

Committee Chair:
Barbara Little
Deerfield

LAKE COUNTY COUNCIL OF MAYORS

Members:

Antioch
Bannockburn
Beach Park
Buffalo Grove
Deerfield
Deer Park
Fox Lake
Grayslake
Green Oaks
Gurnee
Hainesville
Hawthorn Woods
Highland Park
Highwood
Indian Creek
Island Lake
Kildeer
Lake Barrington
Lake Bluff
Lake Forest
Lake Villa
Lake Zurich
Libertyville
Lincolnshire
Lindenhurst
Long Grove
Mettawa
Mundelein
North Barrington
North Chicago
Old Mill Creek
Park City
Riverwoods
Round Lake
Round Lake Beach
Round Lake Heights
Round Lake Park
Third Lake
Tower Lakes
Vernon Hills
Volo
Wadsworth
Wauconda
Waukegan
Winthrop Harbor
Zion
County of Lake

Transportation Committee

Time: 9:00 a.m.
Date: January 18th, 2018
Location: Lake County Division of Transportation
Main Conference Room
600 W. Winchester Road
Libertyville, Illinois

AGENDA

	<u>Action Requested</u>
1) Opening of Meeting/Introductions	Call to Order
2) Approval of Minutes	Approval
a. March 7 th , 2017 Meeting (Attachment 1)	
b. August 24 th , 2018 (Attachment 2)	
3) Agency Reports	
a. IDOT Bureau of Programming	Katie Herdus
b. IDOT Bureau of Local Roads and Streets	Alex Househ
c. ISTHA Report	Vicky Czuprynski
d. Metra Report	Rick Mack
e. CMAP Report	Kama Dobbs
f. Pace Report	Tim Dilsaver
g. RTA Report	Andy Plummer
4) Municipal Traffic Signals Joint Purchasing Opportunity	Discussion
5) Qualifications Based Selection- IDOT BLRS Chapter 5 update	Discussion
6) Functional Classification Change Requests (Attachment 3 & 4)	Approval
a. City of Highwood – Bank Lane	
b. Libertyville Township – Casey Road	
7) New STP Program Memorandum of Agreement (Attachment 5)	Information Only
8) Lake Council STP Program (Attachment 6)	Information Only
9) STP Project Selection Committee Update	Information Only
10) Lake Council of Mayors Draft STP Guidebook (Attachment 7)	Discussion
a. Project Categories for STP Funding	
b. Lake Council Funding Rules	
c. Lake Council Projects Selection Methodology	
11) Other Business	
12) Next Meeting	
April 19 th , 2018	
13) Adjournment	

**LAKE COUNTY COUNCIL OF MAYORS
TRANSPORTATION COMMITTEE**

Minutes of the 9am March 7, 2017 Meeting
At the Lake County Division of Transportation

Attendance

<u>Name</u>	<u>Position</u>	<u>Representing</u>
Barbara Little	Dir. of Public Works & Eng.	Deerfield
David Brown	Dir. of Public Works/Vil. Engineer	Vernon Hills
Scott Drabicki	Village Engineer	Gurnee
Bill Heinz	Dir. of Public Works/Vil. Engineer	Grayslake
Moses Amidei	Village Administrator	Wadsworth
Erika Frable	Dir. of Public Works/Vil. Engineer	Hawthorn Woods
David Kilbane	Village Administrator	Round Lake Beach
Robert Ells	Superintendent of Engineering	Lake Forest
Darren Monico	Village Engineer	Buffalo Grove
Paula Trigg	County Engineer	LCDOT
Paul Kendzior	Director of Public Works	Libertyville
Ed Wilmes	Director of Public Works	North Chicago
Joe Pasquesi	Civil Engineer	Highland Park
Ron Colangelo	Director of Public Works	Zion
Maria Lasday	Village Manager	Bannockburn
Alex Househ	Field Engineer	IDOT
Gerardo Fierro	Associate Field Engineer	IDOT
Brian Carlson	Program Dev. Section Chief	IDOT
Katie Herdus	Area Programmer	IDOT
Rick Mack	Community Affairs	Metra
Russell Pietrowiak	Associate Planner	CMAP
Emily Karry	Dir. Planning & Programming	LCDOT
Bruce Christensen	Council Liaison	LCDOT
Jon Vana		Consultant
John Heinz		Consultant
Lee Fell		Consultant
Jerry Heimsoth		Consultant

1. CALL TO ORDER AND APPROVAL OF MINUTES

Ms. Little called the meeting to order at 9:04 a.m. On a motion by Mr. Brown, seconded by Mr. Ells, by a voice vote, the Committee unanimously recommended approval the minutes of the September 14, 2015 Transportation Committee were approved as presented.

2. TRANSPORTATION IMPROVEMENT PROGRAM

A. IDOT Program Report – Mr. Carlson introduced Ms. Herdus who will be IDOT’s Area Programmer for Lake County. Mr. Carlson provided each member of the Council with the Management Monitoring Schedule and briefly described the IDOT projects in Lake County and their respective letting dates.

B. IDOT STP Status Report – Mr. Fierro explained the position of the Lake County projects in the review process and their respective target letting dates. Ms. Lasday asked if any of the Council’s projects might be in jeopardy considering the State budget impasse. Mr. Christensen indicated that funding for locally programmed federal-aid projects comes from the State Road Fund. The budget impasse impacts IDOT’s operating funds.

C. ISTHA Report – No Report

D. Metra Report – Mr. Mack reported that Metra will be providing funding to rehab the Lake Bluff commuter station. Similarly, in 2016 the Village of Deerfield received funding to rehab its commuter station. The City of Lake Forest will be completing the rehabilitation of its downtown station this year. The Village of Libertyville is undertaking a complete redesign of their downtown station with funding from Metra. Platform improvements will be made at both the West Lake Forest and Lake Cook Road stations. LED lighting improvements will be made at both the Fox Lake and Prairie View Stations. Mr. Mack indicated that Metra is in the process of conducting a fare study. The existing fare structure is based on 5-mile zones of travel. Metra is considering a different approach to establish fares. Mr. Mack encouraged those in attendance to participate in the study by completing a survey form available at Metra.com. Mr. Mack concluded his report by indicating that there is an effort underway to add six additional Hiawatha service trains on the Milwaukee District North Line. Metra is working with WisDot and IDOT to make the necessary track improvements that will be required to add the capacity needed to add the additional service. WisDot has committed \$150 million towards the estimated \$289 million cost of the project.

E. CMAP Report – Mr. Pietrowiak indicated that CMAP is in the process of analyzing the recently submitted CMAQ/TAP applications. He indicated that the region as a whole is obligating STP funds at a good rate and that the accumulated unobligated regional balance is going down. He also indicated that the region is in the process of determining how STP funds will be distributed in the future. The first meeting for this discussion will be held on 3/9 following the CMAP MPO Policy Committee meeting.

F. Pace Report – Mr. Christensen indicated that Pace has requested the opportunity to present their 2017 budget at the March 30, 2017 Council meeting.

G. RTA Report – No Report

3. FAU ROUTE ADDITIONS/MODIFICATIONS

Mr. Christensen suggested that the Committee address the various requests by municipality rather than in aggregate with a single motion.

A. Village of Vernon Hills – The Village is requesting the addition of six routes to the federally eligible system of roads:

Hawthorn Parkway between Butterfield Road and Lakeview Parkway
Aspen Drive/Sullivan Drive between Hawthorn Parkway and Deerpath Drive
Lakeview Parkway south of IL Route 60 including two connectors to IL 21
Gross Pointe Boulevard between IL 83 and US 45
Corporate Woods Parkway between US 45 and IL 21
Woodlands Parkway between US 45 and IL 21

On a motion by Mr. Drabicki, seconded by Ms. Trigg, by a voice vote, the Committee unanimously recommended approval of the Village of Vernon Hills requests.

B. Village of Round Lake Beach – The Village is requesting the addition of three existing routes and one proposed route extension to the federally eligible system of roads:

Civic Center Way between Hook Drive and Rollins Road
Country Walk Drive between Cedar Lake Road and Orchard Lane
Nicole Lane from Rollins Road north to an intersection with extended Hook Drive
Hook Drive extension between Orchard Lane and Nicole Lane

On a motion by Mr. Colangelo, seconded by Ms. Trigg, by a voice vote, the Committee unanimously recommended approval of the Village of Round Lake Beach's requests.

C. Village of Mundelein – The Village of Mundelein is requesting the addition of one new route to the federally eligible system of roads:

A new roadway that would intersect IL 83 opposite existing Fieldcrest Drive, extend west and then southwest to connect with an existing roadway that intersects IL 60 then extends south of IL 60 on a new alignment to intersect IL 176 between Del Webb Boulevard and Schank Road.

On a motion by Mr. Drabicki, seconded by Mr. Brown, by a voice vote, the Committee unanimously recommended approval of the Village of Mundelein's request.

D. City of Zion – The City is requesting the addition of five existing routes consisting of seven roadway segments to the federally eligible system of roads:

27th Street between Sheridan Road and Edina Boulevard
Submit Bethel and Bethesda separately
Emmaus Avenue between 21st Street and 23rd Street
Joppa Avenue between 21st Street and Salem Boulevard

Salem Boulevard/Dowie Memorial Drive/Shiloh Boulevard between Gabriel Avenue and Emmaus Avenue

On a motion by Mr. Brown, seconded by Ms. Lasday, by a voice vote, the Committee unanimously recommended approval of the City of Zion's requests.

- E. Village of Hawthorn Woods – The Village is requesting the addition of three existing routes to the federally eligible system of roads:
 - Darlington Drive between Gilmer Road and Old McHenry Road
 - Schwerman Road between Fairfield Road and Gilmer Road
 - Owen Road between Gilmer Road and Schwerman Road

On a motion by Mr. Drabicki, seconded by Mr. Ells, by a voice vote, the Committee unanimously recommended approval of the Village of Hawthorn Woods' request.

4. LAKE COUNCIL FFY 17-21 STP PROGRAM

Mr. Christensen presented the proposed Lake Council FFY 17-21 STP Program. Mr. Christensen indicated that he needed the Committee's recommendation for approval for the projects listed in the FFY 2017 annual element of the program. Mr. Christensen provided an overview of the projects listed in the out years of the program indicating that each of these projects are in some stage of engineering and may or may not stay in the years in which they are currently programmed as their respective situations may change. Mr. Christensen indicated that FFY 18 is likely to be the largest annual program dollar wise that the Council has ever had. Mr. Christensen stressed that a project's position within the program's out years is not important because the Council's program must be fiscally constrained. What is important is getting the engineering done and approved. Mr. Christensen indicated that there are some large projects in the out years of the program that may require our requesting the use of advance funding. He then gave a brief overview of the advance funding protocol and history for the newer members of the Committee.

Mr. Christensen asked for Transportation Committee approval of the revised Lake County Council FFY 17-21 STP Program. On a motion by Mr. B. Heinz, seconded by Mr. Colangelo, by a voice vote, the Committee unanimously recommended approval of the revised Lake County Council FFY 17-21 STP Program.

5. RESOLUTION FOR PLANNING ASSISTANCE

Mr. Christensen presented the Committee with the annual resolution regarding the disposition of federal transportation planning funds and professional staff assistance to the Lake County Council of Mayors for FY 18.

On a motion by Mr. Brown, seconded by Mr. B. Heinz, by a voice vote, the Committee unanimously recommended approval of the resolution for planning assistance.

6. PLANNING LIAISON REPORT

Mr. Christensen informed the Committee that CMAP had requested his assistance with reminding municipalities of the importance associated with their contributions for 2017. This is the first year for this. It was precipitated by the state budget impasse. The General Assembly created CMAP by combining CATS and NIPC back in 2005. In the past, NIPC used to solicit annual contributions/dues for their planning work. The General Assembly never created a revenue stream for CMAP who was relying on IDOT to provide the local share for the federal funds required to do mandated regional transportation planning. IDOT paid CMAP's local share out of its operating budget which was frozen as part of the budget impasse. CMAP successfully lobbied the USDOT to provide the 80% federal funds directly to CMAP bypassing the State's involvement. That still leaves the 20% match requirement. The CMAP Board adopted a dues schedule for counties and municipalities based on population to begin in 2017 to raise the necessary match for the federal funds and to avoid CMAP being "held hostage" by any future state budget problems. All federal transportation funds to the region will cease if CMAP is forced to cease operation due to funding.

Mr. Christensen presented the Committee with certain requirements/obligations that result from using federal funds for a project's preliminary engineering. Any local agency using federal funds for preliminary engineering has ten years from the date that the engineering funds were authorized by FHWA to either begin land acquisition or construction of the project. Failure to meet the ten-year requirement may put local agencies in the position of having to repay any federal funds received during the preliminary engineering phase(s). For most communities, this may only come into play with federal-aid bridge projects.

Mr. Christensen informed the Committee of changes to the Local Agency Agreements with IDOT that are supposed to be in place for the August 4, 2017 state letting. The new agreements are part of the Grant Accountability Transparency Act (GATA) and they will be required for all state and federally funded projects/activities. This will be a much larger document in terms of numbers of pages as it will be used by all state agencies/departments that pass-through state and/or federal funds. Mr. Christensen indicated that he and Ms. Karry will be attending a two-day training session on the new GATA agreements this month. More information will be disseminated when more is known. Ms. Lasday asked that the instructions for the GATA registration be resent to the Council members.

7. OTHER BUSINESS

Ms. Karry informed the Committee that LCDOT in conjunction with the Lake County Coordinated Transportation Services Committee (LCCTSC) is working on a paratransit market study. Ashley Lucas is the Project Manager for the effort. Ms. Karry offered to provide Ms. Lucas' contact information for anyone interested in more information on the study or interested in participating in the effort. The County and the LCCTSC have been working to coordinate paratransit and Dial-a-Ride services in Lake County with Pace. There are currently two ongoing projects in Lake County but there are still large areas of the County that are either underserved or where there is no service. The

purpose of the study is to look at the County and develop a countywide coordinated system.

Ms. Little expressed her thanks to Mr. Christensen for his 22 years of service to Lake County and on behalf of the Transportation Committee for being so evenhanded and fair and being so supportive of the communities over the years.

8. NEXT MEETING

On call.

9. ADJOURNMENT

There being no additional business brought before the Committee, on a motion by Ms. Trigg, seconded by Mr. B. Heinz, by a voice vote, the Committee unanimously approved adjournment of the meeting at 10:12 a.m.

LAKE COUNTY COUNCIL OF MAYORS

Minutes of August 24th, 2017 Meeting
at the Lake County Central Permit Facility

Attendance

<u>Name</u>	<u>Position</u>	<u>Representing</u>
Leon Rockingham	Mayor	North Chicago
Glenn Ryback	Mayor	Wadsworth
Steve Lentz	Mayor	Mundelein
Dominic Marturano	Mayor	Lindenhurst
Donny Schmidt	Mayor	Fox Lake
Dale Sands	Mayor	Deer Park
Shane Schneider	County Engineer	Lake County
Rita O'Conner	Trustee	Long Grove
Mike May	Village Administrator	Volo
Michael Talbett	Chief Village Officer	Kildeer
David Kilbane	Village Administrator	Round Lake Beach
Karl Warwick	Village Administrator	Lake Villa
Barbara Little	Director of Public Works/Engineering	Deerfield
Paul Kendzior	Director of Public Works	Libertyville
Bill Emmerich	Village Engineer	Mundelein
Erika Frable	Director of Public Works/ Village Engineer	Hawthorn Woods
Bill Heinz	Director of Public Works Village Engineer	Grayslake
Kealan Noonan	Director of Public Works	Fox Lake
Robert Ells	Superintendent of Engineering	Lake Forest
Manny Gomez	City Engineer	Highland Park
Wally Dittrich	Asst. Public Works Director/ Village Engineer	Lincolnshire
Kyle Johnson	Civil Engineer	Buffalo Grove
Taylor Wegrzyn	Planner	Mundelein
Linda Soto	Pace Board Member	Lake County
Tim Dilsaver	Community Relations Representative	Pace Bus
Kevin Carrier	Dir. Of Planning and Programming	LCDOT
Jesse Elam	Dir. Of Policy and Programming	CMAP
Emily Karry	Council Liaison	Lake Council
Mike Klemens	Council Liaison	Lake Council
Ashley Lucas	Council Liaison	Lake Council
Todd Gordon		Consultant
Jon Vana		Consultant
Dan Brinkman		Consultant
Joel Christell		Consultant
Lee Fell		Consultant
Ben Metzler		Consultant

LAKE COUNTY COUNCIL OF MAYORS

John Beissel
John Ambrose

Consultant
Consultant

1., 2. & 3. Call to Order, Introductions, Approval of the Minutes

Mayor Rockingham called the meeting to order at 6:03pm.

Those in attendance gave self-introductions.

On a first by Mayor Ryback and a second by Mayor Lentz the minutes of the March 30th, 2017 meeting were approved unanimously.

4. STP Program Changes Presentation

Mr. Jesse Elam from the Chicago Metropolitan Agency for Planning (CMAP) gave a presentation on the proposed changes to the local Surface Transportation Program (STP). Mr. Elam explained that the current system the region uses for distributing STP funding needs to change based on findings from the Federal Highway Administration during CMAP's last certification review. The current agreement for funding distribution between the City of Chicago and the Councils of Mayors also needs to be renewed following the passage of a new federal transportation bill, which happened at the end of 2016. Mr. Elam's presentation covered four main points; A new Share Used Fund, Local Funding Distributions (using a need based formula), Supplemental Local Project Selection from On To 2050 Priorities and Active Program Management.

Mr. Elam began discussion of the first talking point, the creation of a shared use fund to replace the current set aside to the City of Chicago by giving some background on how STP funding in the region is currently divided. Under the current system, 5% of the region's annual allotment is taken off the top and given to the City of Chicago for programming on a project within the City that has a regional benefit. The new proposal would replace this 5% set aside with a 15% set aside to create a shared use fund. Unlike the current set aside, the shared use fund would be open to all communities in the region. It would initially be phased in beginning at 10% and increasing to 15% of the regions STP funds over a 3-year period. In addition to the set aside, IDOT has agreed to allow CMAP to reprogram unobligated carryover funds to help contribute capital to shared regional fund, this \$75 million contribution over a 3-year period would allow the shared use fund to have between \$40-\$45 million per year in it to begin with, including the set aside funds.

Mr. Elam gave examples of projects from throughout the region that are not able to be funded by the local councils due to project costs but could be funded through the proposed shared regional fund. Mr. Elam also discussed the options for how projects would be selected for funding with the shared regional fund. There are two possible options, creating a new committee or using the CMAQ project selection committee. The shared use fund committee would be responsible for developing the project selection methodology and active program management of the shared fund program.

In part two of the presentation, Mr. Elam discussed how the funds would be distributed to the various local Councils of Mayors and the City of Chicago. The region currently uses population to distribute STP funds to the local councils for programming, but that will not be allowed by the Federal Highway Administration moving forward. The proposal instead suggests that the federally approved performance measures be used to distribute the funds to the local councils. This will help insure that areas with the most needs will receive the most funds. There are five performance measures that will be used, and they will be weighted equally. The performance measures are Pavement Condition, Bridge Condition, Congestion, Safety and Non-Single Occupant Vehicle (SOV) Travel. He also showed what the funding distributions would look like based on the initial data collected by CMAP. The distribution formula would be

LAKE COUNTY COUNCIL OF MAYORS

recalculated every five years, and the redistribution will be based on how well each council has done relative to improving performance.

The third part of the proposal focused on connecting each council's project selection methodology to the region's long range plan, On To 2050. The proposal will require each council to include criteria in their selection methodology from CMAP's On To 2050 plan. The proposal calls for 25% of a council's selection criteria to be from the regional plan. Each council will be able to weight those criteria however they see fit based on local priorities.

Mr. Elam also discussed adopting Pavement Management systems for the entire region. During the last CMAP municipal survey they found that roughly 50% of municipalities use some form of a pavement management system. CMAP wants to find a way with this proposal to have projects that are proposed for STP funding to be the result of a pavement management system. It is expected to be a system that analyzes the age and pavement condition of a roadway to determine the best treatment for maintaining the maximum life of the roadway. CMAP knows there will be some cost to implementing this and has suggested that they could assist in making this possible throughout the region. CMAP has a request for information about Pavement Management systems out now so they can learn as much as possible about what is currently being done. Each council will have to decide how it would like to handle accomplishing this goal.

Mr. Elam discussed CMAP's desire to make sure that any new STP system that is put into place is equitable across the region. One effort to achieve this goal is to possibly use Transportation Development Credits, or Toll Credits as they are also known, to offset the local match for communities who might otherwise not have the means to pay their local match. The federal government allows states that have Tollways to use the amount of toll revenue collected as local match to federal projects. IDOT can approve these uses and CMAP is recommending that in cases of need, Toll Credits be used to assist these communities.

The final part of the presentation was a proposal for Active Program Management rules. The goal with Active program management Mr. Elam explained is to make sure that the region is not sitting on money that is unspent when other projects could be utilizing it. Mr. Elam explained there are several ways this could be accomplished, projects could be given a certain amount of time to begin each phase of the process or could have certain time requirements to finish each phase. The goal is to move projects that are delayed back in the program and move projects that are active and progressing forward in the program so that the funds are spent in a timely fashion. If a council has a project that is delayed, CMAP would expect them to move that project back in the program and give the Council a few months to bring another project forward to utilize the funding. If no new projects are brought forward, the proposal is the unspent funds would be moved into the share regional fund, as discussed at the beginning of the presentation.

Mr. Elam concluded the presentation by giving the timeline for adopting the new STP program. The goal is to have an agreed upon Memorandum of Agreement approved at the October 2017 CMAP Board and Metropolitan Planning Organization (MPO) Policy committee. Upon execution of the agreement there will be a freeze in programming new projects and the use of advanced funding will cease. This will allow CMAP to honor the commitments of projects in current programs and start fresh in 2021 with the new STP rules.

Following the presentation, a discussion of the Council took place. Mayor Rockingham mentioned that this proposal has been in the works since March and he commended CMAP staff for their efforts in getting it to this point. He then opened the floor up for questions.

Mr. Elam was asked if the federal government has authorized the use of Toll Credits for local match. Mr. Elam explained that this is a credit system based on how much funding is collected by the Tollway and it can be used as a credit to match federal funding.

Mr. Elam was asked if the City of Chicago has approved this proposal yet. Mr. Elam responded that while they have not signed off on the proposal yet, he hopes the proposal will be very similar to what was presented, they have been included in the process all along.

LAKE COUNTY COUNCIL OF MAYORS

The Council had a discussion on how the IDOT toll credits are used for federal match. Federal law allows the state to use the amount of revenue collected by tolls as a credit to match federal funding.

Mr. Elam was asked about the amount of funding that will go into the shared regional fund as the new rules are implemented. Mr. Elam explained that currently the City of Chicago gets 5% funding off the top, that would be replaced by the shared use fund which would be up to 15% off the top but would be available to all communities in the region, not just the city of Chicago.

Mr. Elam was asked about the IDOT contribution of carryforward funds for the shared regional pot and if that contribution will end after the first three years. Mr. Elam responded that yes, the IDOT carryforward funds are just for the first three years of the shared regional fund and then there will be other ways to add funding to the fund including the 15% off the top as mentioned previously.

Mr. Elam was asked if the power point would be shared with the council. He said that yes, he would be happy to share with the Council. Ms. Karry said that she would forward the presentation on to the Council.

A comment was made questioning how many communities would be supportive of the On To 2050 plan and if basing criteria for selection from that plan would be well received by municipalities. Mr. Elam responded that it is important for the MPO that all federal funds allocated have a connection to the regional plan.

Mr. Elam was asked if using the performance measures could the city of Chicago could receive 85% of the funding in a given year. Mr. Elam responded that by having equal weighting of the performance measures you won't see that happening, and there has been no suggestion to move away from the equal weighting. A comment was made that the make-up of the committee for selecting projects would provide some insulation from the City of Chicago being dominant.

Mr. Elam was asked if the shared fund would go away after the first three years. He responded that it would not go away but the amount funding available would likely decrease after the IDOT carryforward funds go away.

The committee discussed the ability of communities to provide a local match and if the use of toll credits could have been available previously. Mr. Elam informed the committee that IDOT needs to change its current policies for the use of toll credits to allow this for local projects and that through this negotiation process they seem willing to make those changes. These toll credits would be used only in high need communities and the suggestion is to use the list of disadvantaged communities that CMAP has developed for the Local Technical Assistance program as the basis for determining community need.

Mr. Elam was asked how much advanced funding the region has used, since those advanced funding debts will be forgiven. Mr. Elam said he would follow up and find out how much advanced funding there had been. Mr. Klemens mentioned that according to CMAP staff the council of mayors executive committee has advanced funded about \$25 million in fiscal year 2017.

Mr. Elam was asked if passenger rail facilities that are owned by municipalities would be eligible for the shared use fund in addition to freight rail projects. Mr. Elam responded that he didn't see a reason why those types of projects wouldn't be eligible, but it would be up to the project selection committee to determine project types to fund.

Mr. Elam was asked who will be collecting the performance measures data. All of the data sets are collected by the state or federal government with the exception of the pavement management data set because the current data set is incomplete.

5. Lake Council FY 18-21 Program

Ms. Karry discussed the current Lake Council STP program that had been submitted to CMAP staff. The FY17 projects have either been awarded or are on lettings coming up through the November 2017 state lettings. The Council has several large projects in fiscal years 18 and 19 that are moving through the process. The Council has not had to

LAKE COUNTY COUNCIL OF MAYORS

advanced fund projects in recent years, but the Council had been planning to advance fund projects in the coming fiscal years.

The program as presented is the Lake County Council's "wish list" of projects for the transition period of fiscal years 18, 19 and 20. Ms. Karry stated that this program was what staff had submitted to CMAP based on the status updates that had been received for the projects. Ms. Karry informed the Council that staff had not heard back from CMAP staff on whether there would be enough funding in the region to fund all the projects in the Council's program.

Ms. Karry informed the Council that CMAP had requested all the Council's provide them with a list of active projects for federal fiscal years 18, 19 and 20. The program presented to the Council was put together based on where each project sponsor told staff that their project was. Several projects were removed from the program at the request of the local sponsors through the status updates.

Ms. Karry began a discussion with the Council on how staff should proceed with managing the Council's program should CMAP inform us that the submitted program is more than the region can fund. There are several options for how projects could be programmed, the FY2020 projects could be pushed back into FY2021 and FY2022, project readiness could be used to prioritize projects in the program or any other suggestions that the Council had.

It was discussed that perhaps Phase 2 engineering not be funded as the Council had not historically funded that phase until recently, but it is counter to trying to get projects ready to go, which is a goal of the region.

A question was asked about the programming of STP Bridge funding. Mr. Elam answered that the presentation was not applying to STP Bridge funding which is programmed by IDOT, the presentation only applies to the STP Local funds which are programmed by the Councils.

A discussion took place about the status of a project based on the land acquisition phase or availability/commitment of funding in the community's budget, could this be used move a project forward for prioritization. Showing the status of a community's local match or if a community had funded and completed the land acquisition phase could also be an indicator of project readiness for prioritizing projects to be funded.

A discussion was had to give the Council some time to digest the presentation with all the project changes and that should it be necessary to reduce the Council's program, staff would call a meeting of the Transportation Committee to discuss the issue first and then bring a recommendation to the full Council for approval. Once the STP program is finalized there will need to be another meeting to discuss the status of the program to make sure that it is in line with the final agreement. It will need to be determined in the future how the funding that isn't spent in the transition period is handled once the new rules are in place.

A question was asked of Mr. Elam about the Toll Credits and if the Tollway board must approve IDOT's use of those revenue's. Mr. Elam said that the Tollway doesn't access federal funding because they have the Toll revenue.

A comment was made that the list of communities in the Council that would fit the definition of disadvantaged communities would not be very long, and it would need to be seen how many communities from our Council would be eligible for this option. Mayor Rockingham mentioned that this had been important part of the discussion to make sure that all communities in the region could participate in the STP program. A suggestion was made to poll the member communities of the Lake County Council of Mayors to get them involved and find out reasons that may be preventing them from participation.

6. Qualification Based Selection

Ms. Karry gave a brief update about the new federal requirements for QBS. IDOT has updated the Bureau of Local Roads and Streets Manual Chapter 5 to lay out what steps need to be followed. The biggest takeaway from this change is that if you are using federal funding for engineering in a phase of your projects, you must follow the new QBS rules for selecting a consultant for that phase. IDOT has been requiring a letter from the local agency that spells out the steps they have taken to verify that QBS was followed.

LAKE COUNTY COUNCIL OF MAYORS

7. Future Council Meeting Agenda Items

Ms. Karry gave an update as to future activities planned for the Council. As Ms. Karry is in a new role and Mr. Klemens is new to Lake County, as new staff members, with direction from Mayor Rockingham, there are changes planned for various items in the Council. Staff has discussed with Mayor Rockingham creating a website for the Council and will be using a new e-mail delivery service called GovDelivery to create an e-mail distribution list for the Council.

Ms. Karry also mentioned that over the coming months staff will be working to put together a draft list of funding rules for the council, a project selection methodology and updating the Council's by-laws. These documents will be presented by staff as a start to the conversation for how these items will be implemented in the future. Ms. Karry encouraged all members to have a representative at future meetings so their voice can be heard in shaping the future of the Council.

Mayor Rockingham commented that as the STP rules are changing and there are new staff for the Council he discussed making some changes in a positive direction and putting a new look out for the Council. Ms. Karry mentioned that as Planning Liaisons, it is staff's role to assist members of the Council in the both the IDOT and Federal processes and to advocate for all projects in Lake County.

8. Other Business

Ms. Karry asked the Council about future meetings, and if there should be printed materials for meetings or should they only be electronic. A comment was made that electronic is preferred because they take up less space and are easier to document.

Mayor Rockingham asked if future Council meetings should be held in the evening or should the council meet in the mornings. A comment was made that for some Mayors who work that evenings may be better for the next meeting and then see how it goes.

Ms. Karry asked if the Transportation Committee could continue to have their meetings during the day as the majority of attendees are municipal staff, and the Council agreed that the Transportation Committee can continue to meet during business hours and the full Council meetings will likely be in the evening.

8. Next Meeting

Mayor Rockingham stated the next meeting will be scheduled after the STP agreement has been signed and approved which is likely to occur in October. It will likely be in the evening as discussed.

9. Adjournment

A motion to adjourn was made by Mr. Talbett and seconded by Mayor Lentz, the meeting adjourned at 7:42pm.



CITY of HIGHWOOD

Incorporated 1887

November 30, 2017

Lake County Council of Mayors
600 Winchester Road
Libertyville, IL 60048

Attention: Emily Karry
Subject: City of Highwood
Functional Classification Revision

Dear Mrs. Karry,

The City of Highwood is submitting two copies of the Functional Classification Revision Application for the following route:

Route Name	Termini	Length (miles)
Bank Lane	Sheridan Road (FAU 2744) to Washington Avenue (FAU 1197)	0.28

The route listed above is a collector route that serves as an intermediate link between the arterial system and points of origin and destination. This route includes the following characteristics:

- Provide both access and traffic circulation within residential neighborhoods and commercial areas.
- Extend thru residential neighborhoods to collect and distribute trips to and from the arterial system.
- Are spaced approximately for collector streets.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Scott Coren
CITY OF HIGHWOOD
City Manager

Appendix A

Functional Classification Revision Request Template

1. Name(s) of proposed roadway to be reclassified:

Bank Lane

2. Name of agency requesting revision (roadway jurisdiction):

(An agency should not request reclassification of a roadway that is not under its own jurisdiction without the support of the maintaining jurisdiction. For a township-maintained street within a municipality, the township should agree to the change prior to Council of Mayors consideration.)

City of Highwood

3. Contact information (name, title, address, phone and email):

Lee M. Fell, Senior Project Manager, 9575 W. Higgins Rd., Rosemont, IL, (847)-823-0500

4. Council(s) of Mayors:

Lake County Council of Mayors

5. County(ies) containing roadway proposed to be reclassified:

Lake

6. Township(s) containing roadway proposed to be reclassified:

Moraine Township

7. Additional roadway jurisdiction(s), if any, containing the roadway proposed to be reclassified:

N/A

8. Current functional classification for this roadway, as classified by IDOT:

Local Road or Street

9. Proposed functional classification for this roadway:

Minor Collector

10. The IDOT key route designation number for this roadway:

(This number is available on the IDOT Getting Around Illinois website. The key route designation number is the Key Route Type, a hyphen, and the Key Route Number from the map.)

0-3020

11. Endpoints of proposed roadway to be reclassified

- North or West endpoint:

Washington Avenue (North)



- North or West endpoint road's functional classification:
Major Collector
- South or East endpoint:
Sheridan Road (East)
- South or East endpoint road's functional classification:
Minor Arterial

12. Length of proposed roadway to be reclassified:

1200 LF

13. Current Average Annual Daily Traffic (AADT):

322 (provided by Quality Counts, LLC, 2017)

(Provide AADT by segment if the AADT is not consistent along the entire route. Indicate the source and year of the AADT. Some AADT values are available on the IDOT Getting Around Illinois website. If the AADT is not from a published source, supply raw field data and provide the date(s), the day(s) of week, the hours of collection, and the type of equipment used to collect the traffic data. HI-STAR or equivalent technology is preferred.)

14. Spacing:

- Provide the name of and distance to the next adjacent roadway (to the north or east) with the same classification as the subject road's proposed functional classification:
Oak Street (0.61 miles east)
- Provide the name of and distance to the next adjacent roadway (to the south or west) with the same classification as the subject road's proposed functional classification:
Walker Ave. (0.1 miles south)

15. Indicate whether the proposed revision also requires a change (downgrade) to the functional classification of any adjacent roadways to accommodate the spacing requirements for this proposed functional classification revision:

n/a

(Provide key route designation number and endpoints as well as road name and proposed change.)

16. Access Management:

- How does the municipality or other jurisdiction plan to manage access along the road? Examples would be an access management ordinance, subdivision ordinance, or planned development ordinance.

n/a

- How many driveways now exist along the right-of-way?

3

- Are left-turns controlled by raised or barrier-protected medians?

No



17. Provide current and planned Traffic Signalization along proposed route:
(Mark locations on the map with a rectangle with three circles inside it, or similar; use the same symbol and write "future" by planned signals.)
n/a

18. Provide current and planned Stop Sign Control on proposed route and on the cross-streets:
(Mark locations on the map with an octagon or similar; use the same symbols and write "future" by planned signs.)
See attached exhibit.

19. Major Traffic Generators along the proposed reclassified route:
Distributes traffic from Sheridan Road and Washington Avenue to surrounding neighborhoods and Metra station.

20. Justification for the proposed revision based on definitions, characteristics and spacing guidance provided:
Provides access to the businesses and Metra station from Sheridan Road and Washington Avenue.

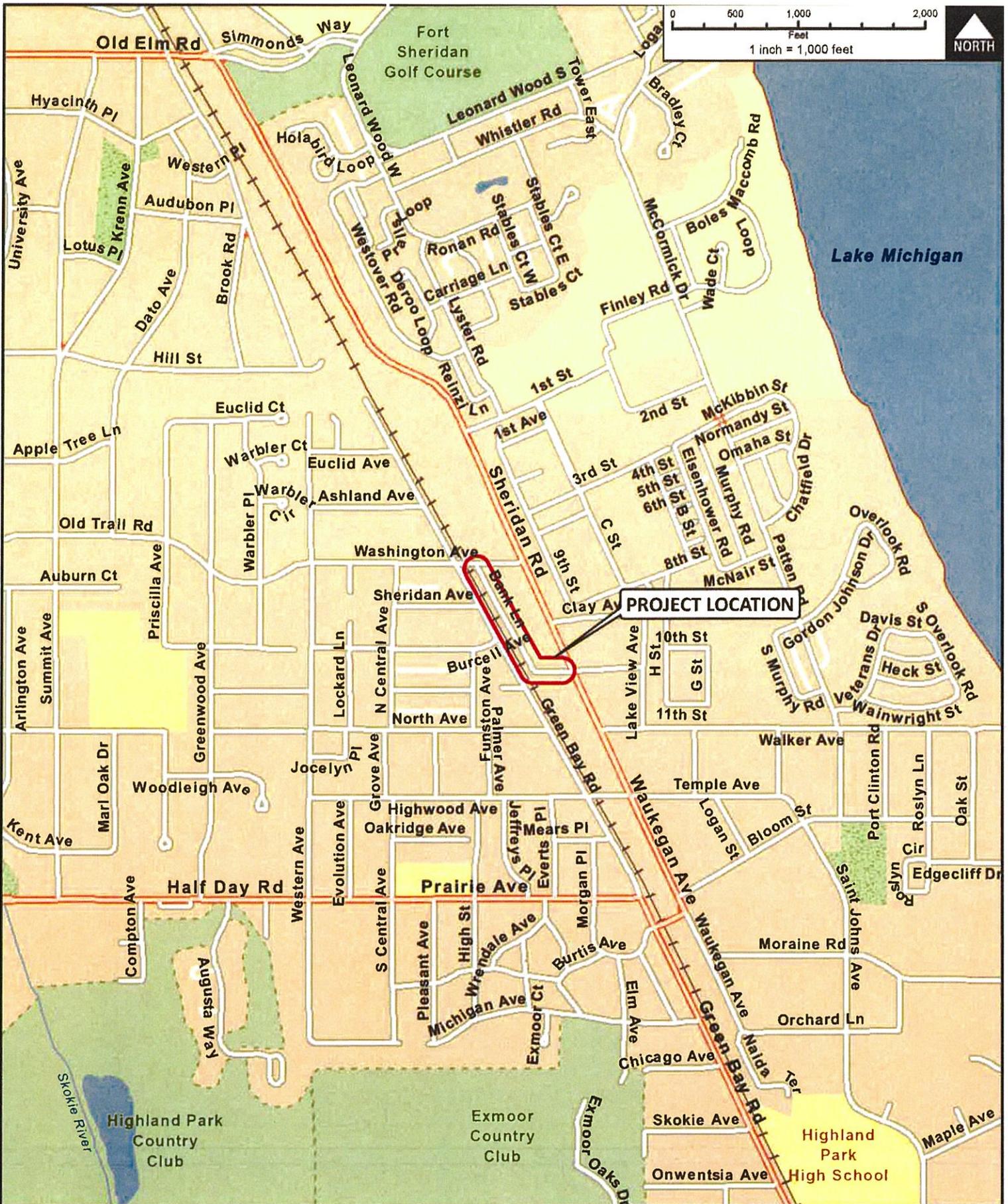
("To establish federal funding eligibility" is NOT a justification.)

21. Provide any additional (optional) information or justification:
n/a

22. Attach Support Resolutions & Letters:
1. Local Council(s) of Mayors resolution(s) of support (required)
 2. Affected neighboring jurisdictions' letters of support (required)
 3. Requesting municipality's resolution of request (optional)



PROJECT LOCATION MAP



P:\MR. N. HIGHWOOD\170196\A17042\GIS\Exhibit\Location Map.mxd

CLIENT:  **CITY OF HIGHWOOD**

TITLE: **PROJECT LOCATION MAP**

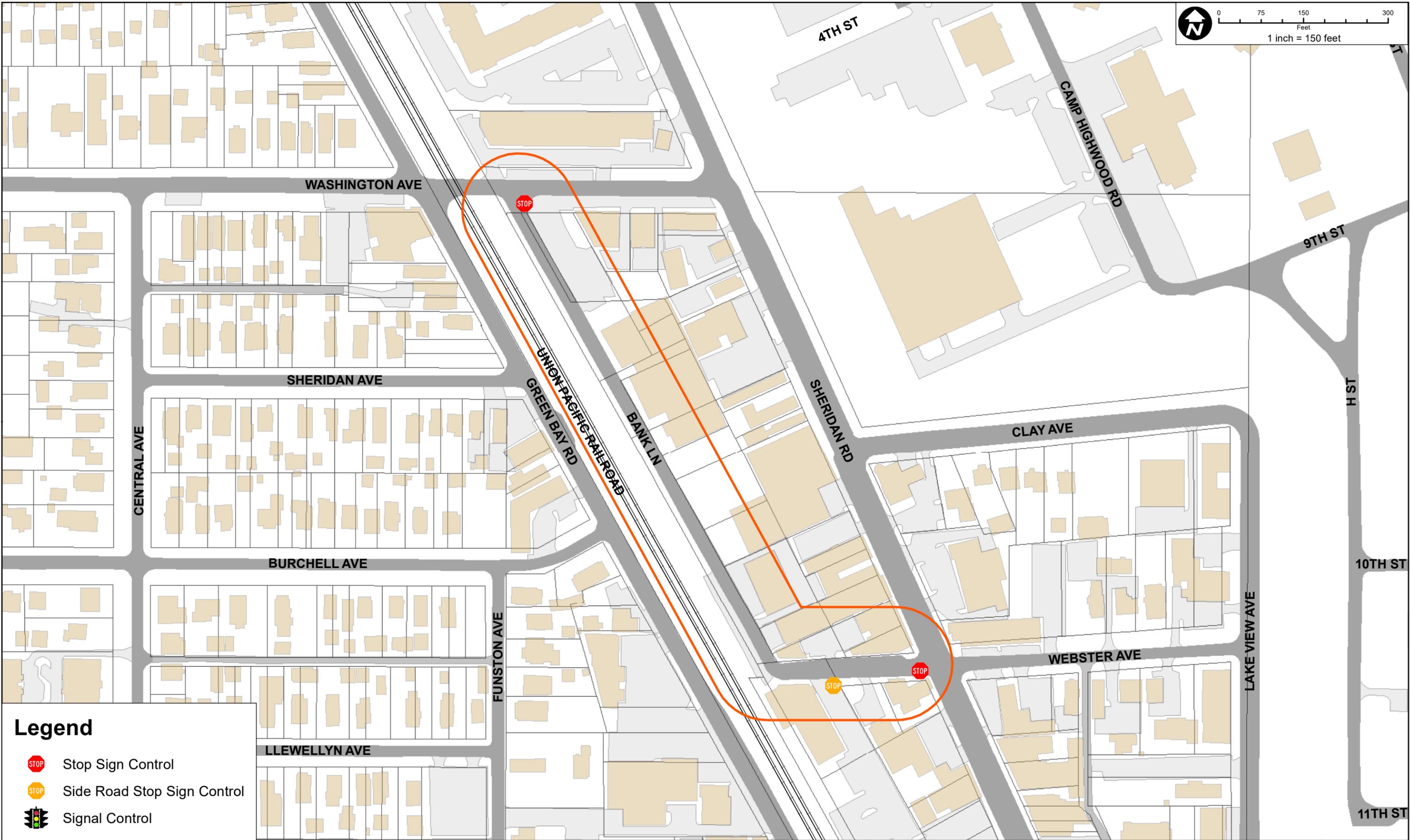
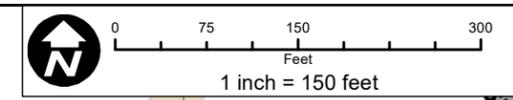
PROJ. NO. 170196
 DATE: 10-30-17
 SHEET 1 OF 1
 DRAWING NO.


CHRISTOPHER B. BURKE ENGINEERING, LTD.
 9575 W. Higgins Road, Suite 600 · Rosemont, Illinois 60018 · (847) 823-0500

DSGN		SCALE:	1:12,000
DWN	DRW	AUTHOR:	DWALTERS
CHKD.		PLOT DATE:	10/30/2017
FILE:	Location Map		

EXH

STOP SIGN CONTROL



Legend

-  Stop Sign Control
-  Side Road Stop Sign Control
-  Signal Control

CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500



CITY OF HIGHWOOD

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:	PLT DATE
				ArcGIS 10.2	11/17/2017
FILE NAME			Stop Sign Control		
PATH			N:\HIGHWOOD\170196\A1704\GIS\Exhibits\Stop Sign Control.mxd		
DSGN.		DWN.	MHAYES		
CHKD.		SCALE:	1:8,400		

TITLE:

BANK LANE
WASHINGTON AVE TO SHERIDAN RD

PROJ. NO.	170196.A1704
DATE:	11-17-17
SHEET	0 OF 0
DRAWING NO.	EXH

PROPOSED FUNCTIONAL CLASSIFICATION

TRAFFIC COUNTS



Location: Bank Ln - Bank Ln

Date: 11/8/2017 - 11/9/2017

Site Code: 14559701

Start Time	Bank Ln Southbound	Bank Ln Northbound
	Thru	Thru
09:00 AM	3	5
09:15 AM	3	4
09:30 AM	6	3
09:45 AM	2	1
10:00 AM	2	1
10:15 AM	2	6
10:30 AM	6	2
10:45 AM	3	4
11:00 AM	3	3
11:15 AM	5	4
11:30 AM	4	6
11:45 AM	3	7
12:00 PM	6	7
12:15 PM	3	7
12:30 PM	2	8
12:45 PM	3	5
01:00 PM	5	4
01:15 PM	2	6
01:30 PM	7	7
01:45 PM	5	5
02:00 PM	3	5
02:15 PM	3	3
02:30 PM	1	6
02:45 PM	4	5
03:00 PM	5	6
03:15 PM	7	11
03:30 PM	10	7
03:45 PM	2	13
04:00 PM	3	13
04:15 PM	3	11
04:30 PM	8	4
04:45 PM	14	4
05:00 PM	6	24
05:15 PM	8	8
05:30 PM	4	11
05:45 PM	9	3
06:00 PM	6	8
06:15 PM	7	7
06:30 PM	11	2
06:45 PM	5	4
07:00 PM	3	7
07:15 PM	6	5

07:30 PM	4	3
07:45 PM	2	9
08:00 PM	0	6
08:15 PM	2	1
08:30 PM	4	3
08:45 PM	4	2
09:00 PM	4	5
09:15 PM	2	4
09:30 PM	3	5
09:45 PM	0	3
10:00 PM	0	3
10:15 PM	1	2
10:30 PM	0	3
10:45 PM	1	0
11:00 PM	1	0
11:15 PM	0	0
11:30 PM	1	0
11:45 PM	0	0
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	1	0
12:45 AM	0	0
01:00 AM	0	0
01:15 AM	0	1
01:30 AM	0	0
01:45 AM	0	0
02:00 AM	0	0
02:15 AM	0	0
02:30 AM	0	0
02:45 AM	0	0
03:00 AM	1	0
03:15 AM	0	0
03:30 AM	0	0
03:45 AM	0	0
04:00 AM	0	0
04:15 AM	0	0
04:30 AM	0	0
04:45 AM	1	0
05:00 AM	0	0
05:15 AM	1	0
05:30 AM	1	1
05:45 AM	3	0
06:00 AM	1	1
06:15 AM	2	1
06:30 AM	2	2
06:45 AM	4	1
07:00 AM	9	1
07:15 AM	7	2
07:30 AM	10	3
07:45 AM	5	3
08:00 AM	6	3
08:15 AM	3	3
08:30 AM	6	1
08:45 AM	9	5
Total:	304	339

LETTERS OF SUPPORT

December 6, 2017

Lake County Council of Mayors
600 W. Winchester Rd.
Libertyville IL, 60048

Attention: Emily Karry, Planning Liaison

Subject: City of Highwood
Functional Classification Revision
Bank Lane

Dear Mrs. Karry:

We understand the City of Highwood is requesting to change the functional classification of Bank Lane (Washington Avenue to Sheridan Road) to a minor collector. Performance Factory Training feels with the existing traffic and accessibility of this roadway between Washington Avenue and Sheridan Road and the proximity to the businesses and Metra Station this would be an excellent roadway to be added. Based on this, we at Performance Factory Training supports the request for the change in classification of Bank Lane.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Performance Factory Training

cc: Scott Coren- City of Highwood
Lee Fell - CBBEL

December 8, 2017

Lake County Council of Mayors
600 W. Winchester Rd.
Libertyville IL, 60048

Attention: Emily Karry, Planning Liaison

Subject: City of Highwood
Functional Classification Revision
Bank Lane

Dear Mrs. Karry:

We understand the City of Highwood is requesting to change the functional classification of Bank Lane (Washington Avenue to Sheridan Road) to a minor collector. 531-533 Building, LLC feels with the existing traffic and accessibility of this roadway between Washington Avenue and Sheridan Road and the proximity to the businesses and Metra Station this would be an excellent roadway to be added. Based on this, we at 531-533 Building, LLC supports the request for the change in classification of Bank Lane.

If you have any questions, please do not hesitate to contact me.

Sincerely,



531-533 Building, LLC

cc: Scott Coren- City of Highwood
Lee Fell - CBBEL

December 14, 2017

Lake County Council of Mayors
600 W. Winchester Rd.
Libertyville IL, 60048

Attention: Emily Karry, Planning Liaison

Subject: City of Highwood
Functional Classification Revision
Bank Lane

Dear Mrs. Karry:

We understand the City of Highwood is requesting to change the functional classification of Bank Lane (Washington Avenue to Sheridan Road) to a minor collector. Kings & Convicts Brewing feels with the existing traffic and accessibility of this roadway between Washington Avenue and Sheridan Road and the proximity to the businesses and Metra Station this would be an excellent roadway to be added. Based on this, we at Kings & Convicts Brewing supports the request for the change in classification of Bank Lane.

If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to be 'Lee Fell', written over a white background.

Kings & Convicts Brewing

cc: Scott Coren- City of Highwood
Lee Fell - CBBEL

December 18, 2017

Lake County Council of Mayors
600 W. Winchester Rd.
Libertyville IL, 60048

Attention: Emily Karry, Planning Liaison

Subject: City of Highwood
Functional Classification Revision
Bank Lane

Dear Mrs. Karry:

We understand the City of Highwood is requesting to change the functional classification of Bank Lane (Washington Avenue to Sheridan Road) to a minor collector. Nuestro Center feels with the existing traffic and accessibility of this roadway between Washington Avenue and Sheridan Road and the proximity to the businesses and Metra Station this would be an excellent roadway to be added. Based on this, we at Nuestro Center supports the request for the change in classification of Bank Lane.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Nuestro Center

cc: Scott Coren- City of Highwood
Lee Fell - CBBEL

**LIBERTYVILLE TOWNSHIP****ROAD DISTRICT**

MARTIN J. NEAL
Highway Commissioner

December 20, 2017

Lake County Council of Mayors
Attention: Emily Karry
600 West Winchester Road
Libertyville, IL 60048

Re: Functional Classification Revision
Casey Road: US Rte 45 to IL Rte 21
Libertyville Township, Illinois

Dear Ms. Karry:

The Libertyville Township Highway Department would like to request a revision to the existing functional classification designation of Casey Road between US Rte 45 and IL Rte 21, from a Minor Arterial to a Major Collector roadway.

The Township appreciates the connectivity that Casey Road provides between the two Principal Arterial routes (US Rte 45 and IL Rte 21) but believes that the pattern of development and concentration of natural features and conservation properties throughout the limits suggests that a lesser classification is appropriate.

There are no major traffic generators located along Casey Road, and the primary function of Casey Road is serving as a collector for the residential developments near US Rte 45. Casey Road has a number of unique land trusts, preserves, and conservation easements located along its limits. The Minor Arterial designation requires significant cross section components (e.g. wide shoulders) that cannot be constructed within the Right of Way given these preservation concerns. The Major Collector classification would not only be more consistent with the use of the roadway, it would allow for relaxed improvement standards that would reduce the impacts of future roadway improvements.

Enclosed for your review are the appropriate application forms and documentation supporting our requests. We would appreciate your assistance and hope that you can prepare a resolution supporting the classification change for action at the next available Council meeting.

Should you have any questions, please contact me at 847-362-3350

Sincerely,

Martin J. Neal - Highway Commissioner
Libertyville Township Highway Department

CC: Dan Brinkman – Gewalt Hamilton Associates, Inc.



Appendix A

Functional Classification Revision Request Template

1. Name(s) of proposed roadway to be reclassified:

Casey Road

2. Name of agency requesting revision (roadway jurisdiction):

Libertyville Township Road District

3. Contact information (name, title, address, phone and email):

**Marty Neal, Highway Commissioner, 343 Merrill Ct, Libertyville, IL 60048,
847-362-3350,highwaydepartment@libertyvilletownship.us**

4. Council(s) of Mayors:

Lake

5. County(ies) of proposed roadway to be reclassified:

Lake

6. Township(s) of proposed roadway to be reclassified:

Libertyville

7. Additional roadway jurisdiction(s), if any, of the proposed roadway to be reclassified:

none

8. Current functional classification for this roadway:

Minor Arterial

9. Proposed functional classification for this roadway:

Major Collector

10. The IDOT [key route designation](#) number for this roadway:**3715**

(This number is available on the IDOT [Getting Around Illinois](#) website. The key route designation number is the Key Route Type, a hyphen, and the Key Route Number off the map.)

11. Endpoints of proposed roadway to be reclassified

- North or East endpoint: **IL Rte 21**
- North or East endpoint road's functional classification:
Other Principal Arterial
- South or West endpoint: **US Rte 45**
- South or West endpoint road's functional classification:

Other Principal Arterial



12. Length of proposed roadway to be reclassified:

2.24 miles

13. Current Average Annual Daily Traffic (AADT):

Gewalt Hamilton conducted 24-hr traffic counts utilizing Miovision Video Data Collection Units on Tuesday March 15, 2016 at the Casey Rd intersection with Almond Rd. 24- hr volumes west of Almond Road: 7,550, east of Almond Road 5,480

(Provide multiple AADTs by segment if the AADT is not consistent along the entire route. Indicate the source and year of the AADTs. Some AADTs are available on the IDOT [Getting Around Illinois](#) website. If the AADTs are not from a published source, supply raw field data and provide the date(s), the day(s) of week, the hours of collection, and the type of equipment used to collect the traffic data. HI-STAR or equivalent technology is preferred.)

14. Spacing:

- Provide the name of and distance to the next adjacent roadway (to the north or east) with the same classification as the subject road's proposed functional classification:

Gages Lake Road, 2.25 miles north

- Provide the name of and distance to the next adjacent roadway (to the south or west) with the same classification as the subject road's proposed functional classification:

Lake Street, 2.1 miles to the south

15. Indicate if you are proposing to change (downgrade) the functional classification of any adjacent roadways to accommodate the spacing requirements for your primary proposed functional classification revision:

No changes in other roadways are being requested.

(Provide [key route designation](#) number and endpoints as well as road name and proposed change.)

16. Provide current and planned Traffic Signalization along proposed route:

(Mark locations on the map with a rectangle with three circles inside it, or similar; use the same symbol and write "future" by the planned signals.)

Current traffic signals exist at US Rte 45 and at IL Rte 21

17. Provide current and planned Stop Sign Control on proposed route and on the cross-streets:

(Mark locations on the map with an octagon or similar; use the same symbols and write "future" by the planned signs.)

Almond Road is under stop control but Casey Road has no stop signs in this section

18. Major Traffic Generators along the proposed reclassified route:

None



19. Justification for the proposed revision based on definitions, characteristics and spacing guidance provided:

With no major traffic generators located along Casey Road, and the major function of Casey Road serving as a collector for the residential developments at the west end, the Arterial designation does not seem consistent with the use or context of Casey Road. Nature preserves and conservation easements will result in maintaining the existing rural development pattern.

("To establish federal funding eligibility" is NOT a justification.)

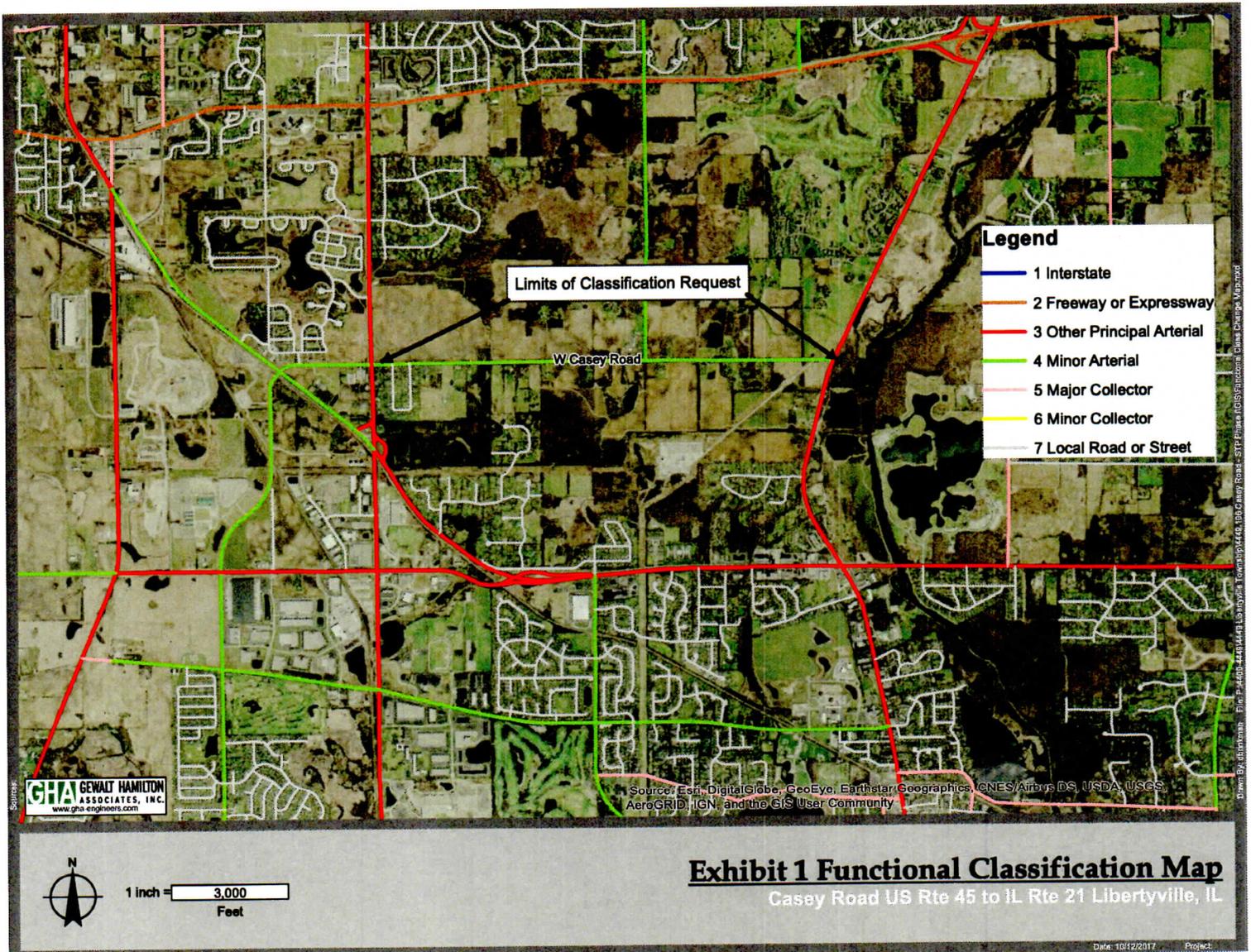
20. Provide any additional (optional) information or justification:

Casey Road has a number of unique land trusts, preserves, and conservation easements located along its limits, and the Arterial designation requires significant cross section components (e.g. wide shoulders) that cannot be constructed within the Right of Way. A reduced classification would be more consistent with the use of the roadway and minimize impacts of future improvements.

21. Attach Support Resolutions & Letters:

1. Local Council of Mayors or Councils of Mayors resolution(s) of support (required)
2. Affected neighboring jurisdictions' letters of support (required)
3. Requesting municipality's resolution of request (optional)







Source: **GHA GEWALT HAMILTON ASSOCIATES, INC.**
www.gha-engineers.com

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Drawn by: subconcom - File Path: \\10.44.44.44\GIS\Projects\Operations\Map.mxd

Exhibit 2 Traffic Operations

Casey Road US Rte 45 to IL Rte 21 Libertyville, IL

Map Center: -87.97867, 42.32576

Date: 10/12/2017 Project:

4449.106 Libertyville, IL
 Casey Rd. and Almond Rd.
 24-hr
 GHA MIO

Gewalt Hamilton Associates Inc.
 625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
 (847) 478-9700 lbeckham@gha-engineers.com

Count Name: Casey and Almond
 Site Code:
 Start Date: 03/15/2016
 Page No.: 1

Turning Movement Data

Start Time	Almond Rd. Southbound			Casey Rd. Westbound			Casey Rd. Eastbound			Int. Total		
	U-Turn	Left	Right	App. Total	U-Turn	Thru	Right	App. Total	U-Turn		Left	Thru
12:00 AM	0	0	1	1	0	2	0	2	0	12	5	17
12:15 AM	0	0	0	0	0	5	1	6	0	7	4	11
12:30 AM	0	0	0	0	0	1	0	1	0	1	1	2
12:45 AM	0	0	0	0	0	3	0	3	0	2	3	5
Hourly Total	0	0	1	1	0	11	1	12	0	22	13	35
1:00 AM	0	0	0	0	0	0	0	0	0	0	1	1
1:15 AM	0	0	0	0	0	0	1	1	0	1	3	4
1:30 AM	0	0	0	0	0	1	0	1	0	1	1	2
1:45 AM	0	0	0	0	0	0	0	0	0	2	4	6
Hourly Total	0	0	0	0	0	1	1	2	0	4	9	13
2:00 AM	0	0	1	1	0	0	0	0	0	8	12	20
2:15 AM	0	0	0	0	0	1	0	1	0	5	1	6
2:30 AM	0	1	0	1	0	2	0	2	0	1	3	4
2:45 AM	0	0	2	2	0	1	0	1	0	2	1	3
Hourly Total	0	1	3	4	0	4	0	4	0	16	17	33
3:00 AM	0	0	2	2	0	0	0	0	0	0	2	2
3:15 AM	0	0	1	1	0	3	0	3	0	0	1	1
3:30 AM	0	0	4	4	0	3	0	3	0	0	2	2
3:45 AM	0	0	3	3	0	3	0	3	0	0	5	5
Hourly Total	0	0	10	10	0	9	0	9	0	0	10	10
4:00 AM	0	0	1	1	0	0	0	0	0	1	2	3
4:15 AM	0	0	3	3	0	5	0	5	0	0	4	4
4:30 AM	0	0	10	10	0	6	0	6	0	1	2	3
4:45 AM	0	0	14	14	0	10	0	10	0	2	3	5
Hourly Total	0	0	28	28	0	21	0	21	0	4	11	15
5:00 AM	0	1	13	14	0	7	0	7	0	2	9	11
5:15 AM	0	0	28	28	0	28	0	28	0	2	13	15
5:30 AM	0	3	56	59	0	37	0	37	0	2	18	20
5:45 AM	0	3	25	28	0	35	0	35	0	12	19	31
Hourly Total	0	7	122	129	0	107	0	107	0	18	59	77
6:00 AM	0	3	13	16	0	34	0	34	0	7	22	29
6:15 AM	0	4	23	27	0	37	0	37	0	9	30	39
6:30 AM	0	6	33	39	0	70	0	70	0	12	48	60
6:45 AM	0	15	41	56	0	49	0	49	0	14	67	81
Hourly Total	0	28	110	138	0	190	0	190	0	42	167	209
7:00 AM	0	12	17	29	0	50	2	52	0	24	66	90
7:15 AM	0	17	42	59	0	48	1	49	0	16	94	110
7:30 AM	0	10	62	72	0	83	0	83	0	28	82	110
7:45 AM	0	13	49	62	0	67	2	69	0	22	88	110
Hourly Total	0	52	170	222	0	248	5	253	0	90	330	420
8:00 AM	0	9	17	26	0	58	2	60	0	29	66	95

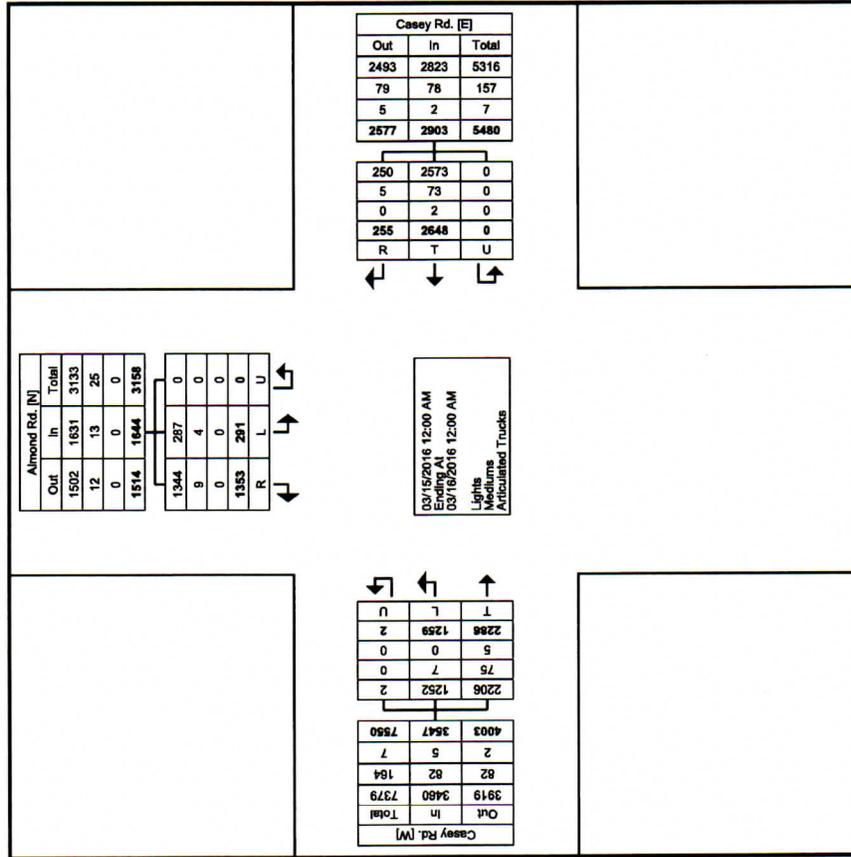
8:15 AM	0	6	22	28	0	0	44	0	44	0	23	44	67	139
8:30 AM	0	5	23	28	0	0	42	0	42	1	14	54	68	139
8:45 AM	0	1	24	25	0	0	35	1	36	1	20	43	63	124
Hourly Total	0	21	86	107	0	0	179	4	183	0	86	207	293	583
9:00 AM	0	4	14	18	0	0	23	2	25	0	8	34	51	94
9:15 AM	0	3	9	12	0	0	25	1	26	0	15	34	49	87
9:30 AM	0	14	12	26	0	0	20	3	23	0	11	25	36	85
9:45 AM	0	5	16	21	0	0	14	0	14	0	7	23	30	65
Hourly Total	0	28	51	77	0	0	82	6	88	0	41	125	166	331
10:00 AM	0	6	12	18	0	0	14	2	16	0	7	23	30	64
10:15 AM	0	3	10	13	0	0	20	4	24	0	5	25	30	67
10:30 AM	0	8	12	20	0	0	16	4	20	0	5	16	21	61
10:45 AM	0	2	7	9	0	0	22	3	25	0	8	16	24	58
Hourly Total	0	19	41	60	0	0	72	13	85	0	25	80	105	250
11:00 AM	0	3	13	16	0	0	12	5	17	0	14	17	23	70
11:15 AM	0	5	10	15	0	0	22	4	26	1	12	20	33	74
11:30 AM	0	3	13	16	0	0	20	1	21	0	13	23	36	73
11:45 AM	0	7	9	16	0	0	18	4	22	0	11	14	25	63
Hourly Total	0	18	45	63	0	0	72	14	86	1	50	80	131	280
12:00 PM	0	2	15	17	0	0	26	4	30	0	11	20	31	78
12:15 PM	0	4	15	19	0	0	23	3	26	0	12	32	44	89
12:30 PM	0	7	10	17	0	0	21	6	27	0	9	25	34	78
12:45 PM	0	3	9	12	0	0	18	4	22	0	13	13	26	60
Hourly Total	0	16	49	65	0	0	88	17	105	0	45	90	135	305
1:00 PM	0	4	11	15	0	0	14	3	17	0	11	18	29	61
1:15 PM	0	1	9	10	0	0	21	2	23	0	12	16	28	61
1:30 PM	0	5	19	24	0	0	33	8	41	0	7	21	28	93
1:45 PM	0	5	16	21	0	0	29	5	34	0	20	20	40	95
Hourly Total	0	15	55	70	0	0	97	18	115	0	50	75	125	310
2:00 PM	0	3	19	22	0	0	20	6	26	0	10	21	31	79
2:15 PM	0	2	24	26	0	0	36	6	42	0	21	24	45	113
2:30 PM	0	9	41	50	0	0	59	6	65	0	23	36	59	174
2:45 PM	0	5	36	41	0	0	62	2	64	0	52	58	110	215
Hourly Total	0	19	120	139	0	0	177	20	197	0	106	139	245	581
3:00 PM	0	5	26	31	0	0	58	8	66	0	38	36	74	171
3:15 PM	0	2	28	30	0	0	46	6	52	0	40	40	80	162
3:30 PM	0	2	24	26	0	0	57	7	64	1	39	60	100	190
3:45 PM	0	4	18	22	0	0	59	2	61	0	56	51	107	180
Hourly Total	0	13	96	109	0	0	220	23	243	1	173	187	361	713
4:00 PM	0	3	18	21	0	0	67	8	75	0	53	44	97	193
4:15 PM	0	2	21	23	0	0	75	10	85	0	44	48	92	200
4:30 PM	0	8	30	38	0	0	81	6	87	0	30	52	82	207
4:45 PM	0	6	30	36	0	0	86	6	92	0	35	45	80	208
Hourly Total	0	19	99	118	0	0	309	30	339	0	162	189	351	808
5:00 PM	0	3	15	18	0	0	92	13	105	0	32	49	81	204
5:15 PM	0	2	33	35	0	0	103	10	113	0	26	49	75	223
5:30 PM	0	7	35	42	0	0	89	10	99	0	21	41	62	203
5:45 PM	0	3	25	28	0	0	80	5	85	0	30	34	64	177
Hourly Total	0	15	108	123	0	0	364	38	402	0	109	173	282	807
6:00 PM	0	4	16	20	0	0	40	5	45	0	22	30	52	117
6:15 PM	0	4	16	20	0	0	45	2	47	0	19	47	50	117
6:30 PM	0	0	15	15	0	0	35	6	41	0	15	29	44	100

6:45 PM	0	0	9	9	35	1	36	0	14	22	36	81
Hourly Total	0	8	58	64	155	14	169	0	70	112	182	415
7:00 PM	0	1	7	8	18	4	22	0	12	28	40	70
7:15 PM	0	2	9	11	24	2	26	0	10	19	29	86
7:30 PM	0	2	6	8	19	4	23	0	9	22	31	62
7:45 PM	0	1	12	13	16	6	23	0	7	14	21	56
Hourly Total	0	6	34	40	77	16	93	0	38	83	121	254
8:00 PM	0	0	9	9	14	9	23	0	8	11	19	51
8:15 PM	0	4	5	9	16	0	16	0	11	14	25	50
8:30 PM	0	0	6	6	23	7	30	0	16	6	22	58
8:45 PM	0	0	12	12	12	1	13	0	4	8	12	37
Hourly Total	0	4	32	36	85	17	82	0	39	39	78	196
9:00 PM	0	0	9	9	18	3	21	0	10	13	23	53
9:15 PM	0	2	5	7	11	2	13	0	5	9	14	34
9:30 PM	0	0	9	9	21	0	21	0	14	11	25	55
9:45 PM	0	1	4	5	6	3	9	0	3	5	8	22
Hourly Total	0	3	27	30	56	8	64	0	32	38	70	164
10:00 PM	0	1	1	2	7	4	11	0	3	5	8	21
10:15 PM	0	0	1	1	11	1	12	0	1	7	8	21
10:30 PM	0	0	2	2	5	1	6	0	3	6	9	17
10:45 PM	0	0	0	0	4	0	4	0	7	5	12	16
Hourly Total	0	1	4	5	27	6	33	0	14	23	37	75
11:00 PM	0	0	2	2	6	1	7	0	3	3	6	15
11:15 PM	0	0	1	1	5	1	6	0	1	8	9	16
11:30 PM	0	0	2	2	2	0	2	0	13	8	21	25
11:45 PM	0	0	1	1	4	2	6	0	6	11	17	24
Hourly Total	0	0	6	6	17	4	21	0	23	30	53	80
Grand Total	0	291	1353	1644	2648	255	2903	2	1259	2286	3547	8094
Approach %	0.0	17.7	82.3	-	0.0	8.8	-	0.1	35.5	64.4	-	-
Total %	0.0	3.6	16.7	20.3	32.7	3.2	35.9	0.0	15.6	28.2	43.8	-
Lights	0	287	1344	1631	2573	250	2823	2	1252	2206	3460	7914
% Lights	-	98.6	99.3	99.2	97.2	98.0	97.2	100.0	99.4	96.5	97.5	97.8
Mediums	0	4	9	13	73	5	78	0	7	75	82	173
% Mediums	-	1.4	0.7	0.8	2.8	2.0	2.7	0.0	0.6	3.3	2.3	2.1
Articulated Trucks	0	0	0	0	2	0	2	0	0	5	5	7
% Articulated Trucks	-	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.2	0.1	0.1

Gewalt Hamilton Associates Inc.
 625 Forest Edge Drive
 Vernon Hills, Illinois, United States 60061
 (847) 478-9700 lbeckham@gha-engineers.com

4449.106 Libertyville, IL
 Casey Rd. and Almond Rd.
 24-111
 GHA MIO

Count Name: Casey and Almond
 Site Code:
 Start Date: 03/15/2016
 Page No.: 4



Turning Movement Data Plot

MEMORANDUM OF AGREEMENT
 BETWEEN
 THE CITY OF CHICAGO AND THE CMAP COUNCIL OF MAYORS
 REGARDING
 THE DISTRIBUTION AND ACTIVE PROGRAM MANAGEMENT
 OF LOCALLY PROGRAMMED SURFACE TRANSPORTATION BLOCK GRANT FUNDS
 UNDER THE FIXING AMERICA'S SURFACE TRANSPORTATION ACT

The following agreement is entered into between the city of Chicago (hereafter referred to as the City) and the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors (hereafter referred to as the Council). The agreement entered into on this 11th day of October, 2017 is for the purpose of programming local Surface Transportation Block Grant funds (hereafter referred to as STP) made available to northeastern Illinois under the Fixing America's Surface Transportation (FAST) Act.

The parties do hereto mutually agree, through their duly authorized representatives, to the following:

1. Shared Fund. The City and Council agree to establish a shared fund available to the City and Councils for the purpose of funding important regional projects that address regional performance measures and the goals of ON TO 2050.
 - a. Set-aside. The shared fund will be established using a set-aside of the region's annual allotment of STP funding, as follows:
 - i. In FFY 2020, the set-aside shall be 7.5%;
 - ii. In FFY 2021, the set-aside shall be 10%;
 - iii. In FFY 2022, the set-aside shall be 12.5%; and
 - iv. In FFY 2023 and all subsequent years, the set-aside shall be 15%.
 - b. Use of carryover/obligation authority. In collaboration with the Illinois Department of Transportation (IDOT), excess unobligated federal funding, also known as carryover, will be made available to the parties for programming and obligation and shall be used for the shared fund in the amount of:
 - i. \$30 million in FFY 2020;
 - ii. \$25 million in FFY 2021; and
 - iii. \$20 million in FFY 2022.

This obligation authority will be in addition to the obligation authority associated with the annual allotment of STP, Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP) funds to the northeastern Illinois region.
 - c. Project selection committee. The City and Council agree to establish a Shared Fund Project Selection Committee, composed as follows:
 - 3 Votes from the Council of Mayors Executive Committee
 - 3 Votes from the City of Chicago
 - 1 Vote from CMAP staff
 - 1 Advisory member from IDOT
 - 1 Advisory member from the Counties
 - 1 Advisory member from the Regional Transportation Authority
 - 1 Advisory member from FHWA

The Shared Fund Project Selection Committee will be supported by CMAP staff and shall have the authority to:

- i. Review applications and recommend projects to the MPO Policy Committee for the shared fund
 - ii. Develop a project selection methodology for the shared fund and update as needed;
 - iii. Update performance measures described in section 2; and
 - iv. Develop an Active Program Management system, applying to both the local programs and the shared fund, as described in section 3.
 - v. Develop parameters for providing assistance to disadvantaged communities, including defining eligible communities, as described in section 6.
2. Local Distribution. After the set-asides described above, the remainder of the region's annual STP allotment will be distributed via a performance-based formula to the eleven regional councils of mayors and the City for programming by each entity as described below.
- a. Performance Measures. The City and Council agree to apply the following performance measures on the local jurisdiction system of roadways, functionally classified as collectors or higher, for determining relative need:
 - i. Pavement Condition. To be measured as lane-miles in poor condition as defined in 23 CFR 490.
 - ii. Bridge Condition. To be measured as square feet of deck area in poor condition as defined in 23 CFR 490.
 - iii. Congestion. To be measured as congested centerline miles, until such time as data is available to calculate peak hour excess delay as defined in 23 CFR 490.
 - iv. Safety. To be measured as the number of annual serious injuries and fatalities for the most recent year from IDOT's annual crash data extract.
 - v. SOV travel. To be measured as the total number of single occupant vehicle (SOV) commuters based on the most recent American Community Survey.
 - b. Distribution. The City and Council agree that initial annual programming allotments for FFY 2020 – FFY 2024 shall be determined by applying the sum of the City's and each Council's relative performance for the five measures, using data current as of the deadline in section 5 and weighted equally, to the total funding available for local distribution. CMAP staff shall be responsible for computing all measures. The FFY 2020 distribution for each council and the City shall be no more than 10% above or below its FFY 2017 distribution, and the FFY 2021 distribution shall be no more than 20% above or below its FFY 2017 distribution; in no case shall the performance-based distribution result in an individual council allotment below \$3,000,000. Beginning in FFY 2025 an improvement score, to be developed by the Shared Fund Project Selection Committee, shall be incorporated into the distribution calculation. Attachment A to this agreement contains an illustrative example of the distribution, using data currently available.
 - c. Project Selection. The City and Council agree that each individual subregional council and the City shall establish its own points-based methodology for selecting projects and that a minimum of 25% of those points shall be allocated to regional priorities:
 - i. Green Infrastructure. Points awarded to projects that use green infrastructure to manage stormwater.

- ii. Reinvestment. Points awarded to projects that serve a reinvestment area as defined in ON TO 2050.
- iii. Multi-modal freight movement. Points awarded to projects that benefit freight movement.
- iv. Economically disconnected areas. Points awarded to projects that improve equity through benefits to economically disconnected areas as defined in ON TO 2050.
- v. Complete streets. Points awarded to projects from sponsors that have adopted a complete streets ordinance or to projects within the City of Chicago that include significant complete streets elements.
- vi. Transit supportive density. Points awarded to projects from sponsors that have permitted density at transit-supportive levels where transit is available or planned or, transit-supportive projects within the City of Chicago.

Within the overall 25% weight, each individual subregional council and the City may weight these criteria according to their own local prerogatives.

3. Active Program Management. The Council and City agree to use a uniform active program management system for the shared fund and local distributions to ensure projects are obligated in a timely manner to avoid having a large unobligated balance of STP funds due to unreasonable or excessive delay. The active program management system will be developed in coordination with CMAP staff and agreed upon by the Shared Fund Project Selection Committee established in section 1.c. of this agreement, and will contain, at a minimum:
 - a. deadlines for projects to be initiated;
 - b. deadlines for project phases to be obligated;
 - c. grace periods for local reprogramming of funds;
 - d. policies for project and phase eligibility; and
 - e. policies for re-distribution of unobligated funds.

4. Phase-in. The Council and City agree that the provisions of this agreement shall be phased in over a period of three years during which time the following will occur:
 - a. Pause new programming. Upon execution of this agreement, the City and Councils shall pause the addition of new projects or phases of projects to local programs that would cause the City or a council to exceed in three years, the amount of their FFY 2017 allotment times three.
 - b. Regional fiscal constraint. All individual funding balances, whether positive or negative, shall be forgiven. A single regional balance of funding shall be established from:
 - i. the existing carryover balance available for obligation that is not reserved for use in the shared fund in FFY 2020 - 2022;
 - ii. the entire northeastern Illinois allotment for FFY 2018 and FFY 2019; and
 - iii. the amount of the FFY 2020 northeastern Illinois allotment that is not set-aside for the shared fund.
 - c. Honor existing commitments. All project phases programmed within FFY 2018 – FFY 2020 in each suburban council’s adopted multi-year program as of the execution of this agreement will continue implementation on a “first ready, first funded” basis, until such time as any of the following occur:
 - i. all committed project phases have been obligated or voluntarily withdrawn by the project sponsor;
 - ii. all available funds described in section 4.b. above have been exhausted; or

iii. the start of FFY 2021.

Documented adopted policies for maximum funding caps and cost increases shall be honored for applicable projects or project phases. For sponsors seeking cost increases that are within councils without established policies, CMAP staff will determine if the requested funding is anticipated to be available and will provide a staff recommendation for approval or denial by the Council of Mayors Executive Committee. In the absence of an adopted program, the commitment to the City of Chicago shall be defined as three times the annual allotment, including the 5% regional set-aside, to which the City was entitled for FFY 2017. The City shall notify CMAP staff of changes to their established program prior to seeking federal obligation in order to facilitate regional accounting.

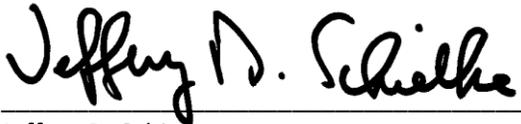
5. Implementation Deadlines. The Council and City agree that:
 - a. Shared Fund Project Selection Committee voting procedures shall be established by December 31, 2017.
 - b. The Shared Fund Project Selection Committee shall adopt the shared fund project selection methodology, referenced in Section 1.c., no less than three months prior to the initial call for projects or FFY 2020 – FFY 2024 program development to be funded with the shared fund.
 - c. Individual subregional councils and the City shall each adopt local project selection methodologies, as referenced in Section 2.c., no less than three months prior to the initial call for projects or FFY 2021 – FFY 2025 program development to be funded with the local distribution.
 - d. The Shared Fund Project Selection Committee shall establish an Active Program Management system by September 30, 2018.
 - e. Complete and uniform performance data shall be collected by CMAP, in coordination with local partners, by June 30, 2019, and shall be updated at least every five years.
 - f. Performance-based distribution allotments shall be determined by September 30, 2019, and shall be re-calibrated every five years based on the updated data.
 - g. The methodology for recalibrating distribution to account for improved performance shall be established by the Shared Fund Project Selection Committee by December 31, 2019.

6. Other Provisions. The Council and City agree to these additional provisions.
 - a. Assistance for disadvantaged communities. Eligible communities, as defined by the Shared Fund Project Selection Committee, shall be permitted to request Transportation Development Credits in lieu of required local match for the construction phase of projects based on credit availability and with the approval of IDOT and within federal and state policies and guidance.
 - b. Transparency. The City and Council agree, in support of the principles and procedures of the Grant Accountability and Transparency Act (GATA) and in the interest of promoting transparent decision-making and opportunities for public engagement, that:
 - i. Project selection methodologies shall be published on the City, individual subregional council, and/or CMAP websites;
 - ii. Recommended programs of projects shall be subject to a minimum public comment period; and
 - iii. Final programs or projects, and any subsequent updates thereto, shall be published on the City, individual subregional council, and/or CMAP websites.

- c. Period of agreement. The terms of this agreement shall remain in effect as long as the participating parties deem appropriate, and shall be subject to review and renewal or amendment upon:
- i. passage of new federal transportation authorization legislation replacing the FAST Act;
 - ii. request or recommendation of the US DOT as a part or condition of any certification review of the metropolitan planning process; or
 - iii. substantial changes to the overall condition of transportation funding and needs in northeastern Illinois, including, but not limited to, the failure of IDOT to provide funding as described in section 1.b. of this agreement.

The City and the Council hereby cause this memorandum of agreement to be executed on the day and year identified in the first paragraph.

SIGNED:



Jeffery D. Schielke
Chairman, Council of Mayors
Mayor, City of Batavia

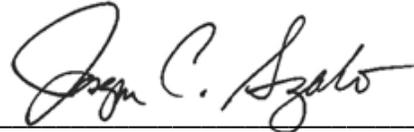


Rebekah Scheinfeld
Commissioner, Department of Transportation
City of Chicago

ATTEST:



Randall S. Blankenhorn
Secretary
Illinois Department of Transportation



Joseph C. Szabo
Executive Director
Chicago Metropolitan Agency for Planning

ATTACHMENT A: Illustrative Local Distribution of Funding

Illustrative local distribution change due to formula, with a smoothed phase-in (showing first year only) limiting the change (+/-) to 10% in FFY20 and 20% in FFY21 and slower Shared Fund Growth (7.5% in FFY20; 10% in FFY21, 12.5% in FFY22; 15% in FFY23 and beyond).

	FFY17 allotment	FFY20 smoothed allotment	\$ Change (FFY17 to smoothed FFY20)	% Change (FFY17 to smoothed FFY20)
Central	\$3,138,388	\$3,000,000	-\$138,388	-4.4%
Chicago ¹	\$63,871,101	\$59,140,492	-\$4,730,609	-7.4%
DuPage	\$11,271,468	\$11,845,427	\$573,959	5.1%
Kane/Kendall ²	\$9,868,205	\$10,605,449	\$737,244	7.5%
Lake	\$8,507,921	\$9,358,713	\$850,792	10.0%
McHenry	\$3,958,003	\$4,352,498	\$394,495	10.0%
North Central	\$3,778,438	\$4,156,282	\$377,844	10.0%
North Shore	\$3,968,555	\$4,365,411	\$396,856	10.0%
Northwest	\$8,687,388	\$7,818,649	-\$868,739	-10.0%
South	\$6,327,698	\$5,694,928	-\$632,770	-10.0%
Southwest	\$4,592,442	\$4,798,866	\$206,424	4.5%
Will	\$7,165,240	\$7,881,764	\$716,524	10.0%

¹Chicago FFY 2017 allotment includes the 5% region project set-aside

²Kane/Kendall FFY 2017 allotment includes STP funds accumulated by Plano (\$591,525) and Sandwich (\$781,854) prior to joining the CMAP Planning region.

LAKE COUNTY COUNCIL OF MAYORS
 FY '18 STP Program

Municipality =====	Roadway =====	TIP ID# =====	Project Type =====	Total \$ =====	Federal \$ =====	Letting	TIP
<u>Phase II Engineering</u>							
Round Lk Beach	Orchard Lane - Monaville Rd to Rollins Rd	10-15-0010	Eng II	213,201	170,651	11/1/2017	18
Libertyville TWP	Rockland Rd - Des Plaines Riv to St Mary's Rd	10-16-0033	Eng II	333,000	266,400	3/1/2018	18
Libertyville	Rockland Rd - IL 21 to Des Plaines Riv	10-97-0029	Eng II	337,100	269,680	3/1/2018	18
Deerfield	Greenwood - Wilmot Rd to Waukegan Road	10-17-0004	Eng II	77,000	61,600	5/1/2018	18
Lake Forest	Everett Road at Waukegan Road	10-17-0016	Eng II	261,677	209,342	5/1/2018	18
Highland Park	Greenbay Rd - Central Ave to Clavey Rd	10-16-0037	Eng II	700,000	560,000	7/1/2018	18
Vernon Hills	Lakeview Pkwy - Center Rd to Fairway Dr.	10-03-0012	Eng II	474,000	379,200	8/1/2018	18
Highland Park	West Park Ave - US 41 to west of Skokie River	10-14-0002	Eng II	75,000	60,000	8/1/2018	18
Buffalo Grove	Brandywyn Ln - Deerfield Pkwy to Prairie Rd	10-16-0038	Eng II	155,000	124,000	8/1/2018	18
Buffalo Grove	Thompson Blvd - Arl Hghts Rd to Weiland Rd	10-16-0039	Eng II	204,000	163,200	8/1/2018	18
Long Grove	N. Krueger Road - IL 22 to Gilmer Road	10-15-0024	Eng II	128,000	102,400	9/1/2018	18
Fox Lake	Nippersink BLVD - Oak St to Grand Ave	10-16-0035	Eng II	150,000	120,000	11/1/2018	18
<u>Construction Projects</u>							
Lake County	Quentin Road - White Pine to IL 22 (Stage1)	10-96-0005	Add Lanes	25,918,481	20,734,784	1/19/2018	18
Lake County	Quentin Road - White Pine to IL 22 (Stage1)	10-96-0005	Utility Relocation	5,600,000	4,480,000	1/19/2018	18
Zion	21st Street - Sheridan Rd to Edina Blvd	10-17-0011	Resurface	713,000	570,400	1/19/2018	18
	29th Street - Lewis Avenue to Galilee Avenue						
Hawthorn Woods	Schwerman Rd - Fairfield Rd to Gilmer Rd	10-17-0014	Resurface	594,000	475,200	3/9/2018	18
Volo	Volo Village Rd West - Belvidere Rd to Rand Rd	10-17-0005	Resurface	275,000	220,000	4/27/2018	18
Libertyville	Golf Road - Butterfield Road to Milwaukee Ave	10-17-0003	Resurface	1,729,700	1,383,760	4/27/2018	18
Fox Lake	Sayton Road - US 12 to Rollins Rd	10-03-0015	Reconstruction	2,821,280	2,053,024	4/27/2018	18
Lake Bluff	Moffett Road - Sheridan Rd to Center Ave	10-16-0028	Resurface	1,250,000	1,000,000	6/15/2018	18
Buffalo Grove	Weiland Rd - Lake Cook Rd to Deerfield Pkwy (Stg 2)	10-94-0021	Add Lanes	10,786,660	8,629,328	6/15/2018	18
Round Lk Bch	Orchard Lane - Monaville Rd to Rollins Rd	10-15-0010	Reconstruction	3,090,354	2,472,283	11/9/2018	18
				Total	55,886,453	44,505,252	

LAKE COUNTY COUNCIL OF MAYORS

FY '19 STP Program

Municipality	Roadway	TIP ID#	Project Type	Total \$	Federal \$	Letting	
=====	=====	=====	=====	=====	=====		
Round Lake Bch	Hook Dr Extension - Rollins Rd to Orchard Lane		Eng II	389,180	311,344	1/1/2019	N/A
Libertyville	Rockland Rd. - IL 21 to Des Plaines River	10-97-0029	Reconstruction	2,750,000	2,200,000	1/18/2019	MYB
Libertyville TWP	Rockland Rd. - Des Plaines R to St Marys Rd	10-16-0032	Reconstruction	2,750,000	2,120,000	1/18/2019	MYB
North Chicago	14th Street - Green Bay Rd to Jackson	10-99-0116	Reconstruction	15,962,400	12,769,920	1/18/2019	19
Buffalo Grove	Weiland Rd - Deerfield Pkwy to Aptakisic R (Stg 3)	10-94-0021	Add Lanes	17,294,166	10,373,449	1/18/2019	19
Lake Forest	Everett Road at Waukegan Road	10-17-0016	Int Imp	2,518,469	1,986,577	1/18/2019	MYB
Highland Park	Clavey Rd - US 41 to Green Bay Road	10-15-0026	Reconstruction	8,250,000	6,600,000	3/8/2019	MYB
Deerfield	Greenwood Rd - Wilmot Rd to Waukegan Rd	10-17-0004	Recon/Resurface	1,210,000	968,000	4/26/2019	MYB
Long Grove	N. Krueger Road - IL 22 to Gilmer Road	10-15-0024	Reconstruction	1,408,000	1,126,400	6/4/2019	MYB
Fox Lake	Sayton Rd - Industrial Ave to Rand Rd	10-15-0001	Reconstruction	600,000	480,000	8/2/2019	MYB
Fox Lake	Nippersink BLVD - Oak St to Grand Ave	10-16-0035	Reconstruction	1,667,000	1,333,600	11/8/2019	MYB
Grant Township	Fish Lake Rd - Nippersink Rd to IL 120	10-15-0021	Reconstruction	1,500,000	1,200,000	11/8/2019	MYB
Round Lake Bch	Hook Dr Extension - Rollins Rd to Orchard Lane		Road Extension	4,358,816	3,487,053	11/8/2019	N/A
			Total	60,658,031	44,956,343		

LAKE COUNTY COUNCIL OF MAYORS

FY '20 STP Program

Municipality	Roadway	TIP ID#	Project Type	Total \$	Federal \$	Letting	
=====	=====	=====	=====	=====	=====		
Highland Park	West Park Ave - US 41 to west of Skokie River	10-14-0002	Resurface	862,000	690,000	1/1/2020	
Vernon Hills	Lakeview Pkwy - Center Rd to Fairway Dr.	10-03-0012	Intersection Imp.	5,100,000	4,040,800	1/1/2020	MYB
Highland Park	Green Bay Road - Central Ave to Clavey Rd	10-16-0037	Recon/Resurface	11,560,000	9,248,000	1/1/2020	MYB
Buffalo Grove	Brandywyn Ln - Deerfield Pkwy to Prairie Rd	10-16-0038	Recon/Resurface	2,543,000	2,034,400	1/1/2020	MYB
Buffalo Grove	Thompson Blvd - Arl Hgts Rd to Weiland Rd	10-16-0039	Recon/Resurface	3,910,000	3,128,000	1/1/2020	MYB
Round Lake Bch	Hook Drive - Orchard Lane to Rollins Road		Resurfacing	1,182,879	946,303	1/1/2020	N/A
Long Grove	Cuba Road - S. Krueger Rd to Old McHenry Rd	10-15-0025	Reconstruction	1,685,591	1,348,473	8/1/2020	MYB
Fox Lake	Grand Ave - Rollins Road to IL 59	10-15-0002	Resurface	1,353,000	1,082,400	1/1/2020	MYB
			Total	28,196,470	22,518,376		
			FFY18-20 Totals	144,740,954	111,979,971		

LAKE COUNTY COUNCIL OF MAYORS

FY '21 STP Program

(10/1/20 -- 9/30/21)

Municipality	Roadway	TIP ID#	Project Type	Total \$	Federal \$
=====	=====	=====	=====	=====	=====

LAKE COUNTY COUNCIL OF MAYORS

FY '22 STP Program

(10/1/21 -- 9/30/22)

Municipality	Roadway	TIP ID#	Project Type	Total \$	Federal \$
=====	=====	=====	=====	=====	=====

LAKE COUNTY COUNCIL OF MAYORS

Municipality =====	Roadway =====	TIP ID# =====	Project Type =====	Total \$ =====	Federal \$ =====
B-List/Post FFY2020					
Antioch	Lake Street	10-99-0101	Reconstruction	430,000	301,000
Antioch	Lake Street	10-99-0100	Resurface	332,000	232,400
Antioch	McMillen Rd./Anita Ave.	10-99-0102	Reconstruction	721,000	504,700
Buffalo Grove	Weiland Rd - Prairie Road Realignment (Stg 1)	10-94-0021	Add Lanes	11,049,539	7,161,806
Buffalo Grove	Weiland Rd - Miramar Ln to IL Rte 22 (Stg 4)	10-94-0021	Add Lanes	5,570,217	4,192,867
North Chicago	Dugdale Road	10-99-0117	Reconstruction	3,500,000	2,450,000
North Chicago	Argonne Dr. - IL 131 to Jackson St	10-06-0012	Reconstruction	7,160,000	5,012,000
Waukegan	Dugdale Road - Jackson St to 14th St	10-03-0009	Reconstruction	3,500,000	2,450,000
Round Lake Bch	Hook Dr Extension - Rollins Rd to Orchard Lane		Road Extension		
Wauconda	Lake Shore Blvd/ Grand Blvd - IL 176 to Bonner Road	10-11-0052	Widen & Resurface	3,650,000	2,555,000
Grayslake	Center St - at Seymour Ave & at Hawley St	10-11-0044	Intersection Imp.	1,056,000	739,200
Grayslake	Atkinson Rd - IL 120 to Washington St	10-11-0045	Channelization	1,100,000	770,000
Green Oaks	Bradley Rd - IL 176 to I-94	10-11-0048	Widen & Resurface	4,100,000	2,870,000
			Total		29,238,973



LAKE COUNTY
COUNCIL OF MAYORS

Surface Transportation Program Guidebook

DRAFT

**Implementation Policy, Funding Rules
& Project Selection Methodology**

Table of Contents

Lake County Council of Mayors Membership	4
Introduction and Overview	5
Initiating A Surface Transportation Project	5
STP Program Implementation Policy	6
Project Proposals	6
Funding Rules	6
Eligible Routes	7
Eligible Projects	7
Project Programming	8
Project Selection Process	8
LCCOM Project Evaluation Methodology	9
1. On To 2050 Regional Priorities	10
2. Project Readiness	10
3. Congestion Mitigation	10
4. Regional Transportation Significance	11
5. Safety	11
6. Complete Street/Multi-Modal	12
7. Air Quality Benefits	12
8. Pavement Condition	12
9. Community Need	12
10. Sustained Participant Interest	12
Pavement Preservation Project Evaluation	13

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Hainesville	Round Lake Beach
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Highland Park	Round Lake Park
Highwood	Third Lake
Indian Creek	Tower Lakes
Island Lake	Vernon Hills
Kildeer	Volo
Lake Barrington	Wadsworth
Lake Bluff	Wauconda
Lake Forest	Waukegan
Lake Villa	Winthrop Harbor
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Any township within Lake County or any transit agency that wishes to apply for a project must have a Lake County Council of Mayors municipal member as a co-sponsor.

Funding Rules

Project Phase	Phase 1 Engineering	Phase 2 Engineering	ROW Acquisition	Construction	Phase II Construction Engineering
Federal	0%	80%	0%	80%	80%
Local	100%	20%	100%	20%	20%

Phase I Engineering and Land Acquisition will be a 100% local responsibility. Land acquisition must be accomplished in accordance with federal land acquisition requirements. Phase II and III Engineering and Construction will be matched at a ratio of 80% federal, 20% local. Wetland mitigation/purchase of wetland credits for STP funded projects are considered part of Phase II Engineering and therefore are eligible costs.

The LCCOM has decided that Pavement Preservation projects are to receive up to 20% of the Councils STP funding on an annual basis, and Pavement Preservation projects will be ranked separately from other project types.

Maximum Federal Funding Cap

The maximum federal funding available for any single project will be 80% of the LCCOM's annual allotment of STP funds. Based on the current annual allotment of STP funds; the current maximum federal funding is \$7,500,000; requiring a 20 percent local match of \$1,875,000. Any costs above the \$9,375,000 (federal funding+ local match) will be the responsibility of the local agency.

An agency which receives over \$4,000,000 in federal funding for a single project, will not be eligible to apply for another project during the next round of call for projects. The maximum federal funding for a pavement preservation project will be \$500,000.

Funding Increases

Projects that have received the maximum federal funding are not eligible for a funding increase. All funding increases above the original approved funding level will require the project sponsor to submit a request for approval to be voted upon at a Transportation Committee meeting. All project increases greater than 20% of the cost estimate developed at the time of Phase I engineering approval, will be the sole responsibility of the project sponsor. Funding increase requests for the construction phase of STP projects shall not be considered until Phase I engineering has been approved.

Eligible Routes

The routes eligible for STP funding should be those routes, which promote regional and/or sub-regional travel. Currently the functional classification of a road determines its eligibility for federal funding. Roads classified as Arterial (Principal or minor) or collectors (major or minor) are eligible to receive funding. STP routes must serve more than a local land access function. The Lake County Council of Mayors members may propose additions or deletions to the map (along with justification for the addition or deletion). Additions or deletions to the system will be considered by LCCOM members via a written request from the local agency sponsor with jurisdiction of the route. The Lake County Council of Mayors will forward its recommendations for additions and deletions to IDOT for a final determination in consultation with FHWA.

Eligible Projects

The improvement of STP system routes will require strict adherence to federal and state standards and policies. For example, a STP project adding capacity may be required to go through a regional clean air conformity analysis by CMAP before the project can be added to the Transportation Improvement Program (TIP). This list is subject to change and may be revised based on subsequent interpretation of the current federal transportation, clean air, or other related Acts and the priorities of the LCCOM. The following categories of projects are eligible for STP funding through the LCCOM:

Roadways and Intersections

- Intersection Channelization
- Roadway Widening
- Traffic Signals, Modifications and/or Modernization
- New Roadway Construction
- Roadway Reconstruction
- Bicycle or Pedestrian Facilities
- Lighting
- Signing and Pavement Markings
- Modern Roundabout
- Structures (Waterway, Railroad, Highway, Pedestrian, Bikeway)

Pavement Preservation

- Local Agency Functional Overlay (LAFO)
- Local Agency Structural Overlay (LASO)
- Micro surfacing
- Pavement rejuvenation.

The Pavement Preservation category addresses the repair and resurfacing of existing roadways and is intended to provide interim improvement until rehabilitation or reconstruction improvements can be funded. Pavement Preservation projects submitted for federal funding by a local agency must be projects that result from a Pavement Management System. The pavement management system must show that the proposed improvement will provide an adequate service life and cost/benefit ratio.

Transportation Control Measures (TCM's)

The projects in this category are recognized as TCM's. They include: ride-sharing, van-pooling, flexible work hours, parking fees, improved public transit, high occupancy vehicle (HOV) lanes, regional motor fuel tax increase, coordination of land use, roadway planning or feasibility studies. Every effort will be made to rank TCM category projects, however given the unique nature of the category, projects will be considered for funding by the Transportation Committee on a case by case basis.

Project Selection Process

Project applications can only be submitted to LCCOM staff in response to a specific call for projects announced by the Council. Applications must be submitted by the date approved by the LCCOM to be considered for funding. Project applicants need to provide complete information to allow LCCOM Staff to apply the approved rating system to submitted projects. All projects in the Roadways and Intersections Category will be rated using the LCCOM Roadways and Intersections Project Selection Methodology. Pavement Preservation will be ranked using the LCCOM Pavement Preservation Methodology. Transportation Control measure Projects will be considered by the Transportation Committee on a case by case basis.

LCCOM staff will rate each project using the appropriate selection methodology based on project category adopted by the Council. The full list of project rankings will be presented to the Council for approval. The Council will fund the highest ranked projects until the projected federal funds are exhausted.

Exceptions to the Ranking/Programming System

The project selection methodology is used in the selection of the Council's Five-year Program. If a community would like a project considered for reasons beyond those listed in the ranking system, a written justification must be provided to the Council on why the project should be approved. A 2/3-majority vote of the Lake County Council of Mayors is required to approve a project for reasons outside of the ranking system.

Project Programming

Once a project has been accepted into the LCCOM Program it can be programmed in CMAP's Transportation Improvement Program (TIP). Council staff will send out quarterly update forms to maintain an accurate and fiscally constrained program. Projects will be programmed using the milestones below on a "first ready-first funded" basis, so long as sufficient funding exists. Programming will not be based on when projects were accepted into the LCCOM's STP Program. The project sponsor and/or their consultant must follow the IDOT agreement process for federally funded projects. This process can be found on the IDOT and CMAP website. The following milestones will be used for the programming of projects in the TIP:

- Projects will be given a TIP ID number when a PPI is submitted to LCCOM staff for processing by IDOT; all phases of the project will be put into MYB. A PPI must be processed to initiate an agreement with IDOT.
- Sponsors/Consultants must request to LCCOM staff that Phase 2 Engineering be moved from MYB to the current Fiscal Year after the project has received Phase I design approval from IDOT.
- Construction Sponsors/Consultants must request to LCCOM staff that Phase III Construction line items are moved from MYB to the current fiscal year when Phase II Pre-Final Plans are submitted to IDOT.

It is important to note that for FHWA to authorize the funding for each phase, it must be included in the TIP in the current Federal Fiscal Year, it cannot be in MYB.

Deferral

Should a project show no progress in four consecutive quarterly reports, the sponsor must come to the Transportation Committee and present why the project is not moving forward. The sponsor should address the specific issue(s) delaying the projects, like ROW, environmental problems, etc. Failure to appear at the Transportation Committee meeting to explain the project delay may result in a committee vote to remove the project from the program or demote it to a B-list.

Scope or Location Changes

Once a project has been accepted into the LCCOM program all changes in project scope or work type must be approved by the Transportation Committee. LCCOM STP funding is awarded to a specific project and cannot be reallocated from the awarded project to another project.

LAKE COUNTY COUNCIL OF MAYORS

Roadways and Intersections Project Evaluation Methodology

Project applicants need to provide complete information to allow the reviewer to apply the following rating system to submitted projects. The following methodology will be used to evaluate project applications:

Evaluation Criteria	Max Points	Percentage
1. On to 2050 Regional Priorities*	50	25%
2. Project Readiness	30	15%
3. Safety	30	15%
4. Regional Transportation Significance	30	15%
5. Congestion Mitigation	20	10%
6. Complete Streets	15	7.5%
7. Air Quality	10	5%
8. Pavement Condition	8	4%
9. Community Need	4	2%
10. Sustained Participation	3	1.5%
Total	200	100%

*- Required to be included in all Council's selection methodology

2021 Call for Projects Bonus Points

For the 2021 LCCOM Call for Projects **only**, projects that were included in the approved FFY17 LCCOM program B-List but were unable to be funded during the transition period (FFY 2018-2020) will be awarded 20 points to their total for re-applying during the 2021 Call for Projects.

1. On To 2050 Regional Priorities (50 possible points)

All Councils are required to base at least 25% of their projects on criteria based on CMAP's On To 2050 Long Range Plan.

Regional Goal	Points
Project benefits freight movement	20
Project uses green infrastructure to manage storm water	10
Project improves access to jobs for economically disconnected areas*	5
Project serves a reinvestment area*	5
Density permitted at transit supportive levels around transit	5
Project sponsor has adopted a complete streets ordinance	5

* - as defined by CMAP

2. Project Readiness (30 Possible Points)

Projects will receive project readiness points based on their status relative to completion of Phase I and Phase II Engineering and Land Acquisition.

Phase Complete	Points
Phase II Engineering Complete (Pre-Final Plans Submitted to IDOT)	25
Phase II Engineering Agreement Executed	20
Phase II QBS Completed	15
Phase I Engineering Report Completed; Design Approval Granted	10
Phase I Engineering Report (PDR) Draft Submitted to IDOT	5
Phase I Engineering Contract Entered into by Applicant Member	3

An additional 5 points will be given to projects that either do not need to obtain Right of Way, or where all Right of Way needed for the project has been acquired at the time the application is submitted.

3. Safety (30 Possible Points)

The Safety category aims to prioritize projects where major safety concerns exist and can be addressed by appropriate engineering solutions. For vehicular crashes, the project sponsor is asked to provide the average number of crashes over the last three years. The project must address the accident situation and be reasonably expected to lower the accident rate to qualify for safety points. Consequently, a project sponsor must submit information on project components that will address safety issues.

Vehicular Crashes	Points
Top 25% of all applications	10
Top 50% of all applications	5
Bottom 50% of all applications	0

Bicycle Crashes	Points
Top 25% of all applications	5
Top 50% of all applications	3
Bottom 50% of all applications	0

Pedestrian Crashes	Points
Top 25% of all applications	5
Top 50% of all applications	3
Bottom 50% of all applications	0

Crash Severity	Points
Type K and/or A crashes	10
No Type K and/or A crashes	0

4. Regional Transportation Significance (30 Possible Points)

The Regional Transportation Significance category aims to prioritize projects on roadways that are most significant to the region's transportation network. For an intersection improvement project, the higher roadway classification will be used for scoring. If additional project participants (i.e., adjacent municipality, county, township, IDOT, transit agency, private developer) are identified as financially contributing to the project or through ROW donation, granting of Temporary Easements, the project will receive points per additional participant (see below).

Roadway Classification	Points
Other Principal Arterial	10
Minor Arterial	5
Collector	0

Number of Contributing Participants	Points
3 or more participants	10
2 project participants	5
1 project participant	0

If the proposed project is in an approved plan (i.e. comprehensive plan, bike plan, On To 2050, county long range plan) an additional 10 points will be given to the score in this category.

5. Congestion Mitigation (20 Possible Points)

The Congestion Mitigation category aims to prioritize projects on roadways with severe congestion that threatens the transportation utility of a roadway or intersection.

Two Lane Road	Four Lane Road
$ADT \div 750 = \text{Points}$	$ADT \div 1500 = \text{Points}$

6. Complete Streets/Multimodal (15 Possible Points)

The Complete Streets/Multimodal category aims to prioritize projects that account for all users of the transportation network. If a highway project includes an aspect which promotes the use of other alternative transportation modes, the project is eligible to earn a maximum of fifteen points in this category. Points can only be received for new multimodal infrastructure that is planned as part of the proposed project. LCCOM Staff will determine scoring based on the application information.

Improvement Category	Points
Transit Improvement or Transit Access bus pullout, transit shelter, transit signal priority, sidewalk to transit stop or station, bicycle access	5
Bicycle and/or Pedestrian Improvement sidewalks, crosswalks, crosswalk enhancements, crossing islands, medians, curb extensions, bike trail, on road bike lane, shared lane markings (sharrows)	5
Regional/Community Trail Connections Connection to, or between, regional or community trail network	5

7. Air Quality Benefits (10 Possible Points)

High- 10 points	Medium-5 points	Low- 0 points
Signal Interconnects	Improve Existing traffic signals	Resurfacing
New traffic signals (warranted)	Bottleneck elimination (minor arterial)	Widening and resurfacing
Modern Roundabout	Auxiliary Lane Additions	Shoulder improvements
Full Channelization improvement	Realignment of offset intersection (minor arterial or below)	Curb and gutter installation/repair
Add lane project	Consolidation of access	Drainage
Realignment of offset intersection (principal arterial)	Minor Channelization improvement (1 or 2 leg addition)	Lighting
Bottleneck Elimination (principal arterial)		

8. Conditions of Pavement (8 Possible Points)

These criteria will be based on IDOT Condition Rating Survey (CRS) methodology. This IDOT system classifies pavement into four categories.

CRS Score	Pavement Category	Points
0-4.5	Poor	8
4.6-6.0	Fair	6
6.1-7.5	Satisfactory	4
7.6-9.0	Excellent	0
New Alignment		3

9. Community Need (4 Possible Points)

The Local Need category aims to prioritize projects in communities that have not recently had the assistance of STP funding for their transportation system. If a community has gone 10 years since the last obligated STP project, they will receive 4 points added to their final ranking score.

10. Sustained Participant Interest (3 Possible Points)

When a project is unable to be programmed by the LCCOM due to constrained funds and a participant exhibits sustained interest, committed resources, and Project Readiness for such a project by re-applying for STP funding, the project shall receive one-point per re-submission up to three points. B-List projects are not considered programmed.

LAKE COUNTY COUNCIL OF MAYORS

Pavement Preservation Project Evaluation

Pavement Preservation projects submitted for federal funding by a local agency must be projects that result from a Pavement Management System. The pavement management system must show that the proposed improvement will provide an adequate service life and cost/benefit ratio. Each Pavement Preservation project under consideration for funding in the STP program will be evaluated using three categories. Each category will be assigned a weighted value. The LCCOM has decided that Pavement Preservation projects are to receive up to 20% of the Councils STP funding on annual basis.

	<u>Categories</u>	
1. Road Condition		40%
2. Traffic Volume		40%
3. Consideration of Regional and Community needs		20%

Road Condition: (maximum of 40 points)

Five condition criteria comprise this category. The range refers to the IDOT Condition Rating Survey (CRS). The CRS range and point values are as follows:

Condition	Range	Points
Poor	0.0-4.5	40
Fair	4.6-6.0	30
Satisfactory	6.1-7.5	10
Excellent	7.6-9.0	5

Traffic Volumes: (maximum of 40 points)

This category assigns a point value based on existing Average Daily Traffic (ADT) volumes. If no ADT is provided, LCCOM Staff will refer to IDOT's ADT data for the respective segment. The point value will be determined by the following calculation, rounded to the nearest half point.

Two Lane Road	Four Lane Road
$ADT \div 350 = \text{Points}$	$ADT \div 750 = \text{Points}$

Consideration of Regional Need (maximum of 20 points)

This category rates the regional impact of the proposed Pavement Preservation Project. Scoring is based on the functional classification of the route and the impact of the route to regional movement using the designation of truck route, strategic regional arterial (SRA), critical urban freight corridor (CUFC) and whether the project is on the national highway system (NHS).

Classification	Points
Other Principal Arterial	15
Minor Arterial	10
Major Collector	5
Minor Collector	0
Regional Impact Route*	Additional 5 points

*-Designated Truck Route, National Highway System, Strategic Regional Arterial or Critical Urban Freight Corridor



LAKE COUNTY
COUNCIL OF MAYORS

Surface Transportation Program Guidebook

DRAFT

**Implementation Policy, Funding Rules
& Project Selection Methodology**

Highlights in **PINK** = Regional or Federal Requirements

Highlights in **YELLOW** = Items for Lake County Council to Decide

Table of Contents

Lake County Council of Mayors Membership	4
Introduction and Overview	5
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STP Program Implementation Policy	6
Project Proposals	6
Funding Rules	6
Eligible Routes	7
Eligible Projects	7
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Federal	0%	80%	0%	80%	80%
Local	100%	20%	100%	20%	20%

Phase I Engineering and Land Acquisition will be a 100% local responsibility. Land acquisition must be accomplished in accordance with federal land acquisition requirements. Phase II and III Engineering and Construction will be matched at a ratio of 80% federal, 20% local. Wetland mitigation/purchase of wetland credits for STP funded projects are considered part of Phase II Engineering and therefore are eligible costs.

The LCCOM has decided that Pavement Preservation projects are to receive up to 20% of the Councils STP funding on an annual basis, and Pavement Preservation projects will be ranked separately from other project types.

Maximum Federal Funding Cap

The maximum federal funding available for any single project will be 80% of the LCCOM's annual allotment of STP funds. Based on the current annual allotment of STP funds; the current maximum federal funding is \$7,500,000; requiring a 20 percent local match of \$1,875,000. Any costs above the \$9,375,000 (federal funding+ local match) will be the responsibility of the local agency.

An agency which receives over \$4,000,000 in federal funding for a single project, will not be eligible to apply for another project during the next round of call for projects. The maximum federal funding for a pavement preservation project will be \$500,000.

Funding Increases

Projects that have received the maximum federal funding are not eligible for a funding increase. All funding increases above the original approved funding level will require the project sponsor to submit a request for approval to be voted upon at a Transportation Committee meeting. All project increases greater than 20% of the cost estimate developed at the time of Phase I engineering approval, will be the sole responsibility of the project sponsor. Funding increase requests for the construction phase of STP projects shall not be considered until Phase I engineering has been approved.

Eligible Routes

The routes eligible for STP funding should be those routes, which promote regional and/or sub-regional travel. Currently the functional classification of a road determines its eligibility for federal funding. Roads classified as Arterial (Principal or minor) or collectors (major or minor) are eligible to receive funding. STP routes must serve more than a local land access function. The Lake County Council of Mayors members may propose additions or deletions to the map (along with justification for the addition or deletion). Additions or deletions to the system will be considered by LCCOM members via a written request from the local agency sponsor with jurisdiction of the route. The Lake County Council of Mayors will forward its recommendations for additions and deletions to IDOT for a final determination in consultation with FHWA.

Eligible Projects

The improvement of STP system routes will require strict adherence to federal and state standards and policies. For example, a STP project adding capacity may be required to go through a regional clean air conformity analysis by CMAP before the project can be added to the Transportation Improvement Program (TIP). This list is subject to change and may be revised based on subsequent interpretation of the current federal transportation, clean air, or other related Acts and the priorities of the LCCOM. The following categories of projects are eligible for STP funding through the LCCOM:

Roadways and Intersections

- Intersection Channelization
- Roadway Widening
- Traffic Signals, Modifications and/or Modernization
- New Roadway Construction
- Roadway Reconstruction
- Bicycle or Pedestrian Facilities
- Lighting
- Signing and Pavement Markings
- Modern Roundabout
- Structures (Waterway, Railroad, Highway, Pedestrian, Bikeway)

Pavement Preservation

- Local Agency Functional Overlay (LAFO)
- Local Agency Structural Overlay (LASO)
- Micro surfacing
- Pavement rejuvenation.

The Pavement Preservation category addresses the repair and resurfacing of existing roadways and is intended to provide interim improvement until rehabilitation or reconstruction improvements can be funded. Pavement Preservation projects submitted for federal funding by a local agency must be projects that result from a Pavement Management System. The pavement management system must show that the proposed improvement will provide an adequate service life and cost/benefit ratio.

Transportation Control Measures (TCM's)

The projects in this category are recognized as TCM's. They include: ride-sharing, van-pooling, flexible work hours, parking fees, improved public transit, high occupancy vehicle (HOV) lanes, regional motor fuel tax increase, coordination of land use, roadway planning or feasibility studies. Every effort will be made to rank TCM category projects, however given the unique nature of the category, projects will be considered for funding by the Transportation Committee on a case by case basis.

Project Selection Process

Project applications can only be submitted to LCCOM staff in response to a specific call for projects announced by the Council. Applications must be submitted by the date approved by the LCCOM to be considered for funding. Project applicants need to provide complete information to allow LCCOM Staff to apply the approved rating system to submitted projects. All projects in the Roadways and Intersections Category will be rated using the LCCOM Roadways and Intersections Project Selection Methodology. Pavement Preservation will be ranked using the LCCOM Pavement Preservation Methodology. Transportation Control measure Projects will be considered by the Transportation Committee on a case by case basis.

LCCOM staff will rate each project using the appropriate selection methodology based on project category adopted by the Council. The full list of project rankings will be presented to the Council for approval. The Council will fund the highest ranked projects until the projected federal funds are exhausted.

Exceptions to the Ranking/Programming System

The project selection methodology is used in the selection of the Council's Five-year Program. If a community would like a project considered for reasons beyond those listed in the ranking system, a written justification must be provided to the Council on why the project should be approved. A 2/3-majority vote of the Lake County Council of Mayors is required to approve a project for reasons outside of the ranking system.

Project Programming

Once a project has been accepted into the LCCOM Program it can be programmed in CMAP's Transportation Improvement Program (TIP). Council staff will send out quarterly update forms to maintain an accurate and fiscally constrained program. Projects will be programmed using the milestones below on a "first ready-first funded" basis, so long as sufficient funding exists. Programming will not be based on when projects were accepted into the LCCOM's STP Program. The project sponsor and/or their consultant must follow the IDOT agreement process for federally funded projects. This process can be found on the IDOT and CMAP website. The following milestones will be used for the programming of projects in the TIP:

- Projects will be given a TIP ID number when a PPI is submitted to LCCOM staff for processing by IDOT; all phases of the project will be put into MYB. A PPI must be processed to initiate an agreement with IDOT.
- Sponsors/Consultants must request to LCCOM staff that Phase 2 Engineering be moved from MYB to the current Fiscal Year after the project has received Phase I design approval from IDOT.
- Construction Sponsors/Consultants must request to LCCOM staff that Phase III Construction line items are moved from MYB to the current fiscal year when Phase II Pre-Final Plans are submitted to IDOT.

It is important to note that for FHWA to authorize the funding for each phase, it must be included in the TIP in the current Federal Fiscal Year, it cannot be in MYB.

Deferral

Should a project show no progress in four consecutive quarterly reports, the sponsor must come to the Transportation Committee and present why the project is not moving forward. The sponsor should address the specific issue(s) delaying the projects, like ROW, environmental problems, etc. Failure to appear at the Transportation Committee meeting to explain the project delay may result in a committee vote to remove the project from the program or demote it to a B-list.

Scope or Location Changes

Once a project has been accepted into the LCCOM program all changes in project scope or work type must be approved by the Transportation Committee. LCCOM STP funding is awarded to a specific project and cannot be reallocated from the awarded project to another project.

LAKE COUNTY COUNCIL OF MAYORS

Roadways and Intersections Project Evaluation Methodology

Project applicants need to provide complete information to allow the reviewer to apply the following rating system to submitted projects. The following methodology will be used to evaluate project applications:

Evaluation Criteria	Max Points	Percentage
1. On to 2050 Regional Priorities*	50	25%
2. Project Readiness	30	15%
3. Safety	30	15%
4. Regional Transportation Significance	30	15%
5. Congestion Mitigation	20	10%
6. Complete Streets	15	7.5%
7. Air Quality	10	5%
8. Pavement Condition	8	4%
9. Community Need	4	2%
10. Sustained Participation	3	1.5%
Total	200	100%

*- Required to be included in all Council's selection methodology

2021 Call for Projects Bonus Points

For the 2021 LCCOM Call for Projects **only**, projects that were included in the approved FFY17 LCCOM program B-List but were unable to be funded during the transition period (FFY 2018-2020) will be awarded 20 points to their total for re-applying during the 2021 Call for Projects.

1. On To 2050 Regional Priorities (50 possible points)

All Councils are required to base at least 25% of their projects on criteria based on CMAP's On To 2050 Long Range Plan.

Regional Goal	Points
Project benefits freight movement	20
Project uses green infrastructure to manage storm water	10
Project improves access to jobs for economically disconnected areas*	5
Project serves a reinvestment area*	5
Density permitted at transit supportive levels around transit	5
Project sponsor has adopted a complete streets ordinance	5

* - as defined by CMAP

2. Project Readiness (30 Possible Points)

Projects will receive project readiness points based on their status relative to completion of Phase I and Phase II Engineering and Land Acquisition.

Phase Complete	Points
Phase II Engineering Complete (Pre-Final Plans Submitted to IDOT)	25
Phase II Engineering Agreement Executed	20
Phase II QBS Completed	15
Phase I Engineering Report Completed; Design Approval Granted	10
Phase I Engineering Report (PDR) Draft Submitted to IDOT	5
Phase I Engineering Contract Entered into by Applicant Member	3

An additional 5 points will be given to projects that either do not need to obtain Right of Way, or where all Right of Way needed for the project has been acquired at the time the application is submitted.

3. Safety (30 Possible Points)

The Safety category aims to prioritize projects where major safety concerns exist and can be addressed by appropriate engineering solutions. For vehicular crashes, the project sponsor is asked to provide the average number of crashes over the last three years. The project must address the accident situation and be reasonably expected to lower the accident rate to qualify for safety points. Consequently, a project sponsor must submit information on project components that will address safety issues.

Vehicular Crashes	Points
Top 25% of all applications	10
Top 50% of all applications	5
Bottom 50% of all applications	0

Bicycle Crashes	Points
Top 25% of all applications	5
Top 50% of all applications	3
Bottom 50% of all applications	0

Pedestrian Crashes	Points
Top 25% of all applications	5
Top 50% of all applications	3
Bottom 50% of all applications	0

Crash Severity	Points
Type K and/or A crashes	10
No Type K and/or A crashes	0

4. Regional Transportation Significance (30 Possible Points)

The Regional Transportation Significance category aims to prioritize projects on roadways that are most significant to the region's transportation network. For an intersection improvement project, the higher roadway classification will be used for scoring. If additional project participants (i.e., adjacent municipality, county, township, IDOT, transit agency, private developer) are identified as financially contributing to the project or through ROW donation, granting of Temporary Easements, the project will receive points per additional participant (see below).

Roadway Classification	Points
Other Principal Arterial	10
Minor Arterial	5
Collector	0

Number of Contributing Participants	Points
3 or more participants	10
2 project participants	5
1 project participant	0

If the proposed project is in an approved plan (i.e. comprehensive plan, bike plan, On To 2050, county long range plan) an additional 10 points will be given to the score in this category.

5. Congestion Mitigation (20 Possible Points)

The Congestion Mitigation category aims to prioritize projects on roadways with severe congestion that threatens the transportation utility of a roadway or intersection.

Two Lane Road	Four Lane Road
$ADT \div 750 = \text{Points}$	$ADT \div 1500 = \text{Points}$

6. Complete Streets/Multimodal (15 Possible Points)

The Complete Streets/Multimodal category aims to prioritize projects that account for all users of the transportation network. If a highway project includes an aspect which promotes the use of other alternative transportation modes, the project is eligible to earn a maximum of fifteen points in this category. Points can only be received for new multimodal infrastructure that is planned as part of the proposed project. LCCOM Staff will determine scoring based on the application information.

Improvement Category	Points
Transit Improvement or Transit Access bus pullout, transit shelter, transit signal priority, sidewalk to transit stop or station, bicycle access	5
Bicycle and/or Pedestrian Improvement sidewalks, crosswalks, crosswalk enhancements, crossing islands, medians, curb extensions, bike trail, on road bike lane, shared lane markings (sharrows)	5
Regional/Community Trail Connections Connection to, or between, regional or community trail network	5

7. Air Quality Benefits (10 Possible Points)

High- 10 points	Medium-5 points	Low- 0 points
Signal Interconnects	Improve Existing traffic signals	Resurfacing
New traffic signals (warranted)	Bottleneck elimination (minor arterial)	Widening and resurfacing
Modern Roundabout	Auxiliary Lane Additions	Shoulder improvements
Full Channelization improvement	Realignment of offset intersection (minor arterial or below)	Curb and gutter installation/repair
Add lane project	Consolidation of access	Drainage
Realignment of offset intersection (principal arterial)	Minor Channelization improvement (1 or 2 leg addition)	Lighting
Bottleneck Elimination (principal arterial)		

8. Conditions of Pavement (8 Possible Points)

These criteria will be based on IDOT Condition Rating Survey (CRS) methodology. This IDOT system classifies pavement into four categories.

CRS Score	Pavement Category	Points
0-4.5	Poor	8
4.6-6.0	Fair	6
6.1-7.5	Satisfactory	4
7.6-9.0	Excellent	0
New Alignment		3

9. Community Need (4 Possible Points)

The Local Need category aims to prioritize projects in communities that have not recently had the assistance of STP funding for their transportation system. If a community has gone 10 years since the last obligated STP project, they will receive 4 points added to their final ranking score.

10. Sustained Participant Interest (3 Possible Points)

When a project is unable to be programmed by the LCCOM due to constrained funds and a participant exhibits sustained interest, committed resources, and Project Readiness for such a project by re-applying for STP funding, the project shall receive one-point per re-submission up to three points. B-List projects are not considered programmed.

LAKE COUNTY COUNCIL OF MAYORS

Pavement Preservation Project Evaluation

Pavement Preservation projects submitted for federal funding by a local agency must be projects that result from a Pavement Management System. The pavement management system must show that the proposed improvement will provide an adequate service life and cost/benefit ratio. Each Pavement Preservation project under consideration for funding in the STP program will be evaluated using three categories. Each category will be assigned a weighted value. The LCCOM has decided that Pavement Preservation projects are to receive up to 20% of the Councils STP funding on annual basis.

Categories

1. Road Condition	40%
2. Traffic Volume	40%
3. Consideration of Regional and Community needs	20%

Road Condition: (maximum of 40 points)

Five condition criteria comprise this category. The range refers to the IDOT Condition Rating Survey (CRS). The CRS range and point values are as follows:

Condition	Range	Points
Poor	0.0-4.5	40
Fair	4.6-6.0	30
Satisfactory	6.1-7.5	10
Excellent	7.6-9.0	5

Traffic Volumes: (maximum of 40 points)

This category assigns a point value based on existing Average Daily Traffic (ADT) volumes. If no ADT is provided, LCCOM Staff will refer to IDOT's ADT data for the respective segment. The point value will be determined by the following calculation, rounded to the nearest half point.

Two Lane Road	Four Lane Road
$ADT \div 350 = \text{Points}$	$ADT \div 750 = \text{Points}$

Consideration of Regional Need (maximum of 20 points)

This category rates the regional impact of the proposed Pavement Preservation Project. Scoring is based on the functional classification of the route and the impact of the route to regional movement using the designation of truck route, strategic regional arterial (SRA), critical urban freight corridor (CUFC) and whether the project is on the national highway system (NHS).

Classification	Points
Other Principal Arterial	15
Minor Arterial	10
Major Collector	5
Minor Collector	0
Regional Impact Route*	Additional 5 points

*-Designated Truck Route, National Highway System, Strategic Regional Arterial or Critical Urban Freight Corridor