

Council Chair:

Mayor Rockingham

North Chicago

Council Vice-Chair:

Mayor Ryback

Wadsworth



LAKE COUNTY COUNCIL OF MAYORS

Members:

Antioch
Bannockburn
Beach Park
Buffalo Grove
Deerfield
Deer Park
Fox Lake
Grayslake
Green Oaks
Gurnee
Hainesville
Hawthorn Woods
Highland Park
Highwood
Indian Creek
Island Lake
Kildeer
Lake Barrington
Lake Bluff
Lake Forest
Lake Villa
Lake Zurich
Libertyville
Lincolnshire
Lindenhurst
Long Grove
Mettawa
Mundelein
North Barrington
North Chicago
Old Mill Creek
Park City
Riverwoods
Round Lake
Round Lake Beach
Round Lake Heights
Round Lake Park
Third Lake
Tower Lakes
Vernon Hills
Volo
Wadsworth
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Winthrop Harbor
Zion
County of Lake

LCCOM STP Marks Memo

CMAP recently released the new programming marks for Federal Fiscal Year (FFY) 2021-2025. Per the agreement between the City of Chicago and the Council of Mayors Executive Committee ([Agreement](#)), the marks were calculated using 5 federally approved performance measures. The measures are Pavement Condition, Congestion, Safety, Bridge Condition and Single Occupancy Vehicle (SOV) Travel.

In 2017, CMAP provided estimates of the programming marks for each Council that they shared throughout the region. At that time, the Lake County Council of Mayors was estimated to increase from approximately \$8.5 million per year to just over \$11 million per year. In accordance with the terms of the Agreement, CMAP recalculated the programming marks this year with updated data. The Lake County programming mark is now calculated to decrease to just over \$7.5 million per year. Per the terms of the Agreement, the changes in funding levels will be transitioned in over a three-year period. In 2021, no Council's mark can change more than 10% from their 2017 allotment and in 2022 the mark can't change more than 20% from 2017.

Council staff has worked with CMAP to understand why the Lake Council numbers changed so dramatically from the estimate given in 2017. There are a number of reasons that the Lake County Council's mark has decreased. When the Agreement was signed, CMAP hadn't yet recommended that the first local call for projects be in FFY2021, it was anticipated to be FFY2020. The STP Shared Fund is taken off the top of the region's allotment. The estimated allotments shown in the Agreement were derived from a total local STP allotment of \$133M, and the actual total allotment for FFY2021 is \$130M. While the STP Shared Fund is being phased in, it increases to 15% of the regional allotment, so the overall amount of funds remaining for the local councils has decreased.

All of the data used to calculate the programming marks was updated to more current data in accordance with the Agreement. The congestion measure for the local federal-aid system was estimated using 2012 congested centerline miles. The actual values to determine congestion in each council use peak hour excessive delay (PHED) based on 2018 data. Estimated pavement condition data was based on 2016 IRI data only and data for the local federal-aid system was incomplete at that time. Actual data to determine pavement condition is based on a combination of IRI, cracking, and rutting data collected in 2017 and 2018 for the entire local federal-aid system. Estimated local federal-aid system safety data was from 2015. Actual data is from 2016. Estimated local federal-aid system bridge condition data was from 2016. Actual data is from 2018. Estimated SOV commuters was from 2015 American Community Survey data. Actual SOV commuter data is from 2017.

For the Lake Council, the biggest influence on the difference between estimates provided by CMAP in 2017 and the actual data was related to the congestion factor. In 2017, the Lake Council's estimated share of regional congestion was 15.25% using congested lane-miles from 2012. Using peak hour excessive delay with data from 2018, the Lake Council's share of regional congestion decreased to 4.5%. It is important to remember that the calculations do not include the state system, where a large amount of congestion in Lake County occurs. Equally important is that the Agreement specifically spells out that congested lanes miles would be used until there was enough data available to calculate peak hour excessive delay, so while this change in metrics clearly had an impact on the calculations, it was done in accordance with the Agreement.

This change in programming marks will impact the LCCOM's future program of projects. The Council currently has approximately \$25 million programmed in FFY2020, the last year of regional fiscal constraint during this transition period. If all of the projects that are programmed in FFY2020 get delayed and have to be grandfathered into our new program, then the LCCOM's FFY2021-2025 would be full and there would not be room to add new projects to the Active Program during the call for projects in 2020. If all of the projects currently programmed in FFY2020 all get authorized in FFY2020, then there would be room for approximately \$25 million worth of new projects in the Lake Council's FFY2021-2025 program. Regardless of how many projects need to be grandfathered into the new

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program, there will still be a call for projects in 2020, as the Lake Council needs to have a robust contingency list to ensure that all Lake Council funds are spent each year. The Lake County Council has demonstrated over the last 2 ½ years the ability to spend federal dollars efficiently. If other Councils are unable to spend their funds, the Lake County Council could be in a position to take advantage of available funds that are lost by other Councils.

The Agreement between the City of Chicago and the Council of Mayors laid out the terms of how the programming marks were to be calculated. While it is disappointing to see a reduction in funding for the Lake County Council, the terms of the Agreement were explicitly followed. The programming marks will be recalculated again in five years with updated data. If there are questions about the marks or the Lake Council program, please contact Council staff.