

Item #11B:
Village Trustee Wachs
Lake County Transportation Infrastructure Program

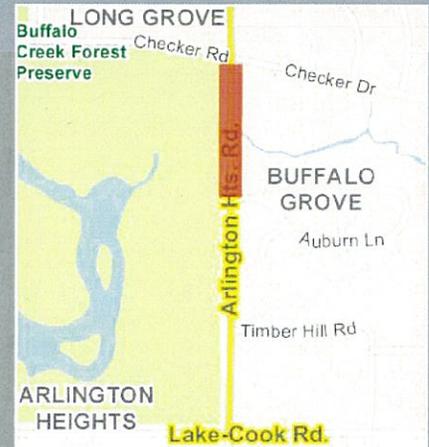
Construction Update



LakeCounty
Division of Transportation
600 West Winchester Road
Libertyville, Illinois 60048



Project Location:



Project:

Arlington Heights Rd, southbound bridge over Buffalo Creek

Limits:

Arlington Heights Rd north of Lake-Cook Rd from Auburn Ln to Checker Rd in Buffalo Grove

Project Description:

Remove and replace southbound bridge deck beams, sidewalk/curb removal and replacement, road resurfacing, pavement markings, landscaping, and new bike path drainage improvements under bridge.

Project Status: Scheduled

Project % complete: 0%

Current Information:

Project has been let, contractor is selected and work is tentatively scheduled to begin April 2013. Estimated completion is by August of this year.

Traffic will be reduced to one lane in the southbound lanes only; northbound lanes are not planned to be affected.

First stage is for work on the west half of the bridge with southbound traffic in the inner lane. Then sides will be flipped for the second stage with traffic on the new deck in the outer lane while work happens on the east half of the bridge.

Watch for flaggers, workers and equipment during construction.

Construction Information Contact:

Jeff Dayson, LCDOT
Resident Engineer
847.377.7400

Additional Contact(s):

Glenn Petko, LCDOT
Engineer of Construction
847.377.7400

Al Giertych, LCDOT
Assistant County Engineer
847.377.7400

Lake County Traffic Information:

lakecountypassage.com

Date: 4/2/13



Transportation Infrastructure in Illinois

Monday, April 22nd, 2013

8:30 – 10:00 a.m.

University Center of Lake County

1200 University Center Drive

Grayslake, IL 60030

During this informational program, participants will hear about the transportation investment picture in Illinois and learn the Lake County perspective on transportation infrastructure needs. Participants will also have an opportunity to share their views on the future of transportation infrastructure investment in Illinois.

8:00 a.m. Pre-event LCTA Annual Membership Meeting

8:30 – 9:00 a.m. Event Registration & Networking

9:00 – 10:00 a.m. Program

- Welcoming remarks by Aaron Lawlor, Chairman of the Lake County Board and Suzanne Zupec, President of the Lake County Transportation Alliance (LCTA)
- Overview of the transportation investment picture in Illinois by Transportation for Illinois Coalition (TFIC) Managing Director Jennifer Morrison
- Marty Buehler, Executive Director of the Lake County Transportation Alliance will review the history and development of the state highway widening consensus plan for Lake County and offer a current perspective on future needs.
- Kent Street, Village Manager for the Village of Deerfield, Illinois will offer a municipal view on funding for local road improvements.
- Opportunity for questions and comments from participants

To reserve your spot, please contact **Linda Rubeck, Lake County Division of Transportation** at **847-377-7444** or LRubeck@lakecountyil.gov on or before Friday, April 19th.

- Please try to attend this very important and informative session -

David Lothspeich

From: LCTA [LCTA.info@gmail.com@mail2.com] on behalf of LCTA [LCTA.info@gmail.com]
Sent: Tuesday, April 02, 2013 10:37 AM
To: David Lothspeich
Subject: LCTA DRIVING DECISIONS; LCTA event with Legislative Delegation, Annual Meeting & More

If this message is not downloading properly, [view it here](#).



Why We Matter

Lake County Transportation Alliance (LCTA) is a public-private advocacy group created to raise awareness and build consensus on development and implementation of short and long-term transportation goals and objectives in Lake County, Illinois. Through its efforts, LCTA hopes to sustain and enhance Lake County's high quality of life and provide tangible benefits to the community, including quality job retention and creation, capital investment, economic diversity and promote sustainable economic growth.

April 2013

President's Message

I like DRIVING DECISIONS for the name of LCTA's new quarterly newsletter precisely because of its thoughtful double meaning. LCTA is all about persuading decisions makers to make thoughtful and timely decisions on transportation improvements for all modes for the benefit of Lake Countians.

Our goal in providing information is for all members to know what steps we can take to make a difference in the outcome of transportation decision making, leading to better economic growth and quality of life.

-President Suzanne Zupec-

A Time to Talk and a Time to Listen:

April 22, 2013

With our statewide partner, the Transportation for Illinois Coalition

JOIN NOW



(TFIC), we have scheduled a Briefing on Transportation infrastructure in Illinois and Lake County. Your invitation and reservation instructions follow. The Lake County Springfield legislative delegation will be well represented at this event.

Click to see the **April 22nd TFIC Community Meeting Invitation**.

Click to see the **April 22nd Meeting Agenda**.

LCTA Annual Meeting: Also on APRIL 22, 2013

We will take the opportunity to have the LCTA Annual Business Meeting at 8:00 am at the University Center, in the adjoining Auditorium just before the TFIC event. We will be electing 3 Directors to the Board and providing a quick update on activities.

- Election of Directors (3 year terms)

Greg Koeppen

Pete Manhard

Richard Welton

- LCTA Accomplishments

- Planning for a September event

- Adjourn to the TFIC event, leaving you time to network

When you register for the TFIC event, also indicate your attendance at the LCTA Annual Meeting.

THE TERMINOLOGY FOR THE EVENT

When you attend the Briefing on Transportation infrastructure in Illinois and Lake County, in spite of the speaker's best efforts, you will hear several terms I'd like to explain ahead of time. We want you to be prepared to ask the legislators questions or provide insightful comments to them which help DRIVE their future DECISIONS.

• Capital Bill

A bill is legislation before the Illinois General Assembly. A Capital Bill is legislation to authorize additional expenditures, above what the state can currently provide for infrastructure. The capital bill would also provide new revenues to pay for the expenditures and how these revenues would be protected against diversions to the state's general revenue fund. We care about a transportation capital bill. Why not give the transportation capital bill a name? That does happen, generally when the Governor proposes a program expansion; e.g. Governor Quinn's Illinois Jobs Now in 2009. The speakers at this event will talk about the need for a new transportation capital bill.

• Capital Infrastructure vs. Capital Maintenance

A large amount of expenditures need to be programmed by IDOT in their 5-year planning horizon, if IDOT wants to widen a good number of miles of state highways. We know that the current revenues provided to IDOT are insufficient to widen all the highways in our CONSENSUS PLAN (see below). This kind of

investment is called capital infrastructure investment.

IDOT must resurface their highways and repair bridges on an ongoing basis. Revenue streams for these purposes, in their 5-year planning horizon, are called capital maintenance investments. Generally, capital maintenance investments have a higher priority than capital infrastructure investments

The RTA Service Boards, Metra and Pace need additional state funding for capital infrastructure. The RTA's term is adequate funding to reach a State of Good Repair; but that is a topic for another day.

• **Should Bond Funding be used for Capital Maintenance?**

Financing a transportation capital bill can be done by selling bonds or using on-going revenue streams; or both. Bonding funding should not be used for highway capital maintenance investment because the life of the resurfacing (8 years) is less than the life of the bond payments (20 years). The speakers at this event will talk about the need for a well thought out additional funding component for a new transportation capital bill.

• **Consensus Plan**

LCTA coordinated, in 2006, the Lake County Transportation Summit at which the consensus priority list of state highways to be widened over the long term in Lake County, the CONSENSUS PLAN, was created. This PLAN was used to help guide the selection of transportation capital infrastructure projects in Lake County for the Illinois Jobs Now capital bill. That was a huge win for Lake County.

• **PayGo: Its Absence is a Problem for Local Highways**

In Illinois, PayGo is a term used in the legislative discussion of a capital bill for the portion of the capital expenditures to be financed by using increased on-going revenue streams.

The Illinois Jobs Now capital bill was essentially entirely bond funded, even including the small amount of funding provided to local highway authorities (counties, municipalities and townships) for their roads. The additional Illinois Jobs Now funding share to locals terminates in 2014.

Local road make up 88% of the mileage of roads in the state. The funds provided to locals, known as MFT funds, are from the gas tax collected by the state. IDOT and the locals split this revenue by statutory formula. The state gas tax has not been increased since 1991 and was not a part of the revenue streams financing the Illinois Jobs Now capital bill.

The growth in the number of more fuel efficient vehicles and the decline in purchasing power since 1991 has strained the ability of local authorities to keep up with the highway capital maintenance needs of their highway systems. MFT funds have actually declined. For local roads, that means the roads in front of resident's houses are wearing out faster than they can be repaved. Locals need some PayGo funding in the next state transportation capital bill.

• **Tipping Point**

This is a Marty Buehler term meant to indicate when conditions exist such that a new transportation capital bill might realistically be passed. Many factors come to bear: essentially it means that the factors justifying a new capital bill have become so obvious that they overwhelm the factors holding up a capital bill. In Illinois, the tipping point cycle is often of ten years duration. The Illinois Jobs Now capital bill was of a rather small size and we in the transportation industry, and including local elected officials, know the transportation improvement needs are already evident. How do we communicate that overwhelming need to state legislators? One way is to attend the event on 4/22 and express your thoughts and opinions.

• **Consensus Plan Redux?**

IF there is to eventually be a new transportation capital bill, and eventually there will be one, what is the current status of the implementation of the CONSENSUS PLAN by IDOT? This will be a topic of discussion at the 4/22 event. LCTA will also talk about the need to prioritize the CONSENSUS PLAN to have a realistic short list of state highway widening projects that IDOT says are ready for construction funding in the next transportation capital bill.

If you have questions, get in touch with our Executive Director, Marty Buehler.

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Raised in Lake County, Marty spent his entire professional engineering career with Lake County, most recently 28 years as Director of the Transportation Department. He has been with LCTA since July 2012.