



**LAKE COUNTY, ILLINOIS**  
**Federal Legislative Program for FFY2012**  
Adopted February 8<sup>th</sup>, 2011

As a local government, Lake County depends on both the state and federal government for authority and financial assistance to carry out its responsibilities. In order to effectively meet the needs of over 700,000 county residents, Lake County Government has developed its *Federal Legislative Program for the FFY2012* through an open process. It is imperative to note all the requests have been approved by the County Board following discussion of a public review process.

Given the economic situation facing our country it is essential that Lake County Government continues to gain the financial and authoritative support of the federal government to ensure that the necessities are provided for all Lake County residents and that their needs are accurately met. This economic downturn has been especially difficult on local governments and with that in mind it is more crucial than ever to work together with the federal government to enhance the lives of Lake County citizens. Therefore, this legislative agenda presents opportunities to expand public safety initiatives, improve water quality and invest in capital projects.

Lake County's Federal Legislative Program for the FFY2011 continues to include recommendations on a variety of federal issues that are of significant importance at the local level. Issues are grouped in three categories.

**Sponsored Initiatives** will be the primary focus of the County's legislative efforts in the coming year. Lake County will seek Congressional assistance to pursue these issues and take action when appropriate.

**Supported Initiatives** include projects likely to be sponsored by other associations or agencies that are strongly supported by Lake County.

**Monitor Statements** note Lake County's intention to evaluate some significant national issues that are of local interest, while not formally taking a position.

We understand the success of this program relies on the assistance of the Lake County Congressional delegation. The strong working relationship between Lake County and the County's Representatives and Senators is highly valued and we look forward to working closely with the delegation during the coming year.

## *SPONSORED INITIATIVES*

### **TOPIC: INTEGRATED JUSTICE**

**ISSUE:** Over the past eight (8) years, Lake County has led a significant effort involving county and local criminal justice agencies in the development of an integrated justice information solution. As a result of this coordinated work, Lake County is well on its way to establishing an integrated justice network that will integrate Lake County justice systems that currently exist, or are in varying states of implementation, on different hardware and software platforms. The work ultimately will help to improve public and officer safety.

**BACKGROUND:** Law enforcement and criminal justice activities at all levels of government will benefit from the successful implementation of the integrated system. Information sharing and immediate access is of particular importance, particularly for personnel responsible for immigration enforcement, gang related activities (Lake County Gang Task Force), drug enforcement, joint law enforcement agency activities (MEG) and homeland security.

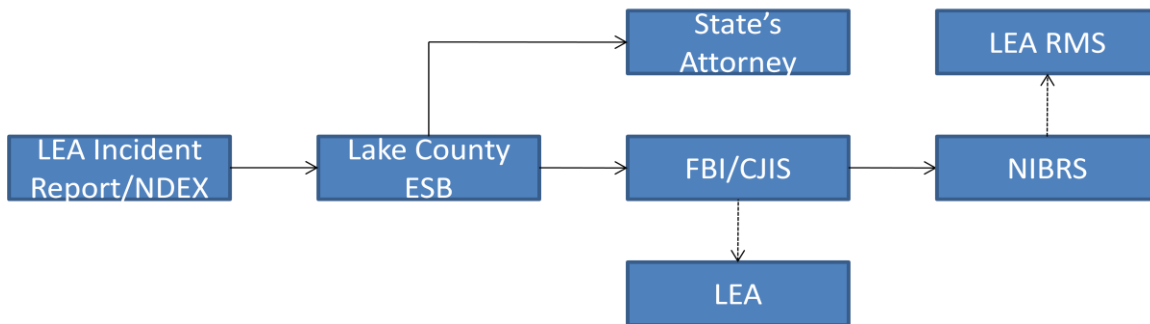
The primary objectives for the development of the integrated information system include: eliminating duplicate data entry, providing access to information that is not otherwise available, and the timely sharing of critical data. Specifically, implementation of the integrated system will provide law enforcement and criminal justice personnel with the ability to access real time information from all county data sources including: arrests, warrants, previous criminal history, jail, sentencing, parole and more. This information will include any activity that has occurred and has been recorded by any of the county law enforcement or justice departments as well as any participating local police agency regardless of the jurisdiction.

Through FY 2009, the County has received \$1,086,500 (including \$451,200 In FY 2008) in federal support for this project and several million in county funds and thousands of man-hours on planning, coordinating, and implementing the integrated justice solution. Funding is necessary over the next several years to continue the integration process for the County's criminal justice departments and the municipal police computer networks in Lake County.

In 2010, Lake County will accomplish the following:

- Complete a case management systems for the Public Defender's Office;
- Develop Information Exchange Package Document (IEPD) for the Public Defender specific exchanges;
- Complete Incident (citation and non-traffic complaint) exchange between the Lake County Sheriff's Office and the Circuit Clerk's Office;
- Continue to implement key information exchanges between justice agencies including Emergency Order of Protection, and Sentencing Orders;
- Develop Information Exchange Package Document (IEPD) for motions and notices;
- Develop Information Exchange Package Document (IEPD) for Probation specific exchanges;
- Continue to implement network infrastructure upgrades to assist with process to integrate outside agencies into the Lake County Integrated Justice Network;
- Continue to implement digital signature software as part of work developing information exchanges between justice agencies; and
- Continue to acquire database and application adapters needed for integration with Public Defender, Court Administrator and other justice agencies;

**RECOMMENDATION:** Request \$500,000 in FFY 2011 to address the challenges of communicating incident information by providing assistance to local law enforcement agencies and their vendors in creating and implementing National Data Exchange (N-DEx) compliant information exchanges. The project will leverage agencies' existing technology for recording incident information. Specifically, the funds will support the creation of NIEM-conformant XML schema and web services. It will include funding for outreach to local agencies and the vendor community to encourage the transition to N-DEx and impart the County's goal to encourage and maximize N-DEx participation in Illinois.



**TOPIC: Lake County Transportation Priority - Illinois Route 120 Corridor**

**ISSUE:** The tremendous growth in traffic volumes in recent years due to rapid local residential development coupled with large volumes of through traffic from outside of the county have resulted in the creation of a severe bottleneck on Illinois Route 120 across central Lake County. This request is for funding to proceed with the Phase I engineering of a multi-year project to design and implement a by-pass of the existing IL Route 120 on a new alignment in Lake County between the Lake/McHenry County line and the City of Waukegan, Illinois.

**BACKGROUND:** A Transportation Summit was convened on September 15, 2005 at the College of Lake County to address the growing traffic congestion in Lake County. Several categories of highway improvements at different locations within the county were evaluated and voted on by those in attendance. The Illinois Route 120 corridor improvement was determined to be the best solution to the rapidly growing east-west traffic congestion in central Lake County. With the support of the Lake County delegation of State legislators, it was decided to begin the process to improve traffic flow in the IL Route 120 corridor. IL Route 120 has been designated part of the Strategic Regional Arterial (SRA) highway system in northeastern Illinois.

Illinois Route 120 crosses central Lake County from west to east. In doing so it passes through a number of municipalities each of which have in the past made land use decisions independently of one another in the absence of a unified plan for the corridor. This has resulted in a highly constrained IL Route 120 on its current alignment. It has therefore been necessary to look at alternative alignments for a by-pass as the most feasible way to implement the needed capacity improvements for the corridor. The Phase I engineering process will take the preferred roadway character and alignment established in the feasibility study and identify the environmental impacts and how they are to be mitigated, the specific right-of-way needs parcel by parcel, and the scope and nature of the improvements to be constructed. Coordination with all of the regulatory agencies having jurisdiction over some aspect of the proposed improvement will be done during this phase. A tremendous amount of field work will be required as the entire length and breadth of the corridor will be surveyed to provide the basis on which the improvements and right-of-way needs will be plotted, utilities will be located, and wetlands, watersheds and surface drainage courses will be identified.

All roadway projects in which federal funds are expected to be used are scrutinized for any possible environmental impacts. Through the engineering review process, the Illinois Department of Transportation, as the implementing agency for all federally funded highway projects in Illinois, and the Federal Highway Administration will jointly determine the level of environmental documentation that will be required for an improvement. The vast majority of local highway projects tend to be relatively limited in scope and impact their surrounding environment minimally or not at all. Conversely, a project such as the IL Route 120 corridor is a major undertaking, especially if the preferred alternative is on a totally new alignment. In such an instance, the most likely level of environmental documentation initially required will be in the form of an environmental assessment (EA). If significant environmental impacts are identified in the EA process, the level of documentation could be elevated to an environmental impact statement (EIS). An EIS is prepared for all federal actions that will significantly affect the quality of the human environment and is required by the National Environmental Policy Act (NEPA) of 1969. Regardless of whether it is an EA or an EIS that is required, a very thorough examination of all potential impacts will result. Extensive public involvement is an integral element of either environmental review process.

A feasibility study has been under way for the entire IL Route 120 corridor in Lake County for the past three years and it is now complete with a single unified vision for the corridor in place. The villages of Grayslake,

Gurnee, Hainesville, Libertyville, Mundelein, Round Lake, Round Lake Park, Wauconda and Volo along with the city of Waukegan and the County of Lake have participated financially in funding the feasibility study. The study provides a unified vision to enhance the existing intersections and supporting roadway network that feeds Illinois Route 120, it identifies the locally preferred roadway character and alignment for IL Route 120 (including the Grayslake By-pass), provides the rational basis for integrating land use and infrastructure decisions, promotes balanced economic growth in conjunction with infrastructure investments, and provides the necessary forum for intergovernmental cooperation. The participating agencies (Illinois Route 120 Corridor Planning Council) have agreed upon and approved a unified vision for the corridor which describes both the locally preferred roadway character and the locally preferred roadway alignment. This corridor planning process has served to build local consensus for this project in Lake County. The next step is to begin the Phase I engineering process.

**RECOMMENDATION:** This is a request for funding to proceed with the Phase I engineering over multiple years. Includes funding from other sources (previous Federal allocations that are currently in place).

Federal Funds Currently in Place	\$ 2,391,780
<b><u>FFY12 Appropriation Request</u></b>	<b><u>\$ 16,608,220</u></b>
Total Funding Needed for Phase I Engineering	\$ 19,000,000

**BACKGROUND:** This project is on a federal-aid highway road project which is part of the national highway or interstate system.

- The entity which confirmed the project eligibility is Illinois IDOT through Charles F. Riddle, Office of Program Engineer.
- The project is eligible under **Title 23** and the eligible entity which will receive the funds is **Illinois IDOT**.
- The Project is included in the Chicago Metropolitan Agency for Planning (CMAP) 2040 Regional Transportation Plan.
  - The Project is included in the Metropolitan Transportation Improvement Plan (TIP ID # 10-04-0001)
  - Approved: Oct. 25<sup>th</sup>, 2010 (USDOT) TIP
  - November 23, 2010 (USDOT) Amended STIP
  - Title of Programs: Transportation Improvement Program 2010-2015. Amended FY '09-'12 STIP

**Topic: Watershed Plan Implementation Project**

**Issue:** The Fox and Des Plaines watersheds have experienced repeated flood damage, water pollution and degraded natural resources largely due to the effects of urbanization and agricultural activity. Development pressure is increasing in these watersheds and will exacerbate watershed degradation and flooding problems if coordinated and comprehensive efforts to mitigate these effects are not implemented. The population of Lake County increased approximately 10% between 2000 and 2008 (compared to 4% statewide).

**Background:** Federal, State and local funding exceeding \$2 million is being, or has been, spent on planning and projects to remediate and prevent problems in these watersheds. The requested funding allows Lake County to build on momentum from the watershed planning process, galvanizing interests from stakeholders to undertake watershed improvement projects. These actions will lead to long term watershed improvements.

**Recommendation:** Lake County requests a total of \$550,000 from the Interior appropriations bill, EPA, State and Tribal Assistance Grants (STAG), USDA-NRCS Eligible Watersheds account, or other appropriate funding source, to implement high priority environmental restoration, ecological enhancement, water quality improvement, and stormwater infrastructure projects, identified in detailed, comprehensive watershed management plans for the Upper Des Plaines and Fox River watersheds. This amount will enable full implementation of previously programmed funds for watershed-wide mitigation efforts.

Watershed best management practices (BMPs) are proposed to mitigate the negative effects of land development. BMPs will address existing watershed problems and will prevent these problems from worsening as development continues. Comprehensive plans have been completed for subwatersheds in both the Fox and Des Plaines watersheds. These plans have site-specific recommendations to prevent and reverse watershed degradation. Specifically the plans:

1. Identify flood problem areas and causes, assess water quality, and inventory natural resources and green infrastructure,
2. Are locally supported, identify in-the-ground solutions to remedy watershed problems, and,
3. Have policy/programmatic recommendations that can be applied throughout the watershed to prevent future problems from occurring.

Current watershed management plans identify site-specific structural and non-structural flood damage and water quality solutions along with eco-system restoration projects to remedy existing degradation. These projects will improve water quality, aquatic habitat, natural resources, and enhance the watersheds' stormwater management infrastructure. Lake County requests federal funds to implement the high priority project recommendations in these watersheds. Specific information on these watersheds is attached.

**Fact Sheet 1 and Fact Sheet 2** provide more information under the attachment section of this document.

**TOPIC: Specialty Care and Diagnostic Testing**

**ISSUE:** The lack of access to specialty care and diagnostic testing for uninsured residents of Lake County is a significant barrier in the Lake County health care system. Specialty care consultations and diagnostic testing are critical resources for physicians when treating a patient for acute and chronic conditions, ranging from bacterial infections to ongoing management of diabetes or hypertension. The uninsured often cannot afford to pay cash for expensive tests or consultation. Without these needed specialty consultations and tests, diagnosis can be delayed and treatment options are limited.

**BACKGROUND:** The Specialty Care and Diagnostic Testing Program grew out of the Lake County Blue Ribbon Committee, a countywide group of hospital Chief Executive Officers and state legislators, who originally came together to examine issues of health care service in Lake County. After a year of planning, the program began providing services April 1, 2007, through a unique collaboration between the Lake County Health Department and Community Health Center, legislators, private hospitals, and private foundations. This has become a model for other community health centers across the nation, and provides a strong support base for program sustainability.

The initiative received a \$350,000 state grant as seed money in 2006 and an additional \$250,000 in 2007 and 2008, \$125,000 in 2009, and \$112,500 in 2010 to continue the program. Other donors include the Healthcare Foundation of Northern Lake County, Health Care Foundation of Highland Park, Vista Health System, Lake Forest Hospital, NorthShore University HealthSystem Highland Park Hospital, Advocate Condell Medical Center, and Advocate Good Shepherd Hospital

Administrative and clinical procedures have been developed, and a dedicated fund has been established. The LCHD/CHC manages the fund, and administers the approval process for the most urgent level specialty care referrals. Medicare-equivalent rates are paid to community specialty providers for their services, and patients are asked to commit to a \$25 service co-payment per specialty care service. Hospitals have committed to donate specialty care and diagnostic services on an annual basis to support the program.

**RECOMMENDATION:** Lake County requests \$1.5 million in the FY 2011 Health and Human Services Appropriations, Health Resources and Services Administration funds to cover approximately 7,500 Specialty Care and Diagnostic Testing referrals for approximately 2,500 uninsured patients receiving care at HealthReach and the Lake County Health Department and Community Health Center (LCHD/CHC). Funding would be used to pay for the specialty care consultations and diagnostic tests for uninsured patients. Providing this assistance helps prevent patients from deteriorating to the point that they must receive care in local hospital emergency rooms, which is more costly. The funds will provide patients of the two Lake County safety net providers – (HealthReach and LCHD/CHC) with timely access to diagnostic services such as x-rays, ultrasounds, MRIs, CT scans, biopsies, cardiac stress tests and consultations with specialists. Patients are referred to community specialists to receive specialty care consultations and diagnostic tests, or specialists may be available on-site at the LCHD/CHC or HealthReach to provide easy access to specialty care.

**Fact Sheet 3** provides more information under the attachment section of this document.

## *SUPPORTED INITIATIVES*

**TOPIC:**        **Workforce Investment Act Reauthorization**

**ISSUE:**        The federal Workforce Investment Act (WIA) was enacted in 1998 with an original five-year lifespan. Since 2004, Congress has passed one (1) year continuances. It is vitally important that Congress pass WIA Reauthorization to ensure continuance of the federal funds made available for retraining and education efforts.

**BACKGROUND:**    Reauthorization of the Workforce Investment Act is being supported nationally by workforce board, workforce development and educational associations. Major proponents include: the National Association of Workforce Boards, the National Workforce Alliance and the American Association of Community Colleges. Within Illinois, reauthorization is supported by the Illinois Workforce Partnership (the association comprised of representatives from the 26 workforce areas across the State) and the Chicago Jobs Council. Locally, the Lake County Workforce Investment Board has supported reauthorization efforts.

Expenses of the Workforce Development Department (WDD) and the Workforce Investment Board (WIB) are covered by the federal funds – there are no general funds of the County that are directed toward the provision of services provided by these organizations. Due to the economic crisis and the number of individuals who are unemployed, the services made available through the WDD and the WIB provide much needed support for individuals and businesses. During November 2010, 1,253 individuals used the Waukegan Job Center’s computers and approximately 110 people attended a workshop or a Job Club meeting. Recent performance information shows that in December 2010, the WDD had approximately 1,300 people on a waiting list to use federal funds for training programs.

Funds from WIA are also used to benefit local businesses through incumbent worker training efforts and on-the-job provision of other training opportunities. Individuals who are unemployed/underemployed are able to access Resource Room Services including computers, access to fax and copy machines, telephones as well as being able to avail themselves of workshops, resume assistance and other job search opportunities. These services are known as Core Services. Intensive Services, including the provision of an allocation of training dollars (up to \$7,000 per individual) to be used to attend training programs contained on a State list of certified programs, is also made possible pursuant to WIA guidelines and available funding.

The budget for the Lake County Workforce Investment Board and the Lake County Workforce Development Department are supported entirely by the federal funds made available under the Workforce Investment Act. Should Congress not reauthorize WIA or annually appropriate workforce development funding, then all services provided through the Board and Department would be terminated pursuant to County Board policy regarding termination of federal funding.

**RECOMMENDATION:**    Support efforts of national workforce organizations to reauthorize the Workforce Investment Act. Reauthorization of the Workforce Investment Act is vital to enable the continuation of the training/retraining services provided under funding made available through the federal Department of Labor. Should Congress not vote to reauthorize WIA at this time, then LCWD would support passage of an annual funding continuance, or development of some other mechanism to provide the funding that is then used at the local levels to provide the services and training opportunities.



**TOPIC: Community Development Block Grant Funding**

**ISSUE:** Continued strong support is needed for continued or increased housing and community development program funding, and in particular maintaining the following programs: Community Development Block Grant (CDBG), HOME Investment Partnerships Program, Emergency Shelter Grant (ESG), and Supportive Housing Program (SHP) programs in the US Department of Housing and Urban Development. A wide spectrum of support has worked to preserve and enhance these programs, including the US Conference of Mayors (USCM), the National League of Cities (NLC), the National Association of Counties (NACo), the National Association of County and Community Economic Development (NACCED), the National Association of Housing and Redevelopment Officials (NAHRO), and the National Community Development Association (NCDA).

**RECOMMENDATION:** Support efforts to maintain or increase housing and community development funding provided through Community Development Block Grant (CDBG), HOME Investment Partnerships Program, Emergency Shelter Grant (ESG), and Supportive Housing Program (SHP) programs.

## **MONITOR STATEMENTS**

**TOPIC: Strategic Objectives for Federal Transportation Funding**

**ISSUE:** The current Federal Transportation Bill, SAFETEA-LU expired in October 2009. The county has successfully made use of federal funds in its highway improvement program. Reauthorization of the federal surface transportation programs for highways, highway safety and transit will impact a number of important programs for Lake County that help fund local highway improvements.

**RECOMMENDATION:** Lake County's ability, by itself, to affect the final federal bill is minimal. Thus, the county must be part of larger groups that will weigh in on the bill process; e.g. the Transportation for Illinois Coalition (TFIC). Lake County should concentrate on five (5) areas:

- Solvency of the trust fund and size of the program.
  - The revenues flowing into the trust fund will not be sufficient to maintain the size of the federal transportation program.
  - The County needs to receive more federal funds than currently received.
  
- Funding for the formulae programs.
  - The county needs to work towards a sufficient amount being allocated in the bill to the existing federal programs that the county taps into:
    - Surface Transportation Program-Urban
    - Surface Transportation Program-Rural
    - Surface Transportation Program-Enhancements
    - Highway Bridge Program
    - Congestion Mitigation for Air Quality Program.
  
- Scope of federal programs.
  - The County needs to monitor the eligibility of county transportation work in both the existing and any new federal programs.
  
- Local federal funding project streamlining.
  - The processing time for federal projects among the implementing agencies and the permitting agencies needs to be better coordinated.
  
- High Priority projects for Lake County.
  - The County should again request of its US House Representatives dollars towards specific federal funded projects. Also, the current status of the ILL Rte 120 project should be evaluated for readiness for Phase I federal funding as part of SAFETEA-LU reauthorization.

**Fact Sheets 4, 5, 6, 7, 8 & 9** provide more information under the attachment section of this document.

**FACT SHEET #1: Des Plaines River Watershed**

**REQUEST:** Lake County requests funding to implement high priority watershed restoration and protection projects identified in Des Plaines River subwatershed management plans. In-the-ground projects will help advance watershed goals of water quality improvement, flood damage reduction and natural resource protection and enhancement.

**PROBLEM:** Water quality in the Des Plaines River watershed is degraded. Stream and river segments as well as a large number of the lakes in the watershed are listed as “impaired waters” on the federal 303(d) list. Flood damage is also problematic. In spite of the numerous flood control efforts, the Des Plaines River is one of the most flood-prone waterways in the region. Damaging floods have occurred twice per decade since 1930. Lake County Stormwater Management Commission (SMC) completed a Flood Problem Areas Inventory of Lake County in 1996. One hundred twenty-two (122) flood problems areas were identified in the watershed. New development that is occurring as population and businesses continue to expand has the potential to exacerbate the flooding, water quality and other problems while also negatively impacting the natural resources in the watershed.

**WATERSHED STATS:** The Des Plaines watershed covers more than 130,000 acres in Lake County and is divided into nine subwatersheds that drain seven major tributaries to the Des Plaines River. There are 20,595 acres of wetlands, 80+ lakes and close to 19,000 acres of mapped floodplain in the watershed. The predominant land use in the watershed is residential (24%), followed by open space at 20% and agriculture at 15%. Three northern subwatersheds that make up 30% of the total Lake County Des Plaines land area have significant acreages of agricultural lands making up 21-41% of their area.

**WATERSHED PLANS:** A *Watershed Restoration Action Strategy* was completed for the entire Upper Des Plaines watershed in 2000. In addition, since that time detailed watershed-based plans have been completed for three of the subwatersheds and a fourth plan is underway. All or parts of 28 municipalities are located in the Des Plaines watershed in Lake County. Residents, landowners, business owners, local government officials (both staff and elected) and environmental organizations have participated in watershed planning meetings to identify problem areas and prioritize potential projects to address the problems. Watershed stakeholders have identified their key concerns as: poor water quality, flood damage, loss of biodiversity and natural resources, a need for watershed education and a lack of interjurisdictional coordination. The SMC and the Lake County Board officially adopt the subwatershed plans.

**BACKGROUND:** SMC has taken the lead on completing the watershed-based plans providing cash and significant in-kind services (project coordination and management, consultant contract administration, stakeholder input coordination etc.). This contribution has been matched with grants from IL EPA through Section 319 of the Clean Water Act and the US EPA through a previous Environmental Programs & Management grant.

**CONGRESSIONAL DISTRICT:** Districts 8 and 10, Representatives Joe Walsh and Robert Dold

**CONTACTS:** Trent Lehman, The Ferguson Group, (202) 331-8500, ([tlehman@tfgnet.com](mailto:tlehman@tfgnet.com)) and Mike Warner, Executive Director, Lake County Stormwater Management Commission, (847) 918-5260, [mwarner@lakecountyil.gov](mailto:mwarner@lakecountyil.gov).

## **FACT SHEET #2: Fox River Watershed**

**REQUEST:** Lake County requests funding to implement high priority watershed restoration and protection projects identified in Fox River subwatershed management plans. In-the-ground projects will help advance watershed goals of water quality improvement, flood damage reduction and natural resource protection and enhancement.

**PROBLEM:** Water quality in the Fox River watershed is degraded. Stream and river segments as well as a large number of the lakes in the watershed are listed as “impaired waters” on the federal 303(d) list. Flood damage is also problematic. The Chain of Lakes & Upper Fox River is one of the most flood-prone waterways in the county and most recently experienced three flood events in a 12 month period. Lake County Stormwater Management Commission (SMC) completed a Flood Problem Areas Inventory of Lake County in 1996. Two hundred nineteen (219) flood problems areas were identified in the Fox watershed. New development that is occurring as population and businesses continue to expand has the potential to exacerbate the flooding, water quality and other problems while also negatively impacting the natural resources in the watershed.

**WATERSHED STATS:** The Fox River watershed covers more than 104,000 acres in Lake County and is divided into nine subwatersheds that drain nine major tributaries to the Fox River. There are 35,259 acres of wetlands, 90+ lakes and 27,500 acres of mapped floodplain in the watershed. The predominant land use in the watershed is agriculture (24%), followed by residential at 18% and open space at 13%. Three subwatersheds have significant acreages of agricultural lands making up 22-34% of their area. A fourth has 19% agricultural land use.

**WATERSHED PLANS:** Detailed watershed plans have been completed for four of the subwatersheds and a water quality plan was completed for a fifth subwatershed. All or parts of 20 municipalities are located in the Fox watershed in Lake County. Residents, landowners, business owners, local government officials (both staff and elected) and environmental organizations have participated in watershed planning meetings to identify problem areas and prioritize potential projects to address the problems. Watershed stakeholders have identified their key concerns as: poor water quality, flood damage, loss and risk to natural resources, a need for watershed education and a lack of interjurisdictional coordination. The SMC and the Lake County Board officially adopt the subwatershed plans.

**BACKGROUND:** SMC has taken the lead on completing three of the four comprehensive watershed plans providing significant cash and in-kind services (project coordination and management, consultant contract administration, stakeholder input coordination etc.). Citizens for Conservation took the lead on the Flint Creek plan. Several local Villages contributed funding. SMC and local contributions have been matched with grants from the Natural Resources Conservation Service, IL EPA 319 Program, IL Department of Transportation, the State of Illinois, and Lake County Corporate Capital Improvement Program.

**CONGRESSIONAL DISTRICT:** District 8, Representative Joe Walsh

**CONTACTS:** Trent Lehman, The Ferguson Group, (202) 331-8500, ([tlehman@tfgnet.com](mailto:tlehman@tfgnet.com)) and Mike Warner, Executive Director, Lake County Stormwater Management Commission, (847) 918-5260, [mwarner@lakecountyil.gov](mailto:mwarner@lakecountyil.gov).

### **Fact Sheet 3: Specialty Care and Diagnostic Testing Lake County, Illinois**

**Request:** Lake County requests \$1.5 million in the FY 2011 Health and Human Services Appropriations, Health Resources and Services Administration funds to cover approximately 7,500 Specialty Care and Diagnostic Testing referrals for approximately 2,500 uninsured patients receiving care at HealthReach and the Lake County Health Department and Community Health Center (LCHD/CHC).

**Problem:** The lack of access to specialty care and diagnostic testing for uninsured residents of Lake County was identified by the Blue Ribbon Committee members as a significant barrier in the Lake County health care system. Specialty care consultations and diagnostic testing are critical resources for physicians when treating a patient for acute and chronic conditions, ranging from bacterial infections to ongoing management of diabetes or hypertension. However, if patients do not have any medical insurance, they often cannot afford to pay cash up front for expensive tests or consultation. Without these needed specialty consultations and tests, diagnosis can be delayed and treatment options are limited.

**Proposed Solution:** Funding is being sought to assist patients to pay for the specialty care consultations and diagnostic tests. Providing this assistance helps prevent patients from deteriorating to the point that they must receive care in local hospital emergency rooms, which is more costly. The funds will provide patients of the two Lake County safety net providers - HealthReach and LCHD/CHC with timely access to diagnostic services such as x-rays, ultrasounds, MRIs, CT scans, biopsies, cardiac stress tests and consultations with specialists. Patients are referred to community specialists to receive specialty care consultations and diagnostic tests, or specialists may be available on-site at the LCHD/CHC or HealthReach to provide easy access to specialty care.

The initiative received a \$350,000 state grant as seed money in 2006 and an additional \$250,000 in 2007 and 2008, \$125,000 in 2009, and \$112,500 in 2010 to continue the program. Other donors include the Healthcare Foundation of Northern Lake County, Health Care Foundation of Highland Park, Vista Health System, Advocate Lake Forest Hospital, NorthShore University HealthSystem Highland Park Hospital, Advocate Condell Medical Center, and Advocate Good Shepherd Hospital. Administrative and clinical procedures have been developed, and a dedicated fund has been established. The LCHD/CHC manages the fund, and administers the approval process for the most urgent level specialty care referrals. Medicare-equivalent rates are paid to community specialty providers for their services, and patients are asked to commit a \$25 service co-payment per specialty care service. Hospitals have committed to donate specialty care and diagnostic services on an annual basis to support the program since its inception.

**Background:** The Specialty Care and Diagnostic Testing Program grew out of the Lake County Blue Ribbon Committee. This committee is a countywide group of hospital Chief Executive Officers and state legislators, who originally came together to examine issues of health care service in Lake County. The LCHD/CHC Executive Director and Director of Primary Care Services attend committee meetings regularly to assess health issues, and develop strategies to address the health care needs of the residents of Lake County, Illinois. In August of 2006, a subcommittee of the Blue Ribbon Committee met to begin oversight of the development of a Specialty Care and Diagnostic Testing Program. Program development activities proceeded in three specific areas- clinical, administrative, and financing. The program began providing services April 1, 2007. Current data shows that 1185 patients have received more than 2800 specialty care services since the program began. The unique collaboration between a public health department/federally qualified health center, legislators, private hospitals, and private foundations is a model for other Community Health Centers across the nation, and provides a strong support base for program sustainability.

**Congressional Districts:** Districts 8 and 10, Representatives Joe Walsh and Robert Dold

**Contacts:** Trent Lehman, The Ferguson Group, (202) 331-8500 (tlehman@tfgnet.com)

## FACT SHEET #4: Federal Funding for Washington Street

**REQUEST:** The Division of Transportation is requesting federal funding to construct bicycle and pedestrian accommodations, widen, resurface, and perform construction engineering supervision on Washington Street providing a continuous bi-directional center left turn lane between Cedar Lake Road and Hainesville Road in the Villages of Round Lake and Round Lake Park.

**PROPOSED SOLUTION:** This is a request for funding to proceed with the construction of this improvement in 2013. Includes funding from other sources (Illinois Transportation Enhancement Program and Local Funds that are currently in place).

Federal Funding Currently in Place (I.T.E.P. Funds)	\$ 999,700
<b>FFY12 Appropriation Request</b>	<b>\$ 4,314,560</b>
<u>Local Funds</u>	<u>\$ 1,328,640</u>
Total Funding Needed for Construction	\$ 6,643,200

The construction of the project will cost **\$6,643,200** of which **\$4,314,560** will be financed by this federal request which is **65%** of the total cost.

- This project is currently in the Final Engineering and ROW acquisition phase and would be completed in 2013
- This project does not have regional or national significance.
- **Safety Benefits:** Most of the collisions reported within the project limits involved a left turning vehicle. The provision of a continuous bidirectional center left turn lane will reduce the number of left-turn as well as rear end and right angle collisions. The addition of sidewalks and bike lanes will improve the safety for pedestrians and bicyclists.
- **Economic Development Benefits:** As a major east-west County highway, Washington Street performs an important role in the roadway network carrying traffic to and from the commercial, recreational and employment centers in north central Lake County and the City of Waukegan. The improvements as proposed will improve access to and from these commercial, recreational and employment centers.
- **Mobility Benefits:** There are currently 13,500 users entering the project limits on a daily basis. The improvements as proposed will provide additional capacity on Washington Street for vehicular traffic eliminating what has been a serious traffic bottleneck. The addition of accommodations for bicyclists and pedestrians will provide for the needs of non-motorized traffic and will provide a link to existing bike paths to the east.
- **Environmental Benefits:** The additional capacity resulting from the proposed improvements will improve the operational speeds of the traffic thereby improving air quality by reducing emissions.
- The Project has previously received both federal and local funding.

**BACKGROUND:** This project is on a federal-aid highway road project which is **not** part of the national highway or interstate system.

- The entity which confirmed the project eligibility is Illinois IDOT through Charles F. Riddle, Office of Program Engineer.
- The project is eligible under **Title 23** and the eligible entity which will receive the funds is **Illinois IDOT**.
- The Project is not included in the State's Long Range Transportation Plan.



- The Project is included in the Metropolitan Transportation Improvement Plan (TIP ID # 10-04-0001)
- Approved: Oct. 25<sup>th</sup>, 2010 (USDOT) TIP
- November 23, 2010 (USDOT) Amended STIP
- Title of Programs: Transportation Improvement Program 2010-2015. Amended FY '09-'12 STIP

**CONGRESSIONAL DISTRICT:** District 8, Representative Joe Walsh

**CONTACTS:** Trent Lehman, The Ferguson Group, (202) 331-8500, ([tlehman@tfgnet.com](mailto:tlehman@tfgnet.com)) and Marty Buehler, Director/County Engineer, Lake County Division of Transportation, (847) 377-7442, [mbuehler@lakecountyil.gov](mailto:mbuehler@lakecountyil.gov)

## **FACT SHEET #5: Federal Funding of Quentin Road between IL Route 22 and White Pine Road**

**REQUEST:** Acquire the right-of-way, install bicycle and pedestrian accommodations, construct one additional travel lane in each direction and perform engineering supervision on Quentin Road between White Pine Road and IL Route 22 in the Village of Kildeer.

**PROPOSED SOLUTION:** The construction of the project will cost **\$13,183,000** of which **\$10,546,400** will be financed by the federal request which is **80%** of the total cost.

- This project would require right-of-way, install bicycle and pedestrian accommodations and construct one additional travel lane in each direction and perform construction engineering supervision on Quentin Road between White Pine Road and IL Route 22 in the Village of Kildeer.
- This project is currently in Environmental Review and would be constructed in 2014.
- This project does not have regional or national significance.
- **Safety Benefits:** The additional traffic capacity resulting from the addition of one travel lane in each direction will reduce the number and types of accidents associated with congested 2-lane roadways. Bike/pedestrian accommodations will be included in the project providing safe means for non-motorized travel.
- **Economic Development Benefits:** As a major north-south County highway, Quentin Road performs an important role in the roadway network carrying traffic to and from the developing commercial and employment centers in northern Cook County along the US Route 12 corridor. The improvements as proposed will improve access to and from these commercial and economic centers.
- **Mobility Benefits:** The additional capacity resulting from the proposed improvements will improve the operational speeds of the traffic thereby improving the air quality by reducing emissions.
- **Environmental Benefits:** The additional capacity resulting from the proposed improvements will improve the operational speeds of the traffic thereby improving the air quality by reducing emissions.
- The Project has not previously received federal funding.
- The Project has received local funding of \$1,200,000.

**BACKGROUND:** This project is on a federal-aid highway road project which is **not** part of the national highway or interstate system.

- The entity which confirmed the project eligibility is Illinois IDOT through Charles F. Riddle, Office of Program Engineer.
- The project is eligible under **Title 23** and the eligible entity which will receive the funds is **Illinois IDOT**.
- The Project is not included in the State's Long Range Transportation Plan.
  - The Project is included in the Metropolitan Transportation Improvement Plan (TIP ID # 10-04-0001)
  - Approved: Oct. 25<sup>th</sup>, 2010 (USDOT) TIP
  - November 23, 2010 (USDOT) Amended STIP
  - Title of Programs: Transportation Improvement Program 2010-2015. Amended FY '09-'12 STIP

**CONGRESSIONAL DISTRICT:** District 8, Representative Joe Walsh

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## **FACT SHEET #6: Federal Funding for Quentin Road between Rue Royale and White Pine Road**

**REQUEST:** The project involves the construction of the widening of Quentin Road between Rue Royale and White Pine Road including improvements to the intersection of Quentin Road at US Route 12 in the Village of Kildeer, IL.

**PROPOSED SOLUTION:** The construction of the project will cost **\$9,828,108** of which **\$7,862,486** will be financed by the federal request which is **80%** of the total cost.

- The project is in Final Design and right-of-way acquisition and is to be completed in 2012.
- This project does not have regional or national significance.
- **Safety Benefits:** The additional capacity provided in the intersection of Quentin Road and US Route 12 will reduce the number of accidents typically associated with congested intersections.
- **Economic Development Benefits:** As a major north-south County highway, Quentin Road performs an important role in the roadway network carrying traffic to and from the developing commercial and employment centers in northern Cook County and along the US Route 12 corridor.
- **Mobility Benefits:** There are currently 64,000 users entering the project limits on an average day. The improvements as proposed will provide additional capacity on Quentin Road for vehicular traffic. The improvement of Quentin Road as US Route 12 will greatly improve the operational capacity of the intersection eliminating what has been a serious traffic bottleneck.
- **Environment Benefits:** Reducing the emissions of idling motor vehicles stopped in traffic has long been a goal in improving air quality. The increased operating capacity resulting from the implementation of the proposed improvements will result in reduced emissions by moving vehicles through the intersection more efficiently and eliminating the long queues of idling automobiles.
- The project has not previously received federal funding.
- The project has received local funding of **\$4,422,800**.

**BACKGROUND:** This project is on a federal-aid highway road project which is **not** part of the national highway or interstate system.

- The entity which confirmed the project eligibility is Illinois IDOT through Charles F. Riddle, Office of Program Engineer.
- The project is eligible under **Title 23** and the eligible entity which will receive the funds is **Illinois IDOT**.
- The Project is not included in the State's Long Range Transportation Plan.
  - The Project is included in the Metropolitan Transportation Improvement Plan (TIP ID # 10-04-0001)
  - Approved: Oct. 25<sup>th</sup>, 2010 (USDOT) TIP
  - November 23, 2010 (USDOT) Amended STIP
  - Title of Programs: Transportation Improvement Program 2010-2015. Amended FY '09-'12 STIP

**CONGRESSIONAL DISTRICT:** District 8, Representative Joe Walsh

**CONTACTS:** Trent Lehman, The Ferguson Group, (202) 331-8500, ([tlehman@tfgnet.com](mailto:tlehman@tfgnet.com)) and Marty Buehler, Director/County Engineer, Lake County Division of Transportation, (847) 377-7442, [mbuehler@lakecountyil.gov](mailto:mbuehler@lakecountyil.gov)

## **FACT SHEET #7: Federal Funding for Wadsworth Road (FAU 1209) and IL Route 131 (FAU 2711)**

**REQUEST:** The Division of Transportation is requesting federal funding for the intersection of Wadsworth Road and IL Route 131 in Beach Park, IL. Construct improvements to the intersection of Wadsworth Road and IL Route 131 (Green Bay Road) in the Village of Beach Park.

**PROPOSED SOLUTION:** The construction of the project will cost **\$10,364,402** of which **\$8,291,522** will be financed by the federal request which is **80%** of the total cost.

- The project would construct improvements to the intersection of Wadsworth Road and IL Route 131 in the Village of Beach Park.
- The project is in the Final Design and right of way acquisition stage and is expected to be completed by 2012.
- This project does not have regional or national significance.
- **Safety Benefits:** The project will reduce the likelihood of rear-end, angle and turning crashes. The frequency of which are typical for intersection approaches operating at or near capacity.
- **Economic Development Benefits:** IL Route 131 (Green Bay Road) serves as a major conduit for long range north-south traffic providing access to the Waukegan Regional Airport, commercial and employment centers in eastern Lake County. The proposed improvements will improve the operation of the intersection and enhance access to the economic activity centers located within the Wadsworth Road and IL Route 131 corridors.
- **Mobility Benefits:** There are currently 36,800 users entering the project limits on a daily basis. The improvements at Wadsworth Road and IL Route 131 will greatly improve the operational capacity of the intersection eliminating what has become a serious traffic bottleneck.
- **Environment Benefits:** Reducing the emissions of idling motor vehicles stopped in traffic has long been a goal in improving air quality. The increased operating capacity resulting from the implementation of proposed improvements will result in reduced emissions by moving vehicles through the intersection more efficiently and eliminating the long queues of idling automobiles.
- The project has previously received both Federal and local funding.  
Federal Funding: **SAFETEA-LU (P.L. 109-59)**  
**Section Number: 03-00033-12-CH**  
**Project Numbers: CMM-8003(403) and CMM-8003(404)**  
**Amount of Funding: \$709,746**  
**Amount Obligated: \$709,746**
  - Local Funding: **\$3,122,600**

**BACKGROUND:** This project is on a federal-aid highway road project which is **not** part of the national highway or interstate system.

- The entity which confirmed the project eligibility is Illinois IDOT through Charles F. Riddle, Office of Program Engineer.
- The project is eligible under **Title 23** and the eligible entity which will receive the funds is **Illinois IDOT**.
- The Project is not included in the State's Long Range Transportation Plan.
  - The Project is included in the Metropolitan Transportation Improvement Plan (TIP ID # 10-04-0001)
  - Approved: Oct. 25<sup>th</sup>, 2010 (USDOT) TIP
  - November 23, 2010 (USDOT) Amended STIP

- Title of Programs: Transportation Improvement Program 2010-2015. Amended FY '09-'12 STIP

**CONGRESSIONAL DISTRICT:** District 8, Representative Joe Walsh

**CONTACTS:** Trent Lehman, The Ferguson Group, (202) 331-8500, ([tlehman@tfgnet.com](mailto:tlehman@tfgnet.com)) and Marty Buehler, Director/County Engineer, Lake County Division of Transportation, (847) 377-7442, [mbuehler@lakecountyil.gov](mailto:mbuehler@lakecountyil.gov)

## **FACT SHEET #8: Federal Funding of Aptakisic Road between IL Route 83 and Buffalo Grove Road**

**REQUEST:** Construct one additional travel lane in each direction on Aptakisic Road between IL Route 83 and Buffalo Grove Road in the Village of Buffalo Grove.

**PROPOSED SOLUTION:** The construction of the project will cost **\$12,056,500** of which **\$9,645,200** will be financed by the federal request which is **80%** of the total cost.

- This project would construct one additional travel lane in each direction on Aptakisic Road between IL Route 83 and Buffalo Grove Road in the Village of Buffalo Grove.
- This project would be constructed in 2016.
- This project does not have regional or national significance.
- **Safety Benefits:** The additional traffic capacity resulting from the addition of one travel lane in each direction will reduce the number and types of accidents associated with congested 2-lane roadways. Bicycle and pedestrian accommodations will be included in the project providing safe means for non-motorized travel.
- **Economic Development Benefits:** As a major east-west County highway, Aptakisic Road performs an important role in the roadway network carrying traffic to and from the established and developing commercial and employment centers along the I-94 corridor. The improvements as proposed will improve access to and from these commercial and economic centers.
- **Mobility Benefits:** There are currently 17,200 users entering the project limits on a daily basis. The additional travel lanes will greatly improve the operational capacity of the roadway eliminating what has become a serious traffic bottleneck.
- **Environmental Benefits:** The additional capacity resulting from the proposed improvements will improve the operational speeds of the traffic thereby improving the air quality by reducing emissions.
- The Project has not previously received federal funding.
- The Project has received local funding of \$2,672,100.

**BACKGROUND:** This project is on a federal-aid highway road project which is **not** part of the national highway or interstate system.

- The entity which confirmed the project eligibility is Illinois IDOT through Charles F. Riddle, Office of Program Engineer.
- The project is eligible under **Title 23** and the eligible entity which will receive the funds is **Illinois IDOT**.
- The Project is not included in the State's Long Range Transportation Plan.
  - The Project is included in the Metropolitan Transportation Improvement Plan (TIP ID # 10-04-0001)
  - Approved: Oct. 25<sup>th</sup>, 2010 (USDOT) TIP
  - November 23, 2010 (USDOT) Amended STIP
  - Title of Programs: Transportation Improvement Program 2010-2015. Amended FY '09-'12 STIP

**CONGRESSIONAL DISTRICT:** District 10, Representative Robert Dold

**CONTACTS:** Trent Lehman, The Ferguson Group, (202) 331-8500, ([tlehman@tfgnet.com](mailto:tlehman@tfgnet.com)) and Marty Buehler, Director/County Engineer, Lake County Division of Transportation, (847) 377-7442, [mbuehler@lakecountyil.gov](mailto:mbuehler@lakecountyil.gov)



**FACT SHEET #9: Federal Funding of Buffalo Grove Road between IL Route 22 and Deerfield Parkway**

**REQUEST:** Construct one additional travel lane in each direction on Buffalo Grove Road between IL Route 22 and Deerfield Parkway in the Village of Buffalo Grove.

**PROPOSED SOLUTION:** The construction of the project will cost **\$15,858,763** of which **\$12,687,010** will be financed by the federal request which is **80%** of the total cost.

- This project would construct one additional travel lane in each direction on Buffalo Grove Road between IL Route 22 and Deerfield Parkway in the Village of Buffalo Grove.
- This project would be constructed in 2015.
- This project does not have regional or national significance.
- **Safety Benefits:** The additional traffic capacity resulting from the addition of one travel lane in each direction will reduce the number and types of accidents associated with congested 2-lane roadways. Bicycle and pedestrian accommodations will be included in the project providing safe means for non-motorized travel.
- **Economic Development Benefits:** As a major north-south County highway, Buffalo Grove Road performs an important role in the roadway network carrying traffic to and from the established and developing commercial and employment centers along the Lake-Cook Road and I-94 corridor. The improvements as proposed will improve access to and from these commercial and economic centers.
- **Mobility Benefits:** There are currently 20,000 users entering the project limits on a daily basis. The additional travel lanes will greatly improve the operational capacity of the roadway eliminating what has become a serious traffic bottleneck.
- **Environmental Benefits:** The additional capacity resulting from the proposed improvements will improve the operational speeds of the traffic thereby improving the air quality by reducing emissions.
- The Project has not previously received federal funding.
- The Project has received local funding of \$2,035,000.

**BACKGROUND:** This project is on a federal-aid highway road project which is **not** part of the national highway or interstate system.

- The entity which confirmed the project eligibility is Illinois IDOT through Charles F. Riddle, Office of Program Engineer.
- The project is eligible under **Title 23** and the eligible entity which will receive the funds is **Illinois IDOT**.
- The Project is not included in the State's Long Range Transportation Plan.
  - The Project is included in the Metropolitan Transportation Improvement Plan (TIP ID # 10-04-0001)
  - Approved: Oct. 25<sup>th</sup>, 2010 (USDOT) TIP
  - November 23, 2010 (USDOT) Amended STIP
  - Title of Programs: Transportation Improvement Program 2010-2015. Amended FY '09-'12 STIP

**CONGRESSIONAL DISTRICT:** District 10, Representative Robert Dold

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