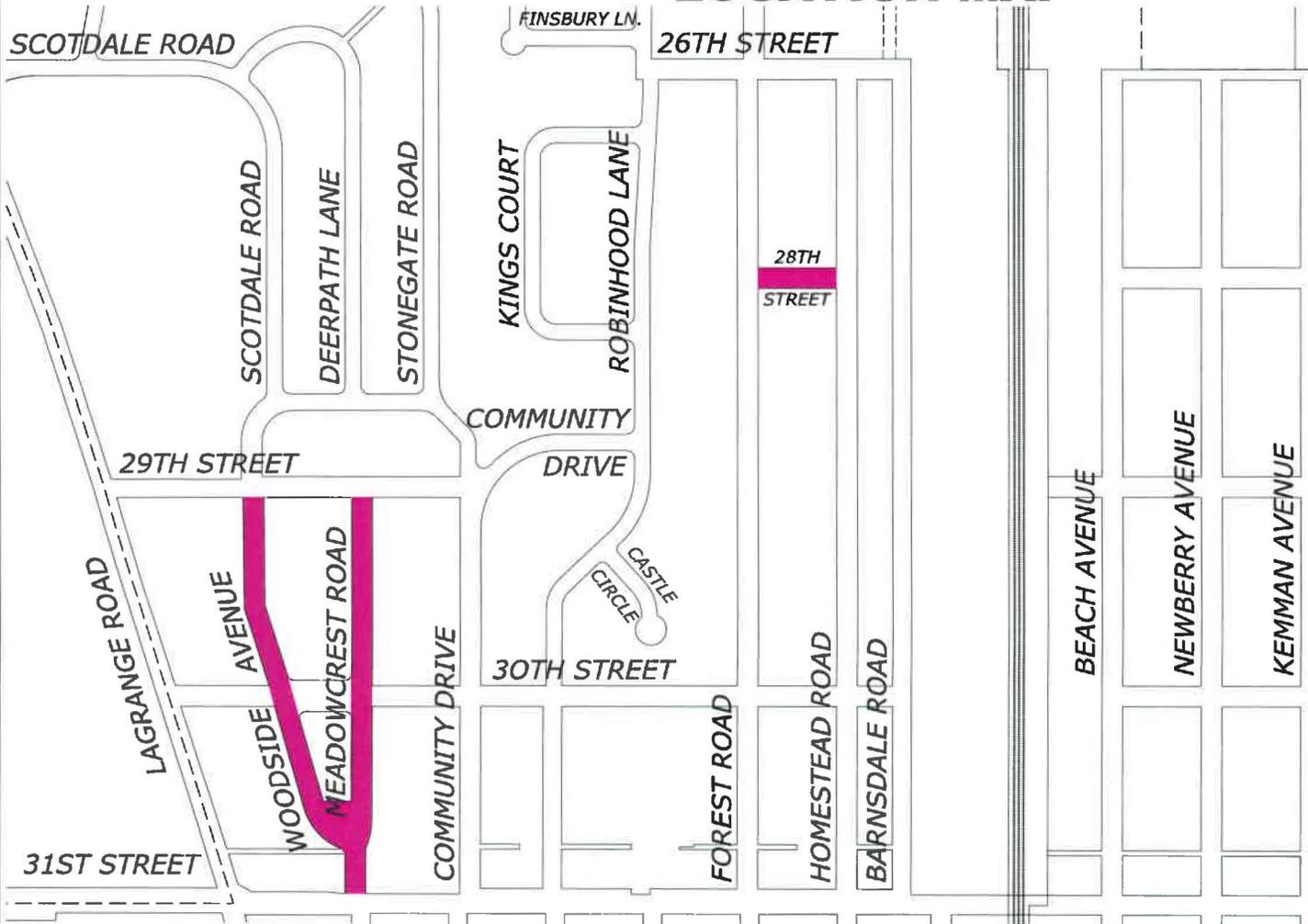


VILLAGE OF LAGRANGE PARK APPLICATION FOR 2020 DCEO REBUILD ILLINOIS FAST TRACK PUBLIC INFRASTRUCTURE GRANT PROGRAM LOCATION MAP



 PROPOSED PROJECT LOCATIONS

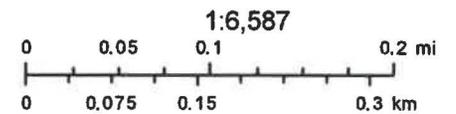


◆ Civil Engineers ◆ Municipal Consultants ◆ Established 1911

26th Street Project Location



May 29, 2020



Cook County GIS Dept.

Pritzker Administration Announces \$25 Million Fast-Track Grants to Accelerate Planned Infrastructure Projects in the Wake of Covid-19

FOR IMMEDIATE RELEASE

5/12/2020

State leverages Rebuild Illinois Dollars to Support Public Infrastructure Projects and Construction Jobs for Summer

Governor JB Pritzker and the Illinois Department of Commerce and Economic Opportunity (DCEO) today announced Fast-Track Public Infrastructure Grants, an initiative to accelerate work on planned public infrastructure projects around the state. The State is expediting \$25 million of existing Rebuild Illinois funding to local public infrastructure projects that are ready to begin work this summer, as many local governments face lost revenues, impacting their ability to finance these projects.

While COVID-19 places a unique economic burden on communities across the state, this shift in grant funding will help accelerate construction on planned infrastructure projects, while helping return skilled labor to work.

"I'm proud to announce we are moving forward with \$25 million in DCEO grants to help local governments jumpstart public infrastructure projects for the summer construction season," **said Governor JB Pritzker**. "This will keep key public infrastructure projects in the pipeline, and support the return of skilled labor to job sites for the busy summer season. Starting today, local governments with shovel ready projects – including school districts, townships, and other entities – can apply for this funding."

The Fast-Track program leverages funding from Rebuild Illinois, the state's multi-year capital plan, for allocation to shovel-ready projects just in time for the summer construction season. Fast-Track frontloads a portion of an existing Notice of Funding, to expedite funds available for grants ranging in size between \$500,000 and \$5 million. Funding will be awarded on a rolling basis, with projects submitted in underserved areas to be given priority.

"We recognize the unique challenge and burdens that COVID-19 is placing on us all, and we are taking steps to provide relief to businesses and communities," **said DCEO Director Erin Guthrie**. "Through the Fast Track Public Infrastructure Grants Program, the administration will provide a much-needed boost for workers across the state as well as the critical infrastructure projects our state depends on."

The Fast-Track grants will help restore key public works projects that may have

otherwise been cancelled and will help skilled labor return to the job in time for the construction season. Funds can be used to support projects such as expansions of water and sewer systems and reinvestment to modernize schools and other public buildings.

"This program is about putting people back on the job now," said Illinois AFL-CIO President Tim Drea. "We applaud Gov. Pritzker for being proactive and innovative. The return of every dollar spent on public works is another brick in rebuilding our economy – both in terms of jobs created and economic development created by improved infrastructure."

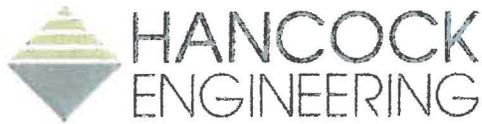
Eligible grantees are local governments and other public entities with significant public infrastructure projects that could commence work within 90 days of receiving award notice. Projects eligible for grant funding must be public assets, must be permanent in nature and must not have recurring project expenses. Fast-Track projects must meet shovel-ready criteria, as well as the minority business participation requirements of the State of Illinois' Business Enterprise Program. To apply for the grants, please visit <https://bit.ly/3cGMtHv>.

These Fast Track grants accelerate a portion of an ongoing \$50 million Notice of Funding Opportunity for public infrastructure. Communities that need more time or that do not have projects that meet the shovel-ready criteria may submit an application to receive a grant for the remainder of the funds by June 30.

Source funding for the Fast Track grants is generated by Rebuild Illinois— a \$45 billion plan passed by Governor Pritzker to provide the state's first comprehensive capital plan in more than a decade. DCEO has been charged with spearheading a number of Rebuild Illinois programs, including investments to expand broadband capacity, fund new public works projects, incentivize business development, and other initiatives designed to promote economic growth for all communities across the state.

The Fast Track grants program is one of a number of economic assistance initiatives designed by DCEO to mitigate the economic impact of the pandemic— with relief programs making more than \$100 million available to Illinois communities in response to COVID-19. These emergency relief initiatives include the Downstate Small Business Stabilization Program, Emergency Hospitality Grants, the Emergency Small Business Loan Fund, and other targeted assistance to serve businesses and communities with the greatest needs.

DCEO will conduct a series of webinars and outreach to local governments to provide information on the new Fast Track grants. For a list of upcoming webinars as well as a list of resources available to small businesses please visit [DCEO's website](#).



Grant Opportunity Notice

Prepared by Hancock Engineering May 12, 2020

Grant Title: REBUILD ILLINOIS - Fast-Track Public Infrastructure (FTPI) Program

Sponsoring Agency: State of Illinois through the Department of Economic Opportunity (DCEO)

Eligible Applicants: Units of local government (i.e., cities, **villages**, townships and counties).

Type of Program: The objective of this program is to stimulate the economy in the wake of the COVID-19 health crisis by quickly getting Illinoisans back to work on **public infrastructure** projects that are valuable to their communities.

Types of Activities/Projects: Public infrastructure improvement projects, including projects that entail new construction and/or significant renovation or improvements of:

- **Publicly owned buildings, facilities, and parks**
- Publicly owned industrial and commercial sites
- Waste disposal systems
- **Water and sewer line extensions**
- **Water distribution** and purification facilities
- Gas and electric utility extensions
- Dredging of waterways
- Rail, air, or water port improvements
- **ADA-compliant sidewalks, curb and gutters**
- Previously unimproved WPA streets
- **Other public infrastructure capital improvements**

Only projects that can demonstrate the **ability to break ground within 90 days** of receiving a Notice of State Award Finalist (NOSAF) will be eligible for grants.

All uses must comply with the Bondability Guidelines attached to the Notice of Funding Opportunity.

Funding Available: \$25,000,000 total in the Rebuild Illinois Fast-Track Public Infrastructure (FTPI) Program. The **maximum award is \$5 million** for a project. The **minimum award is \$500,000**.

Matching Fund Requirements: Match is **not required** to apply for grant funds. Note that the intent to use local funding will require a Public Hearing and a Resolution committing the funds.

Grant Schedule:

- Applications will be accepted on a rolling basis during the acceptance period of 5/12/2020-6/15/2020.
- Projects will be funded on a **first come, first qualified, first serve** basis.
- Applications will be accepted electronically by DCEO until **midnight, Monday, June 15, 2020 or until funds have been exhausted**.
- However, project evaluations will begin after **May 31, 2020** for applications received up to that date, on a first come basis.

- Anticipated award schedule not yet available.
- **Successful** applicants will receive a Notice of State Award Finalist (NOSAF) specifying terms and conditions of the grant.
- Grantees are expected to complete all grant conditions within **60 days** of the NOSAF date.
- Once terms are accepted, and the conditions met, the Grantee will receive a Notice of State Award (NOSA)

Evaluation Criteria: Projects will be scored out of 100 possible points according to the following criteria. Projects scoring **80 points will be recommended for award.**

- Capacity (25 points)
- Community Need (30 points)
- Creation of Jobs (25 points)
- Project Quality (20 points)

See the Guidebook for further breakdown and explanation of the scoring criteria.

Links:

- Full Grant Info:
https://www2.illinois.gov/dceo/CommunityServices/CommunityInfrastructure/Pages/RebuildIllinois_Programs.aspx
- Official NOFO:
<https://www2.illinois.gov/sites/GATA/grants/sitepages/csfa.aspx?page=opportunity.aspx?nofo%3d1548>
- Link to download Guidebook:
<https://www2.illinois.gov/dceo/CommunityServices/CommunityInfrastructure/Documents/2020%20Rebuild%20Illinois%20Fast%20Track%20Public%20Infrastructure%20Guidebook.docx>
- For **information** send questions to ceo.ocd@illinois.gov or call 217/843-0068.

*Note: Some text was made **bold** by us, to highlight important information or to emphasize information applicable to municipalities.*

Village Board Agenda Memo

Date: June 4, 2020

To: President and Board of Trustees

From: Julia Cedillo, Village Manager 
Richard Radde, Public Works Director 

RE: Rebuild Illinois Fast-Track Public Infrastructure & Public Infrastructure Grant:
A Second Application for the Central Area Sewer Separation Program

PURPOSE:

To inform the Board that staff is coordinating a second grant application for the Rebuild Illinois Public Infrastructure Grant Program.

GENERAL BACKGROUND:

The Village experienced heavy rains on the evening of May 17th which resulted in significant flooding in certain areas throughout the Village. Hancock Engineering's report of that rain event and its impacts are attached to this memo.

Following the Village Board Work Session Meeting, staff investigated with Hancock Engineering whether the Village's 2016 schematic plans for Central Area Sewer Separation Program might be a viable project for the Rebuild Illinois Public Infrastructure Grant Program.

At a preliminary review, Phases I-III of the storm sewer separation project (see attached phased map) would be a competitive application submittal. The estimated cost of the first three phases of the project is \$4.6 Million. The Village would request that the full cost of the project be covered but for a \$93,000 local share that is available in earmarked storm water management funds.

Should the Village Board agree with this direction, the Village must approve a Resolution committing the local match at the June 23rd Village Board Meeting and a Public Hearing is once again required.

MOTION/ACTION REQUESTED:

No action is required. Staff is seeking general feedback from the Village Board regarding this second application submittal for the Rebuild Illinois grant program.

DOCUMENTATION:

- Grant Evaluation Memo from Hancock Engineering
- Preliminary Schematic Map: Central Area Sewer Separation Program
- Report on Flooding: Hancock Engineering



9933 ROOSEVELT
ROAD
WESTCHESTER,
IL 60154-2780
708/865-0300
FAX 708/865-1212

MEMORANDUM

June 3, 2020

Julia,

Per our phone conversation you indicated the Village would like to make an application for the Rebuild Illinois Public Infrastructure (RIPI) Grant to help fund a phased flood control project in the area east of Lagrange Road, south of Garfield, and west of the railroad. We have provided this outline for tasks to be completed before the submission deadline of 5:00pm, Tuesday, June 30, 2020.

The grant award schedule has not yet been determined. There is a project ceiling of \$5,000,000, and the grant agreement period is 24 months. The proposed project must be completed within that time. A grantee may apply for a single extension of twelve months if there are circumstances beyond the control of the grantee. If awarded a grant, the grantee must utilize an administrator that has previous grant administration experience.

Projects will be evaluated according to the following criteria.

Project Impact – 27.5%
Creation of Jobs – 15%
Community Need – 22.5%
Community Support – 15%
Project Readiness – 20%

The applicant must be registered and pre-qualified through GATA. An application Checklist from the Guidebook is attached with this Memo. A Board Resolution and a Public Hearing are required if local matching public funds will be used with the RIPI Grant. Some of the noted items to be included in the application are:

- Minority Benefit/Affirmative Housing Statement
- Signed Letters of Support (from local elected officials, stakeholders, economic development organizations)
- Fair Housing Resolution

For the scope of work to be funded, we would recommend including Phase I, II, and III as outlined in our Memo dated April 28, 2016. This would include underground storage utilizing an 8' x 7' box culvert on Jackson from Barnsdale to Homestead, a storm water pump station with generator, a force main, 48" and 24" storm sewers south of 31st Street, and 30" storm sewer north of 31st Street to provide a gravity connection to existing storm sewer to Salt Creek. ***The preliminary estimate for this work included only a street patch where the sewers were installed. If the village prefers a full width resurfacing we will adjust the estimated cost accordingly.***

We estimate the total cost of the above work including design engineering, construction, and construction engineering to be \$4,600,000. Payment for engineering can either be used as a matching fund or be included in the grant request. If included in the grant the QBS process will have to be followed.

If the Village were to pay engineering as a matching cost it would get a limited point value out of the 100-point total as follows::

- 75% or more of project cost matched – 5 points
- 50% – 74.9% of project cost matched – 4 points
- 25% – 49.9% of project cost matched – 3 points
- 0.9% (minimum of \$10,000 – 24.9% of project cost matched – 2 points
- Less than 0.9% (minimum \$10,000) of project cost matched – 0 points

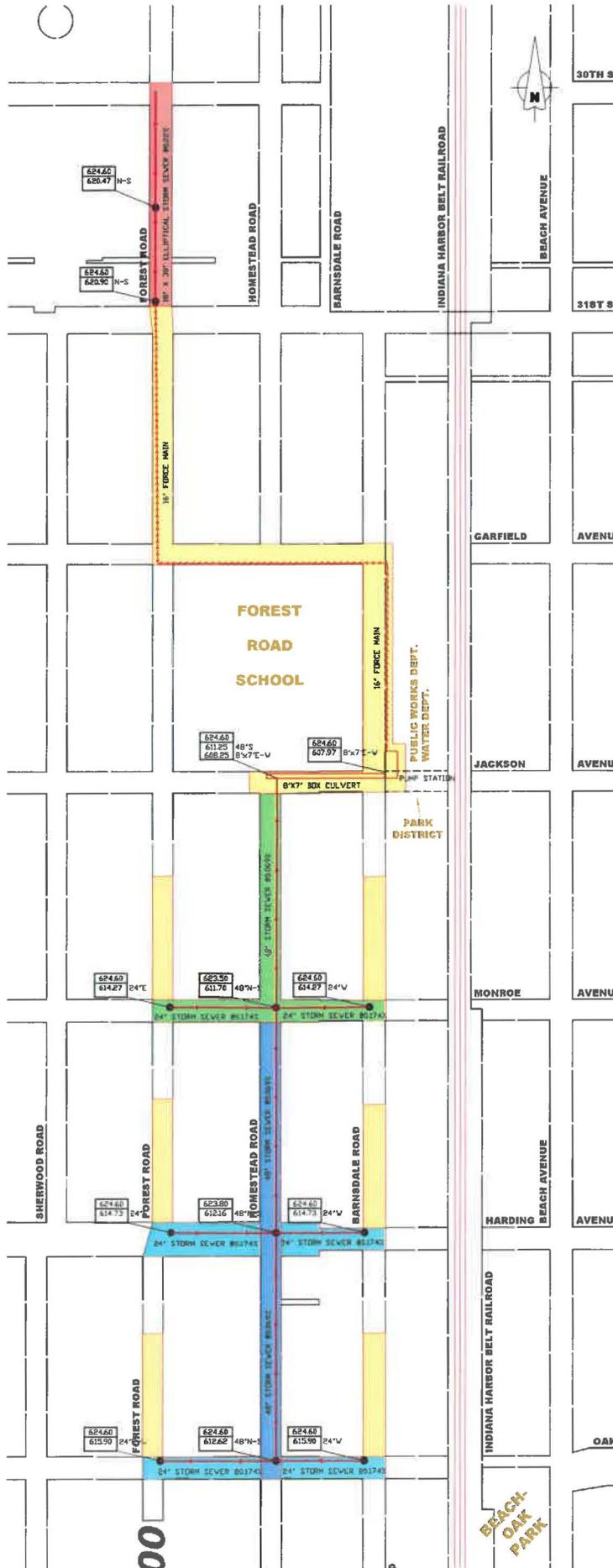
A local match for engineering would be in the range between 0.9-25% which qualifies for 2 points out of a maximum of 5 points. ***We need to decide on whether to ask for engineering as part of the grant or whether the Village pays for it locally, in which case a public hearing and resolution is needed.***

We will start work on the application and preparing the necessary maps and detailed estimates. We can discuss other documents that the Village can assist with.

Mark Volk



CENTRAL AREA SEWER SEPARATION PROGRAM POTENTIAL CONSTRUCTION PHASING



PHASE I

CONSTRUCT A 18"x30" ELLIPTICAL STORM SEWER ON FOREST ROAD FROM 30TH STREET TO 31ST STREET. \$440,000.00

PHASE II

CONSTRUCT A 8"x 7" BOX CULVERT ON JACKSON AVENUE FROM BARNSDALE ROAD TO HOMESTEAD ROAD, THE INSTALLATION OF A 8,000 GPM PUMP STATION AT PUBLIC WORKS SITE (NORTHEAST CORNER OF JACKSON AVENUE AND BARNSDALE ROAD), AND THE INSTALLATION OF A 16" FORCE MAIN ON BARNSDALE ROAD, GARFIELD AVENUE AND FOREST ROAD TO 31ST STREET. \$2,620,000.00

PHASE III

CONSTRUCT A 48" STORM SEWER ON HOMESTEAD ROAD FROM JACKSON AVENUE TO MONROE AVENUE AND A 24" STORM SEWER ON MONROE AVENUE FROM BARNSDALE TO FOREST ROAD. \$1,250,000.00

PHASE IV

CONSTRUCT A 48" STORM SEWER ON HOMESTEAD ROAD FROM MONROE AVENUE TO OAK AVENUE. \$1,520,000.00

PHASES V & VI

CONSTRUCT A 24" STORM SEWER ON HARDING AVENUE AND OAK AVENUE FROM BARNSDALE ROAD TO FOREST ROAD. \$670,000.00 (PER PHASE)

PHASE VII

SEWER EXTENSIONS ON BARNSDALE ROAD AND FOREST ROAD TO PICK UP MID-BLOCK DRAINAGE STRUCTURES. \$1,020,000.00

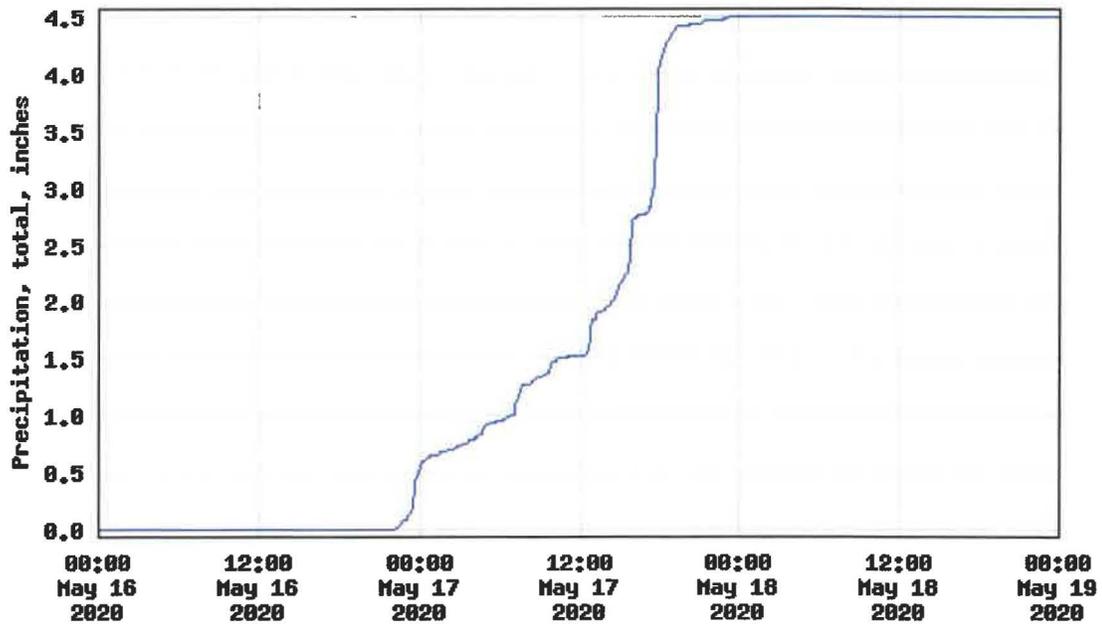
Report on La Grange Park Flooding of May 17, 2020

Prepared by Mark W. Volk, P.E.
Edwin Hancock Engineering Co.

The Village experienced widespread surface and basement flooding which peaked on the evening of Sunday, May 17th. Many streets, yards, and basements had standing water as a result of the storm. Accounts from staff indicate that the streets had limited flooding through about 5:30 pm on Sunday, but by 6:45 pm many of the streets in town had standing water. Some of the streets were impassable. Rick Radde noticed the sudden change in the condition and called me about 7:45 pm. I then reached out to the MWRD to find out if the Deep Tunnel connections were still accepting flow. The person told me that nothing had been closed to prevent the discharge of water from municipalities into the Deep Tunnel and Reservoirs, but he was unable tell me if they were at capacity. They may have been by this time.

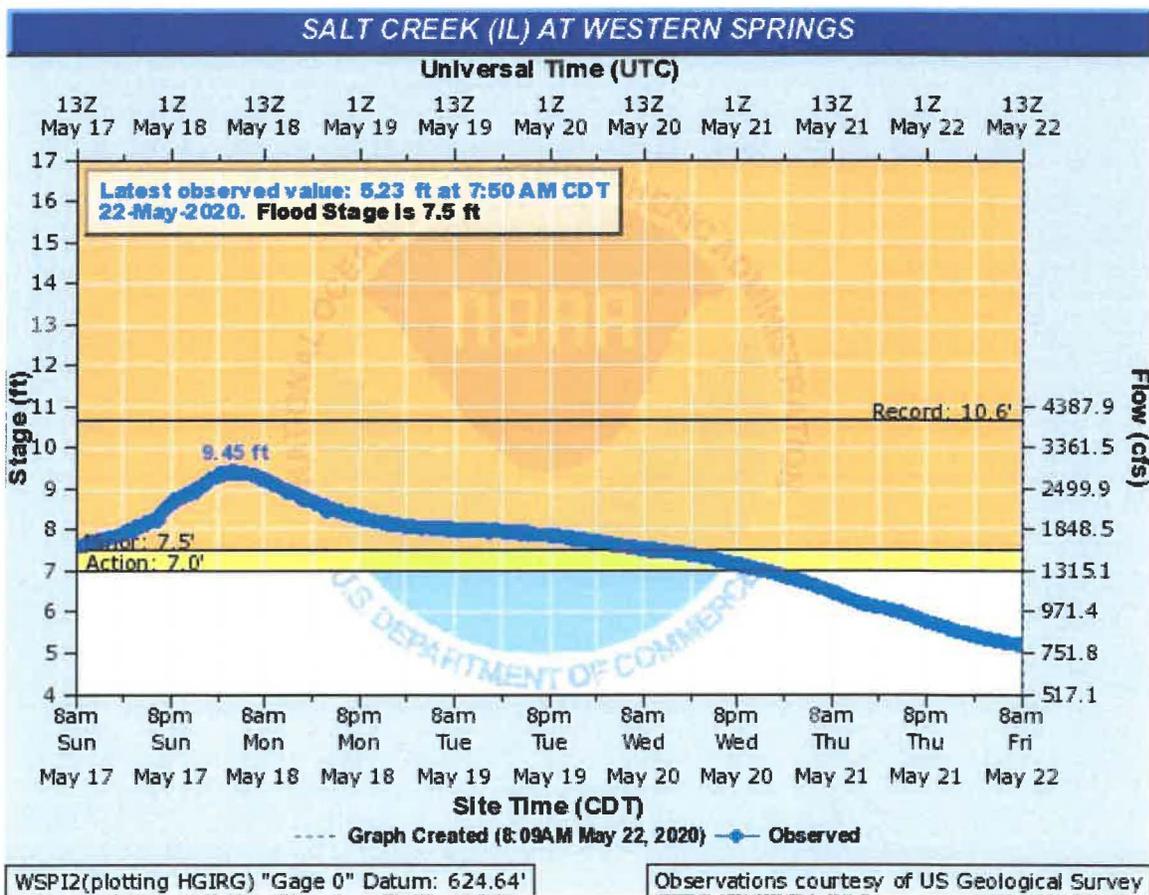
I would like to offer some background on this flooding. This has been the wettest May on record for the Chicago area. The Chicago metropolitan area had a rain event on Thursday May 14th and Friday May 15th leading up to the weekend. The USGS has a rain gage in LaGrange. About 1.6” of rain fell over the course of those two days. Then an additional 4.5” of rain fell between Saturday May 16th and Sunday May 17th. At the height of the storm on Sunday, graphical data suggests the intensity of rainfall was about 1.5” per hour.

USGS 414454087533281 RAIN GAGE AT LA GRANGE, IL



----- Provisional Data Subject to Revision -----

The direct cause of the flash flooding on Sunday was the existing saturated ground, the already high level of Salt Creek, and the intensity of the rain on Sunday afternoon. The sewer system reached a tipping point when the high intensity rain began Sunday afternoon. With the ground being saturated and the sewers already at capacity, all of that additional water had nowhere to go. That would explain why it seemed the flooding happened so quickly in many areas of the village. The storm sewers in the northeast section of the village discharge to Salt Creek. With the level of the Creek as high as it was, the flow in these sewers was extremely limited or non-existent. The nearest gauging station on Salt Creek is at Wolf Road. The creek reached its peak about 4:00 am on Monday morning with an elevation of 9.45' above normal level, which was only about a foot below the record high stage.



The storm on Sunday caused areas of town to flood that normally don't. There are many reasons why a particular street, or basement would flood. The immediate reasons a street floods are because the size and slope of the sewer is not able to handle the amount of rain entering it, and the sewer may also be surcharged from recent rainfall. Both of these conditions were present on Sunday. In some cases, water entered basements through window wells as surface water

encroached a low area adjacent to the home. In other cases, water came in through basement drains even though the drain had a protective standpipe installed. There were also cases of extreme rear yard flooding in which no outlet for surface runoff exists.

A feasibility study was done to develop a pumped underground storage project in the southeast section of the village to help mitigate the flood levels. This proposed system would collect storm water and store it underground and then pump it north of 31st Street so it could flow by gravity to Salt Creek. This is the next proposed project that the village would be considering that would provide relief to this area.

It is important for the village to keep the sewers cleaned on a regular basis so that they can accept the full flow they are capable of. The village has a good cleaning program in place to accomplish this. Residents also need to make sure their service lateral is operating at capacity and is not clogged by roots or debris.