

Council Chair:
Mayor Rockingham
North Chicago

Council Vice-Chair:
Mayor Ryback
Wadsworth



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

Full Council Meeting Agenda

Time: 9:00 a.m.
Date: May 6, 2021
Location: [Zoom Meeting](#)
[Registration is required](#)
[Click here to register](#)

	<u>Action Requested</u>
1) Opening of Meeting/Introductions	Call to Order
2) Approval of Minutes	Approval
a. January 28, 2020 Meeting (Attachment 1)	
3) Lake Council STP Program	
a. Current STP Program Status (Attachment 2)	Information
4) Section 1440 Policy and Uses	Information
a. Circular Letter 2021-10 (Attachment 3)	
5) Local Government component of COVID Relief Funds	Information
a. Circular Letter 2021-13 (Attachment 4)	
6) Federal Infrastructure	Information
a. Community Project Funding-Member Initiatives	
b. American Jobs Plan	
c. Transportation Reauthorization	
7) Other Business	
a. RAISE Grants	
b. MY COMMUTE Lake County Study	
8) Public Comment	
a. Public comment will be accepted via e-mail at LCCOM@lakecountyil.gov until the start of the meeting. All public comment received will be read during the meeting.	
9) Next Meeting-July 29, 2021	
10) Adjournment	



LAKE COUNTY COUNCIL OF MAYORS

Minutes of January 28, 2021 Full Council Transportation Committee Meeting
Via Zoom Virtual Meeting

A recording of the meeting can be found at: <https://youtu.be/ovsi1Ny7JVk>

Meeting Attendance

<u>Name</u>	<u>Position</u>	<u>Representing</u>
Bob Phillips	Director of Public Works	Deerfield
Mayor Glenn Ryback	Mayor	Wadsworth
Mayor Sam Cunningham	Mayor	Waukegan
Karen Daulton Lange	Village Administrator	Lake Barrington
Marc Huber	Village Administrator	Beach Park
Stephanie Hannon	Village Administrator	Bannockburn
Ray Roberts	Public Works Director	Zion
Darren Monico	Village Engineer	Buffalo Grove
Erika Frable	Public Works Director/Village Engineer	Hawthorn Woods
Kevin Carrier	Director of Planning & Programming	Lake County
Bob Ells	City Engineer	Lake Forest
Linda Soto	Exec. Director/ Board Member	LCTA/ Pace
Mike Klemens	Council Liaison	Lake Council
Joe Surdam	Council Liaison	Lake Council
Jon Vana		Consultant
Dan Brinkman		Consultant
Luke Schumacher		Consultant
John Beissel		Consultant
Joel Christell		Consultant
Dan Schug		Consultant

1. Call to Order

Mayor Ryback called the meeting to order at 9:05am. Mike Klemens did a roll call of those in attendance.

2. Approval of the Minutes

With a first from motion Bob Phillips and a second from Stephanie Hannon, the minutes of the August 27, 2020 meeting were approved unanimously via voice vote.

3. Lake Council STP Program

- a. **FY2021 Active Program Management-** Mr. Klemens gave an update on the FY2021 Active Program Management. The Council has some available funding for FY2021 to be able to reprogram. As the Council rules allow, the reprogramming can be done at a staff level to make that change and submit the new TIP change to CMAP and post the new program on LCDOT's website. As this is the first time going through this situation under the new program Mr. Klemens brought a recommendation to the Committee and Full Council. LCDOT staff went through the process for Active Program Management and Mr. Klemens shared the LCCOM Reprogramming Hierarchy slide to show the process of actively reprogramming funds in the current year. Going through the reprogramming hierarchy and reviewing the quarterly status updates received in December 2020 revealed that other projects would not be able to use the funding. A request



LAKE COUNTY COUNCIL OF MAYORS

from the Village of Libertyville to program the additional funds on their Rockland Road project that was let in April 2019 was received. The project was not funded at 80%. The cost increase to the project currently would not bring the project up to being funded at 80% but would help spend the money down and help the Village as well. The request is to reprogram the \$441,000 that was made available to the Village of Libertyville's Rockland Road project. Mr. Klemens requested approval of this change.

Marc Huber asked if the request is asking to reprogram the dollars. Mr. Klemens confirmed that this is the case and explained that the Council has \$441,00 that is not programmed on a project in FY2021.

Mayor Cunningham asked whether we are anticipating any other situations like this to occur towards those funded dollar amounts. Mr. Klemens confirmed that we are anticipating this and stated that two projects in the November letting received favorable bids and is working with CMAP on the process of recapturing the savings that came from the low bid. The first step of the process is that FHWA must de-obligate the funds before the funds can be recaptured. After de-obligating staff will work with CMAP to determine how much can be made available to the Council because there are non-participating costs in both projects as well as construction and engineering that is federally funded. Once the funds can be reprogrammed in the Council, we will be able to carry them over into FY2022 giving the Council some more flexibility. The Council will follow the Reprogramming Hierarchy again with the additional funds

With a first motion from Marc Huber and a second from Stephanie Hannon, the request to reprogram the \$441,000 to the Village of Libertyville's Rockland Road project was approved unanimously via voice vote.

- b. **STP Sub-Committee-** Mr. Klemens gave an update on the latest developments of the STP Sub-Committee. In October the Transportation Committee discussed forming a sub-committee to review the Council Rules, STP methodology, and to propose any changes that may be needed for the upcoming Call for Projects. The Sub Committee's first meeting took place a couple weeks ago featuring a discussion on some scoring changes to the methodology. LCDOT staff is going to be working on text edits for the Council's current document which will be brought to the Sub Committee to review and discuss, followed by being brought to the Transportation Committee and Full Council Committee later in the year. The overarching goal is to approve a final version of whatever changes come about.

4. CMAP TIP and the NEPA Process

Mr. Klemens gave the committee an update on an enforcement of an existing federal regulation. For projects that are being processed as a Categorical Exclusion or above (EA or EIS), in order for the Phase I to be complete, design approval to be granted, and the PDR to be approved a subsequent phase of the project needs to be in the active years of CMAP's TIP. CMAP has placed a FAQ sheet on their website for more information on this enforcement. The regulation doesn't necessarily mean that Phase must be federally funded, it can have local funds with certain restrictions, which CMAP has placed guidance regarding this information on their website. If a project has federal funds for Phase II, in order for those funds to be placed into the TIP, an award letter with those federal funds need to be uploaded to show that the federal funds have been secured. The enforcement of this regulation will have a significant impact on processing projects and the timeline in processing projects, particularly for projects that need to have federal funding for Phase II to advance. One of the reasons on the enforcement of this regulation is that the Chicago-land region is a non-attainment area for air quality.



LAKE COUNTY COUNCIL OF MAYORS

5. Federal Infrastructure Priorities

Mr. Klemens informed the Committee that CMAP has put together a region wide list of priorities for a federal transportation bill reauthorization. The FAST Act initially expired last year on September 30th, 2020 but Congress enacted an extension. The extension is set to expire at the end of this Federal Fiscal year on September 30th. Information pertaining to the priorities will be sent out to the Committee once CMAP finalizes the priorities. The list of priorities CMAP has put together currently includes Sustainable Revenues, Strengthening Public Transportation, Passenger Rail, Performance-based Programming, Multimodal Freight, Safety, Innovation, and Resilient Transportation Systems.

6. Other Business

Mr. Klemens informed the Committee that IDOT typically does a Call for Projects for Statewide Planning and Research Funds involving planning (non-infrastructure) grants but are being postponed potentially up to 9 to 12 months. There has been no official announcement given but Mr. Klemens was informed of by IDOT staff.

7. Public Comment

No public comment was received prior to the meeting or raised during the meeting.

8. Next Meeting

The next meeting of the Full Council Transportation Committee is scheduled for May 6th, 2021 at 9am.

9. Adjournment

With a first motion from Bob Phillips and a second from Mayor Cunningham, adjournment of the meeting was unanimously approved via voice vote at 9:32am.



STP Program of Projects
FFY 2021-2025

FFY2020 STP Program

Municipality	Roadway	TIP ID#		Project Type	Total \$	Federal \$	Target Letting	Obligation Deadline	Federal Share
Buffalo Grove	Brandywyn Ln/Thompson Blvd-Stage 2	10-16-0039	Con	Reconstruction		329,175	11/6/2020	9/30/2020	80%

FFY 2021 STP Program

Annual Funding Mark \$ 9,358,713

Municipality	Roadway	TIP ID#		Project Type	Total \$	Federal \$	Target Letting	Obligation Deadline	Federal Share
===== Fox Lake	===== Nippersink BLVD - Oak St to Grand Ave	===== 10-16-0035	Con	===== Reconstruction	===== 2,417,000	===== 1,933,600	===== 11/6/2020	===== 9/30/2021	===== 80%
===== Fox Lake	===== Nippersink BLVD - Oak St to Grand Ave	===== 10-16-0035	CE	===== Reconstruction	===== 190,000	===== 121,600	===== 11/6/2020	===== 9/30/2021	===== 64%
===== Buffalo Grove	===== Brandywyn Ln/Thompson Blvd-Stage 2	===== 10-16-0039	Con	===== Reconstruction	===== 6,674,316	===== 4,123,756	===== 11/6/2020	===== 9/30/2021	===== 67%
===== Buffalo Grove	===== Brandywyn Ln/Thompson Blvd-Stage 2	===== 10-16-0039	Ce	===== Reconstruction	===== 631,481	===== 505,185	===== 11/6/2020	===== 9/30/2021	===== 80%
===== Highland Park	===== Clavey Rd-US41 to Green Bay Road Stage 1	===== 10-15-0026	Con	===== Reconstruction	===== 4,475,000	===== 920,397	===== 1/15/2021	===== 9/30/2021	===== 80%
===== Highland Park	===== Clavey Rd-US41 to Green Bay Road Stage 1	===== 10-15-0026	Con	===== Reconstruction	===== 441,250	===== 17,000	===== 1/15/2021	===== 9/30/2021	===== 4%
===== Long Grove	===== N. Krueger Road - IL 22 to Gilmer Road	===== 10-15-0024	Con	===== Reconstruction	===== 1,682,948	===== 1,134,959	===== 3/5/2021	===== 9/30/2021	===== 67%
===== Long Grove	===== N. Krueger Road - IL 22 to Gilmer Road	===== 10-15-0024	CE	===== Reconstruction	===== 200,490	===== 160,392	===== 3/5/2021	===== 9/30/2021	===== 80%
===== Libertyville	===== Rockland Road -IL 21 to DesPlaines River	===== 10-97-0029	Con	===== Reconstruction	===== 552,280	===== 441,824	===== 9/1/2021	===== 3/30/2022	===== 80%

FFY2021 Expenditures 17,264,765 9,358,713
Federal Balance 0

FFY 2022 STP Program

Annual Funding Mark \$ 7,819,790

Municipality	Roadway	TIP ID#		Project Type	Total \$	Federal \$	Target Letting	Obligation Deadline	Federal Share
===== Highland Park	===== Greenbay Rd - Central Ave to Clavey Rd	===== 10-16-0037	PE2	===== Eng II	===== 700,000	===== 560,000	===== 3/1/2022	===== 9/30/2022	===== 80%
===== Highland Park	===== Clavey Rd-US 41 to Green Bay Rd-Stage 2	===== 10-15-0026	Con/CE	===== Reconstruction	===== 6,290,151	===== 5,032,121	===== 1/21/2022	===== 9/30/2022	===== 80%
===== Buffalo Grove	===== Brandywyn Ln/Thompson Blvd-Stage 3	===== 10-16-0039	Con/CE	===== Reconstruction	===== 3,862,834	===== 1,168,544	===== 1/21/2022	===== 9/30/2022	===== 30%
===== Highland Park	===== Park Ave West-US 41 to W. of Skokie River	===== 10-14-0002	Con/CE	===== Reconstruction	===== 4,004,000	===== 750,000	===== 1/21/2022	===== 9/30/2022	===== 80%
===== Lincolnshire	===== Barclay Blvd-IL Rte 22 to Aptakisic Stage 1	===== 10-20-0030	Con/CE	===== Resurfacing	===== 386,486	===== 309,125	===== 9/23/2022	===== 9/30/2022	===== 80%

FFY2022 Expenditures 15,243,471 7,819,790
Federal Balance 0



STP Program of Projects
FFY 2021-2025

FFY 2023 STP Program

Annual Funding Mark 7,512,406

Municipality	Roadway	TIP ID#	Project Type	Total \$	Federal \$	Target Letting	Obligation Deadline	Federal Share
Lake Forest	Everett Rd @ Waukegan Rd	10-17-0016	Con/CE Intersection Impv	2,903,000	1,932,938	1/20/2023	9/30/2023	67%
Lincolnshire	Barclay Blvd-IL Rte 22 to Aptakisic Stage 2	10-20-0030	Con/CE Resurfacing	589,599	471,679	1/20/2023	9/30/2023	80%
Vernon Hills	Lakeview Pkwy-Center Rd to Fairway Dr.	10-03-0012	Con Intersection Impv	4,651,610	3,721,289	1/20/2023	9/30/2023	80%
Vernon Hills	Lakeview Pkwy-Center Rd to Fairway Dr.	10-03-0012	Con Intersection Impv	556,000	336,000	1/20/2023	9/30/2023	60%
Grant Township	Fish Lake Rd - Nippersink Rd to IL 120	10-15-0021	Con Reconstruction	1,364,000	955,000	1/20/2023	9/30/2023	70%
Grant Township	Fish Lake Rd - Nippersink Rd to IL 120	10-15-0021	CE Reconstruction	136,000	95,500	1/20/2023	9/30/2023	70%
				FFY2023 Expenditures	10,200,209	7,512,406		
				Federal Balance		0		

FFY 2024 STP Program

Annual Funding Mark 7,512,406

Municipality	Roadway	TIP ID#	Project Type	Total \$	Federal \$	Target Letting	Obligation Deadline	Federal Share
Round Lake Beach	Hook Dr Extension- Rollins to Orchard	10-18-0005	Con/CE Road Extension	4,747,996	3,798,397	1/19/2024	9/30/2024	80%
Highland Park	Green Bay Road-Central Ave to Clavey Rd Stage 1	10-16-0037	Con/CE Reconstruction	4,653,760	3,714,008	1/19/2024	9/30/2024	80%
				FFY2024 Expenditures	9,401,756	7,512,405		
				Federal Balance		1		

FFY 2025 STP Program

Annual Funding Mark 7,512,406

Municipality	Roadway	TIP ID#	Project Type	Total \$	Federal \$	Target Letting	Obligation Deadline	Federal Share
Highland Park	Green Bay Road-Central Ave to Clavey Rd Stage 2	10-16-0037	Con/CE Reconstruction	6,906,250	5,525,000	1/17/2025	9/30/2025	80%
Zion	27th Street-Galilee Ave to Emmaus Ave	10-20-0028	Con Resurfacing	972,250	777,800	1/17/2025	9/30/2025	80%
Zion	27th Street-Galilee Ave to Emmaus Ave	10-20-0028	CE Resurfacing	97,250	77,800	1/17/2025	9/30/2025	80%
Round Lake	Wildspring Rd-IL 120 to Cedar Lake Rd	10-20-0029	Con Resurfacing	1,322,684	1,025,991	1/17/2025	9/30/2025	78%
Round Lake	Wildspring Rd-IL 120 to Cedar Lake Rd	10-20-0029	CE Resurfacing	132,269	105,815	1/17/2025	9/30/2025	80%
				FFY2025 Expenditures	9,430,703	7,512,406		
				Federal Balance		0		

FFY2021-2021 Programming Mark 39,715,721
 FFY2021-2025 Federal Expenditures 39,715,720
 FFY2021-2025 Federal Balance 1



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

March 11, 2021

CIRCULAR LETTER 2021-10

AT-RISK PROJECT PRE-AGREEMENT AUTHORITY FOR PRELIMINARY ENGINEERING (SECTION 1440 OF THE FIXING AMERICA'S SURFACE TRANSPORTATION ACT)

COUNTY ENGINEERS / SUPERINTENDENTS OF HIGHWAYS
MUNICIPAL ENGINEERS / DIRECTORS OF PUBLIC WORKS / MAYORS
METROPOLITAN PLANNING ORGANIZATIONS – DIRECTORS
TOWNSHIP HIGHWAY COMMISSIONERS
CONSULTING ENGINEERS

HISTORY & INCEPTION:

In March 2019 the Federal Highway Administration (FHWA) provided a Memorandum entitled "At-Risk Project Pre-Agreement Authority for Preliminary Engineering", which clarifies Section 1440 of the Fixing America's Surface Transportation Act (FAST Act). This Memorandum sought to clarify Section 1440 of the FAST Act authorizing the FHWA to reimburse projects for Preliminary Engineering (PE) costs incurred prior to project authorization, with the firm understanding that the costs for these projects are for eligible activities on eligible projects.

Understanding the importance and opportunity this Memorandum provides, the Illinois Department of Transportation (Department) worked closely and in partnership with the Illinois Division of the FHWA to then craft the attached policy.

PURPOSE & POLICY

With the continued intent and focus to provide updated, consolidated, and more useful means of providing an enhanced streamlined series of policies and procedures within the Bureau of Local Roads & Streets (BLRS), the attached policy was created. The policy summarizes a new optional tool that our Local Public Agency (LPA) partners can employ to commence preliminary work earlier, with prior approval, than the current existing methods when the project is eligible and includes Federally funding.

While this work provides a series of flexibilities and advantages to our LPAs, this policy does require the LPA to assume all risks for the Preliminary Engineering (PE) costs incurred before project authorization, and to later be reimbursed for those PE costs, provided, all federal regulations and polices are followed.

POLICY DETAILS, RISKS & REQUIREMENTS

Section 1440 of the FAST Act (Pub.L.114-94) allows the FHWA to reimburse Federal funding for eligible preliminary engineering costs incurred prior project authorization. In essence this allows the LPA to begin engineering work earlier in the approval process than currently exists.

This Section 1440 Policy will now provide the LPA the option at the initiation of a project to select the Section 1440 procedure, or to follow the traditional process where agreements are approved, and federal authorization is obtained prior to the notice to proceed.

If Section 1440 process is selected, the LPA must declare that it seeks to follow Section 1440, and submit this request to the District Bureau of Local Roads, along with the Statewide Transportation Improvement Plan (STIP) or Transportation Improvement Plan (TIP) number. The LPA shall understand and accept that the LPA assumes all risks for preliminary engineering costs incurred before federal funds are authorized. Importantly, until a project is authorized with the FHWA, there is no guarantee of Federal funding for any work performed prior to federal authorization. However, to minimize this risk the Department, in conjunction with the FHWA, has developed procedures and approval templates (herewith attached with this Circular Letter) to aid the LPA in meeting the requirements of Section 1440. These conditions, restrictions, and procedures are outlined in the attached policy.

The primary risks and conditions in utilizing Section 1440 include but are not limited to the following, and are summarized as follows:

- All Federal laws including the Qualifications Based Selection (QBS) requirements of the Brooks Act (23 CFR 172) and requirements under the umbrella of the National Environmental Policy Act of 1969 (42 U.S.C 4321) shall be adhered to throughout the life of the engineering contract. Failure to do so will nullify federal participation in the preliminary engineering work;
- LPA's will be required to initially pay for preliminary engineering costs until agreements are executed and federal authorization is obtained; and
- Projects will be required to be in the Annual Program and included in the STIP or TIP prior to issuance of the Notice To Proceed (NTP).

EFFECTIVE DATE:

The use and implementation of this policy will be effective on March 15, 2021.

ITEMS ATTACHED WITH THIS CIRCULAR LETTER:

The following key items are attached to this Circular Letter:

- IDOT “Section 1440 Process: At-Risk Project Pre-Agreement for Federally Funded Preliminary Engineering”;
- Section 1440 Approval Template (Appendix A);
- Engineering Agreement Approval Template (Appendix B); and
- Joint Agreement Approval Template (Appendix C)

FREQUENTLY ASKED QUESTIONS:

In order to aid in understanding this new policy and provide helpful insights, a series of Frequently Asked Questions (FAQs) have been included as an attachment to this Circular Letter.

If you have any questions regarding this Circular Letter, please contact Greg Lupton, Local Project Implementation Engineer at (217) 785-1670 or Greg.Lupton@illinois.gov.

Sincerely,



George A. Tapas, P.E., S.E.
Engineer of Local Roads and Streets

Attachments

cc: Arlene K. Kocher, Illinois Division Administrator, FHWA
Michael Smart, Field Engineering Manager, FHWA – Illinois Division
Craig Cassem, Transportation Engineer, FHWA – Illinois Division
Brian Otten, Illinois Association of County Engineers
Brad Cole, Illinois Municipal League
Bryan Smith, Township Officials of Illinois
Donald Goad, Township Highway Commissioners of Illinois



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

Section 1440 Procedure and Policy – FAQs

1. If a project is in the STIP or TIP, and includes Federal Funds as part of its funding equation, does this constitute eligibility to utilize the Section 1440 Procedure?
Response: Projects that have a STIP or TIP number with federal fund participation does not necessarily constitute eligibility of such projects for Federal reimbursement, as all Federal requirements must be followed during the PE phase such as QBS and NEPA to be eligible for reimbursement.

2. If Section 1440 is applied for and accepted by IDOT and the FHWA on an existing project with PE work performed prior to federal authorization, does this procedure replace the “forgiveness” provisions of Section 1.9(b) of Title 23, Chapter 1, Section 1.9(b) of the Code of Federal Regulations?
Response: Yes. Upon enactment, the provisions in Section 1440 established the exclusive method for addressing reimbursement of PE costs incurred prior to project authorization.

3. How far back in time would charges be eligible for reimbursement, if the Section 1440 Procedure is approved?
Response: Projects can only go back to the same date as to when the FAST Act become the regulation, namely October 1, 2015.

4. Who has the decision as to if a Project is submitted for consideration on the Section 1440 Process?
Response: The LPA has sole discretion on either to request Section 1440, or to follow the existing established process.

5. What is the definition of Preliminary Engineering?
Response: Preliminary Engineering that is applicable to engineering work leading to a National Environmental Policy Act (NEPA) decision (Phase I), and completion of the project design (Phase II). These can be separate or combined in contracts for these services.

6. Does the Section 1440 Procedure apply to Right Of Way, Construction, Construction Engineering or Non-Infrastructure work?
Response: These work elements are not eligible for the Section 1440 Procedure.



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

Section 1440 Procedure and Policy – FAQs, continued

7. When can a request to use the Section 1440 Procedure be made?

Response: A request to use the Section 1440 Procedure can be made at any time during the PE Phase, including at the completion of the PE phase, provided that all eligibility requirements remain met.

8. Does the Section 1440 Procedure apply for IDOT initiated State jobs, or only for those initiated by LPAs?

Response: Presently only jobs undertaken and initiated by Local Public Agencies will be eligible for the Section 1440 Procedure.

9. How does an LPA go about obtaining a formal request for consideration of the Section 1440 Procedure?


Response: As stated in the attached Section 1440 Procedure, the LPA should decide as early in the process of a project if it desires Section 1440 to be used. If desirable, the LPA should communicate with their respective District Bureau of Local Roads Engineer team, and submit both the STIP/TIP number and a request in writing. In addition, the project must be programmed properly.

10. If during the NEPA process a “No-Build” option is concluded and selected, if approved, would this remain eligible?

Response: Yes, the project would be eligible for reimbursement under this Section 1440 Procedure.

11. What date is used when applying the “10-year PE rule”?

Response: The date of federal authorization of the PE.

 <p>Illinois Department of Transportation</p>	<p>Section 1440 Process At-Risk Project Pre-Agreement for Federally Funded Preliminary Engineering</p>	<p>Bureau of Local Roads & Streets</p>
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1.0 Purpose

- 1.1 This procedure describes the process for Local Public Agencies (LPA) to initiate the flexibilities and advantages provided in the Federal Highway Administration (FHWA) Memorandum entitled “At-Risk Project Pre-Agreement Authority for Preliminary Engineering” dated March 19, 2019, which clarifies Section 1440 of the Fixing America’s Surface Transportation Act (FAST Act).
- 1.2 This procedure permits the LPA to assume all risks for Preliminary Engineering (PE) costs incurred before project authorization, and to later be reimbursed for those PE costs with Federal Funds after project authorization, provided all federal regulations and polices are followed.
- 1.3 This procedure is afforded to the LPA for the purposes of reducing up-front processing time such that engineering work can commence at an earlier date.

2.0 Authorizing Authority

- 2.1 Section 1440 of the Fixing America’s Surface Transportation Act (FAST Act) (Pub. L.114-94).

3.0 Risks and Requirements

- 3.1 All Federal laws including the qualifications-based selection requirements of the Brooks Act (23 CFR 172) and requirements under the umbrella of the National Environmental Policy Act of 1969 (42 U.S.C 4321) shall be adhered to throughout the life of the engineering contract. Failure to do so will nullify federal participation in the preliminary engineering work.
- 3.2 The LPA will be required to initially pay for PE costs with non-federal funds and seek reimbursement after the funding agreement is executed and federal authorization is obtained (see Section 4.3 of this process).
- 3.3 Projects will be required to be in the Annual Program and included in the STIP or TIP prior to issuing the notice to proceed for use of this Section 1440 Process to be valid and to remain eligible for reimbursement
- 3.4 Phase II engineering activities may not commence until Phase I work is complete. In addition, capacity changing projects in Non-Attainment Areas must be conformed prior to commencing of Phase II under this Section 1440 Process.

4.0 Procedure

4.1 Project Planning

- 4.1.1 During the planning phase the LPA will determine if Section 1440 procedures will be employed.
- 4.1.2 Should the LPA determine and prefer to employ this procedure, then the process and procedures described within this “Section 1440 Process” shall be followed
- 4.1.3 Should the LPA select not to employ this procedure; engineering agreement approvals and Federal authorizations will be required as is traditionally executed prior to initiating work per the Bureau of local Roads and Streets Manual (BLRS Manual).
- 4.1.4 The LPA will notify, in writing, the respective District Bureau of Local Roads (BLRS) of the decision to utilize this Section 1440 Process, accompanied with the STIP or TIP number.

4.2 LPA Programming / Project Initiation

- 4.2.1 The LPA shall contact District BLRS to ensure the project is included in the annual element of the local program and included in the TIP or STIP.
- 4.2.2 Once programmed, the BLRS will notify CBLRS of the LPA’s intent to utilize Section 1440 procedures in writing.
- 4.2.3 Based on the BLRS recommendation and verification of programming requirements, the CBLRS will issue a Notice to Proceed letter to the LPA.
- 4.2.4 Upon issuance of the Notice to Proceed by the Department, the LPA shall follow Federal Qualifications Based Selection (QBS) procedures outlined in Chapter 5-5.06(a) of the BLRS Manual for consultant selection (if the LPA chooses to perform engineering with in-house forces, QBS procedures are not required). Once the LPA consultant contract (or LPA in-house engineering agreement) is executed by the LPA, work may commence.
- 4.2.5 The LPA shall send a copy of the executed engineering agreement to District BLRS for review, which will then be forwarded on to CBLRS. The Department will conduct the standard financial review and validate that the QBS attestation statements and qualification requirements were met.
QBS attestation statements and qualification validations shall consist of the submittal of the following information:
 - completed QBS check-sheet;

- copy of the public notice;
- criterion and weighting for evaluation;
- composition of the selection committee;
- listing and rating of the top three firms; and
- selection justification.

If satisfactory the CBLRS will respond with a letter stating the upper limit of reimbursement and review of the QBS requirements.

4.3 Funding

- 4.3.1 The LPA in conjunction with District BLRS shall initiate a draft joint funding agreement and forward to CBLRS for review.
- 4.3.2 Once CBLRS has reviewed and returned comments to District BLRS on the joint funding agreement, the District BLRS may instruct the LPA that they may locally execute the agreement.
- 4.3.3 Once the agreement is locally executed it shall be returned to District BLRS for review, and then forwarded to the CBLRS for Department execution and filing. Accompanying the joint funding agreement, the LPA shall provide a summary of expenditures incurred to date and the date engineering work commenced.
- 4.3.4 The Department will certify in the FHWA FMIS system that all Federal requirements were met prior to the authorization request. The following language shall be included in the FMIS remarks section with appropriate dates and cost information. ***“The State requests authorization for reimbursement of prior incurred preliminary engineering costs in accordance with Section 1440 of the FAST Act. All Federal requirements for such costs were met. The costs were incurred beginning xx/xx/xxxx.”***
- 4.3.5 The CBLRS will send out the fully executed joint funding agreement to the District BLRS and the LPA. The transmittal letter will indicate the date of Federal authorization pursuant to Section 1440 requirements and instruct the LPA to submit a reimbursement request.
- 4.3.6 Section 1440 is not applicable for any work completed after Federal authorization of the project.
- 4.3.7 Upon execution of the joint funding agreement the CBLRS will initiate a Contract Obligation Document (COD) with the Illinois Comptroller.

4.4 Reimbursement of PE Costs

- 4.4.1 The LPA shall submit a request for reimbursement to the District BLRS with appropriate backup documentation (see Chapter 5-10 of the BLRS Manual). The District BLRS will create an invoice for submission to the CBLRS.

4.4.2 Upon review and acceptance, the reimbursement request will be processed, and payment will be made to the LPA by the Illinois Comptroller's Office

5.0 Definitions

- 5.1 Engineering Agreement – The contract between the LPA and their engineering consultant to complete preliminary engineering services for a particular project.
- 5.2 Joint Funding Agreement – The legal mechanism between the department and the LPA by which funding is obligated and paid by the department for preliminary engineering work.
- 5.3 Execution – The process of securing all appropriate signatures on the joint funding agreement to allow release of funds for a project.
- 5.4 Contract Obligation Document (COD) – This is the state obligation of funding which allows reimbursement payments from state Road Fund to the LPA.
- 5.5 Federal Authorization – The means by which the department requests an obligation of Federal funding for an individual project.
- 5.6 Reimbursements - Once a reimbursement is made from the Road Fund to an LPA, the department will in turn submit a Federal reimbursement request to the FHWA for reimbursement back into the Road Fund.
- 5.7 Department – The Illinois Department of Transportation
- 5.8 Preliminary Engineering - Defined as the engineering work leading to a National Environmental Policy Act (NEPA) decision (Phase I) and completion of the project design (Phase II). Preliminary Engineering contracts may be structured as a combination of Phase I and Phase II engineering, or work may be segregated into separate contracts for Phase I and Phase II.

6.0 Forms and Records

- 6.1 BLR 05310 – Local Agency Agreement for Federal Participation
- 6.2 BLR 05311 – Local Agency Amendment for Federal Participation

- 6.3 BLR 05530 – Local Public Agency Engineering Services Agreement
- 6.4 BLR 05620 – Invoice
- 6.5 BLR 05621 – Local Public Agency Cost Plus Fixed Fee Invoice
- 6.6 GATA Uniform Intergovernmental Grant Agreement Template

7.0 Attachments

- 7.1 Section 1440 approval template - Appendix A
- 7.2 Engineering agreement approval template – Appendix B
- 7.3 Joint agreement approval template – Appendix C

8.0 References

- 8.1 Bureau of Local Roads and Streets Manual
- 8.2 Section 1440 of the Fixing America’s Surface Transportation Act (FAST Act) (Pub. L.114-94
- 8.3 FHWA Memorandum “At-Risk Project Pre-Agreement Authority for Preliminary Engineering”, dated March 19, 2019
- 8.4 Title 23 Code of Federal Regulations
- 8.5 National Environmental Policy Act 42 U.S. Code § 4321-4347



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

[Date]

Ms. Bertha Sample
Village Clerk
Village of Example
Example, Illinois 60000

Subject: Section 1440 Notice to Proceed
Village: Example
Section: 20-12345-00-PV
Project: ABCD(123)
Job: P-90-000-00

Dear Ms. Sample:

Pursuant to Section 1440 of the FAST Act we hereby approve the above stated project to proceed prior to federal authorization and execution of the joint funding agreement. You may proceed with the following stipulations:

Initial Requirements:

- Consultant selection must comply with federal Qualifications-Based Selection (QBS) requirements. See Chapter 5-5.06 of the Bureau of Local Roads and Streets Manual and attached QBS check sheet.
- The engineering agreement shall be submitted to the district office for processing. Verification of proper QBS procedures is required with the submittal and shall include the following documentation:
 - completed QBS check sheet
 - copy of the public notice
 - criterion and weighting for evaluation
 - composition of the selection committee
 - listing and rating of the top three firms
 - selection justification
- All National Environmental Policy Act of 1969 (NEPA) requirements shall be adhered to. Projects shall follow normal BLRS Phase I procedures.
- Phase II engineering activities may not commence until Phase I is complete.
- All design requirements shall follow BLRS policy.
- Failure to comply with Federal requirements will nullify Federal participation in the engineering contract.

Appendix A

Prior to requesting reimbursement:

Joint funding agreements must be executed and Engineering Agreements approved prior to requesting reimbursement.

Backup information required with reimbursement request shall be in accordance with Chapter 5-10 of the Bureau of Local Roads and Streets Manual. Items must include but not limited to:

- Copies of all cancelled checks paid for the project,
- List and itemization of all direct costs and unit rates for each direct cost item,
- List of employees by classification, time spent by each employee on the project, and the hourly rate of each employee.

Please direct questions to your district Bureau of Local Roads and Streets office.

Sincerely,

George A. Tapas, P.E., S.E.
Engineer of Local Roads and Streets

cc: Joe Miner, Village Engineer
Jeffrey Myers Region 4 Attn: Brian Wright - District 6
Attn: Project Control

Appendix B



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

[Date]

Ms. Bertha Sample
Village Clerk
Village of Example
Example, Illinois 60000

Subject: Preliminary Engineering Agreement
Village: Example
Section: 20-12345-00-PV
Project: ABCD(123)
Job: P-90-000-00
Consultant: M.U.S.T Engineering Inc.
\$100,000 (federal share \$80,000)

Dear Ms. Sample:

Funds for the enclosed engineering agreement were approved by the department on June 1, 2021. The approved amount will be used as the upper limit of reimbursement for the project.

Please contact Debbie Jarvis (Debbie.Jarvis@illinois.gov) if you have any questions.

Sincerely,

George A. Tapas, P.E., S.E.
Engineer of Local Roads and Streets

Enclosure

cc: Joe Miner, Village Engineer
Jeffrey Myers Region 4 Attn: Brian Wright - District 6
Attn: Project Control

Appendix C



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

[Date]

Ms. Bertha Sample
Village Clerk
Village of Example
Example, Illinois 60000

Subject: Joint Agreement
Village: Example
Section: 20-12345-00-PV
Project: ABCD(123)
Job: C-90-000-00

Dear Ms. Sample:

Federal authorization was granted on April 25, 2021 under the provisions of Section 1440 of the FAST Act. The department executed the subject agreement on May 1, 2021.

A copy of the agreement is enclosed.

Sincerely,

George A. Tapas, P.E., S.E.
Local Project Implementation Engineer

Enclosure

cc: Ima Paragon, Village President
Jeffrey Myers - Region 4 Attn: Brian Wright - District 6
Attn: Programming (Jeanne.Dennison@illinois.gov)
Attn: Project Control (Sara.Reynolds@illinois.gov)
Tim Kell (Attn: Shona.Ayers@illinois.gov)



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 22, 2021

CIRCULAR LETTER 2021-13

LOCAL GOVERNMENT COMPONENT OF COVID RELIEF SUPPLEMENT

COUNTY ENGINEERS / SUPERINTENDENTS OF HIGHWAYS
MUNICIPAL ENGINEERS / DIRECTORS OF PUBLIC WORKS / MAYORS
METROPOLITAN PLANNING ORGANIZATIONS – DIRECTORS
TOWNSHIP HIGHWAY COMMISSIONERS

INTRODUCTION AND PURPOSE:

On December 27, 2020, Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA), division M, Public Law (Pub. L. No. 116-260), was enacted. This appropriation provided an additional \$10,000,000,000 for Highway Infrastructure Programs (HIP). The State of Illinois, through the Illinois Department of Transportation received an apportionment of this HIP-CRRSAA, henceforth known as COVID Relief, in the amount of \$352,911,487.

The purpose of this Circular Letter is to inform our Local Agency Partners (LPA) of the availability, distribution, eligibility requirements, and other information of their use on local projects.

DISTRIBUTION OF FUNDS:

Distribution Formula

In accordance with the IDOT procedures for distribution of all core federal programs, the local share of the COVID Relief funds is equal to \$66,770,853 or 18.92% of the overall amount received. The distribution of the funding followed the methodology used for the distribution of the Surface Transportation Program (STP) for urban (STU) and rural (STR) areas and utilized the 2010 census data, including any population updates received from the Secretary of State's office, and the 2019 Illinois Highway and Street Mileage Statistics non-urban mileage and non-urban area totals.

Rural Area Allocations (Counties)

The total amount of COVID Relief funds allotted to rural areas is \$14,996,460, with \$13,375,446 to be utilized in Districts 2 through 9. The remaining \$1,621,014 is for use by eligible counties in District 1.

The formula for distribution to rural areas in Districts 2 through 9 is as follows:

1. Ten percent (10%) divided equally among the downstate counties; and
2. The balance allocated to the downstate counties on the basis of the following three (3) factors, with equal weight being given to each factor:
 - a. non-urban area
 - b. non-urban population
 - c. non-urban mileage (total all systems)

Urbanized Areas:

The total amount of COVID Relief funds allotted to urbanized areas is \$51,774,393, with \$42,647,427 to be utilized in District 1. The remaining \$9,126,966 is for utilization in urbanized areas in Districts 2 through 9. The funds are sub-allocated to the urbanized areas based on percentage of population of the individual urbanized area to the total urbanized area population for the entire state.

ELIGIBILITY:

The COVID Relief funds are subject to all Federal and State laws, guidelines, and policy. The funds are to follow STP guidelines and can be used on projects located on all functionally classified roads except for local or rural minor collectors (6 or 7). The funds can be used for existing structures on any functional class.

Planning & Programming

The COVID Relief funds are not subject to a required local match. The funds may not be used as a match for other Federal programs but may be used in conjunction with other Federal and State funds. The funds cannot be swapped on projects previously federally authorized.

The COVID Relief funds can be used on projects currently programmed in the FY 2022-2027 Multi-Year Improvement Program (MYP) with program revisions to modify the existing funding for projects intended for the FY 2022 Annual Program. Use of the funds are subject to TIP/STIP requirements. Projects planned for in FY 2023 or FY 2024 should be included in the FY 2023 – FY 2028 MYP submittal.

GATA

These funds will be subject to the Grant Administration Transparency Act (GATA) requirements and the CSFA number is 494-00-2554.

DEADLINE:

Expeditious use of the funds is highly encouraged. The COVID Relief funds must be federal obligated by September 30, 2024. Any amount not obligated on or before September 30, 2024 will lapse and the allocation will be forfeited.

ADDITIONAL INFORMATION & ALLOTMENT DATA

To provide some guidance and additional information, please see the attached Frequently Asked Question (FAQ).

In addition, the Allotment of the COVID Relief funds has also been herewith attached to this Circular Letter.

Questions regarding specific projects should be directed to your IDOT District Bureau of Local Roads and Streets office.

Questions regarding this Circular Letter may be directed to Stephane B. Seck-Birhame, Local Program Development Engineer at (217) 782-3972 or Babilbile.Seck@illinois.gov.

Sincerely,



George A. Tapas, P.E., S.E.
Engineer of Local Roads and Streets

Attachment

cc: Arlene Kocher, FHWA – Illinois Division
Brian Otten, Illinois Association of County Engineers
Brad Cole, Illinois Municipal League
Bryan Smith, Township Officials of Illinois
Donald Goad, Township Highway Commissioners of Illinois



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

Local COVID Relief Funds FAQs

Q: What do I need to do to use these funds on a project for an FY 2022 letting date?

A: Contact your IDOT District Bureau of Local Roads and Streets office.

- An Annual Year program revision will be required to add the project or the funding on to a currently programmed project.
- See Chapter 17, Section 2 of the Bureau of Local Roads Manual for TIP/STIP requirements. The projects are considered significant and areas without a TIP will be required to advertise in accordance with BLRS guidelines.

Q: What need to be done if we want to use the funds in a year after FY 2022?

A: The project should be included in your planning for the FY 2023 – FY 2028 MYP submission. Contact your IDOT District Bureau of Local Roads and Streets office for information on timing and requirements for submission.

Q: How would the funding work on a project that will use STP and COVID Relief funds?

A: The COVID Relief funds are 100% federally eligible, whereas STP is generally 80% for most areas. An example funding split for a \$300,000 standard overlay project:

COVID Relief	\$100,000	100%
STR	\$160,000	80%
Local Match	\$40,000	20%
Total Project Cost	\$300,000	

Q: Can I include local participation if I do not have enough COVID Relief funds to cover the entire cost of the project or phase?

A: Yes, local funds can be used to cover any shortfall on a project including REBUILD Illinois and Motor Fuel Tax.

Q: How will projects get selected to use the funds?

A: In rural areas, please work with your County Engineer. In small urban areas, contact your IDOT District Bureau of Local Roads and Streets office. In urbanized areas covered by a Metropolitan Planning Organization, the MPO will establish a selection method. In all cases, projects that are ready should be prioritized to ensure the funding is utilized.

COVID Relief Urban Allotments

<u>Urbanized Area</u>	<u>Allotment</u>
Anna/Jonesboro	\$ 22,336.43
Beardstown	\$ 21,837.13
Benton/West City	\$ 27,632.55
* Bloomington-Normal	\$ 465,744.73
Breese	\$ 20,367.77
Canton	\$ 52,440.51
Carbondale	\$ 232,344.54
Carlinville	\$ 21,102.45
* Carmi	\$ 18,687.99
Centralia/Central City/Wamac	\$ 58,952.77
* Champaign/Urbana/Savoy	\$ 476,026.69
Charleston	\$ 77,883.28
Chester	\$ 30,621.20
** Chicago/Northeastern Illinois	\$ 42,647,427.33
Clinton	\$ 27,757.38
* Danville/Belgium/Tilton/Westville	\$ 160,028.42
* Decatur	\$ 317,464.06
* Dekalb/Sycamore/Cortland	\$ 234,737.60
Dixon	\$ 56,110.34
DuQuoin/St. John's	\$ 22,568.25
E Cape Girardeau	\$ 1,373.07
E. Dubuque	\$ 6,077.16
** E.St.Louis & Alton	\$ 1,568,186.52
Effingham	\$ 49,423.32
Eureka	\$ 18,884.15
Fairfield	\$ 18,381.28
Flora	\$ 18,081.70
Freeport	\$ 91,435.64
Galesburg/E Galesburg/Knoxville	\$ 128,098.35
Geneseo	\$ 23,488.38
Genoa	\$ 22,671.67
Gillespie	\$ 20,335.67
Greenville	\$ 25,596.13
Harrisburg	\$ 32,400.84
Hillsboro	\$ 26,687.45
Hoopeston	\$ 19,083.86
Jacksonville/S. Jacksonville	\$ 81,232.14
Jerseyville	\$ 30,189.67
* Kankakee	\$ 263,511.40
Kewanee	\$ 46,063.76
LaSalle/Peru/Oglesby	\$ 116,325.62
Lawrenceville	\$ 22,233.01
Lincoln	\$ 51,727.22
Litchfield	\$ 24,747.33
Macomb	\$ 76,734.90
Mahomet	\$ 29,957.85
Marseilles	\$ 18,167.30
Mattoon	\$ 66,174.75
Mendota	\$ 26,291.58
Metropolis	\$ 23,313.63
Monmouth	\$ 33,681.18
Monticello	\$ 19,786.45
Morris	\$ 48,631.58

COVID Relief Urban Allotments

<u>Urbanized Area</u>	<u>Allotment</u>
Mt. Carmel	\$ 25,977.74
Mt. Vernon	\$ 54,484.06
Murphysboro	\$ 28,424.29
Olney	\$ 32,507.84
Ottawa/Naplate	\$ 68,703.34
Pana	\$ 20,852.80
Paris	\$ 31,516.37
** Peoria	\$ 876,791.41
Pinckneyville	\$ 20,143.09
Pontiac	\$ 42,550.85
Princeton	\$ 27,318.71
Quincy	\$ 144,913.97
Rantoul	\$ 50,168.70
Robinson	\$ 27,507.73
Rochelle/Hillcrest	\$ 38,873.88
** Rock Island/Moline	\$ 472,228.46
** Rockford	\$ 891,067.76
S. Beloit/Rockton	\$ 55,553.98
Salem	\$ 30,532.04
* Springfield	\$ 522,828.70
Staunton	\$ 18,327.79
Sterling/Rock Falls	\$ 87,862.10
Streator/Kangley	\$ 49,790.66
Taylorville	\$ 40,107.86
Vandalia	\$ 25,114.67
Watseka	\$ 18,741.49
West Frankfort	\$ 30,457.15
 Total	 \$ 51,774,393.44

* Urbanized areas over 50,000 and under 200,000 population

** Urbanized areas over 200,000 population

COVID Relief Rural Allotments

<u>County</u>	<u>Allotment</u>
DISTRCT 1	\$ 1,621,013.84
ADAMS	\$ 203,233.98
ALEXANDER	\$ 69,228.20
BOND	\$ 99,748.16
BOONE	\$ 96,088.39
BROWN	\$ 75,708.89
BUREAU	\$ 193,785.26
CALHOUN	\$ 63,880.15
CARROLL	\$ 119,938.95
CASS	\$ 83,503.24
CHAMPAIGN	\$ 256,809.76
CHRISTIAN	\$ 162,712.86
CLARK	\$ 137,988.39
CLAY	\$ 113,280.05
CLINTON	\$ 164,984.08
COLES	\$ 122,066.21
COOK	\$ -
CRAWFORD	\$ 112,902.40
CUMBERLAND	\$ 100,475.45
DEKALB	\$ 154,309.59
DEWITT	\$ 98,180.48
DOUGLAS	\$ 130,746.85
DUPAGE	\$ -
EDGAR	\$ 134,538.96
EDWARDS	\$ 65,789.99
EFFINGHAM	\$ 137,171.08
FAYETTE	\$ 162,951.56
FORD	\$ 127,797.17
FRANKLIN	\$ 138,246.30
FULTON	\$ 194,750.53
GALLATIN	\$ 74,967.20
GREENE	\$ 127,862.20
GRUNDY	\$ 104,991.18
HAMILTON	\$ 106,687.71
HANCOCK	\$ 188,911.80
HARDIN	\$ 49,763.88
HENDERSON	\$ 90,158.66
HENRY	\$ 199,089.21
IROQUOIS	\$ 257,564.86
JACKSON	\$ 154,207.93
JASPER	\$ 120,450.08
JEFFERSON	\$ 162,551.90
JERSEY	\$ 101,472.56
JODAVIESS	\$ 153,276.78
JOHNSON	\$ 93,760.11
KANE	\$ -
KANKAKEE	\$ 202,256.54
KENDALL	\$ 144,849.36
KNOX	\$ 162,033.69
LAKE	\$ -
LASALLE	\$ 280,025.83
LAWRENCE	\$ 97,690.91
LEE	\$ 172,935.23

COVID Relief Rural Allotments

<u>County</u>	<u>Allotment</u>
LIVINGSTON	\$ 244,307.24
LOGAN	\$ 145,802.80
MCDONOUGH	\$ 134,322.88
MCHENRY	\$ -
MCLEAN	\$ 275,804.12
MACON	\$ 139,431.34
MACOUPIN	\$ 217,769.52
MADISON	\$ 200,562.23
MARION	\$ 139,539.62
MARSHALL	\$ 106,001.01
MASON	\$ 131,713.07
MASSAC	\$ 70,242.32
MENARD	\$ 92,286.92
MERCER	\$ 140,395.65
MONROE	\$ 91,359.13
MONTGOMERY	\$ 161,515.53
MORGAN	\$ 130,378.00
MOULTRIE	\$ 105,029.90
OGLE	\$ 225,672.05
PEORIA	\$ 193,891.06
PERRY	\$ 98,054.99
PIATT	\$ 110,413.24
PIKE	\$ 180,419.35
POPE	\$ 72,941.54
PULASKI	\$ 60,026.47
PUTNAM	\$ 54,583.11
RANDOLPH	\$ 158,269.66
RICHLAND	\$ 90,876.83
ROCK ISLAND	\$ 111,469.38
ST CLAIR	\$ 212,581.64
SALINE	\$ 110,032.59
SANGAMON	\$ 240,498.44
SCHUYLER	\$ 99,451.46
SCOTT	\$ 64,949.84
SHELBY	\$ 193,721.89
STARK	\$ 73,505.26
STEPHENSON	\$ 153,086.20
TAZEWELL	\$ 180,511.21
UNION	\$ 99,066.78
VERMILION	\$ 216,339.52
WABASH	\$ 58,789.79
WARREN	\$ 119,918.27
WASHINGTON	\$ 132,786.73
WAYNE	\$ 158,158.46
WHITE	\$ 120,414.73
WHITESIDE	\$ 194,787.62
WILL	\$ -
WILLIAMSON	\$ 136,152.04
WINNEBAGO	\$ 195,045.16
WOODFORD	\$ 166,244.92
Total	\$ 14,996,459.90