

Technical Advisory Committee
Kankakee Area Transportation Study (K.A.T.S.)
Metropolitan Planning Organization (M.P.O.)
Minutes
February 28, 2019

Technical Advisory Committee Members Present:

Mr. Rogers, Chairman	County of Kankakee
Mr. Caldwell	Illinois Department of Transportation
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
Mr. Donovan	FHWA

Others Present:

Mayor Adams, Mayor Nugent, Mayor Schore, Mayor Stump, Chairman Wheeler, Mr. Blakley
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 October 28, 2018 meeting. There were none. Mr. Weber 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. Piggush motioned to approve the agenda as presented. Mr. Hanley seconded the motion. Unanimous vote. Motion carried.

FY 2019 Unified Work Program Amendments

Mr. Olson explained the proposed amendment for the Fiscal Year 2019 Unified Work Program included two main parts. The first was shifting funds between work elements that haven't been work on as much and placed work elements that staff have been focusing more heavily such as planning services and long range plan. The other change in the amendment was increasing the number of hours for the GIS Coordinator. Mr. Olson stated the GIS Coordinator was expected

to perform less work than last year, but that hasn't been the case year. He informed everyone that the amendment was revenue neutral. Mr. Piggush motioned to approve the FY 2019 Unified Work Program Amendment. Mr. Weber seconded the motion. Unanimous vote. Motion carried.

FY 2019 Transportation Improvement Program Amendments

Mr. Olson directed everyone to the Transportation Improvement Program (TIP) amendment memo handed out to everyone and stated IDOT requested three new projects to be added to the TIP. The first project the resurfacing of IL-1 from IL-17 to the northern corporate limits of St. Anne (Project HIL-17-022). The sources of funding are \$2,000,000 from the National Highway Performance Program and \$500,000 from IDOT state funds.

The second project included in the amendment is for the installation of high tension cable median barrier along I-57 from 0.2 mi. north of 6000N Road to south of Manteno Road (HIL-19-002). Originally the funding amounts were \$315,000 from the Highway Safety Improvement Program (HSIP) and \$35,000 from IDOT State funds. Mr. Lindenmier stated there was an increase to project cost since the original request for amendment was made. The updated total project cost was \$450,000, of which \$405,000 is funded by HSIP and the remaining \$45,000 was to be IDOT State funds.

The third project included in the amendment is at-grade railroad crossing improvements at IL-50 (northbound) / Harrison Ave at the Norfolk Southern Railroad (Project HIL-19-003). The project includes reconstructing the grade crossing and installing constant warning time signal circuitry, new signal housing, LED flashing light signals and gates. The project cost was \$575,000 and was to be funded entirely from the federal railroad protection funds.

Mr. Piggush motioned to approve the FY 2019 Transportation Improvement Program amendment. Mr. Lindenmier seconded the motion. Unanimous vote. Motion carried.

Fall 2018 Travel Time Survey

Mr. Olson gave a presentation on the results of the fall 2018 travel time survey. He started by explaining staff took previous comments about past travel time surveys and incorporated them into the program. Instead of only sampling each corridor once, they are now being sampled three times with various start times to better capture the peak travel period. The tradeoff was that instead of doing all corridors twice a year, they have been split into two groups and will be sampled once per year, half in the spring and the other half in the fall

Mr. Olson directed everyone to the maps included in the materials and explained that they now showed the average time and speed for segments of the corridor. He said at the last meeting that the travel time survey was discussed, members asked for more meaningful travel times and the new maps now do that. He described the highlights of the fall 2018 travel time survey stating the morning peak period travel times were better than the last time survey, the mid-day travel times were consistent with the last survey, and the afternoon travel times were slightly longer since the previous survey. I also said that travel times in general were consistent with historical data. Travel times were not significantly better or worse than in the past few years.

Long Range Plan Update

Mr. Mergenthaler gave a presentation about new population forecasts that will be used in the 2045 Long Range Transportation Plan Update. He explained the projections were quite a bit less than what is in the current long range plan and there were two main reasons. The first reason was because the current plan stopped looking at population changes at the 2010 census and were several years of population decline, which is illustrated in the Census' American Community Survey (ACS) data. The other key difference, is the 2040 projections included the Illiana Expressway and South Suburban Airport and new projections don't currently include any major economic development projects. Chairman Wheeler stated two main economic developments in the region that would impact population were the expansion of CSL Behring and the South Suburban Airport. He said there have been discussions about the airport again.

Mayor Schore asked about the timing of the adoption of the long range plan update and the release of census data and asked if KATS should wait until the data is available for the plan update. Mr. Olson said one of the federal requirements is to adopt a long range plan every five years, which will be May 2020 and that Census 2020 data likely wouldn't be available until 2022 or 2023. Mr. Donovan said it may be worth considering having a minor update now and waiting until after the Census 2020 data is release to do a large update to the plan. Mr. Olson said that was the approach staff was taking. Mr. Magolan said for past plans, MPO staff have worked with IDOT District 3 staff to develop a fiscally constrained list of projects for the long range plan and asked when MPO staff were expecting to begin this process. Mr. Olson said he expected it to start in the next three to six months.

FAST Act Performance Measures

Transit Asset Management

Mr. Olson gave a presentation on the requirements of transit asset management under the Federal Transit Administration's (FTA) FAST Act regulation. He began by informing everyone that transit was included in the performance measures to ensure a strategic and systematic approach for public transportation. He explained that the two public transit providers in the area are what are known as "Tier 2" providers, meaning they have less than 100 vehicles in operations during peak travel hours and that tier 2 providers can coordinate to create a group transit asset management (TAM) plan. He said IDOT contracted with the Illinois Rural Transit Assistance Center to create a statewide plan and both River Valley METRO and Kankakee County have opted into the plan.

The TAM Plan was adopted by IDOT on October 1, 2018 and outlines the statewide transit asset targets. The targets include an expected percent of operating vehicles to be within their useful life benchmark and transit facilities to be properly maintained. The targets for revenue vehicles is to have thirty percent of buses at or beyond their useful life, forty-eight percent of minibuses to be at or beyond their useful life, sixty-seven percent of minivans to be at or beyond their useful life, fifty-two percent of vans to be at or beyond their useful life, seventy-five percent of articulated buses to be at or beyond their useful life, 100 percent of automobiles to be at or beyond their useful life, 100 percent of ferryboats to be at or beyond their useful life, other revenue vehicles to be at 100 percent at or beyond their useful life. The targets for non-

revenue vehicles are forty-six percent of automobiles to be at or beyond their useful life, fifty-seven percent of other rubber tire vehicles to be at or beyond their useful life.

Transit facilities are graded on a scale of one to five, with one being poor condition and five being excellent condition. The statewide targets for admin and maintenance facilities is seventeen percent below three and eleven percent of passenger and parking facilities be below three.

Mr. Olson reminded everyone that like all the other performance measures and targets, the MPO has 180 days after the state adopts its targets to either accept and support the state's targets or to develop targets for the MPO. Mr. Olson said that since both River Valley METRO and Kankakee County have opted into the statewide plan it wouldn't make sense to establish unique targets at the MPO level. He also said both transit providers expect to be meet the statewide targets.

Mr. Piggush made a motion to adopt and support the statewide transit asset management plan targets. Mr. Weber seconded the motion. Unanimous vote. Motion carried.

Highway Safety

Mr. Mergenthaler presented an update on the statewide safety performance measures. He informed everyone that the state adopted a two percent reduction for all five highway safety performance measure categories: number of fatalities, number of serious injuries, fatality rate, serious injury rate, and the number of non-motorized fatalities and serious injuries. At the November 2018 KATS Safety Committee meeting, they recommended adoption of the statewide targets. Mr. Olson reminded everyone that safety targets are required to be adopted every year. Mr. Weber motioned to accept and support the statewide highway safety targets. Mr. Koning seconded the 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 March 27, 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 3:55 P.M.