



City Council  
**COMMITTEE OF THE WHOLE**  
*City of Belvidere, Illinois*

Alderman Clayton Stevens	Chairman Building
Alderman John Albertini	Vice-Chairman Building
Alderman Wendy Frank	Chairman Finance and Personnel
Alderman Ric Brereton	Vice -Chairman Finance and Personnel
Alderman Mike McGee	Chairman Planning & Zoning
Alderman Matthew Fleury	Vice-Chairman Planning & Zoning
Alderman Rory Peterson	Chairman Public Safety
Alderman Jerry Hoiness	Vice-Chairman Public Safety
Alderman Sandra Gramkowski	Chairman Public Works
Alderman Chris Montalbano	Vice-Chairman Public Works

**AGENDA**

January 26, 2026  
6:00 p.m.  
City Council Chambers  
401 Whitney Blvd., Belvidere, Illinois

Call to Order:

Roll Call:

Public Comment:

Public Forum:

Reports of Officers, Boards, and Special Committees:

1. Public Safety, Unfinished Business: None.
2. Public Safety, New Business:
  - (A) Police Department – Update.
  - (B) Fire Department – Update.
  - (C) Transition Compliance Reporting from Brycer to First Due.
3. Finance & Personnel, Unfinished Business: None.
4. Finance & Personnel, New Business:
  - (A) Finance Department – Update.
  - (B) Eagle Scout Donation.
  - (C) Electricity for Street Lighting & Commercial Accounts.
5. Other, Unfinished Business:
6. Other, New Business:
  - (A) Amendment of Chapter 34 Elections.
  - (B) Proposals for IT & VOIP Phone Services for the City of Belvidere.
  - (C) Motion to Forward to City Council a Resolution Authorizing Certain Annual Parades for 2026.
  - (D) Federal Railroad Administration Grant Agreement.
  - (E) Parking Lot #7 Expansion and Enhancement Grant Project – Bid Tabulation.
7. Adjournment:



**BELVIDERE  
FIRE  
DEPARTMENT**

**123 S. State St.  
Belvidere, IL 61008**

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**MEMORANDUM**

**To:** Mayor and Members of the City Council  
**From:** Shawn Schadle, Fire Chief  
**Date:** 01/12/2026  
**Subject:** Authorization to Transition Compliance Reporting from Brycer to First Due

Dear Mayor and Council,

Fire and life safety compliance reporting services are used to collect, track, and manage required inspection, testing, and maintenance (ITM) reports for fire protection systems such as fire alarms, sprinkler systems, and other life safety features. These systems allow business owners and service providers to submit required documentation to the Fire Department, ensuring code compliance and supporting both inspection activities and emergency response.

I am requesting authorization to terminate the City's agreement with Brycer Compliance Engine and transition these compliance reporting services to First Due.

Brycer has been a good partner, and our experience with their platform has been positive. However, as the Fire Department continues to standardize its systems, moving compliance reporting into First Due would improve efficiency and integration. All inspections, pre-incident planning, and incident reporting are already conducted within First Due. Consolidating compliance reporting into the same platform ensures inspectors and responders have immediate access to compliance data without relying on multiple systems.

This transition would also eliminate duplicate owner and business records, reducing administrative workload and improving data accuracy. Additionally, First Due allows the department to fully control and customize communications sent to business owners, avoiding confusion caused by automated messages appearing to originate directly from department leadership.

There is no cost to the City under either solution. As with the current compliance engine, the cost of compliance reporting is paid by the business owner at the time of submission. First Due's ITM module is more cost-effective for businesses, as it allows multiple tests to be included within a single complete submission rather than charging per individual test.

For these reasons, I believe transitioning compliance reporting to First Due is in the best interest of the department and the City.

**Requested motion:**

Motion to authorize termination of the Brycer Compliance Engine agreement and authorization to enter an agreement with First Due for compliance reporting services

Respectfully submitted,

Shawn Schadle  
Chief Belvidere Fire Department



## Add-On Quote

**Customer Name:** Belvidere Fire Department  
**Billing Address:** 123 S State St  
Belvidere, IL 61008  
**Subscription Start:** January 31, 2026  
**Initial Term:** 5.5 months  
**Annual Subscription:** \$ 0.00

**Quote Number:** 1545132000605505146  
**Prepared By:** Stephen Ruh  
**Valid Until:** March 31, 2026

### Product Details

#### ITM Reporting

Allows AHJs to track, manage, and report on fire and life safety system inspections, testing, and maintenance. This includes a portal for service providers to upload ITM reports, automated reminders, configurable notifications and native interoperability with First Due Response and Fire Prevention modules. The service provider uploading the report will be charged \$20.00 per report submission.

#### Implementation and Configuration Services

Services related to configuring and customizing the First Due Platform as described in the Statement of Work.

One-Time Fees Subtotal	\$ 0.00
5.5-months Subscription Fees Subtotal	\$ 0.00
<b>Grand Total*</b>	<b>\$ 0.00</b>

\*Excluding Tax

This Add-On Quote is issued pursuant to, and governed by, the terms and conditions of the Agreement for Services (the "Agreement") entered into between the above-named parties. By accepting this Add-On Quote, Customer agrees that the services and/or products described herein are subject to the terms of the Agreement, which are hereby incorporated by reference. In the event of any conflict between this Add-On Quote and the Agreement, the terms of the Agreement shall govern, except to the extent expressly stated otherwise in this Add-On Quote.

Locality Media, Inc. dba First Due has changed its name to First Due Holdings, Inc., through its wholly-owned subsidiary Locality Media, LLC dba First Due, and all rights and obligations under the Agreement shall continue in full force and effect under the new name.

**Statement of Work.** The attached Statement of Work will detail the Implementation, Training, Data Migration, Integrations, Customer Success Manager, Customer Support, and Assumptions for this Add-On Quote.

**Invoicing and Payment Terms.** The above-listed Grand Total will be invoiced on or around the Subscription Start date and due within thirty (30) days from the date of the invoice. For subsequent annual periods, the Service fees are due and payable annually in advance on July 15th.

**Electronic ACH payment Information.** Wells Fargo Bank | ACH Routing Number: 121000248 | Account #: 4192384907  
[Signature Page Follows]

**FIRST DUE HOLDINGS, INC.,  
THROUGH ITS WHOLLY-OWNED SUBSIDIARY  
LOCALITY MEDIA, LLC DBA FIRST DUE**

By: \_\_\_\_\_  
(Signature)  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

**Belvidere Fire Department**

By: \_\_\_\_\_  
(Signature)  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_



**Statement of Work**  
For  
**Belvidere Fire Department**  
Quote Number: 1545132000605505146

## 1. Introduction

### 1.1 Purpose

The purpose of this Statement of Work ("SOW") is to clearly define the Implementation, Training, Data Migration, Integrations, Customer Success Manager, Customer Support, and Assumptions for Customer from First Due for the purchased product(s) set forth in this Add-On Quote ("Purchased Products").

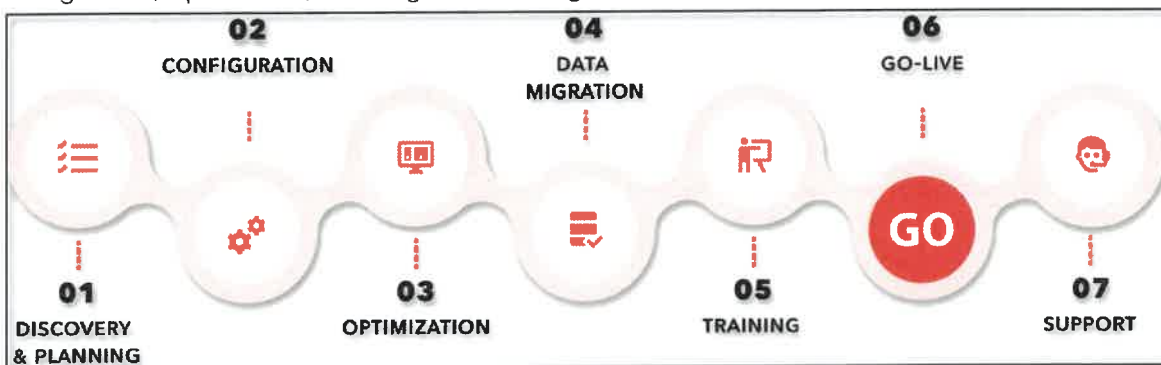
### 1.2 Scope

This SOW includes the configuration, optimization, and deployment of the Purchased Products with the goal of meeting the organizational needs of the Customer.

## 2. Implementation

### 2.1 Overview

First Due utilizes a combination waterfall and iterative approach to implementation. This includes Discovery, Configuration, Optimization, Data Migration, Training, and Go-Live.



### 2.2 Implementation Resources

- **Implementation Manager:** Project lead and go-to person, acting as the primary liaison between the Customer and the First Due project team. The Implementation Manager will develop and execute the project plan, manage communication, and ensure adherence to predefined timelines and quality standards. This individual is also responsible for helping to configure the core system and some of the more straightforward modules.
- **Implementation Product Specialist(s):** While the Implementation Manager will lead the overall project, Product Specialists will be brought in to help configure and optimize specialty modules such as Fire Prevention, ePCR, Assets & Inventory, Training, Scheduling, and Reporting. They are product experts in First Due and are versed in industry best practices for their specific product specialties. Depending on the modules purchased and complexity, your project may be assigned 1-3 Product Specialists.
- **Technical Implementation Specialist:** Responsible for managing data migration from your current vendor to First Due and the integration between First Due and CAD. The Technical Implementation Specialist team comes from a diverse background, ranging from database management to public safety software integration.
- **Customer Success Manager:** As the point person after project completion, the Customer Success Manager (CSM) will be part of the implementation as an advocate and to ensure a seamless transition to support

post go-live. During the Implementation they will regularly check-in to ensure progress is being made and help with the addition of new modules or scope from a commercial perspective. Post go-live, they will provide regular check-ins to ensure the Customer is adopting the Purchased Products and deriving value from them.

- **Training Manager:** Responsible for developing and executing the training plan, with the goal of effective adoption of the Purchased Products by Customer. The Training Manager will be involved throughout the project to ensure they have the Customer specific knowledge to design the most effective training plan possible.

## 2.3 Implementation Phases

**2.3.1 Discovery & Planning:** Once the Project has been assigned, Customer will receive a set of tailored discovery questionnaires. Once filled out, the Implementation Manager will schedule a Project Kick-Off. During this meeting the Customer will receive access to the First Due platform, meet the project team and receive an initial product tour. The Implementation Manager will also provide an overview of the project plan, decide the meeting cadence, and formalize the next steps. CAD Integration and Data Migration planning meetings are also held during this phase, if required. These meetings will be led by the Technical Implementation Specialist.

- Key Meeting(s): Project Kick-Off, CAD Kick-Off, Data Migration Planning
- Milestone(s): Project Kick-Off, System Access
- Customer Task(s): Fill Discovery Questionnaires
- Deliverable(s): Welcome email, Initial Account Set-Up, System Logins Provided

**2.3.2 Configuration:** After planning is complete, the Implementation Manager will begin scheduling the Configuration sessions. Before each configuration session there will be some light prep work for the Customer to complete. Generally, there will generally be one (1) configuration session per module, but in cases where there is more complexity, there may be multiple. These sessions will either be run by the Implementation Manager or the Implementation Product Specialist, depending on the module.

- Key Meeting(s): Module Configuration Sessions (1-2 per module)
- Milestone(s): N/A
- Customer Task(s): Configuration Prep Work (per module)
- Deliverable(s): Initial Module Configuration
- Scope: All Purchased Products

**2.3.3 Optimization:** After the configuration is complete, the Customer will be provided with test work (module User Acceptance Testing (UAT)) to complete. Following the completion of the UAT work, Optimization Sessions will be held to review Customer feedback, correct any issues, and finalize the configuration of the module. There will generally be one (1) Optimization session per module, but in cases where there is more complexity, there may be multiple. Once a module is configured and optimized, the Customer will be provided a module sign-off document to review and sign. Note Configuration and Optimization sessions may run interchangeably to ensure the project stays on-track.

- Key Meeting(s): Module Optimization Sessions (1-2 per module)
- Milestone(s): Module Acceptance and Sign-Off (1 per module)
- Customer Task(s): Optimization Prep Work (UAT per module)
- Deliverable(s): Module Optimization resulting in Customer Acceptance
- Scope: All Purchased Products

**2.3.4 Data Migration:** Data Migration will occur throughout the project and can be summarized in three steps: (1) initial data migration at the beginning of the project required for configuration, (2) import of historical records, usually occurring throughout the project, and (3) final data migration immediately before go-live. First Due's Data Migration team will review your legacy data environment and provide guidance on the best path to extract, map, and import the data into First Due.

- Key Meeting(s): Data Migration Planning
- Milestone(s): Data Migration Sign-Off
- Customer Task(s): Extract or provide access to legacy data based on guidance from First Due Data Migration team, Data Mapping Assistance, review and approve data load.
- Deliverable(s): Data Migration Plan, Data Mapping Assistance, Data Import

**2.3.5 Training:** As the project is in the final stages, the Training Manager will work with the Customer to arrange a training plan that will result in the successful adoption of the Purchased Products. Note that while Webinar Administrator training will occur during configuration and optimization sessions, the Training Manager will arrange formal Webinar and/or Onsite Train-the-Trainer and/or End User Training Session(s). Additive to the provided training, Customer will also have access to live weekly training academy sessions as well as on demand online training videos and training guides via the First Due Knowledgebase.

- Key Meeting(s): Training Planning, Training Sessions
- Milestone(s): Training Completed
- Customer Task(s): Coordinate staff to be trained
- Deliverable(s): Training Plan and Training Session(s)

**2.3.6 Go-Live:** Once all modules have been signed off and training has been arranged or completed, First Due will work with the Customer to kick-off the Go-live process. This includes: (1) Final System Acceptance, (2) Go-live planning meeting, (3) Final Data Migration, (4) Go-live, and (5) Post go-live implementation support.

- Key Meeting(s): Go-live planning, Post Go-live Check-Ins
- Milestone(s): System Acceptance, Go-live
- Customer Task(s): Final Testing
- Deliverable(s): Post Go-live Implementation Support (2-4 weeks)

**2.3.7 Transition to Customer Success:** Following the completion of the post go-live support period and assuming all critical implementation tasks are complete, Customer will be transitioned to their Customer Success Manager (CSM) and to the First Due Support team.

- Key Meeting(s): Customer Success Transition Meeting
- Milestone(s): Transition to Customer Success and Support
- Customer Task(s): N/A
- Deliverable(s): N/A

### 3. Training

Training is an integral part of any successful implementation. First Due is focused on providing your agency adequate training to ensure effective user adoption of the platform. As part of this SOW, the Customer shall receive:

- Formal training as outlined in Exhibit A - Quote
- Administrator Training as part of the Configuration / Optimization
- Access to live First Due Academy Webinars
- Access to online recorded training videos and guides via an interactive knowledgebase

Any additional scope or detail related to Training will be listed below.

### 4. Data Migration

First Due understands the importance of data migration to our customers and has extensive experience working to migrate historical records into the platform. First Due will use best efforts to migrate applicable data from Customer's existing systems utilizing data migration best practices. This includes:

- Data Migration Planning Session
- Assistance/Guidance in extracting data from existing system/s
- Mapping extracted data to First Due import workbooks
- Importing of Data into First Due



The Data Migration scope of this SOW will be to import legacy data from Customer existing systems in order for the Purchased Products to be operational. This includes operational data and historic records. Note that there are times when certain data is not seen as valuable to migrate to First Due. First Due and Customer will agree during the planning phase on what data needs to be migrated and priorities around data migration.

## 5. Integrations

As part of this SOW, First Due will implement all integrations and relevant scope outlined in this Add-On Quote. Integrations will be implemented during the configuration and optimization phases outlined above. In most cases, these integrations will be aligned with the module they are related. The only exception to this is the CAD Integration which, if part of scope, will have its own dedicated session at the beginning of an implementation. Customer or complex integrations may follow this same exception and have their own sessions to implement.

First Due will support these integrations post go-live. Note First Due is not responsible for outages, issues, and failures of 3rd Party Vendors. First Due will, however, always endeavor to work with Customer to resolve issues, regardless of responsibility.

Any additional scope or detail related to Integrations will be listed below.

## 6. Customer Success Manager

First Due understands the value of ongoing Customer Success activities post go-live. As part of this SOW, Customer will receive a Customer Success Manager who will be the point person for Customer post go-live. Customer will receive regular check-ins to ensure the adoption of the Purchased Products. As part of the regular check-ins, the Customer Success Manager can help Customer with any major enhancements or issues, new feature updates, interest in other modules and additional training needs.

## 7. Customer Support

A customer's success is important to First Due and we understand having a reliable, knowledgeable Customer Support (or Support) team there to help is vital. Customer Support provides a central point of contact to ensure that all customer support requests are responded to and resolved. Below is a summary of the support components.

### 7.1 Contacting Customer Support

Customer Support is a service provided to our customers when they have questions, requests, or issues with the Services. When Customer submits a support request, a Support Ticket (or Ticket) is created within First Due's Support CRM and a unique ID (or ticket number) is assigned to track and document Customer's support request.

We offer a variety of channels to communicate with our Support team:

- **Online:** <https://support.firstduesizeup.com/portal/en/kb/first-due-community-connect-support>
- **Email:** [support@firstdue.com](mailto:support@firstdue.com)
- **Phone:** (516) 874-5818

### 7.2 Self-Service Resources

First Due strives to provide useful, empowering self-service resources that are available 24/7 on our [online Support Center](#). Our Knowledgebase contains step-by-step/how-to articles, FAQs, videos, best practices, etc.

### 7.3 Hours of Operation

Customer Support hours of operation (Business Hours) are:

- Monday to Friday, 9:00am – 6:00pm ET\*\*
- \*\* 24x7 Support available for Sev 1 (Down/Urgent) issues.

## 8. Assumptions

### 8.1 Customer Participation

Every successful implementation requires adequate participation from the Customer. Although First Due is ultimately responsible for deliverables in the SoW, Customer agrees to attend the necessary calls and complete required preparatory work in order to help drive the project forward. At a minimum, Customer resources will be required for one (1) hour per week for meetings, and half an hour to one (0.5-1) hour of prep work per week by

one or multiple individuals. Customer understands the importance of ensuring the correct Customer resources are available when required.

## **8.2 Statement of Work Expiration**

Excluding significant delays caused by the First Due team, this SOW will expire within twelve (12) months of the Subscription Start Date as detailed in this Add-On Quote. In situations where the project is delayed for no fault of either party, First Due agrees to extend the term, only if there is an agreed plan to complete the project within the extension period. Note the term expiration does not apply to Section 6 & 7 above and will not impact First Due's ability to support the Customer post go-live.

## **8.3 Best Practice and Standard Workflow**

First Due intends to meet the organizational needs of the Customer and their respective software requirements by configuring the Purchased Products to closely align with existing workflows. Although First Due is incredibly flexible, there may be times when First Due recommends using standard functionality or best practice to ensure a timely implementation, and simplification of current process. These workflows may differ from Customer existing workflows. Customer understands the importance of collaboration to achieve the ultimate goal of successfully adopting the Purchased Products and is aware there may be changes to existing workflow to accomplish this.

## **8.4 Go-live Requirements & Gaps**

Over the course of the Implementation, both parties may uncover functionality gaps in the Purchased Products. Some of these gaps may have a material impact on the ability to implement or adopt the product. Gaps of this nature, deemed Go-Live Requirements, will be prioritized to ensure a timely go-live and project completion. However, in the case that certain features are not complete before go-live, they will be added to module and system signoffs as exceptions and will be completed within an agreed upon timeframe.



## MEMORANDUM

To: Council Members  
Clinton Morris, Mayor

From: Sarah Turnipseed, Budget & Finance Officer

Date: December 29, 2025

Re: Eagle Scout Donation

The City of Belvidere has received an additional contribution in the amount of \$1,000 in support of the Eagle Scout Project – Santa Claus House from Midwest Refrigerated Services, Inc.

Motion to accept donation in the amount of \$1,000 from Midwest Refrigerated Services, Inc., for the Eagle Scout Project – Santa Claus House.



## MEMORANDUM

To: Mayor Clinton Morris and City Council Members

From: Sarah Turnipseed, Budget & Finance Officer

Date: January 20, 2026

Re: Contract for Purchase of Electricity for Street Lighting & Commercial Accounts

Attached please find a Resolution for the City's participation in the NIMEC bid process to enter into a contract with the lowest bidder for electricity for the City's facilities and street lights. Below are the accounts that will be part of the bid:

2001 Newburg Rd.  
210 Whitney Blvd  
2145 Route 20  
324 W. 5th Street  
1106 E. 2nd Street  
8747 Beloit Road  
317 N. Main Street  
1968 N. Belford (water tower)  
907 Fremont St. (lift station)  
2000 Bridgewater Drive (Lift stn)  
6010 Newburg Rd (lift station)  
210 Van Epps Drive (lift stn)  
4371 N. Valley Ridge Rd Well #10  
2010 Wycliffe St. Lite 23, Belvidere  
0 Logan Ave Lite Rt/25, East Ave Belvidere

Recommended Motion:

Motion to forward a Resolution Authorizing the Mayor to enter into a contract for the purchase of electricity from the lowest cost electricity provider for the purpose of street lighting and commercial accounts through the Northern Illinois Municipal Electric Collaborative Bid Process to City Council.

**Resolution \_\_\_\_\_**

**A RESOLUTION AUTHORIZING THE MAYOR TO ENTER INTO A CONTRACT FOR  
THE PURCHASE OF ELECTRICITY FROM THE LOWEST COST ELECTRICITY  
PROVIDER FOR THE PURPOSES OF STREET LIGHTING AND COMMERCIAL  
ACCOUNTS THROUGH THE NORTHERN ILLINOIS MUNICIPAL ELECTRIC  
COLLABORATIVE BID PROCESS**

**WHEREAS**, the City of Belvidere has previously joined the Northern Illinois Municipal Collaborative (NIMEC) for the purpose of procuring electricity through a cooperative pool in order to receive a more competitive bid price on electricity. NIMEC's membership consists of 160+ northern Illinois governmental organization;

**WHEREAS**, the City through its participation in the NIMEC bid process has previously entered into contracts with the lowest bidder for electricity for the City's facilities as well as street lights.

**WHEREAS**, Commonwealth Edison no longer offers a fixed rate for larger power accounts and street light accounts. ComEd prices larger sized accounts on a floating market rate that changes every hour. It is not possible to predict those rates for the following 12 months, as they are dependent upon weather, usage and other market factors. Fixed rates for medium and large sized accounts are only available from suppliers other than ComEd;

**WHEREAS**, because commodity pricing is volatile, the Mayor will need to have the authority to sign a contract with the electricity provider which is deemed most favorable for the City on the same day that bids are presented by NIMEC, and determine if the desired contract should be for a one, two or three-year term;

**NOW, THEREFORE, BE IT RESOLVED**, the Mayor or the Mayor's designee, is hereby authorized to execute, and the Clerk to attest the contract with the lowest bidder.

Ayes:

Nays:

Absent:

Date Approved:

\_\_\_\_\_  
Mayor Clinton Morris

Attest:

\_\_\_\_\_  
Erica Bluege, City Clerk

# Memo

**To:** Mayor and City Council  
**From:** Mike Drella  
**CC:** City Clerk  
**Date:** 1/15/2026  
**Re:** Amendment of Chapter 34 Elections

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Chapter 34 of the City's Code contain descriptions of each of the City's five wards. It was last modified in 2011. As you know there have been several annexations since that time which added new territory to the various wards. Attached is an amendment to the Code bringing Chapter 34 up to date and consistent with the actual ward boundaries in the City of Belvidere. The attachment does not make any changes to current ward boundaries, it only makes the current Chapter 34 consistent with the current boundaries.

**RECOMMENDED MOTION:** Motion to amend Chapter 34 of the City of Belvidere Municipal Code to make the ward descriptions contained therein consistent with actual ward boundaries since incorporation of newly annexed territory.

ORDINANCE #  
AN ORDINANCE AMENDING SECTIONS 34-1,  
34-2, 34-3, 34-4, AND 34-5  
OF THE CITY OF BELVIDERE MUNICIPAL CODE  
DESCRIBING THE CITY'S WARDS

WHEREAS, Chapter 34 of the City of Belvidere Municipal Code offers a description of the City's five wards; and

WHEREAS, Chapter 34 was last amended in 2011; and

WHEREAS, since 2011 various annexations have added new territory to the wards, which annexations superseded Chapter 34 and added the new territory to various City wards; and

WHEREAS, the Corporate Authorities desire to amend Chapter 34 to make it consistent with the current ward boundaries as modified by annexations since 2011.

NOW THEREFORE BE IT ORDAINED by the Mayor and City Council of the City of Belvidere, Boone County, Illinois, as follows:

**SECTION 1:** Sections 34-1, 34-2, 34-3, 34-4, and 34-5 of the City of Belvidere Municipal Code are amended to read as set forth in the attached Exhibit A which is incorporated herein by this reference.

**SECTION 2:** If any section, paragraph, subdivision, clause, sentence or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder thereof, which remainder shall remain and continue in full force and effect.

**SECTION 3:** This Ordinance shall be in full force and effect from and after its passage and publication in pamphlet form as required by law which publication is hereby authorized.

Ayes:

Nays: .

Absent:

Passed:

Approved:

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Mayor Clinton Morris

ATTEST: \_\_\_\_\_

City Clerk Erica Bluege

(SEAL)



**Sec. 34-1. First Ward.**

The first ward of the city shall consist of the following: Commencing at the intersection of Newberg Road and South Appleton Road; Thence Northerly along the centerline of South Appleton Road to the intersection of South Appleton Road and the centerline of the Kishwaukee River, thence northeasterly along the centerline of the Kishwaukee river to the intersection of the Kishwaukee River and South State Street; thence southeasterly along the centerline of South State Street to the intersection of South State Street and West Locust Street; thence southwesterly along the centerline of West Locust Street to the intersection of West Locust Street and 5<sup>th</sup> Avenue; thence southerly along the centerline of 5<sup>th</sup> Avenue to the intersection of 5<sup>th</sup> Avenue and West 10<sup>th</sup> Street; thence easterly along the centerline of West 10<sup>th</sup> Street to the intersection of West 10<sup>th</sup> Street and Pearl Street; thence southerly along the centerline of Pearl Street to south right of way boundary of Interstate 90; thence westerly along the southern right of way of Interstate 90 to the southwest boundary of ordinance 360H; thence northerly along the boundary of 360H to the southwest corner of ordinance 596G; thence northerly along the western boundary of 596G to the centerline of Newberg Road; thence easterly along the centerline of Newberg Road to the point of beginning, but not including any unincorporated territory within. The first ward is depicted on the city's official ward map which is incorporated herein.

**Sec. 34-2. Second ward.**

The second ward of the city shall consist of the following: Commencing at the intersection of Lake Shore Drive and North Appleton Road; Then southerly along the centerline of North Appleton Road to the intersection of North Appleton Road and Maryland Court; Thence Easterly along the centerline of Maryland Court to the intersection of Maryland Court and Garden Drive; thence northeasterly along the centerline of Garden Drive to the intersection of Garden Drive and North State Street; Thence southeasterly along the centerline of North State Street to the intersection of West Madison Street and North State Street; Thence southwesterly along the centerline of West Madison Street to the intersection of West Lincoln Avenue and West Madison Street; thence westerly along the centerline of West Lincoln Avenue to the intersection of West Lincoln Avenue and North Appleton Road; Thence southerly along the centerline of North Appleton Road to the intersection of South Appleton Road and Newberg Road; Thence westerly along the centerline of Newberg road to the westerly boundary of Annexation ordinance 596G; thence northerly along the western boundary of ordinance 596G to the centerline of Shaw Road; thence northerly along the centerline of Shaw Road to the intersection of Shaw Road and Business Route 20, thence easterly along the centerline of Business Route 20 to the intersection of Business Route 20 and Olson Road; thence northerly along the centerline of Olson Road to the intersection of Olson Road and Squaw Prairie Road; thence easterly along the centerline of Squaw Prairie Road to the intersection of Squaw Prairie Road and Townhall Road; thence southerly to the intersection of Townhall Road and the south right of way boundary of Business Route 20; thence easterly along the south right of way boundary of Business Route 20 to the intersection of the south right of way boundary of Business Route 20 and the west right of way line of Van Epps Drive; thence southerly along the corporate boundary to the intersection of the west right of way boundary of High Line Street and the centerline of Lake Shore Dr.; thence easterly along the centerline of Lake Shore Drive to point of beginning, , but not including any unincorporated territory within. The second ward is depicted on the city's official ward map which is incorporated herein.

**Sec. 34-3. Third ward.**

The third ward of the city shall consist of the following: Commencing at the intersection of Logan Avenue and South State Street; thence northerly along the centerline of South State Street to the intersection of South State Street and the centerline of the Kishwaukee River, thence northeasterly along the centerline of the Kishwaukee River to the intersection of the Kishwaukee River and US Business 20; thence southerly along the centerline of US Business 20 to the intersection of the southern right of way boundary of the Union Pacific Railroad; thence easterly along the southern right of way of the Union Pacific Railroad to the northeast corner of ordinance 845F; thence south along the boundary of ordinance 845F and corporate boundary to the intersection of ordinance 753G and

the centerline of Logan Avenue; thence easterly along the centerline of Logan Avenue to the intersection of Logan Avenue and Shattuck Road; thence southerly along the centerline of Shattuck Road to the intersection of Shattuck Road and Chrysler Drive; thence westerly along the centerline of Chrysler Drive to the intersection of Chrysler Drive and Johnson Road; thence southerly along the centerline of Johnson Road to the intersection of Johnson Road centerline and the southern right of way boundary of Interstate 90; thence westerly along the southern right of way boundary of Interstate 90 to the centerline of Genoa Road; thence northerly along the centerline of Genoa Road to the intersection of Belvidere Road and East 2<sup>nd</sup> Street; thence westerly along the centerline of East 2<sup>nd</sup> Street to the intersection of East 2<sup>nd</sup> Street and East Avenue; thence northerly along the centerline of East Avenue to the intersection of East Avenue and East 2<sup>nd</sup> Street; thence westerly along the centerline on East 2<sup>nd</sup> Street to the intersection of East 2<sup>nd</sup> Street and South State Street; thence northerly along the centerline of South State Street to the point of beginning, but not including any unincorporated territory within. The third ward is depicted on the city's official ward map which is incorporated herein.

#### **Sec. 34-4. Fourth ward.**

The fourth ward of the city shall consist of the following: Commencing at the intersection of Lake Shore Drive and the western corporate boundary of the City of Belvidere (Highline Street); then east along the centerline of Lake Shore Drive to North Appleton Road; then south on the centerline of North Appleton Road to Maryland Court; then easterly on the centerline of Maryland Court to Garden Drive; then northeast on the center line of Garden Drive to North State Street; then south on the centerline of North State Street to West Madison Street; then southwest on the centerline of West Madison Street to West Lincoln Street; then west on the centerline of West Lincoln Street to North Appleton Road; then south on the centerline of North Appleton Road to the center of the Kishwaukee River; then following the center of the Kishwaukee River easterly and northeasterly to appoint coterminous with Bonus Ave. if extended; then north to the intersection of Bonus Ave. and Lawrenceville Road; then easterly along Lawrenceville Road to Poplar Grove Road; then north on Poplar Grove Road to the northern corporate boundary of the City of Belvidere; then westerly along the northern corporate boundary of the City of Belvidere to Beloit Road; then north on Beloit Road to the northern corporate boundary of the City of Belvidere; then west along the northern corporate boundary of the City of Belvidere to the western corporate boundary of the City of Belvidere; then southerly and easterly along the western corporate boundary of the City of Belvidere to the point of beginning, but not including any unincorporated territory within. The fourth ward is depicted on the city's official ward map which is incorporated herein.

#### **Sec. 34-5. Fifth ward.**

The fifth ward of the city shall consist of the following: Commencing at the intersection of South State Street and West Locust Street; thence southwesterly along the centerline of West Locust Street to the intersection of West Locust Street and 5<sup>th</sup> Avenue; thence southerly along the centerline of 5<sup>th</sup> Avenue to the intersection of 5<sup>th</sup> Avenue and West 10<sup>th</sup> Street; thence easterly along the centerline of West 10<sup>th</sup> Street to the intersection of West 10<sup>th</sup> Street and Pearl Street; thence southerly along the centerline of Pearl Street to the southern right of way boundary of Interstate 90; thence easterly along the southern right of way boundary of Interstate 90 to the intersection of the southern right of way boundary of Interstate 90 and Genoa Road; thence northerly along the centerline of Genoa Road to the intersection of Belvidere Road and East 2<sup>nd</sup> Street; thence westerly along the centerline of East 2<sup>nd</sup> Street to the intersection of East 2<sup>nd</sup> Street and East Avenue; thence northerly along the centerline of East Avenue to the intersection of East Avenue and East 2<sup>nd</sup> Street; thence westerly along the centerline of East 2<sup>nd</sup> Street to the intersection of East 2<sup>nd</sup> Street and Caswell Street; thence northerly along the centerline of Caswell Street to the intersection of Caswell Street and East 2<sup>nd</sup> Street; thence westerly along the centerline of East 2<sup>nd</sup> Street to the intersection of East 2<sup>nd</sup> Street and South State Street; thence northerly along the centerline of South State Street to the point of beginning, but not including any unincorporated territory within. The fifth ward is depicted on the city's official ward map which is incorporated herein.

**Resolution #**

**A RESOLUTION AUTHORIZING CERTAIN ANNUAL PARADES FOR 2026**

WHEREAS, the City of Belvidere allowed certain organizations to conduct parades on city streets in 2025, and

WHEREAS, the City Council finds it to be in the best interest of the City to allow the same parades in 2026,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF BELVIDERE, ILLINOIS AS FOLLOWS:

**SECTION 1:** That the Mayor and City Council of the City of Belvidere approve the annual parades as set forth in Exhibit A, which is incorporated herein by reference.

**SECTION 2:** That the Mayor is authorized to approve amendments to the parade routes and the times and dates of the parades.

**SECTION 3:** The Police, Fire, and Public Works Departments are directed to provide such parade assistance as the Mayor directs.

Ayes:

Nays:

Absent:

Date Approved:

Approved:

\_\_\_\_\_  
Mayor

Attest:

\_\_\_\_\_  
City Clerk

ANNUAL PARADES  
EXHIBIT A

<b>EVENT:</b>	<b>GOOD FRIDAY</b>
<b>SPONSOR:</b>	Members of St James Church
<b>ROUTE:</b>	Assembles on Church Street right on Main Street right Buchanan Street right on Warren Avenue and ending at Church Street.
<b>EVENT:</b>	<b>MEMORIAL DAY</b>
<b>SPONSOR:</b>	Veteran's Memorial Commission
<b>ROUTE:</b>	Assembles at City Lot #5, proceeds to South Main St, heading north and ending at the Boone County Courthouse. Brief ceremony at Big Thunder Park.
<b>EVENT:</b>	<b>4<sup>TH</sup> OF JULY/HERITAGE DAY CELEBRATION</b>
<b>SPONSOR:</b>	Heritage Day Committee
<b>ROUTE:</b>	Assembles at Harrison St., proceeds to State Street, heading south ending at Logan Ave.
<b>EVENT:</b>	<b>HOMECOMING PARADE</b>
<b>SPONSOR:</b>	Belvidere High School
<b>ROUTE:</b>	Assembles at the Community Building and proceeds South on Pearl Street to 6 <sup>th</sup> Street, East on 6 <sup>th</sup> Street to East Avenue to High School.
<b>EVENT:</b>	<b>ANNUAL HALLOWEEN PARADE</b>
<b>SPONSOR:</b>	IOU Club
<b>ROUTE:</b>	Assembles on North State Street between Menomonie and Boone and proceeds to the Community Building.
<b>EVENT:</b>	<b>VETERAN'S DAY PARADE</b>
<b>SPONSOR:</b>	Veteran's Memorial Commission
<b>ROUTE:</b>	Assembles on Lincoln Avenue at the WWII Memorial in Belvidere Park then to VFW for ceremony.
<b>EVENT:</b>	<b>CHRISTMAS PARADE</b>
<b>SPONSOR:</b>	Belvidere Park District
<b>ROUTE:</b>	North of Ida Public Library proceed south on State Street ending at Community Building.

# Memo

**To:** Mayor and City Council  
**From:** Brent Anderson, Director of Public Works  
**Date:** 1/16/2026  
**Re:** Federal Railroad Administration Grant Agreement

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The City has received the grant agreement from the Federal Railroad Administration for the \$1,666,279.00 in CRISI Funds for the phase I engineering and environmental review of our Appleton Road Grade Separation Project.

I would recommend approval of the grant agreement from the Federal Railroad Administration, in the amount of \$1,666,279.00, for the phase I engineering and environmental review of the Appleton Road Grade Separation Project, and to authorize the Mayor to sign all documents required for the grant award.



U.S. Department of Transportation

Federal Railroad Administration

## Grant Agreement

1. RECIPIENT NAME AND ADDRESS CITY OF BELVIDERE  401 Whitney Blvd Belvidere, IL 61008-3799		2. AGREEMENT NUMBER: 69A36526420170CCDIL		3. AMENDMENT NO. 0																	
		4. PROJECT PERFORMANCE PERIOD: FROM 11/01/2025 TO 03/31/2027		5. FEDERAL FUNDING PERIOD: FROM 11/01/2025 TO 03/31/2027																	
1A. IRS/VENDOR NO. 366005792		6. PRE-AWARD AUTHORITY: No 6A. PRE-AWARD DATE: N/A																			
1B. UEL FGFWVCZB1NE3 1C. DUNS.		7. ACTION New																			
8. ASSISTANCE LISTING#: 20.337		<table><tr><th>TITLE</th><th>FEDERAL</th><th>NON-FEDERAL</th><th>TOTAL</th></tr><tr><td>10. PREVIOUS AGREEMENTS</td><td>0.00</td><td>0.00</td><td>0.00</td></tr><tr><td>11. THIS AGREEMENT</td><td>1,666,279.00</td><td>416,569.75</td><td>2,082,848.75</td></tr><tr><td>12. TOTAL AGREEMENT</td><td>1,666,279.00</td><td>416,569.75</td><td>2,082,848.75</td></tr></table>				TITLE	FEDERAL	NON-FEDERAL	TOTAL	10. PREVIOUS AGREEMENTS	0.00	0.00	0.00	11. THIS AGREEMENT	1,666,279.00	416,569.75	2,082,848.75	12. TOTAL AGREEMENT	1,666,279.00	416,569.75	2,082,848.75
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10. PREVIOUS AGREEMENTS	0.00	0.00	0.00																		
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12. TOTAL AGREEMENT	1,666,279.00	416,569.75	2,082,848.75																		
9. PROJECT TITLE City of Belvidere Appleton Road Grade Separation																					
12A. OTHER FEDERAL FUNDING		0.00																			
13. INCORPORATED ATTACHMENTS THIS AGREEMENT INCLUDES THE FOLLOWING ATTACHMENTS, INCORPORATED HEREIN AND MADE A PART HEREOF:  General Terms and Conditions, Attachment 1; Project-Specific Terms and Conditions, Attachment 2; Exhibits, Attachment 3																					
14. STATUTORY AUTHORITY FOR GRANT/ COOPERATIVE AGREEMENT Infrastructure Investment and Jobs Act, Pub. L. 117-58 (November 15, 2021); 49 U.S.C. § 22907 / Consolidated Appropriations Act, 2024 (P.L. 118-42; Mar. 8, 2024)																					
15. REMARKS																					
GRANTEE ACCEPTANCE			AGENCY APPROVAL																		
16. NAME AND TITLE OF AUTHORIZED GRANTEE OFFICIAL			18. NAME AND TITLE OF AUTHORIZED FRA OFFICIAL																		
17. SIGNATURE OF AUTHORIZED GRANTEE OFFICIAL	17A. DATE	19. SIGNATURE OF AUTHORIZED FRA OFFICIAL	19A. DATE																		
AGENCY USE ONLY																					
20. OBJECT CLASS CODE/EXPENDITURE TYPE: 41010			21. ORG. CODE/EXPENDITURE ORG. : 9000000000																		
22. ACCOUNTING CLASSIFICATION CODES																					
DOCUMENT NUMBER	FUND/PROJECT	BY	BPAC/TASK	AMOUNT																	
69A36526420170CCDIL	27X2811024	2026	1003032412	1,666,279.00																	

## ARTICLE 1: PROJECT-SPECIFIC DESIGNATIONS

### **1.1 Recipient**

This Agreement (Agreement) is between the Federal Railroad Administration (FRA) and the City of Belvidere, IL (the Recipient).

### **1.2 Project and Purpose**

The purpose of this award is to fund a Fiscal Year 2023–2024 Consolidated Rail Infrastructure and Safety Improvements grant for the City of Belvidere Appleton Road Grade Separation (the Project), as described in Article 4 of this Attachment 2, to help achieve the goals identified in the Congressionally Directed Funding. FRA and the Recipient will accomplish that purpose by timely completing the Project and ensuring that this award does not substitute for non-Federal investment in the Project.

### **1.3 Program Designations**

- (a) Research and Development. This award is not for research and development.
- (b) Project Size. This award is for a non-Major Project as that term is defined in FRA Guidance on Development and Implementation of Railroad Capital Projects, July 18, 2025 (Railroad Capital Projects Guidance).
- (c) Phased Funding. This award is not a phased funding agreement as further discussed in Section 6.7 of this Attachment 2.
- (d) Grant or Cooperative Agreement. This award is made as a Grant Agreement.
- (e) Security Risk. This award is for a Project that has a low security risk.
- (f) Rural Area. The award is not for a Project in a Rural Area.

## ARTICLE 2: SPECIAL TERMS AND CONDITIONS

There are no special terms for this award.

## ARTICLE 3: ADMINISTRATIVE INFORMATION

### **3.1 Application**

Application Title: N/A – Congressionally Directed Funding.

Application Date: N/A – Congressionally Directed Funding.

### **3.2 FRA Awarding Official**

FRA Office of Railroad Development  
Federal Railroad Administration  
1200 New Jersey Ave, SE

Washington, DC 20590  
FRA-Grants@dot.gov

### **3.3 Federal Award Date**

The “Federal Award Date” is the effective date of this Agreement, as defined under Section 25.2 of Attachment 1 of this Agreement.

### **3.4 Program Name and Assistance Listings Number**

For the Consolidated Rail Infrastructure and Safety Improvements Program, the Assistance Listings Number is 20.337 and the Assistance Listings Title is Consolidated Rail Infrastructure and Safety Improvements.

### **3.5 Recipient’s Unique Entity Identifier**

The Recipient’s Unique Entity Identifier, as defined at 2 C.F.R. § 25.415, is listed in Section 1B on the Agreement cover sheet.

### **3.6 Federal Award Identification Number**

The Federal Award Identification Number is listed in Section 2 on the Agreement cover sheet as the “Agreement Number.”

## **ARTICLE 4: STATEMENT OF WORK**

### **4.1 General Project Description**

This grant funds planning, environmental review, and preliminary engineering for the construction of a grade separation structure over two existing Union Pacific Railroad at-grade crossings along South Appleton Road in the City of Belvidere, Illinois. The planning phase will evaluate alternatives and assess the feasibility of a grade separation structure.

The environmental review will include resource mapping and impact analysis for the preferred alternative, assessing potential impacts on trees, wetlands, regulated substances, threatened and endangered species, and protected lands. These activities will inform FRA in determining the appropriate level of environmental documentation required under National Environmental Policy Act (NEPA). The Recipient will complete and submit NEPA documentation and a 30% design set for FRA review and approval. During the environmental review and preliminary engineering review phases, the project will include technical analyses such as geotechnical studies to inform design decisions and support NEPA documentation.

Preliminary engineering tasks will include development of 30% design plans, topographic and boundary surveys, right-of-way investigations, and the development of design criteria for the preferred alternative. The phase will also include a preliminary construction cost estimate to support the preferred alternative, public involvement activities, and a review of the potential construction schedule.

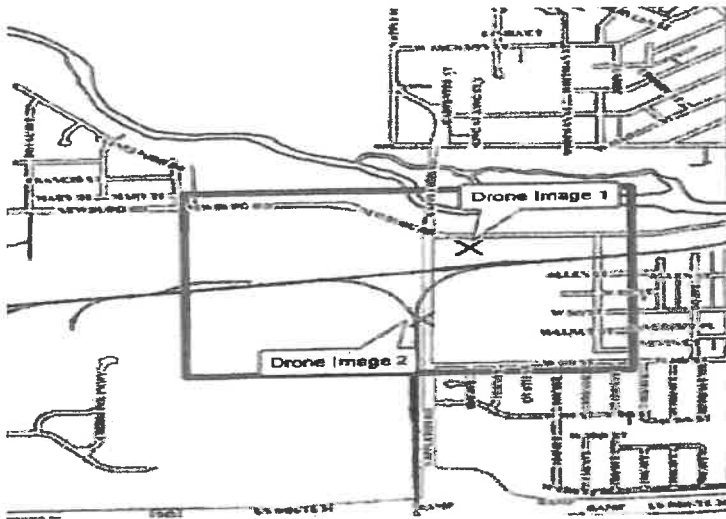
This Project remains a priority for the City of Belvidere and the Northern Illinois region because it supports vehicle production at the Stellantis Belvidere Assembly Plant, which is now focused on manufacturing



mid-sized trucks. It is expected to reduce vehicle delays, improve emergency response times, and lower emissions caused by idling during crossing blockages.

#### 4.2 Project Location

The Project location is South Appleton Road between two existing Union Pacific (UP) Railroad at-grade crossings on the UP Main Line at milepost (MP) 79.44 and the UP-Spur Line at MP 79.31 in the City of Belvidere, Illinois.



### **4.3 Project Scope**

The Recipient will notify FRA in writing of any requested changes in Project Scope and will not proceed with the changed scope unless approved by FRA in writing. If approved, changes to Project Scope may require additional environmental review or an amendment to this Agreement.

#### **Task 1: Project Administration and Management**

##### Subtask 1.1: Project Administration

The Recipient will perform all tasks required for the Project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

- Union Pacific Railroad (UP)
- Federal Railroad Administration (FRA)

The Recipient will facilitate the coordination of all activities necessary for implementation of the Project. The Recipient will:

- complete necessary steps to hire a qualified consultant/contractor to perform required Project work, as necessary;
- hold regularly scheduled Project meetings with FRA;
- inspect and approve work as it is completed; and
- participate in other coordination, as needed.

The Recipient will demonstrate to FRA that it is carrying out the project benefits in the most cost-efficient manner.

##### Subtask 1.2: Project Management Plan

The Recipient will prepare a Project Management Plan (PMP), that describes how the Project will be implemented and monitored to ensure effective, efficient, and safe delivery of the Project on time and within budget. The PMP will describe, in detail, the activities and steps necessary to complete the tasks outlined in this Statement of Work.

The PMP will include a Project Schedule and Project Budget for the work to be performed under this Agreement. The Project Schedule will be consistent with the Estimated Project Schedule in Section 5.2 of this Attachment 2, but provide a greater level of detail. Similarly, the Project Budget should be consistent with the Approved Project Budget in Section 6.5 of this Attachment 2, but provide a greater level of detail.

The Recipient will submit the PMP to FRA for review and approval. The Recipient will implement the Project as described in the approved PMP. The Recipient will not begin work on subsequent tasks until FRA has provided written approval of the PMP, unless FRA has provided pre-award authority for such work under Section 6.6 of this Attachment 2. FRA will not reimburse the Recipient for costs incurred in contravention of this requirement.

FRA may require the Recipient to update the PMP. The Recipient will submit any such updates to FRA for review and approval, and FRA will determine if updates to the PMP require an amendment to this Agreement. The Project Budget and Project Schedule may be revised consistent with Article 5 of Attachment 1 of this Agreement without amending this Agreement.

The PMP will be consistent with the FRA Guidance on Development and Implementation of Railroad Capital Projects, July 18, 2025 (Railroad Capital Projects Guidance) and 49 U.S.C. § 22903, as applicable.

#### Subtask 1.3: Project Closeout

The Recipient will submit a Final Performance Report as required by Section 7.2 of Attachment 1 of this Agreement, which should describe the cumulative activities of the Project, including a complete description of the Recipient's achievements with respect to the Project objectives and milestones.

#### **Task 1 Deliverables:**

Deliverable ID	Subtask	Deliverable Name
1.1	1.2	Project Management Plan
1.2	1.3	Final Performance Report

#### **Task 2: Project Planning**

The Recipient will not commence work on Task 2: Project Planning until FRA has approved the PMP deliverable described in Task 1: Project Administration and Management and provided written notification to proceed with Project Planning.

The Recipient will conduct technical analysis, stakeholder outreach, and other project planning activities, and prepare a Project Planning Package as detailed in the PMP. The Project Planning Package will be consistent with the objectives of the Project Planning Lifecycle Stage identified in the FRA Guidance on Development and Implementation of Railroad Capital Projects (July 18, 2025). The Project Planning Package will include all information described in the PMP. FRA will review the Planning Package for acceptance. Information and activities necessary to perform and complete the required Project Planning Package will be included in the approved PMP.

#### **Task 2 Deliverables:**

Deliverable ID	Deliverable Name
2	Project Planning Package

### Task 3: Environmental Review

The Recipient will not commence work on Task 3: Environmental Review until FRA has approved the PMP deliverable described in Task 1: Project Administration and Management, accepted the Project Planning Package described in Task 2: Project Planning, and provided written notification to proceed.

The Recipient will prepare all required documentation to comply with applicable environmental laws, including but not limited to the NEPA, Section 106 of the National Historic Preservation Act, Section 4(f) of the US DOT Act, and Section 7 of the Endangered Species Act, as well as applicable implementing regulations and guidance. The Recipient will provide FRA with sufficient information to determine the NEPA Class of Action and will prepare the environmental documentation as detailed in the PMP. The PMP will identify information and activities necessary to perform and complete the required environmental review.

#### Task 3 Deliverables:

Deliverable ID	Deliverable Name
3	Final NEPA Documentation

### Task 4: Preliminary Engineering

The Recipient will not commence work on Task 4: Preliminary Engineering until FRA has approved the PMP deliverable described in Task 1: Project Administration and Management, accepted the Project Planning Package described in Task 2: Project Planning, and provided written notification to proceed.

The Recipient will complete and submit a preliminary engineering (PE) design set to FRA for approval, as specified in the PMP. The PE design set includes engineering from concept through the 30% design level, as detailed in the PMP, which includes but is not limited to necessary field surveys, operational analysis, legal due diligence, and preparation of drawings and cost estimates. The PE Design Set will include all design development and Project delivery documentation, along with eligible and allowable cost estimates, with associated project milestone timelines necessary to demonstrate the effectiveness, feasibility, and readiness of the Project for final design and construction.

#### Task 4 Deliverables:

Deliverable ID	Deliverable Name
4	Preliminary Engineering Package

**Additional Task Deliverables:**

None.

**4.4 Implement Required Environmental Commitments**

None.

**ARTICLE 5: AWARD DATES AND ESTIMATED PROJECT SCHEDULE****5.1 Award Dates**

Budget Period End Date: March 31, 2027

Period of Performance End Date: March 31, 2027

**5.2 Estimated Project Schedule**

Milestones associated with this Agreement are identified in Table 5-A: Estimated Project Schedule. The Recipient will complete these milestones to FRA's satisfaction by the Schedule Date, subject to Article 5 of Attachment 1 of this Agreement. The Recipient will notify FRA in writing when it believes it has achieved the milestone.

**Table 5-A: Estimated Project Schedule**

<b>Milestone</b>	<b>Schedule Date</b>
Project Management Plan Completion	60 days after obligation
Project Planning Package	May 29, 2026
Final NEPA Documentation	October 1, 2026
PE Design Set	October 1, 2026

**ARTICLE 6: AWARD AND PROJECT FINANCIAL INFORMATION****6.1 Award Amount**

Agreement Federal Funds: \$1,666,279.

**6.2 Federal Obligation Information**

Federal Obligation Type: Single



### **6.3 Federal Authorization and Funding Source.**

Authorizing Statute: Infrastructure Investment and Jobs Act, Pub. L. 117-58 (November 15, 2021); 49 USC § 22907

Appropriation: Consolidated Appropriations Act, 2024, Division F, Title I, Public Law 118-42, 138 Stat. 25 (Mar. 9, 2024); 170 Cong. Rec. S1223-S2208 (Mar. 5, 2024) (Section 4 of the Consolidated Appropriations Act, 2024, notes that the explanatory statement printed in the Congressional Record shall be treated as if it were a joint explanatory statement of a conference committee).

### **6.4 Funding Availability**

Program funding that is obligated under this Agreement remains available until expended.

### **6.5 Approved Project Budget**

The estimated total Project cost under this Agreement is \$2,082,848.75.

FRA will contribute a maximum of 80 percent of the total Project cost, not to exceed the Agreement Federal Funds in Section 6.1 of this Attachment 2. FRA will fund the Project at the lesser amount of the Agreement Federal Funds or the FRA maximum contribution percentage of total Project costs.

The Recipient via the Illinois Department of Transportation will contribute \$416,569.75 in Agreement Non-Federal Funds. Recipient's Agreement Non-Federal Funds are comprised of cash contributions in the amount of \$416,569.75.

The Recipient will complete the Project to FRA's satisfaction within the Approved Project Budget, subject to Article 5 of Attachment 1 of this Agreement.

**Table 6-A: Approved Project Budget by Task**

Task #	Task Title	Agreement Federal Funds	Agreement Non-Federal Funds	Total
1	Project Administration and Management	\$20,000.00	\$5,000.00	\$25,000.00
2	Project Planning	\$162,572.00	\$40,643.00	\$203,215.00
3	Environmental Review	\$494,151.00	\$123,538.00	\$617,689.00
4	Preliminary Engineering	\$989,556.00	\$247,388.75	\$1,236,944.75
<b>Total</b>		<b>\$1,666,279.00</b>	<b>\$416,569.75</b>	<b>Total Project Cost: \$2,082,848.75</b>

**Table 6-B: Approved Project Budget by Source**

Funding Source	Total Amount	Percentage of Total Project Cost
<b>Federal Share</b>	\$1,666,279.00	80%
Agreement Federal Funds	\$1,666,279.00	80%
FRA FY24 CRISI CDS	\$1,666,279.00	80%
<b>Agreement Non-Federal Funds</b>	\$416,569.75	20%
Illinois Department of Transportation	\$416,569.75	20%
<b>Total Project Cost</b>	<b>\$2,082,848.75</b>	<b>20%</b>

**6.6 Pre-Award Costs**

None.

**6.7 Phased Funding Agreement**

Not applicable.

# Memo

**To:** Mayor and City Council  
**From:** Brent Anderson, Director of Public Works  
**Date:** 1/20/2026  
**Re:** Parking Lot #7 Expansion and Enhancement Grant Project – Bid Tabulation

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The following bids were opened by IDOT for the reconstruction of Municipal Parking Lot #7 and the Kishwaukee Overlook Project:

1. Fisher Excavating, Inc	\$1,380,432.25
2. O'Brien Civil Works, Inc	\$1,419,140.15
3. DPI Construction, Inc	\$1,450,715.65
4. Schroeder Asphalt Services, Inc	\$1,638,185.20
5. Stenstrom Excavation & Blacktop, Inc	\$1,721,579.20
6. Alliance Contractors, Inc	\$2,018,708.36
7. Landmark Contractors, Inc	\$2,024,105.15

The engineer's estimate for this project was \$1,282,000.

I would recommend approval of the low bid from Fisher Excavating, in the amount of \$1,380,432.25, to complete the Parking Lot #7 and Kishwaukee Overlook Project and concur with IDOT on the award of this project to Fisher Excavating.

This work will be paid for from grant funds and capital funds.