Water Main Replacement - Design	Funding not Secured			25			25
	Pierce Ave Water Main replacement	Funding not Secured			325			325
	Parkview Drive, Fleetwood and Mays Drive Water Main - Construction	Funding not Secured		1,050				1,050
	Cloud from McGregor St to Vale Water Main Replacement - Construction	Funding not Secured			450			450
	Lake Bloomington Water Main Replacement - Construction	Funding Secured		465				465
	Oak/Stewart Water Main Replacement - Construction	Funding Secured		100				100
	Lumber to Magoun and Olive to Oakland Water Main Replacement - Construction	Funding not Secured					1,025	1,025
	Cast Iron Transmission Main Lining Project - Design	Funding not Secured			50			50
	Ireland Grove Rd from Morrissey to Loop Rd Water Main Replacement - Construction	Funding not Secured				650		650
Distribution	Gridley Street Water Main Replacement - Design	Funding not Secured				25		25
	Northeast Tank Modifications - Study/Design	Funding not Secured					125	125
	Cast Iron Transmission Main Lining Project - Construction	Funding not Secured				1,000	1,000	2,000
	Gridley Street Water Main Replacement - Construction	Funding not Secured					250	250
Distribution Secured Total		405	565	-	-	-	-	970
Distribution not Secured Total		-	1,050	875	2,725	2,400	7,050	
Total Funded Water Projects		5,000	3,850	-	-	-	-	8,850
Total not Funded Water Projects		-	2,600	3,450	5,060	6,885	17,995	
TOTAL ALL WATER PROJECTS		5,000	6,450	3,450	5,060	6,885	26,845	

*It was necessary to not fund some projects in FY18 to maintain a 15% fund balance for FY19. The two out years are not balanced because operating costs outpace the revenue without capital.

CAPITAL IMPROVEMENT PLAN



FY 2017-FY 2021

Table of Contents

	Page
Executive Summary	<i>(page #s to be included in final draft)</i>
Reader's Guide	
Capital Improvement Plan (CIP) Definition	
Capital Projects Definition	
Document Structure	
CIP Development & Review Process	
Project Priorities	
Funding Sources & Restrictions	
Summary of Prior Plans	
Facilities	
Overview	
Funding Table	
Project Sheets <i>(to be included in final draft)</i>	
Fire	
Overview	
Funding Table	
Project Sheets <i>(to be included in final draft)</i>	
Parks	
Overview	
Funding Table	
Project Sheets <i>(to be included in final draft)</i>	
Sanitary Sewer	
Overview	
Funding Table	
Project Sheets <i>(to be included in final draft)</i>	
Storm Water	
Overview	
Funding Table	
Project Sheets <i>(to be included in final draft)</i>	
Streets & Sidewalk	
Overview	
Funding Table	
Project Sheets <i>(to be included in final draft)</i>	
Water	
Overview	

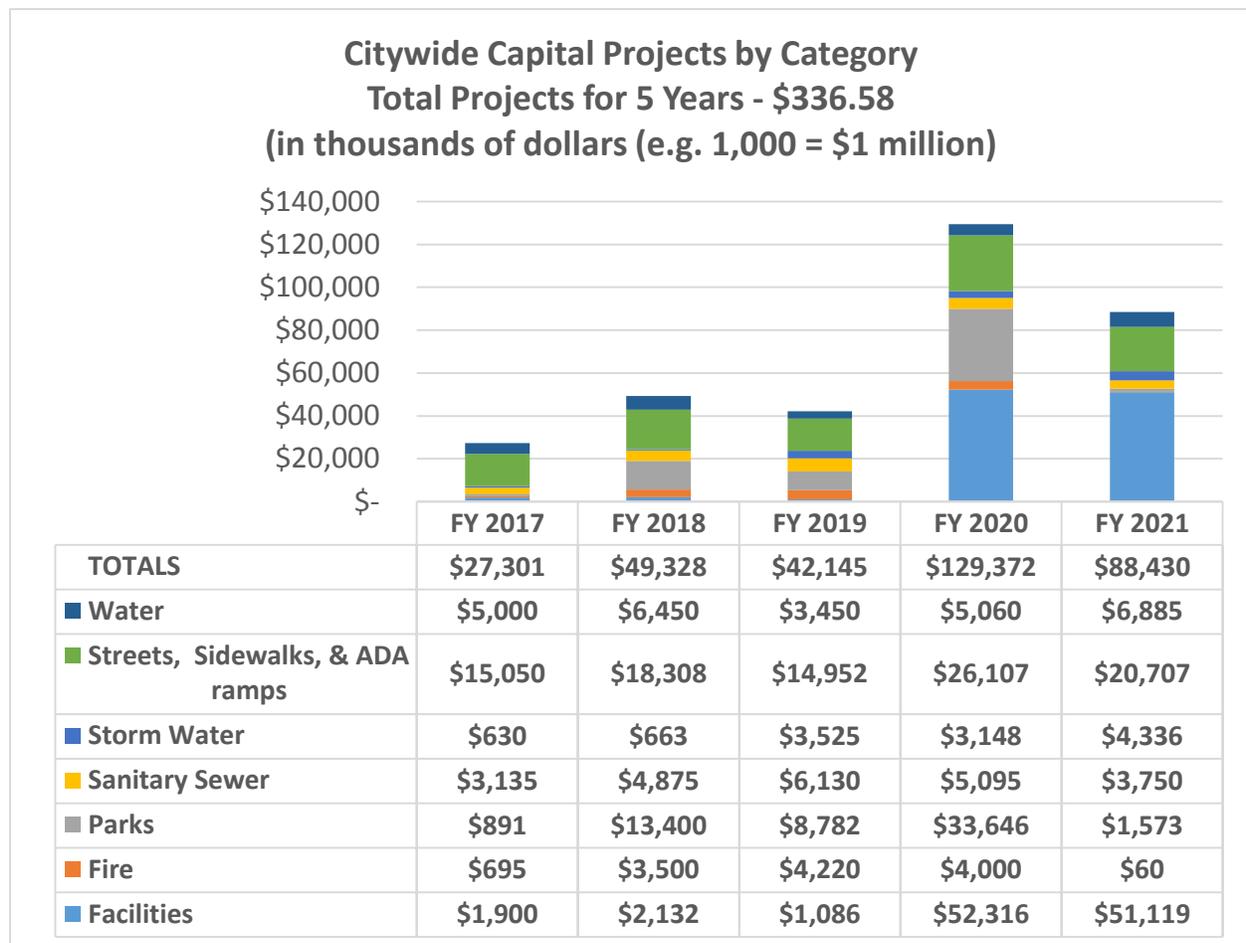
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Funding Table
Project Sheets *(to be included in final draft)*

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Executive Summary

The City of Bloomington’s Capital Improvement Plan (CIP) illustrates the City’s capital needs over a five-year period based on various Master Plans, goals and community expectations. Capital projects are generally large-scale in nature and include items such as facility construction and expansion, major equipment purchases and significant maintenance and repair. The Fiscal Year (FY) 2017-2021 CIP totals approximately \$336.58 M, with \$59.90 M in projects with funding secured and \$276.68 M in projects with funding not secured.



The principal goals of the CIP are to:

- Provide a balanced strategy for capital improvements given anticipated resources
- Preserve/enhance existing facilities and infrastructure while providing new assets for community growth
- Illustrate currently unmet capital needs

It is worth noting that much of the financial data included in the CIP is preliminary in nature and could change based on a variety of factors. Also, the CIP excludes potential costs that could be associated with key economic development projects, which could be substantial.

CIP Development & Review

The FY 2017-2021 Capital Improvement Plan is the first of its kind for the City of Bloomington. Many of the City's capital project priorities are driven by needs identified in various Master Plans, often greatly influenced by critical deferred maintenance items. The City has an estimated \$337 M in capital and maintenance needs over the next five years including facilities, streets, sidewalks, bicycles, ADA facilities and improvements, sewer, storm water, water and parks combined. Preventative care for capital maintenance can save both time and money in the long run. Some capital projects repaired on an emergency basis have been estimated to cost 40% more. Emergency repairs cannot be planned, bid or scheduled at a fortuitous time or with cheaper materials.

Staff created the CIP including both funded and unfunded projects in an effort to express the City's full need. Ultimately, the CIP is a working and dynamic document. The development of a CIP aims to put the City in a more proactive stance than ever before.

Funding

The City's funding options for capital projects are either cash ("pay-as-you-go") or debt financing, or a combination of both. Interest rates are still at historic lows making now an attractive time to issue debt.

Utility debt funded with user fees does not factor into debt ratios. Other areas not funded by user fees should be funded through general taxation or by creating a dedicated revenue stream.

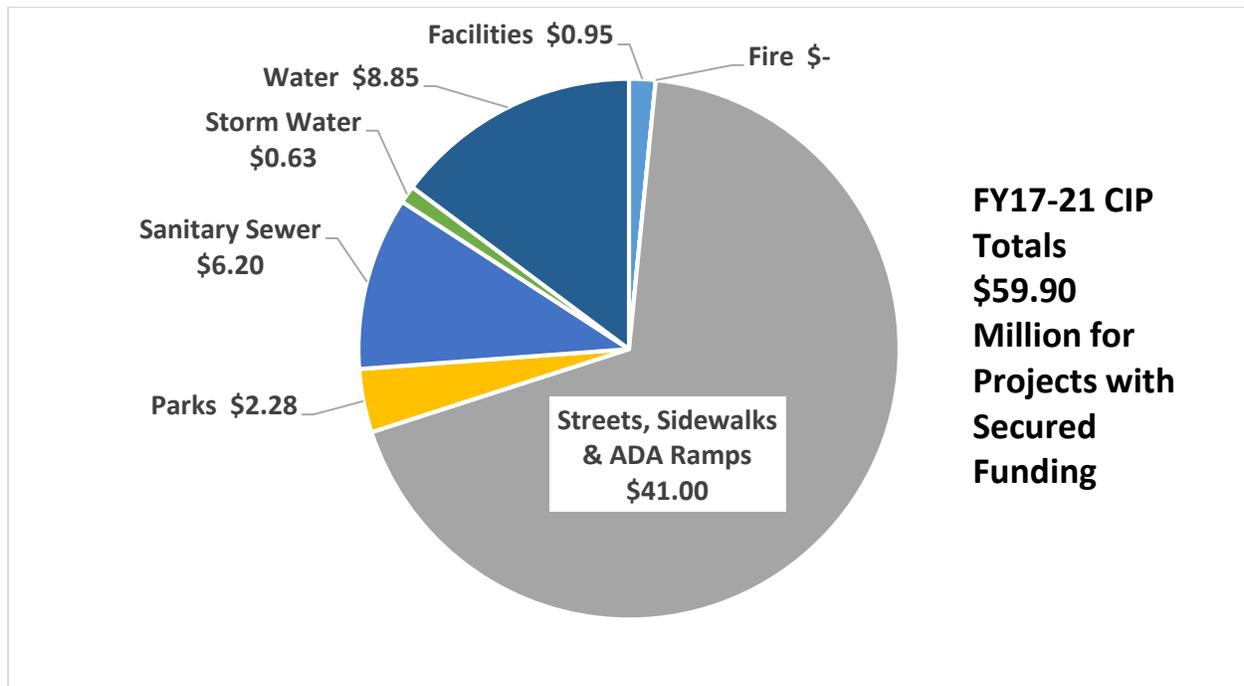
Street resurfacing and ADA have dedicated revenues of approximately \$4.8 M per year, though annual street maintenance needs are estimated at \$10 M.

Rate studies provide possible funding options for Sewer, Storm Water and Water capital needs. Sewer and Storm have rate recommendations already completed. Water will require a rate study after or simultaneously with their Master Planning.

Facilities including Fire stations and Parks have no dedicated source of revenue and should be considered through general taxation via sales, property tax or other viable general tax. A dedicated source of revenue could be developed for any plan area.

Another funding option could be to utilize debt service savings to issue new debt or cap annual debt service at current levels and issue debt as needed without going over the current amount.

Projects with Secured Funding

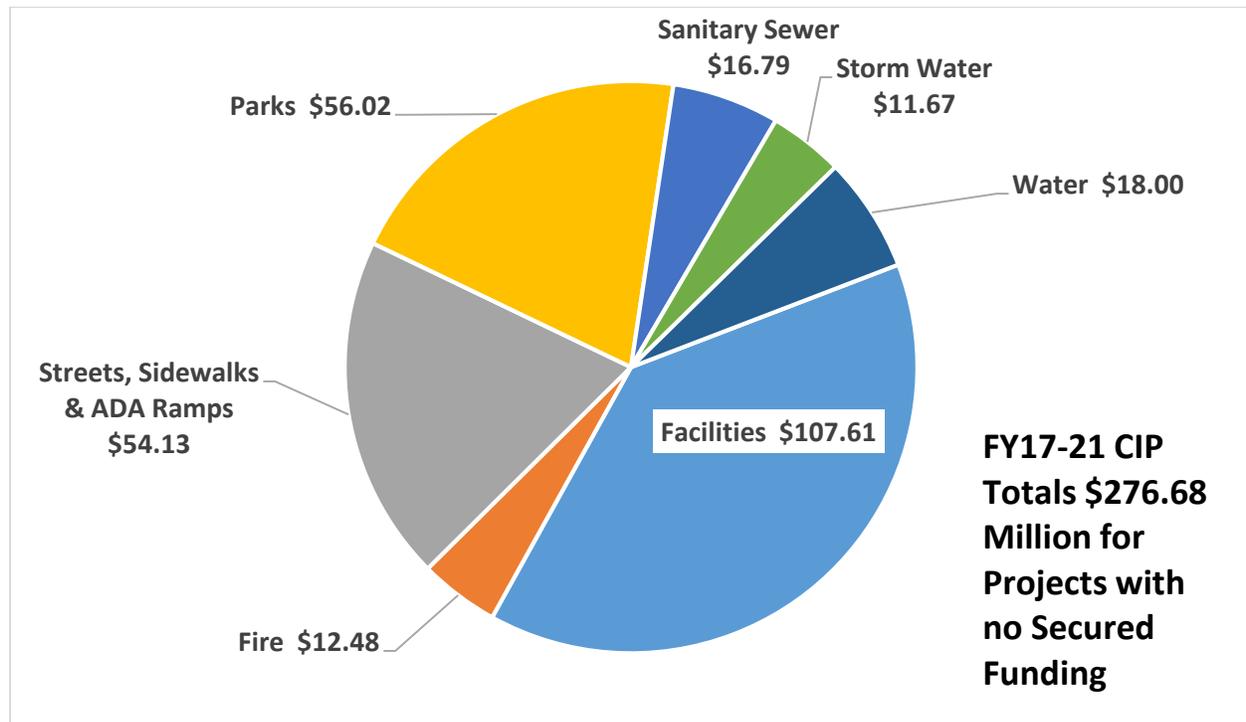


Projects with funding secured in this CIP total approximately \$59.90 M. Street resurfacing is the largest portion of the secured funding with \$41.00 M. This is due to the Home Rule sales tax increase, of which .25% is earmarked for this program, and the implementation of a Local Motor Fuel tax. This results in approximately \$4.8 M in funding each year. This includes funding from the State Motor Fuel Tax. This tax is distributed by the State and is approximately \$1.8 M per year. This fund has been accumulating some Fund Balance to prepare for a few major projects in the future.

Sanitary Sewer and Water have fairly steady streams of revenue that allow for projects to move forward each year. Water has the charges for service on the utility bills. This fluctuates at times based on weather and other factors but is around \$14-\$15 M per year. Water is also preparing for several large projects involving distribution and water supply. Sanitary Sewer also receives charges for services on the utility bill totaling approximately \$5 M per year. Sanitary Sewer works many of the same capital projects as Storm Water, but the Storm Water Fund is almost depleted as the last rate increase was in 2004. Storm receives about \$2.75 M per year in rate fees on the utility bill.

Parks, Facilities and Fire all depend on the General Fund for their primary source of revenue for capital projects. Currently Parks has \$2.28 M funded, and some of that is through grants, private foundations or mandated projects due to Intergovernmental Agreements (IGAs). Facilities has a very minor \$0.9 M in secured funding and Fire has no secured funding.

Projects with Funding Not Secured



Projects with funding not secured in this CIP total approximately \$276.68 M. Facilities is the largest portion of the not secured funding with \$107.61 M. This is a reflection of the many capital project needs that have been deferred due to financial difficulties. Only the most critical or emergency projects were done for a period of time. The buildings are beginning to have numerous problems associated with lack of regular maintenance, such as the City Hall leaking roof, Police Department windows that leak and many other problems that have arisen over the past few years.

State Motor Fuel tax is the next largest unfunded area for capital projects. This is mainly due to the need to move forward on the construction of the Hamilton Road Bunn-Commerce which is estimated to cost \$10 M. There are many other bridge replacements, traffic lights and street projects in the future years.

Sanitary Sewer, Storm Water and Water all have unfunded needs of \$12-\$18 M. The current rate fees are not sufficient to cover all the upcoming projects, leaving the City’s infrastructure vulnerable.

Parks, Fire and Street Resurfacing all have unfunded needs that must be paid for by the General Fund. Parks has the largest of these three of unfunded capital projects at \$56.02 M. This includes the building of a new recreation center and pool. The current Lincoln Leisure Center and both of the City pools are past their useful lives. The Fire department has brought forward the need to improve response times. One of the major projects in the future will be the building of a northeast station to address some of the response time issues.

Debt Capacity

Debt management and capacity are developed by capital needs and the resources available to service those needs. A multiyear capital plan expressing capital needs coupled with disciplined project prioritization should be continuously reviewed within the current and future debt framework. The right level of debt and affordability is a fine tuning process. Pay-as-you-go and long term debt financing go hand and hand.

Deferred capital maintenance repairs drain current resources when surprise or emergency repairs take place and are regarded as a poor management and cash flow strategy by credit rating agencies. The City's ability to issue affordable debt depends on the City's credit rating. Bloomington is a solid "aa" community at all three credit rating agencies.

Cities with good credit ratings have a better market for their debt and have competing bidders whereby reducing the interest payments due to investors. The City has participated in competitive sales over the last four years for its bond market transactions, achieving the best available interest rate at the time in the market.

The City could potentially issue \$40-\$50 M in debt if the city maintained 2016 debt service levels depending on 20 or 25 year bond amortization.

According to the FY 2015 Comprehensive Annual Financial Report (CAFR) the City had:

- \$75.4 M in outstanding General Obligation Bonds (GOB)
 - \$22.1 M in Illinois Environmental Protection Loans (IEPA)
 - \$8.6 M in outstanding capital lease principal (includes PBC leases)
-
- \$106.1 M total

Bond Debt Per Capita

	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Springfield					
Population	117,096	116,250	116,250	117,006	117,000
Total Bond Debt	\$32,163,900	\$25,570,978	\$21,679,501	\$42,365,041	\$68,416,346
<i>Debt per Capita</i>	\$275	\$220	\$186	\$362	\$585
Bloomington					
Population	76,610	76,610	77,071	77,733	77,733
Total Bond Debt	\$73,055,000	\$79,060,605	\$75,663,324	\$80,070,175	\$74,977,100
<i>Debt per Capita</i>	\$954	\$1,032	\$982	\$1,030	\$965
Champaign					
Population	81,055	81,055	82,517	83,424	83,424

	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Total Bond Debt	\$77,435,000	\$74,840,000	\$71,780,000	\$68,400,000	\$64,500,000
<i>Debt per Capita</i>	\$955	\$923	\$870	\$820	\$773
Decatur					
Population	76,122	76,122	76,122	76,122	76,122
Total Bond Debt	\$85,102,316	\$81,822,528	\$79,221,881	\$96,263,756	\$110,860,000
<i>Debt per Capita</i>	\$1,118	\$1,075	\$1,041	\$1,265	\$1,456
Normal					
Population	52,497	52,757	52,972	52,497	52,497
Total Bond Debt	\$86,400,000	\$85,150,000	\$84,220,000	\$82,605,000	\$90,075,000
<i>Debt per Capita</i>	\$1,646	\$1,614	\$1,590	\$1,574	\$1,716
Peoria *					
Population	115,007	115,007	115,007	115,007	N/A
Total Bond Debt	\$207,450,000	\$203,270,000	\$239,220,000	\$188,700,000	N/A
<i>Debt per Capita</i>	\$1,804	\$1,767	\$2,080	\$1,641	N/A

*Peoria has a December 31st year end and will not have fiscal year 2015 information available until July 2016.

As a home rule unit of government in Illinois, the City has no legal debt limit.

Reader's Guide

Capital Improvement Plan Definition

The City of Bloomington's Capital Improvement Plan (CIP) illustrates the City's capital needs over a five-year period based on various Master Plans, goals and community expectations.

Capital Projects Definition

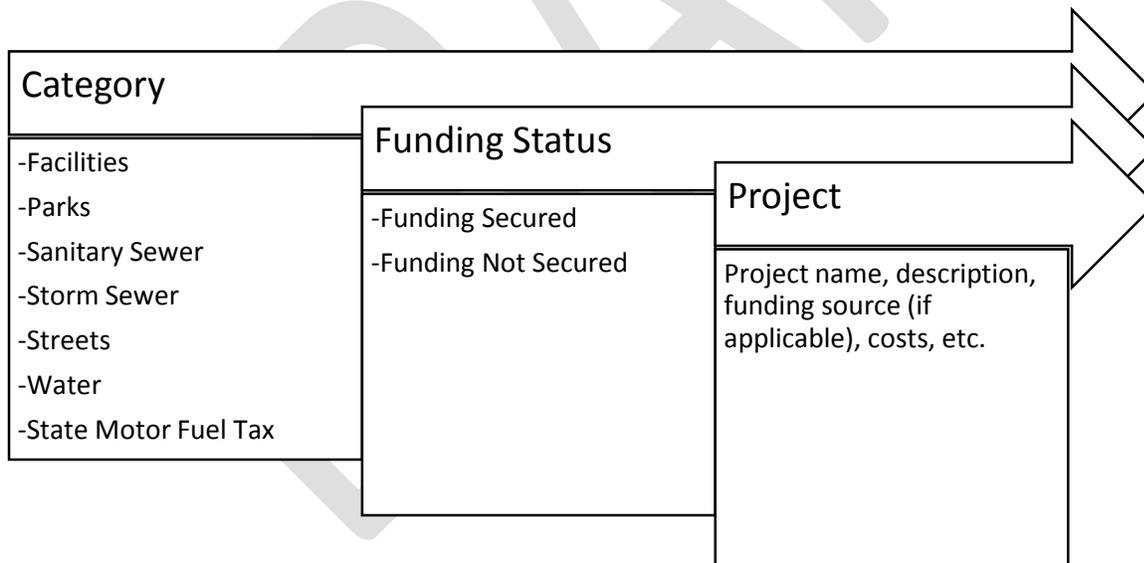
A capital project creates, improves, replaces, repairs or maintains a fixed asset. This includes property acquisition and facility construction, rehabilitation, reconstruction and renovation.

Fixed assets include land, site improvements, buildings, streets, shared-use paths, bridges and infrastructure.

Capital projects are generally large-scale in terms of cost, size and community benefit and do not duplicate normal maintenance.

Document Structure

Projects in the CIP are arranged as follows:



The CIP Development & Review Process

The FY 2017-2021 Capital Improvement Plan is the first of its kind for the City of Bloomington. Many of the City's capital project priorities are driven by needs identified in various Master Plans, often greatly influenced by critical deferred maintenance items. Staff created the CIP including both funded and unfunded projects in an effort to express the City's full need.

Ultimately, the CIP is a dynamic and working document. The development of a CIP aims to put the City in a more proactive stance than ever before.

Qualifying Criteria

Capital projects must meet at least one of the following to be included in the CIP:

- Contribute to the development or implementation of Council-adopted plans and policies
- Address health and safety needs or improve access to City facilities for those with disabilities
- Maintain existing assets or improve operations
- Improve revenue potential or enhance existing programs

Project Priorities

Potential capital projects and their priority are derived from a number of sources, including:

- Master Plans: Many of the City's capital project priorities are driven by needs identified in various Master Plans, *often greatly influenced by critical deferred maintenance items*
- Requests from citizens, neighborhood associations and community organizations
- Requests from other governmental agencies
- City departments
- City committees and commissions

Funding Sources & Restrictions

General Capital Projects Funds

This fund provides for the use of a capital project fund to account for the financial resources to be used for the acquisition and construction of major capital facilities other than those financed through enterprise and trust funds. These include primarily building improvements, land improvements and infrastructure. Revenues come from the General Fund, grants, private donations and bond proceeds.

Restrictions: All bond proceeds are subject to the terms of the bond, and grants usually have their own restrictions within the agreement.

State Motor Fuel Tax (MFT) Fund

This fund is provided through the state and has very strict documentation. Each time gasoline is purchased in Illinois, a portion of the sales tax goes to the state and is distributed to municipalities.

Restrictions: MFT funds can be used for the following items:

- Construction and maintenance of any municipal street designated as a part of the federal aid primary or urban system of streets
- Construction and maintenance of municipal streets and alleys as may be designated by the corporate authorities and approved by the Illinois Department of Transportation (IDOT)
- Construction, maintenance or repair of sidewalks in the municipality
- The payment of engineering costs in connection with the work described

Local Motor Fuel Tax (LMFT)

This fund is to provide revenue for the Street Resurfacing program. The LMFT is a four-cent (\$0.04) per gallon tax on all gasoline and diesel products sold within the City.

Restrictions: City code provides that this money will only be used for the Street Resurfacing program.

Home Rule Sales Tax

The City increased this tax in January 2016 by 1%. This resulted in about \$9.6 M more in revenues for the City.

Restrictions: City ordinance mandates that .25% of the 1% increase goes to fund the Street Resurfacing program.

Water Fund

This fund uses charges for services for providing water as their revenue source to fund operating and capital project expenditures.

Restrictions: City ordinance states that all charges for services revenue must be used for operating and capital expenditures benefiting the Water department only.

Sanitary Sewer Fund

This fund uses the charges for service to pay for operating and capital project expenses related to the sanitary sewer. Charges for service include a monthly service charge of \$1.50 plus a charge based on water usage. The charge based on water usage is \$0.85 per hundred cubic feet of water used.

Restrictions: City ordinance states that all revenues must be kept separate from all other funds.

Storm Water Fund

The Storm Water Utility Fee is used to provide for the management, protection, control, regulation, use and enhancement of the storm water systems and to facilities owned or operated by the City of Bloomington. It is also used for implementing the EPA water quality regulations. The basis of the charges is shown in following table.

Storm Water Utility Rates for Bloomington IL	
Single-Family, Duplexes	
Small Parcels (gross area less than or equal to 7,000 sq. ft.)	\$2.90/month
Medium Parcels (gross area greater than 7,000 sq. ft. and less than or equal to 12,000 sq. ft.)	\$4.35/month
Large Parcels (gross area over 12,000 sq. ft.)	\$7.25/month
Parcels other than Single-Family, Duplexes	
Base charge per Impervious Area Unit (IAU)	\$1.45/month
Parcels less than or equal to 4,000 sq. ft. shall be charged a flat rate equivalent to 4 IAUs.	\$5.80/month
Parcels greater than 4,000 sq. ft. will be charged for the actual number of IAUs within the parcel, OR 4 IAUs, whichever is greater.	

Restrictions: City ordinance states that all revenues must be kept separate from all other funds.

Summary of Prior Plans

The following is a list of plans and reports from which the majority of current CIP projects have been compiled: <List of Master Plans to be completed>

Document	Adopted by City Council

Facilities

Overview

The Facilities portion of the FY 2017-FY 2021 CIP captures Facilities-related capital projects not otherwise included in other areas of the CIP. For example, while the City's Facilities division has operational obligations to the Pepsi Ice Center, the Pepsi Ice Center's capital projects are included as part of the Parks portion of the CIP. Additionally, while the Fire department has several facilities (fire stations), Fire has its own section of the CIP.

The Faithful and Gould Facility Condition Assessment Summary, adopted by the City Council in 2015, is a primary driver to help identify Facilities capital projects. The Faithful and Gould study identified \$33 M in unmet facility needs, many of those costly repairs are a result of deferred maintenance, and 3% related to life-safety concerns.

These projects are essential for City facilities to continue to function in an effective, safe and cost-efficient manner.

Project Categories

Facilities capital projects fall into one of the following categories:

Facilities Maintenance

General maintenance for City Hall, Police Administration, Records Storage, Old Engineering, the Public Works Garage, Public Works Fleet and the Public Works Salt Dome are included in the operational budget. However; large expenses, such as renovations, roof replacement and HVAC upgrades, are considered capital projects. Planning, design and construction of new buildings or demolition of old buildings are also capital projects.

Coliseum Maintenance

General maintenance of the Coliseum is included in the operational budget. Large expenses, such as renovations, roof replacement and HVAC upgrades, are considered capital projects.

Parking Operations

Parking Operations includes the Market Street Parking Garage, Pepsi Ice Center Parking Garage and the Major Butler Lot. Similar to Facilities and Coliseum Maintenance, general maintenance is included in the operational budget. Structural repairs, access control equipment replacement and other large expenses are considered capital projects. Planning, design and construction of new parking facilities are also potential capital projects.

Abraham Lincoln Parking Garage

The Abraham Lincoln Parking Garage is currently owned by the Public Building Commission and leased by the City of Bloomington and Mclean County. The lease agreement ends in December 2034, at which time the garage will be jointly-owned by the City and County. The lease agreement requires the City to operate and maintain the garage. As indicated in the other categories, general maintenance is included in the operational budget. Structural repairs, access control equipment replacement and other large expenses are considered capital projects.

Funding Outlook

Facilities capital projects are primarily funded by the General Fund. Grants can be a source of funding, though they are unreliable and typically limited to new construction or energy savings initiatives.

Parking Operations and Abraham Lincoln Parking Garage capital projects are funded with the Capital, Capital Lease or General Funds. The operational and general maintenance expenses often exceed revenues for both Parking Operations and Abraham Lincoln Parking. Parking Operations has seen decreased revenues and increased maintenance and repairs since FY 2005, and the losses are absorbed by the General Fund.

Funding Secured

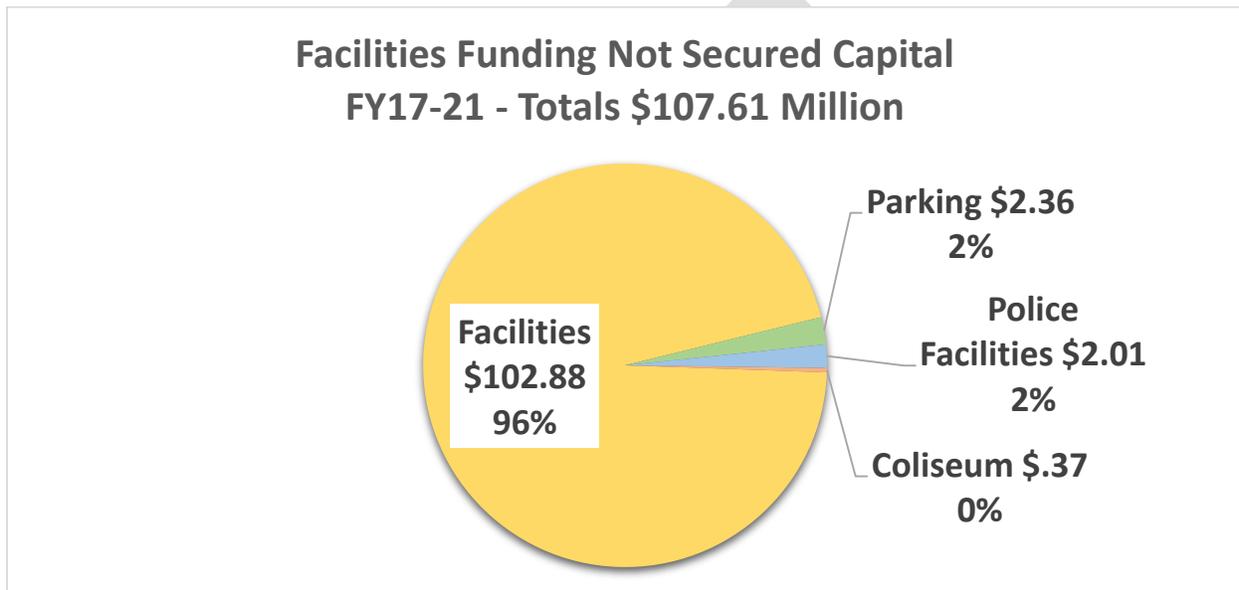
Funded Facility projects include City Hall Annex demolition, Downtown way finding signage and parking evaluation, a City Hall safety study and funding for other unknown major facility repairs, such as the roof repair for City Hall a few years ago.



There will also be continued work on the Coliseum's Building Automated System which runs the HVAC units, exhaust fans, etc. All work is expected to be finished by July 2016.

Funding Not Secured

The subcategory of Facilities is the largest of the unfunded areas. This supports the fact that the City has been deferring capital during difficult financial times and to balance budgets. Some of the larger projects with no secured funding include the building of a new Operating Facility that could possible house Streets, Sanitary Sewer, Storm Water, Fleet, Solid Waste, Water and Parks. There are many other buildings that need to be renovated due to their age and use such as City Hall, the Old Engineering Building, records storage (roof replacement), the Public Works garage, Fleet and the salt dome. Many of these buildings do not have adequate space or are outdated, such as the garage where mechanics must fix larger Fire and other vehicles outside regardless of the weather.



There are also numerous small and large improvements and repairs that must be made at the Market Street Garage, Pepsi Ice Center Garage and the Butler Parking lot. The Coliseum needs to replace the dasher board system and, over a three year period, upgrade the refrigeration units.

Facilities also manages the majority of Police facility repairs that include the indoor firing range restoration, safety improvement, roof replacement and other building and garage repairs.

Facilities

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Facilities	Major Facility Repairs	Funding Secured	250					250
	City Hall Annex Demolition	Funding Secured	350					350
	Downtown Wayfinding Signage	Funding Secured	75					75
	City Hall Safety Improvements	Funding not Secured	180					180
	Police Administration Window Repairs	Funding not Secured	325					325
	City Hall Office Space Study	Funding Secured	120					120
	Downtown Parking Evaluation	Funding Secured	100					100
	City Hall - Faithful & Gould Improvements	Funding not Secured		225	225	154	38	642
	New City Hall	Funding not Secured					50,000	50,000
	Records Storage - Improvements (storage, safety, roof)	Funding not Secured		30	56	150		236
	Public Works Garage - Faithful & Gould Improvements	Funding not Secured		159	23	526	30	738
	Public Works Fleet - Faithful & Gould Improvements	Funding not Secured		19	10	17	158	204
	Public Works Salt Dome - Faithful & Gould Improvements	Funding not Secured		26	32	9		67
	Old Engineering - Faithful & Gould Improvements	Funding not Secured		115	56	37	152	360
	Old Engineering - Safety Improvements	Funding not Secured			40			40
	New Operations Facility (Streets, Sanitary Sewer, Stormwater, Solid Waste, Water, Fleet, & Parks)	Funding not Secured				50,000		50,000
	Public Works Garage - Safety Improvements	Funding not Secured				55		55
	Public Works Fleet - Safety Improvements	Funding not Secured					30	30
								-
Facilities Secured Total			895	-	-	-	-	895
Facilities not Secured Total			505	574	442	50,948	50,408	102,877
Parking	Market Street Garage Improvements (bond)	Funding not Secured	250					250
	Market Street Garage Improvements	Funding not Secured		407		463	250	1,120
	Pepsi Ice Center Garage Improvements	Funding not Secured		407	463			870
	Major Butler Parking Lot Improvements	Funding not Secured			20	25	70	115
Parking Secured Total			-	-	-	-	-	-
Parking not Secured Total			250	814	483	488	320	2,355
Police Facilities	Indoor Firing Range Final Restoration and Maintenance Including Restrooms (bond)	Funding not Secured	200					200
	Police Administration Safety Improvements	Funding not Secured		105				105
	Police Administration Roof Replacement	Funding not Secured		250				250
	Police Administration - Faithful & Gould Improvements	Funding not Secured		170	111	130	341	752
	Replacement Mobile and Portable Radio Systems (Police Dept will take the lead on this project.)	Funding not Secured				700		700
Police Facilities Secured Total			-	-	-	-	-	-
Police Facilities not Secured Total			200	525	111	830	341	2,007
Coliseum	Smoke Control System Improvements	Funding Secured	50					50
	Replace Dasher Board System	Funding not Secured		220				220
	Upgrade Refrigeration in HVAC Units (3 years)	Funding not Secured			50	50	50	150
		Funding not Secured						-
Coliseum Secured Total			50	-	-	-	-	50

Facilities

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Coliseum not Secured Total			-	220	50	50	50	370
Total Funded Facilities Projects			945	-	-	-	-	945
Total not Funded Facilities Projects			955	2,132	1,086	52,316	51,119	107,608
TOTAL ALL FACILITIES PROJECTS			1,900	2,132	1,086	52,316	51,119	108,553

DRAFT

Fire

Overview

The mission of the Bloomington Fire Department is:

- Protecting life and property
- Minimizing the impacts of fire, medical emergencies and other natural or man-made disasters without subjecting personnel to unreasonable risk

The department's mission is accomplished through public education, fire prevention, code enforcement, fire suppression, emergency medical services, hazardous materials mitigation and fire investigation.

The Bloomington Fire department is a fully-paid department and has been since 1868. The department has grown over the years to 113 fulltime firefighters. In addition to Basic Firefighter II and Firefighter III certifications, department members maintain EMT-Basic, EMT-Intermediate or EMT-Paramedic certifications.

The department maintains five Fire Stations that are strategically located throughout the City. Each Station is staffed 24 hours a day, seven days a week and must accommodate the basic needs of the employees including gender equity. Every Station houses emergency vehicles unique to its primary response district. These emergency vehicles include fire engines, aerial fire apparatus, paramedic ambulances, a paramedic chase vehicle, airport crash trucks, a heavy rescue, a hazmat unit and various reserve apparatus.

NFPA 1710 outlines the importance of the distribution as well as concentration of Fire department resources in the deployment model of a career Fire department. Historical data supports the strategic location of the five current Stations. Increased travel distance combined with an increase in call volumes to the northeast response district will continue to increase response times until additional resources are strategically located in a fixed facility in that area (Station #7).

The Fire department Facilities Master Plan identifies specific needs in three of the five Stations. Both Headquarters Fire Station and Station #3 are over 40 years old, and the building systems are inefficient and at the end of their usable life.

Funding Outlook

Current building maintenance needs have been pushed off for years due to lack of funding. Minor repairs become larger repairs or escalate to the emergency replacement of items, such as HVAC systems in both Station #3 and Station #4. The aging infrastructure is driving up the expenses for building repair and maintenance. The outdated building and systems should be renovated using an architectural design to accommodate current and future needs improving both the reliability and efficiency of operations.

Funding Secured

The Fire department depends on the General Fund for the revenue to support projects. In FY 2017, there are three projects that could be potentially funded through bonds, but no bonding has been secured at this time. The potential projects are the Fire Station #3 kitchen renovation, Fire Station alerting systems and the Fire Station #3 architectural fees.

Funding Not Secured

Currently all Fire department projects do not have secured funding. These projects include:

- Fire Station #3: Kitchen renovation, architectural fees and renovations (City is currently in negotiations with the Central Illinois Regional Airport)
- Fire Stations alerting systems
- Fire Station #4: Architectural fee, construction
- Fire Station #2 design
- Fire Station #7 (northeast) construction

Beyond the five year plan the following projects have no funding:

- Fire Station #1: Design and construction
- Fire Station #2: Design and construction

Fire Not Funded Capital FY17 - 21 Totals \$12.48 Million



**Fire
\$12.48
100%**

Fire Department

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Fire	Fire Station #3 Kitchen Renovation (Bond)	Funding not Secured	65					65
	Fire Station Alerting Systems (Five Bugles Report) (Bond)	Funding not Secured	300					300
	Fire Station #3 Architectural Fees (Five Bugles Report) (Bond)	Funding not Secured	330					330
	Fire Station #3 Renovation (Five Bugles Report)	Funding not Secured		3,500				3,500
	Fire Station #4 Architectural Fees (Five Bugles Report)	Funding not Secured			220			220
	Fire Station #4 Construction (Five Bugles Report)	Funding not Secured				4,000		4,000
	Fire Station #2 Design (Five Bugles Report)	Funding not Secured					60	60
	Fire Station #7 Construction North East	Funding not Secured			4,000			4,000
Fire Secured Total			-	-	-	-	-	-
Fire not Secured Total			695	3,500	4,220	4,000	60	12,475
TOTAL ALL FIRE PROJECTS			695	3,500	4,220	4,000	60	12,475

Out Years for Fire

Subcategory	Project Title	Funding	2022	2023	2024	2025	2026	Total
Fire	Fire Station Renovation #1 - Design	Funding not Secured	300					300
	Fire Station Renovation #1 - Construction	Funding not Secured		3,000				3,000
	Fire Station Renovation #2 - Design	Funding not Secured		300				300
	Fire Station Renovation #2 - Construction	Funding not Secured			3,000			3,000
Fire Secured Total			-	-	-	-	-	-
Fire not Secured Total			300	3,300	3,000	-	-	6,600

Parks

Overview

The Parks, Recreation and Cultural Arts department exists to maintain and enhance the quality of life for all citizens of Bloomington by providing parks, recreation and leisure opportunities through organized programs and by developing, maintaining and enhancing recreation areas and facilities. The department is large and varied and includes 38 parks, three spray parks, two swimming pools, four lakes and 30 miles of trail. The Parks department also includes:

- The Bloomington Center for the Performing Arts (BCPA), a nearly 2,000 seat facility that hosts a season of touring artists and approximately 500 community events annually
- The Pepsi Ice Center, a skating rink opened in 2006
- Miller Park Zoo, an Association of Zoos and Aquariums (AZA)-accredited institution opened in 1891 that entertains an average of 107,000 guests on an annual basis
- Three golf courses: Highland Park, Prairie Vista and the Arnold Palmer signature course, The Den at Fox Creek

The Parks Master Plan, adopted by City Council in 1997, and the Zoo Master Plan, adopted in 2012, are primary drivers to help identify Parks capital projects. These projects are essential as the City strives to meet community needs and strike a balance between developing new facilities and maintaining the safety and functionality of older parts of the Parks system.

Project Categories

Parks capital projects fall into one of the following categories, which also represent some of the department's divisions:

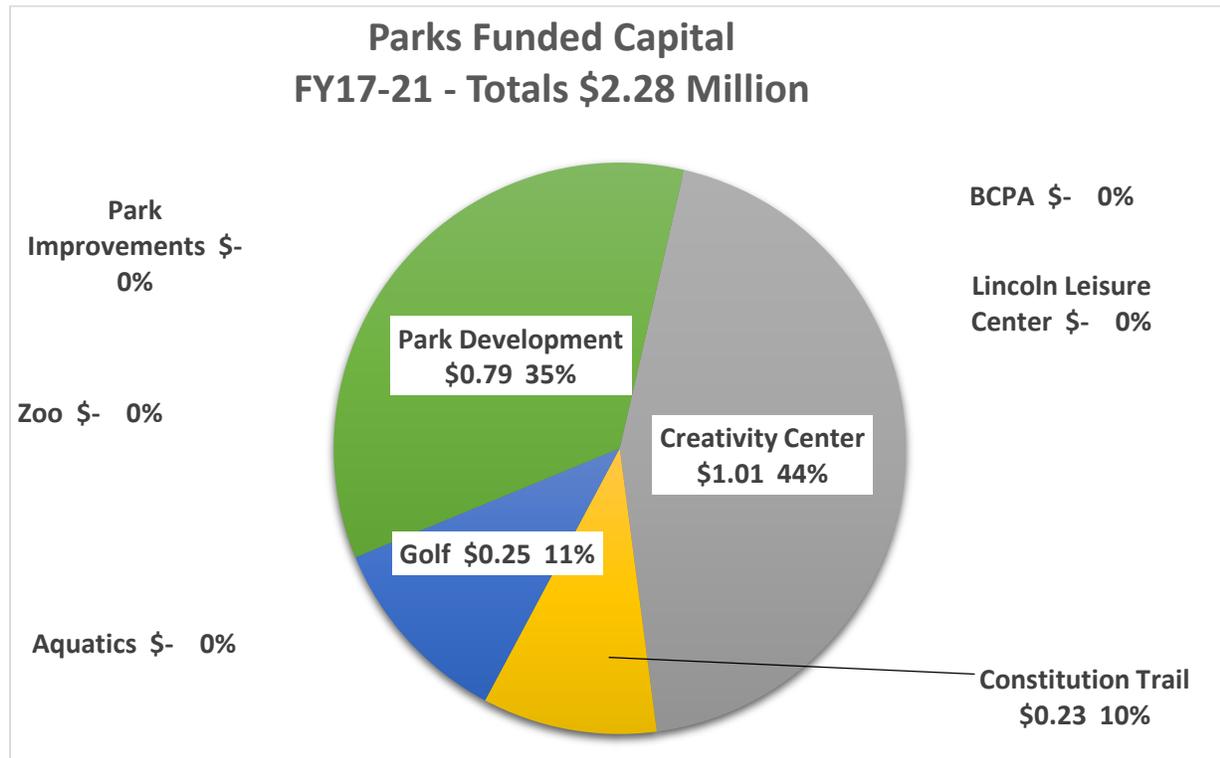
- Aquatics
- BCPA
- Golf
- Parks Administration
- Parks Maintenance
- Zoo

Funding Outlook

The majority of Parks capital projects do not have a dedicated funding source and rely on what is available from the General Fund. Some projects could seek grant funding, such as the OSLAD grant, if available, though state funds in particular are unreliable as Illinois' budget crisis continues. Miller Park Zoo projects could have contributions from the Miller Park Zoological Society.

Funding Secured

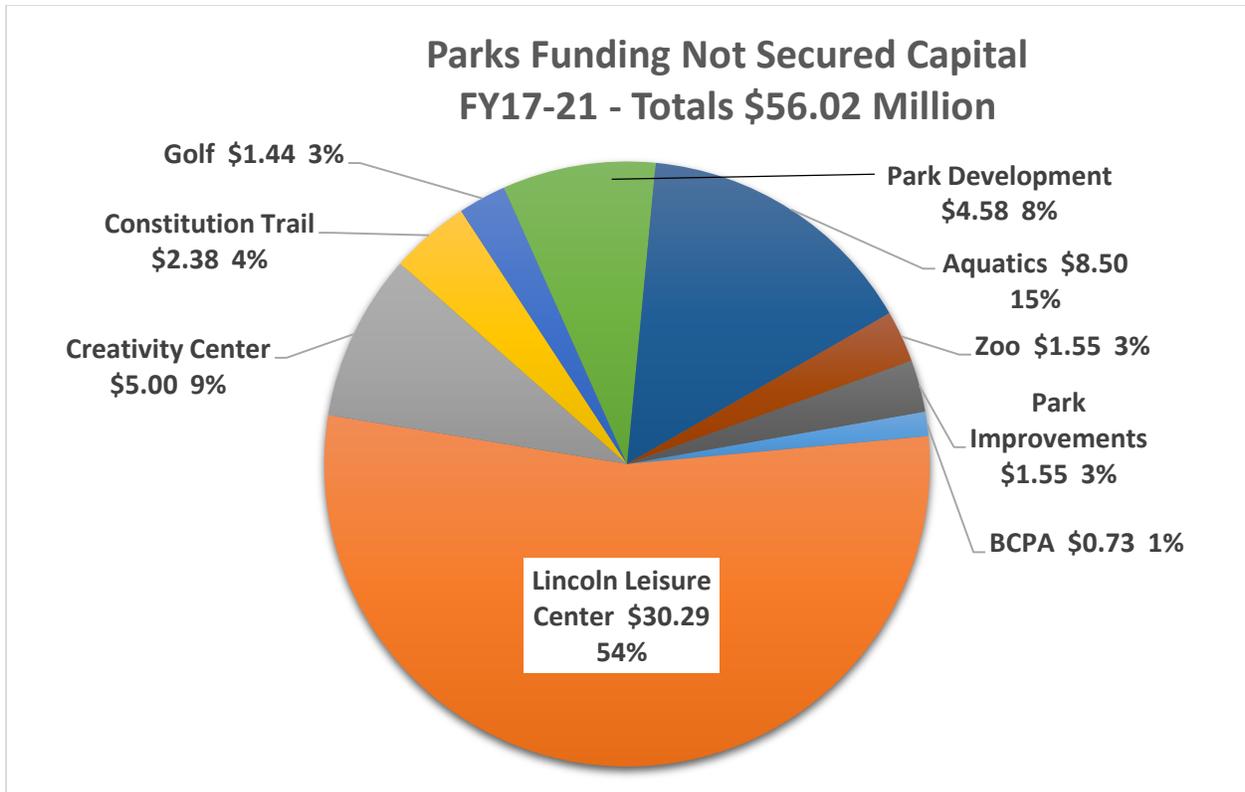
Funded Parks projects include Constitution Trail work through an IGA with the County, Prairie Vista path resurfacing, Downtown bike rack and bench updates and engineering and architectural services for possible park development and a Master Plan for Neighborhood Parks such as Sunnyside.



The park development and Master Plan will be funded through Park Dedication Funds and the remaining projects will be funded by the General Fund. Park Dedication Funds are derived from developer payments made to the City (per City Code) to provide park facilities when a subdivision is developed. The City is divided into eight Neighborhood Planning Areas to ensure funds are expensed in the area of development.

Funding Not Secured

Park projects with funding not secured include renovations and upgrades at the BCPA such as replacing water and heating units, carpets, sound boards, auditorium speakers, etc. and the remodel of the Creativity Center. The Lincoln Leisure Center and the two pools are both past their useful lives and need to be replaced with a new recreation center and an aquatic center. These provide the community with affordable entertainment and improve the quality of life for the City.



Other than the IGA-related Constitution Trail work, there are new portions of the Trail and resurfacing needs of the Trail that are not funded. The Golf Courses all need work on their HVAC and irrigation systems, as well as renovations to the driving range at Prairie Vista and Highland Park maintenance shed. The park development and park improvements areas have numerous playgrounds in need of updating as well as new park developments and work at Miller Park. The Zoo would like to expand concessions and the gift shop, repair the roof and add parking, drives and fences. The Zoo also has the opportunity to add new exhibits such as the Anteater/Galapagos/Bush Dog and Tayra/Eagle exhibits.

Parks

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
BCPA	BCPA Tuckpointing and Masonry Repairs - not using donated funds.	Funding not Secured	120.0					120.0
	BCPA Replace Trane Chiller, HVAC, Water Pumps, Carpet, Hot Water Heater - not using donated funds.	Funding not Secured	10.2					10.2
	BCPA Replace Sidewalks & Front Handrailings	Funding not Secured		35.0				35.0
	BCPA Tuckpointing and Masonry Repairs	Funding not Secured		65.0				65.0
	BCPA Replace Trane Chiller, HVAC, Water Pumps, Carpet, Hot Water Heater - not using donated funds.	Funding not Secured		84.0				84.0
	BCPA Upgrade Fly Sys, Auditorium Speakers, Monitor Sound Board and LED Fly Sys	Funding not Secured		69.0				69.0
	BCPA Tuckpointing and Masonry Repairs	Funding not Secured			65.0			65.0
	BCPA Replace Trane Chiller, HVAC, Water Pumps, Carpet, Hot Water Heater	Funding not Secured			30.0			30.0
	BCPA Ugrade Fly Sys, Auditorium Spkrs, Monitor Sound Brd & LED Fly Sys	Funding not Secured			7.0			7.0
	BCPA Tuckpointing and Masonry Repairs	Funding not Secured				65.0		65.0
	BCPA Replace Trane Chiller, HVAC, Water Pumps, Carpet, Hot Water Heater - not using donated funds.	Funding not Secured				80.0		80.0
	BCPA Ugrade Fly Sys, Auditorium Spkrs, Monitor Sound Brd & LED Fly Sys	Funding not Secured				7.0		7.0
	BCPA Replace Trane Chiller, HVAC, Water Pumps, Carpet, Hot Water Heater - not using donated funds.	Funding not Secured					50.0	50.0
BCPA Ugrade Fly Sys, Auditorium Spkrs, Monitor Sound Brd & LED Fly Sys	Funding not Secured					43.0	43.0	
BCPA & LLC Secured Total			0.0	0.0	0.0	0.0	0.0	0.0
BCPA & LLC not Secured Total			130.2	253.0	102.0	152.0	93.0	730.2
Lincoln Leisure Center	Lincoln Leisure Center - Parking Lot (level II)	Funding not Secured		255.0				255.0
	Lincoln Leisure Center-Restoration of Exterior Elements -Faithful & Gould Study (Life & Safety)	Funding not Secured				34.0		34.0
	Recreation Center - design & construction	Funding not Secured				30,000.0		30,000.0
Lincoln Leisure Center Secured Total			0.0	0.0	0.0	0.0	0.0	0.0
Lincoln Leisure Center not Secured Total			0.0	255.0	0.0	30,034.0	0.0	30,289.0
Creativity Center	Install TPO Roofing Membrane - Creativity Center (level 111) - BCPA Campaign funds	Funding Secured		805.0				805.0
	Replace Rooftop Units - Creativity Center (level III) - BCPA Campaign funds	Funding Secured		202.0				202.0
	Creativity Center Remodel	Funding not Secured			5,000.0			5,000.0
Creativity Center Secured Total			0.0	1,007.0	0.0	0.0	0.0	1,007.0
Creativity Center not Secured Total			0.0	0.0	5,000.0	0.0	0.0	5,000.0
Constitution Trail	Route 66 Trail Normal to Towanda - Construction 2nd Half - IGA	Funding Secured	45.0					45.0
	Route 66 Trail Towanda North 2.4 Miles - Design - IGA	Funding Secured	0.6					0.6

Parks

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Constitution Trail	Route 66 Trail Towanda North 2.4 Miles - Construction - IGA	Funding Secured	44.0					44.0
	Route 66 Trail Shirley South - Design - IGA	Funding Secured	0.4					0.4
	Route 66 Trail Shirley South - Construction - IGA	Funding Secured	35.0					35.0
	Trail Resurfacing - Hershey Rd to Airport Rd	Funding not Secured		125.0				125.0
	Trail Ash St to Easy St along Lafayette	Funding not Secured		500.0				500.0
	Route 66 Trail Towanda North 2.4 Miles - Construction 1st half- IGA	Funding Secured		30.0				30.0
	Route 66 Trail Towanda North 2.4 Miles - Construction 2nd half- IGA	Funding Secured		30.0				30.0
	Route 66 Trail Shirley South - Construction 1st half - IGA	Funding Secured		20.0				20.0
	Route 66 Trail Shirley South - Construction 2nd half - IGA	Funding Secured		20.0				20.0
	Trail Croxton to Lafayette	Funding not Secured			1,000.0			1,000.0
Trail Hershey Road East through Brookridge	Funding not Secured			750.0			750.0	
Constitution Trail Secured Total			125.0	100.0	0.0	0.0	0.0	225.0
Constitution Trail not Secured Total			0.0	625.0	1,750.0	0.0	0.0	2,375.0
Golf	Prairie Vista Path Resurfacing	Funding Secured	250.0					250.0
	Den Golf Course Pond Dredging Project	Funding not Secured		60.0				60.0
	Prairie Vista Driving Range Renovation	Funding not Secured		50.0				50.0
	Prairie Vista HVAC & Patio	Funding not Secured		100.0				100.0
	The Den Clubhouse Roof & HVAC	Funding not Secured		100.0				100.0
	Highland Park Grey Water Irrigation Study	Funding not Secured			30.0			30.0
	Highland Park Irrigation System	Funding not Secured				750.0		750.0
	Highland Park Maintenance Shed	Funding not Secured				350.0		350.0
Golf Secured Total			250.0	0.0	0.0	0.0	0.0	250.0
Golf not Secured Total			0.0	310.0	30.0	1,100.0	0.0	1,440.0
Park Development	O'Neil Park Aquatic Center & Lincoln Leisure Center Feasibility Study - Jay would like to change to Parks Master Plan Development (bond money)	Funding not Secured	100.0					100.0
	Miller Park Pavillion & LLC - Replace Smoke and Burglar Alarms	Funding Secured	35.0					35.0
	Downtown Bike Rack & Bench project	Funding Secured	25.5					25.5
	Engineering/Architectural Services for Possible Park Development - Park Dedication Funds	Funding Secured	25.0	50.0	50.0	8.0		133.0
	Engineering/Architectural Services for Possible Park Development - Park Dedication Funds	Funding not Secured				42.0	50.0	92.0
	Master Plan for Neighborhood Parks - Sunnyside Master Plan - Park Dedication Funds	Funding Secured	200.0					200.0
	Woodbury Park (\$525K - GF/\$175K Private)	Funding not Secured		700.0				700.0
	Park Construction and Improvements - Park Dedication Funds	Funding Secured		200.0	200.0			400.0
	Park Construction and Improvements - Park Dedication Funds	Funding not Secured				200.0	200.0	400.0
	Wittenberg Woods Park - 50% funded by OSLAD	Funding not Secured			800.0			800.0

Parks

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Park Development	Oakland School Playground	Funding not Secured			75.0			75.0
	Walt Bittner Park Playground	Funding not Secured				85.0		85.0
	Centennial Park/Dog Park Development	Funding not Secured				75.0		75.0
	Grove Park Construction	Funding not Secured				1,250.0		1,250.0
	Alton Park Playground	Funding not Secured					55.0	55.0
	Westwood Park	Funding not Secured					450.0	450.0
	Sugar Creek Park Land Acquisition	Funding not Secured					500.0	500.0
Park Development Secured Total			285.5	250.0	250.0	8.0	0.0	793.5
Park Development not Secured Total			100.0	700.0	875.0	1,652.0	1,255.0	4,582.0
Aquatics	O'Neil park Aquatic Facility Renovation	Funding not Secured		8,500.0				8,500.0
Aquatics Secured Total			0.0	0.0	0.0	0.0	0.0	0.0
Aquatics not Secured Total			0.0	8,500.0	0.0	0.0	0.0	8,500.0
Zoo	Zoo Concession, Gift Shop Expansion & Roof	Funding not Secured		275.0				275.0
	Zoo Additional Parking, Drives and Fencing	Funding not Secured		500.0				500.0
	Anteater/Galapagos/Bush Dog Exhibits-40% (\$180K) Paid by Miller Park Zoological Society	Funding not Secured			450.0			450.0
	Zoo Lab New Roof & HVAC	Funding not Secured				100.0		100.0
	Tayra/Eagle Exhibits-40% (\$90K) Funded by Miller Park Zoological Society	Funding not Secured					225.0	225.0
Zoo Secured Total			0.0	0.0	0.0	0.0	0.0	0.0
Zoo not Secured Total			0.0	775.0	450.0	100.0	225.0	1,550.0
Park Improvements	Rollingbrook Park Playground	Funding not Secured		75.0				75.0
	Cedar Ridge Park Renovation	Funding not Secured		200.0				200.0
	Miller Park Theatre Renovation	Funding not Secured		350.0				350.0
	Miller Park Elevator	Funding not Secured			325.0			325.0
	O'Neil Park Asphalt Replacement between Ball Fields	Funding not Secured				300.0		300.0
	White Oak Lake Erosion Control Project	Funding not Secured				300.0		300.0
Park Improvements Secured Total			0.0	0.0	0.0	0.0	0.0	0.0
Park Improvements not Secured Total			0.0	625.0	325.0	600.0	0.0	1,550.0
Total Funded Park Projects			660.5	1,357.0	250.0	8.0	0.0	2,275.5
Total not Funded Park Projects			230.2	12,043.0	8,532.0	33,638.0	1,573.0	56,016.2
TOTAL ALL PARK PROJECTS			890.7	13,400.0	8,782.0	33,646.0	1,573.0	58,291.7

Sanitary Sewer

Overview

The Citywide Sanitary Sewer system falls within the purview of the Public Works department. The system collects wastewater (i.e. Sanitary Sewer), which is then treated by the Bloomington-Normal Water Reclamation District (BNWRD). In older parts of the City, the existing sewers are mostly “combined” sewers, which convey both wastewater and storm water in the same pipe. There are 85-miles of combined sanitary sewer and storm water lines and 265-miles of only sanitary sewer lines.

The Sanitary Sewer capital projects in the FY 2017-2021 CIP, many of which come from the Sanitary Sewer Master Plan, aim to address the concerns of aging existing infrastructure and manage urban growth in a way that controls future costs while maintaining an appropriate level of service.

It is worth noting that despite the Master Plan, the City’s sewer system has never been fully evaluated and rated due to lack of resources. An evaluation of this type would help better guide the planning process for capital projects.

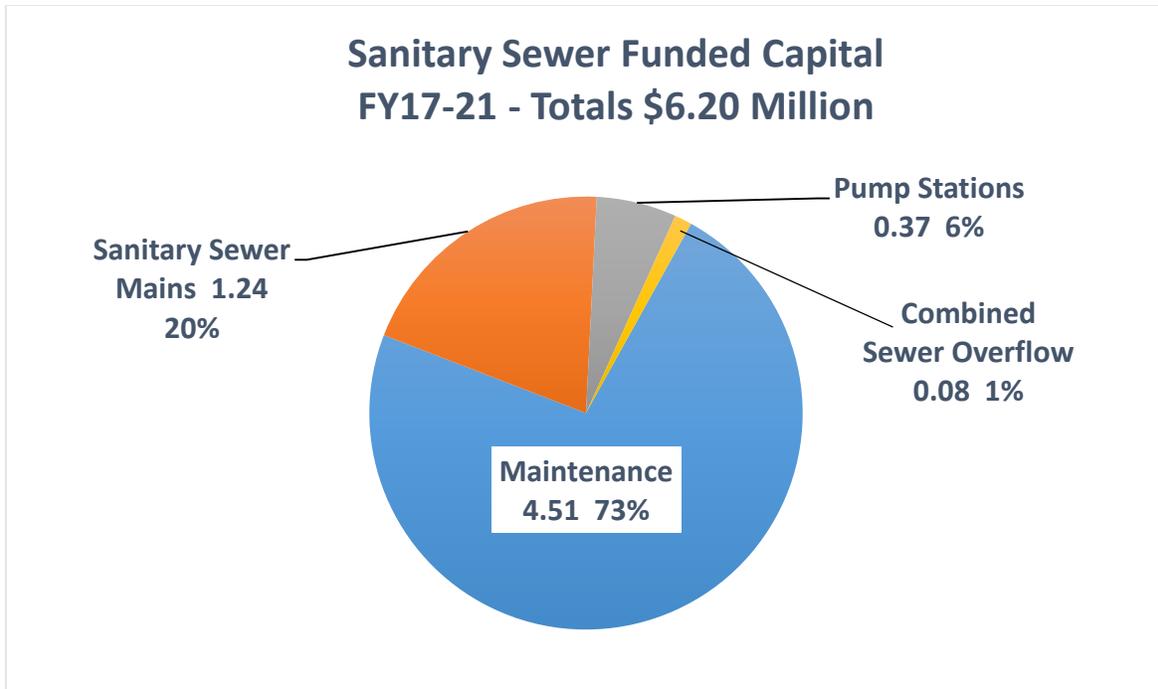
Funding Outlook

In 2008, a four-year Sanitary Sewer rate increase of 100% over four years was implemented, allowing for a modest level of funding for capital projects. However, the demands of aging infrastructure are outpacing this funding, leaving several projects in the FY 2017-2021 CIP without funds identified at this time. This could result in increased costs overall as emergencies occur because of deferred maintenance. For example, emergency repair of a sewer collapse typically costs several times more per lineal foot than the cost of systematic sewer rehabilitation.

A sewer rate study was completed in 2015, the results of which could be considered when looking to the future to fund related capital projects.

Funding Secured

Approximately 27% of Sanitary Sewer capital needs are funded over the next five years. This includes many projects recommended by the Sanitary Sewer and Storm Water Master Plan. Some of these projects are annual such as the sewer and manhole lining program and sanitary CCTV (camera) evaluations, although only FY 2017 has full funding for these annual programs.



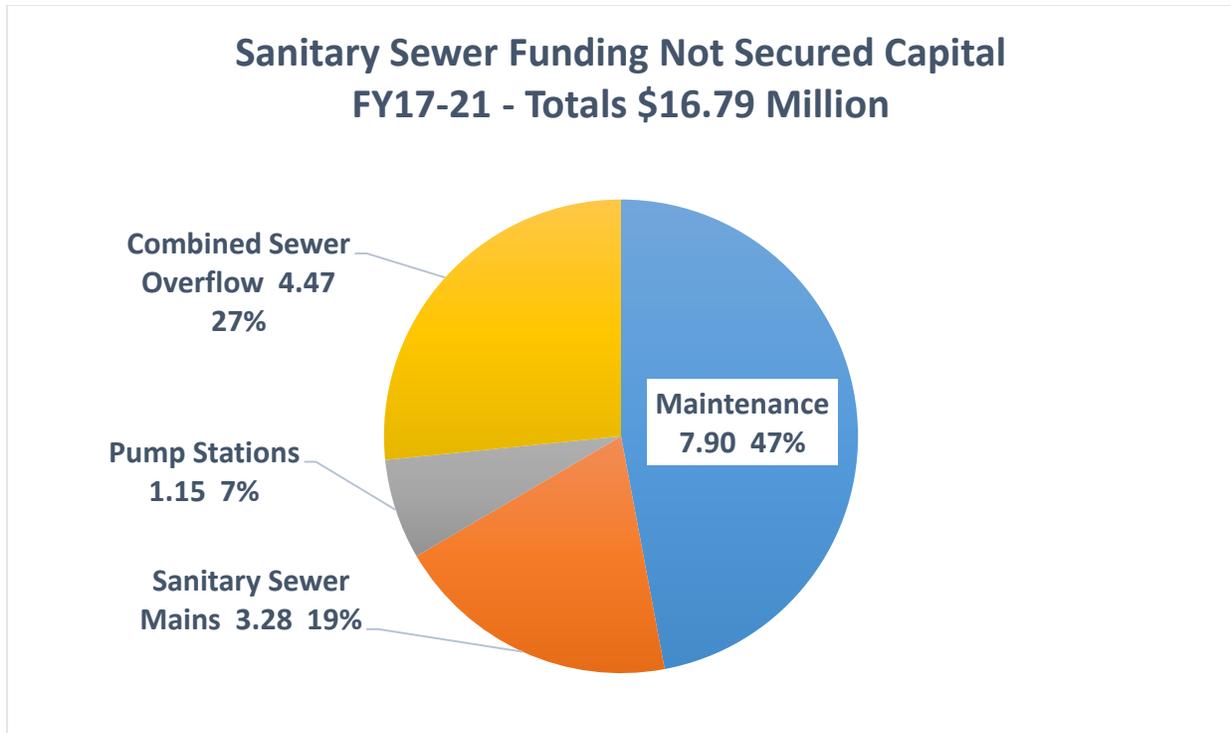
Other funded projects include:

- Adding public sanitary sewer mains to a section of Olive and Grove Streets
- Conducting a footing drain survey to separate the Broadmoor sanitary sewer system
- Numerous pump station improvements at Eagle Crest East pump station, Sugar Creek pump station and force main and Fell Avenue pump station
- A study on Strawberry Road to see if improvements need to be made to increase capacity
- A contract for design work for the Valley Sewer (Maizefield) for CSO elimination and the purchase of land

It is also anticipated that funds will be used to meet contractual obligations at the Grove on Kickapoo Creek subdivision for sewer oversizing.

Funding Not Secured

Almost \$17 M of capital Sanitary Sewer needs do not have funding secured over the next five years. Many of the sewer lines and manholes are aging and not being maintained at a level that prevents or decreases emergencies. Sanitary sewers are not only a necessary part of every citizen's life but can also pose safety and health issues. There is also the concern that if the City does not do enough in regards to eliminating the current Combined Sewer Overflow (CSO) issue, federally-imposed mandates may occur.



As mentioned in the funded section, many necessary annual projects are not funded fully in the out years such as the sewer and manhole lining program that could extend the life of many sanitary sewers. The Locust Colton CSO elimination and water main replacement phases 2 and 3 will not be able to move forward. The ongoing installation of public sanitary sewer in streets with no public sanitary sewer will not be funded. Numerous other pump station improvements, sewer capacity upgrades, camera evaluations and upgrades to the camera system and Geographic Information Systems (GIS) will be left with no funding.

Sanitary Sewer

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Maintenance	Mutli-Year Sewer and Manhole Lining Program (Sewer & Storm Water Master Plan)	Funding Secured	1,500	320			1,000	2,820
	Mutli-Year Sewer and Manhole Lining Program (Sewer & Storm Water Master Plan)	Funding not Secured		1,180	2,000	2,500	1,500	7,180
	Multi-Year Sanitary CCTV Evaluations	Funding Secured	200	200	400	500		1,300
	Multi-Year Sanitary CCTV Evaluations	Funding not Secured					400	400
	CCTV-GIS Infrastructure Rating Tool Development	Funding not Secured		30				30
	ESRI/GIS/CCTV/MUNIS Tool Upgrades	Funding not Secured		140				140
	ESRI/GIS/CCTV/MUNIS Tool Upgrades	Funding Secured				50		50
	Inventory Manholes/Structures	Funding Secured		60				60
	Manhole Inspection Program (Ongoing)	Funding not Secured		90			60	150
	Manhole Inspection Program (Ongoing)	Funding Secured			90	90		180
Post-Rehabilitation Flow Analysis	Funding Secured			100			100	
Maintenance Secured Total			1,700	580	590	640	1,000	4,510
Maintenance not Secured Total			-	1,440	2,000	2,500	1,960	7,900
Sanitary Sewer Mains	Olive Street Sanitary Sewer (400 East Block)	Funding Secured	160					160
	Grove Street Sanitary Sewer (400 East Block)	Funding Secured	160					160
	Broadmoor Sanitary Sewer - Footing Drain Survey-Separation	Funding Secured	125					125
	The Grove on Kickapoo Creek Subdivision Sewer Oversizing Construction	Funding Secured	500					500
	Strawberry Road Sewer Improvements-Design only	Funding Secured	40					40
	Strawberry Road Sewer Improvements	Funding not Secured		400				400
	Wall Street Sanitary Sewer (300 Block) Construction	Funding not Secured		120				120
	Low Street Sanitary Sewer (900-1100 South Block) Construction	Funding not Secured		400				400
	The Grove on Kickapoo Creek Subdivision Sewer Oversizing Construction	Funding not Secured		600				600
	Briarwood Subdivision Infrastructure Rehabilitation	Funding not Secured			225			225
	The Grove on Kickapoo Creek Subdivision Sewer Oversizing Construction	Funding not Secured			700			700
	Miller Street Sanitary Sewer (800 East Block)	Funding not Secured			160			160
	Gray Avenue Sanitary Sewer (300 Block)	Funding not Secured			160			160
	Install Public Sanitary Sewer In Streets With No Public Sewer	Funding Secured				250		250
	Sanitary Sewer and Manhole Testing (SSES)	Funding not Secured		260				260
Install Public Sanitary Sewer In Streets w/ No Public Sewer	Funding not Secured					250	250	
Sanitary Sewer Mains Secured Total			985	-	-	250	-	1,235
Sanitary Sewer Mains not Secured Total			-	1,780	1,245	-	250	3,275
Pump Stations	Eagle Crest East Pump Station Improvements	Funding Secured	300					300
	Fell Avenue Pump Station Improvements-Design	Funding Secured	20					20

Sanitary Sewer

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
	Sugar Creek Pump Station and Forcemain Improvements-Design only	Funding Secured	50					50
	Fell Avenue Pump Station Improvements	Funding not Secured		100				100
	Sugar Creek Pump Station and Forcemain Improvements	Funding not Secured		500				500
	Pump Station Control Upgrades	Funding not Secured			125			125
	Pump Station Control Upgrades	Funding not Secured				425		425
Pump Stations Secured Total			370	-	-	-	-	370
Pump Stations not Secured Total			-	600	125	425	-	1,150
Combined Sewer Overflows	Valley Sewer (Maizefield) CSO Elimination Phase 1 Design & Land	Funding Secured	80					80
	Locust Colton CSO Elimination & Water Main Replacement - Design Phase 2	Funding not Secured		10				10
	Hawthorne Collector Sewer Capacity Upgrade	Funding not Secured		75				75
	Valley Sewer (Maizefield) CSO Elimination Phase 2 Design	Funding not Secured		40				40
	Valley Sewer (Maizefield) CSO Elimination Phase 1 Construction	Funding not Secured		350				350
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Construction	Funding not Secured			50			50
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Construction - ineligible expenses for loan	Funding not Secured			1,185			1,185
	Hawthorne Collector Sewer Capacity Upgrade	Funding not Secured			525			525
	Valley Sewer (Maizefield) CSO Elimination Phase 2 Construction	Funding not Secured			300			300
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Design & Land	Funding not Secured			110			110
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Construction	Funding not Secured				900		900
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Construction - ineligible expenses for loan	Funding not Secured				80		80
	Wet Weather Storage Project (10 MG Tank)	Funding not Secured				200		200
	Locust/Colton – Remaining Sewer Separation Projects (primarily sanitary sewer costs)	Funding not Secured				100		100
	Locust/Colton – Remaining Sewer Separation Projects (primarily sanitary sewer costs)	Funding not Secured					540	540
Combined Sewer Overflows Secured Total			80	-	-	-	-	80
Combined Sewer Overflows not Secured Total			-	475	2,170	1,280	540	4,465
Sanitary Sewer Secured Total			3,135	580	590	890	1,000	6,195
Sanitary Sewer not Secured Total			-	4,295	5,540	4,205	2,750	16,790
TOTAL SANITARY SEWER			3,135	4,875	6,130	5,095	3,750	22,985

Storm Water

Overview

The Citywide Storm Water system falls within the purview of the Public Works department and consists of both confined infrastructure and open flow elements. The system collects storm water runoff through a series of gutters, inlets, storm sewers, detention basins and stream channels. In older parts of the City, the existing sewers are mostly “combined” sewers, which convey both wastewater and storm water in the same pipe. There are 256 miles of storm water lines, 80 miles of sump pump drain lines that also carry storm water and 85 miles of combined sanitary sewer and storm water lines.

In the past, storm water planning focused on flood control, system sizing, flood routing and storm water detention. Now, pressures of urbanization and increased federal regulation dictate a total water resources management point of view, considering the volume of storm runoff and pollution prevention. Storm water frequently contains high levels of sediment, litter, phosphorus, nitrogen, heavy metals, oil, grease and organic materials. Storm water management also involves stream bank erosion control, often through placement of rock, concrete or other materials. Urban water channels, by their nature, must remain fairly narrow, straight and confined to a defined space, making them susceptible to erosion during periods of heavy water flow without the creation and maintenance of engineered stream banks.

The Storm Water capital projects in the FY 2017-2021 CIP, many of which come from the Stormwater Master Plan, aim to address concerns of aging existing infrastructure, flood prevention and need for managed urban growth in a way that controls future infrastructure costs while maintaining an appropriate level of service. By managing runoff and preventing pollutants from entering the environment, we strive to avoid the potentially-high costs of flooding, future treatment and increased regulation.

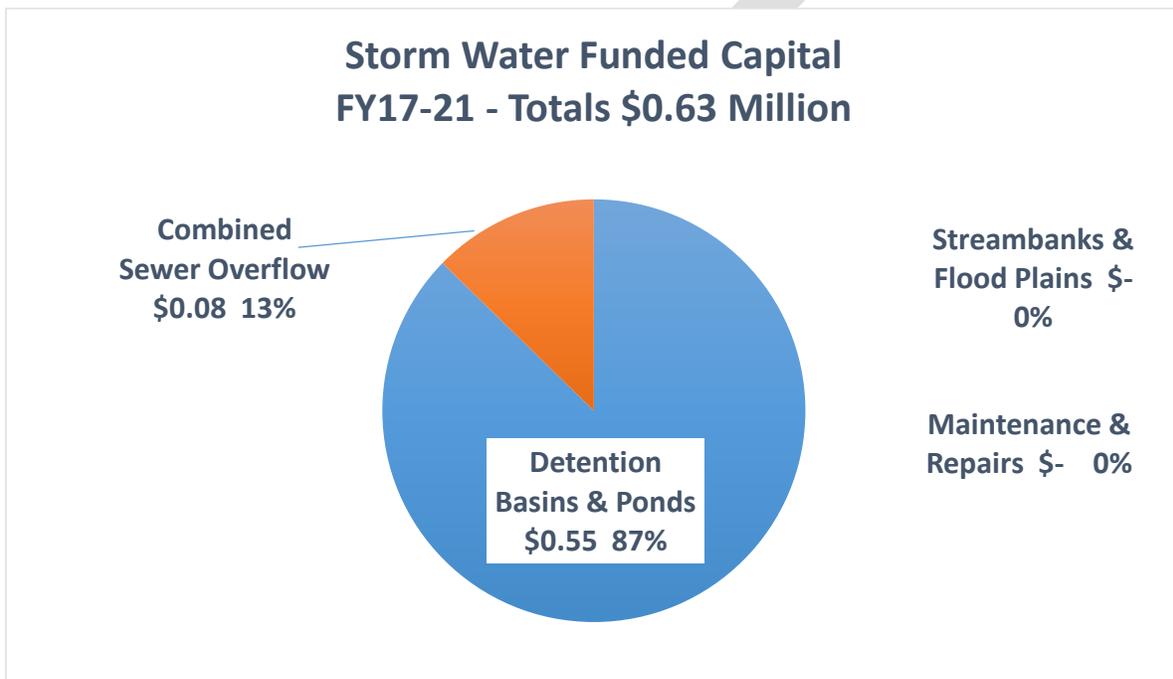
Funding Outlook

While a Storm Water Utility Fund was established in 2004, and with no associated Master Plan, rates have remained stagnant since its inception and are currently insufficient to keep up with capital needs. Therefore, most projects in the FY 2017-2021 CIP do not have funds identified at this time. Failure to fund these projects could result in increased costs overall as emergencies due to deferred maintenance occur. There is also the threat of eroding banks encroaching on private property and on public assets, such as the Constitution Trail. Lastly, stagnant funding has slowed the City’s progress toward the federally-mandated elimination of combined sewer overflow, which is the release of combined sewer wastewater directly into streams.

A sewer rate study was completed in 2015, the results of which could be considered when looking to the future to fund related capital projects.

Funding Secured

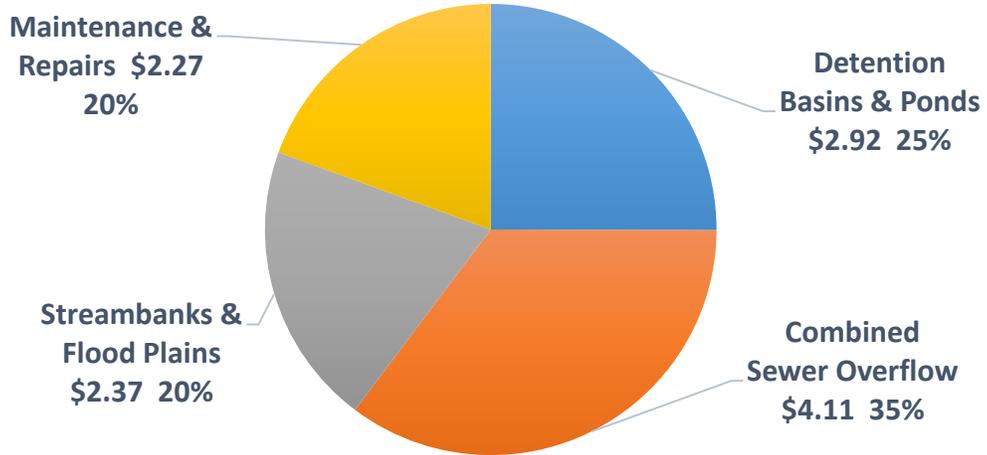
Storm Water has numerous projects related to Sanitary Sewer projects. The Fund Balance for Storm Water has been declining for several years as operating costs are overriding the revenue earned from the Storm Water fees. As addressed in the funding outlook, the fee has not been increased since 2004. Without any additional funding, capital projects will not be able to move forward. There are only two projects funded in FY 2017, which will use all of the remaining Fund Balance. These two projects are the Farm Bureau Detention Basin improvements and the Valley Sewer (Maizefield) CSO Elimination (only phase 1 design and the purchase of land).



Funding Not Secured

With Storm Water only having \$630,000 of funded projects over five years, this leaves a fairly large number of projects not funded. Some of the main projects not funded include the Locust Colton CSO elimination and water main replacement (design, phase 2) and phase 2 of the Valley Sewer CSO elimination. Lack of funding will leave no ability to move forward on what should be annual projects such as detention basin improvements, the pond inspection and maintenance program, detention pond retrofits, stream bank stabilization, sewer separation projects and the floodplain/floodway encroachment program. There are also other needs such as updating the Storm Water ordinances and urban stream repairs and ongoing stream inspections.

**Storm Water Funding not Secured Capital
FY17-21 - Totals \$11.67 Million**



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Storm Water

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Detention Basins & Ponds	Farm Bureau Detention Basin Improvements	Funding Secured	550					550
	Detention Pond Retrofits	Funding not Secured			50	285		335
	Regional Stormwater Detention Facilities (Ponds 1 and 2)	Funding not Secured				300	1,238	1,538
	Pond Inspection and Maintenance Program (Public and Private Bonds)	Funding not Secured				500	550	1,050
Detention Basins & Ponds Secured Total			550	-	-	-	-	550
Detention Basins & Ponds not Secured Total			-	-	50	1,085	1,788	2,923
Combined Sewer Overflow	Valley Sewer (Maizefield) CSO Elimination Phase 1 Design & Land	Funding Secured	80					80
	Locust Colton CSO Elimination & Water Main Replacement - Design Phase 2	Funding not Secured		10				10
	Valley Sewer (Maizefield) CSO Elimination Phase 2 Design	Funding not Secured		40				40
	Valley Sewer (Maizefield) CSO Elimination Phase 1 Construction	Funding not Secured		350				350
	Valley Sewer (Maizefield) CSO Elimination Phase 2 Construction	Funding not Secured			300			300
	Locust Colton CSO Elimination & Water Main Replacement - Construction Phase 2 - ineligible expenses for loan	Funding not Secured			100			100
	Locust Colton CSO Elimination & Water Main Replacement - Construction Phase 2	Funding not Secured			1,185			1,185
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Design & Land	Funding not Secured			110			110
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Construction	Funding not Secured				1,185		1,185
	Locust Colton CSO Elimination & Water Main Replacement - Phase 3 - Construction - ineligible expenses for loan	Funding not Secured				80		80
	Sewer Separation Projects	Funding not Secured				200	550	750
Combined Sewer Overflow Secured Total			80	-	-	-	-	80
Combined Sewer Overflow not Secured Total			-	400	1,695	1,465	550	4,110
Streambanks & Flood Plains	Sugar Creek Flood Plain Study	Funding not Secured		163				163
	Floodplain/Floodway Encroachment Program	Funding not Secured				188	188	376
	Streambank Stabilization (Planning Areas 4, 7, and 8)	Funding not Secured				370	370	740
	Urban Stream Repairs (From Streambank Inventory) and Ongoing Stream Inspections	Funding not Secured					1,090	1,090
Streambanks & Flood Plains Secured Total			-	-	-	-	-	-
Streambanks & Flood Plains not Secured Total			-	163	-	558	1,648	2,368
Maintenance & Repairs	Rowe Dr Drainage Way Improvements Design	Funding not Secured		100				100
	Fort Jesse Road Reconstruction: Kaisner - Towanda Barnes	Funding not Secured			350			350
	Briarwood Subdivision Infrastructure Rehabilitation	Funding not Secured			355			355

Storm Water

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
	Rowe Dr Drainage Way Improvements Construction	Funding not Secured			945			945
	Update Stormwater Ordinances	Funding not Secured			130			130
	McKay Dr Storm Sewer & Drainage Way Improvements Design	Funding not Secured				40		40
	McKay Dr Storm Sewer & Drainage Way Improvements Construction	Funding not Secured					350	350
Major Maintenance & Repairs Secured Total			-	-	-	-	-	-
Major Maintenance & Repairs not Secured Total			-	100	1,780	40	350	2,270
Storm Water Secured Total			630	-	-	-	-	630
Storm Water not Secured Total			-	663	3,525	3,148	4,336	11,671
TOTAL STORM WATER PROJECTS			630	663	3,525	3,148	4,336	12,301

*FY17 is the only year capital can be funded and maintain a 15% balance. In the out years, operating expenses exceed revenues even with all capital being eliminated.

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Streets & Sidewalk

Overview

The City's Streets and Sidewalk systems are overseen by the Public Works department and consist of approximately 842 lane miles of public streets and alleys and 423 miles of sidewalks.

All City streets are evaluated and rated by staff on a regular basis. Additionally, a Streets Master Plan is currently underway to identify and prioritize major street projects. These factors combined allow for an excellent inventory of the City's Streets system and identification of capital projects. Current ratings have identified 27% of streets and alleys as being in less than satisfactory condition. City sidewalks are also systematically rated, with 16% falling short of satisfactory.

Streets capital projects in the FY 2017-2021 CIP include street resurfacing, reconstruction, widening, new street construction, bridge work, pavement preservation treatments, restriping of traffic lanes, striping of bicycle lanes where appropriate and curb and gutter replacement. The projects are exclusive of day-to-day patching, pothole filling and other routine maintenance.

Sidewalk capital projects include installation and repair of curb ramps, repair of sidewalk panels, construction of new segments, response to reports of sidewalk problems and the voluntary 50-50 sidewalk repair program.

Funding Outlook

Streets and sidewalk capital projects are currently funded through the Illinois Motor Fuel Tax, the local Motor Fuel Tax and an earmarked portion of sales taxes. Occasionally, Federal Aid Urban money is utilized.

General Resurfacing & Sidewalks

The general resurfacing program, plus the sidewalk program, is currently funded by the combined total of designated sales tax (¼%) and the local fuel tax. The total from the two revenue sources amounts to approximately \$4.8 M annually, allocated as follows:

- \$3.8 M for resurfacing.
- \$400,000 for ADA-construction of sidewalk ramps adjacent to street resurfacing work
- \$600,000 for sidewalk capital projects exclusive of sidewalk ramps.

Major Road & Bridge Projects

Major road and bridge projects are often funded by revenue from the Illinois Motor Fuel Tax (MFT). State MFT projects require exhaustive documentation. Therefore, it is more efficient to use state MFT money for a few big projects rather than numerous smaller ones. Use of federal road funds is determined by the multiagency Transportation Improvement Program. The planning group rotates use of federal money. These funds, too, are used for major projects.

Grants

The City continues to seek grants to fund transportation projects. The City is currently seeking federal money to fund the majority of the Hamilton Road connection from Bunn to Commerce through the new FASTLANE grant program. Also, Bloomington and Normal partnered with the Illinois Department of Transportation on IDOT's request for a TIGER grant for Main Street Corridor improvements.

Funding Secured

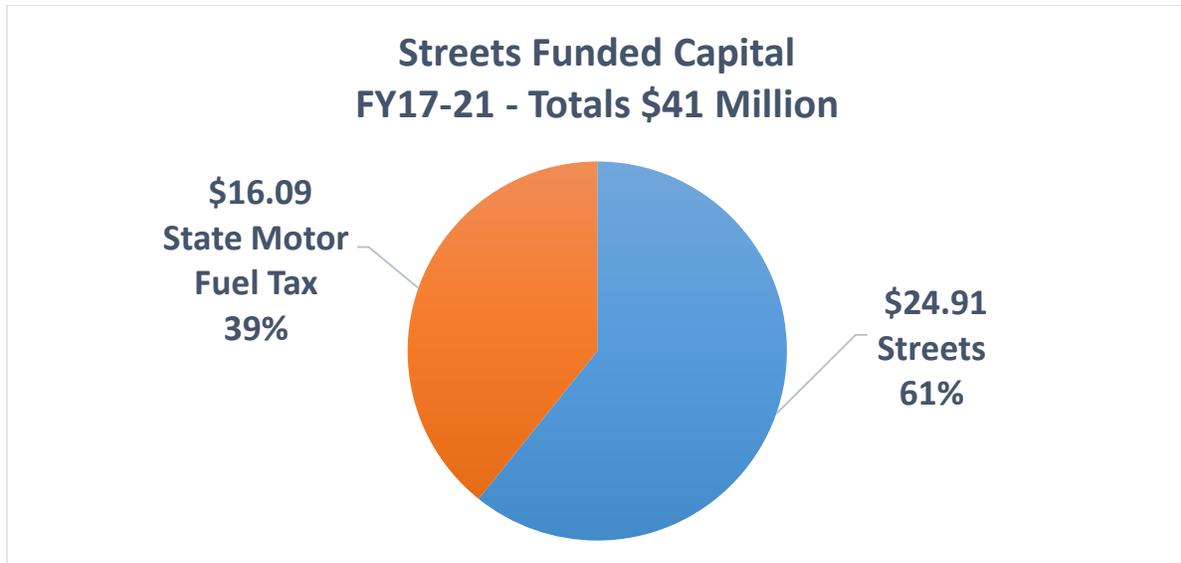
The Streets program and related areas such as sidewalks, ADA ramps and traffic signals are part of the infrastructure that the City recognizes is a priority to enable people to get around the City efficiently and safely. The City Council earmarked a new Local Motor Fuel Tax and .25% of a 1% increase in the Home Rule sales tax to specifically address the City's infrastructure needs of our streets. Even though this generates approximately \$4.8 M per year, there is the capacity within the Public Works department to complete about \$10 M per year of street work.

The dedicated revenue streams allow the City to have funding for the following projects throughout the next five years:

- Street and Alley Resurface Program
- ADA Sidewalk Ramp Replacement Program
- Sidewalk Repair Program
- Sidewalk Replacement 50-50 Program

Also in FY 2017, there is funding for the Harvest Point subdivision pavement oversizing construction, the Grove on Kickapoo Creek pavement oversizing and the Washington Street Realignment: Euclid-Brown feasibility study.

State Motor Fuel Tax revenues distributed by the state will fund several projects. The largest project is the Linden Street Bridge and Trail construction at \$1.6 M. There will also be a purchase of land for the Fox Creek Bridge. This funding has provided for \$.5 M for utility charges for street lighting since last fiscal year.



There will be a feasibility study completed for Lafayette Street from Main to Ash Street and road street improvements for Towanda Barnes Road at Ireland Grove Road (sharing cost with the county). Traffic signal construction includes:

- Hershey Road at Arrowhead
- Hershey Road at Clearwater Avenue
- GE Road at Keaton Place
- Towanda Avenue at Vernon Avenue

In the out years funding is secured for the Fox Creek Road Bridge over the Union Pacific Railroad (UPRR) and roadway improvements, Fort Jesse Road reconstruction to Kaisner, land purchase for Briarwood subdivision infrastructure, Hamilton Road phase 2 design (Bunn-Commerce- not fully funded) and some additional traffic signals and bridge replacements.

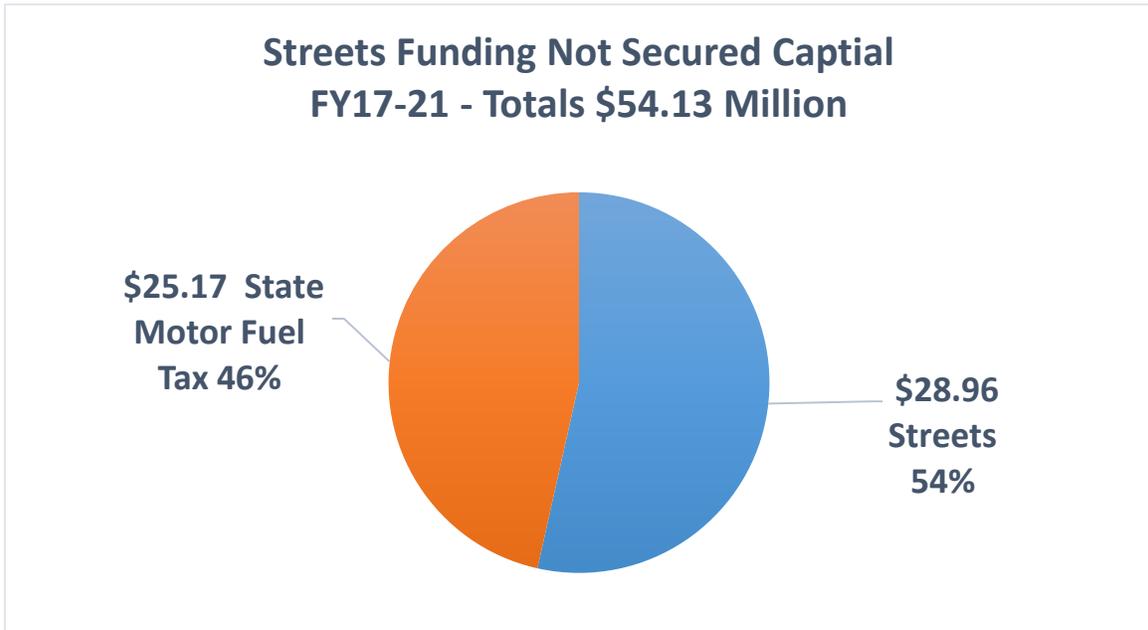
Funding Not Secured

The projects without secured funding are understated in the Streets subcategory. Although there is almost \$4 M showing as not funded, Public Works has always taken the conservative approach of primarily only budgeting for those projects they have more confidence will be funded. The number of projects that need funding will grow next year as we know there are many street needs.

Some of the major Street projects that are not currently funded are:

- The Lutz Road reconstruction: Morris Ave to Luther Oaks
- Miller Park road resurfacing, curb and gutter
- The Grove on Kickapoo ongoing pavement oversizing
- Multi-year Downtown street light design and construction

- The Empire Business Park Cornelius Drive oversizing



The State Motor Fuel Tax projects that do not have secured funding include some major projects that Public Works has been trying to save for from fund balance to push these projects forward. The largest project at \$10 M is the actual construction of Hamilton Road Bunn to Commerce. This also depends on the design and preliminary work that must be funded and completed before construction in FY 2020.

There are also numerous bridge replacements such as Jersey Avenue and Cottage Avenue.

There are other signals not being funded at Airport and Fort Jesse Road, Empire Street (Fire Station #3) and Streid Drive at Ireland Grove. This fund may not be able to cover the \$.5 M in utility charges in the out years. The continuation of the Briarwood Subdivision infrastructure rehabilitation started in FY 2017 does not have funding in the out years to complete this multi-year project.

Street Resurfacing Program**Funding Secured & Not Secured**

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Streets, Sidewalks & ADA Ramps	Multi-Year Street & Alley Resurface Program (\$2.4M supported by LMFT & \$2,404,573.62 additional projected of .25% portion of the 1% increase of the Home Rule Sales Tax effective January 1, 2016.)	Funding Secured	3,362	3,614	3,628	3,658	3,662	17,923
	Multi-Year ADA Sidewalk Ramp Replacement Program (\$2.4M supported by LMFT & \$2,404,573.62 additional projected of .25% portion of the 1% increase of the Home Rule Sales Tax effective January 1, 2016.)	Funding Secured	500	500	500	500	500	2,500
	Multi-Year Sidewalk Repair Program (\$2.4M supported by LMFT & \$2,404,573.62 additional projected of .25% portion of the 1% increase of the Home Rule Sales Tax effective January 1, 2016.)	Funding Secured	463	489	500	494	509	2,455
	Multi-Year Sidewalk Replacement 50-50 Program (\$2.4M supported by LMFT & \$2,404,573.62 additional projected of .25% portion of the 1% increase of the Home Rule Sales Tax effective January 1, 2016.)	Funding Secured	100	100	100	100	100	500
	Emergency Multi-Year Street, Alley & Sidewalk Repairs (\$2.4M supported by LMFT & \$2,404,573.62 additional projected of .25% portion of the 1% increase of the Home Rule Sales Tax effective January 1, 2016.)	Funding Secured	200	200	200	200	206	1,006
	FY 2017 Resurfacing-Remaining Portion of 2013 Bond for \$10.0 Million-Street Resurfacing	Funding Secured	271	-	-	-	-	271
	Harvest Point Subdivision Pavement Oversizing Construction	Funding Secured	14	-	-	-	-	14
	Washington Street Realignment: Euclid - Brown - Feasibility Study	Funding Secured	40	-	-	-	-	40
	The Grove on Kickapoo Creek Subdivision Pavement Oversizing	Funding Secured	200	-	-	-	-	200
	The Grove on Kickapoo Creek Subdivision Pavement Oversizing	Funding not Secured	-	225	55	570	480	1,330
	Streets 2.0	Funding not Secured	5,000	5,000	5,000	5,000	5,000	25,000
	Multi-Year Downtown Street Light Design / Construction	Funding not Secured	-	275	-	-	-	275
	Multi-year Empire Business Park - Cornelius Dr. Oversizing Construction (Developer paying majority)	Funding not Secured	-	230	-	-	-	230
	Locust Colton CSO Elimination & Water Main Replacement - Construction Phase 2	Funding not Secured	-	50	-	-	-	50
Lutz Road Reconstruction: Morris Avenue to Luther Oaks Construction	Funding not Secured	-	700	-	-	-	700	
Miller Park Road Resurfacing, Curb & Gutter	Funding not Secured	-	-	1,000	-	-	1,000	

Street Resurfacing Program

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Streets	Multi-Year Downtown Street Light Design / Construction	Funding not Secured	-	-	-	375	-	375
Streets Secured Total			5,150	4,903	4,927	4,952	4,977	24,910
Streets not Secured Total			5,000	6,480	6,055	5,945	5,480	28,960
State Motor Fuel Tax	Linden Street Bridge & Trail Construction	Funding Secured	1,600					1,600
	Fox Creek Bridge Land Purchase	Funding Secured	40					40
	Hershey Road @ Arrowhead Traffic Signals Construction	Funding Secured	625					625
	Hershey Road @ Clearwater Avenue Traffic Signals Construction	Funding Secured	625					625
	GE Road @ Keaton Place Traffic Signals and NB Turn Lane Land & Construction	Funding Secured	540					540
	Towanda Ave @ Vernon Ave Traffic Signals w/NBR Turn Ln Land & Construction	Funding Secured	450					450
	Lafayette Street: Main Street to Ash Street - Feasibility Study	Funding Secured	120					120
	Lafayette Street: Main Street to Ash Street - Feasibility Study	Funding not Secured					8,000	8,000
	Towanda Barnes Rd @ Ireland Grove Rd Improvement (City share)	Funding Secured	400					400
	Street Lighting Charges	Funding Secured	500				500	1,000
	Street Lighting Charges	Funding not Secured		500	500	500		1,500
	Empire St (IL 9) Left Turn Lane @ Harvest Pointe Blvd Design & Construction	Funding Secured		475				475
	Fox Creek Road Bridge over UPRR & Roadway Improvements	Funding Secured		5,950				5,950
	Fort Jesse Road Reconstruction (Towanda Barnes - Kaisner)	Funding Secured			1,400			1,400
	Briarwood Subdivision Infrastructure Rehabilitation Land	Funding Secured			22			22
	Briarwood Subdivision Infrastructure Rehabilitation Land	Funding not Secured			63			63
	Airport Road @ Fort Jesse Traffic Signals	Funding not Secured			505			505
	Hershey Road @ Fort Jesse Traffic Signals	Funding not Secured			480			480
	Hamilton Road Phase II Design (Bunn - Commerce)	Funding Secured			902			902
	Hamilton Road Phase II Design (Bunn - Commerce)	Funding not Secured			98			98
	Briarwood Subdivision Infrastructure Rehabilitation Construction	Funding not Secured				950		950
	Empire Street (IL 9) @ Firestation #3 Traffic Signal	Funding Secured				190		190
	Empire Street (IL 9) @ Firestation #3 Traffic Signal	Funding not Secured				310		310
	Jersey Avenue Bridge Replacement	Funding not Secured				1,630		1,630
	Cottage Avenue Bridge Replacement	Funding not Secured				1,630		1,630
	Hamilton Road Bunn to Commerce - Construction	Funding not Secured				10,000		10,000
	Streid Drive @ Ireland Grove Road Traffic Signals	Funding Secured					500	500
	Cottage Bridge Replacement	Funding Secured					750	750
	Street Lighting Charges	Funding Secured					500	500
State Motor Fuel Tax Secured Total			4,900	6,425	2,324	190	2,250	16,089

Street Resurfacing Program**Funding Secured & Not Secured**

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
State Motor Fuel Tax not Secured Total			-	500	1,646	15,020	8,000	25,166
Total Funded Street Projects			10,050	11,328	7,252	5,142	7,227	40,999
Total not Funded Street Projects			5,000	6,980	7,701	20,965	13,480	54,126
TOTAL ALL STREET PROJECTS			15,050	18,308	14,952	26,107	20,707	95,125

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Water

Overview

The Water department is dedicated to providing a high-quality water supply, a resilient and reliable system and excellent customer service. The water produced by the department is consistently of higher quality than required by federal and state drinking water regulations. Unlike standard municipal services which serve only a single municipality, the Water department has a much wider scope and serves approximately 50% of the total population of McLean County, as well as many of the largest employers in Bloomington and Normal.

Bloomington's water system is vast and includes two manmade lakes, a water treatment plant, transmission mains, reservoirs, pumping stations, storage facilities, water mains and other elements.

The primary near-term goal of the Water department is to address deferred operations and maintenance projects, while the near-to-long-term goals include the development of a Water Department Infrastructure Master Plan and implementation of the Interim Water Supply Plan. Many projects in the FY 2017-2021 CIP focus on addressing the concerns of an aging water system, which are evident across all department functions.

Historically, system maintenance activities have consumed the majority of staff effort. Staff is developing procedures and leveraging other resources in order to increase focus on capital projects and planning. It is essential to plan, design, construct, operate and maintain the system to achieve maximum flexibility, operational efficiency, safety and reliability.

These water capital projects are essential for meeting current and future needs while maintaining compliance with state and federal regulations. It is important to note that a number of these projects require careful coordination with other departments to make the best use of resources.

Project Categories

Water capital projects fall into one of the following categories, which also represent a part of the Water department system:

Department Administration

Department Administration provides support and administrative services for operations. The majority of administrative functions are performed at the Division Street office.

Water Supply & Future Planning

The City of Bloomington obtains water from two man-made reservoirs, the Lake Bloomington reservoir and Evergreen Lake reservoir. The Lake Bloomington reservoir is fed by runoff from 70-square miles of land while the drainage area for the Evergreen Lake reservoir is 41-square miles. The majority of the watershed is agricultural in nature.

The water supply challenges of the City of Bloomington are typical of many communities. The Water department must address both short-term issues related to surface-water quality deterioration and interim-term needs for additional sources of supply.

The City is working to alleviate two areas of concern: high nitrate levels in reservoirs and finding new sources of water to support future population growth in the City. An Interim Water Supply Plan has been crafted that takes into consideration available supplies, water quality, management and infrastructure options. The CIP includes projects that will continue implementation of the water supply plan.

Water Treatment Operations

The Water Treatment plant at Lake Bloomington exists to provide safe drinking water by processing water pumped from Lakes Bloomington and Evergreen. We are also responsible for managing the lakes and for maintaining our source water and watershed protection program, as well as operations and maintenance of the Water Treatment Plant, Evergreen pump station and Mackinaw pumping pool and pump station. Construction of Lake Bloomington and the adjacent Water Treatment Plant was completed in 1929, with an expansion of the plant completed in the 1980s. Lake Evergreen was originally constructed in the 1960s, while its dam was raised five feet in 1995, increasing storage capacity by 36%. In addition, water treatment staff is responsible for planning and management of related capital improvement projects.

Lake Parks & Infrastructure Operations

The Lake Parks Maintenance division provides for the maintenance of the extensive lands surrounding our drinking water reservoirs, roadways and lanes on City property, and meter reading and distribution service maintenance in the Lake Bloomington area. Lake Parks also is responsible for the operations and maintenance of the Davis Lodge and the public boat ramp. Additionally, our lake patrol helps to maintain public safety and boat registration for users of Lake Bloomington and the parks. The majority of the division's functions are performed around Lake Bloomington and at Evergreen Lake dam.

Mechanical Maintenance & Storage

The Department's mechanical maintenance staff are responsible for maintenance and operations of all Water Department facilities and grounds within the City and Town of Normal. These facilities include the Division Street offices, Fort Jesse pump stations and tanks, Hamilton Road elevated tank, North East Route 66 elevated tank, South Main Street pump station, Division pump station, Enterprise pump station, Division Street underground tanks, and number water quality and pressure monitoring systems. In addition, mechanical maintenance staff is responsible for planning and management of related capital improvement projects.

Transmission & Distribution

The department's Transmission & Distribution staff responsible for both scheduled preventative maintenance and emergency repairs to the City's 400 plus miles of water transmission and

distribution mains, 4,700 fire hydrants, 20,000 distribution valves, meter vaults, and over 30,000 water service lines. In addition, transmission and distribution staff is responsible for planning and management of related capital improvement projects.

This division is also responsible for marking all City underground utility facilities under J.U.L.I.E (Joint Utility Locating Information for Excavators). J.U.L.I.E. is a non-for-profit corporation that provides contractors, excavators, homeowners, and others who may be disturbing the earth with a free service phone number to call for the locating and marking of underground utility facilities. The Department processes over 15,000 locate requests per year.

Meter Services

The Water Meter Division oversees and maintains the City of Bloomington's metering system. The Meter Division reads over 32,000 water accounts for billing purposes for the water, sewer, and Bloomington Normal Water Reclamation District.

In addition, the Meter Service Division responds to customer service issues that include - low or high water pressure inside the home; water leaks from the meter; stopped and noisy meter related issues; verify the function of valve control from the water main into the customer's home.; water dripping from leaking plumbing fixtures. Staff also verifies the size and proper meter application, and performs service disconnections and reconnections.

Billing & Collections

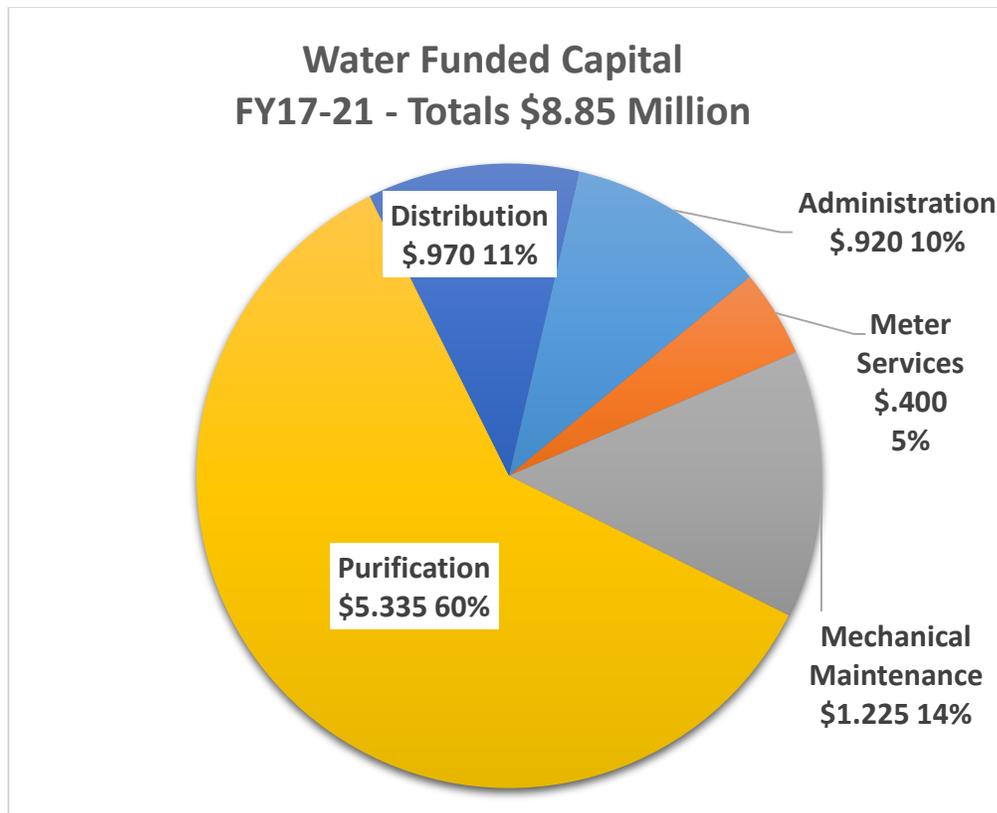
Staff performs billing and collection services for City water, solid waste, storm water, and sanitary sewer, as well contract billing for limited Town of Normal sewer customers, and the complete billing and remittance for the Bloomington and Normal Water Reclamation District (BNWRD).

Funding Outlook

Water capital projects receive the majority of their funding from charges for services. The Water Fund has a projected beginning FY17 fund balance of approximately \$25 million. <Need more text>

Funding Secured

Water projects are funded mainly through their charges for services (utility fees). Water has been working towards building a Fund Balance that can address many lower dollar projects but also several costly projects such as the construction of a deep groundwater production well by the Lake Bloomington Water Purification Plant and filter plant expansion. Together these projects total \$3.6 M.



In Administration, the projects include consulting services for the development of a Water department infrastructure Master Plan as well as a water rate study. To assist with moving forward the numerous capital projects, an outside consultant will be used for civil engineering services. The Water department will evaluate the value and contribution of the outside services at the end of the Fiscal Year to determine if the services will be used next Fiscal Year.

Water Meter Services will continue to upgrade to compound meters in this Fiscal Year and in the out years although funding is not secured after FY 2018. These are for wholesale water customers and provide timely information on leakages and illegal use of the water from the fire service lines.

Mechanical Maintenance has funding secured for the study/design of the Supervisory Control and Data Acquisition System (SCADA), which monitors many of the water infrastructure components as well as the design for the Division Street pump station improvements and the Water Treatment Plan and Lake Evergreen pump station arch flash study and field implementation. The Evergreen Pump Station will also go through an electrical conversion to make the station safer to work on for the electricians.

Purification has the largest portion of the funded capital projects including the following:

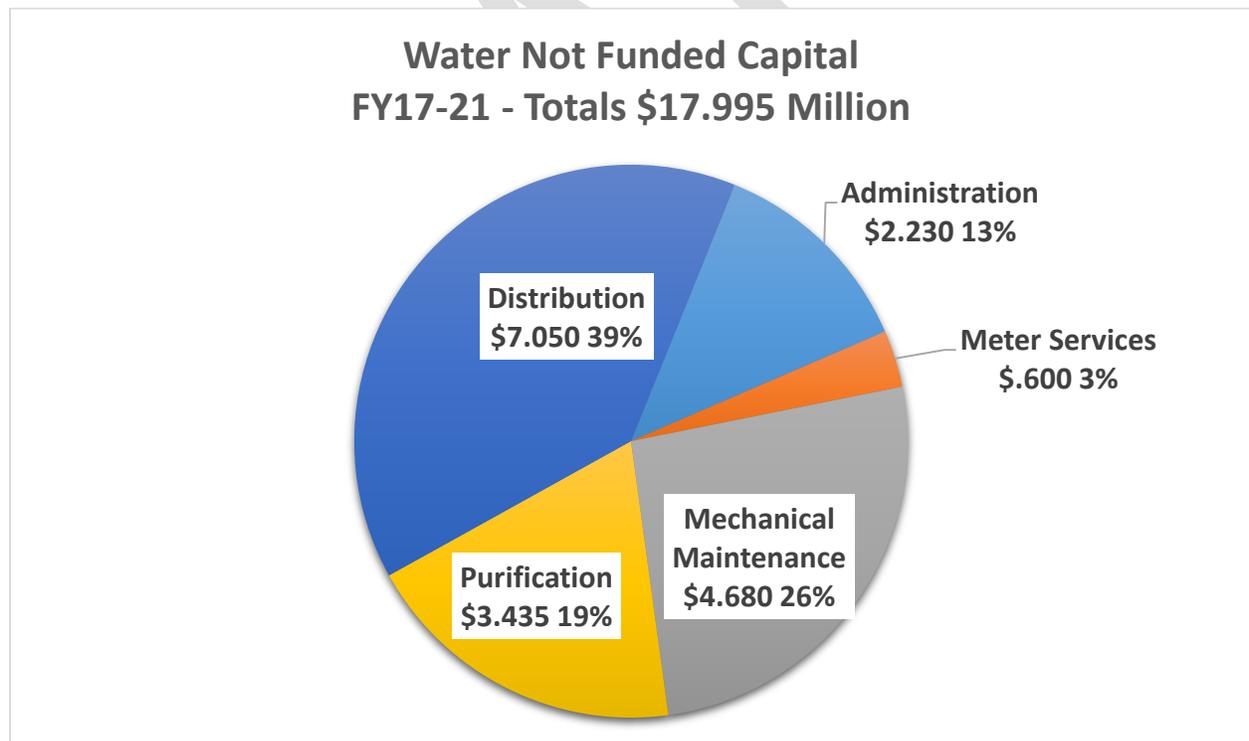
- Deep groundwater well development
- Multi-year reservoir shoreline/stream erosion control improvements
- Water Treatment Plant recarbonation bypass design and construction

- Replacement of the roof on the old Water Treatment Plant
- Natural gas main replacement to Main Process building
- Water Treatment Plant Filter expansion design and construction
- Replacement of caulking at Lake Bloomington design and construction
- Fill area that had been used as a clean construction debris fill site at the Water Treatment Plant

Distribution has secured funding to replace or relocate the water mains at Parkview Drive, Fleetwood, May Drive, Cloud from McGregor to Vale and Shelbourne Drive (High Speed Rail conflict). The Lake Bloomington and Oak/Stewart water mains will also be replaced.

Funding Not Secured

The Water department has 67% of all projects in the next five years without secured funding. Many of the projects in the design phase in FY 2017 that have secured funding will not be able to move forward in the out years. Some of the projects include the SCADA Master Plan actual construction, pump station arc flash implementation, Division Street pump station improvements (construction) and continued safety improvements for the electrical and building at the Water Treatment Plant.



Other critical projects with no secured funding include the Water Treatment Plant groundwater modifications design and construction, the design and construction of the Water Treatment Plant emergency ion exchange, northeast tank modification (study/design) and boiler replacements. Water main replacements that are without secured funding include:

- Lumber to Euclid
- Grove to Oakland
- Ireland Grove from Morrissey to Loop Road
- Pierce Avenue
- Cloud from McGregor Street to Vale
- Lumber to Magoun
- Olive to Oakland
- Gridley Street
- Cast Iron

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Water

Funding Secured & Not Secured

(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Administration	Multi-year Outside Consultant Civil Engineering Services	Funding Secured	285	285				570
	Multi-year Outside Consultant Civil Engineering Services	Funding not Secured			285	285	285	855
	Water Department Infrastructure Master Plan	Funding Secured	350					350
	Lake Bloomington Sewerization - Design - anticipate grants, SSA, user contribution	Funding not Secured			750			750
	Lake Bloomington Sewerization - Design - anticipate grants, SSA, user contribution	Funding not Secured					500	500
	Water Department Rate Study	Funding Secured			125			125
Administration Secured Total			635	285	-	-	-	920
Administration not Secured Total			-	-	1,160	285	785	2,230
Meter Services	Multi-year Compound Meter Upgrades	Funding Secured	200	200				400
	Multi-year Compound Meter Upgrades	Funding not Secured			200	200	200	600
Meter Services Secured Total			200	200	-	-	-	400
Meter Services not Secured Total			-	-	200	200	200	600
Mechanical Maintenance	SCADA Master Plan - Study/Design	Funding Secured	300					300
	Division Street Pump Station Improvements - Design	Funding Secured	50					50
	Water Treatment Plant & Lake Evergreen Pump Station Arc Flash Study & Field Implementation	Funding Secured	50					50
	Electrical Conversion of the Evergreen Pump Station	Funding Secured	75					75
	SCADA Master Plan - Construction	Funding not Secured		1,500				1,500
	Electrical Conversion of the Evergreen Pump Station - Construction	Funding Secured		750				750
	Pump Station Arc Flash Study and Field Implementation	Funding not Secured		50				50
	Hamilton Tank Valve Reconstruction - Design	Funding not Secured			30			30
	Hamilton Tank Valve Reconstruction - Construction	Funding not Secured				150		150
	Division Street Pump Station Improvements -Construction	Funding not Secured			750			750
	Electrical & Building Improvements at the Water Treatment Plan - Design	Funding not Secured				200		200
	Electrical & Building Improvements at the Water Treatment Plan - Construction	Funding not Secured					2,000	2,000
	Mechanical Maintenance Secured Total			475	750	-	-	-
Mechanical Maintenance not Secured Total			-	1,550	780	350	2,000	4,680
Purification	WTP Groundwater - Construction	Funding Secured	2,000					2,000
	Multi-year Reservoir Shoreline/Stream Erosion Control Improvements	Funding Secured	200					200
	Water Treatment Plant Recarbonation Bypass - Design	Funding Secured	25					25
	Old Water Treatment Plant Roof Replacement	Funding Secured	250					250
	Natural Gas Main Replacement to Main Process Building	Funding Secured	135					135
	Water Treatment Plant Filter Expansion - Design	Funding Secured	250					250
	Replacement of Caulking At Lake Bloomington - Design	Funding Secured	25					25
	Water Treatment Plant Fill Area Reshaping/Grading - Construction	Funding Secured	400					400
	WTP Modifications/Groundwater - Design	Funding not Secured			150			150
	WTP Modifications/Groundwater - Construction	Funding not Secured				1,000		1,000
	Replacement of Caulking at lake Bloomington - Construction	Funding Secured		200				200
	Replace the Drain System at Lake Evergreen Lake Reservoir - Design	Funding not Secured			35			35
	Replace the Drain System at Lake Evergreen Lake Reservoir - Construction	Funding not Secured				350		350
	Water Treatment Filter Plant Expansion - Construction	Funding Secured		1,600				1,600

Water

Funding Secured & Not Secured

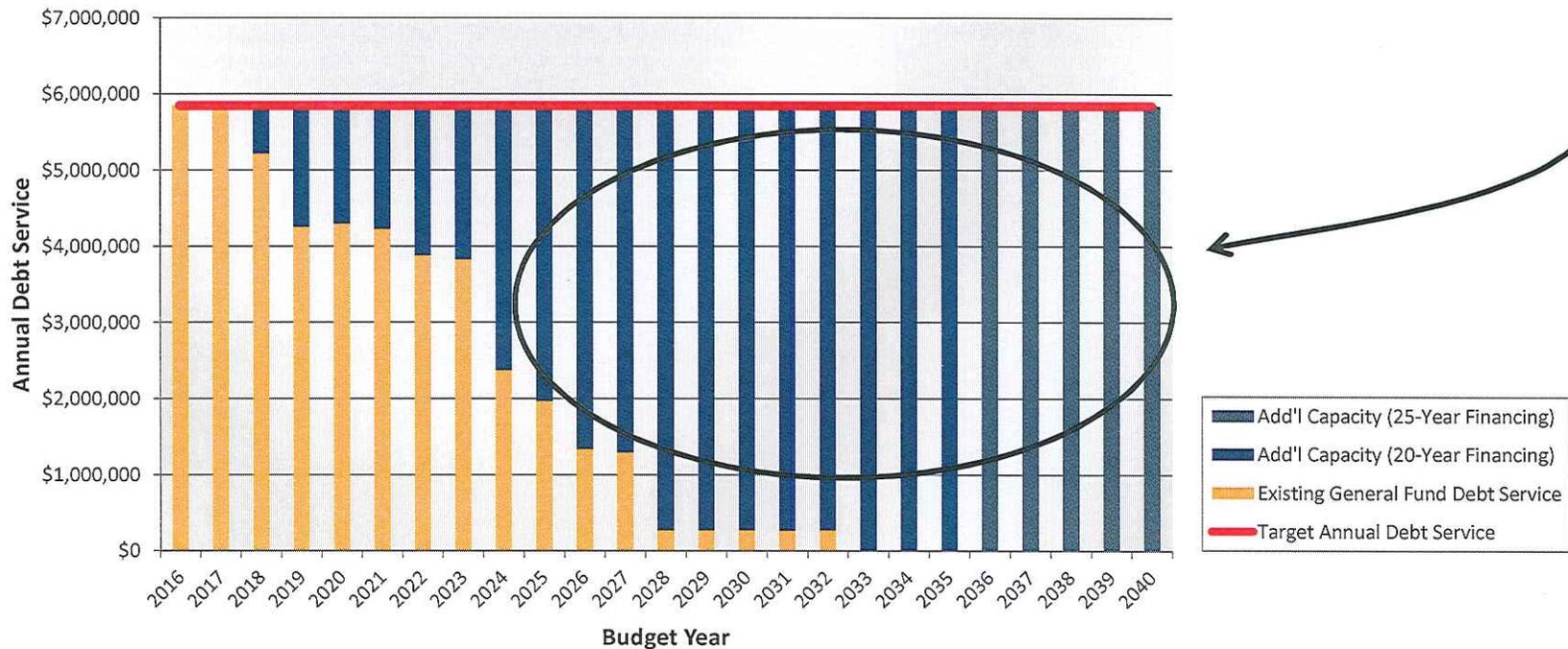
(In thousands of dollars (e.g. 1,000 = \$1 million))

Subcategory	Project Title	Funding	2017	2018	2019	2020	2021	Total
Purification	Main Process Building Boiler Replacement	Funding not Secured			50			50
	Main Process Building Boiler Replacement	Funding not Secured			200			200
	Water Treatment plant Recarbonation Bypass - Construction	Funding Secured		250				250
	WTP Emergency Ion Exchange - Design	Funding not Secured				150		150
	WTP Emergency Ion Exchange - Constuction	Funding not Secured					1,500	1,500
Purification Secured Total			3,285	2,050	-	-	-	5,335
Purification not Secured Total			-	-	435	1,500	1,500	3,435
Distribution	Parkview Drive, Fleetwood, and Mays Drive Water Main - Design	Funding Secured	50					50
	Cloud from McGregor St to Vale Water Main Replacement - Design	Funding Secured	25					25
	24" Transmission Main Relocation at Shelbourne Drive (HSR Conflict)	Funding Secured	330					330
	Lumber St, to Euclid Ave and Grove to Oakland Water Main - Design	Funding not Secured			25			25
	Lumber to Euclid and Grove to Oakland Water Main - Construction	Funding not Secured				1,025		1,025
	Lumber to Magoun and Olive to Oakland Water Main Replacement - Design	Funding not Secured				25		25
	Ireland Grove Rd from Morrissey to Loop Rd Water Main Replacement - Design	Funding not Secured			25			25
	Pierce Ave Water Main replacement	Funding not Secured			325			325
	Parkview Drive, Fleetwood and Mays Drive Water Main - Construction	Funding not Secured		1,050				1,050
	Cloud from McGregor St to Vale Water Main Replacement - Construction	Funding not Secured			450			450
	Lake Bloomington Water Main Replacement - Construction	Funding Secured		465				465
	Oak/Stewart Water Main Replacement - Construction	Funding Secured		100				100
	Lumber to Magoun and Olive to Oakland Water Main Replacement - Construction	Funding not Secured					1,025	1,025
	Cast Iron Transmission Main Lining Project - Design	Funding not Secured			50			50
	Ireland Grove Rd from Morrissey to Loop Rd Water Main Replacement - Construction	Funding not Secured				650		650
Distribution	Gridley Street Water Main Replacement - Design	Funding not Secured				25		25
	Northeast Tank Modifications - Study/Design	Funding not Secured					125	125
	Cast Iron Transmission Main Lining Project - Construction	Funding not Secured				1,000	1,000	2,000
	Gridley Street Water Main Replacement - Construction	Funding not Secured					250	250
Distribution Secured Total			405	565	-	-	-	970
Distribution not Secured Total			-	1,050	875	2,725	2,400	7,050
Total Funded Water Projects			5,000	3,850	-	-	-	8,850
Total not Funded Water Projects			-	2,600	3,450	5,060	6,885	17,995
TOTAL ALL WATER PROJECTS			5,000	6,450	3,450	5,060	6,885	26,845

*It was necessary to not fund some projects in FY18 to maintain a 15% fund balance for FY19. The two out years are not balanced because operating costs outpace the revenue without capital.

Bloomington Can Generate \$39 to \$50 Million of Bond Proceeds if the City Maintained General Fund Debt Service at Budget Year 2016 Levels

- Bloomington’s existing debt service profile is “downward sloping”, meaning the City can borrow for capital needs and still see relatively little budgetary impact as existing debt is paid down and “rolls off”.
- If the City kept its debt service at 2016 Budget Year levels, it could generate up to **\$39.6 million** with a 20-year financing; or **\$50.2 million** with a 25-year financing.
- This bonding ability is calculated by discounting the available future capacity under the targeted debt service level by the expected borrowing rate – in this scenario we use an estimated of 4.5% based on current market conditions.
- The City’s borrowing capacity under the 20-year scenario increases by approximately \$2.5 million for each 0.5% decrease in the estimated borrowing yield (e.g. 4.0% versus 4.5%). See the following page for full numerical analysis.



Note: Results are preliminary and subject to change based on market conditions and other factors.

Bloomington Can Generate \$39 to \$50 Million of Bond Proceeds if the City Maintained General Fund Debt Service at Budget Year 2016 Levels (Cont'd)

Budget Year	Total Existing Debt Service	Target Annual Debt Service	Target Growth Rate	Additional Debt Service Capacity			
				20-Year Financing		25-Year Financing	
				Nominal	Present Value at 4.50%	Nominal	Present Value at 4.50%
2016	5,846,160	5,846,160		-	-	-	-
2017	5,814,129	5,846,160	0.0%	32,031	29,532	32,031	29,532
2018	5,220,229	5,846,160	0.0%	625,931	551,984	625,931	551,984
2019	4,251,932	5,846,160	0.0%	1,594,228	1,344,700	1,594,228	1,344,700
2020	4,294,623	5,846,160	0.0%	1,551,538	1,251,718	1,551,538	1,251,718
2021	4,226,838	5,846,160	0.0%	1,619,322	1,249,550	1,619,322	1,249,550
2022	3,880,364	5,846,160	0.0%	1,965,796	1,450,876	1,965,796	1,450,876
2023	3,825,158	5,846,160	0.0%	2,021,003	1,426,707	2,021,003	1,426,707
2024	2,365,116	5,846,160	0.0%	3,481,044	2,350,436	3,481,044	2,350,436
2025	1,967,447	5,846,160	0.0%	3,878,713	2,504,951	3,878,713	2,504,951
2026	1,336,022	5,846,160	0.0%	4,510,138	2,785,957	4,510,138	2,785,957
2027	1,290,069	5,846,160	0.0%	4,556,091	2,691,875	4,556,091	2,691,875
2028	269,275	5,846,160	0.0%	5,576,885	3,151,553	5,576,885	3,151,553
2029	269,150	5,846,160	0.0%	5,577,010	3,014,430	5,577,010	3,014,430
2030	268,575	5,846,160	0.0%	5,577,585	2,883,556	5,577,585	2,883,556
2031	267,550	5,846,160	0.0%	5,578,610	2,758,511	5,578,610	2,758,511
2032	270,963	5,846,160	0.0%	5,575,198	2,636,845	5,575,198	2,636,845
2033	-	5,846,160	0.0%	5,846,160	2,644,627	5,846,160	2,644,627
2034	-	5,846,160	0.0%	5,846,160	2,529,517	5,846,160	2,529,517
2035	-	5,846,160	0.0%	5,846,160	2,419,433	5,846,160	2,419,433
2036	-	5,846,160	0.0%	-	-	5,846,160	2,314,144
2037	-	5,846,160	0.0%	-	-	5,846,160	2,213,415
2038	-	5,846,160	0.0%	-	-	5,846,160	2,117,070
2039	-	5,846,160	0.0%	-	-	5,846,160	2,024,934
2040	-	5,846,160	0.0%	-	-	5,846,160	1,936,774
Totals	45,663,598	146,154,000			39,676,758		50,283,095

Note: Results are preliminary and subject to change based on market conditions and other factors.