September 10, 2026

TO: President Gustafson & Members of the Village Board of Trustees

FROM: Scot Wrighton, Interim Village Administrator

RE: Committee-of-the-Whole Item #1: 2027-2031 Capital Improvement Plan (CIP)

Presented for consideration is a proposed 5-Year capital improvement plan (CIP) for the Village of Roscoe. This document cannot be finally approved by the Board until we are closer to approving the 2027 budget—since the CIP relies on dedicated financing for the implementation of its first two years; but it is requested that the Village Board amend and shape this draft CIP so it reflects the governing body's priorities moving forward. Even though the CIP is a 5-year planning document, it is common for municipal governments to update all parts of their CIPs every year. I recommend that the Village Board follow this pattern. An annual CIP update process allows the Board to change and revise its capital project priorities more often, even though the CIP spans five years, and adjust to changing grant availability and other external and internal funding circumstances.

A municipality's CIP should reflect its values, goals and vision. Although the village's strategic plan is now more than 10 years old, I have surmised (though, with just 5 weeks to do so) that the Board's capital improvement project goals largely align with their long-term goals for the village generally, and roughly fall into three categories: 1) Creating a new town center with an attractive and walkable commercial district, with higher density, and adjoining residential development on either side of Main Street between Bridge Street on the south and either Williams Drive, or the Post Office (Glenn Drive), on the north; 2) Accelerating the development of commercial, retail and industrial projects adjacent to the Rockton, Willowbrook and Love Roads corridors (all in the vicinity of the Rockton Road tollway interchange) and arranging infrastructure for the same area; and 3) maintaining current and future residential areas in ways that strengthen and sustain safe, well-maintained and attractive residential and commercial neighborhoods that foster a sense of community and belonging. Nearly all of the projects studied by Fehr-Graham at the request of the village in recent years align with one of these three goal areas; but they have never been put into a 5-Year Plan.

In addition to alignment with these 3 goal categories, the proposed 5-Year CIP makes the following additional assumptions: 1) The Board will provide for General Fund, Motor Fuel Tax Fund, grants, developer funding, donations, or other funding sources in the aggregate of between $2.4 & $3.0 million per year; 2) The Board desires to improve the Village's overall pavement condition index or pavement condition rating (PCI/PCR) over a period of several years so that it reaches, and can be maintained, at about 90; 3) The Board wants to maintain its village-owned park and open spaces in ways that provide ample opportunities for safe recreation, enjoyment of the outdoors, in ways that attract new residents to Roscoe; and 4) To advance many of the non-residential components of the CIP will require strategies far beyond just looking for grants; the Village will need to revise land use planning documents, and seek financial assistance using tools like tax increment financing, the creation of one or more business improvement districts, and agreements with developers for sharing the costs of infrastructure. More details about these assumptions follows below.

1. The Village of Roscoe has accumulated significant unrestricted reserve balances available for capital projects in both its Motor Fuel Tax Fund and in the General Fund. For at least the next two years these unrestricted reserve balances can help support a higher funding level for CIP projects. After that, the Village Board can determine if development and tax base growth will be sufficient to sustain this allocation of resources to capital projects, or if revenue enhancement strategies targeted specifically to capital projects should be enacted. In addition, I have met with the regional planning commission (R1) to discuss strategies for obtaining county, state and federal funding for infrastructure improvements near the Rockton Road interchange. There is a viable strategy for achieving this, but it will take several years to yield funding authorizations. That is why capital projects in the vicinity of the Rockton Road interchange, and south of there on Willowbrook, are parked in the CIP's out-years.

2. The village's overall PCI/PCR is in the low 80s. A complete description of the PCI/PCR method, scores for each residential street, the different street improvement methods that collectively make-up an annual street improvement program, and a comparison of how different street improvement funding levels can impact the village's PCI/PCR are all included in the attached report from Fehr-Graham. If the village can sustain annual funding for the residential street improvement program at or slightly above $1 million, it should, over the next several years, move the PCI/PCR to about 90. This is will visibly and demonstrably improve the condition of the residential street inventory. A Fehr-Graham representative will be attending the September 15 committee of the whole meeting to provide more background on, and answer questions about, their report.

3. The Village has made some progress in planning for significant improvements in the Main Street area, and in the vicinity of the Rockton Road tollway interchange (see attached future land use maps for the interchange area). Place Foundry's report on the Main Street corridor makes useful recommendations about likely and recommended land uses, but it does not address overall exterior design, or the look and feel of the streetscape. This is a critical element, and one that prospective developers should know about in advance. The Board needs to provide this missing piece as soon as possible. Tax increment financing would aid both the Main Street corridor AND the tollway interchange areas; so, it may make sense to create one large TIF district joining these priority areas.

On the next page, I have placed the various projects mentioned in this memo, and those discussed by the Village Board over the past few years, into a 5-Year schedule. It is only a draft, and the Board needs to decide if this schedule reflects their priorities. Most project cost estimates were prepared by Fehr-Graham. A Village Board-approved CIP will become part of the new budget.

2027	**Comments & Notes**
$1,000,000 for residential street maintenance	
1,400,000 for mill & overlay of Main Street from McDonald to Bridge or Grove Street (with or without reconstruction of the Bridge/Main intersection)	Prior to finalization of design for this project, the Board will need to determine if the northern end of this improvement should be Grove Street, or the north or south side of Bridge St.
170,000 for River Street bike path extensions	This project is intended to eliminate a gap in the trail system
210,000 for Chicory Ridge pond bank stabilization & parking lot	
130,000 for trail paving from Stone Bridge Trail to Chase Bank	This paves a rock trail section adjoining Stone Bridge Trail
el 90,000 for finalizing Main Street design, create a TIF* district & Business Improvement District*	Two small consultancies for streetscape drawings and wording and BID documents + larger contract for TIF work.
$3,000,000 **TOTAL**	

2028	
$1,050,000 for residential street maintenance	
400,000 for Riverside Park improvements (boat launch, road/path surfaces)	Assumes eventual funding availability through the state for boat launch projects and other Riverside Park improvements
86,000 Leland Park Court Resurfacing	
950,000 Main Street ROW streetscape improvements, Phase 1	CIP anticipates incremental approach to funding the streetscape
$2,486,000 **TOTAL**	

2029	
$1,100,000 for residential street maintenance	Allocation increases 5% per year
800,000 for Willowbrook Road maintenance	Though held back for planning reasons, some work required
750,000 Main Street ROW streetscape improvements, Phase 2	
$2,650,000 **TOTAL**	

2030	
$1,150,000 for residential street maintenance	
1,750,000 EDP/STBG funding match for infrastructure (Rockton/ Willowbrook area)	R1 has the following Roscoe projects on its planning list as eligible for grant funding: Love Rd construction, Willowbrook construction and various trail & pathway projects
$2,900,000 **TOTAL**	

2031	
$1,200,000 for residential street maintenance	
1,500,000 infrastructure/utility subsidies for Willowbrook & Rockton Road, Love Road area parcels	
$2,700,000 **TOTAL**	