

**Minutes of Meeting
SATS Communities Committee
October 28, 2015**

ATTENDANCE**Communities Committee Voting Members**

<input checked="" type="checkbox"/>	Village of Jerome	Mike Lopez, Village President
<input checked="" type="checkbox"/>	Village of Leland Grove	Jim Moll, Alderman
<input checked="" type="checkbox"/>	Village of Riverton	Joe Bartley, Trustee
<input checked="" type="checkbox"/>	Village of Rochester	Joe Hill, Trustee
<input checked="" type="checkbox"/>	Village of Sherman	Trevor Clatfelter, Mayor
<input type="checkbox"/>	Village of Southern View	Judy Gordon, Village Clerk
<input checked="" type="checkbox"/>	Village of Spaulding	Brian Cuffle, Village President

S-SCRPC Staff

Linda Wheeland – Senior Transportation Planner

Jason Sass – Associate Transportation Planner

Others

Dale Lael – Village of Jerome

Kevin Kuhn – Kuhn & Trello Engineers

Micky Mann – Kuhn & Trello Engineers

Greg Michaud – Johnson, Depp & Quisenberry

Jeff Fulgenzi - Regional Planning Commission

I. CALL TO ORDER

Linda Wheeland called the meeting of the SATS Communities Committee to order at 4:30 PM.

II. INTRODUCTIONS

The participants started the meeting with introductions around the room.

III. REASON FOR COMMUNITIES COMMITTEE

Ms. Wheeland told the Committee that it was put together by the Springfield Area Transportation Study (SATS) in order to formalize SATS' relationships with communities in the Metropolitan Planning Area that are not voting members of the SATS Policy and Technical Committees. SATS had convened a Communities Advisory Committee for the most recent update of the Long Range Transportation Plan (LRTP). The Committee recommended that SATS create a coordinated committee of communities, townships, and park districts with a voting membership on the SATS Policy and Technical Committees. SATS incorporated this strategy into the LRTP as "Engage communities in the MPA that are not represented on SATS through the Regional Leadership Council to coordinate transportation planning activities." The result of the strategy was the formation of the Communities Committee and that the Committee has the opportunity to shape the priorities and strategies of its members and that the Committee can evolve into a group that works for everybody in the SATS planning area. One major priority of SATS was to open channels of communication to smaller communities. The Communities Committee is one channel that smaller communities can use to more fully engage in the SATS planning process. Ms. Wheeland told the Committee members that they and their alternates had been added to the SATS members email list and they will receive the same materials and communication sent to SATS members.

Ms. Wheeland told the Committee that the needs and wants of smaller communities can be

communicated to the SATS committees through the Communities Committee. A line item on the SATS Technical Committee agenda has been added for updates from the Communities Committee. The Committee would have to agree to a chairperson to represent the Communities Committee at SATS Policy and Technical Committee meetings. As of October 28, 2015, the Communities Committee did not have a voting membership on the SATS Policy or Technical Committees. She said that the relationship of the Communities Committee to SATS would evolve over time.

Mr. Moll asked Ms. Wheeland which communities were invited to participate on the Communities Committee. Ms. Wheeland said that every community in the SATS planning area that was not a voting member of SATS was invited to participate on the Committee. Mr. Moll asked if the Springfield Park District was invited to participate. Ms. Wheeland told him that the Park District was not included. Mr. Moll asked if the Park District or townships were represented on the SATS Technical Committee. Ms. Wheeland told him that the Park District and townships were not represented on the Technical Committee. Mr. Moll requested, and Committee members concurred, that the Springfield Park District and townships in the MPA be invited to participate on the Communities Committee.

Mr. Cuffle told the Committee that he had attended Technical Committee meetings in the past, but felt that voting membership on SATS committees were biased toward wealthier communities with larger populations. He is looking to this Committee as a way to have a say in SATS meetings and to give consideration to smaller communities when deciding which transportation projects to fund. Mr. Hill agreed with Mr. Cuffle stating that he noticed the bulk of federal funding for transportation projects was going to large-scale projects in more-populated areas, leaving little money for smaller projects in areas with lower populations. He said that it was harder for smaller communities to get transportation funding and that while many communities have projects where there is a consensus agreement as to need; the reality is that those projects are less likely to receive funding. He felt that smaller communities don't have a say in transportation funding.

Ms. Wheeland said that MPOs in other areas of the State have similar concerns as SATS, and that there are different ways of giving smaller communities a stake in the planning process. She said that having a line item on the SATS Technical Committee agenda was a good start toward the goal of giving the Communities Committee a greater stake in the planning process. The Committee agreed that it was a good start.

Ms. Wheeland affirmed that she would invite the townships and Springfield Park District to the next meeting. Mr. Bartley said that townships have some funds and the latitude to identify future transportation projects within the township that impact the smaller communities. He said that having the townships represented on the Committee would benefit both groups. Ms. Wheeland said that two townships participated on the Communities Advisory Committee during the LRTP update process. The Park District holds the Chair of the Multi-Use Trails Jurisdiction Committee.

Ms. Wheeland told the Committee that it can decide how to use the Communities Committee to get the outcomes they want in the transportation planning process.

IV. ROAD FUNCTIONAL CLASSIFICATION CHANGES

Ms. Wheeland told the Committee that one thing the Communities Advisory Committee discussed was functional classification of roadways. Some of the participating communities requested that the functional classification of certain roads be changed. The changes were submitted to IDOT, who reviewed the requests. She distributed updated functional classification maps to Committee members. Notable changes:

- A request by the Village of Riverton to change 3rd Street between Lincoln Street and U.S. Route 36 from a local road to collector was approved.
- The Village of Jerome requested that Fillmore St. be changed to a local road and Park Street be designated a collector. It was approved by IDOT.
- The Village of Rochester asked that Oak Street be made a collector street. IDOT did not change its functional classification because it did not intersect with another non-local road at both its beginning and terminus.
- IDOT changed the classification of several roads in Leland Grove from “collector” to “local” because speed humps had been installed on the roads.

Ms. Wheeland told the committee that any road not designated “local road” was eligible for federal transportation project funding. Mr. Moll asked, besides the availability of federal funding, if there was a disadvantage to a street being classified as a “local road.” Ms. Wheeland said that she did not believe there were any disadvantages. The functional classifications were for FHWA purposes. If a community has different definitions for functional classifications, then different funding and needs may be necessary. Mr. Moll said that functional classification also controls design criteria. If a road is designated as a higher-grade than local road, the design requirements may be different, and that those differences may affect the cost of a project.

Mr. Kuhn asked Ms. Wheeland if all the money SATS distributes is from Federal funding sources. Ms. Wheeland said that one pot of money comes to SATS from the Federal Government. The program is Surface Transportation – Urban (ST-U). At the time of the meeting, SATS was updating the project prioritization application. A subcommittee met earlier and a draft copy of the application will be attached to the Technical Committee agenda in November, 2015.

Mr. Moll asked if ST-U funds could be used for sidewalks and bike paths. Ms. Wheeland said that funding is possible, but although those projects are eligible, they don’t score well against road projects. Mr. Moll asked who determines the criteria on the application scorecard. Ms. Wheeland said that the scorecard was developed by SATS internally. Each criterion is scored with a set number of points, eliminating some of the subjective scoring that was present in the older scorecard. Mr. Fulgenzi asked Ms. Wheeland if a planned bicycle path in the Leland Grove comprehensive plan would score higher because it is in a comprehensive plan and connects to the larger bicycle network. Ms. Wheeland said that there used to be only one category for intermodal travel. There are now multiple categories, so a project can score higher if an intermodal project had more purposes than just a bicycle path. The application is becoming more objective and is going toward a more comprehensive view of transportation.

Mr. Kuhn asked if roads had to be classified before they would be eligible to receive federal funds for improvement. Ms. Wheeland said that it was necessary for roads to be classified as non-local roads to be eligible for federal funds. If the project was a non-road project, it would have to meet specific criteria as well. She said a sidewalk project would have to be on the Envisioned Pedestrian Network and a bicycle trail project would have to be on the Envisioned Bicycle Network to be eligible for ST-U funding through SATS. Both envisioned networks are on the Long Range Transportation plan.

Ms. Wheeland told the Committee that SATS has been selecting projects for ST-U (federal) funding since 2008. Before that, all funds went to the City of Springfield. Mr. Clatfelter asked Ms. Wheeland how much money was in the ST-U funding pool on a year-to-year basis. Ms. Wheeland told him that it averages about \$1.5 million every year, but SATS projected funding levels for the next four years in the most recent call for applications for ST-U allocations. This gives communities time to undertake preliminary work prior to construction.

Mr. Moll asked if it were possible for SATS to set aside a certain amount of federal funding for the smaller communities so the smaller communities do not have to compete with the County or City of Springfield for federal funds. Ms. Wheeland said that smaller communities have competed for these dollars and a Jerome project is next in line for funding if surplus or additional funds become available. She said that it had previously been proposed that a specified percentage of ST-U funding be set aside for smaller communities, but SATS did not agree to that arrangement. It was acknowledged that it was unclear whether this arrangement was possible within the funding framework or not.

Mr. Hill asked if the set-aside would have an adverse effect on smaller communities. He noted that some communities had large projects and that a defined set-aside would limit funding for communities that had larger projects that needed funding.

Mr. Clatfelter asked Ms. Wheeland who wrote the by-laws for the SATS Technical and Policy Committees. Mr. Cuffle added that it would be helpful to the smaller communities if they had a full vote in the SATS Committees. Mr. Clatfelter said it would allow the smaller communities to prioritize their transportation projects and influence federal funding distributions within the SATS planning area. Ms. Wheeland acknowledged that the smaller communities did not have as much influence in the planning process as the larger SATS constituents. She said that the larger projects in larger constituencies, such as Springfield and Sangamon County, competed better for federal funding. She told the Committee that the larger projects in those communities would be stronger candidates for federal funding. Mr. Kuhn added that one problem that the smaller communities have when proposing large projects is that the communities have to provide matching funds. If a project scored well, it would be constrained by the fact that smaller communities do not have access to enough matching funds to prioritize the transportation project. The communities would have to issue a bond or find alternative sources of financing. Mr. Hill added that Rochester had good luck receiving assistance from the State of Illinois, through IDOT, in improving some intersections on Illinois State Route 29. Mr. Cuffle added that IDOT assisted Spaulding with intersection improvements on Illinois State Route 54, but there were technical and engineering difficulties in executing the plans that were developed.

Mr. Hill asked how bridge replacement funding fit into the ST-U funding scorecard. Ms. Wheeland told Mr. Hill that there is money to repair and replace bridges through IDOT, Local Roads and Streets. Mr. Hill asked if there was a rotational system the County used to determine what bridges needed work. Ms. Wheeland said that the County often works with townships to determine what bridges need repair or replacement work. Ms. Wheeland suggested that the Committee invite a representative from IDOT, Local Roads and Streets to speak to the Committee about what funding is available to smaller communities. The Committee agreed that it would be a good idea. Mr. Lopez added that Jerome and Leland Grove met with Woodside Township representatives and were told that the Township had very few funds to distribute to communities. Mr. Hill asked if Bridge Rehabilitation and Replacement Program (BRRP) funding was still available. Ms. Wheeland told him that those funds were no longer available, but there is another bridge program through Local Roads and Streets. She was unsure how projects were chosen, and that the Committee could ask IDOT when a representative was available.

V. IDEAS FOR WEBSITE INFORMATION

Mr. Jason Sass, SSCRPC, presented some tools and applications available to the public through the Sangamon County website. The eMap room has applications that allow users to find projects that are included as Committed Projects in the 2040 Long Range Transportation Plan and parcel information for subdivisions and development projects in Sangamon County. Both applications show project information and status.

VI. PUBLIC COMMENTS

There were no public comments.

VII. FUTURE MEETINGS

Ms. Wheeland asked the Committee if it could meet quarterly. The Committee agreed that it could meet quarterly, prior to the Regional Leadership Council meeting. Mr. Clatfelter volunteered to be Chairperson of the Committee. In a show of hands, Mr. Clatfelter was unanimously approved. He will represent the Communities Committee at the SATS Technical Committee meetings.

VIII. ADJOURNMENT

The regular meeting was adjourned at 5:11 PM.

Respectfully Submitted,

Jason Sass
Recording Secretary