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**MINUTES
CITY OF ST. CHARLES, IL
GOVERNMENT SERVICES COMMITTEE MEETING
MONDAY, JANUARY 26, 2016, 7:00 P.M.**

Members Present: Chairman Turner, Aldr. Stellato, Aldr. Silkaitis, Aldr. Payleitner, Aldr. Lemke, Aldr. Krieger, Aldr. Gaugel, Aldr. Bessner, Aldr. Lewis

Members Absent: Aldr. Bancroft

Others Present: Ray Rogina, Mayor; Mark Koenen, City Administrator; Peter Suhr, Director of Public Works; Chris Adesso, Asst. Director of Public Works - Operations; Karen Young, Asst. Director of Public Works -Engineering; A.J. Reineking, Public Works Manager; John Lamb, Environmental Services Manager; Tom Bruhl, Electric Services Manager; Jim Keegan, Police Chief; Joe Schelstreet, Fire Chief

1. Meeting called to order at 7:00 p.m.

2. Roll Call

K. Dobbs:

- Stellato:** Present
- Silkaitis:** Present
- Payleitner:** Present
- Lemke:** Present
- Turner:** Present
- Bancroft:** Absent
- Krieger:** Present
- Gaugel:** Present
- Bessner:** Present
- Lewis:** Present

3.a. Electric Reliability Report – Information only.

3.b. Tree Commission Minutes – Information only.

3.c. Active River Project Update – Information only.

4.a. Recommendation to approve Local Agency Agreement for Federal Participation with IDOT for the Red Gate Road Resurfacing Project.

Karen Young presented. The City received approximately \$375,000 in Local Agency Federal Functional Overlay Funding which is federal funding put on by the Kane County Council of Mayors. This was part of a joint application between the City of St. Charles and the St. Charles Township. Since the time of our application, the St. Charles Township has decided that the project did not fit within their budgetary needs and will not be participating in the resurfacing project, which will reduce the limits of the resurfacing for this project from the high school entrance, River Ridge Drive to Traditions Blvd. which is the western City limits.

The LAFO funding will cover 75% of the city's project cost which covers both construction and Phase 3 engineering. The scope of our work is going to include pavement resurfacing, ADA sidewalk improvements, pavement patching and restoration for the overall project. This project is scheduled to be bid on the IDOT letting on April 22, 2016 and construction is anticipated to be between mid-June and early August.

The Illinois Department of Transportation requires the City to prepare an agreement that stipulates the City has the funding allocations available for this project. Our share of the project is estimated at \$93,750 based on our current cost estimates.

Staff recommends approval of the Local Agency Agreement for Federal Participation with IDOT for the Red Gate Road Resurfacing Project.

Aldr. Lemke: To be clear, we are not doing the portion from Traditions Blvd. to Randall Road?

Mrs. Young: Correct, we are omitting the section that the St. Charles Township has ownership of – both sides of the roadway from approximately Traditions Blvd. to Randall Road. The Council of Mayors was kind enough to allow us to continue on with our project without the participation from the Township.

No further discussion.

Motioned by Aldr. Krieger, seconded by Aldr. Stellato. Approved by voice vote. **Motion carried**

4.b. Recommendation to approve Construction Engineering Services Agreement with Wills Burke Kelsey Associates for the Red Gate Road Resurfacing Project.

Karen Young presented. Because LAFO funded projects are federally funded, they require a significant amount of documentation and specific requirements with both IDOT and the Federal Government. We have been utilizing consultants for these types of projects for two reasons; the requirements on our staff is significant and also because 75% of the project can be paid for with a grant, so there is a huge economy scale for us as far as our participation. Staff has worked with WBK on the last several contracts for LAFO funded projects, both the Tyler Road Project and the Peck Road Resurfacing Project.

WBK is proposing the same project team that we have utilized in the past two projects and one of the project team members is also a former employee of IDOT who has extensive knowledge, this is his background. Upon review of WBK's proposed project team and scope of work, we negotiated a fee for this project in the amount of \$36,917.35. The scope of work, number of hours and hourly rates are in line with previous projects and our project timeline. The City's share of this project based on the grant application will be approximately \$9,204.35. Staff feels confident that this is a good selection for this project based on our past history with them.

Staff recommends approval of a Construction Engineering Services Agreement for Federal Participation in the amount of \$36,817.35 with Wills Burke Kelsey Associates for the Red Gate Road Resurfacing Project.

Aldr. Gaugel: This contract would be a cost reimbursable, is that correct?

Mrs. Young: Yes it is.

Aldr. Gaugel: So it's time and materials. I think this is much different than the 5th Avenue project, but I would like to request that before any additions – or when we are reaching the maximum limit of that contract, so in this case \$36,817. Well before we get to that, if there is going to be an over run, can you please keep us informed and present it to us again so we don't run into the same scenario that we had with 5th Avenue.

Mrs. Young: Absolutely; I will also add that we have never had an over run with WBK on a project of this nature, but certainly we will present that if the situation does arise.

No further discussion.

Motioned by Aldr. Bessner, seconded by Aldr. Silkaitis. Approved by voice vote.

Motion carried

4.c. Update on Woods of Fox Glen Creek Stabilization Project – Information only.

Karen Young presented. The Woods of Fox Glen/Norton Creek Stabilization is a project we started working on last fall. This project is taking place in the Woods of Fox Glen Subdivision. The area highlighted in orange is the creek that we have been working on from Fox Glen Drive south to the St. Charles Country Club. Our contractor on this project was C&H Construction and the construction engineer for inspections was WBK.

This project was put in place several years ago and was designed and bid out this past construction season to address severe erosion that has taken place over time in this area. This is just a snapshot of one of the areas which is actually quite significant in height and slope. Where the creek would rise, there was no protection on the banks, the soils would get wet and they would sluff down into the creek and continue to create erosion through the entire length of the project. We did creek grading to widen and make the slopes gentler and then also provide stabilization with some rip rap which is the large stones that you see in the creek, so when water does flow there it is a protection measure for future erosion.

Midway in the project there was a Weir structure which is basically a mechanism to hold the water back to create pooling behind the weir and control the flow of water through this area. We also did some grading on the sides as well to protect the banks. There were also gabion baskets installed to protect the banks. The main construction parts of the project were completed in December and our contractor will be back out in the spring to complete the tree planting work and also landscape plantings along the bank. This project has a three year maintenance plan to make sure everything establishes in this area and is protected for years to come.

No further discussion.

4.d. Recommendation to approve Purchase of Property located at 115 S. 9th Avenue.

Karen Young presented. This project was brought before you previously regarding a proposal to purchase the property. This property is located within the 7th Avenue Creek project limits and the proposed FEMA map modifications, and is adjacent to one of the other properties that we purchased on Illinois Avenue. The acquisition of this property will allow for future improvement of the 7th Avenue Creek project to help with the improvement of the overall flooding issues in this area.

Staff negotiated a price through our attorney in the amount of \$170,000 and the closing costs are estimated at \$1,500. Should this be approved this evening, the closing on this property is anticipated to be in early February.

Staff recommends approval of the Real Estate Purchase Agreement for 115 S. 9th Avenue to the City of St. Charles in the amount of \$170,000 with Gina Rantis.

No further discussion.

Chairman Turner: Kristi, please call a roll.

K. Dobbs:

Lewis: Yes

Stellato: Yes

Silkaitis: Yes

Payleitner: Yes

Lemke: Yes

Bancroft: Absent

Krieger: Yes

Gaugel: Yes

Bessner: Yes

Motioned by Aldr. Stellato, seconded by Aldr. Krieger. Approved by voice vote. **Motion carried**

4.e. Presentation of the Active River Project Concepts and Progress.

Chairman Turner: We would like to treat this like a concept meeting as planned. Chris is going to give a presentation and John Rabchuk is going to give a presentation and then the Council will be able to ask questions; we will start with Aldr. Lewis. We will then take comment from the public and have final comments from the Council and Aldr. Stellato and Aldr. Silkaitis will start with those.

Chris Adesso presented. We are here this evening to give a presentation of the Active River Project concepts and progress to date. During the presentation, you will not see anything you haven't seen prior to today. Mr. John Rabchuk, Chairperson of the Active River Task Force is here to give that presentation and he is going to talk about the concept and purpose of what the Active River Project has been all about. He is going to talk about some of the goals and examples from other communities that the Task Force has found out about and he is also going to talk about some of the cornerstone projects and recent activities.

Furthermore, there was a request to answer a few pending questions about the existing low head dam; specifically who owns the dam, who maintains it and if there were any liability associated with the dam, who would take that on. I'm not an attorney, but I can tell you that the IDNR does own the dam and they are responsible for maintenance on the dam, although from time to time, the City of St. Charles will take upon some maintenance in the vicinity to remove a tree, etc. Along those lines, it seems reasonable to assume that the IDNR at this time would assume any liability associated with that dam, but that would be a good question for legal counsel moving forward.

Unless anyone has any questions for me, Mr. Rabchuk is prepared to give a presentation and ask the Committee for your input and discussion.

Chairman Turner: As a point of reference, the City considers the area bounded on the south by the dam and the area to the north, bounded by the trestle as “the pond”.

Mr. Rabchuk: John Rabchuk, 914 Ash Street, St. Charles. On behalf of the Task Force, I want to thank you very much for inviting us and providing the opportunity to get you up to date as well as to clear up some misconceptions. There is a misconception on the part of certain people in the community; this is not a whitewater project. This is a project to build and create a new lifestyle for Downtown St. Charles. It happens that the way the consultants think to build that new lifestyle is to utilize the river and whitewater will be one piece of that if we follow the concept plan. It was not set out to be a whitewater project. For example, there have been comparisons to the Yorkville project which is a small whitewater section associated with their new dam. The Yorkville project was a dam replacement project done by the DNR because they had a number of fatalities there. They put the whitewater piece on and replaced the fish ladder. There was no urban planning done, there is no integration to the downtown, no bike trails, no artwork or culture – it’s not a complete plan. Trying to compare those two projects is like apples and oranges.

We have said all along that our focus was to create both recreational opportunities to improve the ecology along the river front and to create this new lifestyle downtown that includes cycle and pedestrian trails, etc. We think it falls very much within the history of St. Charles. St. Charles is a result of visionary people that put things together that made St. Charles be a desirable place to live. As time has gone on, what used to be desirable is different now. Based on what we and the consultants know that we can utilize the river to create or enhance that desirability and make this lifestyle which will improve many things in the City.

One of the things to our advantage is that in addition to having the river be right smack in the middle of our downtown is that 44% of the river front is publically owned, which is a huge advantage to be able to work with that land. We also believe very strongly that any city’s identity is defined by their downtown. It creates the image and the brand. People come to a town because of what the downtown represents. One of the more current things in terms of identity is what is called “active recreation” or “urban lifestyle”. People like walkability, wellness, and live/work/play all in one place. That is true not just for millennials; it’s true for the Gen X’ers as well. It’s a lifestyle that would enhance what is being done on First Street now; it makes the apartments or condos that are going there that much more desirable because we are creating a lifestyle that doesn’t exist anywhere else in Northern Illinois.

So we create this demand and it’s much easier for a city to grow and have vibrancy if there is demand rather than just working on the supply side. Just building apartments or retail stores doesn’t guarantee success; if there is demand, the odds are much improved

that the city is going to grow and survive long term. How do we know that is going to happen? We don't, quite frankly, but we can look at over 50 towns in America today that have gone through very similar projects. Each one is unique, but many are similar. One of the most current is a town of 7,000 people called Manchester, IA. They put in a whitewater course and a cycle trail. Their cost was \$1.2 million. It's only been open a year and they have already seen \$2 million in new investment in the downtown area.

The city of Greenville, SC built something like we are talking about here; they built public performance areas, trails, walking areas, etc. The total project cost \$13 million, but the city of Greenville spent \$2 million. The rest of the money came from federal, state, other programs and private investors. In the first two years, they have recouped \$100 million worth of new investment in their downtown. More importantly is a 50% increase in the 21-35 year old demographic.

The City of Columbus, GA took out 2 dams, added a whitewater course and trails, cost there was about \$23 million. They had a university come in and do a study; this project was done about seven years ago and their estimate is that there has been a \$42 million annual new investment in the city because of what they did.

The City of Denver, CO built Confluence Park that includes whitewater, cycle, pedestrian, and artwork – all the things we are talking about but on a bigger scale. Total cost of the project was \$40 million and the cost to the City was about \$6.5 million. The rest came from Federal funds that are newly available again. One is called Land Water Conservation Fund. That fund is made up of an extraction tax, so on Federal land when they take oil or minerals out, there is a few cents per ton or barrel goes into this fund and it's dedicated for using urban waterways to enhance lifestyles. That fund was set aside for a couple years but in the appropriations bill that Congress and the President signed just before Christmas, the bill is back in place, so that is a target for us to go after.

Hitchcock has told us that in a rough sense, and there is no way to know for sure, their estimate is that we should anticipate within a five year span after having our facility done as the concept plan outlines, somewhere in the neighborhood of \$250 million of investment in the downtown. At the current tax rate, that's about \$1.7 million in real estate taxes alone if that's all new construction.

A piece of the project is a riverwalk through the City, which is a series of loops. On each one of those, there will be things to see and do. The riverwalk will have shoreline improvements, landscaping, we will separate vehicular traffic from bicycle and pedestrian traffic. We are also talking about the concept of "pocket parks", small splash parks that are 20x20 or so – there is one at Peck Farm and they are very popular with the kids. They don't cost a whole lot of money, but they are attractions where people will come to spend a weekday afternoon.

In addition to the smaller loops in the downtown area, we also think that connecting to the Great Western Trail and over to the Prairie Path north, there are things that can be done to improve and create access to those trails and simplify connections. For example,

the Park District is working on a project relative to concept design for a bike trail that goes through the southern edge of Pottawatomie Park along the railroad and come parallel to Second Avenue to Iroquois and up. Right now it's a very steep hill for people to go up with their bikes; we can create this with switchbacks and it will all be ADA compliant, but we can only do that if we make changes underneath the railroad trestle because it's too narrow now to allow bikes through.

Regarding the "pond" we are proposing a couple different things; narrow the river down to its natural channel. We just found out that the Corp of Engineers has, over the last two years, done a sonic mapping of the limestone bed in the river so we can find the natural channel. The concept is that we will put in a mechanical dam; it's a mechanical device that has different gates at different points and water will come over and go through at certain points. The water over is so we can have areas where canoeists can come and go over top and not have to get out and portage. There will be other areas that will be much more whitewater like so you vary the height. The reason we want water to come through or underneath is that we won't have siltation build up behind it. This is important for us because right now a boat cannot be parked at the Frank Gorham boat dock because the siltation is about a foot underneath the water which also contributes to pollution problems.

We will not propose to build anything if the engineers cannot guarantee us that the water level north of the mechanical dam will stay exactly the same as it is today. The design engineers have suggested we put in a children's play stream which is about 3 inches deep with a gravel bottom so there would be an area that would be accessible for handicap children to get in the river because there is no place for them to get in the water today. There is funding available for that specific sort of feature.

There will be areas for kayakers and people who just want to canoe and traverse; we are hoping this will restart the Mid-America Canoe Race at some point in time which was a great tradition for the City of St. Charles for many years. We would have to wait for the engineering study, but we think that under the Main Street bridge on at least the east side of the river there is room for both a separate pedestrian and cycle pathway.

What we are calling "River Park" becomes critical in that doing the engineering for this becomes the lynch pin for everything. For example, until we know for sure what the bike and pedestrian trail coming underneath that bridge are, we can't do anything south of Main Street along the east bank of the river. There is a wonderful spot for a play/splash area at the south end of the Harris Bank parking lot. But the bike trail is going to have to come down along the river at that point, so until we know how the bike trail is going to come down, we don't know where the splash park should be designed at. Getting the engineering dollars for this chunk becomes critical. That's a major focal point we have to have now because a lot of the federal money available, quite frankly, is "shovel ready" money. We have to come in with the engineering drawings, etc. In order to get Corp of Engineers approval, we are going to have to prove to them that the mechanical dam is going to keep that water at the same level; that it's not going to cause flooding either upstream or downstream, that it's not going to cause any environmental issues, etc.

WBK has already begun putting together cost estimates for us on what that engineering would be and what the steps are. This piece becomes critical to us, but it is not the whole focus by any stretch.

Something new that I want to tell you about is a kinetic sculpture that is about 25 feet tall which is intended to go on Charlemagne Island, just south of the Piano Bridge. This is being substantially donated by Tom and Chris Anderson as a signature piece to kick off the Active River Project. It will be lit with solar lights coming directly up. Another project underway by the Park District in terms of concept planning is to separate Boy Scout Island; the concept is to make sure a channel of the river flows through because the water there is only 4-5 inches deep right now. We take out all the siltation by letting the river flow through because the siltation is so bad it is hurting the rest of the river. This section of the Fox River has been labeled an impaired river and some part of that is due to this. We are also looking at concept called Floating Gardens and also foot bridges. They are doing the concept planning on this now and also improving the parking and boat launch.

Our goal is to create a lively riverfront environment that is first and foremost the centerpiece of the community. We don't think the financial impact on the City is going to be that bad. There are a couple areas that we know will involve some maintenance and we will have to work it out as to how to handle them. Portions of River Park will be under water at certain points during a flood stage and we would have to clean off the walkway. Another is the mechanical dam – we need to figure out who is going to own it and control it; I suspect that will be the IDNR, but we don't know that yet.

In talking with the rowing club, the power boaters have become an issue on the river. Not so much that they interfere with rowing directly, but we are starting to get, and have had, more than we want to admit the Fox Lake type of boaters. Adam Salerno pulled out his dock because he had people showing up that he didn't want in his restaurant because they were in that kind of shape. Neither the Park District nor the City can govern or monitor the river, so that is going to have to be a IDNR. That may be in negotiations with the IDNR that we can get them to agree to some sort of water safety patrol, etc. The types of programs that Row America is bringing in are very valuable assets to our community and we want to make sure that it's a good environment for them.

We know that the Freedom Trail is failing and needs to be redone. I suspect the cost estimates for that are in a long term budget for the City, the same way the Piano Factory pedestrian bridge is going to have to be rebuilt. For not much more money than that, we will be able to attract the rest of the funding so instead of just doing two repair projects; we will have a new city.

We are defining funding sources now; we have had a design done for completing the Bob Leonard Walkway, we have a landscape plan and the River Corridor Foundation has allocated \$20,000 toward that project. We are applying for a Riverboat Fund Grant for another \$20,000 and that will consist of a substantial number of benches and sitting areas,

a lot of landscaping and a number of places for bringing the sculpture in the park in Mt. St. Mary's down. We are working with the Friends of the Fox River and the high school environmental science classes. The classes are going to start this fall to do water quality testing, oxygen levels and phosphorus levels in the river from Red Gate Bridge to the Geneva line. We are going to use the lab at the Wastewater Treatment Plant; there might be a couple pieces of equipment that we have to buy, but the Education Foundation has stepped forward and said they might have the money for that. If they start the testing in the fall, it will be well before any construction happens so we will have a benchmark and we will measure water quality as we go through and see if the engineers are correct in their predictions. One of our goals was to get the community involved. In addition, I have been conducting a class along with Jim Enck, who is on the River Corridor Foundation, for a class of 100 4th graders each year and now the high school kids have stood up and said they would like to do that district wide.

Mark Koenen has indicated that we could start looking for a couple areas for these "pocket parks" and start some design efforts in that regard during this next year. We also found out when we met with CMAP that there is some EPA money available that we need to coordinate and the city has to request it, but the concept is bioswales along Rt. 25, south of Prairie on the east bank of the river and where it's wide enough, take off the curve and put in bioswales so the water coming off Langum Park will be treated by the vegetation. That money is also good for widening the trails along there to separate pedestrian and cycle and we will build some fishing piers or areas that the fishermen can get out into the river, and that is a plan we are hoping to put into place next year. So this year will be the Bob Leonard Walk, and next year will be that piece because we can do that without the River Park engineering being done; you can see that we are trying to identify things we can do to keep the project moving.

The history of St. Charles is visionary people that can see beyond immediate problems and the issues. We know there are a ton of issues involved with doing a project like this. But I remember a number of years ago when Arthur Anderson was here in what is now the Q Center and they were ready to leave town because they needed more land. Somebody had the vision to get together with the country club and negotiate land and the city won from it. Just like that, we can make this happen but quite frankly, the only way this is going to happen is the city has to take an aggressive, proactive leadership role.

One of our rowing clubs is an Olympic level group with money behind it. Those people are getting close to leaving St. Charles because nothing is happening. I'm aware Aldr. Lewis met with a representative last Friday, but today I was on the phone with both the Q Center and the corporate people for Row America out of Connecticut and we now are setting up a meeting with the Forest Preserve, the Q Center and the Row America people to make that become a reality and see if we can't come up with a way to use their land or access, or pieces in the lodging that they have, etc. I'm not saying it's a done deal by any stretch, but rather than sitting back and waiting for something to happen, it's a proactive approach of making it come true the same way there are private donors sitting in the wings wanting to donate substantial amounts of money in getting this engineering done,

but because they haven't seen the city be proactive, they are hesitating. If the city wants this to happen, you have to get behind it and go.

Chairman Turner: I'm glad you are still reaching out to the rowing clubs; I think they are an important part of our city. What do you really want from us? I'm unsure because we don't know what the costs are yet. It looks like we have to do the engineering study first before we can move forward.

Mr. Rabchuk: I think there are steps the city can take in terms of the work that WBK is doing now and pushing that forward, or even on smaller projects like the bioswales along Rt. 25 south of Prairie. There is no reason why the city can't take an active role in working with CMAP tomorrow to find out where the money is and what it takes to get it. It is also about making this public; there are a lot of people in this town who don't have any idea that this has been in the works for over two years now. There was a good article in the Chronicle on Saturday about the city's strategic planning and this wasn't mentioned one place in that article. In the 10 most important accomplishments of 2015, Active River wasn't mentioned. Is there a marketing campaign? We would like to brand this so these things get done. One of the things that we have proposed to the private community is a challenge; if the city will give \$1 million towards this project, we will match with a \$1 million by starting a community funding campaign. We will do crowd funding, we will do bake sales, dinners at the country club – we will do whatever to raise it and match that in a certain amount of time.

Vice Chairman Lewis: I apologize I have to leave early. Thank you for coming; I did have one question. Regarding the \$250 million investment that we are going to see in downtown; what would those investments be?

Mr. Rabchuk: We don't know if you are going to see \$250 million. That is an estimate of what could happen. There is no way to predict that. But those investments could be redevelopment of land that is not being utilized very well today.

Vice Chairman Lewis: For what?

Mr. Rabchuk: Condos, perhaps.

Vice Chairman Lewis: You see more retail coming in downtown?

Mr. Rabchuk: I think there will be both. If you create demand, lots of things fall in place.

Vice Chairman Lewis: I'm all for vision and I understand vision is different than minute details. I think what some of us keep feeling is that we have to have more of a cost. When I hear the city needs to get involved, I hear the taxpayer needs to pay for it, because that is where the money is coming from.

Mr. Rabchuk: Let me come back to this; if the city was going to spend money on the Freedom Walk and the bridge, both of which are included in this cost estimate for the whole project at about \$15-\$20 million, but for the money it would cost to do those two things, the rest of that \$15 million is coming from the Federal Government so immediately you have a seven to one return.

Chairman Lewis: I'm feeling you are fairly confident that the engineering studies will come back supporting what you want.

Mr. Rabchuk: We don't know until they get into the river and look at the walls, we won't know. The City, Park District and Forest Preserve have been very active about acquiring the UPRR Right of Way. Can we attach the mechanical dam to the base that is already there or does it have to be separate? What the impact to the cost is, we don't know.

Chairman Lewis: There is still a lot just dangling out there.

Mr. Rabchuk: And there will be until the day the project is done.

Vice Chairman Lewis excused herself from the meeting.

Aldr. Bessner: I think this task force is on to something, no doubt about it. I don't want to reiterate Aldr. Lewis' concern, but the word I'm looking at is interaction. If we had motorized boat access up to or under Main Street, I think that would create an opportunity to see a marina type environment where residents can go to restaurants and folks utilizing the river going to the same restaurants; I think that is synergy that would work well. I'm trying to find out what demand will be created, and I'm not saying there won't be, but how much more will that effect the business we have now on a consistent basis or future businesses, and I'm referring to more retail and restaurants?

Mr. Rabchuk: Again, I can only point to the other towns that have done it and what the impact has been. In almost all of them that we have looked at, the impact has been dramatic and almost immediate. Whether it's new residential or a new retail environment, no other town for 100 miles around will have anything new what St. Charles has. It's not that the kayakers are going to spend that much money, but for every person on the river, there are 10 people watching them; that's what other towns have found.

Aldr. Bessner: Sure, but you also showed a slide where you had pedestrian traffic, bike traffic and car traffic together. How do you get everyone closer together so there is more interaction between people using the river and the businesses?

Mr. Rabchuk: That's why we hired Hitchcock; they are the professionals.

Aldr. Gaugel: I'm a huge advocate of this; we have talked before off line and I totally appreciate the time and effort that you have put in, along with everybody who has been

involved. The things I envision are going to last for generations and I see this project as being something that will augment the reputation of St. Charles as it currently stands. All the conversations I have had with residents in my ward revolving around this have only been positive. I would echo much of what you said in that we as a Council need to make this a priority. I've spoken to this off-line in our retreats and I've brought this up more than a few times – I think we often times feel very empowered by saying “no” and this is an instance where we have to say “yes” and use that as our empowerment. This is something is something that will last for generations and something we need to get in place and we need to move forward on.

Aldr. Krieger: I think it's a great concept, but when we talk about water, the first thing that comes to my mind is the 7th Avenue Creek and the people that are flooding out. I think that has to be our priority. My only question would be, are you working with any of the other groups that are working on the Fox River, the Conservation Foundation, the Preserve the Fox Organization or the Fox River Eco System Partnerships?

Mr. Rabchuk: Yes, all of the above.

Aldr. Krieger: I didn't see them mentioned in any of your information.

Mr. Rabchuk: The only groups mentioned are those that contributed money to the project. For example, I talked about the high school project for water quality testing – that is Friends of the Fox. We have active rolls in the other groups as well.

Aldr. Krieger: Before I would make any sort of commitment, I would like to see more numbers because, as I said, I think 7th Avenue Creek has to be our priority.

Mr. Rabchuk: I agree with you, and it's a leap of faith, but you need to spend some money to find out what it's going to cost. But if we can mitigate the up-front costs by getting private donations, and we think we can do a substantial portion of it. But we can't get the private donations if they aren't convinced that the city is behind this.

Aldr. Lemke: I would be in favor of a bioswale as a step to the process, but we have people who are very much pained by the 7th Avenue Creek and the flooding they have to endure and I have a hard time with which is more important. Numbers would help a lot in understanding what our next commitment is.

Aldr. Payleitner: I think the 7th Avenue Creek and this project are apples and oranges. Granted, it comes out of the same checkbook, but it's apples and oranges. Thank you to Aldr. Gaugel, for articulating so well how I feel on this as well. I, too, am a huge advocate of this project and I remember somebody, sometime not that long ago had a vision for First Street, and yes, it cost us money. Sometimes it cost us money to have a vision for our town.

For a long time, this Council has bemoaned how to get away from our reputation of being a “bar town”. How do we make our downtown more family friendly – here it is. It's a

fabulous project, and maybe because I get so excited sharing it, but other people do too and I think we have to pull the trigger and know that this is a project for generations that will benefit our town as a whole. We don't have to go too far to see that Chicago is jumping on the "river" bandwagon. We have a river; let's use it to our advantage.

Aldr. Silkaitis: Interesting concept, I think it's a good idea. But to echo what Jo said, there are people dealing with flooding and we have pushed them off for many years. I don't want to keep pushing them off and now we are going to jump on this bandwagon and put them on the backburner again. Between the 7th Avenue Creek and this project, there is a lot of money involved and I think that needs to be addressed. But, that being said, I do like the project and think it's a neat idea, but doesn't this plan hinge on the dam coming down?

Mr. Rabchuk: When we hired Hitchcock, we did not tell them to take out the dam; the same way we did not tell them to create a whitewater park. The goal was to find out how to leverage the river to its maximum that stays within the city ideal, and this is what they came up with.

Aldr. Silkaitis: The best fit, which means the dam comes down and we have to work with...

Mr. Rabchuk: Right now the dam is about 6 ½ feet. Each one of the mechanical dams is 1 ½, so it equals 6 ½ feet with the same impact.

Aldr. Silkaitis: Good explanation, but my point of the matter is until you can tell me the State is okay with us taking the dam down, I have trouble spending the money to know that we can do all these great plans and the state may not give us permission.

Mr. Rabchuk: What is more likely to happen, quite frankly, is to take out the dams without doing anything else. That is the major push at IDNR right now, is to take out dams and let whatever happens, happen.

Aldr. Silkaitis: I have been reading about it over the years, but until I can see something that says they are okay with us removing the dam, I would have trouble giving the money.

Mr. Rabchuk: That's why we have to do the engineering. We aren't talking about the construction; we have to do the engineering to prove everything. If we can raise \$2 million privately, then there is no city money involved and we know whether we can do it or not. If the goal is to do it privately, then let's put a plan in place to do it.

Aldr. Silkaitis: I have no problem with the plan, I just want to see that the state is okay with taking the dam down before anybody spends any money.

Mr. Rabchuk: You've got to have the engineering before you can talk to anybody. You've got to be able to prove what's going to happen.

Aldr. Silkaitis: This particular concept hinges on the dam coming down and if the state says “no”, then this concept won’t work as planned. I just want to see that the state says it’s a good plan.

Mr. Rabchuk: The state is going to ask us for hydrology models that are going to show what the water level is going to be and what the impact is going to be and we have to do the engineering to do that.

Aldr. Silkaitis: I would have thought that they would have done that already since it’s their idea to take the dams down, I would have thought that they would have done the studies.

Mr. Rabchuk: No, they haven’t. In North Aurora, for example, there was \$2 million allocated to take out their dam, the bulk of that is going to do the study first as to what the impact of doing it is.

Aldr. Silkaitis: My concern is spending money and not having a commitment from the state that yes, we can take the dam down. That’s what scares me about spending the money and having them say sorry, you just spent \$1 million, but you can’t do it. I’m in favor of the project, but I just need more information on that part.

Aldr. Stellato: Great job to you and the task force; you and the group of volunteers have done a wonderful job. The concept is awesome, no question. Let me get to three things, though. We are here tonight because of change, risk and priorities.

Change – let me give you two examples. 50 years ago, dams were good; today, dams are bad. Batavia has already removed one dam and the other is going to come down on its own and they are happy about it. We realize today that dams are hurting the wildlife and it’s good they don’t exist. So that is something we have to keep in mind as we talk about this, because things do change. As smart as we think we are today, we are always smarter tomorrow.

Risk – this is what we deal with here when we deal with public money.

Priorities – needs vs. wants. You’ve heard tonight about a need; 7th Avenue Creek is a need. Someone mentioned that our downtown is struggling – I agree, but so is the east side retail. So are the people that live on 7th Avenue, so is the west side. Everybody is struggling right now, so we have to set a priority.

I want to lay those three things out for you, but I want to give you what I think might be a compromise to start. You mentioned that we have to replace the Freedom Trail; I would like to, at some point, have staff find out what that costs, how bad it is and when it will be replaced. Let’s get a better perspective. We can’t get the state to give us a number, but I think we could get a number. I would think Peter and his team and can figure out about

what it would cost to replace that trail, how bad it is and when it would deteriorate. Maybe that helps get this started so you have a point of reference.

The second project you mentioned was the Prairie Street pedestrian bridge. I'm not sure if we own that; I thought the Park District owned that because there was an issue a while ago where they were going to replace it but they just painted it. So if the Park District owns it, I would suggest they do the same thing; figure out how much it would cost to replace that and then you've got a point of reference for those two projects.

Mr. Rabchuk: I don't think the ownership of that is clear, the same way that the bike path south of Prairie along Route 25 – the ownership of that is not clear. The Park District has maintained the path itself and the city has done the mowing or vice versa. There are a number of issues, as we move through this, we uncover this land mass and have to figure out who owns it. My thinking is the IDNR is going to own that, but that we could work a lease deal with them.

Aldr. Stellato: I'm just trying to help you; we are trying to quantify this, that's what we are talking about tonight. How much is this going to cost us? If you want to get started, I'm trying to give you something to get you started.

Mr. Rabchuk: I would certainly defer to Peter and his staff and ask if it's worth putting very much money into studying what it would cost to rebuild that, as opposed to putting that same amount of money and we might make headway into getting the design done for a lot of this. As I said, WBK has already started putting numbers together in terms of segments for the project and identifying certain steps and what the estimated engineering and hydrology costs are.

Aldr. Stellato: I find it hard to believe the engineering for both those projects would be even close to each other, but if WBK proves me wrong and they say to study the Freedom Trail it's "X" and to study the whole project it's "Y" and they are close, you win the bet.

Chairman Turner: I agree with Steve and Rita; I think it's a really great project, but I also have to look at 7th Avenue Creek and a few other capital projects that we have. But you did mention a figure of seven to one matching dollars, that's something I could live with. Is that a firm figure?

Mr. Rabchuk: Nothing is firm at this point, until we do the engineering. I was just saying that if the city spent \$1-\$2 million, and if you figure most of the money available for construction is 80/20 money, then you would get \$12-\$14 million worth of federal money to match that \$2 million and then you've got the project done. There are some 90/10 dollars out there available and then when you throw in the private sector...for example, River Edge Park in Aurora which is a music venue, etc. got a substantial amount of money from one particular fund in Aurora that is available and by definition that fund, and their resources, which is a substantial amount of money is directly applicable to this kind of a project. So if, for example, we did that private donation match that I was talking about, that would be a door that I would go knock on and tell

them we have a match opportunity and ask for \$300,000 to get started. Aurora did that for five years in a row and that is one of the ways that River Edge Park got built. So you multiply those different sources of money and the city can recoup substantial return on investment for a relatively small amount of dollars.

I would agree with Rita that this and 7th Avenue Creek are two entirely different things. The funding sources are going to be different. That doesn't mean it doesn't have an impact on the city budget. Even if we had the engineering in our pocket today, this is five to seven years away from construction, so the construction dollars are not impacting your five year plan at this point in time. Once we know we can do it, we can start working on the small segments. We can start working on the splash parks and know they aren't interfering with something else, and we get the momentum going.

Chairman Turner: Are there any other comments from members of the Committee about moving forward with this? It's safe to say this is a great concept, we are worried about the money and we may have some other priorities at this point in time. But you are telling me that this probably won't even start until five years from now.

Mr. Rabchuk: Pieces of it; we are going to put up that sculpture on Charlemagne Island this year. We are also going to do the Bob Leonard Walk and finish that.

Chairman Turner: I'm talking about the big bulk of it.

Mr. Rabchuk: It would be a miracle to get the Corp of Engineers and IDNR, State and Federal EPA to sign off on this in five years.

Chairman Turner: I was just thinking that by then, we may be well along with the 7th Avenue Creek Project.

Aldr. Stellato: John, you mentioned you've got preliminary numbers that you are starting to put together. When do you think those will be ready, as far as engineering costs?

Mr. Rabchuk: I don't know, within another month, maybe?

Aldr. Stellato: Why not bring this back again and see how things are going?

Mr. Rabchuk: One of the things we have done is that we are on the Government Service Committee agenda every month, so that is an opportunity for us to come in front of you and bring you up to date as best we can. But I would also suggest that if the city wants to take a very proactive role, we need to discuss how that would take shape. There are certain things that the task force feels that we can't represent the city on.

Aldr. Stellato: When you say "the city", does that mean just us or is this the Forest Preserve, the Park District, government in general?

Mr. Rabchuk: The Forest Preserve has a very minor role because the Forest Preserve, as you know, stays out of the metropolitan area. Their only interest is in the bike trail and because they have the walking trail north of Pottawatomie Park, there is the potential for this rowing facility to be located on some of that property and that could either be on Forest Preserve land or Q Center land with Forest Preserve permission. The Park District wants the recreational pieces, so Boy Scout Island, the boat ramp and boat dock are a big thing for them. Once we put the land mass under the railroad trestle, could that be a place for a marina at the southeast corner of the river and Pottawatomie and perhaps public restrooms.

Aldr. Payleitner: What would it take for John's organization to be our voice in moving forward without money? Or representing the city and moving forward in getting the word out?

Mr. Rabchuk: In towns where this has been successful, the communities have been behind it and the community owns the project. The Rotary, the Kiwanis, the schools, they would all have projects that they would want to do and put their name on.

Aldr. Payleitner: What is the next step in that regard; is it getting the word out or getting the Active River Task Force permission to speak for us?

Aldr. Bessner: It would have to be more formal, I would think. Not saying that's what I want, but I think that would be the process.

Chairman Turner: Mark, do we have to make a formal agreement and then appoint someone like we do to the other various organizations that an Alderman sits in on?

Mr. Koenen: I'm not going to suggest that I have a silver bullet here, but what I am going to suggest is that we are in the middle of the budget process right now and I think it comes down to priorities. I think as we begin to look at the priorities of the City of St. Charles, we need to look at the reflection of what the new strategic plan is, and to that affect I think we need to try and draw some conclusions and we also need to think about projects that we have in the hopper.

There are a variety of projects in the hopper today and I think it's hard to walk away from a project that has been started. The Active River Project was approved more recently, but I think we need to get it in the que and the move the project forward so we don't leave anything hanging loose. There are a variety of projects in the proposed budget and there are some that are in the budget right now. One of those includes, for example, the Riverwalk; we have all talked about it. It's in sorry condition and needs to be replaced. We talked about that a year ago at budget time, and at that time it was deferred. It was deferred for a couple reasons: 1) the Active River Project was in the que and we wanted to see what came up from that project 2) we also had the Police Department study that was underway and what was going to happen to the Police Department may have an impact on the Freedom Trail. Here we are, a year later and the Freedom Trail hasn't gotten any better, the Active River Project is finished and I know Public Works and the

Police Department is in the process right now of trying to drive the Police Department study to a conclusion.

How does that fit with what is being presented tonight? I think that all begins to come together and we take a look at what is going to happen on the east bank of the Fox River in the “pond” as that plays out in the future. Those are decisions in our priorities for the next step. As a point of reference, the first phase of the Red Gate Bridge was \$1 million. That \$1 million came from a federal grant, because at that point in time we had Speaker Hastert who helped fund that phase and got it paid for 100%. That was the public money that went in to get the Red Gate Bridge started, quite frankly. Once you have the momentum going and you have some of the numbers together and you have the study done, then it gets to be easier but we do need to figure out how to get the project started. It’s going to take time and money.

What can we do in the meantime? There are smaller projects we can take on; Freedom Trail, the Police Department, there are some projects on the west side of the river adjacent to Salerno’s and those are all projects that are part of the solution. This issue about what we do with the Indiana pedestrian bridge; we know that needs to be replaced at some future date – we have known that for a couple years. We haven’t moved that project forward because we are trying to figure out what is going to happen with the Active River Project. It all has to come together and I think we need to dissect this and put it into phases of projects that we feel are a priority and try to lay that out. Right now, that hasn’t been done. Mr. Rabchuk is trying to put his arm around some of those pieces, and I think collectively we can try to do that and I think this conversation begins to add some definition to where we are headed. I think opportunity, as well as the priorities of the City of St. Charles are what you all need to understand and we are going to have to try to provide you with that information.

Aldr. Payleitner: Because the 7th Avenue Creek has been brought up in our conversation tonight, when we are going to be talking more about that project? It is still a big question as well.

Mr. Koenen: We talked about that publically and there are two master plans put together. That project is proposed from Public Works, I saw it in their budget recently; they have a \$1 million in their budget for the 7th Avenue Creek Project.

Aldr. Payleitner: That is the first I’m hearing of that.

Mr. Koenen: You will be hearing more about it as a go through the budget process. That is just one of them; there is a myriad of projects.

Aldr. Stellato: Is it fair tonight to say that based on what Mark just said, we are going to need staff’s help to get this thing started by working with staff and WBK. Again, we are going to be smarter a month or two from now, but I think in order to keep it going, I agree that staff needs to be there with us. I understand you are busy, but if this is a priority for some of us, then we probably need to start talking about it.

Mr. Koenen: I think we are going to get there, it's just going to take some time and the budget is the perfect mechanism to have that conversation. That's where we are as a staff in our own organization trying to figure this out.

Chairman Turner: So in other words, we are going to see what parts of the budget correspond to the Active River Project.

Mr. Koenen: There will be a conversation about that, clearly. There are some folks up here who are very passionate about it and other folks who are not quite as excited about it but recognize the concept is good and it has a vision for the future.

Chairman Turner: Thank you all for allowing this to be on the agenda this evening, and John, thank you for being here.

No further discussion.

Motioned by Aldr. Stellato, seconded by Aldr. Silkaitis. Approved by voice vote.

Motion carried

4.f. Recommendation to approve Fiscal Commitment to the Ride in Kane Program for Fiscal Year 2016-2017.

Chris Adesso presented. This is the same agenda item that has been presented to you for the past several fiscal years. The Ride in Kane Program requires a letter of commitment from the City in order to move forward in a Federal Grant Funding Program that funds the overall program for the next fiscal year. I am presenting to you tonight that Letter of Commitment and signed Service Agreement from each of the sponsors that participate in the program. This Service Agreement and Commitment Letter will cover the program and projected costs for the next two fiscal years, through January 2018.

As part of this commitment, the City has traditionally pledged an \$82,000 budget commitment, although the program has never reached that threshold. However, as part of the agreement, we have designated that amount for the City to commit to. Of course that will be pending budget approval for next fiscal year. This agreement is also consistent with the original relationship with PACE that was presented to the Council in 2011.

If anyone has any questions, I am happy to answer them. Otherwise, we would like to make a recommendation to approve the fiscal commitment to the Ride in Kane Program along with the Letter of Commitment and the Service Agreement.

No further discussion.

Motioned by Aldr. Lemke, seconded by Aldr. Krieger. Approved by voice vote. **Motion carried**

4.g. Recommendation to approve Purchase Order for Electric Precast Manholes to Utility Concrete Products.

Tom Bruhl presented. This is a recommendation to approve a Purchase Order for precast manholes for two projects, one of which is First Street Phase Three and the other is the Legacy Substation. Both projects are budgeted. Purchasing advertised for bids and we received one bid from Utility Concrete Products. We made a number of attempts to find other vendors which, for this specialty item are very difficult to find. The pricing is consistent with previous projects that we have done over the years.

Staff recommends awarding a Purchase Order to Utility Concrete Products for \$105,627.82.

Aldr. Gaugel: Is this our specification that we are asking for, or is this an off the shelf item?

Mr. Bruhl: It is a blend of both. The shape and concrete itself are standard; some of the specialty items are such as where we put the ground hole and sump hole.

Aldr. Gaugel: So the base is a standard item that we are modifying slightly?

Mr. Bruhl: Correct.

Aldr. Gaugel: It is very interesting that we didn't get any other bids. Where did we advertise this?

Mr. Bruhl: I don't know the answer; that is the Purchasing standard. We take the package to Purchasing; they advertise it as per normal procedure. I contacted all our neighboring utilities to see if they had another source or vendor. In addition, Purchasing actually went out and asked about rather than precasting it at a factory and delivering it, would they consider building it in the hole on site and there was no interest in that either.

Aldr. Payleitner: I couldn't tell from the drawing; is this flush with the ground?

Mr. Bruhl: It is about two feet below ground. If you looked at the dimensions, it's 16 feet so it's a major thing. It comes in two pieces that are keyed together, meaning the bottom one gets set and then the top one gets set and they have a notched key in them.

Aldr. Gaugel: The print I see is Utility Concrete's print, but it has project information of Trench It, Inc. in Union, IL. Is that just something they forgot to omit when they sent the print in?

Mr. Bruhl: No, that was the drawing from the job that Trench It did previously, so that was just a drawing which we haven't changed from the previous project at Rt. 64 and Randall.

Aldr. Gaugel: So it's the same thing?

Mr. Bruhl: Unchanged since 2006.

Aldr. Stellato: I was amazed at the dimension; it is 16x15 and 9 feet deep. That's the size of most offices; it's 240 square feet under the ground – that is massive.

Mr. Bruhl: The cable needs to be trained along the wall where it gets spliced, so all these cables come in, get routed against the walls and get spliced. There are a number of bend radius with cables that you can't exceed.

Aldr. Lemke: Did we have an engineering estimate before we went out for this? Is this consistent with what we budgeted?

Mr. Bruhl: Yes, these are standard. The last major project we had was Rt. 64 and Randall, but we also did this on RR Donnelly in 2011 so the prices have not changed in terms of escalation very much.

No further discussion.

Motioned by Aldr. Stellato, seconded by Aldr. Bessner. Approved by voice vote.

Motion carried

4.h. Recommendation to award Purchase Order for Substation Transformer Load Tap Change Maintenance to SPX Transformer Solutions.

Tom Bruhl presented. All of our Substation Transformers have the ability to adjust when ComEd changes voltage so that we maintain a steady voltage for our customers. We have a multi-faceted priority matrix to decide which ones get retro-fitted, how many operations they have, how critical they are, when the last time we looked at them was. We do oil samples to see whether there are any gasses in there to suggest they need maintenance. Three transformers are due for maintenance and we put them out for bid for maintenance services. We received five proposals; SPX Transformers is the group who did it last year, so they are familiar with the City and we are familiar with them; they were the low bidder and are qualified to do the work. This is a planned, budgeted expense for keeping our transformers healthy.

Staff recommends approval to award a Purchase Order for Substation Transformer Load Tap Changer Maintenance to SPX Transformer Solutions in the amount of \$75,696.71.

No further discussion.

Motioned by Aldr. Stellato, seconded by Aldr. Krieger. Approved by voice vote.

Motion carried

4.i. Status of Water Tower Construction Project – Information only.

John Lamb presented. This is an update on the Red Gate Water Tower. As of this month, the tower is considered 99% complete, but CB&I left the site for the next few months. They will be back in April to paint the tower which is expected to take from April to June, but that is obviously very weather dependent. They will complete electrical control work in July, with site work in July and August and the tower will be in service in September.

No further discussion.

4.j. Recommendation to approve Design Engineering Contract for Dunham Road Force Main Assessment.

John Lamb presented. The Dunham Road Force Main runs along the west side to Dunham Road for approximately 2,700 feet between Muirfield Court and Fleur de Lis Drive. The Royal Fox Lift Station is located at the north end of this main and pumps wastewater through a force main until it reaches a gravity section. This main has had several breaks over the last few years; the last one occurring in July 2015. In an effort to address these breaks, staff budgeted funds for an assessment to be done in FY 16/17 budget, but since we had one last July, staff wants to move this up to address it as soon as we can to get the project started.

Staff sent out seven requests for professional services and received five submittals back from engineering firms. A committee of five staff members reviewed them and chose Crawford, Murphy & Tilly. Their proposed fee is \$21,000 which is below the budgeted amount of \$50,000; however staff is requesting a budget addition of \$50,000 for this budget year. As I mentioned, this money is budgeted in next year's budget and we will deduct that \$50,000 from FY 16/17. Even though Crawford, Murphy & Tilly's fee is \$21,000, there are some third party services that will be using those additional funds during this assessment such as soil testing, water and air testing to determine what is wrong with the main.

Staff recommends approval to award professional services to Crawford, Murphy & Tilly in the amount of \$21,000 and a \$50,000 budget addition.

Aldr. Gaugel: So I'm clear on the difference between the \$21,000 and the \$50,000. Do we have firm costs from anybody on what their third party fees are going to be?

Mr. Lamb: Crawford, Murphy & Tilly had estimates of what the third party costs might be in their proposal.

Aldr. Gaugel: So is the \$50,000 a not to exceed amount or is the \$50,000 an estimate on what the addition from \$21,000 to what the third party fees are going to be?

Mr. Lamb: It's an estimate for the additional fees, it's not a not to exceed dollar amount, it's just so that staff has the money available in this current budget year to retain those services.

Aldr. Gaugel: I understand, but what happens if it comes in at \$70,000; what happens if those fees run over?

Mr. Lamb: We are not anticipating that to happen, but if it did, we would come back for an addition. We have \$500,000 in next year's budget for actual work to be completed with a project.

Aldr. Gaugel: So would you come back before the work is approved to move forward or would you authorize that work to move forward and then come and ask for the addition – if that were the case?

Mr. Lamb: If we were to exceed the \$50,000 we would come back to request it.

Aldr. Gaugel: Before authorizing the work to proceed, is that correct?

Mr. Lamb: Correct.

No further discussion.

Motioned by Aldr. Bessner, seconded by Aldr. Krieger. Approved by voice vote.

Motion carried

4.k. Presentation of Revised Kane County Intergovernmental Agreement for the Electronics Recycling Program.

John Lamb presented. There is currently an Intergovernmental Agreement (IGA) in place for this and it has been in place since 2012. Approximately 10 days ago the County approached the City with a proposed new IGA. I have abbreviated some of the changes in the agreement that staff feels needs to be addressed to some degree. Among other things, one of the more important factors is a low weight fee of \$600 being charged to the County – and this is being charged by the recycling company to the County, not the County assessing the fee to us. If the low weight is a consistent issue, the City may be asked to pay the fee.

Staff feels that the City should be dictating the hours since the property is fenced and gated by us. Staff time requirement is expected by the County to be one to two hours per day and we have been exceeding that since the start of January. The hours are becoming burdensome as staff has core responsibilities to deal with, as well as dealing with the electronics and we also have emergencies that come up. The restitution group has been great in the past year or so helping out with the program, but they don't always have people available and cannot schedule or guarantee those hours every day. The issue of the minimum weight and double stacking of pallets may be difficult to meet due to

logistics and safety concerns for Public Works staff. We have a certified forklift operator but we generally don't load semi-trailers – our staff is not familiar with that type of practice.

Aldr. Stellato: Are you weighing everything before you put it on the truck?

Mr. Lamb: No, we don't do that.

Aldr. Stellato: To meet the standards, you would have to weigh everything, right?

Mr. Lamb: They have told us in general terms to come up to the 18,000 lbs. we would have to have one level of the 50 ft. semi-trailer and then half again filled up on the top half to reach the 18,000 lbs.

Aldr. Silkaitis: So it has to be $\frac{3}{4}$ full.

Mr. Lamb: Yes, essentially.

Aldr. Payleitner: It's not so much that; we have the stuff there; it's getting it into the truck, right? You used to have a walk in, right?

Mr. Lamb: Yes, I have some photos coming up that will demonstrate that. I would like to give a brief history of the program and why it's here to begin with. The State of Illinois banned electronics from landfills in January 2012. In June 2012 we entered into an IGA with the County for the purpose of recycling, primarily for the residents of St. Charles as Geneva and Batavia entered into the same IGA for the residents. At that time, the City received revenue for their participation. In April 2015, E-Works (the recycling company) informed Kane County they would have to reduce the program revenue to \$0 to keep the program running. With the electronics recycling market, it is largely disproportionate because the law is based on the whole volume of how much electronics are actually sold.

The Elgin Habitat store had a recycling collection facility and they closed it in May 2015. In June, we no longer received revenues for electronics. In August 2015 there was a big change when they changed from the walk in trailers to the 50 ft. semi-trailer. This was to try and cut down on transportation costs for the recycler because the smaller containers held a lot less. In September 2015 the City of Naperville closed their electronics recycling drop off point primarily because it was costing them \$6,000-\$7,000 a month to run their program. In November 2015, the County announced their winter break of weekend recycling events; as you might know every second week of the month they have a recycling program at their facility on Randall Road but because of cold weather and recycling slowing down they closed it for January, February and March.

In December, Batavia and Geneva both closed their electronics recycling drop off points. In January 2016, St. Charles and West Dundee remained the only drop off points in the County program and the City has experienced a large increase since that time.

Aldr. Payleitner: I read in the paper that the County said they are closing Geneva and Batavia, but they told everyone they could bring their stuff to St. Charles.

Mr. Lamb: That is correct. The numbers in our program alone have doubled from 2014 to 2015. We collected approximately 120,000 lbs. in 2014 and in 2015 we collected 240,000 lbs. and that doesn't include the last quarter of 2015. In 2014 Batavia and Geneva collected approximately 321,000 lbs. They collected 2 ½ times the amount that St. Charles did in 2014. I don't have their numbers for 2014, only ours. But theoretically if our doubled, theirs could have as well which would bring them up to over 600,000 lbs. of material.

Even though it's only been a month since Geneva and Batavia closed, we have had a sudden influx of materials after Black Friday; we had 50 TV's outside of the gate. Our hours are posted in several spots as being 8:00 a.m. to 3:00 p.m. and we still have people coming in at 4:00 p.m. Our gates are still open because we have crews running so we don't close the gates until our employees are done. We tried to keep the hours reasonable figuring that we would get some that come in late, but not continuously late. When they come and the gates are closed, they just leave the materials at the gate on a very regular basis. We also get a lot of non-electronic materials; furniture, dishwashers, tv stands, ironing boards, etc. That can be as high as 26% of the material that we get and the TV's are 60% of the material so we are getting quite a bit of non-electronic stuff coming in the door.

We have had vandalism; stealing material because there is gold and precious metals in the CPU's. We have businesses dropping off materials and it is only for residential – there is a lot happening that wasn't the intention of the program.

The traffic is another big part of this. I, along with several other PW staff, have observed a lot of traffic coming in and out, doing U-turns, not paying attention. This is in the complex in a location where all our trucks are going in and out of the facility on a regular basis. There is a lot of liability and potential for accidents. Since City staff is now doing a lot of the heavy lifting there is also potential for staff getting injured. There is also a problem with plowing snow in the complex because the materials are all over and literally get frozen to the ground; staff is struggling with a lot of issues.

Staff is requesting the committee to consider discontinuing the proposed IGA with the County to continue with the recycling program.

Aldr. Silkaitis: I move that we terminate this agreement.

Aldr. Krieger: I agree, but I do have one question; is there some way that we could originate our own recycling service or is that just too much work? I understand; I can see the mess.

Mr. Lamb: The City of Naperville had their own program, and while they are a larger city, they couldn't maintain their program. Most of the programs are run on a countywide basis for this reason. One of the things I failed to mention is that our administrative staff keeps me updated on who is calling about the electronics recycling and people are calling from as far as DeKalb County. We tell them it is for Kane County residents only, but we can't monitor where the people are coming from.

Aldr. Krieger: I understand; I was just curious. We can't put up with this.

Mr. Lamb: If you decide to terminate the IGA tonight, we have to give a 60 day notification so we will continue the program through that 60 days which will fall in line with when the Kane County weekend recycling starts up again in April. I'm going to propose that we publicize this and give people a heads up far enough in advance.

Aldr. Silkaitis: If you advertise too far in advance, aren't you taking a chance that everyone is going to come to our place and dump everything? Is there any way to monitor that? Do we have cameras that monitor this, especially for people dropping off furniture or if the gates are closed, dropping it in front of the gate?

Mr. Lamb: We have discussed putting a camera at the gate.

Aldr. Silkaitis: Yes, I think we should put up cameras and and go after them, especially if the gate is closed.

Aldr. Krieger: I think we should advertise Spring Clean-Up. No electronics, but your furniture and TV stands.

Mr. Lamb: We stress that during Spring Clean-Up there are no electronics. They won't get picked up.

Chairman Turner: We have a motion and second to formally terminate the IGA. Kristi, please call a roll.

K. Dobbs:

Lewis: Absent

Stellato: Yes

Silkaitis: Yes

Payleitner: Yes

Lemke: Yes

Bancroft: Absent

Krieger: Yes

Gaugel: Yes

Bessner: Yes

No further discussion.

Motioned by Aldr. Silkaitis, seconded by Aldr. Stellato. Approved by voice vote.
Motion carried

5.a. Recommendation to approve a Resolution and Amplification Equipment for the 2016 St. Patrick's Day Parade.

Chief Keegan presented. Lynn Schwartz is here from the Downtown St. Charles Partnership if you have any questions. This is really a housekeeping matter; this is a yearly event, as you know. We do a Resolution with the Illinois Department of Transportation to close Rt. 64. The times and locations are noted in your packet, and of course we need Council approval for amplification.

Aldr. Silkaitis: Why did the price go up \$2,200 from last year?

Chief Keegan: Some of that is for contractual obligations for labor costs, but I can't specifically answer to the dollar amount.

Mr. Adesso: Public Works recently engaged in having a vendor perform a lot of the traffic control associated with some of the parades, and so the incremental costs year to year are related to those services that are being provided such as closing the street and providing all the supplemental barricades. Public Works has an additional \$6,200 which includes in-house staff time and time for the contractor to come out and close the roads and then pick up all that material.

Aldr. Silkaitis: I'd like to see these costs get under control because money is tight and this is starting to increase too much every year.

No further discussion.

Motioned by Aldr. Bessner, seconded by Aldr. Stellato. Approved by voice vote.
Motion carried

6. Additional Business.

None.

7. Executive Session.

None.

8. Adjournment from Government Services Committee Meeting.

Motion by Aldr. Krieger, seconded by Aldr. Stellato. No additional discussion.
Approved unanimously by voice vote. **Motion carried.**