

CITY OF LINCOLN
REGULAR COMMITTEE OF THE WHOLE MEETING
TUESDAY, DECEMBER 13, 2016 7PM
CITY HALL COUNCIL CHAMBERS

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Public Participation**
4. **Request to Permit - Land of Lincoln CEO – Abraham Lincoln 5K**
5. **Logan County Tourism Bureau Funding Agreement**
6. **2017 Health Insurance Renewal**
7. **State Street Bridge Change Orders**
 - a. Force Main
 - b. Asphalt Patching
8. **Amendment to Downtown Parking Intergovernmental Agreement**
9. **Landscape Waste Stockpile Reduction Request for Proposals**
10. **Ordinance ____: Establishing the 2017 City of Lincoln Property Tax Levy**
11. **Resolution ____: Local Cost Sharing of Business 55 Improvements**
12. **Resolution ____: Support for Local Road Funding**
13. **Other Discussion**
14. **Executive Session**
 - a. Personnel 2(c)(1)
 - b. Litigation 2(c)(11)
15. **Adjournment**
16. **Upcoming Meetings:**
 - Council:** Monday, December 19, 2016 7:00pm
 - Committee of Whole:** Tuesday, January 10, 2017 7:00pm

We welcome the participation of persons with disabilities at all City of Lincoln meetings. If auxiliary aid or service is required for most effective participation and communication, please notify the City Clerk's office at 217-735-2815 or cityclerk@lincolnil.gov no later than 48 hours prior to the meeting time.

REQUEST TO PERMIT

DATE: 12/9/16

We, the undersigned of the City of Lincoln, do hereby respectfully request the Mayor and City Council to permit

Usage of streets downtown as a route for the
5k race, access to barricades to block off the
roads that will be used, and someone to plow/
salt the roads in the event of snow or ice.

If the above request is for use of City property, including streets and/ or alleys, please check one of the two boxes below:

A Certificate of Insurance Liability for the event is attached.

A Certificate of Insurance Liability for the event will be provided to the City no later than _____.

If City property is used, a Certificate of Insurance Liability is required listing the City as an additional insured. The City reserves the right to postpone review and consideration of this Request to Permit until a Certificate of Insurance Liability is provided.

Name: Adriana Doolin

Address: 1616 North Union St.
Lincoln, IL 62656

Phone: 217-737-1353 Cell: _____

Email: adriana.doolin@lchsraiders.org



CERTIFICATE OF LIABILITY INSURANCE

CP ID: SK

DATE (MM/DD/YYYY)

11/17/2016

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Ramza Insurance Group-Streator 127 S. Bloomington Street Streator, IL 61364 Craig S. Ramza, Sr.		CONTACT NAME: PHONE (A/C, No, Ext): E-MAIL: ADDRESS: PRODUCER CUSTOMER ID #: LINCO-4		FAX (A/C, No):	
INSURED Lincoln CHSD #404 1000 Railer Way Lincoln, IL 62655		INSURER(S) AFFORDING COVERAGE		NAIC #	
		INSURER A: Catlin Indemnity			
		INSURER B:			
		INSURER C:			
		INSURER D:			
		INSURER E:			

COVERAGES **CERTIFICATE NUMBER** **REVISION NUMBER**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSR / WVO	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR		CND-IL-EPP-12417-000	10/01/2016	10/01/2017	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 500,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMPROP AGG \$ 2,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER: POLICY PROJECT LOC					
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS		CND IL CAP 12418 000	10/01/2016	10/01/2017	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (PER ACCIDENT) \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N <input type="checkbox"/> N/A If yes, describe under DESCRIPTION OF OPERATIONS below					
A	UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE		CND IL EXL 12420 000	10/01/2016	10/01/2017	EACH OCCURRENCE \$ 5,000,000 AGGREGATE \$ 5,000,000
	<input checked="" type="checkbox"/> DEDUCTIBLE \$ 10,000 <input checked="" type="checkbox"/> RETENTION \$ 10,000					
WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N <input type="checkbox"/> N/A If yes, describe under DESCRIPTION OF OPERATIONS below						
E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$						


DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)
 THE CITY OF LINCOLN IS LISTED AS AN ADDITIONAL INSURED IN REGARDS TO ALL ACTIVITIES AT VARIOUS CITY FACILITIES AND GROUNDS FOR ANY AND ALL LCHS EVENTS AS THEIR INTEREST MAY APPEAR

CERTIFICATE HOLDER**CANCELLATION**

CITY OF LINCOLN CITY CLERKS OFFICE CITY HALL 700 BROADWAY STREET LINCOLN, IL 62655	CITYLIN	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
		AUTHORIZED REPRESENTATIVE Craig S. Ramza, Sr.

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MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln
FROM: Clay T. Johnson, City Administrator 
MEETING
DATE: December 13, 2016
RE: Logan County Tourism Bureau Funding Agreement

Background

At the Committee of the Whole Meeting of November 15th and after conversations by the Council and Tourism working group, a consensus formed around the policy of allowing the Logan County Tourism Bureau to operate independently for one year and allow for a new funding agreement to be drafted for the council's consideration over the next twelve (12) months. The Tourism Council has been receptive to the comments of the Council and working group and have drafted a new funding agreement establishing tasks of the Bureau over the course of the next year.

Analysis/Discussion

As was the case with previous agreements, the Bureau is requesting 85% of the Hotel/Motel Tax for their operational needs and to help fund the mini-grant program which is used to promote Logan County attractions and events. The draft agreement allows for: 1) two city and two county appointed seats to serve as liaisons between the Tourism Bureau and governmental bodies, 2) restructuring the sub-grant program to assist with larger projects, 3) working to enhance the Bureau's Internet and mobile capabilities.

The new agreement also provides that the organization will provide monthly financials and quarterly in-person updates to the City Council on Tourism activities.

Fiscal Impact

The FY 2016 Hotel/Motel Tax Budget was based on a 95% distribution to the Logan County Tourism Bureau, while the remaining funds were held for Third Friday events and the grant to The Mill. More cash will accumulate within this fund due to the differential of percentages offered to the Bureau. As we approach the 2017 Budget season, the Council should consider how these funds should be utilized.

COW Recommendation

If the Council desires to move forward with the draft agreement, place it on the December 19th agenda.

Council Recommendation

If final version of the Logan County Tourism Bureau Funding Agreement is found acceptable, authorize the Mayor to execute the agreement.

Logan County Tourism Bureau
1555 5th Street
Lincoln, Illinois 62656
217.732.8687
destinationlogancountyil.com

Funding Agreement
between
City of Lincoln and Logan County Tourism Bureau

This document constitutes the Funding Agreement between the City of Lincoln and the Logan County Tourism Bureau. The City of Lincoln agrees to fund the Logan County Tourism Bureau with eighty-five percent (85%) of the Hotel/Motel Tax beginning January 1, 2017 through December 31, 2017. In exchange for the funding provided by the City of Lincoln, the Logan County Tourism Bureau commits to the following:

1. Employ a full-time Tourism Director to provide tourism services for Logan County (See Appendix A for a detailed job description) .
2. Develop media to advertise community programs that brand Logan County as a tourist destination, and deliver appropriate, physical medium to Logan County communities, along with travel stations throughout the state.
3. Execute the professionally developed marketing campaign approved by the Tourism Board of Directors.
4. Promote and provide support (if necessary) to parties planning and executing events that attract tourists to Logan County.
5. Promote Logan County to surrounding counties focusing on the immense features such as Abraham Lincoln and Route 66.
6. Comply with Illinois state requirements and maintain a state certified tourism bureau.
7. Keep a county diverse tourism board of directors to oversee tourism efforts and hold two (2) seats for city appointed officials and two (2) seats for Logan County board members on the tourism council that can act as a liaison between both parties.
8. Continue to provide sub-grants to events in Logan County that attract tourists and encourage overnight stays in the hotels/motels and also work to restructure the sub-grant program to adapt larger projects if resources are available.
9. Work to identify all of Logan County's large events and strive to have a tourism presence at these events (if applicable) in order to promote Logan County assets.
10. Develop and maintain agreeable relationships with the hospitality personnel in Logan County.
11. Continue to make Logan County's online presence stronger and enhance mobile friendly technology.
12. Provide monthly financials via email and present quarterly updates in person to the Lincoln City Council pertaining to an accountability report of usage of City funds and progress updates of the above commitments.



APPENDIX A- EXECUTIVE DIRECTOR DUTIES

Duties include, but are not limited to:

Committee Management

- Manage the day-to-day operations of the bureau: including administrative, financial management, marketing, and public relations.
- Prepare the Board agenda, write monthly director's reports, and send meeting notices and other pertinent Board meeting materials.
- Act on all policy decisions made by the board.
- Serve as chief advisor to the Tourism council and provide guidance, advice, and assistance in the selection of council members and council chairpersons.
- Provide supervision and guidance to staff, and volunteers.

Program of Work Development and Accomplishments

- Act in accordance with by-laws; annually review the by-laws and policies and present any revisions needed to the board.
- Identify community/county concerns and opportunities and bring them to the attention of the appropriate agency, group, individual, or committee.

Finances

- Prepare the annual budget for Board approval and work with the Board to continually monitor expenditures and grant programs.
- Submit the annual grant application in accordance with the guidelines, and submit quarterly and annual reports in compliance with grant requirements.
- Monitor the management of grant programs and pursue outside grant and funding opportunities.
- Prepare and annual report of the bureau's accomplishments for presentation to councils/boards.
- Provide monthly financial statements for the council information and approval.
- Meet necessary legal and financial reporting requirements for the State, Federal, and Grant requirements.

General Office Administration

- Maintain and keep a current set of procedures in a manual defining in a clear, concise manner the overall administrative operation of Tourism.
- Conduct official Tourism correspondence and maintain records the same.
- Maintain an organized office for efficient information retrieval and professional looking appearances.

Public Relations/Customer Service

- Maintain a network of communication with affiliated entities, such as: Lincoln/Logan County Chamber of Commerce, Logan County hotel/motels, the Logan County restaurant/bar community, area tourism attractions; arts and entertainment; the colleges, museum, and historical courthouses; State of Illinois tourism related agencies; and local, state, regional, and national industry organization that impact the Logan County tourism and hospitality industry.
- Develop and supervise a tourism community awareness program designed to reach the general public, elected officials, members of the hospitality and tourism industries and their employees.
- Supervise the development, research, and maintenance of comprehensive data on the local, state, and national hospitality and tourism industries.

Logan County Tourism Bureau



- Continually update the Logan County tourism website, social media, etc. and handle emails sent and received.
- Prepare and/or update brochures and marketing materials.
- Distribute Logan County Tourism brochures to Lincoln and Logan County communities.
- Serve as a public spokesperson for Tourism when asked to do so.
- Attend all required meeting, events, and various public function, and represent the Logan County Tourism Bureau in a positive and professional manner.
- Perform other duties as assigned by the board.

Physical Requirements

- Be able to lift and carry at least 30 pounds.
- Be able to climb a ladder.
- Be able to stand for long periods of time.
- Be able to work outdoors for long periods of time.

Personal Requirements

- Enjoy working with people.
- Good organizational skills.
- Attention to detail.
- Good interpersonal and supervisory skills.
- Be punctual.
- Able to work irregular hours.
- Good communication skills.
- Strong computer skills.
- Maintain a professional appearance.
- Able to negotiate, organize, delegate and work under pressure.




Signed:

X _____ Date: _____
Tourism Bureau Signature

X _____ Date: _____
City of Lincoln Signature

MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln

FROM: Clay T. Johnson, City Administrator 

MEETING

DATE: December 13, 2016

RE: **2017 Health Insurance Renewal – Health Alliance**

Background

The 2017 Health Insurance Renewal came in far better than we anticipated. In 2016, the City experience a 9% increase in its health insurance premiums. This year however, we were able to negotiate a 2% increase across the active employees' plans. This is a welcome surprise as some plans are renewing in double digit increases over expiring costs.

Analysis/Discussion

Nancy Shaub with R.W. Garrett Agency was able to negotiate a lower rate than what was originally provided to the City. With the City's low claim amount and high utilization of generic drugs, the renewal came back in our favor.

Fiscal Impact

The 2017 Budget was crafted in anticipation of a 10% increase in health insurance premiums beginning in January of 2017. A renewal of 2%, along with an increased cost sharing from employees will continue to provide more capacity within the General Fund over the course of time.

COW Recommendation

Place the 2017 Health Insurance renewal with Health Alliance on the Council's December 19th agenda.

Council Recommendation

Authorize the Mayor to execute the 2017 Health Insurance Renewal with Health Alliance.



ILLINOIS GROUP SIZE 51+ EXHIBIT B

Employer Federal Tax ID Number (TIN):	37-6001283	
Group Number:	002287	
Group Name:	City of Lincoln	
Group Contact:	Susan Gehlbach, Clerk	
Email Address:	sgehbach@cityoflincoln-il.gov	
Address:	700 Broadway	
City:	Lincoln	State: IL Zip Code: 62656
Phone Number:	217-735-2816	Fax Number: 217-732-2145

SECTION 1: EXHIBIT B FOR GROUP SIZE 51+

1. Plan year effective date: From: 11/1/17 To: 11/1/18
2. Contract renewal date, if different than plan year: From: To: <input type="checkbox"/> same as plan year
3. Benefit year type: <input checked="" type="checkbox"/> Annual (January 1 to December 31, regardless of contract renewal month) <input type="checkbox"/> Contract (12 months starting with the contract year date)
4. Enrollment (please check Yes or No) Open Enrollment: <input checked="" type="checkbox"/> Yes; Group shall conduct an open enrollment period each year the Agreement is in effect, during which time all eligible employees and their eligible Dependents who are not enrolled as Members of Health Alliance may enroll as Members. This open enrollment period shall only apply if all plans of coverage offered by the group agree to conduct an annual open enrollment whereby eligible employees and their eligible Dependents may enroll in any plan. If yes, what is your open enrollment date? _____ <input type="checkbox"/> No; employees and any eligible Dependents enrolling after the eligible grace period expires will be treated as a "Late Entrant." Dual Choice: <input type="checkbox"/> Yes or <input type="checkbox"/> No Yes; Group shall conduct a dual choice period each year the Agreement is in effect, during which time all eligible employees and/or family Dependents who are currently enrolled as a Member in one of the Health Alliance Plans may switch to the other Health Alliance Plan. Dual choice is subject to underwriting guidelines. If yes, what is your dual choice date? _____ Annual Election: <input type="checkbox"/> Yes or <input type="checkbox"/> No Yes; Group shall conduct an annual election period each year the Agreement is in effect, during which time all eligible employees and/or family Dependents who are currently enrolled as Members in any group sponsored healthcare insurance plan may switch plans without pre-existing condition limitations. This annual election period shall only apply if all plans of coverage offered by the Group agree to conduct an annual election whereby eligible employees and/or family Dependents may enroll in any plan. If yes, what is your annual election date? _____
5. Total number of employees including full-time, part-time, seasonal, owners, etc.?
6. Number of employees eligible for coverage?
7. How many hours per week must the employee work in order to be eligible for coverage? Please note: 30 hours per week or more = full time. 30
8. When are new hires eligible for coverage? You may not have a waiting period that exceeds 90 days. Choose one eligibility option: <input type="checkbox"/> Employees are eligible for coverage the first of the month following 30 days. <input type="checkbox"/> Employees are eligible for coverage the first of the month following 60 days. <input checked="" type="checkbox"/> Date of Hire. <input type="checkbox"/> Other _____ Choose one termination option: <input type="checkbox"/> The employee coverage terminates the end of the month the employee leaves employment. <input type="checkbox"/> The employee coverage terminates the date the employee leaves employment.
9. Are there classes of employees not eligible for coverage? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, please list:

10. Are there classes of employees with different eligibility dates (i.e. management vs. non-management)? Yes No
If Yes, please describe:

11. Is retiree coverage offered (age 65 and older)? Yes No *Group Medicare plan*
To be eligible at retirement, retirees must receive at least a 25% contribution from their former group toward the cost of a single premium rate or the retiree must be "Primary Medicare Eligible" (not applicable to IMRF participants).

Do you have employees eligible for IMRF benefits? Yes No

Are early retirees (prior to age 65) offered coverage? Yes No
If Yes, at what age? *55* Years of service?
Other?

Medicare Part D Creditable vs Non-Creditable. Send notices? Yes No

12. Are you allowing Late Entrants? Yes No
If yes, coverage is effective the first of the month after Health Alliance receives the Group Application/Change Form.

13. Are you offering an Employee Only or Employee Child(ren) Only plan? Yes No
If yes, please note dependent information in this exhibit may not be applicable.

14. What is the employer's percentage of contribution toward the employees premium?
(a minimum of [50%] is required) *93* % or Other:

15. *Please note: Civil Unions and Legally Married Spouses are eligible in Illinois regardless of Domestic Partner Coverage.*
Would you like to offer Domestic Partner Coverage? Yes No
Domestic Partner is defined as:

- They are over age 18
- They must share a common permanent residence with the employee
- The employee and their domestic partner agree to be jointly responsible for each other's basic living expenses during the domestic partnership
- Neither the employee or their domestic partner is legally married, legally separated or a member of another domestic partnership
- Both the employee and domestic partner are capable of consenting to the domestic partnership
- The employee and the domestic partner are not related by blood closer than permitted by state law for marriage.

16. Do you have a Health Savings Account (HSA)? Yes No
Do you have a Health Reimbursement Account (HRA)? Yes No

17. When someone returns from Leave of Absence, when are they eligible for coverage?
 Standard (effective immediately upon return) Other _____

18. When is a rehire eligible for coverage?
 Standard (treat as New Hire) Other _____

19. What is the effective date of coverage for an employee who moves from ineligible to eligible (i.e. part-time to full-time status)?
 Standard (treat as New Hire) Other _____

20. When is a transfer eligible for coverage?
 Standard (effective first of the month following the date of transfer) Other *immediately*

SECTION 2: HEALTH ALLIANCE MEDICAL PLANS STANDARDS FOR ELIGIBILITY AND ENROLLMENT

A. Applications: Must be submitted within 31 days from the eligibility date or a special enrollment period.

B. Effective Date of Dependent Coverage Termination: Coverage may continue through the last day of the month the dependent turns age 26. For former military personnel, coverage may continue through age 30 with proof of honorable discharge. Dependents with an apparent handicapped condition that does not allow him or her to stay employed and is totally dependent on his or her parents or other caregivers for lifetime care and supervision may stay on the plan after age 26. Physician documentation may be required.

C. Effective Date of Employee Coverage Termination: The group shall not be entitled to receive a refund of any portion of a premium paid to Health Alliance as a result of the Group's failure to accurately notify Health Alliance in writing within 31 days of the employee's effective date of termination. Premiums for the month of termination are payable according to the 15th of the month rule. See "Remittance of Premiums," Section 3.6 of the Group Enrollment Agreement.

D. Job Status Change: Non-benefit eligible to benefit eligible treated as a new hire.

E. Medicare-Eligible Policy: This policy applies to certain active employees age 65 and older, retirees age 65 and older and disabled persons eligible for Medicare primary coverage. If a "Medicare-Eligible" Member does not elect Part B coverage when they are first eligible then Health Alliance shall determine payment as if the Member had elected Part B coverage. This is required for Groups.

F. Leave of Absence Policy: Health Alliance will allow employees on leaves of absence longer than six months to remain on the Plan if the Group resumes monthly contributions for these employees that meet or exceed the "Minimum Group Contribution" after the initial six month period. Employees on leaves of absence (medical, disability, education or personal leave) authorized by the Group will be allowed to pay 100% of their own premium for a maximum of six months. There must be a documented bona fide reason to believe that the employee will return to work upon conclusion of the leave of absence.

G. Return from Leave of Absence Policy: Coverage is effective immediately upon return from leave of absence.

H. Continuation Coverage: For those plans eligible for COBRA (20 or more employees), please note that dependents may not be qualified beneficiaries if they don't meet the IRS rules or guidelines as a tax dependent.

Dependents that are eligible for this plan can be qualified beneficiaries for state continuation, spousal continuation and dependent continuation.

I. Layoff Policy: Health Alliance will allow employees on temporary layoffs longer than six months to remain on the Plan if the Group resumes monthly contributions for these employees that meet or exceed the "Minimum Group Contribution" after the initial six-month period. Employees on temporary layoff authorized by the Group will be allowed to pay 100% of their own premium for a maximum of six months.

J. Return from Layoff Policy: Coverage is effective immediately upon return from layoff.

K. Rehire Policy: Treat as a new hire.

L. Transfer Policy: Coverage is effective the first of the month following the date of transfer.

SECTION 3: AGREEMENT

Approved by:

Name of Company _____

Health Alliance Medical Plans, Inc.

By: _____

By: _____

Its: _____

Its: _____

Date: _____

Date: _____

By clicking this checkbox, you acknowledge that you are authorized to sign for _____, understand that an electronic signature is taking place, and hereby Electronically Acknowledge Execution of this Exhibit on the date so acknowledged and such Acknowledgement shall be treated as a valid signature for all purposes of the Agreement.

Name of Company _____

City of Lincoln Options - January 2017

	Health Alliance PPO 500 \$500.90/70	Health Alliance QHDHP 1500 \$1,500.100/50	Health Alliance HMO 100 \$0.100/0
Individual Deductible			
In network	\$500	\$1,500	\$0
Out of network	\$1,000	\$3,000	N/A
Family Deductible			
In network	\$1,000	\$3,000	\$0
Out of network	\$2,000	\$6,000	N/A
Individual Out of pocket**			
In network	\$2,500	\$1,500	\$1,500
Out of network	\$4,000	\$8,000	N/A
Family Out of Pocket**			
In network	\$5,000	\$3,000	\$3,000
Out of network	\$8,000	\$16,000	N/A
Office Visit Copay	\$20 copay (\$40 specialist) in network/Ded and Coins out of network	Deductible and Coinsurance in and out of network	\$20 copay (\$40 specialist) in network/No coverage out of network
Emergency Room Copay	\$175 copay in and out of network	Covered at 100% after Ded in and out of net.	\$175 copay in and out of network
MRI and CT	Deductible and Coins in and out of network	Deductible and Coins in and out of network	Covered at 100% in network
Outpatient Surgery/ Procedures	Deductible and Coins in and out of network	Deductible and Coins in and out of network	\$100 copay then covered at 100% in network
Inpatient Hospitalization	Deductible and Coins in and out of network	Deductible and Coins in and out of network	\$50 copay per day in network
Well care	Covered at 100% in network/Ded and Coins out of network	Covered at 100% in network/Ded and Coins out of network	\$0 copay in network/ No coverage out of network
Prescription Drug Copays			
generic	\$15	Covered at 100%	\$15
formulary	\$30	after Deductible	\$30
non formulary	\$50	is met	\$50
mail order-90 day supply	2.75x copay		2.75x copay
RATES:			
Employee	\$878.00	\$754.00	\$759.00
Employee + Sp	\$1,964.00	\$1,684.00	\$1,699.00
Employee+Child(ren)	\$1,718.00	\$1,472.00	\$1,485.00
Family	\$2,803.00	\$2,402.00	\$2,425.00

**Annual out of pocket max including deductible and copays.



Exhibit C

Proposal Rates for: City Of Lincoln

HMO 100 NS1 Rx7

Effective Period: 01/01/2017 through 12/31/2017

<i>Premium Rates:</i>	
EMPLOYEE:	\$759.00
EMPLOYEE & SPOUSE:	\$1,699.00
EMPLOYEE + CHILD(REN):	\$1,485.00
FAMILY:	\$2,425.00

<i>"Primary Medicare Eligible" Rates:</i>	
SINGLE (with "Primary Medicare Eligibility"):	\$493.00
TWO-PERSON (both with "Primary Medicare Eligibility"):	\$1,167.00
TWO-PERSON (one with "Primary Medicare Eligibility"):	\$1,433.00
FAMILY 3+ (one with "Primary Medicare Eligibility"):	\$2,159.00

Approved by: _____
(Benefits Administrator)

Date Approved: _____

Health Alliance Officer: _____

Date: _____

Please Note: These rates assume that Health Alliance Medical Plans, Inc. is not offered alongside other health insurance options. A minimum of 75% of all eligible employees at City Of Lincoln must enroll in the Health Alliance plan to meet our participation requirements. In the event that membership changes by 20% or more during the contact year OR the conditions listed above are not met, Health Alliance reserves the right to review, revise and/or rescind this offer.



Exhibit C

Proposal Rates for: City Of Lincoln

PPO 500 NS2 Rx7

Effective Period: 01/01/2017 through 12/31/2017

<i>Premium Rates:</i>	
EMPLOYEE:	\$878.00
EMPLOYEE & SPOUSE:	\$1,964.00
EMPLOYEE + CHILD(REN):	\$1,718.00
FAMILY:	\$2,803.00

<i>"Primary Medicare Eligible" Rates:</i>	
SINGLE (with "Primary Medicare Eligibility"):	\$571.00
TWO-PERSON (both with "Primary Medicare Eligibility"):	\$1,350.00
TWO-PERSON (one with "Primary Medicare Eligibility"):	\$1,657.00
FAMILY 3+ (one with "Primary Medicare Eligibility"):	\$2,496.00

Approved by: _____
(Benefits Administrator)

Date Approved: _____

Health Alliance Officer: _____

Date: _____

Please Note: These rates assume that Health Alliance Medical Plans, Inc. is not offered alongside other health insurance options. A minimum of 75% of all eligible employees at City Of Lincoln must enroll in the Health Alliance plan to meet our participation requirements. In the event that membership changes by 20% or more during the contact year OR the conditions listed above are not met, Health Alliance reserves the right to review, revise and/or rescind this offer.



Exhibit C

Proposal Rates for: City Of Lincoln

PPO HSA 1500a Rx12

Effective Period: 01/01/2017 through 12/31/2017

<i>Premium Rates:</i>	
EMPLOYEE:	\$754.00
EMPLOYEE & SPOUSE:	\$1,684.00
EMPLOYEE + CHILD(REN):	\$1,472.00
FAMILY:	\$2,402.00

<i>"Primary Medicare Eligible" Rates:</i>	
SINGLE (with "Primary Medicare Eligibility"):	\$490.00
TWO-PERSON (both with "Primary Medicare Eligibility"):	\$1,156.00
TWO-PERSON (one with "Primary Medicare Eligibility"):	\$1,420.00
FAMILY 3+ (one with "Primary Medicare Eligibility"):	\$2,138.00

Approved by: _____
(Benefits Administrator)

Date Approved: _____

Health Alliance Officer: _____

Date: _____

Please Note: These rates assume that Health Alliance Medical Plans, Inc. is not offered alongside other health insurance options. A minimum of 75% of all eligible employees at City Of Lincoln must enroll in the Health Alliance plan to meet our participation requirements. In the event that membership changes by 20% or more during the contact year OR the conditions listed above are not met, Health Alliance reserves the right to review, revise and/or rescind this offer.

2017 Health Alliance Medicare Supplement Benefits



Group: City Of Lincoln
 County: LOGAN

Age	Plan A Premium	Plan F Premium	Plan N Premium
<65	\$177.00	\$295.00	\$210.00
65	\$84.00	\$139.00	\$99.00
66	\$89.00	\$148.00	\$105.00
67	\$96.00	\$161.00	\$114.00
68	\$101.00	\$169.00	\$120.00
69	\$111.00	\$185.00	\$131.00
70	\$118.00	\$197.00	\$140.00
71	\$125.00	\$208.00	\$148.00
72	\$132.00	\$220.00	\$156.00
73	\$139.00	\$232.00	\$165.00
74	\$145.00	\$242.00	\$172.00
75	\$157.00	\$262.00	\$186.00
76	\$165.00	\$275.00	\$195.00
77	\$171.00	\$285.00	\$203.00
78	\$177.00	\$295.00	\$209.00
79	\$182.00	\$303.00	\$215.00
80	\$184.00	\$307.00	\$218.00
81	\$190.00	\$317.00	\$225.00
82	\$193.00	\$322.00	\$229.00
83	\$196.00	\$327.00	\$232.00
84	\$201.00	\$336.00	\$238.00
85+	\$219.00	\$364.00	\$259.00

Acceptance: please initial and date

Signature

Date

Nancy Schaub

Broker Name

R.W. Barrett
 Agency *Agency*

Medicare Supplement plans are offered in Illinois licensed counties only. Plans are available to residents of Cook, DuPage, Kane, Lake, McHenry and Will counties, but at Chicago-area rates (not shown). Chicago-area rates are available upon request.

Rates shown above are non-tobacco rates. Tobacco rates are available upon request.

Rates are valid 1/1/2017-12/31/2017

2017 Health Alliance Medicare Advantage Benefits

Group: City Of Lincoln
 County: LOGAN



Plan	Network	Deductible	Out-of-pocket	OW/Spec OV	GP Surgery	ER	Inpatient	Rx	Price	Accept (please initial)
HMO Option 1	In-network	\$0	\$3,500	\$204-40	\$150	\$75	\$150/d (1-7) \$0/d (8-60) \$50/d (61-90) \$0/d (91+)	\$0/20/47/25%/25%	\$218	
	Out-of-network	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
HMO Option 2	In-network	\$0	\$8,700	\$10/\$50	20%	\$75	\$2-47/d (1-8) \$0/d (9-60) \$100/d (91-90) \$0/d (91+)	\$0/15/30/30/100/25%	\$199	
	Out-of-network	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
POS Option 1	In-network	\$0	\$4,000	\$20/\$30	\$175	\$75	\$186/d (1-10) \$0/d (11-90) \$0/d (91+)	\$0/20/40/40/100/25%	\$200	
	Out-of-network	\$0	\$5,100	\$40/\$40	\$300	\$75	25%	\$0/20/40/40/100/25%		
POS Option 2	In-network	\$0	\$4,000	\$20/\$30	\$175	\$75	\$185/d (1-10) \$0/d (11-90) \$0/d (91+)	\$0/15/30/30/100/25%	\$302	
	Out-of-network	\$0	\$5,100	\$40/\$40	\$250	\$75	25%	\$0/15/30/30/100/25%		
POS Option 3	In-network	\$0	\$4,000	\$20/\$30	\$175	\$75	\$185/d (1-10) \$0/d (11-90) \$0/d (91+)	\$0/10/20/20/100/25%	\$356	
	Out-of-network	\$0	\$5,100	\$40/\$40	\$250	\$75	25%	\$0/10/20/20/100/25%		
PDP Plan 1								\$0/20/47/47/100/25% (no coverage gap)	\$65	
PDP Plan 2								\$0/20/47/47/100/25% w/150 Ded. (N/A to Items 1 & 2)	\$156	

Signature

9/27/2018
Date

Nancy Schaub
Broker Name

R. W. Garrett Agency, Inc
Agency

• Medicare Advantage plans are offered in Illinois licensed counties only.
 • Rates are valid 1/1/2017-12/31/2017
 • This is a brief summary of benefits, which are subject to change. Please refer to the Explanation of Benefits for detailed information regarding these plans.



Exhibit C

Proposal Rates for: City Of Lincoln

Health Alliance HMO 100 NS1 Rx7

Effective Period: 01/01/2016 through 12/31/2016

Premium Rates:	
EMPLOYEE:	\$744.00
EMPLOYEE & SPOUSE:	\$1,666.00
EMPLOYEE + CHILD(REN):	\$1,456.00
FAMILY:	\$2,377.00

"Primary Medicare Eligible" Rates:	
SINGLE (with "Primary Medicare Eligibility"):	\$484.00
TWO-PERSON (both with "Primary Medicare Eligibility"):	\$1,146.00
TWO-PERSON (one with "Primary Medicare Eligibility"):	\$1,406.00
FAMILY 3+ (one with "Primary Medicare Eligibility"):	\$2,117.00

Approved by: _____
(Benefits Administrator)

Date Approved: _____

Health Alliance Officer: _____

Date: _____

Please Note: These rates assume that Health Alliance Medical Plans, Inc. is not offered alongside other health insurance options. A minimum of 75% of all eligible employees at City Of Lincoln must enroll in the Health Alliance plan to meet our participation requirements. In the event that membership changes by 20% or more during the contact year OR the conditions listed above are not met, Health Alliance reserves the right to review, revise and/or rescind this offer.



Exhibit C

Proposal Rates for: City Of Lincoln

Health Alliance PPO 500 NS2 Rx7

Effective Period: 01/01/2016 through 12/31/2016

Premium Rates:

EMPLOYEE:	\$861.00
EMPLOYEE & SPOUSE:	\$1,925.00
EMPLOYEE + CHILD(REN):	\$1,684.00
FAMILY:	\$2,748.00

"Primary Medicare Eligible" Rates:

SINGLE (with "Primary Medicare Eligibility"):	\$560.00
TWO-PERSON (both with "Primary Medicare Eligibility"):	\$1,323.00
TWO-PERSON (one with "Primary Medicare Eligibility"):	\$1,624.00
FAMILY 3+ (one with "Primary Medicare Eligibility"):	\$2,447.00

Approved by: _____
(Benefits Administrator)

Date Approved: _____

Health Alliance Officer: _____

Date: _____

Please Note: These rates assume that Health Alliance Medical Plans, Inc. is not offered alongside other health insurance options. A minimum of 75% of all eligible employees at City Of Lincoln must enroll in the Health Alliance plan to meet our participation requirements. In the event that membership changes by 20% or more during the contact year OR the conditions listed above are not met, Health Alliance reserves the right to review, revise and/or rescind this offer.



Exhibit C

Proposal Rates for: City Of Lincoln

Health Alliance PPO HSA 1500a Rx12

Effective Period: 01/01/2016 through 12/31/2016

<i>Premium Rates:</i>	
EMPLOYEE:	\$739.00
EMPLOYEE & SPOUSE:	\$1,651.00
EMPLOYEE + CHILD(REN):	\$1,443.00
FAMILY:	\$2,355.00

<i>"Primary Medicare Eligible" Rates:</i>	
SINGLE (with "Primary Medicare Eligibility"):	\$480.00
TWO-PERSON (both with "Primary Medicare Eligibility"):	\$1,133.00
TWO-PERSON (one with "Primary Medicare Eligibility"):	\$1,392.00
FAMILY 3+ (one with "Primary Medicare Eligibility"):	\$2,096.00

Approved by: _____
(Benefits Administrator)

Date Approved: _____

Health Alliance Officer: _____

Date: _____

Please Note: These rates assume that Health Alliance Medical Plans, Inc. is not offered alongside other health insurance options. A minimum of 75% of all eligible employees at City Of Lincoln must enroll in the Health Alliance plan to meet our participation requirements. In the event that membership changes by 20% or more during the contact year OR the conditions listed above are not met, Health Alliance reserves the right to review, revise and/or rescind this offer.

2016 Health Alliance Medicare Supplement Benefits



Group: City Of Lincoln
 County: LOGAN

<u>Age</u>	<u>Plan A Premium</u>	<u>Plan F Premium</u>	<u>Plan G Premium</u>	<u>Plan N Premium</u>
<65	\$177.00	\$295.00	\$266.00	\$210.00
65	\$84.00	\$139.00	\$125.00	\$99.00
66	\$89.00	\$148.00	\$133.00	\$105.00
67	\$96.00	\$161.00	\$145.00	\$114.00
68	\$101.00	\$169.00	\$152.00	\$120.00
69	\$111.00	\$185.00	\$166.00	\$131.00
70	\$118.00	\$197.00	\$177.00	\$140.00
71	\$125.00	\$208.00	\$187.00	\$148.00
72	\$132.00	\$220.00	\$198.00	\$156.00
73	\$139.00	\$232.00	\$209.00	\$165.00
74	\$145.00	\$242.00	\$218.00	\$172.00
75	\$157.00	\$262.00	\$236.00	\$186.00
76	\$165.00	\$275.00	\$247.00	\$195.00
77	\$171.00	\$285.00	\$257.00	\$203.00
78	\$177.00	\$295.00	\$265.00	\$209.00
79	\$182.00	\$303.00	\$273.00	\$215.00
80	\$184.00	\$307.00	\$276.00	\$218.00
81	\$190.00	\$317.00	\$285.00	\$225.00
82	\$193.00	\$322.00	\$290.00	\$229.00
83	\$196.00	\$327.00	\$294.00	\$232.00
84	\$201.00	\$336.00	\$302.00	\$238.00
85+	\$219.00	\$364.00	\$328.00	\$259.00

Acceptance: please initial and date

Signature _____ Date _____

Broker Name _____ Agency _____

Medicare Supplement plans are offered in Illinois licensed counties only. Plans are available to residents of Cook, DuPage, Kane, Lake, McHenry and Will counties, but at Chicago-area rates (not shown). Chicago-area rates are available upon request.

Rates shown above are non-tobacco rates. Tobacco rates are available upon request.

Rates are valid 1/1/2016-12/31/2016

2016 Health Alliance Medicare Advantage Benefits



Group: City Of Lincoln
 County: LOGAN

Plan	Network	Deductible	Out-of-pocket	OV/Spec OV	OP Surgery	ER	Inpatient	Rx	Price	Accept (please initial)
HMO 20 Rx	In-network	\$0	\$2,700	\$20/\$40	\$100	\$75	\$100/d (1-7) \$0/d (8-60) \$50/d (61-90)	\$0/10/33/45/95/27% w/\$220 Brand Ded.	\$143	
	Out-of-network	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
PPO 10 Rx	In-network	\$0	\$3,900	\$20/\$30	\$125	\$75	\$125/d (1-10) then \$0/d	\$0/14/20/47/100/25% w/\$360 Brand Ded. (N/A to Tier 1)	\$169	
	Out-of-network	\$0	\$5,100	\$30/\$40	\$200	\$75	\$200/d (1-8) then \$0/day	N/A		
PPO 30	In-network	\$0	\$5,000	\$15/\$45	\$175	\$75	\$150/d (1-8) \$0/d (9-60) \$100/d (61-90)	Not Covered	\$55	
	Out-of-network	\$0	\$10,000	\$50/\$50	\$200	\$75	\$200/d (1-8) \$0/d (9-60) \$150/d (61-90)	N/A		
PPO 30 Rx	In-network	\$0	\$5,000	\$15/\$45	\$175	\$75	\$150/d (1-8) \$0/d (9-60) \$100/d (61-90)	\$0/10/33/45/95/26% w/\$260 Brand Ded.	\$95	
	Out-of-network	\$0	\$10,000	\$50/\$50	\$200	\$75	\$200/d (1-8) \$0/d (9-60) \$150/d (61-90)	N/A		
HMO Option 1	In-network	\$0	\$3,400	\$20/\$40	\$100	\$75	\$100/d (1-7)	\$0/20/40/40/50/60 (no coverage gap)	\$208	
	Out-of-network	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
PPO Option 1	In-network	\$0	\$3,400	\$20/\$30	\$150	\$75	\$100/d (1-8)	\$0/20/40/40/100/25% (no coverage gap)	\$225	
	Out-of-network	\$200	\$5,100	\$30/\$40	\$200	\$75	\$200/d (1-8) \$0/d (9-60) \$150/d (61-90)	N/A		
PPO Option 2	In-network	\$0	\$3,400	\$20/\$30	\$150	\$75	\$100/d (1-8)	\$0/15/30/30/100/25% (no coverage gap)	\$288	
	Out-of-network	\$200	\$5,100	\$30/\$40	\$200	\$75	\$200/d (1-8) \$0/d (9-60) \$150/d (61-90)	N/A		
PPO Option 3	In-network	\$0	\$3,400	\$20/\$30	\$150	\$75	\$100/d (1-8)	\$0/10/20/20/100/25% (no coverage gap)	\$339	
	Out-of-network	\$200	\$5,100	\$30/\$40	\$200	\$75	\$200/d (1-8) \$0/d (9-60) \$150/d (61-90)	N/A		
Prescription Drug Plan 1								\$0/20/47/100/25%	\$62	
Prescription Drug Plan 2								\$0/20/47/100/25% (no coverage gap) w/\$150 Brand Ded. (N/A to Tier 1)	\$149	

 Signature

 Nancy Schaub
 Broker Name

 Date
 10/6/2015

 Agency

Medicare Advantage plans are offered in Illinois licensed counties only.
 Rates are valid 1/1/2016-12/31/2016

MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln

FROM: Tim Ferguson, Wastewater Treatment Manager

MEETING

DATE: December 8, 2016

RE: State Street Forcemain Relocation Final Pay Request and CO #1

Background

The City of Lincoln awarded a project to Petersburg Plumbing and Excavating on October 17th, 2016 to relocate a force sewer main that was in conflict with the construction of the new bridge on State Street.

Analysis/Discussion

The project was completed on time and without major issue. The amount of pipe that was installed exceeded the original estimate by 10 feet due to the site conditions. Also, the pipe that was existing was not the diameter that we specified in the bids, resulting in some down time and a material change for the fittings.

D&D Sewer Service, in Lincoln, was a subcontractor for PP&E and completed the tie ins after the new main was bored. They have submitted an overage charge to PP&E for the extra time that it took and the adjustment in materials to complete the connection.

It is of the opinion that these are warranted charges incurred by the contractor due to the incorrect information that was bid.

An overage charge of \$2,882.50 is for the added time due to the incorrect information on the bid, plus \$700.00 for the additional 10 feet of pipe that was installed, has been submitted by PP&E. This will be added to the original contract unit price of \$30,956.00. The total pay request is \$34,538.50 and will be the only one that is submitted.

A change order to cover the added expense and the change in quantities has been provided by F-W Group for review by the City of Lincoln.

Financial

The project that was awarded was well under the Engineer's estimate. The final amount will still be significantly lower than what the expected costs were and below the price of the second lowest bidder.

COW Recommendation

Recommend to approve CO #1 for the project and to make payment to PP&E for the final contract price of \$34,538.50

Council Recommendation:

Approve CO #1 and Final Pay Request to Petersburg Plumbing and Excavating for the relocation of the force main on State Street.

Change Order

No. 1

Date of Issuance: 12/7/16

Effective Date: 12/19/16

Project: LINCOLN, ILLINOIS – STATE STREET FORCEMAIN INSTALLATION	Owner: City of Lincoln, IL	Owner's Contract No.:
Contract: STATE STREET FORCEMAIN INSTALLATION		Date of Contract:
Contractor: Petersburg Plumbing		Engineer's Project No.:

The Contract Documents are modified as follows upon execution of this Change Order:

Description:

Existing forcemain at connection point was discovered to be 6" instead of anticipated 8"

Soil conditions required 10 additional LF of forcemain to be directionally drilled to meet elevation at culvert

Attachments (list documents supporting change):

CHANGE IN CONTRACT PRICE:

Original Contract Price:

\$ 30,956.00 _____

[Increase] [Decrease] from previously
approved Change Orders No. 0 to No. 0:

\$ 0 _____

Contract Price prior to this Change Order:

\$ 30,956.00 _____

[Increase] [Decrease] of this Change Order:

\$ 3,582.50 _____

Contract Price incorporating this Change

\$ 34,538.50 _____

CHANGE IN CONTRACT TIMES:

Original Contract Times: Working Calendar days

Substantial completion (days or date): _____

Ready for final payment (days or date): _____

[Increase] [Decrease] from previously approved Change
Orders

Substantial completion (days): 0 _____

Ready for final payment (days): 0 _____

Contract Times prior to this Change Order:

Substantial completion (days or date): 15 _____

Ready for final payment (days or date): 30 _____

[Increase] [Decrease] of this Change Order:

Substantial completion (days or date): 0 _____

Ready for final payment (days or date): 0 _____

Contract Times with all approved Change Orders:

Substantial completion (days or date): 15 _____

Ready for final payment (days or date): 30 _____

RECOMMENDED:

By: _____
Engineer (Authorized Signature)

Date: _____

ACCEPTED:

By: _____
Owner (Authorized Signature)

Date: _____

ACCEPTED:

By: _____
Contractor (Authorized)

Date: _____

PETERSBURG

PLUMBING & EXCAVATING LLC
PLUMBING & EXCAVATING & ELECTRICAL SERVICE

P.O. BOX 13137
SPRINGFIELD, ILLINOIS 62791-3137

PHONE: 217-544-5451
FAX: 217-544-0629

INVOICE

NO. 2417

PAGE 1

BILL TO: 24223A
City of Lincoln
150 West Kickapoo Street
Lincoln, IL 62656

SITE: 70971600
Lincoln City of
State Street Forcemain
Bore
Lincoln, IL 62656

Please detach and return this portion with your payment



INVOICE DATE	INVOICE NO.	CUSTOMER NO.	PAYMENT TERMS	CONTRACT NO.
12/8/2016	2417	24223A	Net 30	

QUANTITY	DESCRIPTION	PRICE
1	PO #: Quote See attached break down PPE labor, material and equipment for forcemain bore. Complete	34,538.50

WE AT PETERSBURG PLUMBING & EXCAVATING THANK YOU FOR YOUR PATRONAGE! YOUR BUSINESS IS ALWAYS APPRECIATED!
Service charge of 1.5% per month (18% year) on all past due accounts.
Collection and/or attorney fees will be assessed to all accounts placed for collection.

TOTAL AMOUNT: 34,538.50

Items	Awarded*		Added	Deducted	Completed		
	Quantity	Values	Quantity	Quantity	Quantity	Unit Price	Values
Total Miscellaneous Extras and credits							\$2,882.50
Total Value of Completed Work							\$34,538.50
Deduct Retainage 0%							\$0.00
Balance Due on Completed Work							\$34,538.50
Miscellaneous Debits						Values	
Total Miscellaneous Debits						\$0.00	
Net Cost of Section						\$34,538.50	
Previous Payments							
Net Amount Due						\$34,538.50	

Signed: 

 Title

11/30/16
 Date

Approved: _____
 District Engineer

 Date

* FOR DAY LABOR SECTIONS SHOW ESTIMATED QUANTITIES AND VALUES
 Submit 3 copies to the District Engineer for Municipal and County Work
 Submit 4 copies to the District Engineer for Road District Work

American Environmental Waste Company
 D&D Complete Sewer 217-732-8137
 P.O. Box 230 (217) 732-8137
 Middletown, IL 62666

Invoice

Date	Invoice No.
11/07/16	8089

Bill To
Petersburg Plumbing & Excavating LLC. 3550 Great Northern Ave Springfield, IL 62711

Ship To

P.O. Number	Terms
D4640	Due on receipt

Serviced	Item	Description	Quantity	Rate	Amount
11/02/16	Labor - Bryan C	Pipefitter (night work - time in a half)	3	180.00	540.00
	Labor - Pete	Excuvator (night work - time in a half)	5	225.00	1,125.00
	Labor - Jimmy	Truck (night work - time in a half)	3	255.00	765.00
	Labor - Dale	Laborer (night work - time in a half)	3	105.00	315.00
		Petersburg Plumbing - State Street Bridge In Lincoln, IL This is the final bill for the extra work on State Street Bridge in Lincoln, IL			
Thank you for your buisness.			Total		\$2,745.00

MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln

FROM: Walt Landers, Street Superintendent

MEETING

DATE: December 13, 2016

RE: **Additional Resurfacing at N. State Bridge**

Background

Illinois American Water relocated a water main due to a conflict with the State St. Bridge Project, it was necessary for them to excavate in the center of N. State St. approximately 90' to the south of the limits of the street surface replacement required for bridge project. This would have left a HMA (hot mix asphalt) street repair 24' X 30' in size. Between that repair and the HMA surface replacement for the bridge. In-between the repair and the surface replacement there would have been a 90' X 30' section of oil and chip surface.

Analysis/Discussion

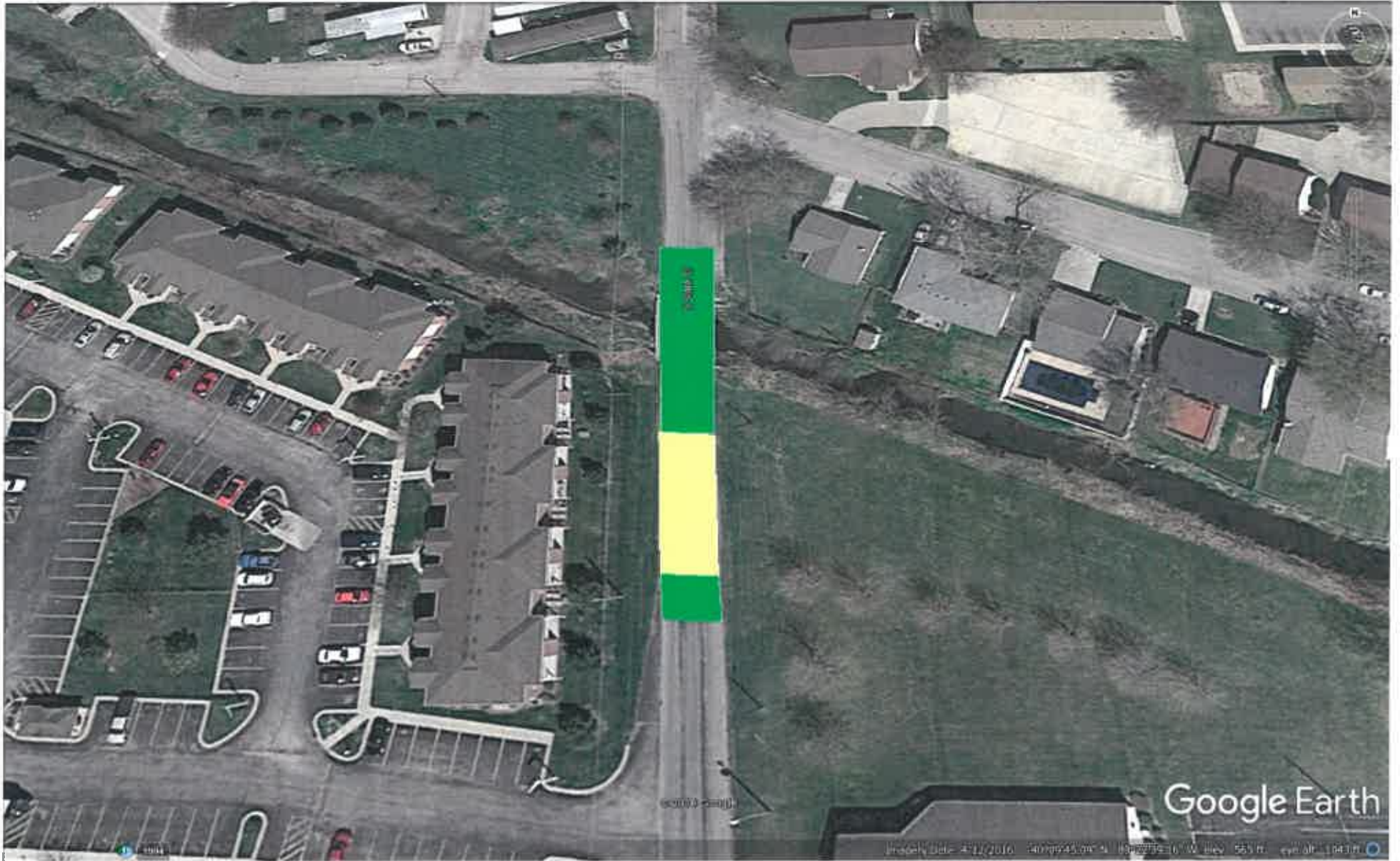
A decision to move forward with the additional resurfacing had to be made in a very short period of time in order not to hold up the project so after consulting with the City Administrator Clay Johnson and Project Engineer Joe Adams it was in the best interest of the city to move forward. Adding the additional 90' X 30' section between Illinois Americans repair and the surface replacement for the bridge project was the right choice. Contractors and equipment were already going to be onsite to finish the bridge project. Investing the additional \$15,000.00 in the project provides a better quality and more complete project that should provide a nice section of roadway for the residents in the area for many years to come.

COW Recommendation

Place on City Council meeting agenda for December 19, 2016.


Council Recommendation:

Approve the \$15,000.00 for resurfacing on N. State St.



MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln

FROM: Clay T. Johnson, City Administrator 

MEETING

DATE: December 13, 2016

RE: **Amendment to Downtown Parking Intergovernmental Agreement with Logan County**

Background

The City and County entered into an agreement in 2005 which relinquished control of many of the parking spaces around the interior downtown square and allowed them to be used by individuals other than a specified amount of County officers and employees. This year, the City Council voted to amend its current ordinances by creating a downtown parking district which provides for more accessible parking for visitors and customers of our downtown area.

Analysis/Discussion

From the standpoint of the County the new regulations have caused inconveniences for County employees. The City staff was approached by County representatives to alter the current intergovernmental agreement to allow for extra parking spaces to be used by the County. Their suggestion was to allow for four signed parking spaces on the southeast corner of the square (nearest the intersection of Pulaski and S. McLean. The four spots would be signed by the County and their staff would be tasked with policing those spots. As they are out of the way of many of the downtown merchants, they should not conflict with retail or service-oriented business.

Employees are currently able to park in the Shay Parking Lot or around either Scully or Latham Parks.

Fiscal Impact

None.

COW Recommendation

The Council may choose to honor the request or modify it in some other fashion. Should the Council wish to move forward with the request, place the amended intergovernmental agreement on the December 19 council agenda.

Council Recommendation

If the Council desires to alter the current intergovernmental agreement, vote to approve the amendment as proposed or revised.

INTERGOVERNMENTAL AGREEMENT

THIS INTERGOVERNMENTAL AGREEMENT is made and entered into by and between the CITY OF LINCOLN, an Illinois municipal corporation (hereinafter referred to as "CITY"), and the COUNTY OF LOGAN, an Illinois municipal corporation (hereinafter referred to as "COUNTY"),

WITNESSETH:

WHEREAS, the COUNTY owns the real estate which consists of parking spaces on the inside of the downtown square in Lincoln, Illinois; and,

WHEREAS, for many years, CITY has managed and controlled such parking spaces, including repaving the area, striping the parking spaces, policing the parking Ordinances of the CITY as they pertain to such spaces, and generally controlling the use of said spaces; and,

WHEREAS, the CITY and the COUNTY have the authority, pursuant to the Statutes of the State of Illinois, to enter into Intergovernmental Agreements for the benefit of both parties; and,

WHEREAS, the CITY and the COUNTY wish to set forth their understanding with respect to the parking spaces located on the inside of the downtown square in Lincoln, Illinois, on all four sides of the Logan County Courthouse; and,

WHEREAS, the Logan County Board wishes to reserve a certain number of spaces for the use of its County office holders; and,

WHEREAS, the CITY has agreed to provide a certain number of

spaces in its public parking lot located on Clinton Street, known as Shay Parking Lot; and,

WHEREAS, the parties wish to set forth their verbal discussions in writing.

NOW, THEREFORE, for and in consideration of the duties and obligations as hereinafter assumed, the receipt and sufficiency of which is hereby acknowledged, the CITY and the COUNTY do hereby agree as follows:

1. The COUNTY does hereby relinquish control of all parking spaces located around the interior of the Logan County Courthouse square to the CITY, except for ten (10) designated spaces for use as follows:

- A. Circuit Judge
- B. Two (2) spaces for Associate Circuit Judges
- C. Two (2) spaces for the Sheriff
- D. State's Attorney
- E. Four (4) spaces along the West side of S. McLean Street nearest Pulaski Street to be used determined by COUNTY

2. With respect to the spaces reserved by the COUNTY, the COUNTY shall, at its expense, purchase signs and poles for the parking spaces, which will be installed by the COUNTY with the assistance of the CITY's Street and Alley Department.

3. The CITY shall make available to the COUNTY specific parking spaces in the Shay Parking Lot located on Clinton Street in Lincoln, Illinois, for the use of the following COUNTY employees or officers:

- A. Logan County Treasurer
- B. Logan County Circuit Clerk
- C. Logan County Clerk and Recorder
- D. Chief Probation Officer
- E. County Coordinator
- F. Sojourn Advocate

4. The CITY, has previously erected signs in front of said parking spaces in Shay Parking Lot on Clinton Street in Lincoln, Illinois, indicating they are reserved for such individuals.

5. The CITY shall have the right to enforce all of the Ordinances of the CITY, as they apply to the parking spaces hereby relinquished to the CITY, and shall be entitled to maintain the said parking spaces to include snow removal and other necessary repairs the CITY deems appropriate.

6. The COUNTY shall make every diligent effort to require employees of the COUNTY to park in public parking areas other than around the downtown square.

7. This Agreement shall remain in full force and effect from and after the date hereof until such time as the CITY or the

COUNTY issues to the other a written notice setting forth a termination date of this Agreement, which shall be not less than ninety (90) days after the date of the Notice.

8. This Agreement has been presented to the City Council of the CITY and the County Board of the COUNTY and has been approved by the same, each respective board authorizing the individuals hereafter executing this Agreement to sign the same on behalf of the CITY and the COUNTY.

Dated at Lincoln, Illinois, this _____ day of _____, 2017.

CITY OF LINCOLN, ILLINOIS

COUNTY OF LOGAN, ILLINOIS

BY: _____

BY: _____

Martha A. Neitzel

Its Mayor

Its Chairman

MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln

FROM: Clay T. Johnson, City Administrator *CTJ*

MEETING

DATE: December 13, 2016

RE: Request for Proposal – Landscape Waste Stockpile Reduction

Background

Mr. Landers has drafted a Request for Proposal (RFP) to reduce and/or eliminate the landscape waste pile which has accumulated over time at the City facility off of Broadwell Drive. The stockpile has grown to a point where it is not manageable for our Street Department staff. In 2014-2015, the City had a no-cost contract with R&R Services to reduce the stockpile while they used the byproduct for their mulch. R&R withdrew from the site after claiming that the pile contained too much trash and brush for their product. Since then, the Street Department has tried to manage new incoming waste to the best of their capability. Leaves which are collected are burned throughout the course of the winter using the on-site burn box.

Analysis/Discussion

Should a company eliminate the waste pile, Mr. Landers and his staff can better organize the site and clean it up for the residents' use. The RFP requests that the respondents provide a cost for the removal of the stockpile but also a cost for hauling it away. This RFP is anticipated to be released on December 20th with a response date of February 9th.

Fiscal Impact

Because previously budgeted capital items were deferred, there are enough funds to cover the cost of this reduction based on verbal cost estimates from vendors.

COW Recommendation

Provide feedback and direction on the draft RFP to eliminate the Landscape Waste Facility stockpile.

Council Recommendation

No formal action required.



Request for Proposals

December 20, 2016

For the grinding and reduction of trees, brush and other landscape material, including an alternate proposal for the removal and hauling of the resulting ground material byproduct

As of December 2016, there is an estimated 40,000 cubic yards of vegetative waste stored at the City's Landscape Waste Facility. The material consist of large logs, limbs, brush, leaves and soft vegetation. The City makes no guarantees that the material is free of other, non-vegetative objects and debris.

This project will commence on a date that is mutually agreed upon between the City of Lincoln and the Contractor.

Specifications

Contractor will grind all landscape material at the City of Lincoln Landscape Waste Facility located at 957 Broadwell Dr. Contractor shall also provide an alternate bid to remove all ground material byproduct from the facility and recycle or dispose of the material in a legal and responsible manner.

Contractor will complete one grinding using a maximum of an 8" screen. At the request of the City the contractor must have the capability to further process a specified amount of material to provide a suitable mulch for landscaping.

Should the City not accept any alternate bids all material byproduct which is not removed shall be placed in a location at the facility designated by the City and placed in a neat, organized fashion that is manageable with the City's equipment.

Proposal Requirements

All proposals will be presented with the contractor providing all labor and equipment to complete project.

Proposals must reflect one lump sum fee for grinding; no hourly, daily or weekly rates will be considered.

Proposals must also include any mobilization fees, if any.

Contractor will be required to follow the guidelines set forth by the Illinois Department of Labor regarding prevailing wages.

A performance bond in the amount of 10% of the proposal must accompany the proposal.


A certificate of insurance, naming the City a certificate holder, must be delivered to the City of Lincoln prior to commencement of any work. Limits of insurance shall be a minimum of \$2,000,000.00 aggregate and \$1,000,000.00per occurrence and reflect workmen's compensation coverage for their employees.

Proposals are due no later than 4:00 PM Thursday, February 9, 2016

Contractors may inspect the facility by appointment by contacting Street Supt. Walt Landers at 217-732-4655 or wlanders@lincolnil.gov

MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln

FROM: Clay T. Johnson, City Administrator 

MEETING

DATE: December 13, 2016

RE: Ordinance ____: **Approving Tax Levy for Tax Year 2016**

Each year the Council must approve an ordinance certifying the tax levy for the liability year of taxation within the City. This rate must then be provided to the County for the proper assessment of taxes prior to the end of the year. However, because of the Property Tax Extension Law (PTELL) approved by referendum in 1996, the amount that a non-home rule community can increase their levy is limited. A non-home rule unit of government may only increase their levy by 5% or the percent increase of the Consumer Price Index (CPI), whichever is less. This year we have been notified by the Illinois Department of Revenue that the tax levy may only be increased by 0.7%. For all intents and purposes, a 0.7% increase to the tax levy is essentially flat.

For the past two years, the Council has voted not to increase the tax levy. Over the course of the past three years, the City's tax rate has fallen for each consecutive year. It is important for the Council to consider the impact of altering the tax levy. Increasing the levy, by any amount, will likely increase the property tax burden of a property owner (assuming no changes in other taxing bodies' levy). Decreasing the levy has effects on the City's budget. The amount would decrease revenues of the general fund, but depending on the severity may impact revenues to the Police and Fire Pensions. Additionally, decreasing the levy may decrease the overall taxing rate which would lower the amount of revenue generated in the City of Lincoln Central Business TIF district which impacts our ability to pay off debt service. Also, with the financial status of the State of Illinois and current spending authority set to expire on December 31st, it would be risky to lower the amount of funds generated in the General Fund without a budget neutral revenue source. Should the Council choose to keep the tax levy flat, we will obviously continue to work to spend within our means and stretch property tax dollars to their greatest benefit.

COW Recommendation: Provide direction on whether or not to alter the City tax levy and place Ordinance ____: Approving the Tax Levy for Tax Year 2016 on the Council agenda for December 19th.

Council Recommendation: Approve Ordinance ____: Approving the Tax Levy for Tax Year 2016 as presented.



Illinois Department of Revenue
Property Tax Division
101 West Jefferson Street, MC 4-500
Springfield, Illinois 62702
Telephone: (217) 782-3627
Facsimile: (217) 782-9932

FILED

JAN 21 2016

Lucy J. Turner
LOGAN COUNTY CLERK

PTELL – CPI for 2016 Extensions Property Taxes Payable 2017

TO: County Clerks and Tax Extenders in Counties Containing Taxing Districts Subject to the Property Tax Extension Limitation Law (PTELL)

FROM: Brad Kriener
Property Tax Division

DATE:

SUBJECT: CPI Change for 2016 Extensions (for property taxes payable in 2017) for Taxing Districts Subject to PTELL

The Consumer Price Index (CPI) "cost of living", or inflation, percentage to use in computing the 2016 extensions (taxes payable in 2017) under PTELL is .7%

Section 18-185 of the Property Tax Code defines CPI as "the Consumer Price Index for All Urban Consumers for all items published by the United States Department of Labor." This index is sometimes referred to as CPI-U. Section 18-185 defines "extension limitation" and "debt service extension base" as "...the lesser of 5% or the percentage increase in the Consumer Price Index during the 12-month calendar year preceding the levy year..." (emphasis added).

For 2016 extensions (taxes payable in 2017), the CPI to be used for computing the extension limitation and debt service extension base is 0.7%. The CPI is measured from December 2014 to December 2015. The U.S. City Average CPI for December 2014 was 234.812 and 236.525 for December 2015. The CPI change is calculated by subtracting the 2014 CPI of 234.812 from the 2015 CPI of 236.525. That amount is then divided by the 2014 CPI of 234.812, which results in 0.7% CPI.

Information on PTELL may be accessed through the department's web site at www.tax.illinois.gov under the "Property Tax" link and the "Property Tax Extension Limitation Law (PTELL)" link under the "Tax Information" heading.

FINAL Tax Computation Report Logan County

Taxing District VCLI - LINCOLN CORP			Equalization Factor 1.0000								
Property Type	Total EAV	Rate Setting EAV	PTELL Values				Road and Bridge Transfer				
Farm	295,135	295,135	EZ Value Abated				6,245,690				
Residential	104,386,294	104,334,184	EZ Tax Abated				\$74,497.34				
Commercial	45,329,220	39,888,200	New Property				1,503,510				
Industrial	5,129,012	3,973,192	Annexation EAV				0				
Mineral	0	0	Disconnection EAV				0				
State Railroad	599,011	599,011	Recovered TIF EAV				0				
Local Railroad	2,140	2,140	Recovered EZ EAV				878,700				
County Total	155,740,812	149,091,862	Aggregate Ext. Base				1,597,784				
Total + Overlap	155,740,812	149,091,862	TIF Increment				403,260				
						Road District			Fund	Amount Extended	
									007	\$58,919.49	
									007	\$54.32	
									007	\$14,798.72	
						Total			\$73,772.53		
Fund/Name	Levy Request	Maximum Rate	Calc'd Rate	Actual Rate	Non-PTELL Total Extension	Limited Rate	Certified Rate	Total Extension	Total Extension After TIF & EZ	Total Extension w/Overlaps	
001 CORPORATE	52,535	0.43750	0.035237	0.03524	\$52,539.97	0.03524	0.03524	\$54,883.06	\$52,539.97	\$52,539.97	
003 BONDS	165,445	0.00000	0.110969	0.11097	\$165,447.24	0.11208	0.11208	\$174,554.30	\$167,102.16	\$167,102.16	
005 I.M.R.F.	137,006	0.00000	0.091894	0.09190	\$137,015.42	0.09190	0.09190	\$143,125.81	\$137,015.42	\$137,015.42	
007 ROAD AND BRIDGE	0	0.00000	0.000000	0.00000	\$0.00	0.00000	0.00000	\$0.00	\$0.00	\$0.00	
012 FIRE PROTECTION	125,902	0.60000	0.084446	0.08445	\$125,908.08	0.08445	0.08445	\$131,523.12	\$125,908.08	\$125,908.08	
013 FIREMEN PENSION	424,417	0.00000	0.284668	0.28467	\$424,419.80	0.28467	0.28467	\$443,347.37	\$424,419.80	\$424,419.80	
013A FIREFIGHTERS SPOUSE PI	771	0.00000	0.000517	0.00052	\$775.28	0.00052	0.00052	\$809.85	\$775.28	\$775.28	
014 POLICE PROTECTION	59,809	0.60000	0.040116	0.04012	\$59,815.66	0.04012	0.04012	\$62,483.21	\$59,815.66	\$59,815.66	
015 POLICE PENSION	470,112	0.00000	0.315317	0.31532	\$470,116.46	0.31532	0.31532	\$491,081.93	\$470,116.46	\$470,116.46	
027 AUDIT	17,470	0.00000	0.011718	0.01172	\$17,473.57	0.01172	0.01172	\$18,252.82	\$17,473.57	\$17,473.57	
035 TORT JUDGEMENTS	126,742	0.00000	0.085009	0.08501	\$126,742.99	0.08501	0.08501	\$132,395.26	\$126,742.99	\$126,742.99	
040 STREET/BRIDGE	100	0.06000	0.000067	0.00000	\$0.00	0.00000	0.00000	\$0.00	\$0.00	\$0.00	
045 PUBLIC BENEFIT	47,010	0.05000	0.031531	0.03154	\$47,023.57	0.03154	0.03154	\$49,120.65	\$47,023.57	\$47,023.57	
046 EMERGENCY SERV/DIST.	4,064	0.00000	0.002726	0.00273	\$4,070.21	0.00273	0.00273	\$4,251.72	\$4,070.21	\$4,070.21	
047 SOCIAL SECURITY	90,010	0.00000	0.060372	0.06038	\$90,021.67	0.06038	0.06038	\$94,036.30	\$90,021.67	\$90,021.67	
048 SCHOOL CROSSING GUAR	6,604	0.02000	0.004430	0.00443	\$6,604.77	0.00443	0.00443	\$6,899.32	\$6,604.77	\$6,604.77	
065 FORESTRY PROGRAM	48,705	0.05000	0.032668	0.03267	\$48,708.31	0.03267	0.03267	\$50,880.52	\$48,708.31	\$48,708.31	
073 CLORINATION SEWAGE	0	0.02000	0.000000	0.00000	\$0.00	0.00000	0.00000	\$0.00	\$0.00	\$0.00	
Totals (Capped)	1,610,486		1.080199	1.08018	\$1,610,460.48	1.08018	1.08018	\$1,682,281.09	\$1,610,460.48	\$1,610,460.48	
Totals (Not Capped)	166,216		0.111486	0.11149	\$166,222.52	0.11260	0.11260	\$175,364.15	\$167,877.44	\$167,877.44	
Totals (All)	1,776,702		1.191685	1.19167	\$1,776,683.00	1.19278	1.19278	\$1,857,645.24	\$1,778,337.92	\$1,778,337.92	

FINAL Tax Computation Report Logan County


Taxing District VTF4 - CITY OF LINCOLN TIF

Equalization Factor 1.0000

Property Type	Total EAV	TIF Base EAV	PTELL Values	
Farm	0	0	EZ Value Abated	0
Residential	238,500	186,390	EZ Tax Abated	\$0.00
Commercial	5,162,360	4,813,820	New Property	0
Industrial	41,190	38,580	Annexation EAV	0
Mineral	0	0	Disconnection EAV	0
State Railroad	0	0	Recovered TIF EAV	0
Local Railroad	0	0	Recovered EZ EAV	0
County Total	5,442,050	5,038,790	Aggregate Ext. Base	0
Total + Overlap	5,442,050	5,038,790	TIF Increment	403,260

Fund/Name	Levy Request	Maximum Rate	Calc'd Rate	Actual Rate	Non-PTELL Total Extension	Limited Rate	Certified Rate	Total Extension	Total Extension After TIF & EZ	Total Extension w/Overlaps
001 CORPORATE	0	0.00000	0.000000	0.00000	\$0.00	0.00000	0.00000	\$0.00	\$38,868.40	\$38,868.40
Totals (Capped)	0		0.000000	0.00000	\$0.00	0.00000	0.00000	\$0.00	\$0.00	\$0.00
Totals (Not Capped)	0		0.000000	0.00000	\$0.00	0.00000	0.00000	\$0.00	\$38,868.40	\$38,868.40
Totals (All)	0		0.000000	0.00000	\$0.00	0.00000	0.00000	\$0.00	\$38,868.40	\$38,868.40

MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln
FROM: Clay T. Johnson, City Administrator 
MEETING
DATE: December 13, 2016
RE: Resolution ____: Local Cost Sharing of Business 55 Improvements

Background

The Illinois Department of Transportation intends to continue improvements to Business 55/Lincoln Parkway in the next construction season. Improvements are scheduled to take place between Kenwood Drive to an area north of Illinois Route 10/Woodlawn Road. The improvements will include the installation of a new roadway surface, new roadway shoulders, and concrete medians. During the course of construction the project scope will also improve railroad crossings and intersections.

Analysis/Discussion

The City shares in the cost of traffic signal improvements in certain areas throughout town. In this project, the City would participate in the cost sharing for the traffic signal improvements on Lincoln Parkway and Stahlhut Drive and Lincoln Parkway and 5th Street. The costs for those improvements are \$4,700 and \$3,000, respectively.

In addition, IDOT is proposing to construct a sidewalk along the north side of Woodlawn Road across the Lincoln Parkway intersection. A picture of the proposed route is included for your review. The City's portion of that cost would total \$9,000.

The staff requested IDOT prepare a cost estimate for improving the intersection and corridor lighting along the route. Three options were presented, in all cases the City bears 100% of the cost:

Option 1: Lighting would be added in advance of the Stahlhut and 5th Street intersection in each direction and additional LED luminaires would be installed in the intersections. This option includes a total of 23 luminaires and 10 poles. The total cost comes to \$195,000.

Option 2: Corridor lighting would be added along Lincoln Parkway from 5th Street to Woodlawn Road. This includes 48 LED luminaires and 28 poles. The total cost amounts to \$305,000.

Option 3: Intersection lighting only. A total of 7 LED luminaires and 3 new poles would be installed for Stahlhut and 5th Street intersections. The total cost is \$50,000.

Fiscal Impact

There is no impact for these costs to the FY 2017 budget. Any costs approved by the Council would need to be accounted for in next year's budget. The City could pay for these items from General Funds, MFT, or Capital Funds.

COW Recommendation

Mr. Landers and I reviewed the costs and believe that approving the traffic signal improvements and sidewalk installation are the most valuable costs for the City to undertake. If the City Council would like to pursue the additional lighting, we would recommend Option 3, but do not believe it is absolutely necessary for the Council to do so. Once the Council has formed consensus around the options to approve, place this resolution on the Council's December 19th agenda.

Council Recommendation

Approve a resolution authorizing the Mayor to execute an agreement with IDOT for the cost sharing of improvements along Lincoln Parkway/Business 55.



Illinois Department of Transportation

Office of Highways Project Implementation / Region 4 / District 6
126 East Ash Street / Springfield, Illinois 62704-4792

RECEIVED

October 11, 2016

OCT 13 2016

CITY CLERK
LINCOLN, ILLINOIS

LETTER OF INTENT

Honorable Martha Neitzel
City Hall
700 Broadway Street
Lincoln, Illinois 62656

RE: FAU Route 7706 (I-55 Bus, Old US 66, Lincoln Pkwy)
Section (22) RS-6, MED & (23) RS-5
Logan County
Contract No. 72E02

Dear Mayor Neitzel:

The Illinois Department of Transportation (IDOT) is in the design phase for the improvement of FAU 7706 (I-55 Business Loop/Lincoln Parkway). The project is currently scheduled for a January 20, 2017 letting. This project is expected to be completed over the course of one construction season.

The proposed improvements consist of milling, patching, resurfacing, addition of HMA shoulders, installation of raised concrete medians, drainage improvements, railroad crossing improvements, signing, and upgrading existing traffic signals. The limits of the project are along I-55 BL/Lincoln Parkway from north of IL 10/Woodlawn Rd. to Kenwood Drive. Improvements will also include the intersections of Stalhut Dr. and 5th Street. At least one lane of traffic shall be maintained at all times during construction.

This letter will serve to show the intent of Illinois Department of Transportation and the City of Lincoln to enter into an agreement to share costs associated with the project described herein.

Two funding sources have been secured to cover the costs of the overall project. The Highway Safety Improvement Program, or HSIP, covers those portions of the roadway and traffic signal cost that are required due to the reconfiguration of the center medians at the intersections of I-55 BL/Lincoln Parkway at IL10/Woodlawn Rd., Stalhut Dr. and 5th St. The Surface Transportation Program, or STP, will cover the remaining roadway and traffic signal improvements not covered by HSIP.

The estimated cost for **traffic signal improvements** requiring City participation, in accordance with the current master agreement, are as follows:

- I-55 BL/Lincoln Parkway and IL 10/Woodlawn Rd. (STP Funding):

Federal Share	80%	\$69,600
State Share	20%	\$17,400
City Share	0%	\$0
Total	100%	\$87,000

- I-55 BL/Lincoln Parkway and Stalhut Dr. (STP Funding):

Federal Share	80%	\$56,800
State Share	13.33%	\$9,500
City Share	6.67%	\$4,700
Total	100%	\$71,000

- I-55 BL/Lincoln Parkway and 5th St (HSIP Funding):

Federal Share	90%	\$6,000
State Share	10%	\$600
City Share	0%	\$0
Total	100%	\$6,600

- I-55 BL/Lincoln Parkway and 5th St (STP Funding):

Federal Share	80%	\$48,000
State Share	15%	\$9,000
City Share	5%	\$3,000
Total	100%	\$60,000

In addition to the improvements mentioned above, IDOT is seeking information pertaining to the addition of sidewalk and lighting improvements as part of this contract. If sidewalk and lighting improvements are accepted by the City of Lincoln, the improvements would be completed under IDOT's contract, however the costs associated with these improvements would then be made reimbursable to the State.

Per the City's request, a cost estimate has been developed for **sidewalk improvements** at the intersection of Lincoln Parkway/Woodlawn Rd. City participation is described as follows:

I-55 BL/Lincoln Parkway and IL 10/Woodlawn Rd - NE & NW quadrants only (STP Funding):

Federal Share	80%	\$36,000
State Share	0%	\$0
City Share	20%	\$9,000
Total	100%	\$45,000

For additional information regarding sidewalk improvements, see the enclosed plan sheets.

Per the City's request, cost estimates have been developed for various **lighting improvements** along Lincoln Parkway. City participation is described for each option as follows:

- **Alternative #1 – Intersection and transitional lighting.** This option would install 3 LED luminaires and poles in advance of Stalhut Dr. and 5th St. in each direction. 5th St. would also have 2 LED luminaires and poles installed in each direction as well. Additional LED luminaires would also be installed at the intersections for a total of 9 LED luminaries and poles at Stalhut Dr. and 14 LED luminaires and 10 poles at 5th St.

Federal Share	0%	\$0
State Share	0%	\$0
City Share	100%	\$195,000
Total	100%	\$195,000

- **Alternative #2 – Corridor lighting.** This option would install all of the lighting recommended in Alternative #1, and would also fill in the gaps along Lincoln Parkway between the intersections of Woodlawn Rd., Stalhut Dr. and 5th St. This option would install a total of 48 LED luminaires on 28 new poles. This option would also replace the existing sodium vapor style luminaires at the intersection of Woodlawn Rd. with new LED fixtures.

Federal Share	0%	\$0
State Share	0%	\$0
City Share	100%	\$305,000
Total	100%	\$305,000

- **Alternative #3 – Intersection lighting only.** This option would install 3 LED luminaires and poles at the intersection of Stalhut Dr. and would install 4 LED luminaires on existing combination signal poles at the intersection of 5th St. This option would install a total of 7 LED luminaries on 3 new poles.

Federal Share	0%	\$0
State Share	0%	\$0
City Share	100%	\$50,000
Total	100%	\$50,000

For additional information regarding the various lighting alternatives, see the enclosed "Recommendations for Intersection Lighting Layout".

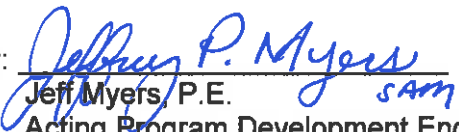
The City of Lincoln will retain its current jurisdiction and maintenance responsibilities of all side roads, streets and traffic signals along I-55 BL/Lincoln Parkway. In addition, any sidewalks and/or lighting constructed under this contract will become the City of Lincoln's jurisdiction and maintenance responsibility. All future energy costs associated with the lighting would also become the responsibility of the City of Lincoln.

A joint agreement will be required between the City of Lincoln and the State in order to proceed with the improvement. This joint agreement will be prepared by the Department during the final design stages of the project.

Please sign the enclosed **Letter of Intent** and return with your original signature in the enclosed, self-addressed, stamped envelope. Upon receipt of this copy, we will assume you agree to all terms stated herein. To help us maintain our current schedule, please respond within 14 days from the date of this letter. If you have any questions, please contact Jay Wavering at (217) 785-9046.

Sincerely,

Jeffrey M. South, P.E.
Region Four Engineer

By: 
Jeff Myers, P.E. *sam*
Acting Program Development Engineer

Enclosure
cc: Programming, Utilities, Local Roads

LETTER OF INTENT

Honorable Martha Neitzel
City Hall
700 Broadway Street
Lincoln, Illinois 62656

In order to document the city's position on this proposal, we ask that the City Council, by resolution, authorize you to check the appropriate space below on each copy, signing, and returning one copy to the department and retaining the other for your files.

Traffic Signals Improvements:

- The City of Lincoln **agrees** to participate in the traffic signal improvements to be completed in conjunction with the upcoming I-55 BL/Lincoln Parkway resurfacing (estimated cost to Lincoln = \$7,700)
 - The City of Lincoln requests **not** to participate in the cost of the traffic signal improvements with the upcoming I-55 BL/Lincoln Parkway resurfacing.
-

Sidewalk Improvements:

- The City of Lincoln **agrees** to participate in sidewalk improvements to be completed in conjunction with the upcoming I-55 BL/Lincoln Parkway resurfacing (estimated cost to Lincoln = \$8,800)
 - The City of Lincoln requests **not** to participate in the cost of the sidewalk improvements with the upcoming I-55 BL/Lincoln Parkway resurfacing; therefore, no additional sidewalk will be added to this contract.
-

Lighting Improvements:

- The City of Lincoln **agrees** to participate in one of the below lighting improvement options to be completed in conjunction with the upcoming I-55 BL/Lincoln Parkway resurfacing
 - Alternative #1:** The City of Lincoln **agrees** to participate in the intersection and transitional lighting improvements to be completed in conjunction with the upcoming I-55 BL/Lincoln Parkway resurfacing (estimated cost to Lincoln = \$195,000)

- Alternative #2:** The City of Lincoln agrees to participate in the corridor lighting improvements to be completed in conjunction with the upcoming I-55 BL/Lincoln Parkway resurfacing (estimated cost to Lincoln = \$305,000)

- Alternative #3:** The City of Lincoln agrees to participate in the intersection lighting only improvements to be completed in conjunction with the upcoming I-55 BL/Lincoln Parkway resurfacing (estimated cost to Lincoln = \$50,000)

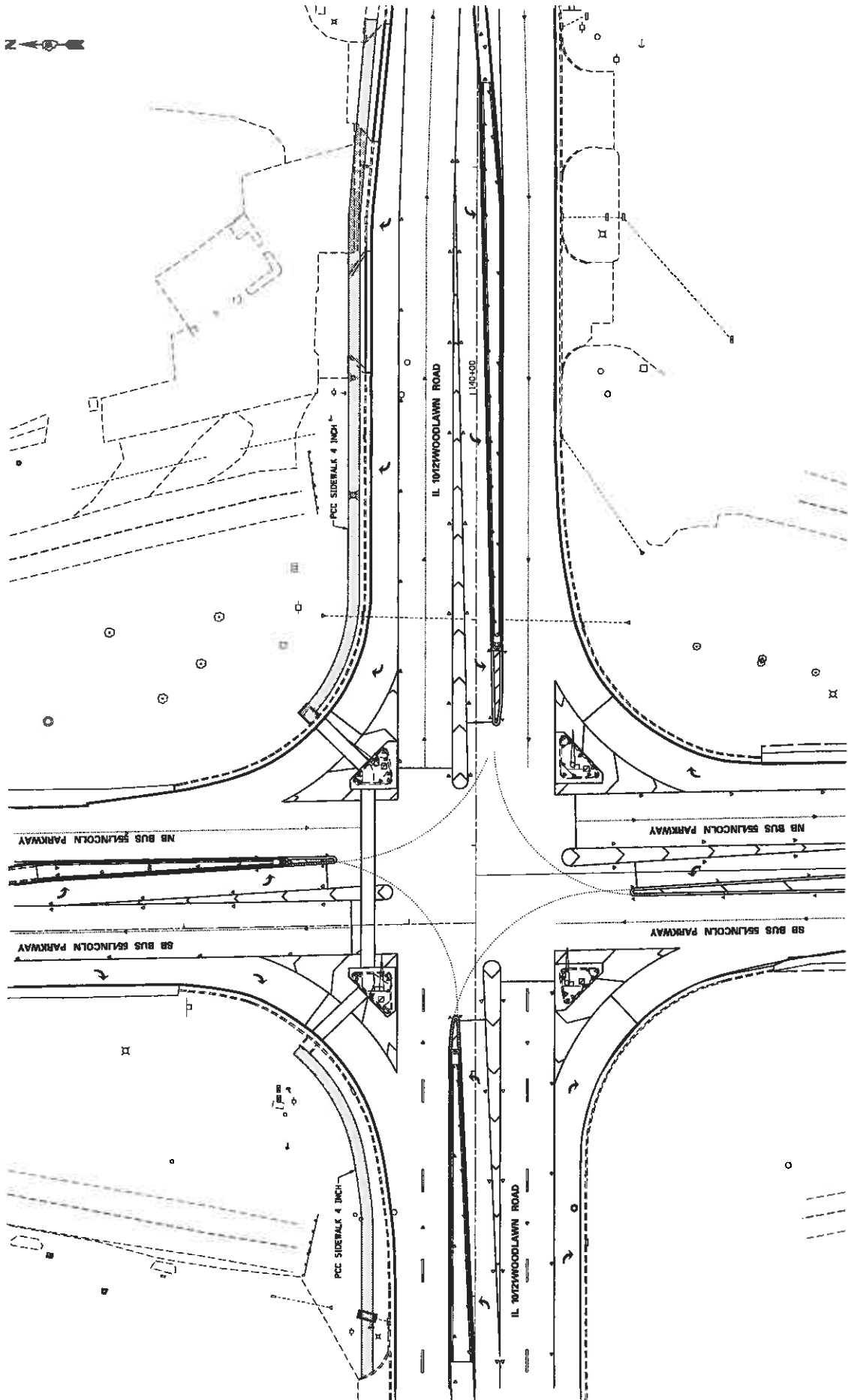
- The City of Lincoln requests not to participate in the cost of the lighting improvements with the upcoming I-55 BL/Lincoln Parkway resurfacing; therefore, no additional lighting will be added to this contract.

ACCEPTED ON BEHALF OF THE CITY OF LINCOLN

Accepted

_____ **Mayor of Lincoln**

_____ **Date**



FILE NAME	DESIGNED	REVISED	SECTION	COUNTY	SHEET NO.
PROJECT NO.	CHECKED	REVISED	1786	LOGAN	11 OF 11
PLUT DATE	DATE	REVISED	ILLINOIS, NO PROJECT		
PLUT DATE	DATE	REVISED	ILLINOIS, NO PROJECT		
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			PROPOSED SIDEWALK EXHIBIT		
SCALE			SHEET	OF	SHEETS
TO STA.			FROM STA.		
1:40:500			10+00 TO 10+50		

Lincoln Parkway between Woodlawn Road and 5th Street Lincoln, Illinois

Recommendations for Intersection Lighting Layout

Existing Conditions

Lincoln Parkway between Woodlawn Road and 5th Street consists of two 12-foot lanes in each direction with a 20-foot grass median. The posted speed limit on Lincoln Parkway is 45 miles per hour. Overhead power lines currently exist along the east and west sides of Lincoln Parkway within the limits of the proposed roadway lighting improvement.

The intersection of Lincoln Parkway and Woodlawn Road is currently lighted with combination traffic signals/lighting poles. Transitional alighting also exists at this intersection utilizing 45-foot ⁽¹⁾ poles with multi-mount high pressure sodium luminaires on all four legs of the intersection.

The intersection of Lincoln Parkway and Stahlhut Drive is currently not lighted. Existing traffic signal heads are mounted on traffic signal masts (no combination poles). The west leg of Stahlhut Drive is currently lighted with 25-foot ⁽¹⁾ poles and high pressure sodium luminaires.

The intersection of Lincoln Parkway and 5th Street is currently not lighted. Existing traffic signal heads are mounted on combination poles; however, no roadway luminaires are currently installed on the existing combination poles.

(1) Approximate Pole Height

Roadway Lighting Design Criteria

Area	Classification		Illuminance (F.C.)		Luminance (cd/m ²)			
	Roadway	Ped. Conflict	Avg.	E _{avg} /E _{min}	Avg.	L _{avg} /L _{min}	L _{max} /L _{min}	L _{Vmax} /L _{avg}
Lincoln Parkway & Stahlhut Drive Intersection	Major/Local	Low	1.3	3.0	N/A	N/A	N/A	N/A
Lincoln Parkway & 5 th Street Intersection	Major/Collector	Low	1.5	3.0	N/A	N/A	N/A	N/A
Lincoln Parkway – Mid-block	Major	Low	N/A	N/A	0.6	3.5	6.0	0.3

RP8-14 Tables 3 & 8 - Recommended Illuminance and Luminance Values

Lighting calculations using AGi32 software were completed for the proposed roadway and intersection lighting layouts and are summarized in the table below. The calculation utilized General Electric “EVOLVE AREA SCALABLE” LED luminaire (see attached catalog cut sheet).

Area	Illuminance (F.C.)		Luminance (cd/m ²)			
	Avg.	E _{avg} /E _{min}	Avg.	L _{avg} /L _{min}	L _{max} /L _{min}	L _{Vmax} /L _{avg}
Lincoln Parkway & Stahlhut Drive Intersection	1.30	2.69	N/A	N/A	N/A	N/A
Lincoln Parkway & 5 th Street Intersection	1.51	2.17	N/A	N/A	N/A	N/A
Lincoln Parkway – Mid-block	N/A	N/A	0.64	2.13	4.67	0.15

AGi32 lighting calculations summary

A summary of the lighting calculations for the proposed lighting layouts is attached.

Proposed Roadway Lighting Alternatives

Alternative # 1: Intersection and Transitional Lighting.

This alternative calls for lighting at the intersections with transitional lighting provided at all approaches:

- Lincoln Parkway and Stahlhut Drive Intersection. The proposed intersection lighting will consist of the installation of three (3) stand-alone street light poles with short mast arm and LED luminaires to closely match existing lighting poles currently installed at the intersection of Lincoln Parkway and Woodlawn Road. Transitional lighting for the approaches of the intersection along Lincoln Park-

way will be provided with the installation of three (3) light poles at either side of Stahlhut Drive. Transitional Lighting along Stahlhut Drive west of Lincoln Parkway will be provided with existing lighting poles on Stahlhut Drive.

- Lincoln Parkway and 5th Street Intersection. The proposed intersection lighting will consist of the installation of four (4) mast arms and LED luminaires on existing combination traffic signal/lighting poles. Transitional lighting for the approaches of the intersection along Lincoln Parkway will be provided with the installation of three (3) light poles at each side of 5th Street. Transitional Lighting along 5th Street west of Lincoln Parkway will be provided with the installation of two (2) street light poles with LED luminaires along the north side of 5th Street. Transitional Lighting along 5th Street east of Lincoln Parkway will be provided with the installation of two (2) street light poles with LED luminaires along the north side of 5th Street.

Transitional lighting along 5th Street may also be achieved, for a potential cost saving, with the installation of mast arms and LED luminaires on existing utility poles.

- Lincoln Parkway Mid-Block Lighting. No lighting along Lincoln Parkway between the signalized intersections is proposed under this alternative.

Alternative # 2: Intersection and Roadway Lighting along Lincoln Drive

This alternative calls for lighting at the intersections along with complete lighting along Lincoln Drive.

- Lincoln Parkway and Stahlhut Drive Intersection. The proposed intersection lighting will consist of the installation of three (3) stand-alone street light poles with short mast arm and LED luminaires to closely match existing lighting poles currently installed at the intersection of Lincoln Parkway and Woodlawn Road. Transitional Lighting along Stahlhut Drive west of Lincoln Parkway will be provided with existing lighting poles on Stahlhut Drive.
- Lincoln Parkway and 5th Street Intersection. The proposed intersection lighting will consist of the installation of four (4) mast arms and LED luminaires on existing combination traffic signal/lighting poles. Transitional Lighting along 5th Street west of Lincoln Parkway will be provided with the installation of two (2) street light poles with LED luminaires along the north side of 5th Street. Transitional Lighting along 5th Street east of Lincoln Parkway will be provided with the installation of two (2) street light poles with LED luminaires along the north side of 5th Street.

Transitional lighting along 5th Street may also be achieved, for a potential cost saving, with the installation of mast arms and LED luminaires on existing utility poles.

- Lincoln Parkway Mid-Block Lighting. Roadway lighting along Lincoln Parkway between Woodlawn Road and Stahlhut Drive will be provided with the installation of nine (9) street light poles with short mast arm and LED luminaires to closely match existing lighting poles currently installed at the intersection of Lincoln Parkway and Woodlawn Road.

Roadway lighting along Lincoln Parkway between Stahlhut Drive and 5th Street will be provided with the installation of 13 street light poles with short mast arm and LED luminaires to closely match existing lighting poles currently installed at the intersection of Lincoln Parkway and Woodlawn Road.

Alternative # 3: Intersection Lighting Only

This alternative calls for lighting at the intersections only.

- Lincoln Parkway and Stahlhut Drive Intersection. The proposed intersection lighting will consist of the installation of three (3) stand-alone street light poles with short mast arm and LED luminaires to closely match existing lighting poles currently installed at the intersection of Lincoln Parkway and Woodlawn Road. No transitional lighting is proposed under this alternative.
- Lincoln Parkway and 5th Street Intersection. The proposed intersection lighting will consist of the installation of four (4) mast arms and LED luminaires on existing combination traffic signal/lighting poles. No transitional lighting is proposed under this alternative.
- Lincoln Parkway Mid-Block Lighting. No lighting along Lincoln Parkway between the signalized intersections is proposed under this alternative.

Estimated Construction Cost

The estimated construction cost for the proposed lighting alternatives is shown below:

Alternative 1 – \$ 193,410

Alternative 2 – \$ 305,330

Alternative 3 – \$ 48,410

Detailed cost estimates with proposed pay items are attached.

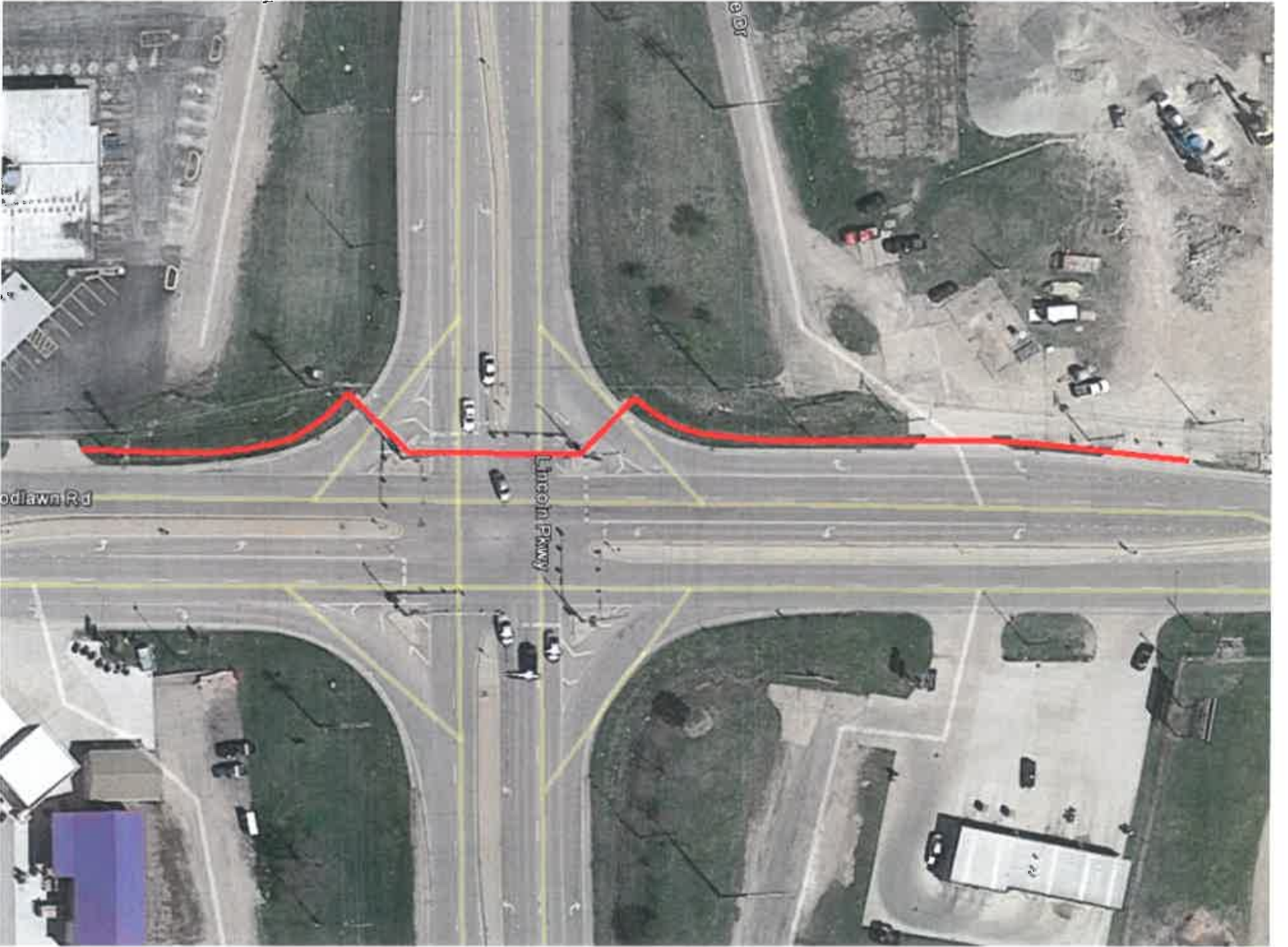
Recommended Alternative

The proposed lighting layout under Alternative 1 will provide adequate intersection and transitional lighting. However, this alternative will result in undesired lighting gaps of less than 1200 feet along Lincoln Parkway between Woodlawn Road and Stahlhut Drive, and Stahlhut Drive and 5th Street.

The proposed lighting layout under Alternative 2 will provide adequate intersection and transitional lighting, and will eliminate any lighting gap along Lincoln Parkway between Woodlawn Road and Stahlhut Drive, and Stahlhut Drive and 5th Street.

The proposed lighting layout under Alternative 3 will provide adequate intersection and lighting. However, this alternative will result in the absence of transitional lighting and the creation of undesired lighting gaps of less than 1200 feet along Lincoln Parkway between Woodlawn Road and Stahlhut Drive, and Stahlhut Drive and 5th Street.

It is generally recommended that unlighted gap of 1500 feet or less between lighted roadway sections on roadways with a minimum speed limit of 45 MPH be eliminated. Based on the aforementioned factors, Alternative 2 is recommended.





City Administrator <lincolnillinoisca@gmail.com>

RE: Short 11th Street and Lincoln Parkway Intersection

Madonia, Sal @District 6 <Sal.Madonia3@illinois.gov>

Thu, Nov 10, 2016 at 3:23 PM

To: City Administrator <cjohnson@lincolnill.gov>

Cc: "Myers, Jeffrey P" <Jeffrey.Myers@illinois.gov>, "Wavering, Jay M" <Jay.Wavering@illinois.gov>, "Whitling, Michael E." <Michael.Whitling@illinois.gov>

Clay

Thanks for your response and inquiry. The below are our guidelines which address funding, maintenance and energy costs for highway lighting.

5-5.02(c) Highway Lighting Within a Municipality

The Agreement will proportion the costs for highway lighting within a Municipality according to the following:

1. New Lighting. If the Municipality requests or includes street lighting in the improvement, the Municipality is 100% financially responsible for lighting installation and energy costs.
2. Modernization of Existing Lighting. The Municipality is 100% financially responsible for the modernization and betterment of any street lighting system the Municipality installed or caused to be installed in the improvement.

6-3.06 Lighting

The following presents the maintenance obligations for lighting:

1. Separate Systems. The Municipality is financially responsible for maintaining any separate lighting system installed by the Department at the request of the Municipality. The Municipality also will furnish and pay for the system's electrical energy.

With regard to Highway Lighting, our policy as referenced above, notes the installation cost for the lighting system is 100% the responsibility of the Municipality as is the electrical energy costs and future maintenance.

If an intersection has a high rate of accidents in particular nighttime crashes, an intersection could possibly qualify for highway safety funds. We have reviewed the accident data and it does not appear that it would qualify.

Please let me know if there is anything else I could help you with.

Thanks

Sal A. Madonia, P.E.

District Six Acting Studies and Plans Engineer

Illinois Department of Transportation; Region Four

126 East Ash Street

Springfield, Illinois 62704

Phone: (217)782-4760

E-mail: Sal.Madonia3@Illinois.gov

 Please consider the environment before printing this email.

From: City Administrator [mailto:cjohnson@lincolnil.gov]

Sent: Wednesday, November 09, 2016 4:29 PM

To: Wavering, Jay M

Cc: Madonia, Sal @District 6; Myers, Jeffrey P; Whitting, Michael E.

Subject: Re: [External] Re: FW: Short 11th Street and Lincoln Parkway Intersection

[Quoted text hidden]

MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln

FROM: Clay T. Johnson, City Administrator *CJ*

MEETING

DATE: December 13, 2016

RE: Resolution ____: Support for Local Road Funding

Background

Bret Aukamp, Logan County Engineer, provided the attached resolution and background data regarding the State of Illinois' distribution of funds to local governments for road and infrastructure projects. The basic case that is made is that while the breakdown of users of local roads and streets remains approximately the same as in 1983, the amount of funding returned to local jurisdictions has been drastically cut from 38% to 21%. The materials claim that these funds have been eliminated due to transfers and sweeps to other funds.

Analysis/Discussion

The upkeep of roads and roadway infrastructure is a critical economic component of the State and local governments, yet funding for such purposes is being eliminated, keeping it from jurisdictions which require it. All the while, infrastructure costs continue to climb along with the weights and sizes of commercial vehicles.

Before you is a resolution which requests that the State of Illinois return to its previous funding structure in order to maintain the many roads, bridges, signage, and signals that we all require for safe passage on our local roads and highways.

Fiscal Impact

An increase in our local MFT distribution would be a great benefit, allowing the City to expand its impact on repairing our streets, sidewalks, and associated equipment.

COW Recommendation

Place this resolution for consideration on the Council's December 19th agenda.

Council Recommendation

Authorize the Mayor to execute the resolution urging the State of Illinois legislature to return to the original funding formula for local jurisdictions to maintain traffic infrastructure.

Illinois Transportation Legislative Initiative

Resolution of Support to Benefit the Economy & the Citizens of Illinois (80% Highways/20% Transit & Highways Portion at 60% IDOT/40% Local Roads)

WHEREAS, transportation infrastructure is critical to the safety, quality of life and economic vitality throughout Illinois; and

WHEREAS, the transportation system in Illinois is comprised of a seamless network of state highways, county highways, city streets, and township roads, as well as transit, rail and other alternative forms of transportation; and

WHEREAS, citizens are reliant upon the vast and seamless network of public roads to carry business, products, services, postal delivery, parcel delivery, utilities, school bus, agriculture, emergency services; and,

WHEREAS, the users of this system of public roads in Illinois pay for the upkeep and improvement of those public roads through highway user fees; and

WHEREAS, local government is responsible for over 88% of the public road mileage in Illinois carrying 40% of the traffic in the state, thereby contributing 40% of the highway user fees collected by the state, including both motor vehicle revenue paid to the Secretary of State and motor fuel tax paid at the fuel pump; and

WHEREAS, in 2014 only 21.5% of those highway user fees were returned to reinvest in local roads, which was \$577M less than the 40% generated by local roads, which received \$561M in MFT distributions; and

WHEREAS, the continual reinvestment of highway user fees in the basic maintenance that is necessary for every part of the highway network is absolutely essential for those benefits of safety, quality of life and economic vitality to continue; and

WHEREAS, the State of Illinois has not approved a transportation capital program that maintains support of ongoing funding for that continual reinvestment since 1999 and yet local roads in Illinois have experienced costs for basic county highway maintenance in 2014 that were 2.4 times greater than they were in 2000 and those costs continue to climb while local governments are forced to defer and even suspend the most basic maintenance on their local roads; and

WHEREAS, the number of commercial vehicles along with their sizes and weights continue to grow due to the competitive world market requiring improvements to the local road system to safely accommodate such increase in the number, sizes and weights of commercial vehicles in relation with all other highway users; and

WHEREAS, it is critical for every local government to improve their local roads in order to continue to be an effective part of the seamless highway network that allows Illinois to supply its produce, products and services to the world market competitively; and

WHEREAS, the state's economy continues to face pressures that would be mitigated by a public infrastructure capital construction initiative to provide workers throughout Illinois, from highly urbanized to rural areas, with employment, along with jobs associated with capital infrastructure improvement, such as equipment and material suppliers; and

WHEREAS, it is important to focus on the entire transportation system, including local and state roads, interstate highways, bridges, public transit, airports, waterways and freight rail because no partial component operates without other systematic elements of the transportation network; and

NOW THEREFORE BE IT RESOLVED that we hereby notify the Governor, Legislators and the IDOT Secretary that we request the adoption and implementation of the *Illinois Transportation Legislative Initiative* to Benefit the Economy and the Citizens of the State of Illinois; and this *Illinois Transportation Legislative Initiative* specifically requests:

- 1. The Illinois DOT Secretary will seek input from and collaborate with County Engineers, Municipal Street Officials, Township Highway Commissioners and Transit Officials to develop an *Illinois Transportation Plan* to immediately begin to address the needs of our Illinois transportation system using the funding distribution of 80% Highways/20% Transit with the highway funding sub split of 60% IDOT/40% Local Roads, distributing the Local Road share through existing MFT distribution formula; and**
- 2. The Governor and General Assembly will adopt and ensure implementation of an *Illinois Transportation Bill* that requires the distribution of all highway user fees and additional transportation investment at the same funding distribution through the existing MFT distribution formula as identified above.**

BE IT FURTHER RESOLVED that upon adoption, signed copies shall be forwarded to:

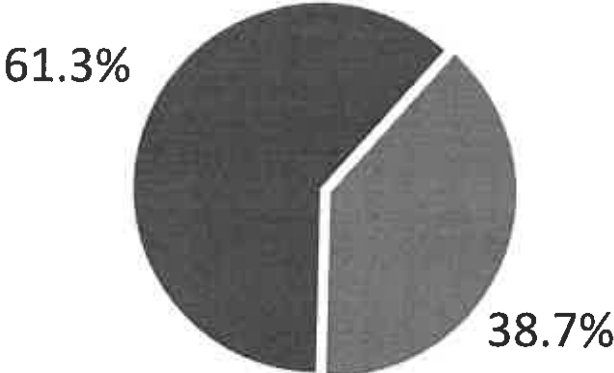
- The Honorable Bruce Rauner, Governor of the State of Illinois
- The Honorable John Cullerton, President of the Illinois Senate
- The Honorable Michael Madigan, Speaker of the Illinois House of Representatives
- The Honorable Christine Radogno, Minority Leader of the Illinois Senate
- The Honorable James Durkin, Minority Leader of the Illinois House of Representatives
- The Honorable State Senators & Reps whose districts include any portion of our area;
- Randy Blankenhorn, Secretary of the Illinois Department of Transportation

ADOPTED THIS _____ DAY OF _____, 2016.

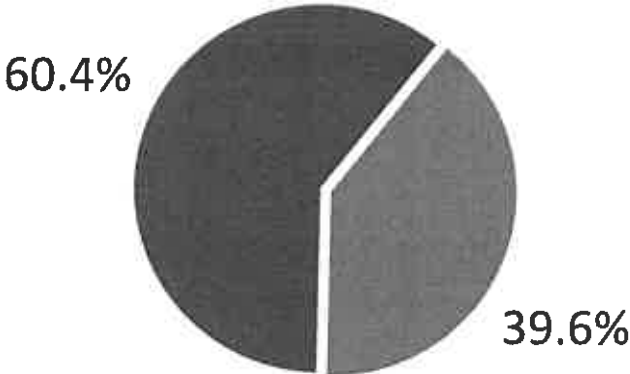
Contribution vs Share of Revenue Stream

Traffic Carried (VMT)

1983



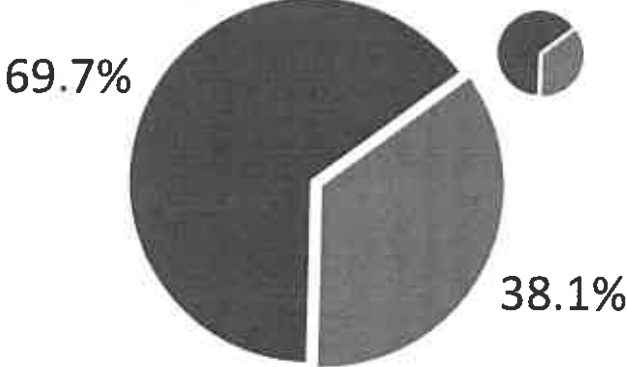
2014



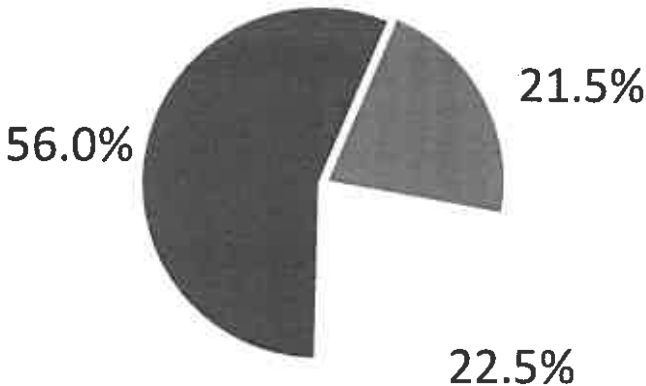
■ IDOT ■ Local Roads

MFT and MVR Returned To:

1983 = 107.8%



2014 = 77.5%



■ IDOT ■ Local ■ Not Returned

IL Transportation Infrastructure Funding Plan:

We have a problem in Illinois besides the budget or lack thereof. We now have a transportation system that has increasing risk for safety problems for our users (business, personal or emergency) and our citizens. We are not maintaining our transportation system to properly avoid these safety concerns.

Cause(s):

1. IL has not kept up on the amount of highway user fees that is dedicated to the roadways. [IL DOT indicates that approximately 75% of the Road Fund is spent on transportation, including road construction, safety, snow plowing and road safety programs. Fully one quarter of the funds are diverted to other state agencies.]
2. IL has not kept up on the amount of highway user fees nor additional investments that has historically been dedicated to Local Roads. In fact, that contribution as a percentage has significantly diminished. This combines with #1 above in a double whack!
3. The costs of supplies and services to maintain highways and roadways have increased significantly. [Cost Increases: Concrete +199%, Asphalt +196%, Fuel +196%, Steel +100%]
4. The IL General Assembly has "swept" funds that were raised and dedicated for our roadways and used them for non-transportation funding. [WQAD reported on May 15, 2013 that "less than half of Illinois road funds [were] spent on roads." An audit report indicated that a large part went to underwrite salaries in various state agencies.]
5. The IL General Assembly has "swept" funds that were raised and dedicated for our roadways and used some of them for *partly* related transportation funding, such as IL State Police funding. However, even in cases that were related, the necessary funding to maintain the quality and safety on our roadways was jeopardized. [Texas has identified \$1.3 Billion just from stopping the transfer of funds to other outside agencies.]
6. In the environment where the state has not remedied this problem, some local municipalities have filled the gap by raising the amount of tax on gasoline for local needs thereby creating uneven gas tax rates, inconsistent road and safety conditions based on governmental boundaries and local pushback to the state attempting to remedy the problem statewide.
7. There is no *IL Transportation Bill* to begin to address and remedy the problem.
8. There is no *IL Transportation Plan* that sets clear goals, strategies and funding requirements to fix the problem.
9. Failure of the IL General Assembly to fix the IL pension reform problem. [Skyrocketing pensions mean less money available for roads; pension's contributions account for 8.2% currently.]
10. The IL DOT has not recently offered a plan for IL Transportation Infrastructure based on collaboration and input from Local Transportation Officials (including county officials and engineers, municipal street, township road and transit officials) and transportation stakeholders (ie., the Transportation for Illinois Coalition). This collaboration and input process had been very effective and served IL well in the past.

11. IL is comparatively lower than most other states in total gas tax (PA-50.3; WA-44.5; NC-35.25; CA-35; RI-34; WV-33.2; ID-33; WI-32.9; MR-32.6; IO-31.8; VT-30.46; SD-OR-MA-30; UT-29.4; MN-28.6; FL-28.4; OH-28; NE-27.7; MT-27; KT-GA-26; KS-25.03; CN-NY-25; WY-MA-24; NH-23.825; NV-23.805; DC-23.5; ND-DE-23; CO-22; AR-21.8; TN-21.4; LA-20.125 and IL-20.1. These other states are prioritizing their roadway infrastructure to be safe and remain competitive in economic development. 36 states receive more revenue (see list above) and 24 States have increased state taxes in the past 48 months with 50% of the states passing a tax increase to fund infrastructure. The states that have passed the largest funding increases include: VA, GA, PA, MI, TX, NC, MR and WA. 14 other states are currently considering transportation tax increases. These states include those adjoining IL that recognize that the development of their transportation infrastructure is a critical success factor to compete for future economic development.
12. IL loses on gas tax diversions; for every dollar IL sends to the federal government in gas taxes, IL receives 92 cents back.
13. The Feds are becoming less of a partner due to their own budget constraints. Traditionally Feds paid 50-70% of funding but in next 5-10 years the Thompson Research Group forecasts a deep reduction of those shared costs. IL currently contributes only 4% to the FY2016 multi-year transportation program.
14. Finally, the fact that IL has failed year after year to address this critical problem indicates a clear failure of leadership at the federal, state and local levels, including both elected and appointed officials, whose job it is to protect our citizens.

Solution(s):

1. IL DOT will collaborate with Local Transportation Officials (identified above) to develop an ***IL Transportation Plan***.
2. IL state, counties, municipalities, MPO/planning commissions and Local Transportation Officials should prioritize transportation maintenance over new build.
3. Counties, municipalities, MPOs/planning commissions and regional/statewide orgs must stay informed and collaborate with Local Transportation Officials on IL transportation issues.
4. General Assembly members should communicate with and seek input from their District Local Transportation Officials and MPO/Planning Commissions on transportation issues or projects.
5. Local and state elected Officials must lead the effort with ***an IL Transportation Legislative Initiative*** in order to ensure successful passage.
6. Counties and Municipalities will review the ***IL Transportation Legislative Initiative Support Plan*** and pass Resolutions calling for the IL Gov. and General Assembly to adopt and ensure implementation of the ***IL Transportation Legislative Initiative***.
7. The ***IL Transportation Legislative Initiative*** will eliminate all transportation funding diversions, transfers and sweeps for other agencies or purposes, and includes adoption of an ***IL Transportation Bill*** requiring the distribution of new revenue from IL highway user fees and other IL transportation investment at the 80% highways/20% transit split with highways sub split at 60% IDOT/40% Local Roads.