

**Minutes of Meeting  
SATS POLICY COMMITTEE  
December 13, 2012**

**ATTENDANCE**

**Policy Committee Voting Members**

<input checked="" type="checkbox"/>	Chair Tom Gray	Village of Chatham
<input checked="" type="checkbox"/>	Vice-Chair Frank Squires	Springfield Mass Transit District
<input checked="" type="checkbox"/>	Brian McFadden	Sangamon County
<input checked="" type="checkbox"/>	Willis Logan	City of Springfield
<input checked="" type="checkbox"/>	Eric Hansen*	Springfield-Sangamon County Regional Planning Commission
<input checked="" type="checkbox"/>	Roger Driskell**	Illinois Department of Transportation: Region 4, District 6

\* Represented by Norm Sims

\*\* Represented by Sal Madonia

**Policy Committee Non-Voting Members**

<input type="checkbox"/>	Thomas Caldwell	IDOT: Urban Program Planning
<input checked="" type="checkbox"/>	JD Stevenson	Federal Highway Administration: Illinois Division Office
<input type="checkbox"/>		Federal Transit Administration
<input type="checkbox"/>		IDOT Div of Public & Intermodal Transportation

**Others**

Mike Williamsen – Village of Chatham  
Elliott McKinley – Springfield Park District  
Daniel Begert – Regional Planning Commission  
Linda Wheeland – Regional Planning Commission  
Dale Schultz – Regional Planning Commission  
Brian Sheehan – Regional Planning Commission

**I. CALL TO ORDER**

Tom Gray called the meeting of the SATS Policy Committee to order at 12:00 PM.

**II. APPROVAL OF MINUTES**

Gray asked if there were any additions or corrections to the minutes of the November 8, 2012 SATS Policy Committee meeting. Brian McFadden made a motion to approve the minutes as submitted. Willis Logan seconded the motion and the vote to approve was unanimous.

**III. TECHNICAL COMMITTEE REPORT**

No report was given.

**IV. 2035 LONG RANGE TRANSPORTATION PLAN**

**A. Draft Statement on Development Coordination**

Linda Wheeland explained that one of the objectives of the Long Range Transportation Plan was to develop a policy statement supporting the coordination of development with the LRTP. A draft statement had been sent to SATS members prior to the November Technical Committee meeting, at which it was determined that Committee members would discuss the statement with their local officials

and return to SATS with any comments. There being no reported issues with the statement after its review by local officials, the Technical Committee voted to recommend adoption of the statement (see attached at end of document) by the policy committee.

Frank Squires moved its adoption by the Policy Committee. Norm Sims seconded the motion and the vote to adopt the draft statement was unanimous.

**V. 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM**

**A. Administrative Modification – Surface Transportation Urban (ST-U) Funds**

Linda Wheeland introduced an administrative modification to the Surface Transportation Urban (ST-U) funds. This required notification of the Policy Committee but not requiring a vote of it.

The Springfield Area Transportation Study has been notified by the Illinois Department of Transportation: District 6 Local Roads and Streets that under Moving Ahead for Progress in the 21st Century (MAP-21) the FY 2013 Surface Transportation Urban (ST-U) funds for SATS has increased from \$1,342,445 to \$1,592,413, providing an additional \$249,968 to the planning area. The FY 2013 – 2016 Transportation Improvement Program is therefore modified to reflect this change as shown on the table below.

Wheeland indicated that the table in the TIP indicating how ST-U funds are going to be used in the balance will be changed to reflect the difference for FY 2013, but not for any other years at this time.

**Description and Funding:**

SATS - SPRINGFIELD AREA TRANSPORTATION STUDY															
SURFACE TRANSPORTATION PROGRAM - URBAN (ST-U): ALLOCATION & BALANCE BY FISCAL YEAR* (Modified December 2012)															
	Stage	Prior Open Projects***	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Annual STU Allotment			937,632	916,227	1,433,305	1,009,044	1,222,834	1,257,564	1,258,903	1,129,806	1,638,620	1,592,413	1,342,445	1,342,445	1,342,445
Beginning FY Balance - STU Funds			2,253,781	1,883,033	3,316,338	3,563,901	4,221,735	(479,361)	(1,620,458)	(490,652)	1,147,968	2,740,381	4,082,826	2,525,271	1,707,716
STU Projects	Project Type**		STU Allocation per FY												
Chatham Road - at Wabash (1997)	R	6	474,714												
Dirksen - Ridge to Enos (1999)	R	6	27,685												
Dirksen - Peoria to Ridgley (2003)	WR	6	917,251												
Sangamon Ave - 5th Street to Peoria Road	WR	6	557,068												
FAU Overlay - various routes	RS	7	729,877												
FAU Overlay - various routes	RS	7			761,481										
Archer Elevator Road - Wabash Avenue to Old Jacksonville Road	PE	6				476,698									
Gordon Drive (Chatham)- Walnut to Hurstbourne	PE / II	6 / 2				86,302									
FAU Overlay - various routes	RS	6					1,367,468								
Meadowbrook Road bridge - Old Galem Lane to Hazelbrook Drive	PE	7					55,192								
Iles Avenue - West of Koke Mill Road to east of Meadowbrook Road	WR	6					2,136,000								
East Lake Shore Drive - East of Lake Springfield Dam to south of Rochester Road	WR	6					2,400,000								
MacArthur Blvd Extension - Stanford Avenue to FAI 72 Interchange	NC	2						1,200,000							
Meadowbrook Road bridge - Old Salem Lane to Hazelbrook Drive over Spring Creek Intubary	BR	6						1,200,000							
Stanford Avenue Extension - Fox Bridge to Taylor Avenue	NC	P										2,900,000			
Old Jacksonville Road (C. H. 8) - Existing Bradfordton Rd to proposed Bradfordton Rd (C. H. 17)	WR	P											2,160,000		
Total STU Obligation per Fiscal Year			\$ 1,286,975	\$ -	\$ 761,481	\$ 565,000	\$ 5,958,660	\$ 2,400,000	\$ -	\$ -	\$ -	\$ -	\$ 2,900,000	\$ 2,160,000	\$ -
End of FY Balance - STU Funds			\$ 966,806	\$ 1,883,033	\$ 2,554,857	\$ 2,998,901	\$ (1,736,925)	\$ (2,879,361)	\$ (1,620,458)	\$ (490,652)	\$ 1,147,968	\$ 2,740,381	\$ 1,182,826	\$ 365,271	\$ 1,707,716

\* Information provided by IDOT District 6 Local Roads & Streets

\*\* Project Type  
 BR - Bridge Replacement  
 NC - New Construction  
 PE - Preliminary Engineering (Phase I and/or II)  
 R - Reconstruction  
 RS - Resurfacing  
 WR - Widening and Resurfacing

\*\*\* Stage  
 P - Planned (Programmed - Current FY or Earlier / Not Programmed - Beyond Current FY)  
 1 - Estimate for proposed job or original program amount (Estimate or Programmed)  
 2 - Revised cost of job in current state program (Estimate or Programmed)  
 3 - FHWA authorization requested prior to advertisement (Authorized)  
 4 - FHWA authorization received (MPA)  
 5 - Bids received, low bid received (MPA)  
 6 - Project agreement, job under construction (MPA)  
 7 - Closed with FHWA (Final Voucher)  
 (New MFT System Descriptions)

\*\*\* Project costs shown for Prior Open Projects are included in FY 04 Beginning Balance calculation

Current TIP Program Years  
 Final Voucher (STU amount will not to change)  
 Per Joint Agreement 60/20 (STU amount could increase or decrease)  
 Per SATS/Joint Agreement - Funds at a NTE (STU amount cannot increase but could decrease)

**B. Amendment #3**

Frank Squires introduced Amendment #3 to the SATS Policy Committee (below):

**WHEREAS**, the Transportation Improvement Program (TIP) for FY/2012-2015, approved on August 11, 2011, contained the following item in FY 2012 for the Springfield Mass Transit District; and

Project/Jurisdiction/Class		Description	Action/Comments	Funding Source	Total Cost
21	35-foot Transit Buses	<b>Description:</b> Purchase two (2) replacement buses	If funding is approved for FY 2012, it is anticipated that the purchase and delivery schedule will take thirty-six (36) months.	IDOT TDC	\$740,000
	SMTD	<b>Project#</b> Transit Priority 1		FTA 5307	
	Urban Transit	<b>TIP#</b> 06-2012-01			
					<b>\$740,000</b>

**WHEREAS**, the Springfield Mass Transit District requests that the FY 2013-2016 TIP be amended to reflect the addition of this item to the FY 2013 Annual Element, with the following changes made with regard to funding; and

**Project Description and Funding:**

Project/Jurisdiction/Class		Description	Action/Comments	Funding Source	Total Cost
A3	35-foot Transit Buses	<b>Description:</b> Purchase two (2) replacement buses	If funding is approved for FY 2012, it is anticipated that the purchase and delivery schedule will take thirty-six (36) months.	IDOT TDC	\$770,245
	SMTD	<b>Project#</b> Transit Priority 1		FTA 5307	
	Urban Transit	<b>TIP#</b> 06-2012-01			
					<b>\$770,245</b>

**WHEREAS**, the funding used for this project will not affect any other project in the TIP; and

Norm Sims made a motion to recommend approval of the amendment. Brian McFadden seconded the motion and the vote to recommend approval was unanimous.

**C. Amendment #4**

Frank Squires introduced Amendment #4 to the SATS Policy Committee (below):

**WHEREAS**, the Springfield Mass Transit District requests the FY 2013 Annual Element of the TIP be amended to add a new item reflecting the acquisition cost of purchasing property for an SMTD parking lot; and

**Project Description and Funding:**

Project/Jurisdiction/Class		Description	Action/Comments	Funding Source	Total Cost
A4	Construction of parking lot	<b>Description:</b> Land acquisition for parking lot	Multi-year funding to construct parking lot.	IDOT TDC	\$290,000
	SMTD	<b>Project#</b>		FTA 5307	
	Urban Transit	<b>TIP#</b> 06-2013-07			
					<b>\$290,000</b>

**WHEREAS**, the funding used for this project will not affect any other project in the TIP;

Willis Logan made a motion to recommend approval of the amendment. Norm Sims seconded the motion and the vote to recommend approval was unanimous.

**D. Amendment #5**

Frank Squires introduced Amendment #5 to the SATS Policy Committee (below):

**WHEREAS**, the Springfield Mass Transit District requests the FY 2013 Annual Element of the TIP be amended to add a new item reflecting the cost of providing relocation assistance to current tenants displaced by the acquisition of property purchased for an SMTD parking lot; and

#### Project Description and Funding:

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost	
A5	Relocation assistance for land acquisition	Relocation assistance for current tenants affected by land acquisition for parking lot	IDOT TDC		
SMTD	Project#		FTA 5307		37,007
Urban Transit	TIP# 06-2013-07				
				<b>\$37,007</b>	

**WHEREAS**, the funding used for this project will not affect any other project in the TIP;

Norm Sims made a motion to recommend approval of the amendment. Sal Madonia seconded the motion and the vote to recommend approval was unanimous.

#### E. Amendment #6

Frank Squires introduced Amendment #6 to the SATS Policy Committee (below):

**WHEREAS**, the Transportation Improvement Program (TIP) for FY/2012-2015, approved on August 11, 2011, contained the following item in FY 2012 for the Springfield Mass Transit District; and

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost	
22	Intelligent Transportation Systems	Integrate technology into mainline operations	IDOT TDC		
SMTD	Project#		FTA 5307		51,828
Urban Transit	TIP# 06-2012-02		FTA 5309		866,000
				<b>\$917,828</b>	

**WHEREAS**, the Springfield Mass Transit District requests that the FY 2013-2016 TIP be amended to reflect the addition of this item to the FY 2013 Annual Element, with the following changes made with regard to funding; and

#### Project Description and Funding:

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost	
A6	Intelligent Transportation Systems	Integrate technology into mainline operations	IDOT TDC		
SMTD	Project#		FTA 5307		201,828
Urban Transit	TIP# 06-2012-02		FTA 5309		866,000
				<b>\$1,067,828</b>	

**WHEREAS**, the funding used for this project will not affect any other project in the TIP;

Squires made a motion to recommend approval of the amendment. Willis Logan seconded the motion and the vote to recommend approval was unanimous.

#### F. Amendment #7

Sal Madonia introduced Amendment #7 to the SATS Policy Committee (below):

**WHEREAS**, pavement markings will be installed at expressway median crossovers to assist drivers in judging the distance to approaching vehicles from a side road. Pavement markings will also be installed to encourage drivers to reduce speed at interstate loop ramps; and

**WHEREAS**, the Illinois Department of Transportation District 6 requests that the FY-2013 Annual Element of the FY/2013-2016 TIP be amended by adding the project listed below; and

**Project Description and Funding:**

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A7 Pavement markings on Interstate 55, Interstate 72, and IL Route 29 State	<b>Description:</b> I-55 at Stevenson Dr Interchange, I-72 at I-55 BUS/6th St Interchange, Various locations along IL 29  <b>Project#</b> 72F21	Pavement marking contract consisting of the installation of yield line markings at various expressway median crossover intersections on IL 29 in Sangamon County. Also, speed reduction markings will be installed on the I-55 northbound off-ramp at Stevenson Drive and the I-72/6th St westbound off-ramp.	HSIP Safety	31,000
			Restrict State Match	4,000
Principal Arterial	<b>TIP#</b> 04-2013-08			<b>\$35,000</b>

**WHEREAS**, the funding used for this project will not affect any other project in the TIP;

Madonia made a motion to recommend approval of the amendment. Brian McFadden seconded the motion and the vote to recommend approval was unanimous.

**G. Amendment #8**

Sal Madonia introduced Amendment #8 to the SATS Policy Committee (below):

**WHEREAS**, bridge joints are to be repaired and brought up to current standards; and

**WHEREAS**, the Illinois Department of Transportation District 6 requests that the FY-2013 Annual Element of the FY/2013-2016 TIP be amended by adding the project listed below; and

**Project Description and Funding:**

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A8 Bridge joint repairs on Illinois Route 4, Illinois Route 97 State	<b>Description:</b> IL 4: 0.3 mi S of IL 97 (NB & SB), and IL 97: 0.1 mi E of IL 4 in Springfield  <b>Project#</b> 72F23	This improvement will repair bridge joints on these three structures.	NHS State	160,000
			STP-Urb 5-200k-2 State Match	160,000 80,000
Principal Arterial	<b>TIP#</b> 04-2013-09			<b>\$400,000</b>

**WHEREAS**, the funding used for this project will not affect any other project in the TIP;

Madonia made a motion to recommend approval of the amendment to the Policy Committee. Brian McFadden seconded the motion and the vote to recommend approval was unanimous.

**VI. TECHNICAL ADVISOR UPDATES**

**A. Illinois Department of Transportation: Central Bureau of Urban Program Planning**

No report was given.

## **B. Federal Highway Administration: Illinois Division Office**

J.D. Stevenson reported that with the advent of MAP 21 some funding programs were consolidated or eliminated. Stevenson indicated that he is unsure whether any projects in the TIP are funded through a now eliminated/consolidated program for FY 2013. FHWA has asked IDOT to go through their projects for the April letting in order to switch to the new funding category, only if there no longer is a balance on older funds that can be used on an existing project.

Stevenson indicated that such changes to the TIP would require only an administrative modification rather than an amendment requiring approval by the committee, but would have to wait until SATS hears back from IDOT.

## **VII. AGENCY UPDATES**

### **A. Springfield-Sangamon County Regional Planning Commission**

Norm Sims reported that the National Association of Regional Councils (NARC) would be hosting workshops regarding the implications of MAP-21 at the MPO level, due to a present lack of information on what exists on the subject. Sims stated that the closest session would be held in Indianapolis in February, and recommended that local jurisdictions in the SATS area sign up for the event, which does not require a registration fee.

Sims also mentioned that he had recently come from a meeting of the Illinois Association of Regional Councils (ILARC), where he attended a presentation by NARC regarding the implications of the upcoming fiscal cliff on MPOs, specifically on what it means for transportation and infrastructure funding. Sims saw the presenters as taking a disingenuous position regarding said implications, focusing on how to not cut spending while not entirely considering cuts in revenue. He encouraged the Policy Committee to be cognizant of these issues, due to the expectation of a reduction of revenue to most programs, and a need to be more flexible with spending with revenue from all levels of government, and look for ways to do it.

Lastly, Sims announced the details of a new bill in the Illinois General Assembly, the “Responsible Bidder Bill,” which would require that firms bidding on public projects through Central Management Services (CMS) and possibly IDOT have an apprenticeship program approved by the U.S. Department of Labor. He showed concern on how this would affect the ability of small firms to bid on public projects, which could possibly increase the cost of the implementation of said projects. Sims reported that he became aware of this via the Citizens’ Efficiency Commission (CEC), and wanted to ensure the Policy Committee was aware as well.

Next, Linda Wheeland reported that the Planning Commission had received a rural transportation planning grant from IDOT totaling \$6,000 which will be used to continue the pilot program undertaken last year to provide a transportation planning microgrant to one community in the rural area of the county.

Plus, because a staff position was empty for 2.5 months earlier in the year, Wheeland announced that the savings would be used to fund another microgrant for a community in the SATS area, and that letters had been sent out to communities of under 10,000 to inform them of the available funds. The application deadline is February 1, with projects due for completion by mid-June.

Also, Wheeland reported that the Village of Sherman had become the first community to adopt the SATS Bicycle and Pedestrian Plan; the idea with SATS’s initial adoption of the plan was that all the participating communities would also adopt it themselves. Sherman chose to adopt it as a means to

solidify the need for bicycle and pedestrian facilities in relation to transportation and other development projects, and to provide a basis in grant applications for the desire to build these bicycle and pedestrian facilities.

Wheeland proposed Road Safety Audits as a potential safety project that could be undertaken by SATS. Wheeland had discussed the concept with JD Stevenson and was put in contact with Alan Ho from FHWA, who explained the process of a Road Safety Audit. The audit involves an independent team coming in and looking at, over a period from two days to one week, an intersection or section of roadway and then providing a report of safety concerns and mitigation recommendations. Wheeland noted that one had been performed for the Clear Lake/Dirksen intersection, which resulted in the intersection redesign work that had recently been done there. Wheeland proposed that committee members could review the Intersection Safety List created by SATS (see attachment at bottom) based on weighted crash data and select some high priority intersections to be audited. Ho informed Wheeland that FHWA and IDOT have a dedicated team of auditors that can perform the audits for free, so Wheeland invited him to attend the January SATS Technical meeting to speak to the group on the subject.

Norm Sims stated that his interest in such audits stemmed from a presentation at the Fall IDOT conference, which showed Sangamon County as a “red” county with regards to having a high vehicle accident rate. Sims said that he cannot figure out why the county is on this list, but is very interested in looking at these safety audits in order to improve the situation.

Wheeland then said that Kim Cummins from IDOT District 6 had mentioned at the Technical Committee meeting that in the last round of Highway Safety Improvement Program (HSIP) grants that only one had been awarded within District 6, for reflective sign upgrades, and this was the joint project for communities in the SATS Planning Area. Since Cummins had stated that she was not expecting too many communities to apply for an HSIP grant this time around, Wheeland encouraged committee members to consider potential projects for submission.

Finally, Sims stated that he wanted more information on the TIFIA (Transportation Infrastructure Finance and Innovation Act) program, a funding source for larger transportation planning projects for which funding had increased in the MAP-21 bill. Sims announced that IDOT would be hosting a session on TIFIA in January, and Wheeland confirmed that she and other transportation planning staff at the SSCRPC would be attending. Sims suggested that representatives from the City of Springfield, Sangamon County, and the Village of Chatham attend, and Wheeland added that having SMTD attend would be useful as well with regards to transit-oriented development (TOD).

**B. Springfield Mass Transit District**

No report was given.

**C. City of Springfield**

No report was given.

**D. Sangamon County**

No report was given.

**E. Illinois Department of Transportation: Region 4, District 6**

No report was given.

**F. Village of Chatham**

No report was given.

**VIII. PUBLIC COMMENTS**

There were no public comments.

**IX. UNFINISHED BUSINESS**

There was no unfinished business.

**X. NEW BUSINESS**

**A. Urban Area Confirmation**

Linda Wheeland reported that SATS had been notified by the Systems Performance Manager at the IDOT Office of Planning and Programming that a letter was needed to confirm the SATS Urban Area boundaries would not be changed based on the 2010 Census. A letter had been prepared for Chairman Gray's signature.

**B. Next Meeting Date – Thursday, January 10, 2013 at 12:00 PM**

**XI. ADJOURNMENT**

There being no further business, Chairman Gray called to adjourn. McFadden made a motion to adjourn. Norm Sims seconded the motion and the vote to adjourn was unanimous.

The regular meeting was adjourned at 12:17 PM.

Respectfully Submitted,

Brian Sheehan  
Recording Secretary

**ATTACHMENTS:**

**Draft**  
**Statement to meet SATS 2035 Long Range Transportation Plan Goal #6, Objective 2:**

**“Develop a policy statement supporting the coordination of development with the Long Range Transportation Plan by 2011.”**

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Springfield Area Transportation Study members recognize the importance of coordinating transportation and land use planning to maximize project investments and create livable, sustainable communities. To strengthen the relationship between transportation infrastructure and land development SATS members will:

1. Encourage development that utilizes existing transportation infrastructure including roadways, bicycle and pedestrian facilities, mass transit service, rail lines, and airport services.
2. Work with communities to take into account the Long Range Transportation Plan during zoning/land use changes and land development reviews.
3. Base long range transportation plan development and implementation on the broad concept of creating an interconnected sense of place in coordination with community comprehensive plans rather than individual transportation projects.

**INTERSECTION SAFETY LIST**  
**2005-2009 SATS MPA Crash Data**  
**INTERSECTIONS WITH WEIGHTED VALUES OF 60+**  
**Number of Crashes Involving Fatalities, Incapacitating Injuries and Obvious Injuries**  
**Within 150' of Intersection**

North/South Street	East/West Street	Weighted Value	Fatalities	Incapacitating Injuries	Obvious Injuries	Improvements	Intersection ADT (2007)
Dirksen Pkwy	Sangamon Ave	205	1	14	40		
Veterans Pkwy	Washington St	101	3	2	6	2010	33,900
Veterans Pkwy	Wabash Ave	87	0	8	7	2008, 2010	54,250
6th St (BL-55)	Hazel Dell Rd	77	1	4	12	2008	27,450
Dirksen Pkwy	Peoria Rd	77	0	7	7	2007, 2008, 2010	22,150
Dirksen Pkwy	South Grand Ave	76	1	4	11		
J David Jones Pkwy	Veterans Pkwy	75	0	7	5	2007, 2010	25,600
Veterans Pkwy	Lindbergh Blvd	75	0	7	5	2010	43,350
Walnut St	Lawrence Ave	74	1	4	9		
Veterans Pkwy	Lawrence Ave	73	2	2	3	2010	30,250
Martin Luther King Jr Dr	South Grand Ave	73	0	6	13		
11th St	Madison St	71	0	6	11		
Veterans Pkwy	Jefferson St	65	0	6	5		
5th St	North Grand Ave	65	0	6	5		
5th St	Carpenter St	65	0	6	5		
6th St (BL-55)	St. Joesph St	64	0	6	4	2010	24,300
Chatham Rd	Wabash Ave	61	0	5	11	2005	43,250
Veterans Pkwy	Old Jacksonville Rd	61	1	3	6		
4th St	Old Route 36	61	2	1	1		

Weighted values: Fatalities = 25, Incapacitating Injuries = 10, Obvious Injuries = 1