



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

## Annotated Agenda October 29, 2019 – 9:30 a.m. CMAP, 233 South Wacker Drive, Suite 800 Cook County Conference Room

**Jeffery Schielke, Chairman**  
Mayor, City of Batavia  
Kane/Kendall Council

**Leon Rockingham, Jr., 1st Vice Chair**  
Mayor, City of North Chicago  
Lake Council

**Eugene Williams, 2nd Vice Chair**  
Mayor, Village of Lynwood  
South Council

**Lawrence Levin**  
President, Village of Glencoe  
North Shore Council

**George Van Dusen**  
Mayor, Village of Skokie  
North Shore Council

**Karen Darch**  
President, Village of Barrington  
Northwest Council

**Tom Hayes**  
President, Village of Arlington Heights  
Northwest Council

**Jeffrey Sherwin**  
Mayor, City of Northlake  
North Central Council

**Joseph Tamburino**  
Mayor, Village of Hillside  
North Central Council

**James Discipio**  
President, Village of LaGrange Park  
Central Council

**Alice Gallagher**  
President, Village of Western Springs  
Central Council

**Dave Brady**  
President, Village of Bedford Park  
Southwest Council

**Mary Werner**  
President, Village of Worth  
Southwest Council

**Michael Einhorn**  
President, Village of Crete  
South Council

**Len Austin**  
President, Village of Clarendon Hills  
DuPage Council

**Erik Spande**  
President, Village of Winfield  
DuPage Council

**John Skillman**  
President, Village of Carpentersville  
Kane/Kendall Council

**Glenn Ryback**  
President, Village of Wadsworth  
Lake Council

**Richard Mack**  
President, Village of Ringwood  
McHenry Council

**Robert Nunamaker**  
President, Village of Fox River Grove  
McHenry Council

**Roger Claar**  
Mayor, Village of Bolingbrook  
Will Council

**Jim Holland**  
Mayor, Village of Frankfort  
Will Council

- 1.0 Call to Order/Introductions 9:30 a.m.
- 2.0 Agenda Changes and Announcements
- 3.0 Approval of Minutes – August 20, 2019  
ACTION REQUESTED: Approval
- 4.0 Proposed Meeting Dates 2020

<b>FY 2020 Proposed Council of Mayors Executive Committee Meeting Dates</b>
<b>January 28, 2020</b>
<b>April 14, 2020</b>
<b>August 18, 2020</b>
<b>October 27, 2020</b>

Committee approval of meeting dates for next year is requested.  
ACTION REQUESTED: Approval

- 5.0 **STP Project Selection Committee Update**  
Staff will provide an update on activities of the STP Project Selection Committee.  
ACTION REQUESTED: Information
- 6.0 **FFY 2021 – 2025 STP-Local Programming Marks**  
Staff developed the performance-based programming marks according to the methodology contained in the memorandum of agreement between the Council of Mayors and City of Chicago, as described in the attached memo.  
ACTION REQUESTED: Information

- 7.0 Transportation Programming Updates**
- 7.1 Surface Transportation Program – Locally Programmed (STP-L) Expenditures**  
Staff will provide an update on Federal Fiscal Year 2020 STP-L expenditures.  
ACTION REQUESTED: Information
- 7.2 IDOT Bureau of Local Roads Update**  
Current topics and updates from IDOT Local Roads will be shared.  
ACTION REQUESTED: Information
- 8.0 Embedded Staff Planner (ESP) Program Update**  
Staff will present an update on the ESP program, which officially kicked off in the spring in Sauk Village and Calumet Park.  
ACTION REQUESTED: Information
- 9.0 Pavement Management**  
CMAP will share initial results of the ongoing 3-year pavement condition data project. The project has completed collection of pavement condition for local jurisdiction routes eligible for federal aid funding and the development of several local pavement management plans. Dr. Kurt Keifer with Gorrondona & Associates, one of the project consultants will give a presentation about CMAP’s pilot municipal pavement management program.  
ACTION REQUESTED: Information
- 10.0 Legislative Discussion/Update**  
Staff will provide an update on relevant legislative activities.  
ACTION REQUESTED: Information
- 11.0 Other Business**
- 12.0 Public Comment**  
This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair’s discretion. It should be noted that the time for the public comment period will immediately follow the last item on the agenda.
- 13.0 Next Meeting**  
The next meeting is tentatively scheduled for January 28, 2020 upon committee approval.
- 14.0 Adjournment**

**Council of Mayors Executive Committee Members:**

- |                               |                                 |                              |
|-------------------------------|---------------------------------|------------------------------|
| ___ President Len Austin      | ___ Mayor Jim Holland           | ___ President Lawrence Levin |
| ___ President Dave Brady      | ___ President Lawrence Levin    | ___ President John Skillman  |
| ___ Mayor Roger Claar         | ___ President Richard Mack      | ___ President Erik Spande    |
| ___ President Karen Darch     | ___ President Robert Nunamaker  | ___ Mayor Joseph Tamburino   |
| ___ President Jim Discipio    | ___ Mayor Leon Rockingham, Jr** | ___ Mayor George Van Dusen   |
| ___ President Mike Einhorn    | ___ President Glenn Ryback      | ___ President Mary Werner    |
| ___ President Alice Gallagher | ___ Mayor Jeffery Schielke*     | ___ Mayor Eugene Williams**  |
| ___ President Tom Hayes       | ___ Mayor Jeffrey Sherwin       | * Chairman                   |
|                               |                                 | ** Vice-Chairman             |



# Chicago Metropolitan Agency for Planning

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## Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee Meeting Minutes

August 20, 2019

Offices of the Chicago Metropolitan Agency for Planning (CMAP)  
Cook County Conference Room  
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

- Members Present:** Mayor Jeffery Schielke, Chairman, President Dave Brady, President Karen Darch, President Mike Einhorn, President Alice Gallagher, President Lawrence Levin, Mayor Leon Rockingham, President Glenn Ryback, Mayor Jeffrey Sherwin, Mayor Eugene Williams
- Staff Present:** Erin Aleman, Aidan Dixon, Teri Dixon, Kama Dobbs, Jesse Elam, Tina Fassett-Smith, Doug Ferguson, Kathy Lane, Stephanie Levine, Jen Maddux, Tim McMahon, Stephane Phifer, Russell Pietrowiak, Melissa Silverberg, Jeff Schnobrich, Matt Stern, Aseal Tineh, Simone Weil
- Others Present:** Stephanie Brown, Len Cannata, Jack Cruikshank, Emily Daucher, John Donovan, Jackie Forbes, Mike Fricano, Tom Kelso, Mike Klemens, Josh Klingenstein, Daniel Knickelbein, Kelsey Mulhausen, Ed Paesel, Ryan Peterson, Leslie Phemister, Chad Riddle, Claire Serdiuk (via phone), Troy Simpson

### 1.0 Call to Order and Introductions

The meeting was called to order at 9:30 a.m. by Chairman Schielke.

### 2.0 Agenda Changes and Announcements

Chairman Schielke welcomed new CMAP Executive Director Erin Aleman.

### 3.0 Approval of Minutes

A motion to approve the minutes of the May 14, 2019 meeting, as presented, made by President Levin, and seconded by Mayor Rockingham, carried.

### 4.0 STP Project Selection Committee Update

Ms. Dobbs provided an update on the committee's actions at their July 18 meeting. She stated the committee released the staff recommended program of 17 projects for public comment and also requested comments on the methodology used to develop the program, particularly the decision to not offer partial funding to high ranking projects. She stated staff is currently reviewing the nearly 500 comments received and will present those comments to the STP Project Selection Committee at their next meeting on September 5th.

Mayor Schielke stated that there was significant discussion regarding the project selection methodology and acknowledged that some bumps will need to be smoothed out before the next call for projects. Mayor Einhorn stated that a lot of work went into developing an equitable methodology and suggested that the process should not be changed after the fact, but instead any changes should be considered for the next call for projects cycle.

Mayor Schielke requested clarification on the next steps in the process and Ms. Dobbs explained that the program recommended by the STP Project Selection Committee would be entered into the CMAP TIP, and that those TIP changes would be processed similar to regular changes, with the Transportation Committee providing a recommendation for MPO Policy Committee approval. Mayor Schielke stated as a member of both the STP Project Selection Committee and MPO Policy Committee, he plans to support the program as presented by staff. Mayors Rockingham and Williams echoed these statements. President Levin stated a new system is always difficult and thanked council leadership for their participation in the process.

#### **5.0 Proposed Congestion Mitigation and Air Quality (CMAQ) Improvement Program and locally programmed Transportation Alternative Program (TAP-L)**

Mr. Ferguson reported that the CMAQ Project Selection Committee released the staff recommended CMAQ and TAP-L programs for public comment in July and they included 46 projects for \$264 million in CMAQ funding and 7 projects for \$13.5 million in TAP-L funding. The CMAQ project applications were evaluated primarily on the cost effectiveness of the emission benefit expected but were also evaluated by modal specific transportation impact criteria and regional planning factors. The TAP-L applications were primarily evaluated based upon their ability to help complete the Regional Greenways and Trails Plan. Of the 53 proposed projects, 20 were sponsored by suburban municipalities plus 7 municipal projects under the RTA's Access to Transit application for a total of just under \$52 million in federal funds. These projects included traffic flow improvements, transit improvements and bicycle facilities. He stated staff is currently reviewing public comments and will present those comments for consideration to the STP Project Selection Committee at their next meeting on September 5th.

#### **6.0 Transportation Programming Updates**

### **6.1 Surface Transportation Program – Locally Programmed (STP-L) Expenditures**

Mr. Pietrowiak provided an update on the current STP-L expenditures and stated that \$171 million has been obligated so far this year, with \$132.5 M of the obligations being for suburban projects. He noted that maintaining fiscal constraint in the TIP while enabling projects to continue progressing toward a letting is a significant challenge for the region and will remain so in FFY 20. He noted that at this time only those projects targeting the March letting or engineering or right-of-way phases that will be obligated before March, are included in FFY 2020 in the TIP. As each subsequent letting approaches CMAP will review available funding levels and the current status of project phases. He reported that CMAP, IDOT, and the planning liaisons will be meeting next week to review project status and that coordination between all parties is critical.

### **6.2 IDOT Bureau of Local Roads Update**

Mr. Riddle reported that nine local projects were let in June, and two in August. There are nine projects totaling \$32 million targeting the September letting and seventeen projects totaling \$42 million targeting November. Pre-final plans were submitted for consideration for the January 2020 letting for projects totaling over \$100 million. He reported that IDOT is currently prioritizing review of agreements for projects scheduled for construction lettings and noted that all engineering and right of way agreements are on hold until IDOT's Multi-Year Program (MYP) is released, which is anticipated to be at the end of summer. Mr. Riddle also provided reminders to the planning liaisons in attendance and updates on District 1 Local Roads staffing.

Mayor Schielke noted an appreciation for local staff and others at IDOT that work with local agencies. Mayor Einhorn asked how FHWA feels about the delayed processing of agreements. Mr. Donovan stated that there are no federal requirements related to the MYP and that FHWA reviews authorization requests based on the CMAP TIP and IDOT's STIP.

### **7.0 Responding to the Growth of E-commerce**

Mr. Schnobrich provided an overview of upcoming research regarding the impacts that growing e-commerce may have on transportation, land use, fiscal condition, and the environment. He requested feedback from the committee on what trends and impacts are most critical to further understand, any impact issues that CMAP has not considered, and what resources could help with analysis of the issues.

Mayor Schielke noted the importance of proper collection of sales tax for online shopping, and noted that the village had spoken directly with local retailers about collecting local sales taxes when customers pick up online orders in the store. He also

described Batavia's need to increase law enforcement activities due to an increase in thefts of packages delivered to residences. President Darch suggested that studying the off-set of increased delivery trucks with decreased trips to stores, the impacts of food delivery, and the hand-off of packages for final delivery via USPS carriers that are already on the roads for regular routes. She also suggested that CMAP talk to local economic development staff about recent trends to convert retail space to restaurants and other uses.

President Darch noted that recently passed sales tax legislation should be good because it defines that sales taxes must be collected based on the delivery address. Mayor Sherwin stated that communities with large retail centers may experience decreased revenues if non-resident e-commerce purchases replace in-store purchases. Mayor Einhorn suggested examining changes to sales tax over time and provided an example from a community containing an Amazon warehouse that had been collecting about \$1 million per year and is now projected to collect \$7 million per year.

President Levin suggested considering how changing large retail into condos or apartments – and the resulting traffic shifts – fits with e-commerce. President Gallagher asked if emerging technologies, such as delivery by drones or autonomous vehicles, would be a part of the research.

Mr. Schnobrich stated that emerging technology would be a part of the research, but there may not be specific recommendations on this topic. The goal of the research is to set a framework for developing local, regional, and state policies, investment strategies, and other responses to direct e-commerce impacts.

## **8.0 Local Demographic Change**

Ms. Tineh provided an overview of population growth and decline across the region, highlighting changes to age distribution, race, and median household income. Mayor Schielke thanked CMAP for completing this analysis and stated it is very interesting and that he would like to share the information with his village board. He noted however that because Batavia and Geneva are both located in Geneva Township, and Batavia has three senior living centers, that may skew the township data. He added that this type of information can help local governments with conversations with developers and can help bring to light a need for changes to definitions of villages and cities. President Gallagher requested the data at the council level and Ms. Tineh stated that staff would work to provide that.

## **9.0 Legislative Discussion/Update**

Ms. Weil reported that staff is preparing an analysis of the Capital Bill, state budget, and other legislative developments for the September CMAP Board meeting. She noted that earlier this month CMAP's Weekly Update featured a tool developed by staff that translates the line item appropriations from Rebuild Illinois into a searchable

spreadsheet. Ms. Weil stated CMAP is pleased to see a substantial move toward funding stability, user fee increases, and multi-modal considerations, but noted a need for investments to be made in already prioritized projects, additional revenues, and consideration of local government fiscal needs. CMAP is also examining what increased gaming and recreational cannabis may mean for local planning in northeastern Illinois communities.

Mayor Schielke suggested contacting Elgin and Aurora, where two of the original casinos are located, about the impacts of additional gaming. He also noted that the village has received several inquiries regarding licensing for recreational cannabis. President Levin noted that licensing is under state control and as he understands it, priority will be given to locations already licensed for medical use.

**10.0 Other Business**

There was no other business before the Council of Mayors Executive Committee.

**11.0 Public Comment**

Ms. Silverberg announced the upcoming Small Plans, Big Ideas forums.

**12.0 Next Meeting**

The next Council of Mayors Executive Committee meeting is scheduled for October 29, 2019.

**13.0 Adjournment**

On a motion by President Ryback, seconded by President Levin, the meeting adjourned at 11:02 a.m.

Respectfully submitted,



Kama Dobbs



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## MEMORANDUM

**To:** Subregional Planning Liaisons and CDOT staff

**Cc:** Council of Mayors Executive Committee, STP Project Selection Committee

**From:** CMAP Staff

**Date:** October 18, 2019

**Re:** FFY 2021 – 2025 Local STP programming marks

In accordance with the terms of the Surface Transportation Program (STP) agreement between the Council of Mayors and City of Chicago, CMAP staff has prepared programming marks for the subregional councils and City of Chicago for federal fiscal years (FFYs) 2021 through 2025 (Table 1). The allotment each year is conservatively assumed to be the same as the FFY 2020 allotment to the CMAP region (\$144,709,745), adjusted each year to account for the STP-Shared Fund set-aside, and is subject to adjustment prior to the beginning of each FFY based on the actual amount of federal funds allotted to the CMAP region.

Table 1. FFY 2021-2025 STP-L Programming Marks

<b>Council</b>	<b>FFY 21</b>	<b>FFY 22</b>	<b>FFY 23</b>	<b>FFY 24</b>	<b>FFY 25</b>
Central	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Chicago	\$57,483,991	\$53,874,994	\$52,251,747	\$52,251,747	\$52,251,747
DuPage	\$12,178,598	\$12,681,337	\$12,235,052	\$12,235,052	\$12,235,052
Kane/Kendall	\$9,008,966	\$8,656,711	\$8,325,415	\$8,325,415	\$8,325,415
Lake	\$8,148,133	\$7,819,790	\$7,512,406	\$7,512,406	\$7,512,406
McHenry	\$3,879,276	\$3,669,512	\$3,480,707	\$3,480,707	\$3,480,707
North Central	\$3,890,830	\$3,680,745	\$3,491,619	\$3,491,619	\$3,491,619
North Shore	\$4,145,394	\$4,355,692	\$4,147,282	\$4,147,282	\$4,147,282
Northwest	\$9,269,713	\$8,910,214	\$8,571,675	\$8,571,675	\$8,571,675
South	\$6,740,451	\$7,141,126	\$6,853,132	\$6,853,132	\$6,853,132
Southwest	\$4,831,670	\$5,440,765	\$6,039,214	\$6,039,214	\$6,039,214
Will	\$7,661,747	\$7,390,142	\$7,095,034	\$7,095,034	\$7,095,034
<b>Total</b>	<b>\$130,238,771</b>	<b>\$126,621,027</b>	<b>\$123,003,283</b>	<b>\$123,003,283</b>	<b>\$123,003,283</b>

The programming marks were developed by applying the performance-based formula included in the STP agreement:

$$\text{Council Mark (\$)} = \text{Regional Mark(\$)} \times \text{Performance (\%)}$$

where:

$$\text{Performance (\%)} = \left( \frac{\text{Council } M_1}{\text{Region } M_1} + \frac{\text{Council } M_2}{\text{Region } M_2} + \frac{\text{Council } M_3}{\text{Region } M_3} + \frac{\text{Council } M_4}{\text{Region } M_4} + \frac{\text{Council } M_5}{\text{Region } M_5} \right) / 5$$

“Council” in this formula means each of the eleven individual subregional councils and the City of Chicago.  $M_1$ ,  $M_2$ , etc. represent the individual performance measures, which are weighted equally, and the 5 in the formula is the number of measures. Each measure is described in detail below. Table 2 contains a summary of each council’s performance data.

### Pavement Condition

Measured as lane-miles in poor condition as defined in 23 CFR 490. CMAP hired a consultant to collect pavement condition data on all non-National Highway System (NHS) federal aid eligible roads under local jurisdiction in the region in 2018. For the NHS and Highway Performance Monitoring System (HPMS) roads under local jurisdiction, CMAP used IDOT’s pavement condition data of similar vintage. To calculate pavement condition according to 23 CFR 490, the data collected included International Roughness Index (IRI), cracking percent, rutting, and faulting. For asphalt pavement or jointed concrete pavement, at least two of the condition values (IRI, cracking percent, and rutting for asphalt pavement and IRI, cracking percent, and faulting for jointed concrete pavement) need to be defined as “poor” for the segment condition to be defined as “poor.” For continuous reinforced concrete pavement two of the condition values (IRI and percent cracking) need to be defined as “poor” for the segment condition to be defined as “poor.” The total lane-miles of pavement in poor condition was totaled within each council.

### Congestion

Measured as the peak hour excessive delay (PHED) as defined in 23 CFR 490 and tabulated as annual person-hours of delay. Excessive delay is incurred when travel times are longer than the travel time at 20 mph or 60% of the posted speed limit travel time, whichever is greater. Peak travel hours are defined as 6:00 – 10:00 am and 4:00 – 8:00 pm. Total excessive delay is weighted by vehicle volumes and occupancy. CMAP obtained 2018 traffic speed data from IDOT collected by the firm HERE. If a local-jurisdiction federal aid road link did not have any speed data available for the analysis, CMAP used the council average to fill in the missing data for that link. Speed limit and volume data for 2018 were obtained from the Illinois Roadway Information System (IRIS) produced annually by IDOT. The total PHED by council was calculated by summing the annual hours of excessive delay on all local jurisdiction federal aid eligible roadways within each council.

### Safety

Measured as the number of annual serious injuries and fatalities for the most recent year from IDOT's annual crash data extract. The data includes fatal and serious injury crashes occurring within the council boundary on local jurisdiction federal aid roads. The analysis was based on 2016 crash data because changes in IDOT's processing of the 2017 data incorrectly assigned crashes on the local jurisdiction federal aid eligible system.

### Bridge Condition

Measured as square feet of deck area on bridges in poor condition as defined in 23 CFR 490. CMAP obtained 2018 bridge condition data from the National Bridge Inventory (NBI). 23 CFR 490 defines a bridge as in poor condition when the deck, substructure, or superstructure is rated as 4 or below. The square footage of deck area for all local jurisdiction bridges in poor condition within each council was totaled.

### SOV Travel

Measured as the total number of single occupant vehicle (SOV) commuters based on the most recent US Census Bureau American Community Survey (ACS). CMAP tabulated 2017 ACS five-year data for workers that drove alone by council area.

Table 2. Council Performance Data

Council	Lane-miles in poor condition	Peak hour excessive delay (annual hours)	Number of annual serious & fatal crashes	Sq. ft. of deck on bridges in poor condition	Number of SOV commuters
Central	18.10	217,745.84	62	7,888	81,204
Chicago	264.04	6,994,241.60	1188	1,864,474	634,326
DuPage	192.62	1,515,929.58	229	64,440	365,003
Kane/Kendall	78.26	570,734.36	223	142,282	288,501
Lake	85.45	571,900.20	132	143,412	273,266
McHenry	34.85	158,262.97	84	72,409	135,260
North Central	37.82	363,194.90	95	37,400	110,924
North Shore	65.32	454,275.36	110	33,906	96,248
Northwest	196.39	663,250.22	122	14,877	291,745
South	156.01	262,594.12	187	37,355	175,883
Southwest	134.09	312,678.44	117	84,505	138,765
Will	82.85	563,514.24	163	98,126	249,422
<b>Total</b>	<b>1,346</b>	<b>12,648,322</b>	<b>2,712</b>	<b>2,601,075</b>	<b>2,840,547</b>

Applying equal weights to each of the five measures, each council's total performance was calculated and is shown in Table 3.

Table 3. Total performance by Council

<b>Council</b>	<b>Pavement Condition</b>	<b>Congestion</b>	<b>Safety</b>	<b>Bridge Condition</b>	<b>SOV Travel</b>	<b>Total performance</b>
Central	1.35%	1.72%	2.29%	0.30%	2.86%	1.70%
Chicago	19.62%	55.30%	43.81%	71.68%	22.33%	42.55%
DuPage	14.31%	11.99%	8.44%	2.48%	12.85%	10.01%
Kane/Kendall	5.82%	4.51%	8.22%	5.47%	10.16%	6.84%
Lake	6.35%	4.52%	4.87%	5.51%	9.62%	6.17%
McHenry	2.59%	1.25%	3.10%	2.78%	4.76%	2.90%
North Central	2.81%	2.87%	3.50%	1.44%	3.91%	2.91%
North Shore	4.85%	3.59%	4.06%	1.30%	3.39%	3.44%
Northwest	14.59%	5.24%	4.50%	0.57%	10.27%	7.04%
South	11.59%	2.08%	6.90%	1.44%	6.19%	5.64%
Southwest	9.96%	2.47%	4.31%	3.25%	4.89%	4.98%
Will	6.16%	4.46%	6.01%	3.77%	8.78%	5.84%
<b>Total</b>	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

The total performance for each council from Table 3 was multiplied by the regional mark for the local programs, then, per the agreement, the results of the formula were “smoothed” to prevent any council from receiving less than \$3 million in any year, and to prevent any council from receiving 10% more or less than their FFY 2017 mark in the first FFY and 20% more or less than their FFY 2017 mark in the second year. The smoothing process is iterative, requiring the addition or subtraction of funds to be applied proportionally across councils until the required thresholds are satisfied. The smoothed application of the performance-based formula results in the programming marks provided in Table 1.

###

# Pavement Management Program

## Northeastern Illinois Region

### Chicago Metropolitan Agency for Planning

Kurt A. Keifer, Ph.D., P.E. | [kkeifer@ga-inc.net](mailto:kkeifer@ga-inc.net)

Gorrondona and Associates Inc. | Pavement Engineering Division

## CMAP Project Goals

- Implement a pavement management system
- Perform a comprehensive pavement condition survey
- Evaluate the impact of the municipality's existing funding level on future pavement conditions over the next five years
- Determine funding levels needed to:
  - ✓ Maintain current roadway conditions
  - ✓ Modestly increase overall roadway conditions
  - ✓ Eliminate the roadway rehabilitation and reconstruction backlog
- Recommend pavement preservation and rehabilitation projects
- Provide hands-on pavement management training

## Current G&AI Projects

### Pilot Program Fall 2018

City of Hickory Hills  
Village of Niles  
Village of Park Forest  
Village of Riverdale

### Total participation

12 municipalities in Pilot Program  
17 municipalities in Round 2

### Round 2 Spring 2019

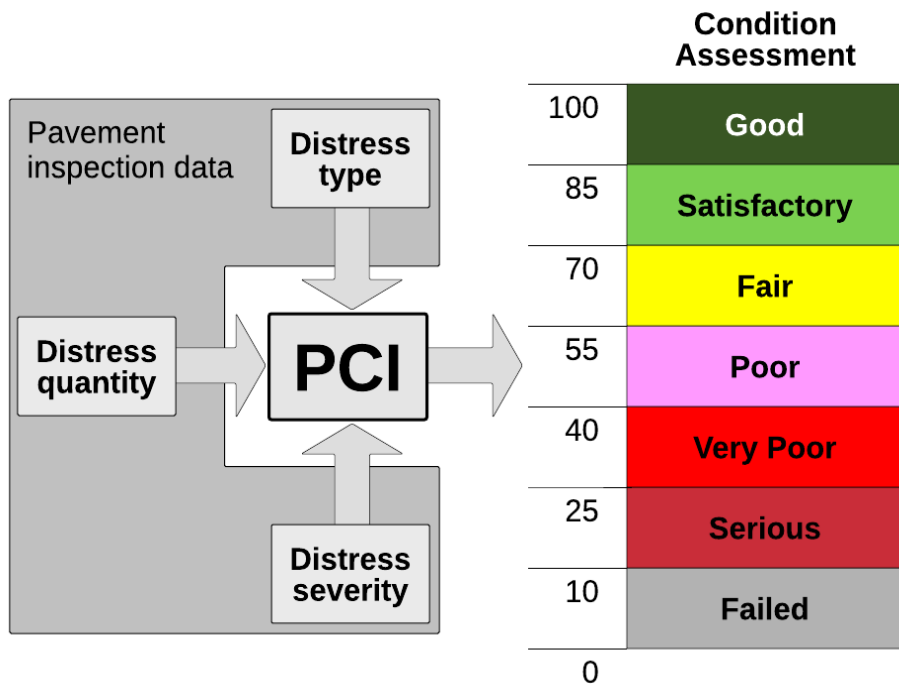
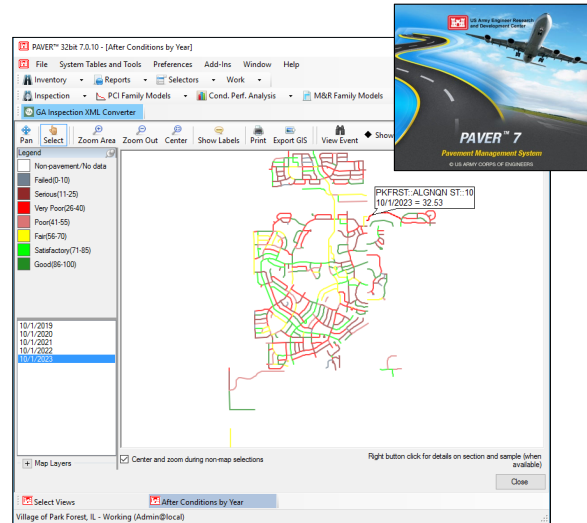
Village of Calumet Park  
Village of Country Club Hills  
Village of Dixmoor  
Village of Glenwood  
Village of Lynwood  
Village of Midlothian  
Village of Posen  
Sauk Village

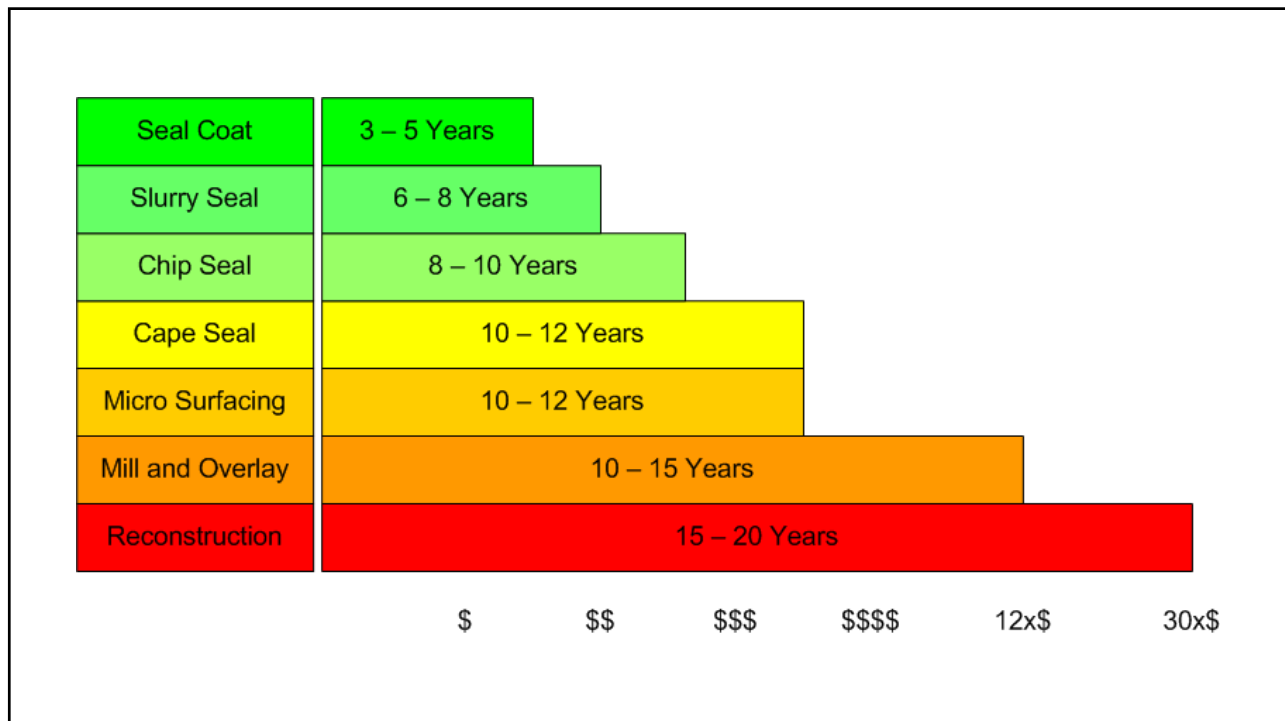
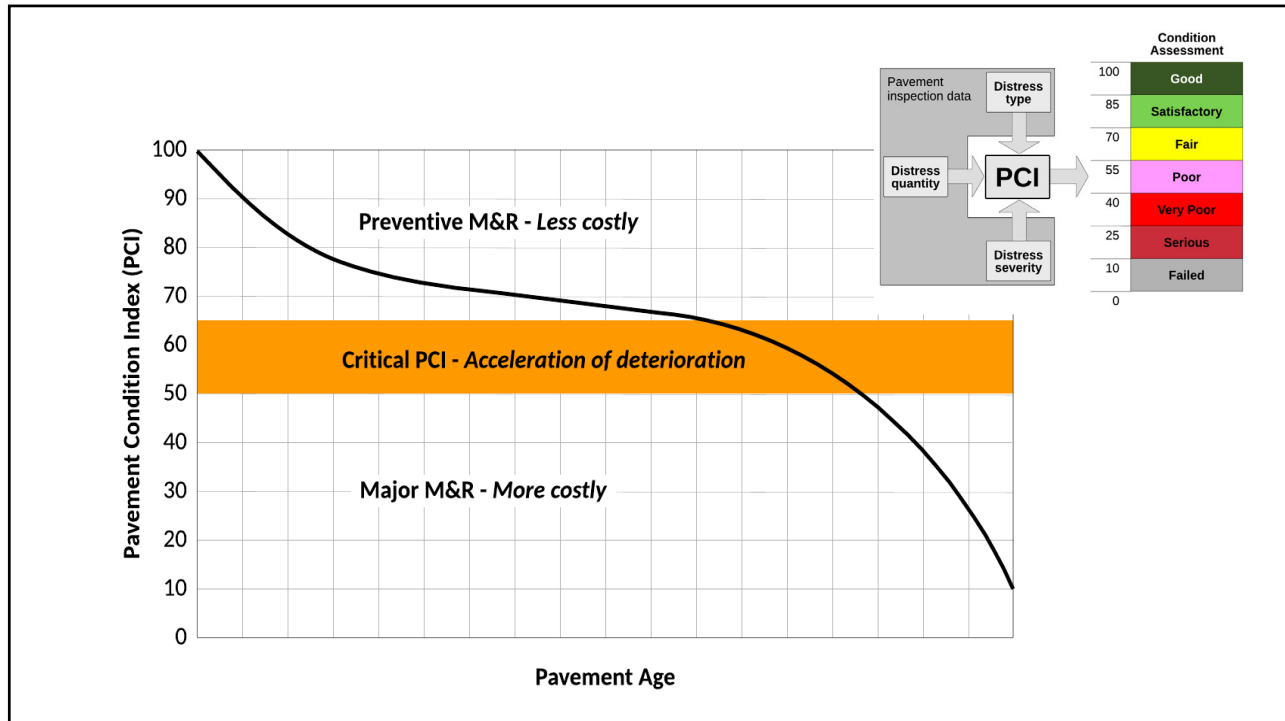
## Pavement Management

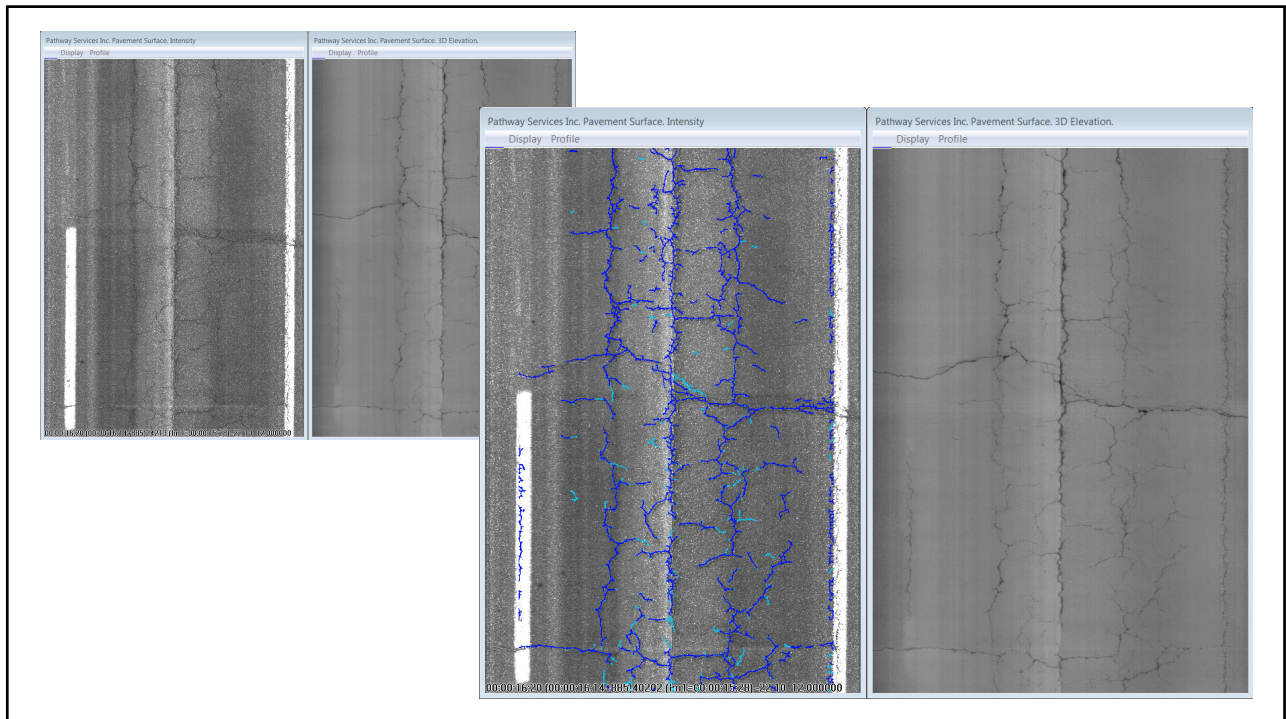
- **Primary goal:** Determine **funding requirements** to meet municipality goals
- **Objective, repeatable** pavement condition assessments
  - Pavement Condition Index (PCI) – ASTM D6433
  - International Roughness Index (IRI) – ASTM E1926
- Model pavement deterioration and **predict future conditions**
- Assess the **level of rehabilitation** needed for each pavement
- Determine **approximate timing** for rehabilitation for each pavement
- **Estimate the cost** for rehabilitation for each pavement

## PAVER 7 by US Army Corps of Engineers

- Manage pavement inventory
- Store routine pavement condition data
- Track pavement work history
- Predict future pavement conditions
- Determine pavement maintenance (M&R) and rehabilitation needs
- Determine funding
  - **Consequences**
  - **Requirements**
- Develop pavement M&R projects







**Lakewood Blvd. (PCI = 93)**  
 Recommended maintenance: Seal paving lane joint + re-seal joints between pavement and curb.

Condition Assessment	
100	Good
85	Satisfactory
70	Fair
55	Poor
40	Very Poor
25	Serious
10	Failed
0	

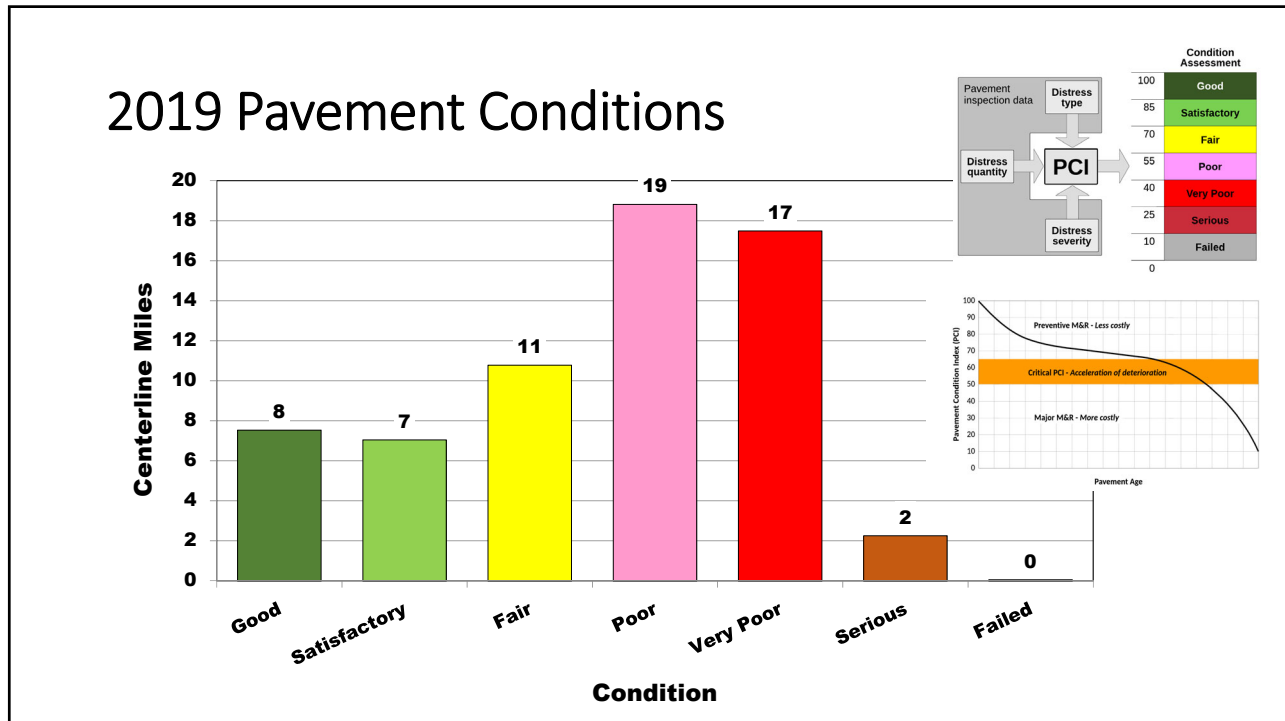
**Westwood Dr. (PCI = 42)**  
 Recommended maintenance: Localized structural patching + cold mill and overlay or reconstruction.

Condition Assessment	
100	Good
85	Satisfactory
70	Fair
55	Poor
40	Very Poor
25	Serious
10	Failed
0	

### Mantua St. (PCI = 24)

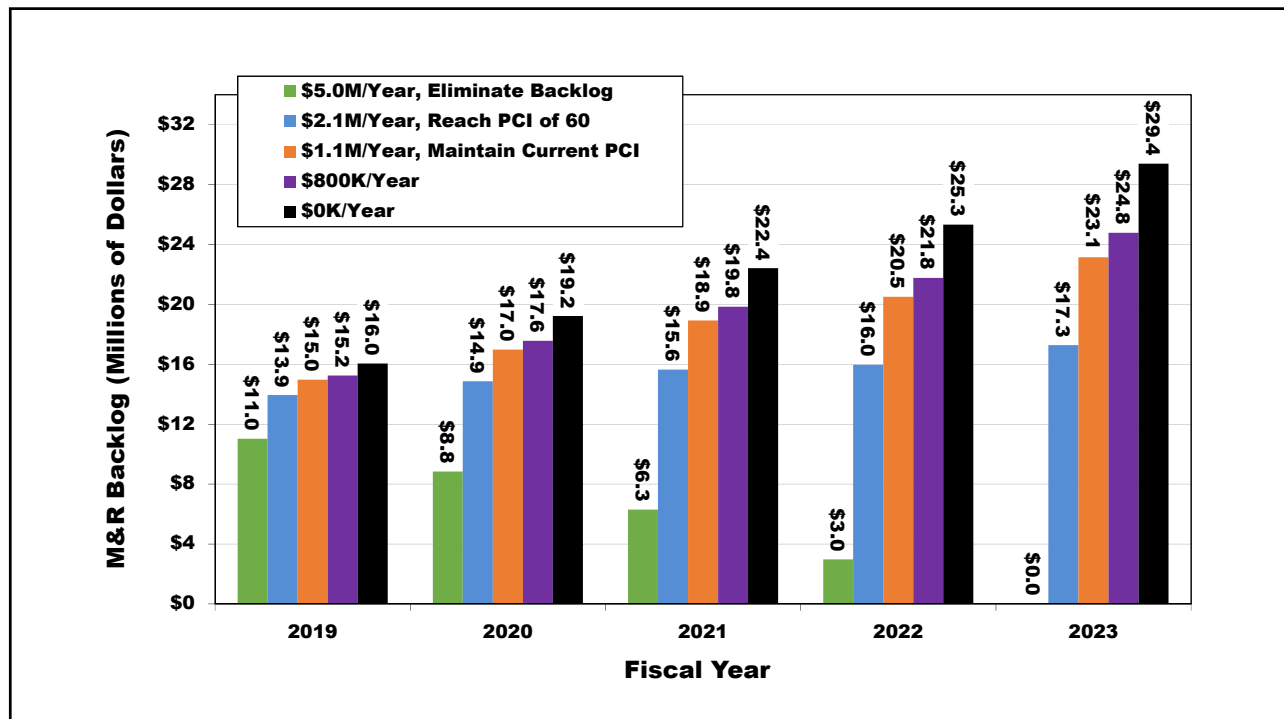
Recommended maintenance: Reconstruction.

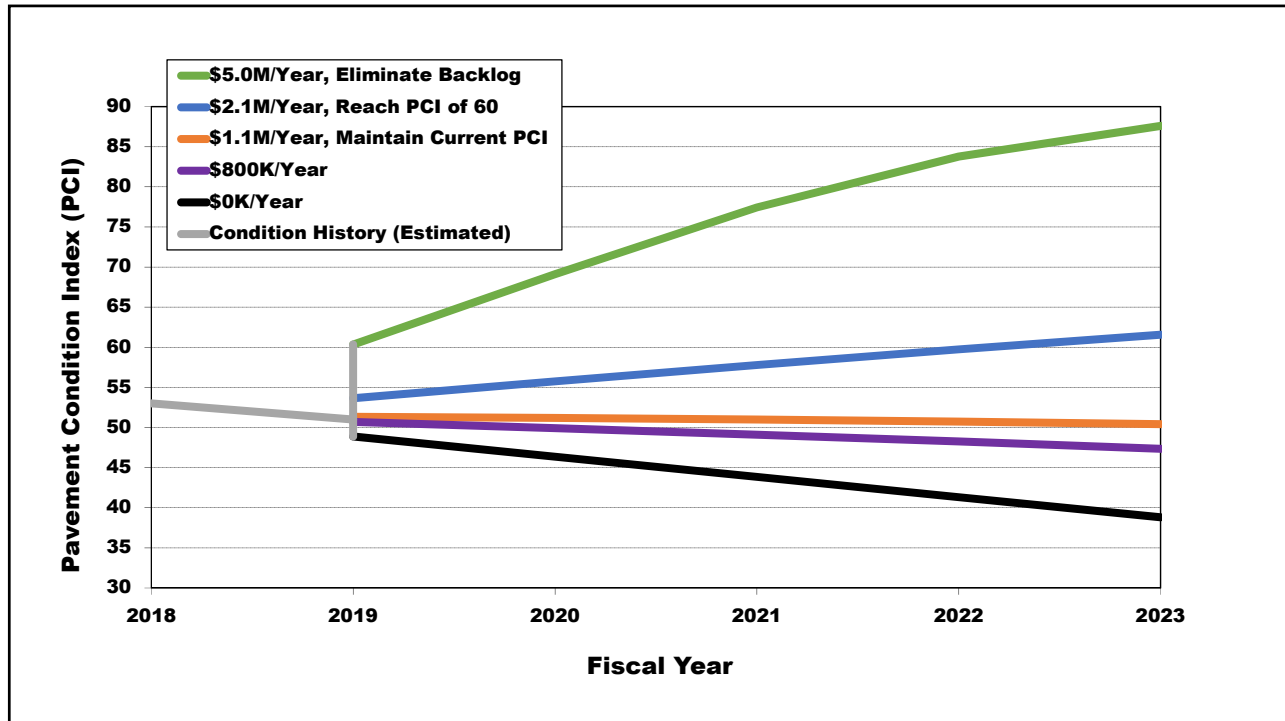
Condition Assessment	
100	Good
85	Satisfactory
70	Fair
55	Poor
40	Very Poor
25	Serious
10	Failed
0	



## Budget Analyses (2019 – 2023)

- Determine impact of **existing funding** level – \$800K/YR
- Determine funding levels to:
  - ✓ **Maintain current pavement conditions** – \$1.1M/YR
  - ✓ **Reach an average overall PCI of 60** – \$2.1M/YR
  - ✓ **Eliminate municipalities existing backlog** – \$5.0 M/YR
- Determine impact of “worst case” scenario – \$0/YR





**Current Conditions**

**Current Funding - \$800K/Year**

**Maintain Conditions - \$1.1M/Year**

**Reach PCI of 60 - \$2.1M/Year**

**Eliminate Backlog - \$5.0M/Year**

## 5-Year Results

**Estimated Rehabilitation Costs**

- Reconstruction: \$1.6M/Mile (Est.)
- Mill and Overlay: \$650K/Mile (Est.)

## Pilot program success stories

- Identification of roadways for pavement preservation – *where to apply preservation activities for the largest ROI*
- Identification of inappropriately applied maintenance and rehabilitation activities
- Justification for increased rehabilitation funding

## Lessons learned

- Collaboration and education are critical to project success
- Pavement preservation should become standard operating procedure
- Existing rehabilitation practices do not yield desired performance
  - Keep historical records of roadway rehabilitation
  - Track performance of rehabilitation projects
- Funding levels have been inadequate
  - Roads are getting older; traffic is increasing
  - More roads have been added to agency networks
  - Funding levels have remained relatively unchanged ***but will be increasing with new increase in MFT and capital bill***

## Benefits to participating agencies

- Data-driven decision making
  - Rational assessment of existing needs
  - Optimization of funding
- Federal Aid Routes – Pavement management system shows the roadway condition and the agency's plan for preservation and rehabilitation
- Objective assessment of roadway needs to help justify local MFT implementation
- Pavement management will help municipalities prioritize new state MFT they receive