



MACON COUNTY HIGHWAY DEPARTMENT

2405 N. Woodford St. Decatur, IL 62526

217-424-1404 FAX 217-424-2516

MINUTES

March 26, 2014

The Macon County Transportation Committee meeting was held on Wednesday, April 23, 2014 at 5:30 p.m. located at the Macon County Office Building, 141 S. Main St., Decatur, IL.

Transportation Committee Members Present:

Kevin Bird

Jerry Potts

Matt Brown

Kevin Meachum

Gary Minich

Transportation Committee Members Absent:

Keith Ashby

Susanna Zimmerman

Highway Department Support Staff Present:

Bruce Bird, County Engineer

Amanda Askew, Office Assistant

Call to Order:

The meeting was called to order by Chairman Kevin Meachum at 5:30 p.m.

Roll Call:

Kevin Meachum

Gary Minich

Jerry Potts

Kevin Bird

Matt Brown

Approval of the Minutes:

Jerry Potts made a motion to approve the minutes from March 26, 2014, seconded by Gary Minich. Motion Carried 5-0

Approval of the Bills:

Kevin Bird made a motion to accept the bills as presented, seconded by Jerry Potts. Motion Carried 5-0

No Public Comments

No Old Business

New Business:

Resolution appropriating Matching funds for construction for Section 12-00245-00-BR, the Kenney Road (CH 21) Bough Bridge Replacement Project.

Motion made by Jerry Potts, seconded by Matt Brown. Motion carried 5-0

Resolution approving the jurisdictional transfer agreement with the Illinois Department of Transportation on State Section 128N, the improvement of FAP Route 714 (IL 48 State) at FAS 1539 (CH 41, Wyckles Road) southwest of Decatur.

Bruce stated this goes hand in hand with the resolution we had last month for the funding. Because of the way they are rearranging the intersection and they are realigning it they actually have to buy property on the north and west side of the railroad tracks to realign our County Highway. They are doing that with their funds. They already have the right-of-way secured. Since they are realigning the

road we have to abandon the old road in place, they will build the new road in their name and then do a jurisdictional transfer to accept it back as ours. It is basically paperwork that allows them to build this roadway at their expense.

Motion made by Jerry Potts, seconded by Gary Minich. Motion carried 5-0

Resolution approving an Addendum for agreement for the sharing of certain costs on an environmental study between the Village of Mt. Zion, Macon County, and Steve Lewis.

Bruce stated the key word on this is that it is an addendum to the agreement. The original agreement included Hanson Engineers as part of the funding arrangement. The folks at Hanson pointed out they are going to have a contract directly with Mt. Zion. They are not providing any funds to the project, they are just not charging as much as they normally would. The agreement would reflect that. They wanted to simplify the agreement. The funding agreement should be between those three parties and Hanson will have an engineering agreement with Mt. Zion. No additional funds, just paperwork clear up. Motion made by Gary Minich, seconded by Kevin Bird. Motion carried 5-0

Resolution appropriating an Agreement for State Participation with the Illinois Department of Transportation on Section 13-00201-01-PV, the Elwin Road (CH 30) and Wyckles Road (CH 41) connector project.

Bruce stated this is our portion where the State is realigning Route 48 and where we left off from our end of County Highway 30 we did two years ago. This is the connector that will tie those two together. This is the funding agreement that allows the State to pay for a big chunk of it. The number may be modified depending on what the final numbers are on the Spacemark Road project, whatever is not used goes down here. If we can get good prices on Spacemark we will actually end up with the State paying for more of this portion. That will come out when we balance the numbers at the end. Motion made by Matt Brown, seconded by Kevin Bird. Motion carried 5-0

County Engineer's Report:

Bruce stated our maintenance crews have been concentrating on some cleanup work and replacing culverts on the cold in place recycling project east of Maroa we are going to be doing. We are getting the pipes underneath replaced before we redo the roadway on top of it. We did some ditch cleaning today at a couple of locations in the northern part of the County. We have got all of the right-of-way secured for our bridge projects that are on the June IDOT letting. Basically everything is taken care of and done. We will have two bridge projects and the cold in place recycling on the IDOT June letting. The North end of Wyckles, the contractor will start that as soon as school gets out, they do not want to mess up traffic for school. They are set and ready to go on that.

Today, I received the first three negotiated parcels for the section of Wyckles that goes south of there. We got the final documents in so we can generate payment on that. I know the negotiating consultant we got has been working on that pretty diligently for the last month and a half. As soon as we get the right-of-way documents in on that we will be able to go with that. That will probably be a project for next year.

There was a bit last week in the announcement about the ITEP (Illinois Transportation Enhancement Program) for Macon County, where we received \$384,000 for a bike path extension on Baltimore Rd., where we put in the two bridges with the bike paths attached on them. It is from the north side of Harryland up to the south side of Lost Bridge Rd. The money that we got from ITEP is at a 90% funding level, will pay for the construction of that bike path. I talked with the Village of Mt. Zion and they are going to put their final piece on the south side of Harryland so their entire bike path system will tie into this. We have a reconstruction project in the works a couple years from now were we are going

to reconstruct Baltimore from Lost Bridge up to Route 36 and there is a bike path that is included as part of that. When those two projects get complete there will be a bike path system from the Mt. Zion bike path all the way up to Route 36 and Baltimore. If you guys paid attention to the letter it said received 232 project applications and requests and over 260 million dollars. These are very highly competitive funds. This particular grant application I knew had a good chance because it involved a Park District facility. We had already put the money into the bridges and they like to see that. There is another entity involved besides us, the Village and the Park District and it tied into an eventual extension. It is an important link that will tie into other parts of future systems. It is a good deal for us.

First, the Rural Transit had their monthly meeting today and there has always been the talk about the grey area. To simplify it there is an urban area that is defined around Decatur and Decatur Public Transit serves areas within the limits of the city of Decatur, inside of that urban area. The area around there that is in the urban area but not within Decatur Public Transit Service areas is called the grey area. There are monies that are set aside for the urban area but Decatur Public Transit does not serve those areas because they serve City tax payers. The question is how can we serve those grey areas when we have a rural transit system that serves everybody outside there, you have Decatur Public Transit serving everybody inside there and then there is the ring around Decatur that nobody can serve because there is not a system set up for it yet. Decatur Public Transit said they can get funds for that area because it is within the urban area but they cannot provide the service because they are a City agency. They have always said in the past that they would be more than happy to serve as a pass through agency for those funds to us. It was just a question of trying to come up with some way to have a system where you could actually serve that area. Those State funds that they are talking about on the pass through, are down state operating assistance program funds will reimburse the cost up to 65%, the local entity will have to make up 35%. Paul McChancy had to put together his budget application to go in to the State for their funds that start July 1st, and he told the Rural Transit group that he needed budget numbers if they wanted to do this. Paul and I got together and put together a budget based upon replicating the system they have right now were they use a taxi service as a for hire to provide the systems for them. Somebody calls a City number that says they need a ride and the City passes that on to the taxi place and they perform the service for them. There is a certain fee that the taxi service will charge. We took a look at some rough numbers and came up with a budget amount. We could probably provide the service we charged the rider \$5.00 per ride, one way. That would most likely cover the 35%. He could also put in the budget for an administrative expense on top of that. I also asked Paul is this something that the City might be interested in doing for the County. Taking the calls and then splitting up and we would get a bill at the end of the month. Based up us negotiating an agreement he said yes we would be interested in looking at it. After the meeting this afternoon from the transit group the request was to bring to you guys here is, is that something that you want us to go forward and contact the City and see if there is something that we can come up with? Kevin Meachum stated I do not mind, but I want an agreement that we can take to our Sates Attorney and have him thoroughly go through it. I do not want the City of Decatur making a profit off a service that we are doing to break even and provide the residents of this County transportation, administration fees cover a wide brush. It is a service not a profit maker. Bruce stated I think initially it is just a matter of looking for some guidance to approach Decatur Public Transit to put something together and bring it back. Kevin Meachum stated I am okay with it just as long as it is fair to all parties involved. Bruce replied based upon providing the rural transit service I was assuming that the no local cost to the County that would be preferable. Kevin Meachum stated my main concern is, if there are administrative fees, what is their definition of that. If that is the case then we will have to look at it a little differently. Bruce replied the intent is that the administrative fees is covering the cost of whoever is answering the phone and calling the taxi company and making the assignment is this a Decatur Public Transit cost or is this a grey area cost. Kevin

Meachum stated I want to know exactly how they derived at that before I think the County ought to go into any agreements. Bruce replied I think we can get that taken care of. Eileen Serria Brown is the oversight from Champaign Regional Planning Commission, is also the oversight for the Federal funds for the whole East Central Illinois area and when we started getting into this I contacted her and asked if there is a go by from somebody who has done this before. She replied there is nobody in the State of Illinois and she went even further and she said the nearest she can tell there is nobody in the United States doing it this way. If we are successful in doing it this way, we will be the very first. Matt Brown asked what we charge for that Rural Transit service right now to the customers that we serve. Bruce replied the provider Show Bus charge people. The agreement is set up so that the Federal and the State operating funds that we get for that service are funneled through McLean County. We are part of a large group of counties. McLean County actually gets our operating monies on that from the State and Federal level. They send that to Show Bus and they take that plus the amount that they charge for the actual service. Gary Minich asked if there would be any liability for us. Bruce replied in the agreement for the Rural Transit that was put in there. We are basically a funding agency for that; the provider is the one that accepts the liability. Paul McChancy at Decatur Public Transit was really helpful, in knowing ways and offering suggestions on how to set it up. Also he was looking at it from the lowest costs to do it. He has a very good grasp on that. Kevin Meachum stated Paul McChancy has been with the city, mass transit for about 12 years. He used to be in charge of our zoning for Macon County. He knows how the County works he is a very professional great person.

Bruce stated I have always wanted to keep everybody up to date with what is going on with the possibility of the Capitol Bill. The TFI (Transportation for Illinois Coalition) came out and modified their proposal. They initially came out with a proposal that did away with Motor Fuel Tax and replaced it with a wholesale tax to raise funds for the Capitol Bill and ongoing funds for maintenance for roads and bridges. A couple of weeks ago they came out with a different plan because they went and talked to their constituents and the plan that they are touting now reduced or eliminates the diversions from the road funds and includes a 4 cent a gallon Motor Fuel Tax. If you read the paper today there was an opinion in there about what to do with that. The plan the TFI sees is they are trying to find the most equitable way for funding. The last Capitol Bill the Local Roads almost did not get in at all. This proposal has two components; it has bonded construction it also provides ongoing annual bump and increase in money that can go straight into maintenance and replacement. We can actually repair and fix what we got. Based on the numbers from the County Engineers and our group's breakdown of how much money would go in, the annual amount would be 445 million set aside for local roads. That is split and run through the MFT formula. Based upon what we are getting out of the Capitol Bill right now and in the past that will be a bump for us of around 1.6 million dollars a year. That would be a godsend for our roads. In this agreement they will actually set aside a specific bonded amount for local roads for everyone. That amount is for around \$200,000 a year for 6 years. Still it is an amount that is set aside specifically for us. They also have a pretty good size chunk of money set aside for large projects you could specifically get. There are potentially three different areas that we could go in. There is one that we get for ongoing maintenance. Kevin Meachum asked how the Townships shuffle in, same thing? Bruce replied their part is split out of this. They know what they are getting out of the Capitol Bill multiply that by 4.45 and that will be a ball park of the amount they will receive. I have to agree with the opinions from the paper, nobody wants to pay more in taxes but an additional 4 cents per gallon in gas, is anybody going to notice that, when they jump it twenty or thirty cents in one whack. The amount of money they could get from the diversions is pennies compared to the additional amount that we would get out of those four cents. There is not a bill out there yet, but from all the things that are percolating it sounds to me like this is something they really want to make happen.

Transportation Committee Minutes
April 23, 2014

No Miscellaneous Business

No Closed Session

Adjourn:

Jerry Potts made a motion to adjourn, seconded by Kevin Bird. Motion Carried 5-0

Meeting adjourned at 5:56 p.m.

The next Transportation Meeting will be Wednesday, May 28, 2014 at 5:30 p.m.

Minutes submitted by:
Kathy Gerhold & Amanda Askew
Macon County Highway Department