



LAKE COUNTY COUNCIL OF MAYORS

Minutes of October 24, 2019 Transportation Committee Meeting
at the Lake County Division of Transportation

Meeting Attendance

<u>Name</u>	<u>Position</u>	<u>Representing</u>
Robert Phillips	Director of Public Works/Engineering	Deerfield
Mayor Glen Ryback	Mayor	Wadsworth
Shane Schneider	County Engineer	Lake County
Mike May	Village Administrator	Volo
Anne Marrin	Village Administrator	Fox Lake
David Kilbane	Village Administrator	Round Lake Beach
Adrian Marquez	Director of Public Works	Beach Park
Ed Wilmes	Director of Public Works	North Chicago
Ray Roberts	Director of Public Works	Zion
Paul Kendzior	Director of Public Works	Libertyville
Adam Boeche	Director of Public Works	Mundelein
Kevin Carrier	Director of Planning & Programming	Lake County
Erika Frable	Dir. of Public Works/Village Engineer	Hawthorn Woods
Tom Maillard	Special Projects Manager	Waukegan
Darren Monico	Village Engineer	Buffalo Grove
Fred Chung	Village Engineer	Libertyville
Jeff Cooper	Village Engineer	Libertyville
Matt Meyers	Asst. County Administrator	Lake County
Edgar Joves	Civil Engineer	Highland Park
Alex Househ	Field Engineer	IDOT BLRS
Katie Herdus	Area Programmer	IDOT District 1
Rick Mack	Community Affairs	Metra
Mary Donner	Community Affairs	Pace
Jen Maddux	Associate Planner	CMAP
Emily Karry	Council Liaison	Lake Council
Mike Klemens	Council Liaison	Lake Council
Jon Vana		Consultant
Dan Brinkman		Consultant
Chris Bouchard		Consultant
Jason Fluhr		Consultant
Brian Witkowski		Consultant
Duane O'Laughlin		Consultant
Jim Tibble		Consultant

1. Call to Order

Bob Phillips called the meeting to order at 9:03. Those in attendance gave self-introductions.

2. Approval of the Minutes

With a first from Shane Schneider and a second from Darren Monico, on a voice vote the minutes of the July 25, 2019 meeting were approved unanimously.



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3. Agency Reports

- a. **IDOT Bureau of Programming-** Katie Herdus gave the IDOT Bureau of Programming report. Ms. Herdus informed the committee that IDOT's Multi-Year Program was published on Monday and IDOT staff is still reviewing the final document. The MYP contains \$6.6 billion in projects in District One. Ms. Herdus provided a brief summary of highlights of projects in the MYP in Lake County:

- US 41 @ IL 176-\$53.2 million
- IL 60/83 from IL 176 to Diamond Lake Rd- an add lanes project and Railroad underpass- \$129 million
- IL 120 from Ashford to US 45 (approx. \$20 million)
- IL 131 (Wadsworth to Sunset) add lanes project -\$80 million
- US41 @ Washington Street
- IL 22@ IL 83 Intersection Improvement

Ms. Herdus mentioned that the list of projects she mentioned provided is not all projects, just a sampling of highlights, as District One staff is still reviewing the final published MYP.

- b. **IDOT Bureau of Local Roads and Streets-** Alex Househ informed the committee of the changes related to the Local Roads project status sheets.
- c. **Illinois Tollway-** The Tollway was not able to attend the meeting and planned to submit a written report to Council Staff following the meeting. Staff will share the report with Council members via e-mail once received.
- d. **CMAQ-** Jen Maddux informed the committee that the region set a record for obligations in CMAQ funds nearly \$260 million and were able to obligate nearly all of the remaining balance for 2020. For STP-L funds so far, the region has obligated \$190 million. Ms. Maddux also informed the committee that the CMAP Board and MPO Policy committee approved the staff recommend programs for STP-Shared Fund, CMAQ and TAP-L Projects and award letters should be going out to sponsors soon.
- e. **RTA-** There was no RTA report.
- f. **Metra** – Rick Mack informed the committee that Metra is very happy with the new Capital Bill and will be purchasing new locomotives and railcars with the capital bill funds. Metra will also be investing in the Western Avenue train yard.

Metra will be replacing a bridge on the Milwaukee District North line near Grayland that will replace a 120-year-old bridge. Mr. Mack also informed the committee of some station rehab projects in Lake County including Waukegan, North Chicago and the parking at the Great Lakes Station.

- g. **Pace** – Mary Donner of Pace informed the committee that the agency's budget summary has been handed out and that Pace is going throughout the region to have budget hearings. She also informed the committee that the proposed budget calls for the 8 reductions in service throughout the region, including elimination of Saturday service from Fox Lake to College of Lake County due to poor performance. A question was asked about how Pace would make the final determination on the proposed eliminations in service. Ms. Donner



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responded that in addition to the budget hearings, Pace is also accepting public comment online through the end of the month, all feedback will be compiled and given to the Pace board who will decide at the November 13th Board meeting. Council staff stated they would send out the public comment link information for the committee members to be able to make comments before the budget is finalized.

4. Fox Lake Fund Transfer request

Mr. Klemens informed the committee that the Village of Fox Lake had submitted a request to transfer STP funds from one of their projects in the Council program to another. The Village is asking to transfer the funding from Sayton Road to Nippersink Boulevard and to place the Sayton Road project on the Council's B list. Mr. Klemens informed the committee that the Village will need to re-apply in the future for the Sayton Road project, but the request will allow them to advance the Nippersink project which is targeting the April 2020 IDOT letting. The request will not change the funding of any other Council projects as it is a transfer from one Fox Lake Project to another. A motion was made by Mayor Ryback and seconded by Mr. Schneider; the motion passed unanimously by voice vote.

5. Functional Classification Requests

The City of North Chicago submitted a request to reclassify Argonne Drive from Jackson Street to Broadway Avenue from a local road to a minor collector. West of the requested change, Argonne is already classified as a major collector. Existing ADT varies from 600 to 900 on this segment, with projected 2050 ADT varying from 900-1300. Argonne functions as a collector route serving as an E-W connection between Green Bay and Sheridan Road. Several schools, churches and municipal buildings are among the traffic generators on the route. Between Jackson and Broadway, Argonne channelizes the adjacent local roadway traffic to the nearby arterial network. The segment requested for reclassification crosses a low-density residential neighborhood and connects a gap between two major collector segments. A motion was made to approve the request by Mr. Maillard and seconded by Mr. Schneider, the motion passed by voice vote.

The Village of Fox Lake submitted 4 functional classification requests for consideration. The first request is the reclassification of Washington Street between IL 59 and Rollins road from a local road to a minor collector. Current ADT is 2,086. Washington street provides access to both residential and commercial/industrial areas. Area businesses such as Munson Marine cause heavy commercial traffic in the area. Washington provides a connection between the area arterials of IL 59 and Rollins.

The Village's second request was the reclassification of Frontage Road 1 (west) between Big Hollow Road and Kings Road from a local road to a major collector; ADT is 1,749. This frontage road distributes traffic from a subdivision and a nearby shopping center. More specifically the road connects to Big Hollow Road and to US 12 via Kings Road (a minor arterial and principal arterial respectively), which act as points of entry for traffic.

The Village's third request is the reclassification of Frontage Road 2 (east) between Sayton Road and IL 59 from a local road to a minor collector; ADT is 1,249. This frontage road distributes traffic from residential and commercial areas and connects the local roadways to other collectors and area arterials. More specifically, this frontage road also provides a connection to IL 59, a principal arterial.

The Village's final reclassification request at this meeting is the reclassification of Frontage Road 3 (east) between IL 134 and IL 59 from a local road to a minor collector; ADT is 951. This frontage road collects traffic from local roadways and distributes it to IL 59 (principal arterial) to Big Hollow Road (minor arterial).

A motion to approval all four requests for Fox Lake was made by Mr. Schneider and seconded by Mr. Maillard, the motion was approved by voice vote.

The Village of Beach Park submitted a request to reclassify Bonnie Brook Lane from Green Bay Road to McAree Road from a local road to a minor collector; existing ADT is 1,004. A portion of this roadway is located within the City of Waukegan's municipal limits and the City has submitted a letter of support for the classification request. Bonnie Brook



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provides access, collects and distributes traffic from local streets to and from Green Bay Road (a minor arterial) and McAree Road (a major collector). A motion to approve was made by Mayor Ryback and seconded by Mr. Kilbane, the motion was approved by voice vote.

6. 2020 LCCOM Transportation Committee Schedule

Bob Phillips presented the 2020 Transportation Committee meeting dates to the full committee. A motion to approve the dates as presented was made by Mr. Maillard and seconded by Mr. Monico. The motion passed by voice vote.

7. Current Lake Council STP Program

Ms. Karry presented the update on the current Lake Council program. October 1st marks the start of the new federal fiscal year, so this is the last time our Transportation Committee will see FFY2019 in our program. In FFY19 the entire region obligated somewhere between \$170-175M, and our council obligated approx. \$43M of that total. This was another banner year for LCCOM projects. The Council program will be updated to reflect recent project changes and the Fox Lake fund transfer request addressed at this meeting prior to us sending out the materials for the November 7th Full Council meeting.

The Councils, the City of Chicago and CMAP have been working under regional fiscal constraint for STP funding over the past few years during this transition period. The Lake County Council has a few projects coming up to lettings in 2020. The region is projected to receive about \$130 million in STP funds for 2020. In FFY20 the dollar value of projects currently programmed for the entire region targeting lettings in 2020 is more than the funding that is currently available.

Right now, Phase 2 projects targeting authorization by March 2020 and construction/CE for projects through the March 2020 letting are lined up in CMAP's TIP (transportation improvement program database) to go with 2020 funding. After the March letting, Councils will be going letting by letting with CMAP to confirm if projects can be moved into 2020 in the TIP, meaning if there is enough funding and IDOT appropriation available to cover them when they are approaching a letting. Therefore, it is important if you have a project targeting a letting in 2020, that you are communicating with Council staff on realistic project schedules and that we continue to communicate with you and CMAP regarding the status of funding availability. This situation that we are in after the March letting is not very different than the way we've been operating with CMAP and IDOT over the past few years during this STP transition period. In past years, CMAP has been able to secure additional access to funding from IDOT. This year, CMAP is also working with IDOT to seek additional programming authority to try to avoid having to delay projects until additional federal dollars for the region become available next year in 21. If additional funding cannot be made available to the region, our Council has agreed to "grandfather in" projects that are already in the LCCOM program and so any projects that didn't make a letting in FFY20 would then be pushed into 21, 22, etc... dependent on project readiness and funding availability.

Ms. Karry stated that CMAP is discussing with IDOT programming dollars required for the region and a strategy for receiving additional funding to meet the needs as demonstrated by the region's recent robust obligation record over the past couple years. Over the last 2 years when we've been in a similar situation no one's projects have been delayed due to funding constraints and folks are working diligently to try to make that the same for this year.

8. 2020 Call for Projects

Mr. Klemens discussed the upcoming STP call for projects with the committee. He walked the committee through the program development schedule which was included in the meeting materials. The most important dates to remember are that the call will open on January 30th and close on March 30th, all applications will be due by 5pm on March 30th.



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Mr. Klemens gave the committee an update on the new programming marks that were released by CMAP for Federal Fiscal Year 21-25. Per the agreement between the City of Chicago and the Council of Mayors Executive Committee (Agreement), the marks were calculated using 5 federally approved performance measures. The measures are Pavement Condition, Congestion, Safety, Bridge Condition and Single Occupancy Vehicle (SOV) Travel.

In 2017, CMAP provided estimates of the programming marks for each Council that they shared throughout the region. At that time, the Lake County Council of Mayors was estimated to increase from approximately \$8.5 million per year to just over \$11 million per year. In accordance with the terms of the Agreement, CMAP recalculated the programming marks this year with updated data. The Lake Council programming mark is now calculated to decrease to just over \$7.5 million per year. Per the terms of the Agreement, the changes in funding levels will be transitioned in over a three-year period. In 2021, no Council's mark can change more than 10% from their 2017 allotment and in 2022 the mark can't change more than 20% from 2017.

Council staff has worked with CMAP to understand why the Lake Council numbers changed so dramatically from the estimate given in 2017. There are a number of reasons that the Lake County Council's mark has decreased. When the Agreement was signed, CMAP hadn't yet recommended that the first local call for projects be in FFY2021, it was anticipated to be FFY2020. The STP Shared Fund is taken off the top of the region's allotment. The estimated allotments shown in the Agreement were derived from a total local STP allotment of \$133M, and the actual total allotment for FFY2021 is \$130M. While the STP Shared Fund is being phased in, it increases to 15% of the regional allotment, so the overall amount of funds remaining for the local councils has decreased.

All of the data used to calculate the programming marks was updated to more current data in accordance with the Agreement. The congestion measure for the local federal-aid system was estimated using 2012 congested centerline miles. The actual values to determine congestion in each council use peak hour excessive delay (PHED) based on 2018 data. Estimated pavement condition data was based on 2016 IRI data only and data for the local federal-aid system was incomplete at that time. Actual data to determine pavement condition is based on a combination of IRI, cracking, and rutting data collected in 2017 and 2018 for the entire local federal-aid system. Estimated local federal-aid system safety data was from 2015. Actual data is from 2016. Estimated local federal-aid system bridge condition data was from 2016. Actual data is from 2018. Estimated SOV commuters was from 2015 American Community Survey data. Actual SOV commuter data is from 2017.

For the Lake Council, the biggest influence on the difference between estimates provided by CMAP in 2017 and the actual data was related to the congestion factor. In 2017, the Lake Council's estimated share of regional congestion was 15.25% using congested lane-miles from 2012. Using peak hour excessive delay with data from 2018, the Lake Council's share of regional congestion decreased to 4.5%. It is important to remember that the calculations do not include the state system, where a large amount of congestion in Lake County occurs. Equally important is that the Agreement specifically spells out that congested lanes miles would be used until there was enough data available to calculate peak hour excessive delay, so while this change in metrics clearly had an impact on the calculations, it was done in accordance with the Agreement.

This change in programming marks will impact the LCCOM's future program of projects. The Council currently has approximately \$25 million programmed in FFY2020, the last year of regional fiscal constraint during this transition period. If all of the projects that are programmed in FFY2020 get delayed and have to be grandfathered into our new program, then the LCCOM's FFY2021-2025 would be full and there would not be room to add new projects to the Active Program during the call for projects in 2020. If all of the projects currently programmed in FFY2020 all get authorized in FFY2020, then there would be room for approximately \$25 million worth of new projects in the Lake Council's FFY2021-2025 program. Regardless of how many projects need to be grandfathered into the new program, there will still be a call for projects in 2020, as the Lake Council needs to have a robust contingency list to ensure that all Lake Council funds are spent each year. The Lake County Council has demonstrated over the last 2 ½ years the ability to spend federal dollars



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efficiently. If other Councils are unable to spend their funds, the Lake County Council could be in a position to take advantage of available funds that are lost by other Councils.

The Agreement between the City of Chicago and the Council of Mayors laid out the terms of how the programming marks were to be calculated. While it is disappointing to see a reduction in funding for the Lake County Council, the terms of the Agreement were explicitly followed. The programming marks will be recalculated again in five years with updated data. If there are questions about the marks or the Lake Council program, please contact Council staff.

A question was asked if other Council's saw a decrease in funding as well. Mr. Klemens responded that every Council's marks changed, some went up and some went down, some that had been estimated to lose a lot weren't losing as much as they thought but they are still seeing a decrease. A question was asked if the threshold of \$4 million for sponsors to lose 10 points during the next call should be reduced now that the marks have gone down. Staff said they would need to evaluate that and would follow up with the Committee.

Mr. Klemens demonstrated a GIS webmap that LCDOT GIS staff had put together to display pavement condition data from CMAP and safety tier data from IDOT. The link to the webmap will be made available to all the communities and will allow them to see the CMAP pavement testing data that was collected. Mr. Klemens informed the committee that for the call for projects staff would be using the average pavement condition score over the length of the project to determine the score for the project. He also mentioned that the Council's points breakdown doesn't match CMAP's condition rating breakdown, staff will be using the average number and will use the Council's breakdown to determine the points.

Mr. Klemens also showed the IDOT safety data that will be used for project scoring and explained that staff will be using the weakest link method for scoring projects. Whatever the worst segment of a project is rated at will be what is used for scoring the whole project, they will not be averaged. So, if one portion of a project is a critical safety tier and the rest are rated as good, the whole project will be given points for the critical rating.

Mr. Klemens gave the Committee a preview of the draft STP application and discussed the information that would be needed to properly score the project applications.

Mr. Klemens discussed the concept of including an improvement component in determining each Council's programming marks. CMAP just released the programming marks for FFY21-25, and they will be recalculated in 5 years for FFY26-30. Included in the agreement between the Council of Mayors and the City of Chicago is the idea of including an improvement component to those calculations, so that Council's that do a good job and increase their pavement and bridge conditions are held harmless and don't lose a significant amount of funding because they have less need. CMAP is discussing various options for how to handle the improvement score and they will be discussed further at the upcoming STP Project Selection Committee meeting that Mayor Rockingham is a part of, staff will provide additional updates at the full council meeting in November with what is being recommended for the improvement score.

A question was asked about how often CMAP would be updating the pavement condition data and how do roads that are reclassified get added to their testing. Mr. Klemens responded that CMAP has so far committed to testing roads every 5 years when the programming marks are recalculated. The LCCOM methodology says that CMAP's testing data will be used first, and then IDOT's CRS data would be used, if neither of them have data then if the local sponsor has testing data that will be used, if there is no testing data, then LCCOM staff will drive the road and estimate a pavement condition score. A suggestion was made that CMAP keep their contract open so that local agencies could use it for testing their own routes with some savings.



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9. Other Business

There was no other business.

10. Public Comment

There was no public comment.

11. Next Meeting

The next meeting of the Transportation Committee is scheduled for January 23, 2020 at 9am.

12. Adjournment

A motion to adjourn was made Mayor Ryback and seconded by Mr. Schneider, the meeting adjourned at 10:21am.