

Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, October 1, 2013 at 8:00 a.m. in Room 404, Government Center, 115 East Washington Street, Bloomington, Illinois.

Members Present: Chairman Hoselton, Members Buchanan, Cavallini, Harris and Robustelli

Members Absent: Member Pyne

Other Members Present: None

Staff Members Present: Mr. Bill Wasson, County Administrator, Ms. Hannah Eisner, Assistant County Administrator, Ms. Diana Hospelhorn, Recording Secretary

Department Heads Present: Mr. Eric Schmitt, County Engineer;

Others Present: Mr. Jerry Stokes, Assistant County Engineer, Ms. Jennifer Sicks, Regional Planning

Vice Chairman Cavallini called the meeting to order at 8:02 a.m. He stated that the first item for action is approval of the minutes from the September 3, 2013 Transportation Committee Meeting.

Motion by Harris/Buchanan to recommend approval of the minutes from the September 3, 2013 meeting of the Transportation Committee.
Motion carried.

Vice Chairman Cavallini asked the Committee to review the bills for September 30, 2013. The prepaid total is \$719,130.18.

Motion by Buchanan/Robustelli to recommend
Payment of the September 30, 2013 bills as
Submitted by the County Auditor.
Motion carried.

Vice Chairman Cavallini stated that the first item for action is the Resolution and Bid Tab for the September 24, 2013 County Non-MFT Construction

Mr. Eric Schmitt, County Engineer stated that the project on south Downs Road (CH 27) came in 9.67% above the estimated cost. Small quantity projects are more difficult to estimate cost. Two bids were received. He recommended the following contract be awarded:

2013 Non-MFT Construction Sections:

McLean County	Sec 13-00178-01-RS	South Downs Rd – CH 27
The Successful bidder on the above section was:		
Rowe Construction, a Div of united Contractors Midwest, Inc.		
1523 N Cottage Ave, PO Box 609, Bloomington, IL 61702		\$44,226.40

Motion by Harris/Buchanan to recommend
approval of the Resolution and Bid Tab for
the September 24, 2013 County Non-MFT
Construction.
Motion carried.

Vice Chairman Cavallini presented the 4-Way Stop Resolution for Linden Street – CH 37 and Northtown Road.

Mr. Schmitt advised that the Town of Normal is currently making improvements to Northtown Road from Linden Street to Towanda Avenue. As part of this project, the Town of Normal has performed an engineering study and has recommended a 4-way stop be installed at the intersection of Linden Street – CH 37 and Northtown Road. Northtown Road is currently stop controlled at the intersection to Linden Street – CH 37. Linden Street – CH 37 is not stop controlled. McLean County controls the north leg of the intersection, while Normal controls the south leg of Linden Street and both legs of Northtown Road.

Mr. Schmitt noted that the manual of Uniform Traffic Control Devices for Streets and Highways stated that if five or more crashes are reported in a 12 month period, that a multi-way stop can be installed. This intersection has had 5 right angle crashes within a year and is in the Town of Normal's top 5-10 high accident intersections. A Federal project requires the County to review all intersections for high accident locations. The County has access through IDOT and the Sheriff's Office to all accident reports.

Ms. Harris asked if it is typical that the County only controls one leg of an intersection. Mr. Schmitt responded that typically the County will control two legs of an intersection.

Motion by Harris/Robustelli to recommend approval of the 4-Way Stop Resolution for Linden Street – CH 37 and Northtown Road.
Motion carried.

Vice Chairman Cavallini continued with the Resolution Prohibiting Excessive Engine Braking Noise along County Highway 53 – Washington Street, Carlock, from Interstate 74 to US Route 150.

Mr. Schmitt explained that large trucks with diesel engines have a switch that stops the engine. This causes a loud cackling noise. It is possible to brake using only the truck air brakes and not the engine braking switch which creates the excessive noise. Using the engine braking switch makes braking easier.

Mr. Schmitt stated that the Department has established a policy for the posting of signs that prohibit the driver of a commercial vehicle from operation or actuating any engine braking system that emits excessive noise on County Highways. Complaints were received by citizens that live and work along County Highway 54. The County currently does have signs prohibiting engine braking posted on Towanda Barnes Road between GE Road and Ft. Jesse Road.

Motion by Harris/Buchanan to recommend approval of the Resolution Prohibiting Excessive Engine Braking Noise along County Highway 53 – Washington Street, Carlock, Interstate 74 to US Route 150.
Motion carried.

The Committee continued to the Items of Information, Projects Summaries.

Mr. Jerry Stokes, Assistant County Engineer reported that the Evergreen Lake safety project from 2011 is complete. The Department received the final bill from IDOT. Safety Funds were received to realign the road to help avert vehicles from going into the lake.

Vice Chairman Cavallini asked if there have been any episodes since the realignment. Mr. Stokes responded that twice the realignment is known to have stopped a vehicle from going into the lake.

Mr. Stokes reported that in 2002-2004 several accidents warranted realignment of the road 1,000 feet back from the ramp. Parks and Recreation also planted shrubs to detour the site distance to the lake.

Mr. Stokes continued with the Washington Street in Downs Reconstruction project. He advised that the section from the Tri-Valley School entrance to west of Woodlawn Street is complete. Traffic has been switched to work on Seminary Street to the School. Sidewalk and dirt work need to be finished. They have started the storm sewer work between Woodland & Seminary Street. With the cooperation of the weather, the project should be completed by Thanksgiving.

Mr. Stokes continued with the Towanda-Barnes Road Resurfacing project from Raab Road to Towanda. He noted that the hot-mix asphalt work and the aggregate shoulders are complete. Only miscellaneous minor items remain. The raised reflective markers are being installed.

Mr. Stokes followed up with the September Committee Meeting question regarding "PCB" related to the project of relocating the gas line on the Meadows Road. He reported that PCB was contained in Nicor's old lines. They continue to test the lines to make sure that PCB is not present.

Chairman Hoselton arrived at 8:20 a.m. He continued with the items of information.

Mr. Stokes informed the Committee that the Highway Department is planning to have a Surplus Equipment Auction at the end of October or early November. The auction will be advertised in the local newspaper and held at the Highway Department. Accumulated office furniture, computer items, snow plows, tool boxes and miscellaneous items will be available to view before the auction.

Mr. Stokes presented the updated 2013 Culvert Summaries noting that the red highlighted culverts are completed. The County has 4 remaining culvert projects to be completed this year.

Chairman Hoselton noted that the Department has maintained their cost below the estimate on most projects.

Chairman Hoselton continued with the last item for action to be presented to the Committee, the FY'2014 Budget and 5 Year Plan Review.

Mr. Schmitt noted that the Department included justifications for any significant changes. He distributed a hand out with these changes highlighted.

Mr. Schmitt presented the FY'2014 Recommended Budget. He stated that the first fund to be addressed is the Highway Fund - 0120. The Highway Fund is the Highway Department's General Operating Fund used for some construction, some salaries, equipment purchases, and daily operations. He added that 72% of the revenue for this fund comes from General Property Tax. The remaining revenue is received from:

- Commodities sold to Townships and Municipalities
- Engineering services provided for Townships
- Equipment Rental reimbursement from Motor Fuel Tax
- Permits and Road Use Agreement fees.

County Highway Fund 0120-0055

Highlights of the Recommended Budget:

REVENUE:

401.0001 General Property Taxes: This line item account decreased \$343 in the FY'2014 Recommended Budget. The County Highway Fund is permitted by law to levy a property tax in an amount not to exceed a tax rate of \$0.0750 per \$100 of equalized assessed valuation. The tax rate for the FY'2014 Recommended Budget is projected to be \$0.07119 per \$100 of equalized assessed valuation, the same as the FY'2013 final tax rate.

410.0009 Commodities: This line item account increased from \$115,000 in the FY'2013 Adopted Budget to \$130,000 in the FY'2014 Recommended Budget. This increase is based on the 2009-2012 four year average of \$137,430.

Mr. Schmitt noted that commodities include the sale of salt, signs, sign posts and culverts to the Townships which is also shown as an expense item in Group Purchasing.

410.0022 Labor & Equipment Rental: This line item account increased from \$30,000 in the FY'2013 Adopted Budget to \$350,000 in the FY'2014 Recommended Budget. This increase reflects the \$320,000 in Equipment Rental that will be transferred from the Motor Fuel Tax fund during FY'2014. These funds will be used to pay more of the salary expenses from the Highway Fund instead of the Motor Fuel Tax fund.

410.0130 Reimb. Trans. Planning: This line item account was budgeted at \$75,000 in the FY'2013 Adopted Budget and is increased \$22,500 to \$97,500 in the FY'2014 Recommended Budget. This line item includes \$6,500 for the annual permit fee for the EDPR Wind Farms east of Bloomington, \$50,000 for the annual permit fee for the White Oak Wind Farm northwest of Normal, \$17,000 for other overweight permit fees, and

\$24,000 for Show Bus administration which is a new requirement of the Highway Department.

The White Oak Wind Farm Agreement was established for five years of payments of \$50,000. 2014 is the final year for the \$50,000 payment. After this the payments will then be based on the previous year's permit fees.

Mr. Robustelli asked how the County's permit fees compare to other Counties. Mr. Schmitt responded that the County is one of the few Counties that have a good Permit structure in place.

410.0035 Unclassified Revenue: This line item account has increased from \$15,000 in the FY'2013 Adopted Budget to \$20,000 in the FY'2014 Recommended Budget. This reflects the 2009-2012 average of \$20,212.

Mr. Schmitt stated that Unclassified Revenue includes the farm rental from the property on Route 9, salvaged materials, map sales and miscellaneous rebates.

Mr. Schmitt advised that Route 9 property is where the Department stockpiles materials. The salt storage shed is also located on this property. The parcel is 38 acres. 11 acres are used by the Department the remaining land, minus a 3 acre plot that easily floods, is rented for farming.

EXPENDITURES:

Personnel:

There is a 5.91 increase in the Full-Time Equivalent Staffing levels for the Highway Fund in the FY'2014 Recommended Budget. This is the result of the reallocation of FTE's from the MFT Fund (0123) to the Highway Fund (0120). This reallocation assists us in complying with the Motor Fuel Tax regulations and documentation. This will make it easier to track the MFT expenses.

Mr. Schmitt reported that the 37.15 FTE's in 2013 has increased to 37.40 in 2014. This .25% increase reflects an additional 3 month summer employee in the maintenance crew. The County has 8 summer part-time students for road maintenance and 2 students for engineering projects. 2 part-time employees are hired in the winter months for help with snow plowing.

Mr. Robustelli asked for an explanation of the overtime pay. Mr. Schmitt responded that the seasonal part-time and full-time employees were moved to the Highway Fund. This line item also accounts for snowplowing, engineering staff working with contractors on projects, storm problems and miscellaneous extraordinary circumstances.

Chairman Hoselton asked Mr. Schmitt to explain Performance Incentives. Mr. Schmitt advised that line item Performance Incentives is a place holder for possible change. Mr. Wasson added that the line item is rarely used and has been included in some of the Special Fund Budgets to insure funding for unexpected requirements.

Mr. Buchanan referred to the overtime increase in FY'2014 to \$132,250 from FY2013 \$14,259. Mr. Schmitt noted that this is moving a majority of the FTE's into the Highway Fund. Mr. Wasson added that the increase also reflects the continuing reduction in Motor Fuel Tax Revenue. He noted that this means we will become more dependent on our Property Tax supported funds.

Fringe Benefits:

The 1.08% increase in fringe benefits is due to the increase in health insurance costs.

Mr. Buchanan asked if this reflects the County's claims. Mr. Wasson stated that this increase is seen across the board in all the FY'2014 Recommended Budgets. Health insurance costs for the employers is allocated on a per FTE basis irrespective of the number of employees that participate in the program. The County was required to cover 3% additional fees and taxes required by the Affordable Care Act. A rate reduction provided balance. He informed the Committee that the Department will be determining the best methods in implementing the Affordable Care Act. The County currently is a fully insured program; however, additional costs will occur over the next couple of years.

Chairman Hoselton asked if the County has Safety Training Programs available to the employees. Mr. Wasson responded that the County has an extensive Safety Program that all Departments participate assisted by the Risk Management Program. Training sessions are tailored to the specific needs of the Department.

Mr. Schmitt added that the Highway Department has scheduled a 10 hour safety training session with OSHA.

Materials and Supplies:

All of the line items in the Materials and Supplies line item accounts have decreased by more than 2% with the exception of three line items. The line items are:

Line item 0607.0001, FOOD, increased from \$2,800 in FY'2013 to \$4,100 in FY'2014. This is due to the fact that we are now paying for our bottled water from this line instead 0790.0004.

Mr. Schmitt noted that the Department is located on a well. The cost of bottled water is less than the process of testing to certify the water. The City of Bloomington has placed

a water main on Towanda Barnes Road. The cost to connect the facility to the water main would be \$30,000 - \$40,000.

Line item 0608.0001, GASOLINE/OIL/DIESEL FUEL, increased from \$330,000 in FY'2013 to \$355,000 in FY'2014. This reflects our annual usage and the prices we paid in June 2013.

Mr. Schmitt reported that the Department has a storage capacity of:

- 10,000 gallon clear diesel fuel
- 2,500 gallon gasoline
- 3,000 gallon dye diesel fuel tank that has been switched to clear diesel fuel.

Mr. Robustelli asked if more fuel efficient vehicles have been considered. Mr. Schmitt stated that the Department is trying to get as fuel efficient as possible by going to cars and smaller trucks in the engineering fleet. There are not many options in the larger equipment. Specification changes are being looked at for the purchase of future equipment.

Line item 0628.0001, COPYING EXPENSES, increased from \$750 in FY'2013 to \$1,410 in FY'2014. This increase is a result of the per page copy expense on our 2013 leased copier.

Contractual Services:

All of the line items in the Services line item accounts have decreased by more than 2% with the exception of the following six line items:

Line item 0740.0002, EQUIP. MAINT./REPAIR-HWY, decreased from \$216,000 in FY'2013 to \$213,000 in FY'2014. This decreased only 1.4% as we continue to experience increased maintenance costs with our aging equipment.

Line item 0750.0001, EQUIPMENT MAINT. CONTRACT, increased from \$7,625 in FY'2013 to \$7,750 in FY'2014. This increase is due to increased costs associated with a new plan copier/scanner/printer that we propose to lease/purchase in 2014.

Line item 0767.0001, PROPERTY TAXES, increased from \$450 in FY'2013 Adopted Budget to \$540 in the FY'2014 Recommended Budget.

Mr. Schmitt noted that the property taxes are for the Route 9 parcel.

Mr. Robustelli asked if the lease on the farmland includes the increase in property taxes. Mr. Schmitt responded that the lease is strictly cash rent. Mr. Robustelli stated that it is common to include increase in taxes on top of the lease rate.

Line item 0781.0001, MANDATORY FEES, remained unchanged in FY'2014. This line item pays for our annual MS4 Stormwater Run-off Permit Fee.

Line item 0790.0004, EQUIPMENT RENTAL, increased from \$18,100 in FY'2013 to \$18,250 in FY'2014. This reflects the cost for our 2013 leased copier.

Line item 0795.0001, ELECTRIC SERVICE, increased from \$21,100 in FY'2013 to \$21,250 in FY'2014. Our 2009-2012 average is \$21,242.

Capital Outlay:

All of the line items in the Capital Assets line item accounts have decreased by more than 2% with the exception of:

Line Item 0801.0001 CAPITAL IMPROVEMENTS, increased from \$25,000 in FY'2013 to \$31,000 in FY'2014. This increase is for the replacement of two overhead doors on the South Garage and roof repairs to the North Garage.

Line item 0832.0002, LEASE/ PUR. OFFICE EQUIP, increased from \$8,900 in FY'2013 to \$11,350 in FY'2014. This increase reflects the addition of lease-purchase agreement for a new plan size copier/scanner/printer in 2014.

Line item 0838.0002, PURCH. MACH./EQUIP.-HWY, increased from \$22,000 in FY'2013 to \$27,000 in FY'2014. This increase is the result of purchasing two snowplows, a three-point mounted seeder, and a single grade automatic laser.

Line item 0850.0001, CAPITALIZED ASSETS, increased from \$305,819 in FY'2013 to \$378,800 in FY'2014. We are recommending the purchase of several pieces of equipment that are starting to incur increased maintenance costs.

Mr. Schmitt presented the equipment to be replaced in 2014, showing pictures of each:

- 2 tandem dump trucks with dump body transfer, new hydraulic systems, and new hydraulic wing plow
- Loader
- Engineer's Pickup Truck
- Maintenance Crew Pickup Truck
- Sign Foreman Service Pickup Truck

Mr. Schmitt reported that going to stainless steel beds in the tandem dump truck allows the beds to be transferred from one truck to another; saving the County a lifetime cost savings of \$20,000 per truck over the lifetime 10 year cycle.

Mr. Schmitt continued with the County Bridge Fund 0121. He reported that the Bridge Fund is used to fund:

- County Bridges,
- County Culverts,
- 10% of Township Bridge Projects
- 50% of Township Joint Culvert Projects.

Mr. Schmitt stated that 70.3% of the revenue for the Bridge Fund comes from Property Taxes and the remaining revenue comes from Township reimbursements for bridge and culvert projects.

Ms. Harris commented on the excellent condition of McLean County Bridges.

Mr. Schmitt advised the Committee that only 5 Timber Pile Bridges remain in the County. The County has a total of 368 County and Township Bridges.

Highlights of the Recommended Budget:

REVENUE:

401.0001 General Property Taxes: The \$1,471,011 of generated revenue in the FY'2014 Recommended Budget is \$77 less than the FY'2013 Adopted Budget. The County Bridge Fund is permitted by law to levy a property tax in an amount not to exceed a tax rate of \$0.0500 per \$100 of equalized assessed valuation. The tax rate for the FY'2014 Recommended Budget is projected to be \$0.04098 per \$100 of equalized assessed valuation. This is the same rate that was used in FY'2013.

410.0010 Construction/Maintenance: This line item was budgeted at \$150,000 in the FY'2013 Adopted Budget and has increased to \$170,000 in the FY'2014 Recommended Budget. This line item increase represents the increase in reimbursement for joint projects that we will receive from joint culverts and bridges with the townships.

EXPENDITURES:

Personnel:

There is a 1.26 decrease in the Full-Time Equivalent Staffing levels for the Bridge Fund in the FY'2014 Recommended Budget. This is the result of the reallocation of FTE's

from the Bridge Fund (0121) to the Highway Fund (0120). This reallocation reflects the program of projects that is planned for the 2014 construction season.

Contractual Services:

All of the line items in the Services line item accounts have decreased by more than 2% except for line item 0778.0002, ADMINISTRATIVE SURCHARGE, which increased \$220 in FY'2014 to \$11,000.

Capital Outlay:

72.33% of the Bridge Fund Budget expenses are in line item 0810.0001, CONST.RDS/BRIDGES/CULV'T, for the construction of County and Township bridges and culverts.

Mr. Schmitt continued with the County Matching Tax Fund 0122. He stated that the Matching Fund is used to fund the County's Matching portion of Federal and Motor Fuel Tax projects. 80.7% of the revenue for this fund comes from the General Property Tax. Mr. Schmitt stated that the statute requires that Matching Tax fund can only be used for:

- Construction Expenses
- Engineering Expenses
- Purchase of Right-of-way.

Highlights of the Recommended Budget

REVENUE:

401-0001 General Property Taxes: This revenue line account went down \$3,424 in the FY'2014 Recommended Budget. The County Matching Tax Fund is permitted by law to levy a property tax in an amount not to exceed a tax rate of \$0.0375 per \$100 of equalized assessed valuation. The tax rate for FY'2014 Recommended Budget is projected to be \$0.3543 per \$100 of equalized assessed valuation, down from the FY' 2013 Adopted Budget tax rate of \$0.3552.

400.0000 Unappropriated Fund Balances: This line item account has increased from \$300,000 in FY'2013 Adopted Budget to \$303,288 in FY'2014 Recommended Budget. This funding is available due to the low bid received on the Washington Street, Downs project in 2013.

EXPENDITURES:

Contractual Services:

All of the line items in the Services line item account have decreased by more than 2% except:

Line item 0778.0002 ADMINISTRATIVE SURCHARGE, increased \$220 in FY'2014 to \$11,000.

Capital Outlay:

All line items in Capital Assets account have decreased by more than 2% except:

0810.0001 CONSTRUCTION/RDS/BRIDGES/CULVERTS: increased \$144 to \$1,538,765 in FY'2014. 97.60% of the Matching Fund Budget expenses are in line item 0810.0001, Construction/Rds/Bridges/Culvert, for construction of County roads.

Mr. Schmitt continued with Motor Fuel Tax Fund 0123. He stated that the Motor Fuel Tax fund is used to fund the Maintenance, Engineering, and Construction of the County Highway System. 78.5% of the revenue comes from our monthly allotments.

Mr. Schmitt noted that currently we have received three installments of the Illinois Jobs Now \$500,000,000 to local agencies. The fourth installment has been discussed. The Department has not received this 4th installment. Talk has been that both the 4th and the 5th installment will be received in 2013. The County's installment is \$379,917. This has not been included in the FY'2014 Recommended Budget. Mr. Schmitt recommended that this 4th installment be included in the Motor Fuel Tax Fund FY'2014 Recommended Budget at the November Transportation Committee Meeting.

Chairman Hoselton asked how much the Motor Fuel Tax has decreased. Mr. Schmitt responded that from 2005-2006 until now the County has lost 23% of its monthly allotments of Motor Fuel Tax. Some of the decrease in Motor Fuel Tax has been absorbed by the Illinois Jobs Now allotments received in the last three years. Illinois Jobs Now is not a continuing revenue source. If the next allotment is received, no funding will be received after that. Mr. Schmitt noted that something needs to be looked at from the State level to increase Motor Fuel Tax.

Mr. Robustelli commented that with vehicles becoming more energy efficient, there is less fuel being sold. The model is antiquated. It is not based on the miles driven; it is based on the amount of fuel purchased. The per gallon tax is to provide funding to maintain the roads. Now the miles per gallon have gone from 20 miles to an average of 35 miles per gallon, creating even more damaged to roads with no added funding.

Mr. Wasson noted that part of the challenge for County Government is a number of home rule units have initiated additional Motor Fuel Tax. The County does not have the ability to do this. We are concerned that as these local initiatives take place, it may, in

some ways make it more difficult for all local governments to come together and solve the problem.

Ms. Harris asked how the problem can be addressed. Mr. Schmitt responded that the Illinois Association of County Engineers and Transportation for Illinois Collation have a proposal that would change the way taxes on fuels are collected. There is currently a Bill in the Senate and the House. The Bill however will not be addressed until the Pension issue is addressed. Northern Counties have increased taxes to go to infrastructure, helping to correct their problem. This puts downstate Counties, Townships and small Municipalities in a bind. Illinois Motor Fuel Tax has not increased since 1990.

Highlights of the Recommended Budget:

REVENUE:

407.0020 County Motor Fuel Tax: This line item account is budgeted the same for the FY'2014 Recommended Budget as it was in the FY'2013 Budget. The average of the first nine MFT allotments is 1.13% higher than was budgeted for FY'2013.

450.0100 Airport Authority – Rd Reimbursement: This line item account is budgeted at \$0 in the FY'2014 Recommended Budget. The Airport Authority made their last payment in FY'2013.

EXPENDITURES:

Personnel:

There is a 4.38 decrease in the Full-Time Equivalent Staffing levels for the MFT Fund in the FY'2014 Recommended Budget. This is the result of the reallocation of FTE's from the MFT Fund (0123) to the Highway Fund (0120). This reallocation assists us in complying with the Motor Fuel Tax regulations and documentation.

Contractual Services:

All of the line items in the Services line item accounts have decreased by more than 2% with the exception of line item 0716.0001.

716.0001 Maintenance Roads/Drainage Structures: This line item account was increased from \$1,110,000 in the FY'2013 Adopted Budget to \$1,566,860 in the FY'2014 Recommended Budget. This increase will be used for \$320,000 in equipment rental to transfer funds to Highway Fund and for additional maintenance work on the County Highway system.

810.0001 Construction Roads/Bridges/Culverts: This line item account was increased from \$1,444,781 in the FY'2013 Adopted Budget to \$1,089,792 in the FY'2014 Recommended Budget. This increase reflects the transfer of funds from the MFT Fund 0123 to the Highway Fund, 0120 through the rental of County Owned Equipment for the maintenance of County Roads.

Mr. Schmitt stated that 81% of Motor Fuel Tax expense budget goes to either maintenance or construction of roads.

Mr. Schmitt added that projected revenue sources continue to decrease.

Chairman Hoselton stated that completion of County bridge projects will help with the budget. Mr. Schmitt responded that the County bridges are in good shape. A bridge lifespan is expected to be 75 years. With 280 bridges, the Department needs to be replacing 4 bridges a year. We are currently doing 2 bridges a year. This will eventually become an issue in the future.

Mr. Robustelli asked if there is process in place that monitors and analyzes needed funding for bridge replacement in the future. He added that the public needs to be made aware of the needed funding for infrastructure. Mr. Schmitt responded that the Illinois Association of County Engineers has done studies to gather this information. Their numbers do show a shortfall in the State. State wide data monitoring and analyzing needed funding is available. McLean County bridges are in much better condition than other county bridges. Mr. Schmitt added that he has information for the County pertaining to what is needed to maintain the County's roads and bridges. He will present the information to the Committee at the November Committee Meeting.

Ms. Harris stated that she would like to see the public made aware of this information.

Mr. Wasson pointed out that this is not just a County issue and needs to have a universal discussion on the solutions to future state wide infrastructure funding.

Mr. Schmitt added that the proposal now in the Senate and House would increase the County's Motor Fuel Tax by 50%.

Mr. Schmitt referred to the Five Year Plan Map and pointed out the locations of the projects in the Five Year Plan for County roads and bridges.

2014

- | | |
|--------------------------------|---------------------|
| ➤ Towanda-Barnes Road | Resurface |
| ➤ Hudson/Stuckey Road | Widen and Resurface |
| ➤ Dawson Lake Road Bridge | New Bridge |
| ➤ Dawson Lake Road Box Culvert | New Box Culvert |

2015

- Towanda-Barnes Road Rebuild with 5 lanes
- Towanda-Barnes Road Southbound free flow right turn lane
- Hudson/Carlock Road Widen, Resurface, Row
- Shirley Overpass Patching Shoulders
- Shirley Road Bridge New Bridge
- Rock Road Bridge New Bridge

2016

- Towanda-Barnes Road Resurface
- Bellflower-Saybrook Road Resurface
- Riddle Pit Road Bridge New Bridge
- Lexington East Road Bridge New Bridge

2017

- Bellflower/Saybrook Road Resurface
- Towanda East Road Resurface
- Section V Resurface
- Gillum Road Bridge New Bridge

2018

- Ron Smith Memorial Highway Cold in-place Recycle & Resurface
- Towanda East Road Resurface
- Stringtown Road Resurface
- Gridley Road Bridge New Bridge Deck

Mr. Schmitt stated that by 2016 all of Towanda Barnes will be resurfaced except for two miles. The County life cycle of a resurfacing project is 20-25 years. Towanda Barnes life cycle, due to the high amount of traffic, is only 12-15 years.

Motion by Harris/Cavallini to recommend approval of the Fiscal Year 2014 Recommended Budget for County Highway Fund 0120.0055, 0121.0055 Bridge Matching Fund, 0122.0055 County Matching Fund, 0123.0055 Motor Fuel Tax Fund and McLean County Highway Department 5 Year Plan.
Motion carried.

Mr. Cavallini asked if resurfacing on Towanda Barnes will continue past Raab Road. Mr. Schmitt responded that the original plan was to continue Towanda Barnes to Northtown Road. IDOT did not concur because Northtown Road cannot serve as

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logical termini (a good starting and ending point for a project). Mr. Wasson added that at this time for the

County to take four lanes beyond Raab Road and get concurrence from IDOT, we would have to take four lanes all the way through Towanda to Interstate 55.

Chairman Hoselton thanked the Department for a job well done.

Mr. Schmitt pointed out that the next meeting of the Transportation Committee will be held on Tuesday, November 5, 2013 Room 404.

Chairman Hoselton asked if there was any other business to come before the Committee. Hearing none, he adjourned the meeting at 10:15 a.m.

Respectfully submitted,

Diana Hospelhorn
Recording Secretary