

Mascoutah City Council

September 5, 2023

REGULAR MEETING AGENDA

IN-PERSON MEETING with combined IN-PERSON and optional VIRTUAL PUBLIC PARTICIPATION – see below for instructions on attending virtually

6:30 pm – Workshop - Electric Expansion Project

7:00 pm – City Council Meeting

1. PRAYER & PLEDGE OF ALLEGIANCE

2. CALL TO ORDER

3. ROLL CALL

4. AMEND AGENDA – consideration of items to be added/ deleted to /from the meeting agenda. *No action can be taken on added items, but may be discussed only. Exceptions – emergency items as authorized by law.*

5. MINUTES, August 21, 2023 City Council Meeting (Page 1 to Page 5) August 21, 2023 Executive Session Meeting (confidential, see City Clerk)

6. PUBLIC COMMENTS (3 minutes) – opportunity for the public to comment.

7. REPORTS AND COMMUNICATIONS

- A. Mayor
- B. City Council
- C. City Manager
- D. City Attorney
- E. City Clerk

8. COUNCIL BUSINESS

A. Council Items for Action

1. **An Ordinance of the City of Mascoutah establishing the Main Street Business District (second reading)** (Page 16 to Page 43)
Description: Council approval and adoption of an ordinance to establish the Main Street Business District, approve the Business District Plan, authorize the imposition and collection of a sales tax within the Business District, and approve certain actions in connection with establishing the Business District.

Recommendation: Council Approval and Adoption of Ordinance.

2. Resolution of Support for the Illinois Safe Routes to School Program to Evaluate Current Routes, Plan for Future Routes to School, and Create Educational Materials. (Page 44 to Page 46)

Description: Council approval and adoption of a Resolution of Support for a non-infrastructure grant application for the Illinois Safe Routes to School (SRTS) Program to evaluate walking and biking routes, plan for safer walking and biking routes, and create educational materials for families on safe routes to walk and bike to school; and authorization to apply for a SRTS grant and to enter into an agreement with the state of Illinois Department of Transportation (IDOT).

Recommendation: Council Approval and Adoption of Resolution

3. Resolution of Support for the Illinois Safe Routes to School Program for the N. County Road Safe Crossings Project. (Page 47 to Page 49)

Description: Council approval and adoption of a Resolution of Support for an infrastructure grant application for the Illinois Safe Routes to School (SRTS) Program the N. County Road Safe Crossings Project and authorization to apply for a SRTS grant and to enter into an agreement with the State of Illinois Department of Transportation (IDOT)

Recommendation: Council Approval and Adoption of Resolution

4. Change Orders – North Substation Upgrades Project (Page 50 to Page 91)

Description: Council consideration of change orders for construction of the North Substation Upgrades Project.

Recommendation: Approval of Switchgear and JF Electric Change orders; No Recommendation for BHMG Project Change order

5. Engineering and Design Services - Metrolink Electrical Service

(Page 92 to Page 102)

Description: Council approval of an Engineering and Design Services Agreement with Gonzalez Companies, LLC for engineering and design services for the MetroLink expansion project.

Recommendation: Council Approval

B. Council Miscellaneous Items

C. City Manager

9. PUBLIC COMMENTS (3 MINUTES)

10. ADJOURNMENT TO EXECUTIVE SESSION

A. Litigation – Section 2(c)(11)

11. MISCELLANEOUS OR FINAL ACTIONS

12. ADJOURNMENT

POSTED 9/1/23 at 4:00 PM

OPTIONAL VIRTUAL PUBLIC PARTICIPATION – see below for instructions on attending
virtually

In-person public attendance is allowed. Optional virtual public attendance is also being provided virtually through Zoom Meeting (<https://zoom.us>).

Please join my meeting from your computer, tablet or smartphone.

<https://us02web.zoom.us/j/86343603533>

You can also dial in using your phone.

United States: +1 (312) 626-6799

Access Code: 863-4360-3533

**CITY OF MASCOUTAH
CITY COUNCIL MINUTES
#3 WEST MAIN STREET
MASCOUTAH, IL 62258-2030**

AUGUST 21, 2023

The minutes of the regular meeting of the City Council of the City of Mascoutah.

PRAYER AND PLEDGE OF ALLEGIANCE

City prayer was delivered by City Clerk Melissa Schanz. The Council remained standing and recited the Pledge of Allegiance.

CALL TO ORDER

Mayor Pat McMahan called the meeting to order at 7:00p.m.

ROLL CALL

Mayor Pat McMahan and Council members John Weyant, Walter Battas, Nick Seibert and Mike Baker.

Absent: None.

Other Staff Present: City Manager Becky Ahlvin, City Clerk Melissa Schanz, City Attorney Al Paulson and Police Chief Waldrup.

Establishment of a Quorum: A quorum of City Council members was present.

AMEND AGENDA

None.

MINUTES

The minutes of the August 7, 2023 regular City Council meeting and August 7, 2023 Executive Session meeting were presented and approved as presented.

Motion passed. Passed by unanimous yes voice vote.

PUBLIC COMMENTS

Eric Mercer, a resident of Mascoutah, voiced his concerns.

Delbert with Robinson Outdoors introduced himself and his Billboard company.

MONTHLY DEPARTMENT REPORTS FOR AUGUST WERE PROVIDED

REPORTS AND COMMUNICATIONS

Mayor – Finished Homecoming cleanup.

City Council

Weyant –Nothing to report.

Battas –Nothing to report.

Seibert –Nothing to report.

Baker –Nothing to report.

City Manager – Nothing to report.

City Attorney –Nothing to report.

City Clerk – Nothing to report.

COUNCIL BUSINESS

CONSENT CALENDAR (OMNIBUS)

The July 2023 Fund Balance Report and Claims & Salaries Report were provided under the omnibus consideration.

Seibert moved, seconded by Battas, to accept all items under Omnibus consideration.

Motion passed. AYE's – Weyant, Battas, Seibert, Baker, McMahan. NAY's – none.
ABSENT – none.

AN ORDINANCE OF THE CITY OF MASCOUTAH ESTABLISHING THE MAIN STREET BUSINESS DISTRICT; APPROVING A BUSINESS DISTRICT PLAN; AUTHORIZING THE IMPOSITION AND COLLECTION OF A SALES TAX WITHIN SUCH BUSINESS DISTRICT; AND APPROVING CERTAIN ACTIONS IN CONNECTION WITH THE ESTABLISHMENT OF SUCH BUSINESS DISTRICT. (FIRST READING)

City Manager presented a report for Council approval of an ordinance to establish the Main Street Business District, approve the Business District Plan, authorize the imposition and collection of a sales tax within the Business District, and approve certain actions in connection with establishing the Business District.

Councilman Battas asked who will allocate the funds once approved. Staff stated that there will be an application process and then it will be brought to the Council for approval.

Councilman Baker stated that he would like to have a plan in place on what the funds will be going to before the approval of the Business District. He also commented that many people he has spoken with are not in favor of this plan. Attorney Al Paulson stated that this Business District would be put in place so businesses and residents can come to the city and apply to do improvements to their property that they want with the assistance of the 1% sales tax that would be collected.

Councilman Baker would like staff to come to the Council with ways to cut costs and save the tax payers money.

There was no further discussion.

First Reading.

PC 23-02 – FINAL PLAT FOR SUBDIVISION, PARCEL 10-29.0-312.039

City Manager presented a report for Council approval of a final plat for the Subdivision of 1.23- acres on property located at North Jefferson Street (parcel no. 10-29.0-312-039) in GC, General Commercial Zoning District lot located at N Jefferson Street east of Rt. 4, west of Crown Pointe Phase 4, and north of Laugh and Learn Preschool and Child Care Center.

There was no further discussion.

Weyant moved, seconded by Baker, to approve Ordinance No. 23-09 the Final Plat for the Subdivision of 1.23-acres on property located at North Jefferson Street (parcel no. 10-29.0-312-039) in GC, General Commercial Zoning District lot located at N Jefferson Street east of Rt. 4, west of Crown Pointe Phase 4, and north of Laugh and Learn Preschool and Child Care Center.

Motion passed. AYE's – Weyant, Battas, Seibert, Baker, McMahan. NAY's – none.
ABSENT –none.

PC 23-05 SILVER CREEK TOWNHOMES – SITE PLAN AND ARCHITECTURAL REVIEW

City Manager presented a report for Council approval of a Site Plan and Architectural Elevations for proposed townhomes at Silver Creek Development, lots located at 100 Copper Oaks Drive (also identified as parcel 10-31-0-113-028) and South 10th Street (also identified as parcel 10-31-0-113-029).

There was no further discussion.

Weyant moved, seconded by Seibert, to approve the Site Plan and Architectural Elevations for proposed townhomes (4 building, 16 units) at Silver Creek Development, lots located at 100 Copper Oaks Drive (also identified as parcel 10-31-0-113-028) and South 10th Street (also identified as 10-31-0-113-029).

Motion passed. AYE's – Weyant, Battas, Seibert, Baker, McMahan. NAY's – none.
ABSENT – none.

PC 23-04, MIDAMERICA AIRPORT TERMINAL MODIFICATIONS PHASE 4

City Manager presented a report for Council approval OF A Site Plan and Architectural Review for MidAmerica Airport Terminal Modifications Phase 4 located at 9656 Air Terminal Dr., Mascoutah IL 62258.

Councilman Weyant asked if the addition will eventually be connected to the current terminal. The airport representative stated that yes the intent is to expand the main terminal at some point to meet the new addition.

There was no further discussion.

Seibert moved, seconded by Baker, to approve the Site Plan and Architectural Review for MidAmerica Airport Terminal Modifications Phase 4 located at 9656 Air Terminal Dr., Mascoutah IL and authorize appropriate officials to execute the necessary documents.

Motion passed. AYE's – Weyant, Battas, Seibert, Baker, McMahan. NAY's – none. ABSENT –none.

2023/2024 MFT ADA SIDEWALK IMPROVEMENTS PROGRAM BID AWARD

City Manager presented a report for Council approval of a bid and authorization for ADA Sidewalk Improvements at various locations in the City limits as identified for the 2023/2024 MFT ADA Sidewalk Improvements Program.

Councilman Battas stated he does not have a problem with approving the bid but would like for staff to provide council with a list of what's been done over the past two years.

There was no further discussion.

Seibert moved, seconded by Battas, to approve the low bid for ADA Sidewalk Improvements to be completed at various locations in the City limits as identified for the 2023/2024 MFT ADA Sidewalk Improvements Program, and to award a contract to DMS contracting of Mascoutah, IL in the amount of \$231,287.50, contingent upon IDOT approval.

Motion passed. AYE's – Weyant, Battas, Seibert, Baker, McMahan. NAY's – none. ABSENT –none.

RESOLUTION OBLIGATING CORONAVIRUS STATE AND LOCAL FISCAL RECOVERY FUNDS

City Manager presented a report for Council approval and adoption of a resolution to obligate the City of Mascoutah's Coronavirus State and Local Fiscal Recovery Funds allocation.

The Council had a lot of opinions on the options brought forward by staff. It was decided that a workshop would probably be necessary to work through all the ideas before bringing it back for a motion.

There was no further discussion.

Baker moved, seconded by Seibert, to table the resolution to obligate the Coronavirus State and Local Fiscal Recovery Funds.

Motion passed. AYE's – Weyant, Battas, Seibert, Baker, McMahan. NAY's – none. ABSENT –none.

BID AWARD – POLICE VEHICLE PURCHASE

City Manager presented a report for Council approval and authorization of bid for the purchase of one vehicle for the Police Department.

There was no further discussion.

Weyant moved, seconded by Battas, to approve the purchase in the amount of \$47,535.00 to Morrow Brothers Ford Inc. of Greenfield, IL for furnishing a 2023 Ford F150 and authorize appropriate officials to execute the necessary documents.

Motion passed. AYE's – Weyant, Battas, Seibert, Baker, McMahan. NAY's – none.
ABSENT –none.

RESOLUTION AUTHORIZING SALE OF SURPLUS EQUIPMENT

City Manager presented a report for Council approval and adoption of a resolution authorizing the sale of surplus equipment.

There was no further discussion.

Seibert moved, seconded by Battas, to approve and adopt Resolution No. 23-24-07, a resolution authorizing the sale of surplus equipment.

Motion passed. AYE's – Weyant, Battas, Seibert, Baker, McMahan. NAY's – none.
ABSENT – none.

COUNCIL – MISCELLANEOUS ITEMS

Councilman Baker asked if other committees had a chance to look at the Business District proposal. He also recommended a joint workshop for the Business District with the Economic Development Commission.

CITY MANAGER – MISCELLANEOUS ITEMS

PUBLIC COMMENTS

Eric Mercer had additional comments.

ADJOURNMENT TO EXECUTIVE SESSION

Battas moved, seconded by Seibert, to adjourn to Executive Session to discuss Litigation and Personnel at 7:59 p.m.

MISCELLANEOUS OR FINAL ACTIONS

None.

ADJOURNMENT

Battas moved, seconded by Weyant, to adjourn at 8:31 p.m.

Motion passed. Motion passed by unanimous yes voice vote.

CITY OF MASCOUTAH
Staff Report

TO: Honorable Mayor and City Council

FROM: Becky Ahlvin, City Manager

SUBJECT: AN ORDINANCE OF THE CITY OF MASCOUTAH ESTABLISHING THE MAIN STREET BUSINESS DISTRICT; APPROVING A BUSINESS DISTRICT PLAN; AUTHORIZING THE IMPOSITION AND COLLECTION OF A SALES TAX WITHIN SUCH BUSINESS DISTRICT; AND APPROVING CERTAIN ACTIONS IN CONNECTION WITH THE ESTABLISHMENT OF SUCH BUSINESS DISTRICT.

DATE: September 5, 2023

REQUESTED ACTION:

Adoption of an ordinance to establish the Main Street Business District, approve the Business District Plan, authorize the imposition and collection of a sales tax within the Business District, and approve certain actions in connection with establishing the Business District.

BACKGROUND INFORMATION:

The City desires to establish the Main Street Business District which will generally encompass Main Street from Mine Road to County Road and extends north to border TIF 3 along Onyx Drive. To establish the Business District, the City needs to make a formal finding that the proposed business district area is blighted. The City's economic development consultant, Moran Economic Development, found several conditions that qualify the area as blight:

- Much of the Area exhibits deteriorated site improvements in some form, which can be generally classified as either structural or surface improvements.
- The Multi-Hazard Mitigation Plan for St. Clair County identifies the City as being potentially susceptible to subsidence and details the types of damage to structures built over mined areas, as well as roadways, utility lines/pipes, railroads, and bridges.
- There are issues with improper subdivision and obsolete platting throughout the Area.
- The presence of these factors, in combination, creates conditions that constitute an economic liability to the City. Additionally, these factors combine to contribute to the economic underutilization of the Area.
- The vast majority of the parcels in the Area were underperforming in terms of relative EAV growth to the balance of the municipality as well as the Consumer Price Index, creating an economic liability.
- Another indication of the economic underutilization of the Area is in the form of the Retail Opportunity Gap that exists for the City.

Additionally, the City also needs to adopt a Redevelopment Plan for the area that acts as a resources for economic development and outlines general goals for the area. The Main Street Business District Redevelopment Plan provides the following objectives as a starting point for the City:

- Upgrade the utilities and infrastructure throughout the Area, including sewer system improvements.
- Improve the sidewalks throughout the Area, including reconstructing/repairing those exhibiting deteriorated conditions along Main Street and neighboring areas.
- Facilitate requisite infrastructure improvements in accordance with IDOT requirements for the redevelopment of the Main Street corridor.
- Resurface roadways, construct curb and gutter, make parking lot improvements, and provide resources for other general site improvements.
- Redevelop those properties exhibiting deteriorated conditions, and other general site improvements.
- Enhance the sales tax base and property tax base of the District.
- Facilitate streetscape and façade improvements for commercial properties in the Area.
- Recruit new retail businesses to promote future sales tax growth.
- Retain small businesses to the community and assist with business development and expansion.
- Provide assistance for the redevelopment of residential properties, including interior and exterior rehabilitation and renovation projects.
- Facilitate new development and encourage redevelopment to increase the EAV of the properties in the Area, which in turn creates new property tax revenues for all associated taxing districts.

Once the Main Street Business District is established, City Staff will begin creating programs and application processes for use within the District. Business District funds will be allocated during the upcoming fiscal year budgeting process based on expected revenues and Council priorities.

FUNDING:

N/A

RECOMMENDATION:

Council approval and adoption of the ordinance.

SUGGESTED MOTION:

I move that the Council approve and adopt Ordinance No. 23-__, an ordinance establishing the Main Street Business District; approving a business district plan; authorizing the imposition and collection of a sales tax within such business district; and approving certain actions in connection with the establishment of such business district.

Prepared By: Rebecca Ahlvin
Becky Ahlvin, City Manager

Approved By: Rebecca Ahlvin
Becky Ahlvin, City Manager

Attachment: A – Ordinance
B – Main Street Business District Redevelopment Plan & Project

ORDINANCE NO. _____

**AN ORDINANCE ESTABLISHING THE MAIN STREET BUSINESS DISTRICT;
APPROVING A BUSINESS DISTRICT PLAN; AUTHORIZING THE
IMPOSITION AND COLLECTION OF A SALES TAX WITHIN SUCH
BUSINESS DISTRICT; AND APPROVING CERTAIN ACTIONS IN
CONNECTION WITH THE ESTABLISHMENT OF SUCH BUSINESS DISTRICT.**

WHEREAS, the City of Mascoutah, Illinois (the "City") is authorized pursuant to the provisions of the Illinois Business District Development and Redevelopment Law, 65 ILCS 5/11-74.3-1 et seq. as amended (the "Business District Law") to designate an area within its boundaries as a business district for purposes of carrying out the development or redevelopment of such area pursuant to a specific plan; and

WHEREAS, the City's exercise of the powers granted in the Business District Law is dedicated to the promotion of the public interest, the enhancement of the tax base within the City, the creation of employment and the eradication of blight, and the use of such powers for the creation, development, improvement, maintenance and redevelopment of business districts is hereby declared to be for the public safety, benefit and welfare of the residents of the City and the State of Illinois, essential to the public interest and for public purposes; and

WHEREAS, a business district plan has been prepared by the consulting firm of Moran Economic Development, dated July 17, 2023, entitled "*Main Street Business District Redevelopment Plan and Project*" (the "Business District Plan"), which sets forth a plan for the development and redevelopment of an area which encompasses 458 parcels of property and rights-of-way in the City located in the main commercial corridors. Generally, the Area includes the properties in the central downtown portions of the City along IL-4 and Main Street/IL-177. Beginning in the northern portion of the boundary property south of Onyx Drive is included, and the Area continues south along IL-4 to Main Street. Along Main Street the boundary includes property on both sides of the roadway, extending east to Mine Road and west to the area just west of County Road.

WHEREAS, the City on July 23, 2023 and July 27, 2023 published a notice of public hearing to be held with respect to the approval of the Business District Plan and the designation of the Business District, and the City held a public hearing as provided in such notice August 7, 2023 at which members of the public were allowed to comment with respect to the provisions of the Business District Plan; and

WHEREAS, the City now desires to form the Business District, to authorize the imposition within the Business District of certain taxes, and to make such other findings as necessary pursuant to the Business District Law.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF MASCOUTAH, ILLINOIS, AS FOLLOWS:

Section 1. Incorporation of Recitals. The City Council hereby finds that the recitals to this Ordinance are true, complete and correct and hereby incorporates them into this Ordinance.

Section 2. Findings. The City hereby makes the following findings as supported by the Business District Plan:

(a) The Business District, on the whole, has not been subject to growth and development through investment by private enterprise or would not reasonably be anticipated to be developed without the adoption of the Business District Development Plan;

(b) The Business District Plan conforms to the comprehensive plan for the development of the City as a whole; and

(c) The Business District is a blighted area due to the presence, individually and in combination, of several conditions representative of those outlined in the Act. These include deterioration of site improvements, conditions which potentially endanger property and improper subdivision or obsolete platting. These factors, in combination, contribute to the economic underutilization of the Area, as well as cause the Area to be an economic liability to the City. Additionally, the property in the District would not be reasonably anticipated to be developed or without the establishment of the Main Street Business District and adoption of the Main Street Business District Plan.

Section 3. Approval of the District Plan. The Business District Plan, a copy of which is attached hereto as Exhibit A and incorporated herein by this reference, is hereby approved.

Section 4. Establishment of the Business District. The Business District is hereby established pursuant to the Business District Plan and the Business District Law. The boundaries of the Business District are legally described in Appendix A of the Business District Plan and depicted in Exhibit A of the Business District Plan, which legal description and depiction are incorporated herein by this reference. The Business District includes only parcels of real property which are directly and substantially benefitted by the Business District Plan. The City Council shall have and possess, without limitation, such powers with respect to the Business District as authorized under the Business District Law and the Business District Plan.

Section 5. Imposition of Business District Taxes.

(a) A Business District Retailers' Occupation Tax is hereby imposed upon all persons engaged in the business of selling tangible personal property, other than an item of tangible personal property titled or registered with an agency of the State of Illinois, at retail within the Business District at the rate of 1.0% of the gross receipts from such sales made in the course of such business; and a Business District Service Occupation Tax is hereby imposed upon all persons engaged, in the Business District, in the business of making sales of service, at the rate of 1.0% of the selling price of all tangible personal property transferred by such serviceman as an incident to a sale of service. This "Business District Retailers' Occupation Tax" and this "Business District Service Occupation Tax" shall not be applicable to the sale of food for human consumption that is to be consumed off the premises where it is sold (other than alcoholic beverages, soft drinks, and food that has been prepared for immediate consumption) and prescription and non-prescription medicines, drugs, medical appliances, modifications to a motor vehicle for the purpose of rendering it usable by a disabled person, and insulin, urine testing materials, syringes and needles used by diabetics, for human use.

(b) An occupation tax is hereby imposed upon all persons engaged in the business of renting, leasing, or letting rooms in a hotel, as defined in the Hotel Operators' Occupation Tax Act, at a rate of 1.0% of the gross rental receipts from the renting, leasing, or letting of hotel rooms within the Business District, excluding, however, from gross rental receipts the proceeds of renting, leasing, or letting to permanent residents of a hotel, as defined in the Hotel

Operators' Occupation Tax Act, and proceeds from the tax imposed under subsection (c) of Section 13 of the Metropolitan Pier and Exposition Authority Act.

(c) The taxes imposed pursuant to (a) and (b) above shall be for the planning, execution, and implementation of the Business District Plan and to pay for business district project costs as set forth in the Business District Plan, including payment of bonds, notes, or other obligations (the "Obligations") issued to finance such business district project costs. These taxes shall be in full force and effect until the earlier of (i) payment of all Obligations in accordance with the Business District Plan, or (ii) the Dissolution date (as such term is defined in the Business District Law) of the Business District.

(d) The imposition of these Business District taxes is in accordance with the provisions of subsections (b), (c) and (d), respectively, of Section 11-74.3-6 of the Business District Law.

(e) The taxes imposed pursuant to (a) above and all civil penalties that may be assessed as an incident thereto, shall be collected and enforced by the Department of Revenue of the State of Illinois. The Department of Revenue shall have full power to administer and enforce such provisions of this Ordinance. The taxes imposed pursuant to (b) above and all civil penalties that may be assessed as an incident thereto, shall be collected and enforced by the City. The City shall have full power to administer and enforce such provisions of this Ordinance.

Section 6. Business District Tax Allocation Fund. The City hereby establishes the Main Street Business District Tax Allocation Fund in the custody of the City Treasurer and each distribution of taxes imposed by this Ordinance to the City from the Department of Revenue shall be deposited in such fund for the purpose of paying or reimbursing business district project costs and obligations incurred in the payment of the costs.

Section 7. Filing of Ordinance. The City Clerk is hereby directed to file a certified copy of this Ordinance with the Department of Revenue on or before the 30th day of September, 2023.

Section 8. Severability. It is hereby declared to be the intention of the City Council that each and every part, section and subsection of this Ordinance shall be separate and severable from each and every other part, section and subsection hereof, and that the City Council intends to adopt each said part, section and subsection separately and independently of any other part, section and subsection. If any part, section or subsection of this Ordinance shall be determined to be or to have been unlawful or unconstitutional, the remaining parts, sections and subsections shall be and remain in full force and effect, unless the court making such finding shall determine that the valid portions standing alone are incomplete and are incapable of being executed in accord with the legislative intent.

Section 9. Governing Law. This Ordinance shall be governed exclusively by and construed in accordance with the applicable laws of the State of Illinois.

Section 10. Further Authorization. The Mayor is hereby authorized and directed to execute and deliver for and on behalf of the City, and the City Clerk is hereby authorized and directed where appropriate to attest, all certificates, documents, agreements or other instruments, and the Mayor or her designated representative is hereby authorized and directed to take any and all actions, as may be necessary, desirable, convenient or proper to carry out

and comply with the provisions of all agreements or contracts, necessary or reasonably incidental to the implementation of this Ordinance.

Section 11. Repealer. All ordinances, resolutions and parts of ordinances and resolutions in conflict with this Ordinance are hereby repealed.

Section 12. Adoption. This Ordinance shall be in full force and effect from and after its passage, approval and publication, if required, as provided by law. The imposition of these Business District taxes shall take effect on the first day of January 2024.

Passed by the City Council of the City of Mascoutah, Illinois on this ____ day of _____, 2023 on the following vote:

YEAS: _____

NAYS: _____

ABSENT: _____

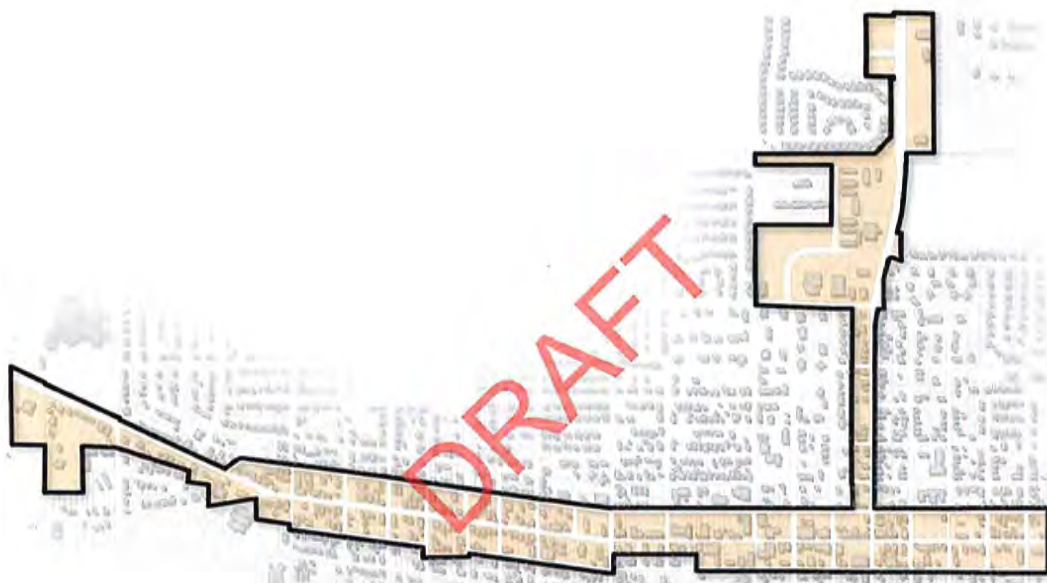
Pat McMahan, Mayor

[SEAL]

ATTEST:

City Clerk

MAIN STREET BUSINESS DISTRICT BUSINESS DISTRICT REDEVELOPMENT PLAN & PROJECT



The City of
MASCOUTAH, IL
July 17, 2023



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SECTION I. INTRODUCTION

Municipalities are authorized to create Business Districts by the Illinois Municipal Code, specifically in 65 ILCS 5/11-74.3 et seq. ("Act"). The Act sets forth the requirements and procedures for establishing a Business District ("District") and a Business District Plan ("Plan"). The purposes of this Plan are to provide a document that demonstrates that the Business District (as defined below) is blighted, provide actions and activities to eradicate the blighting conditions found in this portion of the City, and assist in the development and redevelopment of the Business District. This Plan also identifies those activities, sources of funds, procedures, and other necessary requirements needed to implement the Plan, and use the sales taxes raised within the District to pay for certain eligible District costs.

The City of Mascoutah ("City") desires to pursue the establishment of the Main Street Business District Redevelopment Project Area ("Area") to provide resources for the redevelopment of properties in these portions of the City located in the proposed Business District Boundary. Some of the objectives of the Redevelopment Plan include, but are not limited to, the following:

- Upgrade the utilities and infrastructure throughout the Area, including sewer system improvements.
- Improve the sidewalks throughout the Area, including reconstructing/repairing those exhibiting deteriorated conditions along Main Street and neighboring areas.
- Resurface roadways, construct curbs and gutters, make parking lot improvements, and provide resources for other general site improvements.
- Redevelop those properties exhibiting deteriorated conditions, and other general site improvements.
- Enhance the sales tax base of the District.
- Facilitate streetscape and façade improvements for commercial properties in the Area.
- Recruit new retail businesses to promote future sales tax growth.
- Retain small businesses to the community and assist with business development and expansion.
- Enhance the property tax base of the District.
- Provide assistance for the redevelopment of residential properties, including interior and exterior rehabilitation and renovation projects.
- Facilitate new development and encourage redevelopment to increase the EAV of the properties in the Area, which in turn creates new property tax revenues for all associated taxing districts.

The proposed Main Street Business District encompasses 458 parcels of property and rights-of-way in the City. Generally, the Area includes the properties in the central downtown portions of the City along IL-4 and Main Street/IL-177. Beginning in the northern portion of the boundary property south of Onyx Drive is included, and the Area continues south along IL-4 to Main Street. Along Main Street the boundary includes property on both sides of the roadway, extending east to Mine Road and west to the area just west of County Road. The boundary map for the Area is attached as Exhibit A, with the existing land use map as Exhibit B. The Area is legally described in Appendix A.

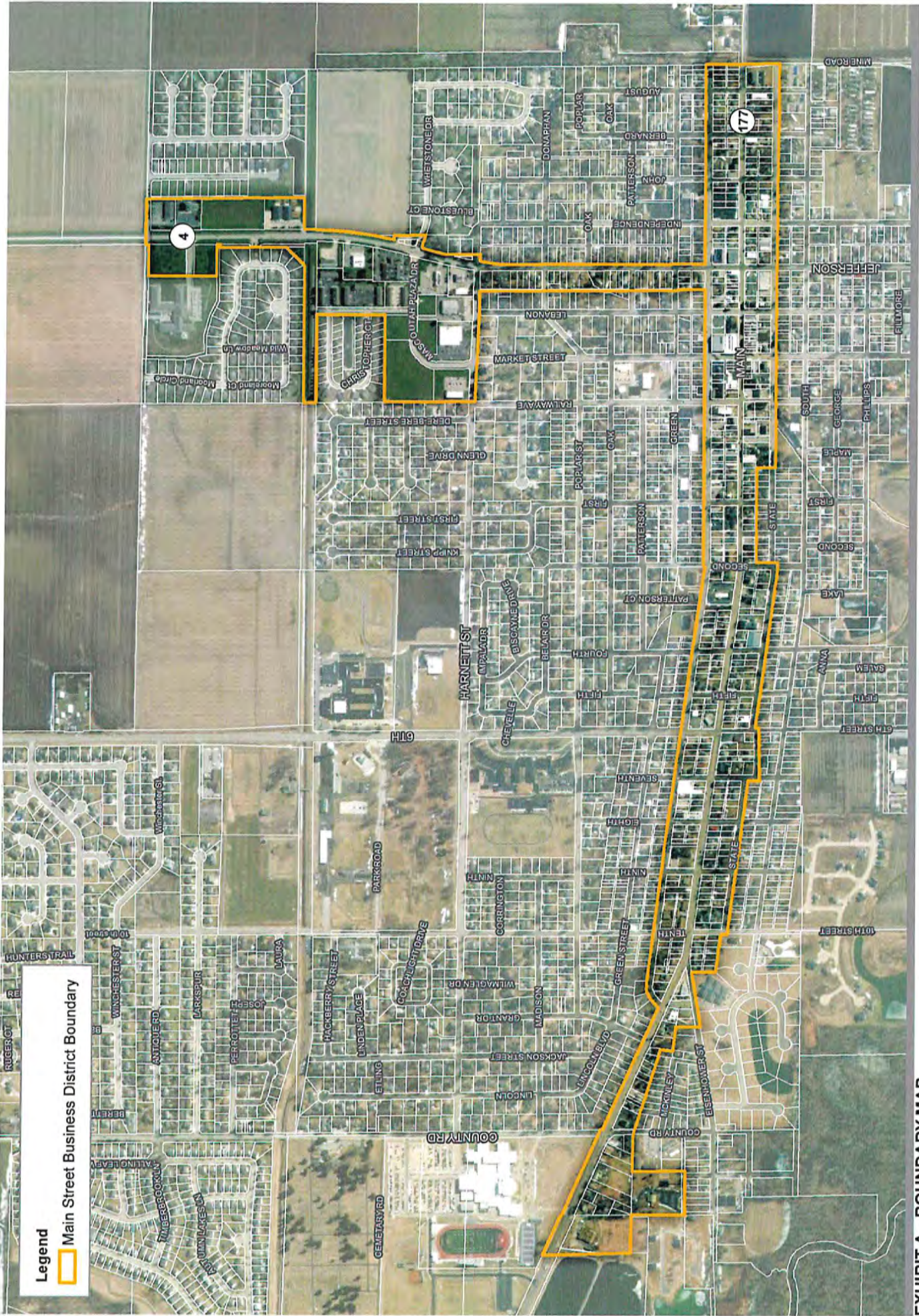


EXHIBIT A - BOUNDARY MAP
MAIN STREET BUSINESS DISTRICT
 Mascoutah, IL

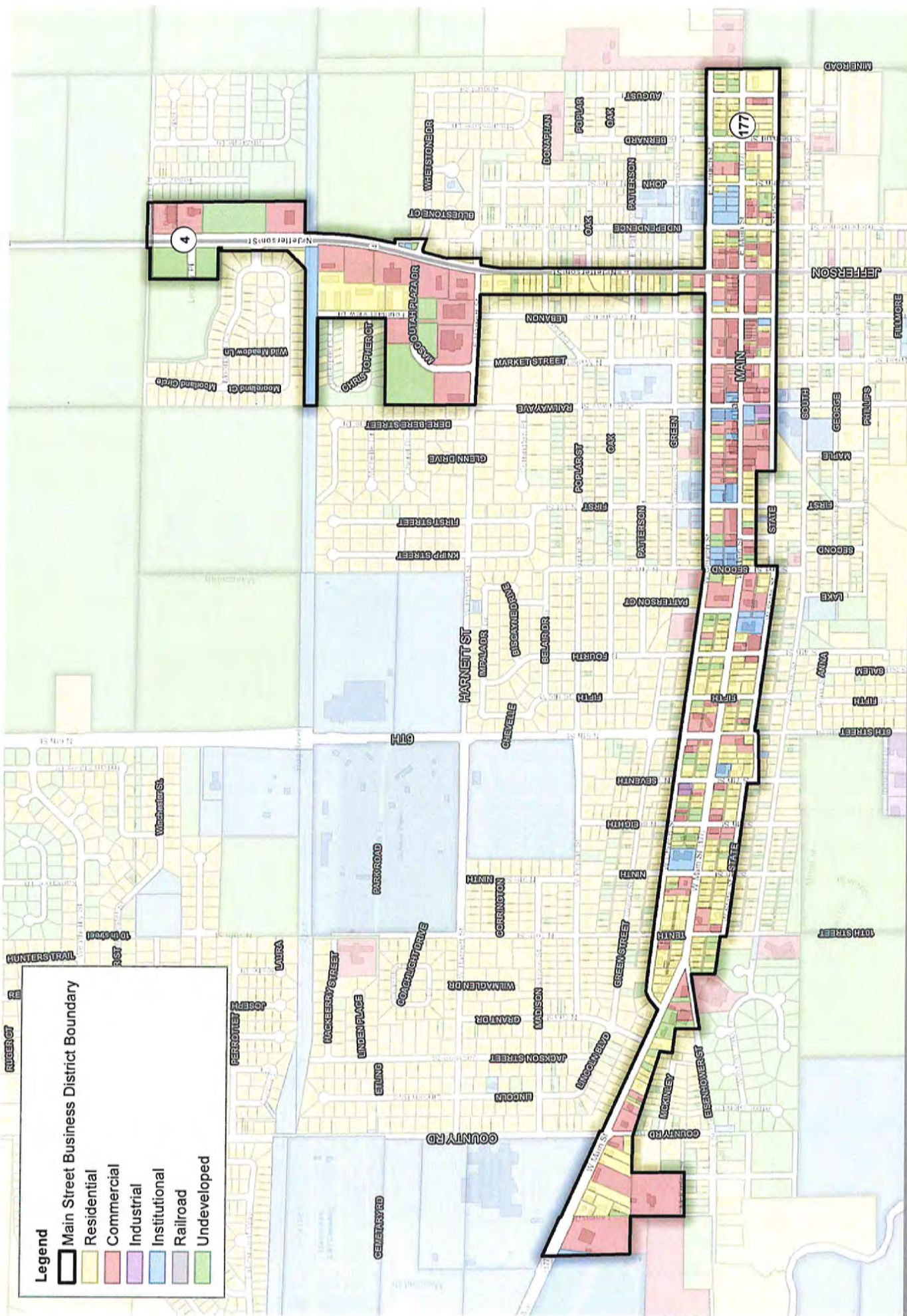


EXHIBIT B - EXISTING LAND USE
MAIN STREET BUSINESS DISTRICT
 Mascoutah, IL



SECTION II. STATUTORY BASIS FOR BUSINESS DISTRICT DEVELOPMENT AND REDEVELOPMENT

Business Districts are authorized by the Illinois Municipal Code, specifically in 65 ILCS 5/11-74.3 "the Act". The Act finds and declares that:

- *It is essential to the economic and social welfare of each municipality that business districts be developed, redeveloped, improved, maintained and revitalized, that jobs and opportunity for employment be created within the municipality, and that, if blighting conditions are present, blighting conditions be eradicated by assuring opportunities for development, or redevelopment, encouraging private investment, and attracting sound and stable business and commercial growth;*
- *It is further found and determined that as a result of economic conditions unfavorable to the creation, development, improvement, maintenance, and redevelopment of certain business and commercial areas within municipalities opportunities for private investment and sound and stable commercial growth have been and will continue to be negatively impacted and business and commercial areas within many municipalities have deteriorated and will continue to deteriorate, thereby causing a serious menace to the health, safety, morals, and general welfare of the people of the entire State, unemployment, a decline in tax revenues, excessive and disproportionate expenditure of public funds, inadequate public and private investment, the unmarketability of property, and the growth of delinquencies of crime.*
- *In order to reduce threats to and to promote and protect the health, safety, morals, and welfare of the public and to provide incentives which will create employment and job opportunities, will retain commercial businesses in the State and related job opportunities and will eradicate blighting conditions if blighting conditions are present, and for the relief of unemployment and the maintenance of existing levels of employment, it is essential that plans for business districts be created and implemented and that business districts be created, developed, improved, maintained, and redeveloped.*
- *The creation, development, improvement, maintenance, and redevelopment of business districts will stimulate economic activity in the State, create and maintain jobs, increase tax revenues, encourage the creation of new and lasting infrastructure, other improvements, and facilities, and cause the attraction and retention of businesses and commercial enterprises which generate economic activity and services and increase the general tax base, including, but not limited to, increased retail sales, hotel or restaurant sales, manufacturing sales, or entertainment industry sales, thereby increasing employment and economic growth.*
- *It is hereby declared to be the policy of the State, in the interest of promoting the health, safety, morals, and general welfare of all the people of the State, to provide incentives which will create new job opportunities and retain existing commercial businesses within the State and related job opportunities, and it is further determined and declared that the relief of conditions of unemployment, the maintenance of existing levels of employment, the creation of new job opportunities, the retention of existing commercial businesses, the increase of industry and commerce within the State, the reduction of the evils attendant upon unemployment, and the increase and maintenance of the tax base of the State and its political subdivisions are public purposes and for the public safety, benefit, and welfare of the residents of this State.*
- *The exercise of the powers provided in this Law is dedicated to the promotion of the public interest, to the enhancement of the tax base within business districts, municipalities, and the State and its political subdivisions, the creation of employment, and the eradication of blight, if present within the business district, and the use of such powers for the creation, development, improvement, maintenance, and redevelopment of business districts of a municipality is hereby declared to be for the public safety, benefit, and welfare of the residents of the State and essential to the public interest and declared to be for public purposes.*



The Act is intended to be used by municipalities to address and eradicate problems that cause areas to qualify as "blighted", and to carry out development and redevelopment projects that serve this end. The Act allows a municipality to accomplish development, redevelopment, and rehabilitation activities on a locally controlled basis. Development, redevelopment, and rehabilitation within a designated District will maintain existing taxes from sales within the District and, thus, maintain existing tax revenues and create new tax revenues which will be used to improve the District. These tax revenues can be used to finance certain "Business District Costs" as identified within the Act.

The statute allows the corporate authorities to designate an area of the municipality as a business district after a public hearing. Powers extended to the corporate authorities in a designated business district include the following:

- *To make and enter into all contracts necessary or incidental to the implementation and furtherance of a business district plan. A contract by and between the municipality and any developer or other nongovernmental person to pay or reimburse said developer or other nongovernmental person for business district project costs incurred or to be incurred by said developer or other nongovernmental person shall not be deemed an economic incentive agreement under Section 8-11-20, notwithstanding the fact that such contract provides for the sharing, rebate, or payment of retailers' occupation taxes or service occupation taxes (including, without limitation, taxes imposed pursuant to subsection (11)) the municipality receives from the development or redevelopment of properties in the business district. Contracts entered into pursuant to this subsection shall be binding upon successor corporate authorities of the municipality and any party to such contract may seek to enforce and compel performance of the contract by civil action, mandamus, injunction, or other proceeding.*
- *Within a business district, to acquire by purchase, donation, or lease, and to own, convey, lease, mortgage, or dispose of land and other real or personal property or rights or interests therein; and to grant or acquire licenses, easements, and options with respect thereto, all in the manner and at such price authorized by law. No conveyance, lease, mortgage, disposition of land or other property acquired by the municipality or agreement relating to the development of property, shall be made or executed except pursuant to prior official action of the municipality. No conveyance, lease, mortgage, or other disposition of land owned by the municipality, and no agreement relating to the development of property, within a business district shall be made without making public disclosure of the terms and disposition of all bids and proposals submitted to the municipality in connection therewith. To acquire property by eminent domain in accordance with the Eminent Domain Act.*
- *To clear any area within a Business District by demolition or removal of any existing buildings, structures, fixtures, utilities, or improvements, and to clear and grade land.*
- *To install, repair, construct, reconstruct, or relocate public streets, public utilities, and other public site improvements within or without a business district which are essential to the preparation of a business district for use in accordance with a business district plan.*
- *To renovate, rehabilitate, reconstruct, relocate, repair, or remodel any existing buildings, structures, works, utilities, or fixtures within any business district.*
- *To construct public improvements, including but not limited to buildings, structures, works, utilities, or fixtures within any business district.*
- *To fix, charge, and collect fees, rents, and charges for the use of any building, facility, or property or any portion thereof owned or leased by the municipality within a business district.*
- *To pay or cause to be paid business district project costs. Any payments to be made by the municipality to developers or other nongovernmental persons for business district project costs incurred by such developer or other nongovernmental person shall be made only pursuant to the*

prior official action of the municipality evidencing an intent to pay or cause to be paid such business district project costs. A municipality is not required to obtain any right, title, or interest in any real or personal property in order to pay business district project costs associated with such property. The municipality shall adopt such accounting procedures as shall be necessary to determine that such business district project costs are properly paid.

- *Utilize up to 1% of the revenue from a business district retailers' occupation tax and service occupation tax imposed under paragraph (10) and a hotel operators' occupation tax under paragraph (11) of Section 11-74.3-3 in connection with one business district for eligible costs in another business district that is: (A) contiguous to the business district from which the revenues are received; (B) separated only by a public right of way from the business district from which the revenues are received; or (C) separated only by forest preserve property from the business district from which the revenues are received if the closest boundaries of the business districts that are separated by the forest preserve property are less than one mile apart.*
- *To apply for and accept grants, guarantees, donations of property or labor or any other thing of value for use in connection with a business district project.*
- *If the municipality has by ordinance found and determined that the business district is a blighted area under this Law, to impose a retailers' occupation tax and a service occupation tax in the business district for the planning, execution, and implementation of business district plans and to pay for business district project costs as set forth in the business district plan approved by the municipality.*
- *If the municipality has by ordinance found and determined that the business district is a blighted area under this Law, to impose a hotel operators' occupation tax in the business district for the planning, execution, and implementation of business district plans and to pay for the business district project costs as set forth in the business district plan approved by the municipality.*

The Act specifies that before a municipality can designate a District which imposes a retailers' occupation tax and create a Plan for such a District, the municipality must find that the District is "blighted", as that term is defined in the Act.

The Act also requires that any Plan adopted by a municipality include:

- A specific description of the District boundaries and map;
- A general description of each project proposed to be undertaken within the District including a description of the approximate location of each project and a description of any developer, user, or tenant of any property to be located or improved within the proposed Business District;
- The name of the proposed District;
- The estimated Business District project costs;
- Anticipated source of funds to pay District project costs;
- Anticipated type and terms of any obligations to be issued; and
- The retailers' occupation tax and service occupation tax, if any, and the rate of such taxes and the period of time for which the tax shall be imposed.

SECTION III. BLIGHT ANALYSIS

A. Introduction

Municipalities are authorized to create business districts by the Illinois Municipal Code (65 ILCS 5/11-74.3 et seq. - the "Act"). The Act sets forth the requirements and procedures for establishing a business district and a business district plan. The City has deemed such action desirable to facilitate economic development activities in this portion of the City. The criteria and individual factors that were utilized in conducting the evaluation of the conditions in the proposed business district are outlined on the following pages.

B. Statutory Qualifications

The definitions for qualifying the District as "blighted" are defined in the Act as follows:

"Blighted area" means an area that is a blighted area which, by reason of the predominance of defective, non-existent, or inadequate street layout, unsanitary or unsafe conditions, deterioration of site improvements, improper subdivision or obsolete platting, or the existence of conditions which endanger life or property by fire or other causes, or any combination of those factors, retards the provision of housing accommodations or constitutes an economic or social liability, an economic underutilization of the area, or a menace to the public health, safety, morals, or welfare.

C. Investigation and Analysis of Blighting Conditions

In determining whether the District meets the eligibility requirements of the Act, various methods of research and field surveys were utilized. These included:

- Examination of conditions in the District by experienced staff of Moran Economic Development. These personnel are trained in techniques and procedures of determining conditions of local properties, utilities, streets, etc., and determination of eligibility of areas for business district designation.
- Contacts with City officials and other individuals knowledgeable about Area conditions and history, the age and condition of site improvements, utility and infrastructure improvements, and related items.
- Examination of maps, aerial photographs, and historic data related to the proposed Area.
- Research of St. Clair County property tax records and equalized assessed value ("EAV") information.
- Research of Illinois State Geological Survey ("ISGS") data related to the location of underground mines in the region.
- Use of Claritas, LLC ("Claritas") data, which is sourced from Environics Analytics, the U.S. Census Bureau, the U.S. Bureau of Labor Statistics, and Data Axle.
- Review of the St. Clair County Multi-Hazard Mitigation Plan ("Hazard Mitigation Plan").
- Use of Illinois Department of Transportation ("IDOT") average annual daily traffic ("AADT") count data.
- Review of the findings and determinations established by the Act in creating business districts. These findings include:
 - That it may be considered essential to the economic or social welfare of the municipality that business districts be maintained and revitalized by assuring opportunities for development or redevelopment and attracting sound and stable business and commercial growth.
 - That such a result should conform to the comprehensive plan of the municipality and a specific plan for business districts officially approved by the corporate authorities of the municipality after the public hearing.
 - That the exercise of the powers provided in Section 11-74.3-1 (of the Act) is dedicated to the promotion of the public interest and to the enhancement of the tax base of business districts, and the use of such powers for the development and redevelopment of business districts of a municipality is hereby declared to be a public use essential to the public interest.

The Act specifies that certain requirements must be met before a municipality can proceed with implementing business district development and redevelopment projects and imposing the retailers'

occupation tax, service occupation tax, and hotel operators' occupation tax. One of these is that the municipality must demonstrate that the District qualifies as eligible for business district designation.

D. The Proposed District

The proposed Main Street Business District encompasses 458 parcels of property and rights-of-way in the City. Generally, the Area includes the properties in the central downtown portions of the City along IL-4 and Main Street/IL-177. Beginning in the northern portion of the boundary property south of Onyx Drive is included, and the Area continues south along IL-4 to Main Street. Along Main Street the boundary includes property on both sides of the roadway, extending east to Mine Road and west to the area just west of County Road.

E. Review of Findings & Qualifications of the District

In order to impose the retailers' occupation tax and service occupation tax, the corporate authorities of the municipality shall make a formal finding that the Area is a "Blighted Area", as defined in Section III-B. The following is a review of the findings.

Much of the Area exhibits deteriorated site improvements in some form, which can be generally classified as either structural or surface improvements. Approximately 64% of the 448 structures in the Area show some sort of notable defects in the structural components, which were common in foundations, exterior walls, roofs, doors, windows, gutters, downspouts, siding, and other fascia materials. Generally, much of the deteriorated conditions noted could be attributed to the age of the structures, as per Claritas approximately 52% of the structures in the Area were built prior to 1980, with a median year of construction being 1978. Further, approximately 21% of the structures were built prior to 1940.

Additionally, 67% of the parcels exhibit deteriorated surface improvements. Common forms of this type of deterioration found were deteriorated sidewalks, unkempt gravel areas, cracked and deteriorated roadway surfacing, potholes, crumbling asphalt, and grass or weed growth in some of the surface improvements. In other portions of the proposed district parking lots, entry ways, alleyways, and driveways lack proper pavement and exhibit signs of deterioration. Similarly to the structural deterioration much of the surface deterioration can be attributed to general age, as over time vehicular wear and exposure to the elements degrades the improvements. Conditions such as these were present in 308 of the 458 parcels which make up the Area.

The ISGS maintains records of active and abandoned coal mines in the state. Data from the ISGS was utilized in creating Exhibit C, which shows the portions of the Area that are either directly over an underground mine or within the mine proximity region. The Area is undermined primarily by mines as part of the Herrin seam, IGSG Index 340 and 3486. The ISGS No. 340 mine was operated by the Kolb Coal Co. from 1895-1930. This was mined in a modified room and pillar method, with a shaft opening. Mine number 3486 was in operation from 1882-1956 by four different companies (Schubert Coal Co., Beatty Coal Co., Beatty, and Mascoutah Coal Co.). This was also a modified room and pillar panel mine, with a shaft opening. The mined area is shown in addition to the proximity zone, per the ISGS. This zone includes the land over or adjacent to the mines that, on the basis of the mapped extent and general depth of the mine, could be affected by subsidence. Mine subsidence is the downward movement of rocks and soils triggered by a structural failure in an active or abandoned underground mine. Subsidence generally manifests in two forms, either pit or sag. Pit subsidence results in moderate depressions (six to eight feet) and range from 20 to 40 feet in diameter. Pit subsidence occurs when the roof of a mine collapses and the void reaches up through the bedrock to the surface, where a hole eventually forms. Sag subsidence forms a general depression over a large area, originating in places where mine pillars have failed (disintegrated, collapsed, or settled into the mine floor). Sag sites can be quite large, spanning areas of several hundred feet in diameter. Pit subsidence is generally found in shallow mines (less than 60 feet), whereas sag subsidence is found in deeper mines.

These conditions pose a potential barrier to future development, and mine subsidence could threaten any of the existing structural improvements over undermined areas. The Multi-Hazard Mitigation Plan for St. Clair County identifies the City as being potentially susceptible to subsidence and details the types of damage to structures built over mined areas, as well as roadways, utility lines/pipes, railroads, and bridges.

The Hazard Mitigation Plan notes prior occurrences of ground failure in the county and how those events have caused damage to site improvements. The Plan considers all buildings located in or around undermined areas to be vulnerable to ground failure due to subsidence events.

There are issues with improper subdivision and obsolete platting throughout the Area. Some of the existing platting does not meet the needs of the contemporary standards, exhibited by characteristics such as being too large, too small, or in a size or shape that would not comply with guidelines for development. Other smaller parcels were divided in a way that seems to have occurred on an as-needed basis, but has left properties in dimensions that are unusable in their current configuration. These parcels are an inefficient use of land and represent improper subdivision and obsolete platting. These types of issues can be hurdles to the development or redevelopment of an Area, as the need for parcel combinations or splits can be difficult with multiple property owners or other stakeholders involved. There have been numerous examples of parcel reconfigurations in this portion of the City in recent years, and it is likely that further reconfigurations would be necessary to redevelop or develop the properties in the future. Without a guided plan for redevelopment, it is unlikely the properties exhibiting these conditions will be utilized to their highest and best use.

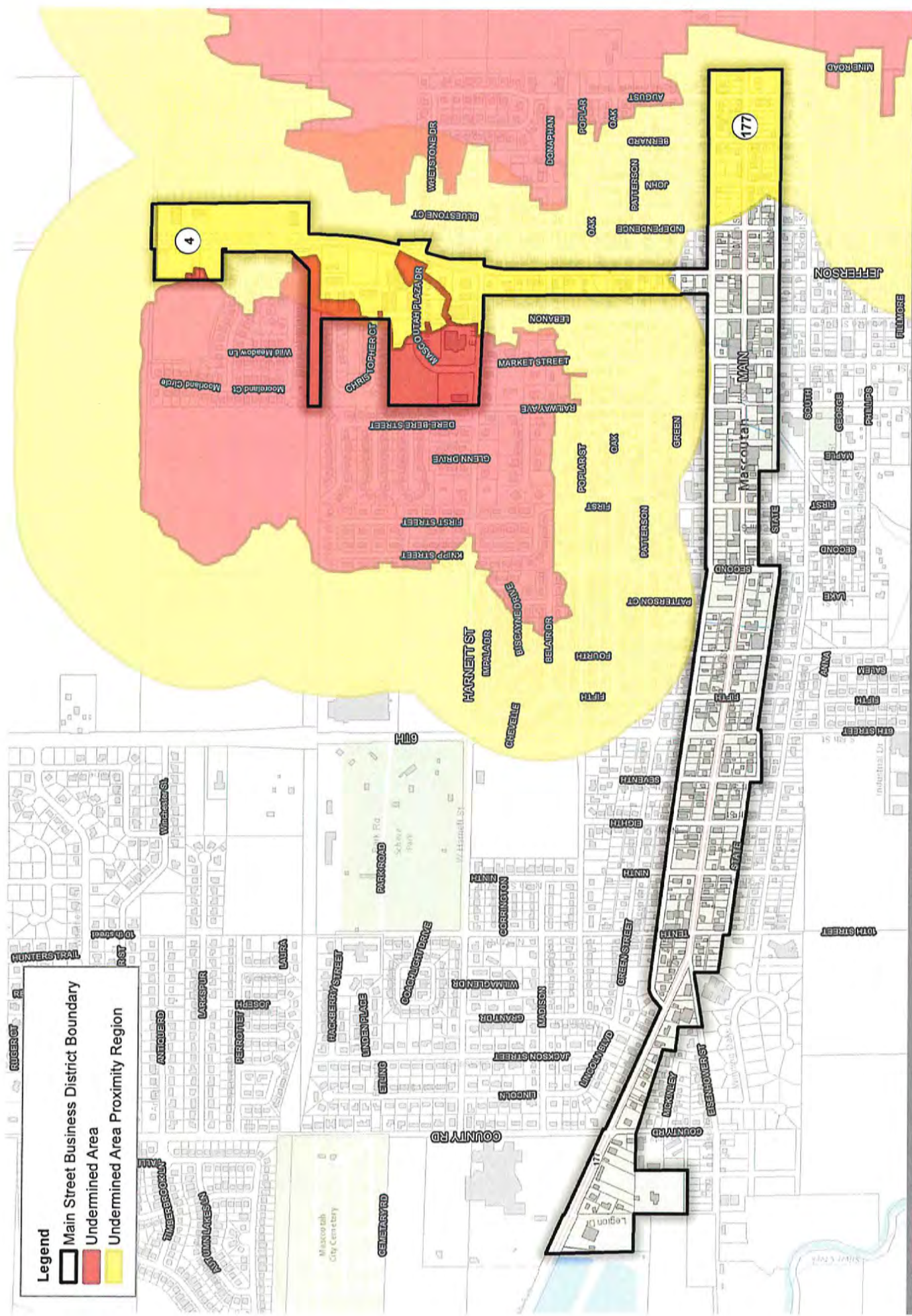
The presence of these factors, in combination, creates conditions which constitute an economic liability to the City. Additionally, these factors combine to contribute to the economic underutilization of the Area.

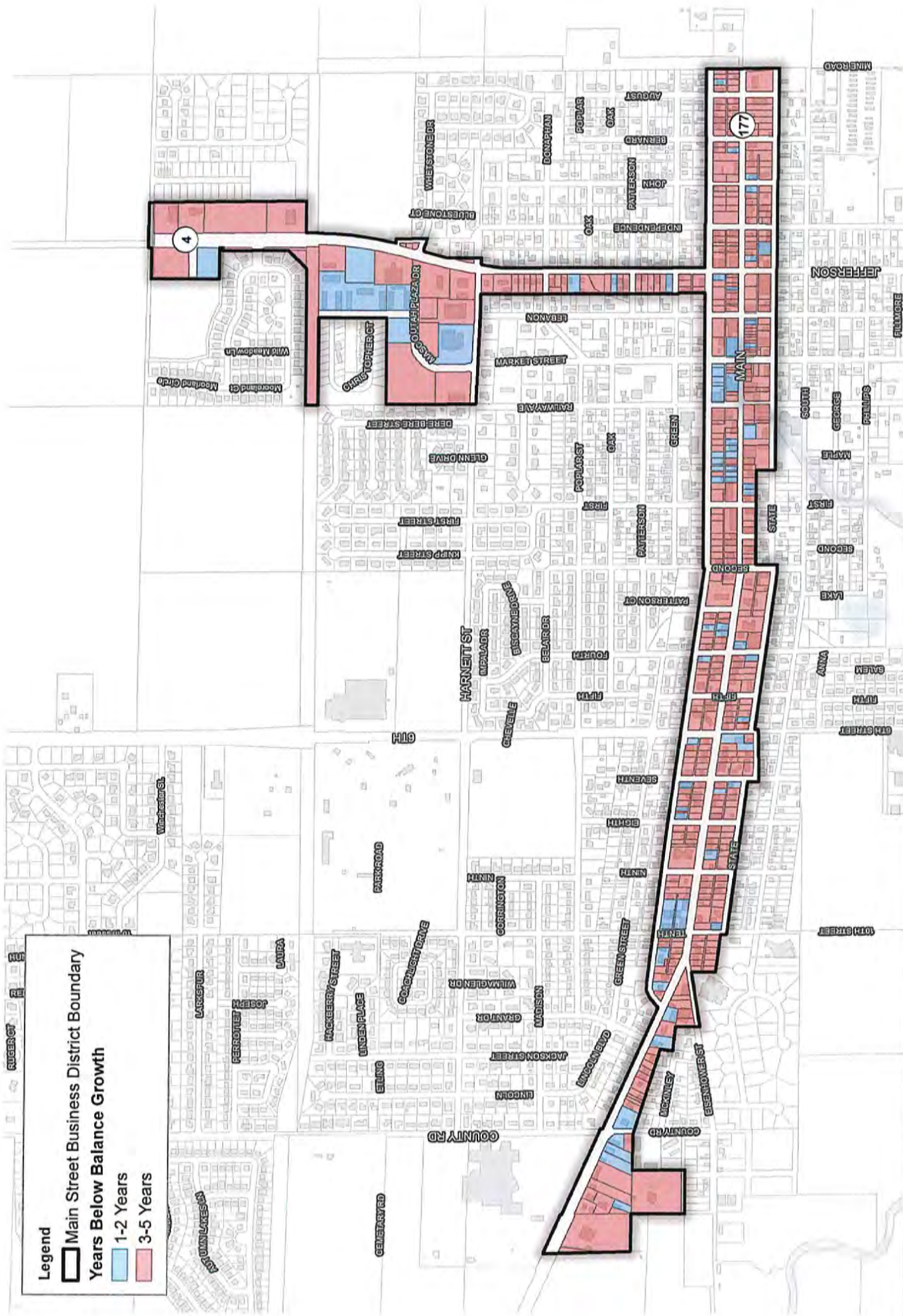
The presence of deteriorated structures and conditions can create a perception of localized economic decline, which in turn deters future investment in the neighboring properties. When reinvestment does not occur, particularly in the older portions of the Area, then the structural and surface improvements decline and in turn property values remain stagnant or can decrease. Additionally, conditions such as obsolete platting can make coordinating development difficult. In order for these properties to be utilized to their highest and best uses some sort of reconfiguration of the land would be necessary, either through splits, combinations, or both. When multiple stakeholders and property owners are involved the process becomes more difficult, resulting in the parcels remaining undeveloped or without any investment in redevelopment and contributing to stagnant or declining property tax revenues. Finally, the existence of conditions threatening property could potentially deter investment in those portions of the City either directly undermined or in the proximity region, or at least add to development costs which can present a barrier to the economic growth of the property.

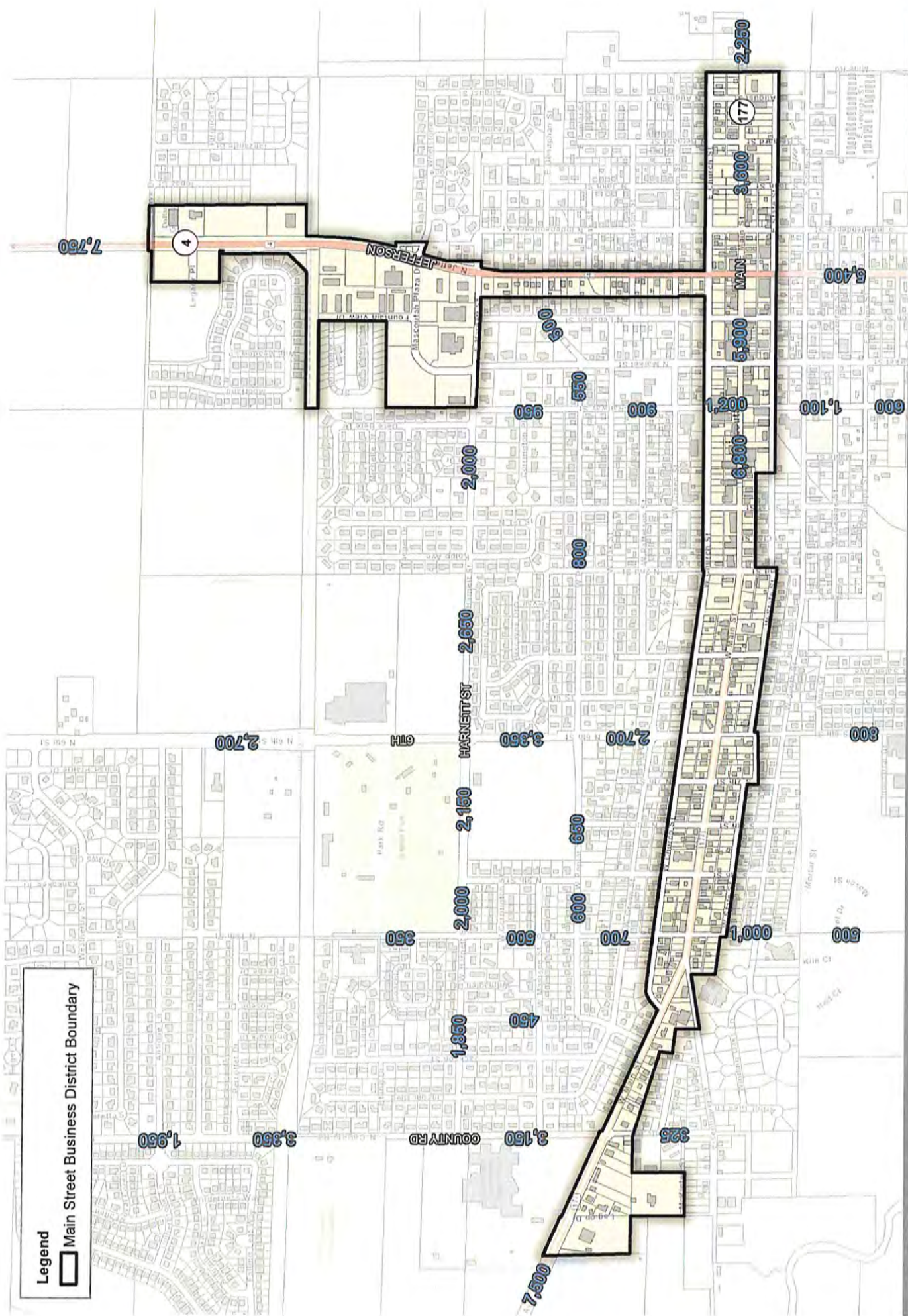
In order to determine whether properties in a project Area could be considered to be stagnant or in decline, the growth rates of the EAVs of the parcels can be compared to the growth rates of the balance of the City, which is the total value of Mascoutah minus the value of the properties which make up the Area. The established threshold for redevelopment project areas by the state of Illinois to document stagnant EAV growth is if the properties have been growing at rate at or below the balance of the municipality for three of the last five years for which data is available. Approximately 85% of the 458 parcels in the Area have had at least three years where the annual EAV growth rates are less than the balance of the City from 2017-2022. This widespread stagnation of economic growth in the Area is shown in Exhibit D. This analysis demonstrates that there are conditions present in the Area which cause it to be an economic liability to the City, and if there is not some program of intervention to reverse the trend of stagnant property values then the conditions will continue to worsen, which in turn will reduce the amount of tax revenues the City and associated taxing districts will draw from the properties.

The Area could also be considered to be economically underutilized. There have been developments in the Area, but the vast majority of the parcels are underperforming when compared to the balance of the City. Not including the I-64 interchange, the proposed Business District Area encompasses the most trafficked areas in the City, including the main thoroughfares of IL-4 and Main Street, in addition to the City's downtown area. As shown in Exhibit E, IL-4 has an AADT count of nearly 8,000 and Main Street nearly 7,000. This is an indication that the uses in the Area are failing to capitalize on the visibility of these properties, both in the form of undeveloped properties not being utilized to their highest and best uses.

Another indication of the economic underutilization of the Area is in the form of the Retail Opportunity Gap that exists for the City. Retail Market Power ("RMP") data from Claritas (outlined in Table A) shows an

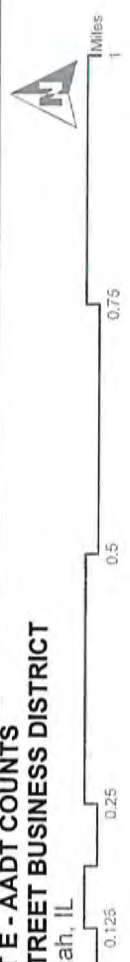






Legend
 [Thick black line] Main Street Business District Boundary

EXHIBIT E - AADT COUNTS
MAIN STREET BUSINESS DISTRICT
 Mascoutah, IL



Opportunity Gap of over \$75M in the City across all retail trade sectors, identified by the North American Industry Classification System (NAICS) code. This data provides an analysis of the existing demand for certain retail store types amongst residents in the City, along with the existing expenditures of the residents for those same retail store types. While some of the sub NAICS categories show that the demand is being met for certain retail store types that have a surplus, overall there is a significant opportunity gap. What this means is that residents are having to leave the City to purchase goods, with the City's existing supply of these retail store types meeting only 57% of the resident's demand. If the properties in the Area were being utilized to their highest and best uses the Opportunity Gap across all of these sectors would potentially be met, which would in turn keep resident's expenditures local and also create additional property tax revenues through the development of new retail and commercial properties. Again, the presence of some of the aforementioned factors can inhibit reinvestment in the Area, and it is likely that only through a program of intervention and a means to achieve those ends, will these properties be utilized to their highest and best uses.

TABLE A - RETAIL STORE OPPORTUNITY GAP

RETAIL STORE TYPE	NAICS	DEMAND	SUPPLY	OPPORTUNITY GAP/SURPLUS
Total Retail Trade Including Food & Drink	44, 45, 722	\$174,347,340	\$99,041,738	\$75,305,603
Motor Vehicle & Parts Dealers	441	\$39,191,091	\$12,468,131	\$26,722,960
Furniture & Home Furnishings Stores	442	\$2,974,840	\$5,393,879	(\$2,419,039)
Electronics & Appliance Stores	443	\$2,440,996	\$2,066,932	\$374,064
Building Material & Garden Equipment & Supplies Dealers	444	\$11,439,761	\$5,352,271	\$6,087,490
Food & Beverage Stores	445	\$20,956,731	\$14,774,660	\$6,182,071
Health & Personal Care Stores	446	\$9,227,587	\$4,374,095	\$4,853,493
Gasoline Stations	447	\$12,162,843	\$5,492,526	\$6,670,317
Clothing & Clothing Accessories Stores	448	\$6,904,692	\$3,725,626	\$3,179,066
Sporting Goods, Hobby, Musical Instrument, & Book Stores	451	\$2,549,242	\$3,119,417	(\$570,175)
General Merchandise Stores	452	\$18,968,894	\$22,333,919	(\$3,365,025)
Miscellaneous Store Retailers	453	\$3,200,707	\$2,826,864	\$373,843
Non-Store Retailers	454	\$26,594,030	\$3,271,308	\$23,322,723
Food Services & Drinking Places	722	\$17,735,926	\$13,842,110	\$3,893,815

Source: Claritas, Environics Analytics, US Census Bureau of Labor Statistics, Data Axle

The potential use of Business District Redevelopment Project resources should serve to overcome the conditions in the Area which contribute to both the economic liability and underutilization of the properties.

F. Qualification Summary & Findings

The District is found to be eligible as "blighted" due to the presence conditions representative of those outlined in the Act. These include conditions such as the deterioration of site improvements, conditions which potentially endanger property, and improper subdivision or obsolete platting. These factors, in combination, constitute an economic liability to the City and an economic underutilization of the Area. Additional findings for the Proposed Business District Area include:

- The Proposed Business District, on the whole, has not been subject to growth and development through private enterprise.
- The Proposed Business District would not reasonably be anticipated to be developed or redeveloped without the adoption of the Business District Development or Redevelopment Plan.
- The Business District Development Plan conforms to the Comprehensive Plan for the development of the municipality as a whole.

SECTION IV. BUSINESS DISTRICT REDEVELOPMENT PLAN

The City of Mascoutah is considering the approval of the Business District Plan in order to provide an important tool for the remediation of blighting conditions present in the City. In looking to achieve this end, the City will seek to adhere to certain objectives and policies.

A. Objectives

The objectives of the Plan are to:

- Upgrade the utilities and infrastructure throughout the Area, including sewer system improvements.
- Improve the sidewalks throughout the Area, including reconstructing/repairing those exhibiting deteriorated conditions along Main Street and neighboring areas.
- Facilitate requisite infrastructure improvements in accordance with IDOT requirements for the redevelopment of the Main Street corridor.
- Resurface roadways, construct curb and gutter, make parking lot improvements, and provide resources for other general site improvements.
- Redevelop those properties exhibiting deteriorated conditions, and other general site improvements.
- Enhance the sales tax base of the District.
- Facilitate streetscape and façade improvements for commercial properties in the Area.
- Recruit new retail businesses to promote future sales tax growth.
- Retain small businesses to the community, and assist with business development and expansion.
- Enhance the property tax base of the District.
- Provide assistance for the redevelopment of residential properties, including interior and exterior rehabilitation and renovation projects.
- Facilitate new development and encourage redevelopment to increase the EAV of the properties in the Area, which in turn creates new property tax revenues for all associated taxing districts.

B. Policies

The City of Mascoutah will follow certain policies to achieve the objectives outlined above. These policies include:

- Use Business District-derived revenues to implement the Plan.
- Use Business District-derived revenues to carry out public infrastructure and utility improvements.
- Utilize City staff and consultants to undertake those actions necessary to accomplish the specific public-side actions and activities outlined in the Business District Plan.
- Provide financial assistance, as permitted by the Act, to complete certain private actions and activities as outlined in the Business District Plan. The Council recognizes that most revenues will be used to support public improvements but in cases where private development needs assistance the City should consider aiding only after application to the City is made. The Council is to further develop policies regulating the type and form of development to support. Only then can the City consider assistance.
- Use Business District-derived revenues to support new development paying particular attention to the impact that development will have on the community.
- Utilize the powers extended to the corporate authorities in a designated District.

These objectives and policies may be amended from time to time as determined by the City.

C. Components of the Business District Plan

1. Boundary Delineation

A number of factors were taken into consideration in establishing the boundary of the District. Established planning guidelines and standards have been followed in delineating the boundary and preparing the Plan. Discussions with City officials and review of the physical conditions in the Area largely determined the proposed Business District Boundary. Based upon these investigations, the

eligibility requirements for establishing and enabling taxes, the determination of redevelopment needs within the City, the location of requisite infrastructure and utility improvements, and the location of the blighting factors found, the boundaries of the District were determined. The proposed Main Street Business District encompasses 458 parcels of property and rights-of-way in the City. Generally, the Area includes the properties in the central downtown portions of the City along IL-4 and Main Street/IL-177. Beginning in the northern portion of the boundary property south of Onyx Drive is included, and the Area continues south along IL-4 to Main Street. Along Main Street the boundary includes property on both sides of the roadway, extending east to Mine Road and west to the area just west of County Road.

2. The Development Project

The development goals of the City of Mascoutah for the Business District envision a program resulting in the ability to provide for the development and redevelopment of the properties which make up the Area. The satisfaction of these needs will ultimately increase the sales and property tax revenues generated in the Area for the City, as well as provide a revenue source for the City to make necessary infrastructure and structural improvements throughout the Area. Additionally, the City wishes to promote and enhance the existing commercial properties in the City, including the downtown portion as well as those properties in the northern portion of the District along IL-4. These goals will be accomplished through both public and private projects to encourage economic growth in the District. These projects will be undertaken by a range of stakeholders, from developers and property owners in the Area to the City itself. The Plan is to be adopted without specific designation of the developers for these projects as they will be executed in phases throughout the life of the Business District. Projects may include multiple developers on a larger scale site development, individual property owners making building or site improvements on a smaller scale, or improvement projects initiated by the City. Thus, no specific users or tenants are presently identified; rather, as Developers are attracted to redevelop the Area, these will be considered by the City. The City may provide economic development assistance through the funding of certain development costs to be incurred by a developer(s) for these Projects under the terms and conditions of separate development agreements, as guided by the policies of this Plan. Economic development assistance shall include expenditures for public improvements and extraordinary project costs. These costs for the Projects are estimated in Table B on the following page. Table B should not be construed to limit the ability of the City to enter into development agreements, which provide for other costs, additional costs, or a different distribution of these costs among the various line items. Specific limitations on such cost items and any distribution between them will be specified in development agreements by and between the City and any developer(s).

3. Name of Business District

The name of the District is the Main Street Business District.

4. Estimated Business District Project Costs

The cost estimate associated with development activities to be funded from available revenues of the City ("Pledged Revenues") as discussed below, is presented in Table B - Estimated Business District Project Costs. The estimate includes reasonable and necessary costs incurred, or estimated to be incurred, during the implementation of the Business District Plan. The estimated costs in Table B are subject to refinement as specific plans and designs are finalized and experience is gained in implementing the Plan and do not include financing costs and the retail sales tax which will be applied to pay the portion of such costs which are eligible to be funded under the Act. As such, debt service and expenses associated with issuance bonds, or other obligations, are in addition to costs stated in Table B. It should also be noted that the Estimated Business District Project Costs listed below are likely to be more than might be extended to a developer through any formal agreement between a developer and the City.

TABLE B - ESTIMATED BUSINESS DISTRICT PROJECT COSTS

DESCRIPTION	ESTIMATED COSTS
Costs of studies, surveys development of plans, and specifications, implementation and administration of the district including but not limited to staff and professional service costs for architectural, engineering, legal, financial, planning, and other services.	\$2,125,000
Costs of installation, repair, construction, reconstruction, extension, or relocation of public streets, public utilities, and other public site improvements within or without the business district which are essential to the preparation of the business district for use in accordance with the business district plan, and specifically including payments to developers or other nongovernmental persons as reimbursement for site preparation costs incurred by the developer or nongovernmental person.	\$9,725,000
Costs of renovation, rehabilitation, reconstruction, relocation, repair, or remodeling of any existing buildings, improvements, and fixtures within the business district, and specifically including payments to developers or other nongovernmental persons as reimbursement for costs incurred by those developers or nongovernmental persons.	\$8,675,000
Costs of installation or construction within the business district of buildings, including structures, works, streets, improvements, equipment, utilities, or fixtures.	\$12,225,000
TOTAL ESTIMATED BUDGET	\$32,750,000

Expenditures in individual categories may differ from those shown above; however, the total amount of the Estimated Redevelopment Project Costs will not exceed \$32,750,000 plus any additional interest and financing costs as may be required. Adjustments may be made among budget categories to reflect implementation of the Plan.

5. Anticipated Source of Funds to Pay Business District Project Costs

The anticipated source of funds to pay District project costs are those tax revenues raised by the retailers' occupation tax to be imposed by the Business District (the "Business District Tax") which will be applied to pay eligible costs under the Act. In addition, the District's costs and obligations may be paid for, in whole or in part, by revenues from other funding sources. These may include state and federal programs, municipal sales tax revenue and tax increment financing revenues in those portions of the Business District which overlap with the Business District Redevelopment Area (collectively, the "Pledged Revenues").

6. Anticipated Type and Terms of Any Obligations to be Issued

To expedite the implementation of the Business District Plan, The City of Mascoutah, pursuant to the authority granted to it under the Act, may issue obligations to pay for the Business District Costs. These obligations may be secured by future amounts to be collected and allocated to the Business District Tax Allocation Fund. Such obligations may take the form of any loan instruments authorized by the Act. Such loans or obligations may be issued pursuant to the Business District Plan. The City anticipates that notes, bonds, or similar obligations may be issued secured by revenues in the Business District Tax Allocation Fund to fund eligible District costs. When District costs, including all municipal obligations financing Business District project costs incurred under Section 11-74.3-3 have been paid, any surplus funds then remaining in the Business District Tax Allocation Fund shall then be distributed to the municipal treasurer for deposit into the municipal general corporate fund.

7. The rate of Any Tax to be Imposed pursuant to Subsection (10) and (11) of Section 11-74.3-3 of the Act

Within the District, a rate of tax of 1.0% shall be imposed as a retailer's occupation tax and service occupation tax. Such tax shall be imposed for up to, but no more than, 23 years.

SECTION V. FINDINGS AND COMPLETION OF OBLIGATIONS

A. Formal Findings

The City of Mascoutah makes the following formal findings with respect to establishing the Business District Plan:

The area to be designated as a Business District is contiguous and includes only parcels of real property directly and substantially benefited by the Business District Plan.

The Business District, in its entirety, is located within the City limits of Mascoutah, Illinois.

The City's exercise of the powers provided in the Act is dedicated to the promotion of the public interest and to the enhancement of the tax base of the Business District, and the use of the powers for the development and redevelopment of the Business District as provided in this Plan is declared to be a public use essential to the public interest of the residents of the City of Mascoutah, Illinois.

The Business District is a blighted area; the presence of deterioration of site improvements, the presence of conditions threatening property, improper subdivision or obsolete platting, and other existing conditions contribute to the properties in the Area being an economic liability to the City, as well as the properties being economic underutilized.

The Business District, on the whole, has not been subject to growth and development through investment by private enterprise or would not reasonably be anticipated to be redeveloped without the adoption of the Business District Development Plan.

The Business District Development Plan conforms to the Comprehensive Plan for the development of the municipality as a whole, as determined by the City Council.

B. Completion of Business District Projects / Retirement of Obligations

Upon payment of all Business District project costs and retirement of outstanding obligations, but in no event more than 23 years after the date of adoption of the ordinance approving the Business District Plan, the municipality shall adopt an ordinance immediately rescinding the taxes imposed pursuant to subsections of (10) and (11) of Section 11-74.3-3.

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APPENDIX A

LEGAL DESCRIPTION

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APPENDIX A – LEGAL DESCRIPTION

THE AREA AS DESCRIBED BELOW INCLUDES PARTS OF SECTIONS 29, 31, AND 32 IN TOWNSHIP 1 NORTH 6 WEST OF THE THIRD PRINCIPAL MERIDIAN IN ST. CLAIR COUNTY, ILLINOIS, AND SECTION 36 IN TOWNSHIP 1 NORTH 7 WEST OF THE THIRD PRINCIPAL MERIDIAN IN ST. CLAIR COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF ONYX DRIVE AND THE EAST LINE OF ST CLAIR COUNTY ASSESSOR'S PARCEL (HEREAFTER REFERRED TO AS "ASSESSOR'S PARCEL") WITH PIN 10290312001; THENCE WESTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 601 FEET TO THE NORTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 10290303026; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID PARCEL A DISTANCE OF APPROXIMATELY 556 FEET TO THE NORTH LINE OF LOT 4 IN THE PRAIRIE VIEW ESTATES PHASE 1 SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10290303012; THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 215 FEET TO THE NORTHEAST CORNER OF LOT 2 IN SAID SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10290303014; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 525 FEET TO THE NORTH CORNER OF OUTLOT B IN SAID SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10290315018; THENCE SOUTHWESTERLY ALONG THE NORTHWEST LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 207 FEET TO THE NORTH LINE OF ASSESSOR'S PARCEL WITH PIN 10290300002; THENCE WESTERLY ALONG SAID NORTH LINE A DISTANCE OF APPROXIMATELY 1,093 FEET TO THE NORTHWEST CORNER OF SAID PARCEL; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID PARCEL A DISTANCE OF APPROXIMATELY 100 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF APPROXIMATELY 699 FEET TO THE WEST RIGHT-OF-WAY LINE OF FOUNTAINVIEW DRIVE; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 545 FEET TO THE SOUTHEAST CORNER OF LOT 1 IN THE ST. CHRISTOPHER LAKE RESUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10290311009; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 694 FEET TO THE EAST LINE OF LOT 32 IN THE KLINGELHOEFER SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10300406017; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 724 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF EAST HARTNETT STREET; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 877 FEET TO THE NORTHEAST CORNER OF LOT 2 IN THE JEFFERSON PLACE SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10320101001; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 1,595 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF EAST GREEN STREET; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 9 FEET TO THE NORTHEAST CORNER OF LOT 4 IN THE TETRICK AND FIKES ADDITION SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10320130018; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 213 FEET TO THE NORTH RIGHT-OF-WAY LINE OF EAST CHURCH STREET; THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 2,202 FEET TO THE WEST RIGHT-OF-WAY LINE OF NORTH SECOND STREET; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 10 FEET TO SAID NORTH RIGHT-OF-WAY LINE; THENCE WESTERLY AND SOUTHWESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 3,569 FEET TO THE MAIN STREET; THENCE NORTHWESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 1,061 FEET TO THE EAST RIGHT-OF-WAY LINE OF NORTH COUNTY ROAD; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 15 FEET TO SAID NORTH RIGHT-OF-WAY LINE; THENCE NORTHWESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 1,102 FEET TO THE POINT OF INTERSECT WITH THE NORTHERLY EXTENSION OF THE WEST LINE OF ASSESSOR'S PARCEL WITH PIN 09360201042; THENCE SOUTHERLY ALONG SAID NORTHERLY EXTENSION AND WEST LINE A DISTANCE OF APPROXIMATELY 705 FEET TO THE SOUTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 09360201043; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF APPROXIMATELY 303 FEET TO THE NORTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 09360201051; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID PARCEL A DISTANCE OF APPROXIMATELY 428 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF MCKINLEY STREET; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 350 FEET TO THE POINT OF INTERSECT WITH THE SOUTHERLY EXTENSION OF THE EAST LINE OF SAID PARCEL; THENCE NORTHERLY ALONG SAID SOUTHERLY EXTENSION AND EAST LINE A DISTANCE OF APPROXIMATELY 421 FEET TO THE SOUTH LINE OF LOT 4 IN THE JOKISCH TRACTS A.P. SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 09360201009; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 296 FEET TO THE WEST RIGHT-OF-WAY LINE OF SOUTH COUNTY ROAD; THENCE SOUTHEASTERLY ALONG THE NORTHWESTERLY EXTENSION OF THE SOUTH LINE OF LOT 2 IN THE WEST PARK PLACE SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10310111050, A DISTANCE OF APPROXIMATELY 704 FEET TO THE NORTHEAST CORNER OF LOT 3 IN THE HOECHER ADDITION SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10310111051; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 100 FEET TO THE NORTH LINE OF LOT 4 IN SAID SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10310111048; THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 194 FEET TO THE NORTHEAST CORNER OF LOT 7 IN SAID SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10310111032; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 195 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF EISENHOWER STREET; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 444 FEET TO THE NORTHEAST CORNER OF LOT 13 IN THE MASCOUTAH RESIDENTIAL CARE VILLAS AND TOWNHOUSES SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10310113025; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 190 FEET TO THE SOUTHWEST CORNER OF LOT 14 IN SAID SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10310113026; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 303 FEET TO THE WEST RIGHT-OF-WAY LINE OF SOUTH TENTH STREET; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 50 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF WEST STATE STREET; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 1,230 FEET TO THE WEST RIGHT-OF-WAY LINE OF SOUTH SEVENTH STREET; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 92 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF WEST STATE STREET; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 421 FEET TO THE EAST RIGHT-OF-WAY LINE OF SOUTH SIXTH STREET; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 26 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF WEST STATE STREET; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 1,329 FEET TO THE EAST RIGHT-OF-WAY LINE OF SOUTH SECOND STREET; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 172 FEET TO THE NORTHWEST CORNER OF LOT 127 IN THE JOHN SCHEELS ADDITION SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10310243012; THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 754 FEET TO THE NORTHEAST CORNER OF LOT 123 IN SAID SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10310244043; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 150 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF WEST STATE STREET; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 3,207 FEET TO THE WEST RIGHT-OF-WAY LINE OF MINE ROAD; THENCE NORTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 325 FEET TO THE SOUTHEAST CORNER OF LOT 52 IN THE SCHMAHL'S SECOND ADDITION SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10320143009; THENCE NORTHERLY ALONG THE EAST LINE OF SAID LOT AND PARCEL A DISTANCE OF APPROXIMATELY 266 FEET TO THE NORTH RIGHT-OF-WAY LINE OF EAST CHURCH STREET; THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 1,582 FEET TO THE EAST RIGHT-OF-WAY LINE OF NORTH JEFFERSON STREET; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 1,807 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF EAST HARTNETT STREET; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 54 FEET TO THE POINT OF INTERSECT WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 12 IN THE MEADOW LAWN SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10290301024; THENCE NORTHERLY ALONG SAID SOUTHERLY EXTENSION AND WEST LINE A DISTANCE OF APPROXIMATELY 473 FEET TO THE EAST RIGHT-OF-WAY LINE OF NORTH JEFFERSON STREET; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 201 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF WHETSTONE LANE; THENCE SOUTHEASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 104 FEET TO THE POINT OF INTERSECT WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 21 IN THE STONEMILL ESTATES SUBDIVISION, ALSO ASSESSOR'S PARCEL WITH PIN 10290305001; THENCE NORTHERLY ALONG SAID SOUTHERLY EXTENSION AND WEST LINE A DISTANCE OF APPROXIMATELY 253 FEET TO THE SOUTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 10290304001; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF APPROXIMATELY 36 FEET TO THE EAST RIGHT-OF-WAY LINE OF NORTH JEFFERSON STREET; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF APPROXIMATELY 734 FEET TO THE SOUTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 10290312017; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF APPROXIMATELY 250 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL; THENCE NORTHERLY ALONG THE EAST LINE OF SAID PARCEL A DISTANCE OF APPROXIMATELY 1,229 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF ONYX DRIVE, AND POINT OF BEGINNING FOR THIS DESCRIPTION.

DISTANCES REFERENCED ARE CALCULATED IN ACCORDANCE WITH THE ILLINOIS COORDINATE SYSTEM ACT (765 ILCS 225/1), MORE PRECISELY DEFINED AS THE ILLINOIS COORDINATE SYSTEM, WEST ZONE, BASED ON THE TRANSVERSE MERCATOR PROJECTION OF THE NORTH AMERICAN DATUM 1983.

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APPENDIX B

PARCEL ID LIST

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APPENDIX B - PARCEL ID LIST

09-36.0-201-008	10-31.0-111-011	10-31.0-130-009	10-31.0-218-006
09-36.0-201-009	10-31.0-111-012	10-31.0-130-010	10-31.0-218-010
09-36.0-201-010	10-31.0-111-013	10-31.0-130-011	10-31.0-218-012
09-36.0-201-011	10-31.0-111-027	10-31.0-130-012	10-31.0-218-014
09-36.0-201-012	10-31.0-111-035	10-31.0-130-013	10-31.0-218-015
09-36.0-201-021	10-31.0-111-036	10-31.0-130-015	10-31.0-218-016
09-36.0-201-025	10-31.0-111-037	10-31.0-131-001	10-31.0-219-001
09-36.0-201-032	10-31.0-111-039	10-31.0-131-002	10-31.0-219-002
09-36.0-201-033	10-31.0-111-041	10-31.0-131-005	10-31.0-219-003
09-36.0-201-042	10-31.0-111-042	10-31.0-131-006	10-31.0-219-005
09-36.0-201-043	10-31.0-111-043	10-31.0-131-007	10-31.0-219-006
09-36.0-201-044	10-31.0-111-044	10-31.0-131-008	10-31.0-219-007
09-36.0-201-050	10-31.0-111-045	10-31.0-131-012	10-31.0-219-008
09-36.0-201-051	10-31.0-111-047	10-31.0-131-013	10-31.0-219-009
10-29.0-300-002	10-31.0-111-050	10-31.0-131-014	10-31.0-219-011
10-29.0-300-027	10-31.0-111-054	10-31.0-131-015	10-31.0-219-012
10-29.0-300-031	10-31.0-113-002	10-31.0-131-017	10-31.0-219-013
10-29.0-301-001	10-31.0-113-003	10-31.0-131-018	10-31.0-220-021
10-29.0-301-002	10-31.0-113-005	10-31.0-132-005	10-31.0-220-022
10-29.0-301-016	10-31.0-113-006	10-31.0-132-006	10-31.0-220-025
10-29.0-301-020	10-31.0-113-009	10-31.0-132-007	10-31.0-221-003
10-29.0-301-024	10-31.0-113-011	10-31.0-132-008	10-31.0-221-004
10-29.0-302-008	10-31.0-113-012	10-31.0-132-012	10-31.0-221-005
10-29.0-302-010	10-31.0-113-013	10-31.0-132-013	10-31.0-221-006
10-29.0-302-012	10-31.0-113-025	10-31.0-132-014	10-31.0-221-007
10-29.0-302-015	10-31.0-113-026	10-31.0-132-015	10-31.0-221-008
10-29.0-302-016	10-31.0-127-006	10-31.0-132-016	10-31.0-221-009
10-29.0-302-017	10-31.0-127-008	10-31.0-132-017	10-31.0-221-010
10-29.0-302-018	10-31.0-127-009	10-31.0-132-018	10-31.0-221-011
10-29.0-302-019	10-31.0-127-015	10-31.0-132-019	10-31.0-221-012
10-29.0-302-020	10-31.0-127-019	10-31.0-133-001	10-31.0-221-013
10-29.0-303-016	10-31.0-127-020	10-31.0-133-002	10-31.0-222-005
10-29.0-303-026	10-31.0-127-021	10-31.0-133-003	10-31.0-222-006
10-29.0-303-027	10-31.0-128-001	10-31.0-133-004	10-31.0-222-011
10-29.0-311-013	10-31.0-128-002	10-31.0-133-005	10-31.0-222-012
10-29.0-311-018	10-31.0-128-003	10-31.0-133-006	10-31.0-222-013
10-29.0-311-019	10-31.0-128-008	10-31.0-133-009	10-31.0-222-014
10-29.0-312-001	10-31.0-128-013	10-31.0-133-010	10-31.0-222-015
10-29.0-312-002	10-31.0-128-014	10-31.0-133-011	10-31.0-222-016
10-29.0-312-017	10-31.0-128-016	10-31.0-133-012	10-31.0-223-001
10-29.0-312-039	10-31.0-129-001	10-31.0-133-013	10-31.0-223-003
10-29.0-315-018	10-31.0-129-002	10-31.0-134-003	10-31.0-223-004
10-29.0-315-019	10-31.0-129-003	10-31.0-134-008	10-31.0-223-005
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10-31.0-110-002	10-31.0-129-005	10-31.0-134-012	10-31.0-224-009
10-31.0-110-003	10-31.0-129-006	10-31.0-134-015	10-31.0-224-013
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10-31.0-110-016	10-31.0-129-010	10-31.0-134-019	10-31.0-241-001
10-31.0-110-017	10-31.0-129-011	10-31.0-134-020	10-31.0-241-002
10-31.0-110-018	10-31.0-129-012	10-31.0-217-005	10-31.0-241-003
10-31.0-110-021	10-31.0-129-013	10-31.0-217-010	10-31.0-241-004
10-31.0-110-022	10-31.0-130-003	10-31.0-217-012	10-31.0-241-005
10-31.0-110-023	10-31.0-130-004	10-31.0-217-013	10-31.0-241-008
10-31.0-111-007	10-31.0-130-005	10-31.0-217-014	10-31.0-241-009
10-31.0-111-009	10-31.0-130-006	10-31.0-217-015	10-31.0-241-010
10-31.0-111-010	10-31.0-130-008	10-31.0-218-004	10-31.0-241-011

APPENDIX B - PARCEL ID LIST (CONT.)

10-31.0-241-012	10-32.0-101-021	10-32.0-139-022	10-32.0-145-011
10-31.0-241-013	10-32.0-101-025	10-32.0-139-024	10-32.0-145-012
10-31.0-241-014	10-32.0-101-030	10-32.0-139-026	10-32.0-145-014
10-31.0-241-019	10-32.0-109-025	10-32.0-139-027	10-32.0-145-015
10-31.0-242-001	10-32.0-109-026	10-32.0-140-003	10-32.0-145-022
10-31.0-242-003	10-32.0-109-027	10-32.0-140-004	10-32.0-145-023
10-31.0-242-004	10-32.0-109-030	10-32.0-140-005	10-32.0-145-024
10-31.0-242-005	10-32.0-109-031	10-32.0-140-006	10-32.0-145-025
10-31.0-242-006	10-32.0-109-033	10-32.0-140-009	10-32.0-145-026
10-31.0-242-007	10-32.0-109-034	10-32.0-140-011	10-32.0-145-027
10-31.0-242-008	10-32.0-109-035	10-32.0-140-012	10-32.0-146-008
10-31.0-242-009	10-32.0-109-036	10-32.0-140-014	10-32.0-146-009
10-31.0-242-010	10-32.0-109-040	10-32.0-140-015	10-32.0-146-014
10-31.0-242-011	10-32.0-109-043	10-32.0-141-001	10-32.0-146-015
10-31.0-242-012	10-32.0-122-007	10-32.0-141-002	10-32.0-146-016
10-31.0-242-015	10-32.0-122-008	10-32.0-141-003	10-32.0-146-017
10-31.0-242-016	10-32.0-122-009	10-32.0-141-004	10-32.0-147-001
10-31.0-242-020	10-32.0-122-010	10-32.0-141-005	10-32.0-147-002
10-31.0-242-021	10-32.0-122-011	10-32.0-141-006	10-32.0-147-003
10-31.0-242-022	10-32.0-122-012	10-32.0-141-007	10-32.0-147-004
10-31.0-242-023	10-32.0-130-004	10-32.0-141-008	10-32.0-147-007
10-31.0-242-024	10-32.0-130-005	10-32.0-142-001	10-32.0-147-008
10-31.0-242-025	10-32.0-130-006	10-32.0-142-002	10-32.0-147-011
10-31.0-242-026	10-32.0-130-010	10-32.0-142-003	10-32.0-147-015
10-31.0-242-027	10-32.0-130-017	10-32.0-142-005	10-32.0-147-016
10-31.0-242-028	10-32.0-136-003	10-32.0-142-006	10-32.0-147-017
10-31.0-242-029	10-32.0-136-005	10-32.0-142-007	10-32.0-148-001
10-31.0-242-032	10-32.0-136-010	10-32.0-142-008	10-32.0-148-004
10-31.0-242-033	10-32.0-136-011	10-32.0-142-009	10-32.0-148-005
10-31.0-242-034	10-32.0-136-012	10-32.0-142-011	10-32.0-148-006
10-31.0-242-035	10-32.0-136-020	10-32.0-142-012	10-32.0-148-007
10-31.0-243-001	10-32.0-136-024	10-32.0-142-014	10-32.0-148-013
10-31.0-243-003	10-32.0-136-025	10-32.0-143-001	10-32.0-148-015
10-31.0-243-004	10-32.0-136-026	10-32.0-143-002	10-32.0-148-016
10-31.0-243-006	10-32.0-136-027	10-32.0-143-003	10-32.0-148-017
10-31.0-243-007	10-32.0-136-028	10-32.0-143-004	10-32.0-148-018
10-31.0-243-024	10-32.0-137-016	10-32.0-143-005	10-32.0-148-019
10-31.0-243-027	10-32.0-137-018	10-32.0-143-006	10-32.0-149-001
10-31.0-244-001	10-32.0-137-019	10-32.0-143-007	10-32.0-149-002
10-31.0-244-002	10-32.0-138-002	10-32.0-143-008	10-32.0-149-011
10-31.0-244-022	10-32.0-138-008	10-32.0-144-001	10-32.0-149-012
10-31.0-244-023	10-32.0-138-011	10-32.0-144-002	10-32.0-149-013
10-31.0-244-024	10-32.0-138-012	10-32.0-144-003	10-32.0-149-014
10-31.0-244-025	10-32.0-138-016	10-32.0-144-008	10-32.0-150-001
10-31.0-244-027	10-32.0-138-019	10-32.0-144-009	10-32.0-150-002
10-31.0-244-028	10-32.0-138-023	10-32.0-144-010	10-32.0-150-004
10-31.0-244-030	10-32.0-138-025	10-32.0-144-014	10-32.0-150-005
10-31.0-244-031	10-32.0-138-026	10-32.0-144-015	10-32.0-150-007
10-31.0-244-035	10-32.0-138-028	10-32.0-144-018	10-32.0-150-008
10-31.0-244-036	10-32.0-138-029	10-32.0-144-019	10-32.0-150-009
10-31.0-244-038	10-32.0-138-032	10-32.0-145-001	10-32.0-150-010
10-31.0-244-041	10-32.0-138-033	10-32.0-145-002	10-32.0-151-001
10-31.0-244-044	10-32.0-138-034	10-32.0-145-003	
10-31.0-244-048	10-32.0-139-009	10-32.0-145-004	
10-32.0-101-017	10-32.0-139-010	10-32.0-145-005	
10-32.0-101-018	10-32.0-139-018	10-32.0-145-006	
10-32.0-101-019	10-32.0-139-020	10-32.0-145-007	
10-32.0-101-020	10-32.0-139-021	10-32.0-145-008	

APPENDIX C

ADDRESS LIST

DRAFT

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DRAFT

Main Street Business District Redevelopment Plan and Project
City of Mascoutah, Illinois

APPENDIX C - ADDRESS LIST

1 LEGION DR	1222 W MAIN ST	211 E MAIN ST
1 MASCOUTAH PLAZA DR	1226 W MAIN ST	211 W STATE ST
10 N LEBANON ST	1230 W MAIN ST	213 E CHURCH ST
10 N RAILWAY AVE	1238 W MAIN ST	213 N JEFFERSON ST
10 N SECOND ST	1248 W MAIN ST	214 E GREEN ST
10 W CHURCH ST	125 W MAIN ST	214 E MAIN ST
100 E MAIN ST	126 E MAIN ST	215 E MAIN ST
1000 W MAIN ST	126 W MAIN ST	215 W MAIN ST
1003 W MAIN ST	128 E MAIN ST	216 E CHURCH ST
1004 W MAIN ST	13 S MARKET ST	216 E POPLAR ST
1005 W MAIN ST	1300 W MAIN ST	217 E MAIN ST
1008 W MAIN ST	131 W MAIN ST	217 N JEFFERSON ST
1009 W MAIN ST	1310 W MAIN ST	219 E CHURCH ST
101 E MAIN ST	1316 W MAIN ST	219 E MAIN ST
101 W MAIN ST	1320 W MAIN ST	220 W MAIN ST
1012 W MAIN ST	1330 W MAIN ST	223 E MAIN ST
1014 W CHURCH ST	1338 W MAIN ST	223 N JEFFERSON ST
1016 W MAIN ST	134 W MAIN ST	227 E MAIN ST
1017 W MAIN ST	1344 W MAIN ST	23 E MAIN ST
102 E MAIN ST	135 W MAIN ST	23 W MAIN ST
102 W MAIN ST	14 N 4TH ST	24 W MAIN ST
1025 W MAIN ST	14 S 5TH ST	25 E MAIN ST
1027 W MAIN ST	14 S JEFFERSON ST	25 W MAIN ST
1034 W MAIN ST	14 S MARKET ST	27 W MAIN ST
1035 W MAIN ST	1414 W MAIN ST	28 E MAIN ST
104 E MAIN ST	1415 MCKINLEY ST	3 S JEFFERSON ST
104 MASCOUTAH PLAZA DR	15 N BERNARD ST	3 W MAIN ST
1040 W MAIN ST	15 N FOURTH ST	301 N JEFFERSON ST
1043 W MAIN ST	15 N JOHN ST	302 E CHURCH ST
106 W CHURCH ST	15 S 6TH ST	302 E MAIN ST
108 E MAIN ST	15 S COUNTY RD	303 E MAIN ST
108 W MAIN ST	15 S INDEPENDENCE ST	305 N JEFFERSON ST
11 N AUGUST ST	15 S LEBANON AVE	305 W MAIN ST
11 N FIRST ST	15 W MAIN ST	306 W MAIN ST
11 N JEFFERSON ST	16 E MAIN ST	308 E MAIN ST
11 N TENTH ST	16 S BERNARD ST	309 E STATE ST
110 E MAIN ST	17 W MAIN ST	309 N JEFFERSON ST
1100 W MAIN ST	18 E MAIN ST	311 E MAIN ST
1108 W MAIN ST	19 W STATE ST	311 E STATE ST
111 E MAIN ST	2 LEGION DR	311 N JEFFERSON ST
111 E STATE ST	2 W MAIN ST	311 W MAIN ST
112 E MAIN ST	200 E MAIN ST	312 E MAIN ST
112 MASCOUTAH PLAZA DR	201 E HARNETT ST	313 E MAIN ST
112 W MAIN ST	201 E STATE ST	313 N JEFFERSON ST
113 N JEFFERSON ST	201 S 10TH ST	314 W MAIN ST
114 E MAIN ST	201 S TENTH ST	315 E MAIN ST
116 E MAIN ST	203 N JEFFERSON ST	315 W MAIN ST
117 E STATE ST	203 W STATE ST	318 E MAIN ST
117 W MAIN ST	204 W MAIN ST	319 W MAIN ST
118 E MAIN ST	205 E HARNETT ST	320 E CHURCH ST
12 E MAIN ST	205 E MAIN ST	320 E MAIN ST
12 N AUGUST ST	205 E STATE ST	321 W MAIN ST
120 E MAIN ST	205 W MAIN ST	322 E CHURCH ST
1200 W MAIN ST	209 E FILLMORE ST	322 W MAIN ST
121 E MAIN ST	209 E HARNETT ST	323 E MAIN ST
121 W MAIN ST	209 E MAIN ST	34 W MAIN ST
122 W MAIN ST	209 N JEFFERSON ST	35 W MAIN ST
1220 W MAIN ST	210 N AUGUST ST	36 W MAIN ST

APPENDIX C - ADDRESS LIST (CONT.)

4 N LEBANON ST	520 W MAIN ST	718 W MAIN ST
4 N MARKET ST	521 E MAIN ST	719 W MAIN ST
40 N 6TH ST	522 E MAIN ST	720 W CHURCH ST
40 W CHURCH ST	525 E MAIN ST	721 N JEFFERSON ST
400 E MAIN ST	58 W MAIN ST	721 W MAIN ST
400 W MAIN ST	6 S 7TH ST	721 W STATE ST
401 E MAIN ST	60 W MAIN ST	724 W MAIN ST
401 E STATE ST	601 E MAIN ST	739 N JEFFERSON RD
401 W MAIN ST	602 W MAIN ST	751 N JEFFERSON ST
403 N JEFFERSON ST	603 N JEFFERSON ST	759 N JEFFERSON ST
404 W MAIN ST	604 E CHURCH ST	769 N JEFFERSON ST
405 W MAIN ST	605 E MAIN ST	779 N JEFFERSON ST
406 E MAIN ST	605 W MAIN ST	780 N JEFFERSON ST
407 E STATE ST	606 E MAIN ST	8 E MAIN ST
409 E STATE ST	606 W MAIN ST	8 S 9TH ST
409 N JEFFERSON ST	607 W STATE ST	8 W MAIN ST
409 W MAIN ST	609 E MAIN ST	800 W CHURCH ST
41 W MAIN ST	609 W STATE ST	801 N JEFFERSON ST
410 W CHURCH ST	610 E CHURCH ST	801 W MAIN ST
410 W MAIN ST	610 E MAIN ST	802 W MAIN ST
411 E STATE ST	610 W MAIN ST	805 W MAIN ST
412 E MAIN ST	611 N JEFFERSON ST	806 W MAIN ST
412 W MAIN ST	611 W MAIN ST	808 W MAIN ST
413 N JEFFERSON ST	612 W MAIN ST	808 W STATE ST
416 W MAIN ST	613 W MAIN ST	811 W MAIN ST
417 E STATE ST	614 E MAIN ST	812 W MAIN ST
418 E MAIN ST	614 W MAIN ST	813 W STATE ST
42 S 4TH ST	615 E MAIN ST	816 W CHURCH ST
42 W MAIN ST	617 E MAIN ST	816 W MAIN ST
420 W CHURCH ST	618 E CHURCH ST	823 W STATE ST
421 N JEFFERSON ST	618 E MAIN ST	832 N JEFFERSON ST
422 E MAIN ST	619 W MAIN ST	844 N JEFFERSON ST
423 W MAIN ST	620 E MAIN ST	9 E MAIN ST
43 W MAIN ST	621 W STATE ST	9 N 9TH ST
44 W MAIN ST	622 W MAIN ST	9 S 7TH ST
47 W MAIN ST	623 E MAIN ST	9 S 9TH ST
48 W MAIN ST	625 W MAIN ST	9 S JEFFERSON ST
5 MASCOUTAH PLAZA DR	626 W CHURCH ST	9 W MAIN ST
500 E MAIN ST	64 W MAIN ST	900 W MAIN ST
500 W CHURCH ST	640 LEGACY PL	904 W MAIN ST
500 W MAIN ST	641 LEGACY PL	907 W STATE ST
501 W MAIN ST	700 E MAIN ST	908 W MAIN ST
503 N JEFFERSON ST	700 FOUNTAIN VIEW DR	911 W MAIN ST
504 W MAIN ST	702 W MAIN ST	912 W CHURCH ST
505 E STATE ST	703 W MAIN ST	912 W MAIN ST
505 W MAIN ST	705 N JEFFERSON ST	913 W MAIN ST
507 E MAIN ST	705 W STATE ST	916 W MAIN ST
507 N JEFFERSON ST	706 E CHURCH ST	922 W MAIN ST
508 W MAIN ST	709 W MAIN ST	927 W MAIN ST
509 N JEFFERSON ST	709 W STATE ST	929 W STATE ST
51 N 7TH ST	710 FOUNTAIN VIEW DR	932 W MAIN ST
510 E MAIN ST	710 N JEFFERSON ST	935 W STATE ST
512 W MAIN ST	710 W MAIN ST	95 MASCOUTAH PLAZA DR
514 E MAIN ST	711 E MAIN ST	
517 N JEFFERSON ST	712 E CHURCH ST	
519 W STATE ST	712 W MAIN ST	
52 W CHURCH ST	714 N JEFFERSON ST	
52 W MAIN ST	715 W MAIN ST	

CITY OF MASCOUTAH

Staff Report

TO: Honorable Mayor & Council

FROM: Becky Ahlvin, City Manager

SUBJECT: **Resolution of Support for the Illinois Safe Routes to School Program to Evaluate Current Routes, Plan for Future Routes to Schools, and Create Educational Materials**

MEETING DATE: September 5, 2023

REQUESTED ACTION:

Adoption of a Resolution of Support for a non-infrastructure grant application for the Illinois Safe Routes to School (SRTS) Program to evaluate walking and biking routes, plan for safer walking and biking routes, and create educational materials for families on safe routes to walk and bike to school; and authorization to apply for a SRTS grant and to enter into an agreement with the State of Illinois Department of Transportation (IDOT).

BACKGROUND & STAFF COMMENTS:

SRTS projects focus on making bicycling and walking to school a safer and more appealing transportation alternative to buses and driving. Additionally, they assist with non-infrastructure projects that facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (within 2 miles) of primary, middle, and high schools (grades K-12). City Council authorization is required for the City to apply for a SRTS non-infrastructure grant.

The City of Mascoutah, as project sponsor, would be required to pay for the project costs not to exceed \$100,000.00 which would be reimbursed by IDOT at 100%. This funding cycle requires no matching funds from the sponsoring organization.

If awarded the SRTS Grant, this project will evaluate the City's current sidewalks and paths, including the location and safety of crosswalks, crossing guards, stoplights, stop signs, and the condition of sidewalks. That information will be used to create educational material for the community to help ensure the safety of students walking and biking to school. This information will also help the City plan for and prioritize sidewalk improvements for future projects.

If the City of Mascoutah is awarded an SRTS Grant, the City would be required to enter into a Joint Funding Agreement with IDOT.

FUNDING:

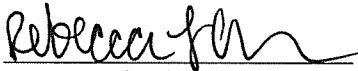
Funding would be paid from the General Fund and reimbursed by IDOT at 100%.

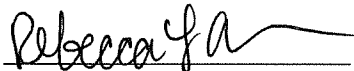
RECOMMENDATION:

Council approval and adoption of a Resolution of Support for the Illinois Safe Routes to School (SRTS) Program to evaluate walking and biking routes, plan for safer walking and biking routes, and create educational materials for families on safe routes to walk and bike to school; and authorization to apply for a SRTS grant and to enter into an agreement with the State of Illinois Department of Transportation (IDOT).

SUGGESTED MOTION:

I move that the Council approve and adopt Resolution No. 23-24____, a Resolution of Support for the Illinois Safe Routes to School (SRTS) Program – Non-Infrastructure Program to evaluate walking and biking routes, plan for safer walking and biking routes, and create educational materials for families on safe routes to walk and bike to school; and authorize Staff to apply for a SRTS grant and to enter into an agreement with the State of Illinois Department of Transportation (IDOT).

Prepared By: 
Becky Ahlvin
City Manager

Approved By: 
Becky Ahlvin
City Manager

Attachments: A – Resolution

RESOLUTION NO. 23-24-

**A RESOLUTION OF SUPPORT FOR THE ILLINOIS SAFE ROUTES TO
SCHOOL PROGRAM TO EVALUATE WALKING AND BIKING ROUTES,
PLAN FOR SAFER WALKING AND BIKING ROUTES, AND CREATE
EDUCATIONAL MATERIALS FOR FAMILIES ON SAFE ROUTES TO WALK
AND BIKE TO SCHOOL**

WHEREAS, The City of Mascoutah is applying to the State of Illinois, for the Illinois Safe Routes to School Program; and

WHEREAS, It is necessary that an application be made and agreements entered into with the State of Illinois Department of Transportation (IDOT).

NOW THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. That the City of Mascoutah apply for a grant under the terms and conditions of the Illinois Department of Transportation and shall enter into and agree to the understanding and assurance in said applications; and
2. The application shall be to evaluate walking and biking routes, plan for safer walking and biking routes, and create educational materials for families on safe routes to walk and bike to school; and
3. That the chief municipal officials on behalf of the city execute such documents and all other documents necessary for the carrying out of said application; and
4. That the City of Mascoutah, as the project's sponsor, shall pay the project construction and documentation costs not to exceed \$100,000 and then shall be reimbursed by IDOT in accordance with the Joint Funding Agreement; and
5. That the chief municipal officials are authorized to provide such additional information as may be required to accomplish the obtaining of such grant.

PASSED and APPROVED this 5th day of September 2023.

Pat McMahon
Mayor

Attest:

Melissa Schanz, City Clerk
(SEAL)

Attachment A

CITY OF MASCOUTAH

Staff Report

TO: Honorable Mayor & Council

FROM: Becky Ahlvin, City Manager

SUBJECT: **Resolution of Support for the Illinois Safe Routes to School Program for the N. County Road Safe Crossings Project**

MEETING DATE: September 5, 2023

REQUESTED ACTION:

Adoption of a Resolution of Support for an infrastructure grant application for the Illinois Safe Routes to School (SRTS) Program the N. County Road Safe Crossings Project and authorization to apply for a SRTS grant and to enter into an agreement with the State of Illinois Department of Transportation (IDOT).

BACKGROUND & STAFF COMMENTS:

SRTS projects focus on making bicycling and walking to school safer and a more appealing transportation alternative to buses and driving, thereby encouraging a healthy and active lifestyle from an early age. As such, they assist with projects that will improve safety and reduce traffic, fuel consumption, and air pollution within 2 miles of both public and private schools serving grades kindergarten through 12th grade.

City Council authorization is required for the City to apply for SRTS infrastructure improvement grant that helps provide a safe place to cross N. County Road for both students and the community. The project goal is to create bump-outs along N. County Road that will decrease the distance pedestrians have to travel across the roadway and help reduce speeds near the high school. Upgrades to the existing signage and pavement marking will help drivers be more aware of pedestrians in the corridor and thus create a safer environment for users.

The City of Mascoutah, as project sponsor, would be required to pay for the construction and construction inspection costs not to exceed \$250,000.00 which would be reimbursed by IDOT at 100%. This funding cycle requires no matching funds from the sponsoring organization for construction but does require the City to cover design fees and surveying for the project.

If the City of Mascoutah is awarded an SRTS Grant, the City would be required to enter into a Joint Funding Agreement with IDOT.

FUNDING:

Funding would be from the General Fund and reimbursed by IDOT at 100% after project completion.

RECOMMENDATION:

Council approval and adoption of a Resolution of Support for the Illinois Safe Routes to School (SRTS) Program for the installation of traffic control devices on North County Road and authorization to apply for a SRTS grant and to enter into an agreement with the State of Illinois Department of Transportation (IDOT).

SUGGESTED MOTION:

I move that the Council approve and adopt Resolution No. 23-24 ____, a Resolution of Support for the Illinois Safe Routes to School (SRTS) Program the installation of traffic control devices on North County Road and authorization to apply for a SRTS grant and to enter into an agreement with the State of Illinois Department of Transportation (IDOT).

Prepared By: Rebecca J. Ahlvin
Becky Ahlvin
City Manager

Approved By: Rebecca J. Ahlvin
Becky Ahlvin
City Manager

Attachments: A – Resolution

RESOLUTION NO. 23-24-

**A RESOLUTION OF SUPPORT FOR THE ILLINOIS SAFE ROUTES TO
SCHOOL PROGRAM N. COUNTY ROAD SAFE CROSSING PROJECT**

WHEREAS, The City of Mascoutah is applying to the State of Illinois, for the Illinois Safe Routes to School Program; and

WHEREAS, It is necessary that an application be made and agreements entered into with the State of Illinois Department of Transportation (IDOT).

NOW THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. That the City of Mascoutah apply for a grant under the terms and conditions of the Illinois Department of Transportation and shall enter into and agree to the understanding and assurance in said applications; and
2. The application shall be to provide safe crossings on N. County Road; and
3. That the chief municipal officials on behalf of the city execute such documents and all other documents necessary for the carrying out of said application; and
4. That the City of Mascoutah, as the project's sponsor, shall pay the project construction and documentation costs not to exceed \$250,000 and then shall be reimbursed by IDOT in accordance with the Joint Funding Agreement; and
5. That the City of Mascoutah, as the project's sponsor, shall pay for the costs associated with the project but not reimbursable through the Safe Routes to School Program; and
6. That the chief municipal officials are authorized to provide such additional information as may be required to accomplish the obtaining of such grant.

PASSED and APPROVED this 5th day of September 2023.

Pat McMahon
Mayor

Attest:

Melissa Schanz, City Clerk
(SEAL)

Attachment A

CITY OF MASCOUTAH
Staff Report

TO: Honorable Mayor and City Council

FROM: Becky Ahlvin, City Manager

SUBJECT: Change Orders – North Substation Upgrades Project

DATE: September 5, 2023

REQUESTED ACTION:

Council consideration of change orders for construction of the North Substation Upgrades Project.

BACKGROUND INFORMATION:

There are several change order requests regarding the North Substation Upgrades Project. Representatives from BHMGE Engineers will be at the meeting to discuss these change orders.

Powercon Switchgear – Change Order Request = \$381,012

The Council awarded the contract to Powercon on March 15, 2021, for a switchgear for the North Substation in the amount of \$1,158,501. Powercon is now requesting an additional \$381,012 for the switchgear.

Powercon Switchgear		
A	Additional 2-cubicle spaces to avoid stacking breakers in positions providing better operation and maintenance of package. Also included in-floor rolling breaker configuration option.	\$81,490
B	CHAR #1 - Equipment adjustments for relay protection design	\$62,376
C	CHAR #2 - Equipment adjustments for larger DC plant, and transformer controls	\$64,348
D	Material and labor escalation from the original contract for dates 10/4/21 to 5/17/23	\$272,798
E	Original Contract Allowance for Changes	\$(100,000)
	Change Order Total	\$381,012
	Original Contract	\$1,158,501
	New Contract Total	\$1,539,519

Line A:

This change converts the station service manual transfer switch to an automatic switch. The addition of the two control panels/cubicle spaces is required for the additional 138kV circuit breakers. The in-floor rolling breakers improve operation and maintenance.

Lines B and C:

These design modifications support the final switchgear configuration to support the substation electrical loads, including larger loads added to the substation. Once the load north of town adds

another 5MW, the City has no backup without these changes. Additionally, as the load by the Union substation increases, the capacity of the Union substation to serve as a backup reduces.

Line D:

The escalation charge comes from the delay in design finalization, which was dependent on the final location of the switchgear.

Line E:

At the time the City went to bid for the switchgear, the lead times were over a year and prices were beginning to rise dramatically. In order to secure a build spot and lower pricing, the City created a basic bid package. The approved contract with Powercon recognized the probability of needing additional design changes, particularly those changes in Lines B and C, due to the basic bid package and included \$100,000 in allowances for changes.

RECOMMENDATION: To get the switchgear on time and to not delay the project completion of the North Substation upgrades, Staff recommends approving the change order but do NOT waive the right to seek redress at a later date.

SUGGESTED MOTION:

I move that the Council approve change order #1 in the amount not to exceed \$381,012 for the Powercon Switchgear, authorize appropriate City officials to execute the necessary documents, and reserve the right to seek redress at a later date.

JF Electric – Change Order Request = \$16,553.89

JF Electric is seeking an additional \$16,553.89 in change orders. There were changes from the bid documents to the construction documents, as was expected and anticipated. JF Electric also had to remobilize due to anchor bolts being delivered late. The total change amount is \$166,553.89. The original contract included \$150,000 for change allowances so this change order is for \$16,553.89.

RECOMMENDATION: Staff recommends approving the change order request from JF Electric.

SUGGESTED MOTION:

I move the Council approve the change order request from JF Electric in the amount to not exceed \$20,000 to cover the cost of remobilization and sump pump installation.

BHMG – Project Change Request

BHMG Engineers is requesting a change order to their contract in the amount of \$72,500. The original contract was executed in 2016. Design work started in late 2021. The price increase covers estimated inflation charges over 5.5 years at 3% per year inflation.

RECOMMENDATION: Staff has no recommendation.

SUGGESTED MOTION: N/A

FUNDING: This project will be paid for with a loan at Citizens Community Bank already established and paid back with Electric Funds.

Prepared By: Rebecca Ahlvin
Becky Ahlvin
City Manager

Approved By: Rebecca Ahlvin
Becky Ahlvin
City Manager

Attachments: A – Powercon Change Order Request
B – JF Electric Change Order Request
C – BHMG Project Change Request

CONTRACT CHANGE ORDER

City of Mascoutah, Illinois

North Substation Switchgear Purchase Contract

1688 K002

Change Order No.: 1
Date: 8/31/2023
Applicable Dwg. Nos.: N/A

Previous Contract Amount: \$1,158,501.00
Amount of this Order: \$381,012.00
Present Contract Amount: \$1,539,513.00
Change in Contract Time: N/A Calendar Days

Contract Change Order Scope:

#	Description	Qty	Unit Cost	Total Cost
1	Add two panels for 138kV breaker protection control. Convert from manual to automatic transfer switch, upgrade to roll around breakers, schematic wiring adjustments.	1	\$81,490.00	\$81,490.00
2	Char #1 - Equipment adjustments for relay protection design, see attached bill of material changes.	1	\$62,376.00	\$62,376.00
3	Char #2 - Equipment adjustments for larger DC plant, and transformer controls, see attached bill of material changes.	1	\$64,348.00	\$64,348.00
4	Material and labor escalation from original contract date of 03/16/2021 to 05/24/2023	1	\$272,798.00	\$272,798.00
5	Original Contract Allowance for Changes	1	-\$100,000.00	-\$100,000.00
Grand Total				\$381,012.00

The work covered by this change order shall be performed under the same terms and conditions as that included in the original contract. All other terms and conditions of said contract as it theretofore may have been modified shall be and remain the same.

CHANGES APPROVED:

The foregoing modification of said contract is hereby accepted.

City of Mascoutah, IL

(Owner)

Powercon Corporation

(Supplier)

By:

By:

(Signature)

(Signature)

Title:

BHMG Engineers, Inc.

(Engineer)

By:

Date:

(Signature)

Attachment A

1688K002 Change Order #1

Line Item #1 Summary

Description of Change:

- Converting the station service manual transfer switch to a automatic transfer switch.
- Addition of two protective control panels for the additional 138kV circuit breakers required to network the north substation, including larger building, and subsequent freight and support details.
- Upgrade the 15kV breakers to floor roll around to improve operation and maintenance.
- Schematic design upgrades to support the additional 138kV circuit breakers

Change History:

- Initial change order proposal was submitted to BHMg, price of \$182,930: 04/01/2022
- BHMg denied the conversion of stacked breakers but proceeded with transfer switch: 04/08/2022
- Schematic design of switchgear for network breakers at North substation drove for additional two real panels for the 138kV breakers proposal received, with original incorrect numbers: 06/19/2023
- BHMg submitted change order request summary to city on 06/29/2023
- Powercon discovered BHMg denied the initial proposal and updated price to \$81,490 on: 08/01/2023

From: [John Salzmann](#)
To: [Rebecca Ahlvin](#); [Alvin Paulson](#); [Jesse Carlton](#); [Larry Linck](#); [Ryan Haas](#)
Cc: [Jason F. Jackson](#)
Subject: Change Order for Mascoutah Switchgear
Date: Tuesday, August 1, 2023 10:05:51 AM

Thanks again for your time yesterday reviewing the change order.

Upon reviewing my notes from the conference call yesterday, I find that I need to reach out regarding the change order submitted to BHMg. I erred in its preparation and need to correct this.

Line item 1 of the change order was for the "Additional 4 cubicle spaces to avoid stacking breakers.....". While I quoted this to Jason, he declined to take this option. The production drawings reflect that the breakers are still stacked.

I should have provided the cost for 2 cubicles (Units 1 and 12) that were in fact added. The lineup DID grow from 10 to 12 cubicles, along with the length of the building, freight, etc. but it was not the four feeder cubicles that were declined.

In my haste of preparing the change order, I added the wrong "cubicle addition" amount.

Line item 1 should be for the addition of Cubicles 1 and 12 as well as changes made in the last drawing revision. Line Item 1 should be in the amount of \$81,490. My sincere apologies for my error. This adjustment will also cause a different amount for line item 4 (escalation) and thus the Grand Total.

The reason I was reviewing my file was to consider Alvin's comment about starting the "BLS adjustment" after 52 weeks duration. While that sounded appropriate, I realized when reviewing my "end date" index number that Powercon is assuming price risk past 4/2023, which will represent the production time once this job is fully released. That's why it would not be appropriate to also delay the start of "BLS adjustment" in the amount of the leadtime.

I have "corrected" the change order below, for your consideration.

Contract Amount	1158501
2 extra cubicles	81,490
CHAR 1	62376
CHAR 2	64348
Escalation on \$1,239,991 from 10/4/21 to 5/17/23	272,798
Revised Total Contract Amount	1,639,513
Less Original Contract Amount	1158501
Less Allowance	100000
Change Order Amount	381,012

Please let me know what, if anything, is needed to implement this correction to the change order for your board meeting.

Sincerely,

John Salzmann
Marketing Manager
Powercon Corporation
1551 Florida Avenue
Severn, MD 21144
j.salzmann@powerconcorp.com

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From: [John Salzmänn](#)
To: [Jason F. Jackson](#)
Subject: RE: Mascoutah - Detail design changes 2
Date: Monday, July 31, 2023 5:47:20 PM
Attachments: [image001.png](#)

I need to look at this in the morning.

When I get further into this, I see that we went from the quoted 10 cubicles to the "built" 12 cubicles, with the building length increasing accordingly.

Clearly, the number I gave, I calculated in a spreadsheet to offer you a price to eliminate stacked feeders. You declined this non-stacked adder.

So what changed to require the 2 additional cubicles?

I can see that of the 10 cubicles shown on dwg MASN-53.1, units 3,4,5,6,7,8 remain basically the same.

Not sure how unit 1,2,9,10 transitioned into 1,2,3, 10,11,12.

JohnS

From: John Salzmänn <j.salzmänn@powerconcorp.com>
Sent: Monday, July 31, 2023 4:39 PM
To: 'Jason Jackson' <jjackson@bhmg.com>
Subject: RE: Mascoutah - Detail design changes 2
Importance: High

Read the below highlighted text, I believe I made a mistake.

You told me to stick with the stacked design, which is what I quoted.

But I added for the all floor rollout,, which we are not providing.

This confused the narrative to Mascoutah on my error, and I inadvertently tried to charge them for something we were not providing.

Our shop drawings indicate all stacked breakers.

The positive is I can deduct the adder.

Then negative is it should never have been there.

I will take full responsibility for this error.

Please verify breaker count on the attached drawing from Engineering.

And give me a call.

JohnS

From: Jason Jackson <jjackson@bhmg.com>
Sent: Friday, April 8, 2022 4:04 PM
To: John Salzmänn <j.salzmänn@powerconcorp.com>
Subject: RE: Mascoutah - Detail design changes 2

John,

This sounds good. Our team is hopeful to have the updated package to you in two weeks.

Thanks,



Jason Jackson, P.E.
Division Manager
BHMGE Engineers, Inc.
[D 636 333-3926](tel:6363333926) [E jjackson@bhmg.com](mailto:jjackson@bhmg.com)
BHMG.com | [Facebook](#) | [LinkedIn](#)

From: John Salzmänn <j.salzmänn@powerconcorp.com>
Sent: Friday, April 8, 2022 2:27 PM
To: Jason Jackson <jjackson@bhmg.com>
Subject: RE: Mascoutah - Detail design changes

OK, I will make the adjustment in the BOM for the ATS.
I will keep the stacked design intact.
As we discussed, not a lot will progress until we get the schematics.
That will finalize the relay BOM, and allow me to make all material adjustments,
as well as update pricing based on the delay of the project.
I would like to incorporate all that at once, when the schematics become available.
Are we in agreement on the process?
JohnS

From: Jason Jackson [mailto:jjackson@bhmg.com]
Sent: Friday, April 8, 2022 3:15 PM
To: John Salzmänn <j.salzmänn@powerconcorp.com>
Subject: RE: Mascoutah - Detail design changes

John,

I appreciate the pricing for the non-stacked breakers. We probably better stick with the current compact design.

Thanks,



Jason Jackson, P.E.
Division Manager
BHMGE Engineers, Inc.
[D 636 333-3926](tel:6363333926) [E jjackson@bhmg.com](mailto:jjackson@bhmg.com)
BHMG.com | [Facebook](#) | [LinkedIn](#)

From: John Salzmänn <j.salzmänn@powerconcorp.com>

Sent: Friday, April 1, 2022 2:22 PM

To: Jason Jackson <jjackson@bhmg.com>

Subject: RE: Mascoutah - Detail design changes

Do you have a part number/manufacturer for the ATS in mind? I was going to use the information from Rochelle when we "looked at going to an ATS", but I cant find it.

Regarding item 2 below, the cost to increase the lineup by 4 cubicles by not stacking the feeders, including additional freight, building square footage, adding 'roll on floor" breaker wheels and deleting the portable lifting device, is \$182,930. This does not include any impact due to inflation.

Note the bid has a \$100K allowance included in the quoted price.

If you don't have any part number reference for the ATS, I will try to give you a figure based on the ATS I select, you can look at that as an estimate.

Hope this helps.

John Salzmänn

From: Jason Jackson [mailto:jjackson@bhmg.com]

Sent: Wednesday, March 30, 2022 8:13 AM

To: John Salzmänn <j.salzmänn@powerconcorp.com>

Cc: Yike Gu <rgu@bhmg.com>; Erich Thorman <ETHorman@bhmg.com>; Jim Webb <jwebb@bhmg.com>

Subject: Mascoutah - Detail design changes

Hello John,

The team is working on the Mascoutah project, and wondering if you could give us some pricing for the following changes to the physical layout?

1. We would like to remove the wall mounted double throw manual transfer switch and cam lock box, and go to a wall mounted NEMA 3R ATS.
2. We would like to understand the cost to go away from stacked feeder breakers and have all feeder breakers have their own cubicles.

Thanks,



Jason Jackson, P.E.

Project Manager

BHMG Engineers, Inc.

D 636-333-3926 E jjackson@bhmg.com

BHMG.com | [Facebook](https://www.facebook.com/BHMG) | [LinkedIn](https://www.linkedin.com/company/BHMG)

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1688K002 Change Order #1

Line Item #2 Summary

Description of Change:

- Additional detail design changes to support the final switchgear configuration including:
 - Upsized station service transformer to support the substation electrical loads.
 - Addition of multi-function meters on the breakers to better display load values.
 - Addition of line protection and bus differential protection for the network 138kV circuit breakers.

Change History:

- Initial change order proposal was submitted to BHMG, price of \$62,376: 06/19/2023
- BHMG submitted change order request summary to city on 06/29/2023

From: [John Salzmänn](#)
To: [Jason F. Jackson](#)
Subject: FW: Powercon SO51411 Mascoutah Change Order
Date: Thursday, June 8, 2023 9:40:41 AM
Attachments: [CHAR #1 SO 01-51411.docx](#)
[CHAR #2 SO 01-51411.docx](#)
[RF Mascoutah - Detail design changes.msg](#)

Jason,

Per your request, I am offering some additional detail on the numbers listed below.

The "Change Authorization Requests" (CHAR) listed below are summaries of changes requested by the customer

Derived from drawing review comments. The charges for these changes were generated in the same manner as

when the job was bid, with the exception of including engineering labor hours to make these changes to

drawings that were already approved.

The escalation of the original contract amount (1,158,501) and the building addition to include 4 additional feeders (182,930), or the escalation of \$1,341,431 from the bid date to 5/17/23 was calculated in the following manner, based on BLS Index PCI335313335313 (Switchgear and Switchboard Apparatus Manufacturing);

$$\frac{\text{April '23 Index Value} - \text{Oct '21 Index Value}}{\text{Oct '21 Index Value}} = \frac{293.318 - 240.407}{240.407} \times 100 = 22\% \text{ increase in index between 10/21 and 4/23.}$$

22% x \$1,341,431 = \$295,235 increase based on BLS index change.

This 22% is being applied to dollar amounts generated early in the order process (quote date and the April '22 change order).

The CHARs were not escalated as the costs for these changes were quoted recently and do not need to be escalated further.

Jason, please review and advise if I can issue change order based on this information. I am unable to fully release the job until

This is completed. Thanks for your prompt attention.

John Salzmänn

From: John Salzmänn <j.salzmänn@powerconcorp.com>
Sent: Monday, May 22, 2023 11:54 AM
To: Jason Jackson (jjackson@bhmg.com) <jjackson@bhmg.com>

Subject: Powercon SO51411 Mascoutah Change Order

Jason,

I have summarized the cost associated with the changes requested (attached) below.
Thought it would be good to discuss before formalizing the CO.

Contract Amount	1158501
4 extra feeders/house length/FS	182930
CHAR 1	62376
CHAR 2	64348
Escalation on \$1,341,431 from 10/4/21 to 5/17/23	295235
Revised Total Contract Amount	1763390
Less Original Contract Amount	1158501
Less Allowance	100000
Change Order Amount	504889

Give me a call to discuss, or let me know if any questions,
Thanks Jason.

John Salzmann

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Change Authorization Request

TO BE COMPLETED BY ENGINEERING AND FORWARDED TO SALES VIA E-MAIL

Shop Order #	51411-	Date	11/1/2022 CHAR #1
New Customer Information received on:	9/6/2022	Salesman	J.Salzmann
New Customer Information received via:	email	Customer	Sity of Mascoutah

Description of Change(s)

Sity of Mascoutah CHANGES

Major Component Change(s)

Additions

- 1. Mk#103 SHLAB Cat#0587Z0X325312XX - Qty 1.
- 2. Mk#109 SHLAB Cat#0587103X531 - Qty 1.
- 3. Mk#105 SHLAB Cat#0311C113P3E5452 - Qty 1.
- 4. Mk#126 SHLAB Cat#2730U0ARAX1112AAAAX0 - Qty 2.
- 5. Mk#107 SHLAB Cat#3530#9GFJ - Qty 1.
- 6. Mk#110 SHLAB Cat#3355#JNJ8 - Qty 1.
- 7. Mk# 127 ANIXTR Cat#WCH-04P - Qty 1.
- 8. Mk#127A ANIXTR Cat#CCH-CP12-G5 Qty - 4.
- 9. Mk#151 SATEC Cat#PM172E-N-U-5-60HZ-ACDC-00 - Qty 2.
- 10. Mk#110A SHLAB Cat#91610050 - Qty 1.
- 11. Mk#110B SHLAB Cat#91610049 - Qty 1.
- 12. Mk#110C SHLAB Cat#900-0042 - Qty 1.
- 13. Mk#111 SHLAB Cat#91610054 - Qty 1.
- 14. Mk#111A SHLAB Cat#900-0048 - Qty 1.
- 15. Mk#111B SHLAB Cat#900-0046-P09 - Qty 1.
- 16. Mk#111C SHLAB Cat#91610051 - Qty 1.
- 17. Mk#201-204 ABB Cat#FT-1 - Qty 24.
- 18. Mk#66 AFP Cat# 411017, 100KVA - Qty 1.

Deletions

- 1. Mk#101 SHLAB Cat#0351S6X3B3E5422 - Qty 1.
- 2. Mk#XXX AUTO DIRECT Cat#ZP-PSA-16-101 - Qty 1.
- 3. Mk#XXX ALLEB BRADLEY Cat# SCADA - Qty 1.
- 4. Mk#66 AFP Cat# 410817, 50KVA - Qty 1.

TO BE COMPLETED BY RESPECTIVE DEPARTMENT HEAD, AS APPLICABLE, AND FORWARDED TO SALES VIA E-MAIL

Schedule Impact	Current hours	Additional hours	Current Week#	New Week #
EE		160		
ME				

TO BE COMPLETED BY SALES AND FORWARDED TO SALES SECRETARY VIA E-MAIL

- ☐ Do not proceed with change
☐ Proceed with change

Regional Sales Manager

Sales Manager
(required for impacts greater than one week)

TO BE COMPLETED BY SALES SECRETARY AND RECORD FILED ON THE NETWORK

Change Request #

Change Order issued?

Copies distributed to:

☐ ME ☐ EE ☐ MAN ☐ QC ☐ TEST ☐ PROD ☐ PURCH ☐ SALES ☐ FOF

1688K002 Change Order #1

Line Item #3 Summary

Description of Change:

- Additional detail design changes to support the final switchgear configuration including:
 - Upsized battery charger and battery bank to support additional features for final design configuration.
 - Addition of transformer LTC INCON controller for remote tap position sensor control.

Change History:

- Initial change order proposal was submitted to BHMG, price of \$64,358: 06/19/2023
- BHMG submitted change order request summary to city on 06/29/2023

From: [John Salzmänn](#)
To: [Jason F. Jackson](#)
Subject: FW: Powercon SO51411 Mascoutah Change Order
Date: Thursday, June 8, 2023 9:40:41 AM
Attachments: [CHAR #1 SO 01-51411.docx](#)
[CHAR #2 SO 01-51411.docx](#)
[RF Mascoutah - Detail design changes.msg](#)

Jason,

Per your request, I am offering some additional detail on the numbers listed below.

The "Change Authorization Requests" (CHAR) listed below are summaries of changes requested by the customer

Derived from drawing review comments. The charges for these changes were generated in the same manner as

when the job was bid, with the exception of including engineering labor hours to make these changes to

drawings that were already approved.

The escalation of the original contract amount (1,158,501) and the building addition to include 4 additional feeders (182,930), or the escalation of \$1,341,431 from the bid date to 5/17/23 was calculated in the following manner, based on BLS Index PCI335313335313 (Switchgear and Switchboard Apparatus Manufacturing);

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Jason, please review and advise if I can issue change order based on this information. I am unable to fully release the job until

This is completed. Thanks for your prompt attention.

John Salzmänn

From: John Salzmänn <j.salzmänn@powerconcorp.com>

Sent: Monday, May 22, 2023 11:54 AM

To: Jason Jackson (jjackson@bhmg.com) <jjackson@bhmg.com>

Subject: Powercon SO51411 Mascoutah Change Order

Jason,

I have summarized the cost associated with the changes requested (attached) below.
Thought it would be good to discuss before formalizing the CO.

Contract Amount	1158501
4 extra feeders/house length/FS	182930
CHAR 1	62376
CHAR 2	64348
Escalation on \$1,341,431 from 10/4/21 to 5/17/23	295235
Revised Total Contract Amount	1763390
Less Original Contract Amount	1158501
Less Allowance	100000
Change Order Amount	504889

Give me a call to discuss, or let me know if any questions.
Thanks Jason.

John Salzmann

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Change Authorization Request

TO BE COMPLETED BY ENGINEERING AND FORWARDED TO SALES VIA E-MAIL

Shop Order #	51411-	Date	5/12/2023
New Customer Information received on:	11/18/2022	Salesman	J.Salzmann
New Customer Information received via:	email	Customer	Sity of Mascoutah

Description of Change(s)

Sity of Mascoutah CHANGES

Major Component Change(s)

Additions

- 1. Mk#106 SHLAB Cat#2240#5CYG - Qty 1.
- 2. Mk#110 SHLAB Cat#3355#HNF4 - Qty 1.
- 3. Mk#371 PRESPOWTECH BATTERY Cat#LSE150 - Qty 1.
- 4. Mk#373 SBS CHARGER Cat#AT10-130-016 - Qty 2.
- 5. Mk#364 CATLER Cat# DT 365 UGK - Qty 1.
- 6. Mk#128 HONEYWELL Cat# YDXGNWDSW - Qty 2.
- 7. Mk# 128A HONEYWELL Cat# HDXWM2 - Qty 2.
- 8. Mk#128B HONEYWELL Cat# HPTV2404UL Qty - 2.
- 9. Mk#129 TRPPP-LITE Cat# B090-A9F-X - Qty 1.
- 10. Mk#362 CUTLER Cat# PRL2A - Qty 1.
- 11. Mk#380 CUTLER Cat# DH225NRK - Qty 1.
- 12. Mk#125 SHLAB Cat# 2812MTX0 - Qty 3.
- 13. Mk#183A INCON Cat# 1945 - Qty 2.
- 14. Mk#183B INCON Cat# 010-9006 - Qty 2.
-

Deletions

- 1. Mk#106 SHLAB Cat#2240#EGAN - Qty 1.
- 2. Mk#110 SHLAB Cat#3355#JNJ8 - Qty 1.
- 3. Mk#371 ALCAD BATTERY Cat# LSE125 - Qty 1.
- 4. Mk#373 ALCAD CHARGER Cat# AT10-130-012 - Qty 1.
- 5. Mk# 364 ASCO Cat# J03ATS20400 - Qty 1.
-

TO BE COMPLETED BY RESPECTIVE DEPARTMENT HEAD, AS APPLICABLE, AND FORWARDED TO SALES VIA E-MAIL

Schedule Impact	Current hours	Additional hours	Current Week#	New Week #
EE		180		

ME				
TO BE COMPLETED BY SALES AND FORWARDED TO SALES SECRETARY VIA E-MAIL <input type="checkbox"/> Do not proceed with change <input type="checkbox"/> Proceed with change				
Regional Sales Manager			Sales Manager (required for impacts greater than one week)	
TO BE COMPLETED BY SALES SECRETARY AND RECORD FILED ON THE NETWORK				
Change Request #			Change Order issued?	
Copies distributed to:				
<input type="checkbox"/> ME	<input type="checkbox"/> EE	<input type="checkbox"/> MAN	<input type="checkbox"/> QC	<input type="checkbox"/> TEST
			<input type="checkbox"/> PROD	<input type="checkbox"/> PURCH
			<input type="checkbox"/> SALES	<input type="checkbox"/> FOF

1688K002 Change Order #1

Line Item #4 Summary

Description of Change:

- Price escalation proposed from Powercon, the switchgear manufacturer.

Change History:

- Project awarded to Powercon for supply of switchgear: 03/16/2021
- Contract delivery date: No earlier than January 2022, estimated lead time was 46 weeks ARO.
- Freeze request issued to Powercon to delay project due to easements: 07/19/2021
- North Substation detail design started: February 2022
- Detail schematics issued to Powercon: 05/23/2022
- Initial change order proposal was submitted to BHMg, price of \$295,235: 06/19/2023
- BHMg submitted change order request summary to city on 06/29/2023
- Powercon discovered error in calculations and updated price to \$272,798 on: 08/01/2023

From: [John Salzmänn](#)
To: [Rebecca Ahlvin](#); [Alvin Paulson](#); [Jesse Carlton](#); [Larry Linck](#); [Ryan Haas](#)
Cc: [Jason F. Jackson](#)
Subject: Change Order for Mascoutah Switchgear
Date: Tuesday, August 1, 2023 10:05:51 AM

Thanks again for your time yesterday reviewing the change order.

Upon reviewing my notes from the conference call yesterday, I find that I need to reach out regarding the change order submitted to BHMg. I erred in its preparation and need to correct this.

Line item 1 of the change order was for the "Additional 4 cubicle spaces to avoid stacking breakers.....". While I quoted this to Jason, he declined to take this option. The production drawings reflect that the breakers are still stacked.

I should have provided the cost for 2 cubicles (Units 1 and 12) that were in fact added. The lineup DID grow from 10 to 12 cubicles, along with the length of the building, freight, etc. but it was not the four feeder cubicles that were declined.

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CHAR 2	64348
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Less Allowance	100000
Change Order Amount	381,012

Please let me know what, if anything, is needed to implement this correction to the change order for your board meeting.

Sincerely,

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Marketing Manager
Powercon Corporation
1551 Florida Avenue
Severn, MD 21144
j.salzmann@powerconcorp.com

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From: [John Salzmänn](#)
To: [Jason F. Jackson](#)
Subject: FW: Powercon SO51411 Mascoutah Change Order
Date: Thursday, June 8, 2023 9:40:41 AM
Attachments: [CHAR #1 SO 01-51411.docx](#)
[CHAR #2 SO 01-51411.docx](#)
[RF Mascoutah - Detail design changes.msg](#)

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$$22\% \times \$1,341,431 = \$295,235 \text{ increase based on BLS index change.}$$

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John Salzmänn

From: John Salzmänn <j.salzmänn@powerconcorp.com>
Sent: Monday, May 22, 2023 11:54 AM
To: Jason Jackson (jjackson@bhmg.com) <jjackson@bhmg.com>

Subject: Powercon SO51411 Mascoutah Change Order

Jason,

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Less Original Contract Amount	1158501
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John Salzmann

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Databases, Tables & Calculators by Subject

Change Output Options: From: 2013 To: 2023

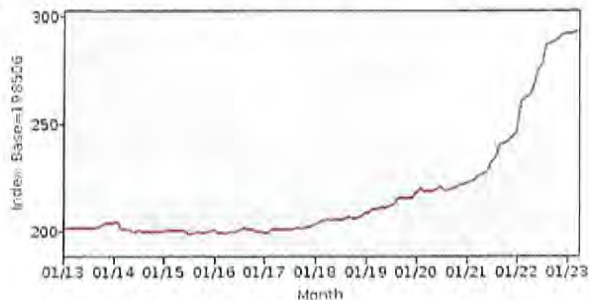
☒ include graphs ☒ include annual averages

[More Formatting Options](#)

Data extracted on: May 17, 2023 (4:03:38 PM)

PPI Industry Data

Series Id: PCU335313335313
Series Title: PPI industry data for Switchgear and switchboard apparatus mfg, not seasonally adjusted
Industry: Switchgear and switchboard apparatus mfg
Product: Switchgear and switchboard apparatus mfg
Base Date: 198506



Download: [xls](#) [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
2013	201.2	201.2	201.2	201.2	201.2	201.2	201.2	201.1	201.1	201.4	203.1	203.1	201.5
2014	203.5	203.7	200.1	200.7	200.0	199.1	199.9	199.4	199.4	199.5	199.5	199.5	200.3
2015	199.5	199.9	199.9	199.9	199.9	200.1	198.0	198.4	199.2	198.7	198.9	199.5	199.3
2016	199.9	198.7	198.9	198.5	199.2	199.1	199.8	201.0	200.3	200.6	199.4	199.6	199.6
2017	198.9	199.0	200.7	200.5	200.3	200.4	200.3	200.3	201.2	200.4	201.4	201.7	200.4
2018	202.5	203.0	204.5	204.7	204.4	204.8	205.1	205.1	205.9	205.3	205.6	206.2	204.7
2019	208.2	208.2	210.1	210.1	210.2	210.3	211.1	212.1	214.7	214.8	214.8	214.8	211.6
2020	217.2	219.6	218.4	218.4	218.4	218.9	220.6	218.4	218.8	219.3	220.4	221.1	219.1
2021	221.5	222.9	223.0	225.4	226.2	227.1	231.543	233.567	239.981	240.407	241.329	243.468	231.370
2022	245.192	259.861	261.389	263.099	265.093	274.339	278.180	286.466	287.291	288.057	289.627	291.176	274.147
2023	291.765(P)	292.060(P)	292.607(P)	293.318(P)									

P : Preliminary. All indexes are subject to monthly revisions up to four months after original publication.

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Telephone: 1-202-691-5200 Telecommunications Relay Service: 7-1-1 www.bls.gov [Contact Us](#)

From: [John Salzmänn](#)
To: [Jason F. Jackson](#)
Subject: RE: Mascoutah - Detail design changes
Attachments: [image002.png](#)

Do you have a part number/manufacturer for the ATS in mind? I was going to use the information from Rochelle when we "looked at going to an ATS", but I cant find it.

Regarding item 2 below, the cost to increase the lineup by 4 cubicles by not stacking the feeders, including additional freight, building square footage, adding 'roll on floor" breaker wheels and deleting the portable lifting device, is \$182,930. This does not include any impact due to inflation.

Note the bid has a \$100K allowance included in the quoted price.

If you don't have any part number reference for the ATS, I will try to give you a figure based on the ATS I select, you can look at that as an estimate.

Hope this helps.
John Salzmänn

From: Jason Jackson [mailto:jjackson@bhmg.com]
Sent: Wednesday, March 30, 2022 8:13 AM
To: John Salzmänn <j.salzmänn@powerconcorp.com>
Cc: Yike Gu <rgu@bhmg.com>; Erich Thorman <ETHorman@bhmg.com>; Jim Webb <jwebb@bhmg.com>
Subject: Mascoutah - Detail design changes

Hello John,

The team is working on the Mascoutah project, and wondering if you could give us some pricing for the following changes to the physical layout?

1. We would like to remove the wall mounted double throw manual transfer switch and cam lock box, and go to a wall mounted NEMA 3R ATS.
2. We would like to understand the cost to go away from stacked feeder breakers and have all feeder breakers have their own cubicles.

Thanks,



Jason Jackson, P.E.
Project Manager
BHMG Engineers, Inc.
[D 636-333-3926](tel:636-333-3926) [E jjackson@bhmg.com](mailto:jjackson@bhmg.com)
BHMG.com | [Facebook](#) | [LinkedIn](#)

From: [John Salzmänn](#)
To: [Jason F. Jackson](#)
Cc: [Richard Y. Gu](#)
Subject: RE: Mascoutah - Switchgear freeze request Powercon SO51411
Date: Wednesday, July 21, 2021 9:17:42 AM

Jason,

Based on this email, we will put this order on hold.

Drawings will be held until design is finalized.

This will impact the ship date of the project, possibly August 2022 timeframe.

However, final assessment of cost and schedule will be determined upon "re-start" of the project, which may include any design changes and costs associated with the delay.

Would appreciate any insight you may have or develop, as to the extent of the delay.

Resources are tight, production is full, so advance notice of project schedule updates would be greatly appreciated.

Thanks for your help in working through this delay.

John Salzmänn

From: Jason F. Jackson [mailto:jjackson@bhmg.com]
Sent: Tuesday, July 20, 2021 2:59 PM
To: John Salzmänn <j.salzmänn@powerconcorp.com>
Cc: Richard Y. Gu <rgu@bhmg.com>
Subject: RE: Mascoutah - Switchgear freeze request

The client is struggling with some easements for their line routing, so they are considering changing the approach of the project. That said, it may not change the configuration, but not sure. So we would like to request like a 1-2 month hold on the project while a few things get sorted out. Totally understand we may have some commercial changes.

Thanks,

Jason Jackson, P.E. | Project Manager
BHMG Engineers, Inc.

jjackson@bhmg.com

O: 636.333.3926 | M: 314.780.5930

From: John Salzmänn <j.salzmänn@powerconcorp.com>
Sent: Tuesday, July 20, 2021 10:23 AM
To: Jason F. Jackson <jjackson@bhmg.com>
Cc: Richard Y. Gu <rgu@bhmg.com>
Subject: RE: Mascoutah - Switchgear freeze request

At this point in time the delay of the gear is not problematic from a scheduling point of view, but with prices escalating with inflation/demand/etc. we will need to figure how to minimize/allow for the cost of the delay. We will need to discuss this in more detail if this delay is actually happening. If you

are asking if it is too late to delay, the answer is no, it can be delayed.
I will wait to hear from you.

JohnS

From: Jason F. Jackson [mailto:jjackson@bhmg.com]
Sent: Monday, July 19, 2021 9:45 AM
To: John Salzmann (j.salzmann@powerconcorp.com) <j.salzmann@powerconcorp.com>
Cc: Richard Y. Gu <rgu@bhmg.com>
Subject: Mascoutah - Switchgear freeze request

Hello John,

The Mascoutah is rapidly changing a little, and we would like to understand what options we have to freeze the job. We will need the gear, but it may change in its configuration. The potential delay could be 6 months to a year in my opinion at this time.

Thanks,

Jason Jackson, P.E. | Project Manager
BHMG Engineers, Inc.
jjackson@bhmg.com
O: 636.333.3926 | M: 314.780.5930

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From: [Jason F. Jackson](#)
To: [John Salzmann](#)
Subject: RE: Follow-up - Notice to customer - EE On Hold - 51411
Date: Tuesday, March 15, 2022 5:18:00 PM
Attachments: [image001.png](#)

I am not sure, but I am going to try.

We are a little backed up, and are currently targeting first week of May to have these done. I will see if we can improve, but not sure.



Jason Jackson, P.E.
Project Manager
BHMg Engineers, Inc.
D 636-333-3926 **E** jjackson@bhmg.com
BHMG.com | [Facebook](#) | [LinkedIn](#)

From: John Salzmann <j.salzmann@powerconcorp.com>
Sent: Tuesday, March 15, 2022 9:19 AM
To: Jason F. Jackson <jjackson@bhmg.com>
Subject: FW: Follow-up - Notice to customer - EE On Hold - 51411

Jason,
Any update on the availability of schematics for Mascoutah?

(Separate note: are you planning on going to IEEE April 25-28 this year?)

JohnS

From: Christi Day [<mailto:c.day@powerconcorp.com>]
Sent: Monday, March 7, 2022 9:04 AM
To: John Salzmann <j.salzmann@powerconcorp.com>
Cc: Tabatha Hoppa <t.hoppa@powerconcorp.com>
Subject: RE: Follow-up - Notice to customer - EE On Hold - 51411

Just checking in since we're approaching end of Q1...

From: John Salzmann [<mailto:j.salzmann@powerconcorp.com>]
Sent: Thursday, February 10, 2022 2:40 PM
To: Christi Day <c.day@powerconcorp.com>
Cc: Tabatha Hoppa <t.hoppa@powerconcorp.com>; Mike Hattan <m.hattan@powerconcorp.com>
Subject: RE: Follow-up - Notice to customer - EE On Hold - 51411

Jason Jackson of BHMg updated this job when he came in to Powercon for pre-shipment inspection of SO51356. He anticipates having updated schematics "before end of Q1".

John Salzmann

From: Christi Day [mailto:c.day@powerconcorp.com]
Sent: Thursday, February 10, 2022 2:37 PM
To: John Salzmänn <j.salzmänn@powerconcorp.com>
Cc: Tabatha Hoppa <t.hoppa@powerconcorp.com>
Subject: Follow-up - Notice to customer - EE On Hold - 51411

Do we have any information on this? It seems like a long time to not get any info on when we might receive the needed drawings. We did push the job's ship schedule out to next year, but haven't done anything yet with the Engineering submittal schedule.

Please advise.

From: John Salzmänn [mailto:j.salzmänn@powerconcorp.com]
Sent: Friday, June 04, 2021 4:49 PM
To: Jason Jackson <jjackson@bhmg.com>; Richard Gu <rgu@bhmg.com>
Cc: Anatoliy Shadrin <anashadrin49@gmail.com>; Alex Gelfen <a.gelfen@powerconcorp.com>; Christi Day <c.day@powerconcorp.com>; Tabatha Hoppa <t.hoppa@powerconcorp.com>
Subject: Notice to customer - EE On Hold - 51411

Jason/Richard,

Powercon is not able to continue with developing drawings for Mascoutah until P&C detailed drawings and design requirements are complete. Can you advise when you anticipate these becoming available, so that we can schedule resources accordingly?

In addition we would like to clarify the following items:

1) Breaker control switches Cat. ## 2457D, 8857DB, control switches Cat.## 9203DB, 8845DB and shown on one line diagram 79CO switches are all have the electrically operated option for the remote control operation.

Please advise how remote control of all these switches should be set-up.

Should we just simply wire the remote control option of all these switches to the terminal for customer use?

2) Spec par. 2.5.E.1.a.(attached) indicates: "Raise / Lower" control switch, Electrosch series 24CSR, Cat. #: 8845"

Please note that Electrosch series 24CSR, Cat. #: 8845 is the Breaker Control Switch in accordance with information provided by Electrosch company and can not be used as the selector switch for "Raise / Lower " operation.

3) Spec par. 2.5.E.1.b. (attached) indicates: "Remote / Supervisory" control switch, Electrosch series 24CSR, Cat. #: 24203"

Please note that Electroschalt series 24CSR, Cat.#: 24203 is the 8-position switch, usually used as the Load Tap Changer, in accordance with Electroschalt catalog information and can not be used as 2-position selector switch for "Remote / Supervisory" operation.

Thanks, looking forward to your response, please reply all.

John Salzmann

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From: [John Salzmänn](#)
To: [Jason F. Jackson](#)
Cc: [Annette Mason](#)
Subject: RE: Request for Quote - Mascoutah 138kV North Substation Upgrades_Switchgear Purchase
Date: Monday, March 8, 2021 11:34:58 AM

Jason,

My apologies, I neglected to include this information.

We have recently increased our lead times, so I am glad you are asking.

We are now quoting **8 weeks for drawings, allow 2 weeks for drawing review and return, And 34-36 weeks for shipment after receipt of approved drawings and release to manufacturing.**

Our shop load has increased due to covid slowdowns and increase in bookings, a bit of a double whammy.

If you have a specific need, let me know as there are peaks and valleys of production capacity even in a loaded period of time due to delays/changes, etc.

But for the purposes of this quote, I need to quote the above.

John Salzmänn

From: Jason F. Jackson [mailto:jjackson@bhmg.com]
Sent: Monday, March 08, 2021 10:47 AM
To: John Salzmänn <j.salzmänn@powerconcorp.com>
Cc: Annette Mason <delstarllc@aol.com>
Subject: RE: Request for Quote - Mascoutah 138kV North Substation Upgrades_Switchgear Purchase

John,

Received. Can you please confirm what the leadtime is for this unit?

Thanks,

Jason Jackson, P.E. | Project Manager
BHMG Engineers, Inc.

jjackson@bhmg.com

O: 636.333.3926 | M: 314.780.5930

From: John Salzmänn <j.salzmänn@powerconcorp.com>
Sent: Thursday, March 4, 2021 1:38 PM
To: Jason F. Jackson <jjackson@bhmg.com>
Cc: Annette Mason <delstarllc@aol.com>
Subject: FW: Request for Quote - Mascoutah 138kV North Substation Upgrades_Switchgear Purchase

Jason,

Please find the Mascoutah quote attached.

The relays and controls part numbers quoted were selected from previous jobs, please review to verify application. This quote includes the allowance specified.

Please contact me if any questions, thanks.

John Salzmann
Strategic Marketing Manager
Powercon Corporation
1551 Florida Avenue
Severn, MD 21144
443.603.3739
j.salzmann@powerconcorp.com

From: lstackle@bhmg.com
To: llinck@mascoutah.com, kspeir@mascoutah.com
Cc: jjackson@bhmg.com
Sent: 2/10/2021 3:25:03 PM Central Standard Time
Subject: Request for Quote - Mascoutah 138kV North Substation
Upgrades_Switchgear Purchase

Hello –

On behalf of the City of Mascoutah, we are issuing a RFQ for the Mascoutah 138kV North Substation Upgrades Substation Purchase.

Your quote will need to be submitted by March 8, 2021 in electronic format only to Jason Jackson, jjackson@bhmg.com.

Should you have any questions, please contact Jason Jackson.

Thank you.

Laura Stackle | Project Coordinator

BHMG Engineers, Inc.

lstackle@bhmg.com

O: 636-333-3938 | M: 314-603-6131

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CONTRACT CHANGE ORDER

City of Mascoutah, Illinois
North Substation Installation Contract

1688 K004

Change Order No.:	<u>1</u>	Previous Contract Amount:	<u>\$2,073,433.55</u>
Date:	<u>5/19/2023</u>	Amount of this Order:	<u>\$16,553.89</u>
Applicable Dwg. Nos.:	<u>N/A</u>	Present Contract Amount:	<u>\$2,089,987.44</u>
		Change in Contract Time:	<u>N/A</u> Calendar Days

Contract Change Order Scope:

#	Description	Qty	Unit Cost	Total Cost
1	IFB to IFC changes. Per attached proposal.	1	\$129,795.00	\$129,795.00
2	Remob drill and equipment due to anchor bolts showing up late. Per attached proposal.	1	\$21,190.40	\$21,190.40
3	Additional 350MCM conductor for neutrals on feeder exits per IFC2 drawing set. Per attached proposal.	1	\$15,568.49	\$15,568.49
4	Original Contract Allowance for Changes	1	-\$150,000.00	-\$150,000.00
Grand Total				\$16,553.89

The work covered by this change order shall be performed under the same terms and conditions as that included in the original contract. All other terms and conditions of said contract as it theretofore may have been modified shall be and remain the same.

CHANGES APPROVED:

The foregoing modification of said contract is hereby accepted.

City of Mascoutah, IL
(Owner)

By:

(Signature)

BHMG Engineers, Inc.
(Engineer)

By: Jason Jackson

(Signature)

JF Electric
(Supplier)

By:

Dalton Wesley
(Signature)

Title:

Project Manager

Date:

5/19/23

Attachment B

Mascoutah North Substation Upgrades

IFB to IFC True-Up Pricing

Below is the cost associated with the changes from IFB to IFC drawings for the Mascoutah North Substation Upgrades project:

Civil

1. Additional tree planting – Addendum 1 which was issued during the bidding process stated to plant only five (5) trees.

Labor/Equipment/Material: \$1,705

2. Additional 12" RCP & Rip Rap.

Labor/Equipment/Material: \$3,009

3. Addition of shear lugs at the control enclosure.

Labor/Equipment/Material: \$5,335

4. Additional drilling.

Labor/Equipment/Material: \$2,277

Electrical

1. Labor, materials, and equipment for additional grounding around the south side of the substation and around the manholes, to include additional conductor, cadwelds, molds, ground rods, etc.

Labor & Equipment: \$28,236

2. Labor, materials, and equipment for additional conduits (C-30 through C-34) to be installed.
 - a. Deletion of conduit C-20 from cable trench to H-frame for fiber is included.

Labor & Equipment: \$8,305

3. Labor, materials, and equipment for additional ductbank between Substation Manhole #1 and Line Manhole #1.
 - a. JF to provide EB-35 conduit, spacers, and concrete as required.
 - i. All 750MCM cabling included in ductbank to be provided and installed by others. JF will splice cables in Substation Manhole #1 as required by the original bid set.
 - b. Deletion of spare conduits from original bid set have been included in pricing.

Labor & Equipment: \$13,287

4. All money for additional materials added to the BOM as part of the IFC drawings has been included as part of this pricing. Large items include Richards terminations, grounding materials, and conduit.

Materials: \$67,641

Pricing

One Hundred Twenty-Nine Thousand Seven Hundred Ninety-Five Dollars..... **\$129,795**



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CHANGE ORDER

TO:
Jason Jackson – BHMGE Engineers

RE:
Remobilization of Drill and Equipment for Lightning Mast Piers

Project:
Mascoutah North Substation

CHANGE ORDER NO.
2

PURCHASE ORDER NO.
1688K004

JFE JOB NO.
2223067.69

You are directed to make the following changes in this Subcontract:

This is a change order reflecting the remobilization of the drill & equipment required for the two (2) lightning mast piers. The reason for this change is because the anchor bolts were not available for the lightning masts at the time that the rest of the foundations were installed.

All terms and conditions of the Original Contract remain unchanged except as hereby modified.

Original Contract Lump Sum	\$ 1,923,433.55
Net Change by Previous Approved Change Orders	\$ 0.00
Current Pending Change Order Total (CO#1)	\$ 129,795.00
The Contract Sum will be INCREASED by this Change Order	\$ 21,190.40
The New Contract Sum Including this Change Order and Pending Change Orders	\$ 2,074,418.95

Sign & return promptly One (1) Original to evidence your acceptance of the Change Order.

CONTRACTOR		CLIENT	
By	JF ELECTRIC	By	BHMGE ENGINEERS
Print	Dalton Wesley	Print	
Sign		Sign	(Authorized Representative)
Date	4/13/23	Date	

Office Location:
100 Lakefront Pkwy
Edwardsville, IL 62025

Mailing Address:
P.O. Box 570
Edwardsville, IL 62025

Main: 618.797.5353
Toll Free: 800.339.8383
Fax: 618.797.5354

jfelectrio.com



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CHANGE ORDER

TO:
Jason Jackson – BHMGE Engineers

RE:
Conduit & 350MCM Changes

Project: Mascoutah North Substation
CHANGE ORDER NO. 3
PURCHASE ORDER NO. 1688K004
JFE JOB NO. 2223067.69


You are directed to make the following changes in this Subcontract:

This is a change order reflecting the cost to purchase 1,850ft of additional 350MCM conductor to be installed as the neutrals in each ductbank circuit. The reason for this change is that as part of the IFC's the BOM was revised to include the 350MCM conductor, but only 1,650ft was requested and included as part of the IFC true-up in change order #1. The cost of this change order only includes the money required for the purchase of the wire and no additional labor has been included for the install. This change order also reflects the addition of conduit C-35 and the deletion of conduit C-31. All of these changes are associated with the issuance of the IFC2 drawings on 5/11/2023.

All terms and conditions of the Original Contract remain unchanged except as hereby modified.

Original Contract Lump Sum.....	\$ 1,923,433.55
Net Change by Previous Approved Change Orders	\$ 0.00
Current Pending Change Order Total (CO#1 & CO#2)	\$ 150,985.40
The Contract Sum will be INCREASED by this Change Order	\$ 15,568.49
The New Contract Sum Including this Change Order and Pending Change Orders	\$ 2,089,987.44

Sign & return promptly One (1) Original to evidence your acceptance of the Change Order.

CONTRACTOR		CLIENT	
By	JF ELECTRIC	By	BHMG ENGINEERS
Print	Dalton Wesley	Print	
Sign		Sign	(Authorized Representative)
Date	5/11/23	Date	

Office Location:
100 Lakefront Pkwy
Edwardsville, IL 62025

Mailing Address:
P.O. Box 570
Edwardsville, IL 62025

Main: 618.797.5353
Toll Free: 800.339.8383
Fax: 618.797.5354

jfelectric.com



BHMG Engineers, Inc.

9735 Landmark Parkway Drive
Suite 110A
St. Louis, MO 63127

Kari Speir

June 29, 2023

Projects and Grants Manager / City of Mascoutah

E: kspeir@mascoutah.com

P: 618.566.2964x122

Ref: Project Change Request (PCR #1) for Mascoutah North Substation

Dear Kari,

This project change request (PCR) is based on the price adjustment for the project from the original proposal to current time. The original proposal amount was issued back in 2016, but the design work was not started until late 2021. See below for a list of explanations of the changes.

- The PCR estimated the inflation charges as 5.5 years at a 3% per year inflation on top of the contract amount.

Please see the table below for the previously requested cost proposals and received purchase orders (PO).

Table 1: Consultant Design Cost Proposal

Description	Amount	PO#	Date
Initial Proposal	\$ 410,000.00		07/06/2016
PCR #1	\$ 72,500.00		06/29/2023
Project NTE Total	\$ 482,500.00		

BHMG appreciates this opportunity to provide the City of Mascoutah with these services. Should any questions arise, please contact me at your convenience.

Sincerely,

Jason F. Jackson, P.E.
Consulting Department Manager

CITY OF MASCOUTAH
Staff Report

TO: Honorable Mayor & Council

FROM: Becky Ahlvin, City Manager

SUBJECT: Engineering and Design Services – MetroLink Electrical Service

MEETING DATE: September 5, 2023

REQUESTED ACTION:

The approval of an Engineering and Design Services Agreement with Gonzalez Companies, LLC for engineering and design services for the MetroLink expansion project.

BACKGROUND & STAFF COMMENTS:

The MetroLink is extending service to Mid America Airport. The service station will be within City limits and the City will be providing electrical service to the station. Staff received proposals from BHMGE Engineers, Inc. and Gonzalez Companies, LLC for engineering and design services to extend electrical service to the station.

BHMGE Engineers, Inc.'s proposal is \$78,400 and includes line design, systems analysis or a load study, procurement support, construction support, and IFB and IFC packages. The fee does not include real estate or easement support, construction staking, or survey and boundary work.

Gonzalez Companies, LLC's proposal has two options. Option A and Option B include line design, a load study, line easement support as necessary, surveying services, procurement support, field staking, and IFB and IFC packages. Option A is \$51,455 and utilizes existing information to perform the load study. Option B is \$54,095 and creates a model of the City's electric system and then performs the load study. Gonzalez Companies, LLC – Option B is the Staff's preference to ensure the most accurate load study analysis and will best reflect the new infrastructure completed north of Highway 161.

FUNDING:

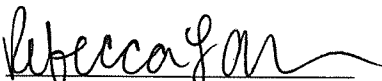
The design and engineering services will be paid for with a loan at Citizens Community Bank that is already established and paid back with Electric Funds.

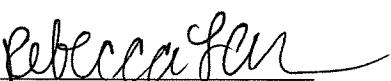
RECOMMENDATION:

Staff recommends approval of the proposal from Gonzalez Companies, LLC – Option B.

SUGGESTED MOTION:

I move that the Council approve the Engineering and Design Services proposal from Gonzalez Companies, LLC – Option B in the amount of \$54,095 and authorize appropriate City officials to execute the necessary documents.

Prepared By: 
Becky Ahlvin
City Manager

Approved By: 
Becky Ahlvin
City Manager

Attachment: A – Gonzalez Proposal for Engineering and Design Work
B – BHMG Proposal for Engineering and Design Work



August 28, 2023

Rebecca Ahlvin
City Manager
City of Mascoutah
3 West Main Street
Mascoutah, Illinois 62258

**Re: City of Mascoutah
Electric Service Design to MetroLink Facilities
Engineering Services Proposal**

Dear Rebecca,

Attached please find our revised scope of services, fee estimate, and associated assumptions based on our understanding of the project based on discussions with you. This revision includes the addition of creating IFB and IFC packages for the construction contractor bid event. If necessary, we will prepare a more detailed scope of services and agreement acceptable to the City of Mascoutah.

We look forward to working with you on this project. If you need additional information, please contact me directly at 314-809-3343.

Respectfully,

Sarah Dorlac, P.E.
Director of Energy

Attachments – Scope of Services and Fee Estimate
General Assumptions

SCOPE OF SERVICES

BACKGROUND:

The City of Mascoutah requires engineering services for the design, easements, surveying, and permitting of various electric projects. These projects include:

1. MetroLink services to Traction Power Substation IL-18, MAA passenger Platform, and MAA Interlock Bungalow
2. Easement preparation for the new lines feeding the MetroLink project, which includes document preparation, negotiation with MAA management, and necessary surveying.
3. Perform a load study to ensure the City's existing electric system can sufficiently serve the load of the new services.
4. Sizing of Traction Power Substation current transformers (CT) and potential transformers (PT) for procurement and installation in the substation.
5. Field staking of proposed underground lines feeding the MetroLink electric services
6. Other On-Call Services, as needed.

The additional scope of services below is expected to be completed for each project:

- Kickoff meeting
- Progress Meetings
- Preliminary plans and specifications
- Final plans and specifications

METROLINK ELECTRIC SERVICES TO TRACTION POWER SUBSTATION IL-18, MAA PASSENGER PLATFORM AND MAA INTERLOCK BUNGALOW:

Gonzalez will continue to coordinate with the City of Mascoutah on review and revisions of the existing design and will produce final drawings based on the City's approval; there are no new drawings required. The revisions referenced are for the two drawings titled MAPVIEW and ST-57. Gonzalez will create Issue for Bid (IFB) and Issue for Construction (IFC) packages for the construction contractor bid event. These packages will include equipment and construction specifications.

Fee: \$26,125

LINE EASEMENTS & SURVEYING SERVICES:

Along the project corridor Gonzalez will establish horizontal control points and vertical benchmarks along the designated project corridor. Survey control points will be established and tied to Illinois State Plane coordinate system, west zone, and NAVD83 vertical datum.

Gonzalez will perform property research to obtain plats and/or deed documents as necessary for the definition of parcels along the project corridor. Current ownership and parcel information will be identified on a strip map.

Gonzalez will perform sufficient boundary survey work for the delineation of existing parcels along the project corridor. Gonzalez will locate and identify right-of-way markers and property corner monumentation within the project corridor. Existing parcels, roadway centerlines and existing rights-of-way within the surveyed limits along the project corridor will be delineated to define the limits of current ownership.

Gonzalez agrees to provide easement exhibits and legal descriptions for the proposed utility alignment along the proposed corridor for a fee of \$1,225 per easement per parcel. It is assumed that easement documents will be required for two parcels.

Gonzalez will contact the property owner(s) and assist in the negotiations for easement acquisition. Gonzalez will utilize an example easement document provided by the City and update the easement exhibit, legal description, and property owner information to be reviewed and approved by the City Attorney.

Fee: \$12,840

LOAD STUDY:

Gonzalez to perform a complete load study of the City of Mascoutah electric system to meet the requirements of Bi-State Development specifications. The load study will be completed and stamped by a registered professional engineer. Gonzalez to perform one of the below options, dependent on available data from the City of Mascoutah.

Option A

Perform load flow analysis with the addition of the new MetroLink load in E-tap software utilizing the existing model of the City of Mascoutah's electric system.

Fee: \$3,320



Option B

Create a model of the City of Mascoutah's electric system, then perform load flow analysis with the addition of the new MetroLink load in E-tap software.

Fee: \$5,960

SUBSTATION CURRENT TRANSFORMERS AND POTENTIAL TRANSFORMERS:

Gonzalez to provide professional engineering services to assist the City of Mascoutah with the sizing and procurement of current transformers and potential transformers used for metering purposes within Traction Power Substation IL-18.

Fee: \$5,050

FIELD STAKING

Gonzalez to provide field personnel, survey data, and staking material to accurately stake equipment and conduit location on site. Re-staking due to external contractor destroying initial stakes will be performed on an hourly rate per attached rate schedule.

Fee: \$4,120

Total Fee w/ Option A: \$51,455

Total Fee w/ Option B: \$54,095

GENERAL ASSUMPTIONS

1. Gonzalez will provide boundary and topographic surveying.
2. Hydro-excavation or ground-penetrating radar services to locate any below-grade piping has not been included in the fee for this proposal.
3. Gonzalez assumes that geotechnical investigations will not be required for this project and have not been included in the fee for this proposal.
4. Sizing of equipment and procurement only included for metering instrument transformers. All other equipment sizing and procurement are not included in this proposal, but can be included upon request.
5. Construction bid drawing and specification package not included but can be included upon request.
6. It is assumed up to two meetings, per property owner, will be required for easement negotiations.
7. There are no new drawings required to be designed but can be included upon request. Included is the revisions for the two drawings titled MAPVIEW and ST-57.
8. It is assumed that equipment and construction specifications are based on RUS standards.
9. This scope of work does not include the primary extension from the new Boeing facility to the switchgear located along Rt. 4.
10. This scope of work does not include attending or supporting the bid event process, but can be included upon request. The outcome of the bid event will be provided to Gonzalez.



BHMG Engineers, Inc.

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St. Louis, MO 63127

Larry Linck

July 17, 2023

City of Mascoutah

E: llinck@mascoutah.com

P: 618-779-4875

Ref: Cost Proposal for Metrolink Interconnection to Mascoutah Electrical Design

Dear Mr. Linck,

Thank you again for coming to BHMG for a proposal on the engineering and design work on the Metrolink Interconnection to Mascoutah Electrical Design. The project scope is detailed in Appendix A and includes design considerations, submittal requirements, project contacts, roles/responsibilities, and clarifications. The project scope assumes the layout will remain the same general size and layout as shown in the Concept Plan provided by City of Mascoutah.

BHMG will provide engineering and design services to support all work required by the project, as stated in the provided scoping document. See 'Table 1' below for proposed project costs:

Table 1: Consultant Design Cost Proposal

Description	Hours	Cost
Preliminary Design	66	\$11,550.00
System Analysis	24	\$3,500.00
IFR	149	\$26,075.00
IFB	85	\$14,875.00
IFC	68	\$11,900.00
Construction Support and Project Closeout	60	\$10,500.00
Project NTE Total	452	\$78,400.00

The following appendices are included for additional information:0

- Appendix A: Detailed Project Scope

BHMG appreciates this opportunity to provide the City of Mascoutah with these services. Should any questions arise, please contact me at your convenience.

Sincerely,

Matt Frederick
Project Manager

Empowering teams that develop successful relationships for the future.

Attachment B



Appendix A – Scope Document

Metrolink Interconnection
City of Mascoutah



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A. GENERAL DESCRIPTION

The City of Mascoutah has elected to proceed with the Metrolink Interconnection to Mascoutah Electrical Design project to provide electrical service along the West side of Route 4 and paralleling Airport Rd. near the Midamerica Airport located in Mascoutah, IL.

B. DETAILED WORK DESCRIPTION

- a. Protective Device Design:
 - i. None
- b. Civil Design:
 - i. No civil design is expected as part of this project
 - ii. If a civil/structural firm is required to complete foundation design or other unspecified work, BHMG will select a civil/structural firm to complete the required civil/structural work at an additional cost.
- c. Line Design:
 - i. Design approximately 0.50 miles of 13.8kV UG 3-Phase
 - 1. (3) 750AL
 - ii. Design new 4 position 600A padmount switch
 - iii. Design (1) primary junction cabinet and cable terminations
 - iv. Design (1) 75kVA 120/208V padmount transformer/cable termination
 - v. Design cable terminations into Metrolink switchgear
- d. System Analysis:
 - i. Load flow analysis and review of the affects of the IL-19 TPSS load on the distribution system

C. SUBMITTALS / DELIVERABLES

- a. Long Lead Time Considerations
 - i. Transformer = 24+ months
 - ii. Junction box = 4 months
 - iii. Switch = 24+ months
 - iv. 750 AL cable = 6 months
- b. Submittal Milestones
 - i. Preliminary Design = 4 weeks after Notice to Proceed
 - ii. Issued for Review (IFR) Design = +8 weeks
 - iii. Bill of Material / Structure Order = +4 weeks from IFR
 - iv. Issued for Bid (IFB) Package = +5 weeks from IFR
 - v. Issued for Construction (IFC) Package = When applicable

D. ROLES AND RESPONSIBILITIES

- a. City of Mascoutah Responsibilities:
 - i. Review preliminary design deliverable and provide design direction and comments
 - ii. Review IFR design deliverable and provide design direction and comments



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Appendix A – Scope Document

Metrolink Interconnection
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- iii. Procurement and coordination of all material required for project
- iv. City will coordinate outages on feeders as required for construction.
- v. Coordinate and acquire any permits needed for installation and construction of design.

b. BHMg Responsibilities

- i. Provide design deliverables within durations listed in Section C.
 - 1. Preliminary Design
 - a. Preliminary electrical plan views
 - b. Long lead material item quantities
 - c. One-line diagram
 - 2. Issued for Review (IFR) Design
 - a. Detailed engineering design package
 - i. Electrical plan views
 - ii. One-Line Diagram
 - iii. Appendices
 - b. Google Earth layout file (.kmz)
 - 3. Bill of Material / Structure Order
 - a. Comprehensive Bill of Material
 - 4. Issued for Bid (IFB) Package
 - a. Bid Specification
 - b. Engineering Design Package
 - c. Detailed Bid Units
 - 5. Issued for Construction (IFC) Package
 - a. Final Engineering Design Package
- ii. Procurement Support
 - 1. Assist in receiving competitive material quotes from approved vendors
- iii. Construction Support
 - 1. Provide resolution to Engineering/Design questions from electrical contractor.
 - 2. Provide final walkdown of completed installation with CoM and contractor.
- iv. Record Drawings
 - 1. Provide final Record Drawings of electrical installation including and field changes or contractor mark-ups.
- v. System Analysis
 - 1. Verification of system capacity and ability to serve new Metrolink load

E. ASSUMPTIONS/CLARIFICATION

- a. No real estate or easement support is anticipated.
- b. Design will utilize RUS standards and be NESC compliant.
- c. No procurement specifications are anticipated for this project.
- d. Attendance at City Council meetings will not be required.



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ILLINOIS

Appendix A – Scope Document

Metrolink Interconnection

City of Mascoutah



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- e. Construction staking is not included as part of this proposal. If desired, BHM can provide these services as an additional cost.
- f. Survey and boundary work will not be acquired by BHM for this project. If desired, BHM can quote and/or subcontract survey and boundary work as an additional cost.