



MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: March 6, 2019

Re: Municipal pavement management project update

Prioritized investment, one of the three core principles of ON TO 2050 plan, guides CMAP's approach to addressing the needs of the region's infrastructure. Improving system condition while minimizing costs requires nuanced decision making. Rather than prioritize the repair of assets in worst condition first, asset management seeks to optimize lifecycle costs of achieving and sustaining a desired target condition. Pavement management programs in particular have a demonstrated ability to stretch scarce funding farther.

This memorandum provides an update on achievements thus far and efforts currently underway to scale the program up with additional funding secured from the Illinois Department of Transportation (IDOT).

First round of pavement management assistance nearly complete

In 2018, CMAP recommended a cohort of 12 communities, one from each council of mayors, out of a pool of 69 applicants, which the board approved at its June 2018 meeting. The staff recommendation fits within the initial \$472,000 budget. Last fall, CMAP engaged contractors to gather data, build local capacity to apply the data, and complete a pavement management plan (PMP). The PMP is both a primer on how and why communities should pursue pavement preservation, and a resource with current local pavement condition, alternative cost scenarios to achieve different network level pavement conditions, and a capital plan based on the selected pavement condition and spending scenario.

The initial pilot communities (listed with their respective Council of Mayors) included: Bellwood (North Central), Burlington (Kane/Kendall), Hickory Hills (Southwest), Hodgkins (Central), McHenry (McHenry), Mundelein (Lake), Niles (Northwest), Park Forest (South), Peotone (Will), Riverdale (South), Roselle (DuPage), Summit (Central). Data have been collected for 8 communities, and staff anticipates completion of PMPs by June 30, 2019.

Scaling the pilot up with SPR funds

In 2018, CMAP submitted a successful application for \$2,000,000 of IDOT State Planning and Research (SPR) grant funds to expand the program. Staff will select from municipalities that applied to the initial pilot project to complete as many pavement management plans as possible with the additional SPR funds. As part of the SPR grant, CMAP hired AECOM to assist with the project management oversight of the plans to coordinate timely completion and find cost efficiencies. Communities will be prioritized based on need, whether they have a current pavement management plan, and geographic mix. The community need designations will align with CMAP's LTA program **community cohorts** which assess factors such as median household income and municipal tax base. CMAP staff also considered the community's willingness to work with CMAP on other projects awarded through the LTA program. Municipal size in terms of lane miles will also continue to be a factor due to its relationship to the overall cost of completing a pavement management plan.

The SPR grant ends in 2021. Staff anticipate completing at least 30 PMPs by or before that date. Throughout the course of the project, CMAP staff will work with communities to implement performance-based programming practices, such as developing decision support tools like PMPs, to improve the condition of our system despite increasingly constrained resources.

ACTION REQUESTED: Information

###