

Technical Advisory Committee
Kankakee Area Transportation Study (K.A.T.S.)
Metropolitan Planning Organization (M.P.O.)

Minutes
October 24, 2018

Technical Advisory Committee Members Present:

Mr. Rogers, Chairman	County of Kankakee
Mr. Tyson, Vice-Chairman	Village of Bourbonnais
Mr. Caldwell	Illinois Department of Transportation
Dr. Gingerich	Village of Bradley
Mr. Koning	River Valley METRO
Mr. Lindenmier	Illinois Department of Transportation
Mr. Magolan	Illinois Department of Transportation
Mr. Piggush	City of Kankakee
Mr. Weber	Village of Aroma Park

Others Present:

Mayor Adams, Mayor Nugent, Mayor Schore, Mayor Stump, Mr. Bishop, Mr. Mergenthaler, Mr. Olson, Mr. Skimerhorn.

Call to Order

Chairman Rogers called the meeting to order at 3:00 P.M.

Public Comment

There was no public comment.

Minutes

Chairman Rogers asked for any changes to the minutes of the August 29, 2018 meeting. There were none. Mr. Piggush made a motion to approve the minutes as presented. Mr. Koning seconded the motion. Unanimous vote. Motion carried.

Approval of Proposed Agenda

Chairman Rogers asked if there were any changes to the proposed agenda. There were none. Mr. Koning motioned to approve the agenda as presented. Dr. Gingerich seconded the motion. Unanimous vote. Motion carried.

FY 2019 Unified Work Program Amendments

There were no amendments.

FY 2019 Transportation Improvement Program Amendments

Mr. Olson directed everyone to the Transportation Improvement Program amendment memo and stated IDOT submitted a request for amendment to include a highway safety improvement

program project at the intersection of Illinois Route 1 and Illinois Route 17. The project is to improve the traffic signals at the intersection.

Mr. Lindenmier explained the improvements would include new signal mast arms for east-west traffic and there would be a signal for each lane of traffic. Additional signals would be installed on the near side of the intersection facing approaching vehicles to help provide better signal visibility during reduced visibility weather. In addition to new signals, the green ball for left turning traffic will be increased in size and each of the signals will have retro-reflective back plates installed.

Mr. Tyson motioned to approve the FY 2019 Transportation Improvement Program amendment. Dr. Gingerich seconded the motion. Unanimous vote. Motion carried.

FY 2018 Federal List of Obligated Projects

Mr. Olson directed everyone to the FY 2018 KATS Annual Listing of Federally Obligated Projects. He said it is one of the federally required documents the MPO must create annually. The document lists all the projects from the FY 2018 Transportation Improvement Program that have had federal funds obligated to them or have been initiated with advance construction, which can be converted to federal obligations in the future. Mr. Olson stated the total amount of federal, state, and local funds for projects that have been obligated was \$13.4 million. Mr. Olson briefly listed each of the projects in the document. Chairman Rogers asked if there were any questions or comments. There were none.

Infrastructure Condition Performance Measures

Mr. Mergenthaler gave a presentation about the pavement and bridge condition performance measures. He explained that as required in the FAST Act, KATS has 180 days to support or establish local targets after IDOT adopted their targets, which they did on May 18, 2018. The deadline for MPOs in Illinois is November 14, 2018. He also explained the performance measures are only for the national highway system (NHS). There are six performance measures, which are the percent of lane miles on the interstate and non-interstate system that have pavement in good condition and poor condition, as well as, the percent of national highway system bridges classified as being in good condition or poor condition.

Mr. Mergenthaler reviewed the data received from IDOT for statewide targets, which indicated the baseline (2017) data for the KATS region is currently not meeting the statewide targets for interstate pavement in good condition, non-interstate pavement in poor condition, and NHS bridges in poor condition. KATS staff reviewed the projects programmed in the FY 2018 and FY 2019 Transportation Improvement Programs and how the projects would affect the baseline data for the 2020 targets. Mr. Mergenthaler explained the projected conditions did not include infrastructure that may no longer be good or fair by the target year. It's expected that the only performance measure that would not meet the statewide targets would be the percent of non-interstate pavement in poor condition.

Chairman Rogers asked why County Highway 9 was not included in the roads of the NHS. Mr. Olson explained that the most recent data, used for the performance measures, is two years

old and doesn't include County Highway 9. He further added the performance measures are based on the best available data.

Mr. Mergenthaler stated the potential penalties for need meeting targets, which are if 5 percent of NHS interstate pavement is in poor condition, then National Highway Performance Program funds must be directed toward improving that pavement. Also, if more than 10 percent of total NHS bridge deck area is classified as structurally deficient for more than three consecutive years, NHPP funds must be directed to those bridges. Mr. Olson also stated the penalties would not likely affect KATS because KATS does not typically program NHPP funds. The MPO typically only program surface transportation block grant (STBG) funds and applies for projects from other funding sources.

Congestion Reduction Performance Measures

Mr. Olson explained there was another set of performance measures that also needed a decision by November 14, 2018, which pertained to system performance, freight, and air quality. He stated the air quality performance measures are for air quality non-attainment areas, which does not include KATS. The performance measures that KATS needs to address are the percent of person-miles traveled on the NHS interstate that are reliable, the percent of person-miles traveled on the non-interstate NHS that are reliable, and the truck travel time reliability index. He said travel time reliability is an expectation travelers have on how long it should take to make a trip. High reliability would mean the same trip always takes the same amount of time. Low reliability would mean the time it takes to make the same trip is unpredictable. Mr. Olson said the 2017 baseline data for KATS all meets the statewide 2020 and 2022 targets and showed maps that illustrated the current reliability conditions for each of the performance measures.

Dr. Gingerich motioned to accept and support IDOT's statewide targets for pavement condition, bridge condition, and travel reliability. Mr. Tyson seconded the motion. Unanimous vote. Motion carried.

Mr. Olson stated there will also be performance measures to transit asset management, which is focused on public transit in the area. Information will be presented at the next meeting.

Highway Safety Plan

Mr. Olson said at the last Safety Committee meeting, the committee voiced support to create a local highway safety plan. He said it make use of the information contained 2015 countywide safety plan that was prepared by IDOT. Mr. Tyson motioned to recommend the creation of a Kankakee County Highway Safety Plan. Mr. Piggush seconded to motion. Unanimous vote. Motion carried.

New Business

There was no new business.

Old Business

There was no old business.

Next Scheduled Meeting

The next MPO Technical Advisory Committee and Policy Committee meetings will be on January 30, 2019 starting at 3:00 PM.

Adjournment

Chairman Rogers asked if there was any more business to discuss. There was none. Mr. Weber motioned for adjournment and Dr. Gingerich seconded. Unanimous vote. Motion carried. Chairman Rogers adjourned the meeting at 3:21 P.M.