

Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, October 7, 2014 at 8:00 a.m. in Room 400, Government Center, 115 East Washington Street, Bloomington, Illinois.

Members Present: Chairman Soeldner, Members Buchanan, Cavallini, Harris, Metsker, Pyne and Robustelli

Members Absent: None

Other Members Present: None

Staff Members Present: Mr. Bill Wasson, County Administrator, Ms. Hannah Eisner, Assistant County Administrator, Mr. Don Knapp, First Assistant State's Attorney Civil, 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, Ms. Amy Brooke, County Administration

Chairman Soeldner 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, 2014 Transportation Committee Meeting.

Motion by Metsker/Harris to recommend approval of the minutes from the September 2, 2014 meeting of the Transportation Committee.
Motion carried.

Chairman Soeldner asked the Committee to review the bills for September 30, 2014. The prepaid total is \$883,796.19.

Motion by Buchanan/Harris to recommend
Payment of the September 30, 2014 bills as
submitted by the County Auditor.
Motion carried.

Chairman Soeldner stated that the first item for action is the Resolution and Bid Tab for the October 1, 2014 letting for one (1) Township Non-MFT Construction Project.

Mr. Eric Schmitt, County Engineer stated that the project is the drop box for the replacement of the culvert in White Oak Township near Sunset Lake on 825 East Road. The bid is 10.66% under the estimate. He recommended the following contract be awarded:

2014 Non-MFT Construction Sections:

White Oak Road District	Sec 2014 Non-MFT Joint Culvert	825 East Road
The Successful bidder on the above section was:		
HJ Eppel & Co, Inc.		
1400 Tuesburg Ct, Pontiac, IL 61764		\$37,851.00

Motion by Cavallini/Metsker to recommend
approval of the Resolution and Bid Tab for
the September 24, 2014 County Non-MFT
Construction.
Motion carried.

Chairman Soeldner continued with the Bridge Construction Petition – Bellflower Road District, Sec 2014 Bellflower Road District Joint Culvert.

Mr. Schmitt advised that the existing joint culvert located on 4000 East Road in Bellflower Road District is rusted out on the bottom, is undersized and has significant erosion problems. The existing 42: arch corrugated metal pipe will be replaced with triple 36” precast arch corrugated metal pipe. The estimated cost of the project is \$14,000; the County’s share will be \$7,000. Bellflower Road District is taxing above .0125% in their Road and Bridge Fund and the cost of the project is more than 0.02% of the EAV of the Road District.

Motion by Harris/Pyne to recommend
approval of the Bridge Construction Petition –
Bellflower Road District, Sec 2014 Bellflower
Road District Joint Culvert.
Motion carried.

Chairman Soeldner presented the Towanda Barnes Road CH 29, Sec 07-00113-04-FP:
1. Supplemental Resolution for Improvement – MFT
2. Resolution for Improvements – Matching

3. Intergovernmental Agreement between the City of Bloomington and McLean County for Traffic Signals at Ft. Jesse Road.
4. Intergovernmental Agreement between the Town of Normal and McLean County for Traffic Signals at Raab Road.

Mr. Schmitt stated that this reconstruction project will widen the two-lane roadway to a five-lane roadway with traffic signal improvements at Fort Jesse Road and new signals at Raab Road. He advised that planning for this project began in 2007 and funding has been secured for the construction project in 2015. Total cost for the project is \$6,754,000. Funding includes:

- STU \$2,300,000
- STR \$2,760,000
- TARP \$244,800
- Matching \$1,550,000
- Motor Fuel Tax \$200,000

Mr. Schmitt added that the upgraded 80,000 lb. Class III Truck Route from Route 150 to Raab Road will greatly enhance the safety of this roadway.

Mr. Schmitt continued with the Intergovernmental Agreement with the City of Bloomington. He advised that since we have jurisdiction of two of the four legs of the intersection of Fort Jesse Road and Towanda Barnes Road, the cost for the installation and the ongoing maintenance will be split equally. The estimated cost for the signal related items is \$71,434.20. Federal funding is estimated to cover 75.1764% of the cost. The remaining 24.8236% will be split equally between the City of Bloomington and McLean County. The estimated shares of the signal improvement costs are \$8,866.27 each.

Mr. Schmitt advised that since we have jurisdiction of two of the three legs of the intersection of Raab Road and Towanda Barnes Road, the cost for installation and ongoing maintenance will be split 2/3 McLean County and 1/3 the Town of Normal. Significant traffic backups occur at the Raab Road intersection on school mornings when students are traveling to Normal Community High School. The estimated cost for the signal related items is \$112,627.70. Federal funding is estimated to cover 75.1764% of the cost. The remaining 24.8236% will be split between the Town of Normal and McLean County. McLean County's estimated share of the signal improvement costs is \$18,638.83 and the Town of Normal's estimated share is \$9,319.42

Mr. Robustelli commented that we don't often have projects of this significance that connect populated areas on County Roads. Looking at the map and seeing the connection points between Towanda Barnes Road and where people live, the schools and the Route 66 trail, there is no safe north south bike route. Should we have considered if it is feasible for a dedicated bike route. In the not so near future this area will become much more urban. Regardless of where it is in the County, we should look at transportation networks beyond vehicle and consider all traffic.

Ms. Harris added that Mr. Schmitt did state that Towanda Barnes Road was wide enough to add a trail. Mr. Schmitt responded that there is room in the right-of-way for a potential trail in the future.

Mr. Cavallini asked the width of the right-of-way. Mr. Jerry Stokes, Assistant County Engineer, responded that the total width is 130 feet with 5 lanes of traffic and curb and gutter.

Mr. Schmitt added that it is in the County's long term plan with right-of-way reserved for a trail. In this location, from engineering and safety aspect, with high volume teen drivers and the existing problem at the left turn intersection, a bike trail would create an unsafe situation. An off road trail at this location is the better option.

Mr. Robustelli commented that the bikers are going to us use it anyway; they need a north south route.

Mr. Schmitt advised that adding a bike lane when it is not the safest decision will create a liability for the County. He noted that the County wants to accommodate bicyclers but in a safe manner and not create a liability for the County.

Ms. Harris asked what can be done during the planning stage to address this concern. Mr. Schmitt responded that funding for bike trails through the County is difficult by state statute. Most of the funding for the bike trails comes from Parks and Recreation Department. Towanda Barnes would require partnering with the City of Bloomington and Town of Normal.

Chairman Soeldner asked if looking at the possibility of bike trails is part of Regional Planning Commission. Mr. Schmitt stated that potential bike trails is part of Region Planning along with the Green Ways Plan.

Motion by Harris/Cavallini to recommend approval of the Towanda Barnes Road CH 29, Sec 07-00113-04-FP:
1. Supplemental Resolution for Improvement – MFT
2. Resolution for Improvements – Matching

Motion by Buchanan/Harris to recommend approval of the Towanda Barnes Road CH 29, Sec 07-00113-04-FP:
3. Intergovernmental Agreement between the City of Bloomington and McLean County for Traffic Signals at Ft. Jesse Road.
Motion carried.

Motion by Cavallini/Harris to recommend approval of the Towanda Barnes Road CH 29, Sec 07-00113-04-FP:

4. Intergovernmental Agreement between the Town of normal and McLean County for Traffic Signals at Raab Road.

Chairman Soeldner continued with the Hudson-Stuckey Road- CH 12 – Sec 05-00135-08-WR, Supplemental Resolution for Improvement – MFT.

Mr. Schmitt stated that this Supplemental Resolution will appropriate the funding for the contract widening and overlay of the Hudson-Stuckey Road (CH 12) from CH 31 (Pipeline Road) to CH 29. This project will upgrade the road to an 80,000# road. The Resolution will provide for the use of an additional \$275,000 in Motor Fuel Tax Funds for the project and reduce the amount of Matching Tax Funds used for the project by \$440,000. He recommended approval of the Resolution.

Motion by Pyne/Harris to recommend approval of the Hudson-Stuckey Road- CH 12 – Sec 05-00135-08-WR, Supplemental Resolution for Improvement – MFT.
Motion carried.

Chairman Soeldner presented the Lexington LeRoy Road – CH 21 – Sec 13-00041-05-RS, Resolution for Improvements – Matching.

Mr. Schmitt reported that this resolution will appropriate Matching Tax funds for the resurfacing of the Lexington-LeRoy Road from 2000 N to the Mackinaw River Bridge. The remainder of the funds will come from the Truck Access Route Program (TARP). The resurfacing is needed to repair the deteriorating surface of the roadway and will upgrade the Lexington-LeRoy Road from Illinois Route 165 to County Highway 8 to an 80,000# Truck Route. County Highway 8 from County Highway 55 is an existing 80,000# Truck Route.

Motion by Cavallini/Harris to recommend approval of Lexington LeRoy Road – CH 21 – Sec 13-00041-05-RS, Resolution for Improvements – Matching.
Motion carried.

Chairman Soeldner continued with the Minard Run Oil Company Road Use Agreement.

Mr. Schmitt referred to the distributed Road Use Agreement. He stated that the Road Use Agreement is for a Special Use Permit that goes to the Zoning Board of Appeals

(ZBA) tonight October 7, 2014. The Road Use Agreement is similar in format to the Enbridge Road Use Agreement.

Chairman Soeldner asked if there is a template to determine the adequate amount of insurance needed. Mr. Schmitt responded that the County has standard requirements.

Mr. Robustelli stated that the Road Use Agreement deals with the question of County Highway use and not the question of whether or not the Special Use permit should be allowed. It is his concern that the public will not understand this. If there is no rush, why not wait to approve the Road Use Agreement after the ZBA hearing.

Mr. Schmitt explained that the Agreement gives the County protection for damage to county roads and is not an endorsement of the project. The County likes to have the Road Use Agreement in place when the Special Use goes to the ZBA.

Mr. Don Knapp, First Assistant State's Attorney advised that it is anticipated that the ZBA hearing will not be completed in one night. The ZBA may not meet to complete the public hearing for up to 20 days out. If this is the case, when the Road Use agreement goes to the County Board they are going to want to know the Committee's opinion on the agreement. Approval of the Road Use Agreement before the public hearing is a standard operating procedure.

Mr. Schmitt pointed out that the Agreement is clear in stating "this Agreement establishes the rights and obligations of the Parties as they relate to the use of County Highways during the construction and operation of the Project only and that by entering this Agreement the County is neither endorsing nor expressing its approval of the Project..."

Chairman Soeldner agreed. He stated that if there are special road requirements, they may need to be part of the permit process.

Mr. Schmitt stated that these Road Use Agreements address every issue the Department has concerning County Highways.

Mr. Robustelli noted that this agreement does not provide road enhancements before damage is done.

Mr. Knapp responded that the Agreement states that regardless of whether oil is found or not, a fee is paid and the road is surveyed for condition. If oil is discovered a \$100,000 surety bond is required for possible damage to the roads. From there the bond is increased with the number of trucks of oil taken from the site. Minard Run oil Company anticipates trucks to be less than 72,000 pounds which will adhere to the County road weight limits. The application is only for a 5 year period but the Road Use Agreement will continue for one year after Minard Run Oil Company stops production of oil.

Ms. Harris asked that the stipulation "this Agreement establishes the rights and obligations of the Parties as they relate to the use of County Highways during the construction and operation of the Project only and that by entering this Agreement the County is neither endorsing nor expressing its approval of the Project..." be moved to the beginning of the resolution. Mr. Knapp responded that the stipulation can be moved to the first paragraph under the recitals.

Ms. Metsker asked if the Agreement can require the surety bond be purchased locally. Mr. Knapp responded that AA bonds are required. Ms. Hannah added that this has been done before, but there are limited numbers of banks that can handle large dollar amounts. These amounts may be doable.

It was decided to not amend the Agreement; however a letter will be sent strongly encouraging Minard Run to purchase the surety bond locally, if possible.

Motion by Buchanan/Harris to recommend approval of the Minard Run Oil Company Road Use Agreement as amended.
Motion carried.

Chairman Soeldner continued with the Project Summaries.

Mr. Schmitt presented pictures showing the progress of the projects.

Mr. Stokes reported that the construction and resurfacing of the Lexington-LeRoy Road is complete. Final paperwork needs to be completed.

Mr. Stokes stated that the Williams Bridge project is complete. Final paperwork needs to be completed. He presented a picture after a heavy rain showing the effectiveness of the drop box.

Mr. Schmitt continued with the Holder Bridge. Construction on this project is complete. Final paperwork needs to be completed. He presented a picture showing the slant on curve in the road approaching the bridge. The guardrails have been widened and the bridge deck is 32 feet wide.

Mr. Schmitt reported that the widening and resurfacing project on the Hudson Stuckey Road is progressing. The HMA base course widening is done and the HMA binder course will be put down this week. The project will not be completed until 2015. He presented pictures showing the process used to widen the road. The road is currently 20 feet wide and will be widened to 24 feet.

Mr. Schmitt gave an update on the progress of the building damaged by the fire. The structural steel frame is up, the roof is on, the concrete block wall is completed and the side walls are being insulated. They are currently framing the walls for the lab. The building should be completed in an estimated three weeks.

Chairman Soeldner called for a short 5 minute recess before beginning the FY 2015 Budget process. Recess 9:00 a.m.

Chairman Soeldner reconvened the Transportation Committee Meeting at 9:08 p.m.

Chairman Soeldner continued with the last item for action to be presented to the Committee, the FY 2015 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 reported that the Highway Department operates primarily from four different tax funds. Three of these are property tax based:

1. 0120 Highway Fund - Primary operating fund used for the day to day operations of the Department.
2. 0121 Bridge Fund - Used for the construction and maintenance of County and Township bridges and culverts.
3. 0122 Matching Tax Fund - Used to match Motor Fuel Tax, Federal and State funds and can only be used for engineering, construction and right-of-way acquisition on construction projects.

The fourth fund, 0123 MFT Fund is derived from the State Motor Fuel Tax. MFT Funds are used for construction and maintenance of our County Highway System. This fund has more regulation regarding its use than the other three funds.

Mr. Schmitt presented the FY 2015 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 69.3% 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.

Mr. Schmitt noted that the most significant parts of the Highway Department's FY 2015 Budget are the Towanda Barnes Road Reconstruction Project and a recommended change in our large truck replacement program. He presented highlights of the FY 2015 Recommended Budget.

Fund: County Highway Fund 0120

Department: County Highway 0055

Highlights of the Recommended Budget:

REVENUE:

400.0000 Unappropriated Fund Balance: This line item account was budgeted at \$250,000 in the FY'2014 Adopted Budget and is budgeted at \$448,434 in the FY'2015 Recommended Budget. This is needed to fund construction projects planned for 2015.

401.0001 General Property Taxes: This line item account went up \$71,254 in the FY'2015 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'2015 Recommended Budget is projected to be \$0.07133 per \$100 of equalized assessed valuation. This is a 0.99% increase over the FY'2014 final tax rate, which was \$0.07063 per \$100 of equalized assessed valuation. He referred to the handout show the Highway Tax Rate from 2007, pointing out that the projected tax rate of 0.07133 for 2015 is less than the 2007 tax rate of 0.0736.

410.0009 Commodities: This line item account was budgeted at \$130,000 in the FY'2014 Adopted Budget and is budgeted at \$130,000 in the FY'2015 Recommended Budget. The 2009-2013 average is \$131,676.

410.0015 Engineering: This line item account was budgeted at \$129,000 in the FY'2014 Adopted Budget and is budgeted at \$132,000 in the FY'2015 Recommended Budget. The 2010-2013 average is \$133,532.

410.0022 Labor & Equipment Rental: This line item account was budgeted at \$350,000 in the FY'2014 Adopted Budget and is budgeted at \$400,000 in the FY'2015 Recommended Budget. This increase reflects the \$375,000 in Equipment Rental that we will be transferring from the Motor Fuel Tax fund during FY'2015. This funding will continue to 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 \$97,500 in the FY'2014 Adopted Budget and is decreased \$69,500 to \$28,000 in the FY'2015 Recommended Budget. This line item includes \$4,000 for the annual permit fee for the EDPR Wind Farms east of Bloomington, \$2,000 for the annual permit fee for the White Oak Wind Farm northwest of Normal, \$17,000 overweight permit fees, and \$5,000 for Show Bus administration.

410.0035 Unclassified Revenue: This line item account was budgeted at \$20,000 in the FY'2014 Adopted Budget and is budgeted at \$20,000 in the FY'2015 Recommended Budget. This reflects the 2009-2013 average of \$21,586. This includes:

- Farm Rent
- Salvage Materials
- Map Sales
- Misc. Rebates

EXPENDITURES:

Personnel:

There is a 0.12 increase in the Full-Time Equivalent Staffing levels for the Highway Fund in the FY'2015 Recommended Budget. This is the result of the reallocation of FTE's based on the projects that are planned for 2015. He added that the Department has a reclassification request to create a Project Manager II position. Currently the engineering staff consists of Mr. Schmitt, County Engineer, Mr. Stokes, Assistant County Engineer, a Highway Operations Officer and four Resident Engineers. Two of these positions are degree engineers and two are Project Managers. Mr. Schmitt stated that the Department is recommending a reclassification for a Project Manager II position to have over site of Bridge Maintenance. This would allow an increase in the salary range. There are currently 365 County and Township Bridges that are inspected biannually.

Ms. Metsker asked if there is salary data that substantiates the need for this reclassification. Mr. Schmitt responded that this is based on going rates compared with other Counties through the Illinois Association of County Engineers.

Fringe Benefits:

The 9% increase in fringe benefits is due to the increase in health insurance costs.

Mr. Cavallini asked if this insurance increase is typical. Mr. Schmitt advised that it is higher this year; however there was a minimal increase last year. This increase in health insurance is across the board for the entire County.

Materials and Supplies:

All of the line items in the Materials and Supplies line item accounts have either decreased or remained the same with the exception of two line items:

Line item 0621.0005, COMPUTERS UNDER \$1,000, increased from \$1,900 in FY'2014 to \$2,900 in FY'2015. This is due to the need to replace three desktop computers in 2015, compared to just two in 2014.

Line item 0628.0001, COPYING EXPENSES, increased from \$1,410 in FY'2014 to \$1,550 in FY'2015. This increase is a result of the per page copy expense on our leased copier and the monthly cost is averaging \$15 higher than estimated.

Contractual Services:

All of the line items in the Services line item accounts have either decreased or remained the same with the exception of seven line items:

Line item 0716.0001, MAINT. RD/DRAINAGE STRUCT, increased from \$117,600 in FY'2014 to \$125,000 in FY'2015. This increase is needed to fund needed maintenance work.

Mr. Robustelli asked if \$125,000 is realistic for the number of miles of road the County maintains. Mr. Schmitt responded that the majority of the maintenance of roads comes from the MFT Fund. This \$125,000 will supplement the costs that are not allowed with MFT.

Mr. Robustelli asked if there is a way to track the condition of the County Roads. He asked if there are failing roads that the funding to cover the maintenance is not there or the funding is insufficient. Mr. Schmitt noted that the FY 2015 maintenance of roads is decreasing. Over the last three years the Department has received Illinois Jobs Now funding that went into the MFT fund. This program has expired. He noted that an increase in MFT or some type of additional revenue source is significantly needed in the future.

Mr. Robustelli would like to see this situation tracked in a way, over time, to see if local funding is not available to maintain County Roads. He believes this should be put on the County's legislative agenda. Not maintaining the roads is only going to be more costly in the future. Mr. Robustelli does not want to see the County in a situation similar to the \$60,000,000 road liability the City of Bloomington is facing.

Mr. Wasson, County Administrator advised that this is a high priority. He noted that the collar counties have solved this issue through other legislative mechanisms. Another part of the challenge for County Government is a number of home rule units have initiated additional Motor Fuel Tax. The County and Townships do 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. Mr. Wasson stated that Mr. Schmitt and he will be meeting with one of the County Legislators next week on this subject.

Mr. Robustelli asked if it is fair to say that in over the next five years, without action at the State level or a substantial increase in the local levy, we will not have the funding to maintain County Roads. Mr. Wasson responded that this is true.

Mr. Schmitt noted that throughout the FY 2015 we are using a large amount of unappropriated fund balances which builds through major project such as Towanda Barnes. The Department actively pursues funds available. We have 1-2 more years after the FY 2015 Budget with balances in these funds; after that the balances will be just enough to survive until we receive the property taxes.

Mr. Schmitt will put together a presentation outlining what the Illinois Association of County Engineers have done and are doing to address this issue and other opportunities and options available to the County.

Ms. Metsker asked if the Town of Normal of the City of Bloomington ever takes over a County Highway. Mr. Wasson responded that for a jurisdictional transfer between the County and the Town of Normal or City of Bloomington to happen there generally needs to be a mutual benefit for both entities. He added that the County continues to look for these opportunities. Mr. Wasson noted that the County has an ongoing and positive working relationship with both the Town of Normal and the City of Bloomington.

Line item 0740.0002, EQUIP. MAINT./REPAIR-HWY, increased from \$213,000 in FY'2014 to \$235,000 in FY'2015. This increase reflects the need for additional maintenance of our equipment as we continue to experience increased maintenance costs with our aging equipment.

Line item 0767.0001, PROPERTY TAXES, increased from \$540 in FY'2014 Adopted Budget to \$600 in the FY'2015 Recommended Budget. The increase is paid by the renter of the farm.

Line item 0778.0002 ADMINISTRATIVE SURCHARGE, increased from \$11,000 in FY'2014 to \$11,165 in FY'2015.

Line item 0790.0004, EQUIPMENT RENTAL, increased from \$18,250 in FY'2014 to \$20,000 in FY'2015. This reflects the need to rent the Bridge Snooper Trailer in 2015.

Line item 0795.0001, ELECTRIC SERVICE, increased from \$21,250 in FY'2014 to \$21,500 in FY'2015. Our 2009 to mid-2014 average is \$21,345.

Line item 0795.0002, GAS SERVICE, increased from \$7,500 in FY'2014 to \$8,000 in FY'2015. We have had a higher usage the last two years.

Capital Outlay:

All of the line items in the Capital Assets line item accounts have decreased or remained the same with the exception of line items:

Line item 0810.0001, CONSTR. RDS/BRIDGES/CULV'T, increased from \$373,878 in FY'2014 to \$404,604 in FY'2015. This increase is needed for the construction projects that we have planned for 2015.

Line item 0838.0002, PURCH. MACH./EQUIP.-HWY, increased from \$27,000 in FY'2014 to \$43,000 in FY'2015. This increase reflects one additional snowplow because we are replacing three plow trucks instead of the normal two plow trucks. This also includes a tool trailer for the pipe culvert crew, this will help with the efficiency of the crew as they replace culverts throughout the summer months.

Mr. Schmitt referred to the handout reflecting the under \$10,000 items to be replaced or added in FY 2015:

	<u>Price Each</u>	<u>Net Budget Cost</u>
➤ 3 New Snow Plows	\$9,500	\$28,500
➤ 3-Poing Mounted Seeder	\$7,000	\$7,000

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➤ 14,000# Tool Trailer	\$5,000	\$5,000
➤ A/C Recovery/Recycle Machine	\$2,500	\$2,500
Sub Total		\$43,000

Mr. Schmitt continued with the over \$10,000 items:

	<u>Price</u>	<u>Trade in</u>	<u>Net Trade in</u>
Tandem Dump Truck			
Cab and Chassis	\$110,000	\$30,000	\$80,000
New dump body and hoist	\$28,000		\$28,000
Hydraulics and Hydraulic Wing Plow	<u>\$25,000</u>		<u>\$28,000</u>
Total	\$163,000		\$133,000
Tandem Dump Truck	\$110,000	\$30,000	\$80,000
New dump body and hoist	\$28,000		\$28,000
Hydraulics and Hydraulic Wing Plow	<u>\$25,000</u>		<u>\$28,000</u>
Total	\$163,000		\$133,000
Tandem Dump Truck	\$110,000	\$30,000	\$80,000
New dump body and hoist	\$28,000		\$28,000
Hydraulics and Hydraulic Wing Plow	<u>\$25,000</u>		<u>\$28,000</u>
Total	\$163,000		\$133,000
Pipe Crew Truck	\$27,750	\$0	\$27,750
Engineer's Extended Cab Pickup	\$24,000	\$12,500	\$11,500
Maintenance Crew Cab Pickup	\$28,000	\$8,000	\$20,000
Lowboy Trailer	\$77,500	\$5,000	\$72,500
Sub Total			\$530,750

Mr. Schmitt advised that the Highway Department is recommending that the County switch from a 10 year truck rotation to the 8 year cycle for these reasons:

- The average maintenance cost for years 1-8 truck ownership is \$1,415.85 per truck per year.
- The average maintenance cost for years 9+ of truck ownership is \$3,748.99 per truck per year.
- Also required in years 9 or 10 are:
 - Set of 10 new tires, a cost of \$3,909.46
 - Set of new brakes, a cost of \$1,000
 - These costs increase maintenance costs \$2,454.73 per truck per year

- This raises the average maintenance cost for years 9+ to \$6,203.72, 448.2% of the costs for years 1-8.
- Trading the trucks after year 8 will increase the trade-in value by \$5,000 - \$7,000 per truck.
- Maintenance savings reduced by \$19,151.48 per year along with increased reliability during winter operations.

Line item 0839.0001, PURCHASE/RADIO EQUIPMENT, increased from \$2,400 in FY'2014 to \$2,800 in FY'2015. This increase is the result of replacing two two-way radios.

Line item 0850.0001, CAPITALIZED ASSETS, increased from \$378,800 in FY'2014 to \$530,750 in FY'2015. We are recommending the purchase of several pieces of equipment that are starting to incur increased maintenance costs. Included in this is the proposed shift from our current 10 year large truck replacement cycle to an 8 year large truck replacement cycle. Also included is the purchase of a new lowboy trailer, as the wheels on our existing trailer can no longer be replaced and the current lowboy doesn't meet our current needs.

Mr. Schmitt continued with the Bridge Fund 0121 which is used to fund:

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

He advised that 71% of the revenue for the Bridge Fund comes from property tax and the remaining revenue comes from Township reimbursement for bridge and culvert projects.

Highlights of the Recommended Budget: County Highway Department 0055

Bridge Fund 0121

REVENUE:

400.0000 Unappropriated Fund Balance: This line item was budgeted at \$450,000 in the FY'2014 Adopted Budget and is budgeted at \$311,480 in the FY'2015 Recommended Budget. This line item decrease represents the reduction in the planned FY'2015 Bridge Construction Program.

401.0001 General Property Taxes: The \$1,497,277 of generated revenue in the FY'2015 Recommended Budget is \$26,266 more than the FY'2014 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'2015 Recommended Budget is projected to be \$0.04066 per \$100 of equalized assessed valuation. This is the same as the final rate from FY'2014.

410.0010 Construction/Maintenance: This line item was budgeted at \$170,000 in the FY'2014 Adopted Budget and is budgeted at \$300,000 in the FY'2015 Recommended Budget. This line item increase represents the reimbursement for Township Bridge Program projects that we have been anticipating to continue the replacement of bridges as they need to be.

EXPENDITURES:

Personnel:

There is a 0.15 decrease in the Full-Time Equivalent Staffing levels for the Bridge Fund in the FY'2015 Recommended Budget. This is the result of the reallocation of FTE's from the Bridge Fund (0121) to the Highway Fund (0120) and the Motor Fuel Tax Fund (0123) because of the construction projects that are planned for 2015.

Contractual Services:

All of the line items in the Services line item accounts have decreased or remained the same except for:

Line item 0778.0002, ADMINISTRATIVE SURCHARGE, which increased \$165 in FY'2015 to \$11,165.

Capital Outlay:

One line item in the Capital Assets line item accounts has increased:

Line item 0810.0001,CONST.RDS/BRIDGES/CULV'T, which increased \$20,682 or 1.37%.

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, State and Motor Fuel Tax projects. 81.3% 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.

Fund: County Matching Tax Fund 0122

Department: County Highway 0055

Highlights of the Recommended Budget:

REVENUE:

401.0001 General Property Taxes: This revenue line account went up \$35,386 in the FY'2015 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 the FY'2015 Recommended Budget is projected to be \$0.03550 per \$100 of equalized assessed valuation. This is up from the FY'2014 final tax rate of \$0.03515. This is a 1.00% increase in the tax rate.

400.0000 Unappropriated Fund Balance: This line item account is \$299,965 in the FY'2015 Adopted Budget, which is down \$35 from the FY'2014 Adopted Budget.

EXPENDITURES:

Contractual Services:

All of the line items in the Services line item accounts have decreased or remained the same except:

Line item 0778.0002, ADMINISTRATIVE SURCHARGE, which increased \$165 in FY'2015 to \$11,165.

Capital Outlay:

All of the line items in the Capital Assets line item accounts have decreased or remained the same except:

Line item 0810.0001, CONST.RDS/BRIDGES/CULV'T which increased by \$40,398 to \$1,579,163 in FY'2015. 98.22% of the Matching Fund Budget expenses are in line item 0810.0001, for the 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. 69.8% of the revenue comes from our monthly allotments. \$600,000,000 was allocated to local agencies through the Illinois Jobs Now. The County received 6 installments of \$379,917. This will cause an increase in the budget in the coming years.

Mr. Schmitt advised that the County's monthly allotments of Motor Fuel Tax have decreased since 2005-2006. Some of the decrease in Motor Fuel Tax has been absorbed by the Illinois Jobs Now allotments received in the last three years.

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.

Fund: Motor Fuel Tax 0123

Department: County Highway 0055

Highlights of the Recommended Budget:

REVENUE:

407.0020 County Motor Fuel Tax: This line item account is increased \$47,950 in the FY'2015 Recommended Budget to \$2,610,950. The average of the first nine MFT allotments is 2.79% higher than the \$2,563,000 budgeted for FY'2014.

400.000 Unappropriated Fund Balance: This line item account is budgeted at \$1,127,871 in the FY'2015 Recommended Budget, which is an increase from \$699,000 in the FY'2014 Adopted Budget. This funding is needed for the construction planned in 2015 and includes our 6th Illinois Jobs Now! Installment received in FY'2014 in the amount of \$379,917.

EXPENDITURES:

Personnel:

There is a 0.03 increase in the Full-Time Equivalent Staffing levels for the MFT Fund in the FY'2015 Recommended Budget. This is the result of the reallocation of FTE's based upon projects planned for 2015.

Contractual Services:

All of the line items in the Services line item accounts have decreased or remained the same with the exception of:

Line items 0718.0001 and 0793.0001. These relate to the County Engineer's schooling and travel expenses and are increased because of a need to take a bridge inspection refresher class. The total increase for the two line items is \$235, for a total of \$1,800.

Capital Outlay:

All of the line items in the Capital Outlay line item accounts have decreased or remained the same with the exception of:

Line item 0810.0001 Constr.Rds/Bridges/Culv't: This line item account was increased from \$1,089,792 in the FY'2014 Adopted Budget to \$1,664,661 in the FY'2015 Recommended Budget. This increase will be used to fund construction projects planned in 2015.

Ms. Pyne noted that during her tour of the Highway facility, Mr. Schmitt stated that he would put document storage on a wish list for the Department. She asked if the FY 2015 Budget includes funds for this. Mr. Schmitt responded that it does not. Mr. Wasson added that document storage is a County wide issue. He stated that the County has a couple likely facilities developments that will include storage:

- The Fairview Facility

➤ Downtown Campus

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.

2015

- Towanda Barnes Road Rebuild with 5 lanes
- Saybrook Road in town Resurface
- Towanda Barnes Road Resurface
- Shirley Overpass Patching
- Rock Road Bridge New Bridge
- Gridley Road Bridge Bridge Repair
- Kappa road Bridge New Box Culvert

2016

- Towanda-Barnes Road Southbound free flow right turn lane
- Towanda Barnes Road Resurface
- Bellflower –Saybrook Road Resurface
- Lexington East road Bridge New Bridge

2017

- Lake Road Resurface
- Bellflower-Saybrook Road Resurface
- Section V Resurface
- Lexington Road in town Resurface
- Stringtown Road Resurface

2018

- Ron Smith Memorial Highway Cold in-place Recycle &Resurface
- Weston Road Resurface
- Colfax in town Resurface
- Riddle Pit Road Bridge New Bridge

2019

- Colonial Motel Road Resurface
- Towanda East Road Resurface
- Shirley Road Bridge New Bridge

Chairman Soeldner asked if the 5 Year Plan changes from year to year. Mr. Schmitt responded that the 5 Year Plan fluctuates due to funding and road and weather conditions.

Mr. Robustelli asked if Motor Fuel Tax Funding allotments are something we can count on annually. Mr. Schmitt stated that historically it is the best estimate to predict future

funding. The MFT allotments are issued to the County with rules concerning the use of the funds.

Mr. Robustelli asked for some type of model over the next 5 years that would help understand, in the absence of this funding in the future, what this would look like for the County if there were no other options. Mr. Schmitt will prepare a funding presentation for the Committee along with a report on MFT.

Motion by Robustelli/Cavallini to recommend approval of the Fiscal Year 2015 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. Schmitt reported that, because this is a renewal year with the State, the County's salt prices were only allowed to increase 5% per ton. Some local agencies salt prices almost doubled.

Chairman Soeldner thanked the Department for a job well done.

Chairman Soeldner stated that the next meeting of the Transportation Committee will be held on Tuesday, November 5, 2014 Room 400.

Chairman Soeldner asked if there was any other business to come before the Committee.

Motion by Cavallini/Buchanan to adjourn
The October 7, 2014 Transportation Committee
Meeting.
Motion carried.

Chairman Soeldner adjourned the meeting at 10:30 a.m.

Respectfully submitted,

Diana Hospelhorn
Recording Secretary