

Policy Committee
Kankakee Area Transportation Study (K.A.T.S.)
Metropolitan Planning Organization (M.P.O.)
Minutes
September 25, 2019

Policy Committee Members Present:

Mayor Tim Nugent, Chairman	Village of Manteno
Chairman Andrew Wheeler, Vice-Chairman	County of Kankakee
Mayor Paul Schore	Village of Bourbonnais
Mayor Mike Watson	Village of Bradley
Mayor Wells-Armstrong	City of Kankakee
Tom Caldwell	IDOT Office of Planning & Programming
John Donovan	Federal Highway Administration

Others Present:44

Mike Gingerich, Terry Memenga, Mike Mergenthaler, Geoff Olson, Delbert Skimerhorn, Ben Wilson.

Call to Order

Chairman Nugent called the meeting to order at 3:00 P.M and took roll call. A quorum was present.

Public Comment

None.

Approval of Long-Range Transportation Plan Project Evaluation

Mr. Wilson explained that additional discussion was needed regarding the evaluation criteria for projects in the 2045 Long Range Transportation Plan before the October meeting. The evaluation of projects would be used to recommend projects. The project evaluation uses FAST Act requirements and local surveys to weight categories. He explained that staff met with Chairman Nugent to discuss the topics of the evaluation and that staff strived very hard to make the categories as objective as possible. However, some categories would be subjective, such as economic development and the extent to which a project may or may not support it. For those categories, KATS staff will make a recommendation, but ask for input from the Policy Committee.

Mr. Wilson went through the criteria and explained what it entailed and the number of points each was worth. He said the local survey ranked infrastructure condition as the highest priority followed by safety, which was why safety was given a total of 15 points and infrastructure condition was given a total of 25 points. Other elements of the FAST Act were included, but not given as many points.

Beginning with the safety categories, he said staff will use 2013-2017 IDOT crash data to evaluate whether projects have a crash history that the project will address. If a severe crash occurred at a project location more recently than the data, members could inform KATS Staff and it would be incorporated into the scoring.

The infrastructure condition will use IDOT data to assess pavement condition and annual average daily traffic. He explained that if a project was resurfaced more recently than the IDOT data, then the condition would be assessed at the "New/Good" condition. The physical improvements promote how much improvement would be made to the flow of traffic.

The environmental and multi-modal categories include points for improving non-motorized or transit amenities in the project location. Projects that make no changes would receive zero points, projects that have existing amenities would receive three points, and projects with no existing amenities but adds them would receive five points. The purpose to provide a few additional points for a project that makes the largest improvement to alternative forms of transportation.

The environmental categories assess whether a project would be detrimental to the surrounding social and natural environment. Projects can score zero, one, three, or five points depending on the number of criteria they meet. A project that would reduce vehicle-related pollution from congestion, does not have a disparate impact on low-income or minority populations, and does not have a disparate impact on the natural environment would receive the full five points.

The category for regional significance and planning consistency award points for projects that are in the sponsoring member agency's approved local plan or capital improvement program, supports the statewide FAST Act performance measures and targets, improves regional connectivity, and is on a designated truck route and improves access.

To promote project readiness, if a project already has local match programmed and if right-of-way is complete or locally funded, a project can score more points.

The last category of additional considerations promotes projects that have support or sponsorship from more than one MPO member. As previously mentioned, projects that support economic development can score more points. But due to the subjectivity, the Policy Committee will be asked to review recommendations.

Mayor Watson asked which category had been removed from the list. Mr. Olson said there was one element that looked at previous funding cycles, however FHWA advised against such a category because it had a basis on turn-taking, which is not permitted. Chairman Wheeler asked if there were any other changes made to the criteria. Mr. Olson said minor adjustments were made to make it as objective as possible, but it was largely the same.

Mr. Donovan explained that one of the requirements of the long-range plan is fiscal constraint, and that one component is essentially a long-term budget for projects. Because there will be more projects than funds available, the projects must be reviewed and, ideally, the high performing projects will be selected. He also said that the Policy Committee can select projects that are not the highest scoring, but that reasoning behind those types of decisions must be

explained. He added that the goal of the of scoring projects is to see a gradation between projects.

Mayor Schore motioned to approve the Long-Range Transportation Plan Project Evaluation. Mayor Stump seconded the motion. Unanimous vote. Motion carried.

New Business

None.

Old Business

None.

Next Scheduled Meeting

The next MPO Technical Advisory Committee meeting will be on October 30, 2019 starting at 2:30 PM and the Policy Committee meeting will be on October 30, 2019 starting at 3:00 PM.

Adjournment

Chairman Nugent asked if there was any more business to discuss. There was none. Mayor Wells-Armstrong motioned to adjourn the meeting. Mayor Stump seconded the motion. Unanimous vote. Motion carried. Chairman Nugent adjourned the meeting at 3:34 P.M.