

**Minutes of Meeting  
SATS POLICY COMMITTEE  
September 11, 2014**

**ATTENDANCE****Policy Committee Voting Members**

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

\* Represented by Tim Zahrn \*\* Represented by Wes Clark

**Policy Committee Non-Voting Members**

<input checked="" type="checkbox"/>	Thomas Caldwell	IDOT: Urban Program Planning
<input checked="" type="checkbox"/>	JD Stevenson	Federal Highway Administration (FHWA): Illinois Div. Office
<input type="checkbox"/>		Federal Transit Administration

**Others**

Ed Dougherty – IDOT Community Liaison

Dale Lael – Village of Jerome

Sue Graham – Illinois Dept. of Transportation (IDOT): Region 4, District 6, Local Roads and Streets

Norm Sims – Regional Planning Commission

Linda Wheeland – Regional Planning Commission

Gail Weiskopf – Regional Planning Commission

**I. CALL TO ORDER**

Chair Frank Squires called the meeting of the SATS Policy Committee to order at 12:00 PM.

**II. APPROVAL OF MINUTES**

Squires asked if there were any additions or corrections to the minutes of the August 14, 2014 SATS Policy Committee meeting. Ken Springs made a motion to approve the minutes as submitted. Wes Clark seconded the motion. The vote to approve was unanimous.

**III. TECHNICAL COMMITTEE REPORT**

Linda Wheeland explained the Technical Committee is currently scoring the STU applications that were submitted. Six applications were received and each of the applicants gave a presentation at the September 4<sup>th</sup> Technical Committee meeting. The scores are due by September 18<sup>th</sup>. The scores will be averaged and sent to the Technical Committee voting members. At the October meeting, the Technical Committee will make a recommendation to the Policy Committee on which projects to fund.

**IV. 2035 LONG RANGE TRANSPORTATION PLAN (LRTP)****A. Amendment – Committed Projects List**

Linda Wheeland introduced the Long Range Transportation Plan Amendment:

**RESOLUTION TO RECOMMEND APPROVAL OF  
AN AMENDMENT TO THE  
2035 LONG RANGE TRANSPORTATION PLAN**

**WHEREAS**, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

**WHEREAS**, the SATS Long Range Transportation Plan takes a long-term (25-year) look at transportation needs in the Springfield Metropolitan Planning Area; envisions an efficient, interconnected, multi-modal travel network; and identifies projects to make that vision a reality; and

**WHEREAS**, the Long Range Transportation Plan is updated every five years and was most recently updated on March 11, 2010 as the SATS 2035 Long Range Transportation Plan which was amended on August 11, 2011; January 12, 2012; September 13, 2012; April 4, 2013; May 9, 2013, September 12, 2013; and January 16, 2014; and

**WHEREAS**, all projects with identified funding sources and anticipated to be completed during the period July 2010 – June 2015 are listed as Committed Projects in the 2035 Long Range Transportation Plan; and

**WHEREAS**, funding has recently been obtained for the projects shown below that were not originally included in the "Committed Projects" list and these will be added or moved to "Committed Projects" in the SATS 2035 LRTP; and

<b>PROJECTS ADDED TO "COMMITTED PROJECTS"</b>					
<b>MAP #</b>	<b>PROJECT DESCRIPTION</b>	<b>TYPE OF IMPROVEMENT</b>	<b>JURISDICTION</b>	<b>COST</b>	<b>BIKE/PED ACCOMODATIONS</b>
66	Ash Street	Underpass at rail corridor between 6th and 10th Streets	Springfield	\$20,000,000	
67	I-55	Resurfacing, Bridge Repair, Shoulder Repair from north of Lake Springfield Bridge to 0.3 mile north of Southwind Road	State	\$4,600,000	
68	I-72	Resurfacing, Bridge Repair from 0.5 mile W of the New Berlin Interchange to W of Chatham Road	State	\$20,000,000	
69	I-72	Resurfacing from 0.5 mile E of Overpass Road to 0.3 mile E of CH 16 E of Dawson	State	\$11,000,000	
70	I-55	Thin concrete overlay, Bridge joint repair over IL 29	State	\$1,500,000	
71	Koke Mill Road	Flashing yellow left turn lanes, back plate and reflective tape from Hedley Road to Old Jacksonville Road	Springfield	\$125,000	
<b>PROJECTS MOVED FROM " PLANNED PROJECTS" TO "COMMITTED PROJECTS"</b>					
72	Iron Bridge Road	Overpass at Union Pacific Railroad	County	\$10,918,955	
73	Woodside Road	Underpass at Union Pacific Railroad	County	\$20,340,710	

Tim Zahrn made a motion to approve the Amendment. Wes Clark seconded the motion. The vote to approve was unanimous.

**B. 2035 LRTP Progress Report –**

Wheeland explained the progress report was sent out prior to the Technical Committee meeting. There has been a lot of progress made on the 2035 Long Range Transportation Plan. Just about every objective has been met and many of the committed projects have either been completed or are in the process of being undertaken. The final progress report on the 2035 LRTP will be completed in March, 2015 to wrap this plan up.

C. 2040 Update

No report was given.

v. **FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM**

A. **Amendment 15** – I-72 West of Chatham Road

Wes Clark introduced Amendment #15:

**RESOLUTION TO RECOMMEND APPROVAL OF  
THE FIFTEENTH AMENDMENT TO THE  
FY/2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

**WHEREAS**, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2014-2017 on October 17, 2013; and

**WHEREAS**, maintenance of existing transportation infrastructure is a high priority and IDOT District 6 has identified I-72 west of Chatham Road to west of the New Berlin interchange as in need of resurfacing and miscellaneous bridge repairs ; and

**WHEREAS**, the Illinois Department of Transportation District 6 requests that the FY-2015 Annual Element of the FY/2014-2017 TIP be amended by adding the project shown below; and

**Project Description and Funding:**

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A15 I-72	<b>Termini:</b> 0.5 mile West of New Berlin Interchange to West of Old Chatham Road	Resurfacing, Miscellaneous Bridge Repairs	NHPP (State)	18,000,000
	<b>Project#</b> 72B54		State	2,000,000
	<b>TIP#</b> 04-2015-01			<b>\$20,000,000</b>

Wes Clark made a motion to approve Amendment 15. Tim Zahrn seconded the motion. The vote to approve was unanimous.

B. **Amendment 16** – I-55 Lake Springfield Bridge to Southwind Drive

Wes Clark introduced Amendment #16:

**RESOLUTION TO RECOMMEND APPROVAL OF  
THE SIXTEENTH AMENDMENT TO THE  
FY/2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

**WHEREAS**, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2014-2017 on October 17, 2013; and

**WHEREAS**, maintenance of existing transportation infrastructure is a high priority and IDOT District 6 has identified I-55 north of Lake Springfield to north of Southwind Road as in need of resurfacing, bridge repairs, and shoulder repairs ; and

**WHEREAS**, the Illinois Department of Transportation District 6 requests that the FY-2015 Annual Element of the FY/2014-2017 TIP be amended by adding the project shown below; and

**Project Description and Funding:**

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A16 I-55	<b>Termini:</b> North of Lake Springfield Bridge to 0.3 Mile North of Southwind Road	Resurfacing, Bridge Repairs, Shoulder Repairs		
	<b>Project#</b> 72G47		NHPP (State)	4,141,000
	<b>TIP#</b> 04-2015-02		State	459,000
				<b>\$4,600,000</b>

Wes Clark made a motion to approve Amendment 16. Tim Zahrn seconded the motion. The vote to approve was unanimous.

**C. Modification 13 – Wabash Avenue from Koke Mill to Moffat Street**

Linda Wheeland explained Modification #13.

**Administrative Modification 13 to the  
FY 2014 – 2017 Transportation Improvement Program  
August 15, 2014**

**Wabash Avenue: Koke Mill to Moffat Street**

Status of this project has changed from “Advanced Construction” to “Current” and FY 2014 Annual Element of the FY 2014-2017 Transportation Improvement Program has been modified to make this change as shown below.

Project/Jurisdiction/Class	Location	Action/Comments	Map #	Funding Source	Total Cost
4 Wabash Ave. State Principal Arterial / Minor Arterial	<b>Termini:</b> Moffet St. in Curran to Koke Mill Rd. in Springfield	Construction Expand from 2 lanes to 5 lanes, sidewalks, bike lanes/wide shoulders	32	NHPP-State	15,453,000
	<b>Contract#</b> 72890			State	3,720,000
	<b>TIP#</b> 04-2011-07			City of Springfield	327,000
					<b>\$19,500,000</b>

**VI. TECHNICAL ADVISOR UPDATES**

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

No report was given.

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

No report was given.

**VII. AGENCY UPDATES**

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

No report was given.

**B. Springfield Mass Transit District (SMTD)**

Frank Squires stated the old CNG station was being removed today and the new Compressed Natural Gas (CNG) station was being installed. He said if anyone would like to come by and see the state of the art station, they are welcome.

**C. City of Springfield**

No report was given.

**D. Sangamon County**

No report was given.

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

Wes Clark gave a summary of IDOT construction projects: 1) widening of Wabash Avenue from Koke Mill to Curran, working on retaining walls at the I-72 interchange, majority of the storm sewers are on hold pending utility relocations, 2) Interstate 72 project east of Springfield, the bridges are in Stage II, paving operations are currently under way, 3) I-55 Business north of Andrew Road, near Sherman, is complete, 4) Dirksen Parkway project between Ridge and Clear Lake is on hold pending utility relocations, 5) Stevenson Drive at I-55 ramp extension will begin on Sunday night, September 14, 2014.

Clark also noted there are 3 projects that are state funded: 1) micro silica bridge deck overlay project on Madison over Jefferson Street has begun to replace bridge joints, 2) patching project on Jefferson Street from Ninth Street to Lewis Street will begin late September, and 3) 5 bridge deck patching on I-55 over the Sangamon River south bound only, over Sangamon Avenue and over the Illinois Central Railroad has begun and will take approximately a month or more.

Clark also noted that IDOT will be holding a public out-reach meeting to receive comments on the upcoming multi-year program. It is scheduled for October 22, 2014 from 4:00 p.m. to 6:00 p.m. at Lincoln Public Library.

**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. **Transportation for America – Presentation**

Norm Sims explained the reason for the conference call with Joe McAndrew from Transportation for America was a Bill that Rodney Davis has introduced in the house **Bill: H.R. 4726, the *Innovation in Surface Transportation Act of 2014*** - which directs the Secretary of Transportation (DOT), in coordination with state transportation departments, to establish an innovation in surface transportation program.

Joe McAndrew reviewed the proposed bill noting the bill would require states to create a competitive grants program for innovative surface transportation projects to eligible entities, including local governments, regional transportation authorities, transit agencies, tribal governments, private providers of public transportation, nonprofit transportation organizations, port authorities, joint power authorities, and local rail authorities. Each state would be required to establish an innovation in surface transportation selection panel to formulate criteria for selecting projects.

The state would have to reserve one-third of federal funds apportioned for the Highway Safety Improvement Program, the Congestion Mitigation and Air Quality Program, Surface Transportation Program, and Transportation Alternatives Program and 10% of National Highway Performance Program funding that is not already suballocated in the state for innovation in surface transportation grants.

Attached are two handouts provided by Joe that cover the highlights of his presentation.

Questions after the presentation clarified the following:

- The number of stakeholders on the selection panel would be 18 with members selected from various interest groups, including the state DOT and MPOs, with no more than 3 from each group.
- The Bill does not create any new funding but uses existing funding that is not already suballocated.. The following table reflects what would be taken from the unallocated portions of the MAP-21 Highway Programs.

MAP-21 Highway Programs	How much would be taken
National Highway Performance Programs (NHPP)	10%
Surface Transportation Program (STP)	1/3
Highway Safety Improvement Program (HSIP)	1/3
Congestion Mitigation Air Quality (CMAQ)	1/3
Transportation Alternatives Program (TAP)	1/3

Sims suggested collecting comments and sending them on to Joe McAndrew. Policy Committee members agreed to discuss this matter at a future meeting.

Wheeland noted that a copy of the *Innovation in Surface Transportation Act of 2014* Bill will be sent to all members for review. She asked that any comments be sent to the Regional Planning Commission staff. Sims noted that the Transportation for America staff was looking for suggestions and recommendations. He had already sent a letter expressing several concerns, one being the need to include these projects in the local Transportation Improvement Program.

**B. 2015-2018 Transportation Improvement Program**

Wheeland explained the Draft TIP is out for public review. The thirty day comment period ends on October 7, 2014. At the October 2, 2014, Technical Committee meeting, there will be a Public Information meeting for anyone wishing to present their comments or questions. The Technical Committee will discuss any comments or question received before the meeting. Any comments or questions received after the meeting will be addressed by the Policy Committee. Wes Clark noted that he was listed in the Draft TIP as the District 6 Technical Committee member however Jeffrey Myers, as Acting Program Development Engineer, IDOT District 6, is the appointed member. Wheeland noted this would be changed in the final document.

**C. Next Meeting Date**

The next Policy Committee meeting is scheduled for October 9, 2014 at 12:00 PM.

**XI. ADJOURNMENT**

There being no further business, Chair Squires called to adjourn. Ken Springs made a motion to adjourn. Tim Zahn seconded the motion. The vote to adjourn was unanimous.

The regular meeting was adjourned at 12:36 PM.

Respectfully Submitted,

Gail Weiskopf  
Recording Secretary

**ATTACHMENT****Cosponsor the Innovation in Surface Transportation Act Today****Bill: H.R. 4726**

Dear Colleague,

Join us in creating better opportunities for local governments to access and provide input on federal highway dollars currently allocated to states by cosponsoring **H.R. 4726, the *Innovation in Surface Transportation Act***. This bill gives a greater voice to local officials, chambers of commerce and other stakeholders, who best understand the transportation needs of their communities, by creating an in-state grant program that would allow a percentage of these transportation funds to be competitively bid-for by eligible local entities.

Our nation's economic strength depends upon our cities, towns, and suburbs having the resources they need to attract and retain businesses and provide opportunities for residents to prosper. However, our local leaders, who drive our nation's economy, are largely shut out of the current federal transportation process. MAP-21, the federal transportation authorization, provided states sole discretion to more than 90 percent of the federal highway funds, which has severely limited the role of local governments. H.R. 4726 improves this by reserving a small portion of federal highway funds allocated to each state for a new in-state competitive grant program. The bill will direct the state transportation departments, in coordination with local transportation stakeholders, to establish a selection panel to review project applications and approve or disapprove them based on factors such as improved safety, reliability and efficiency to the transportation network. The panel will also take into consideration the impact projects under consideration would have on local economies and access to jobs.

Panelists must include at least three individuals representing the state's transportation department, at least three individuals representing local governments and at least three individuals representing metropolitan planning organizations (MPOs) or other regional planning bodies such as Council of Governments (COGs) or Rural Planning Organizations (RPOs). Additionally, the panel must have one representative from various stakeholder groups such as local chambers of commerce, transit agencies, active transportation organizations, labor unions, travel and tourism boards, etc. Although this bill changes the selection process, it does not change or expand the type of projects or entities already eligible to receive federal dollars under each of the existing highway transportation programs.

H.R. 4726 will provide greater transparency, competition and local input within surface transportation programs ensuring these limited dollars are being used for projects that will yield the highest return on investment for local communities and the state. If you would like to cosponsor this legislation or have questions, please contact Ashley Phelps (Rep. Davis) at [ashley.phelps@mail.house.gov](mailto:ashley.phelps@mail.house.gov) or Ben Rosenbaum (Rep. Titus) at [ben.rosenbaum@mail.house.gov](mailto:ben.rosenbaum@mail.house.gov).

Sincerely,  
Rodney Davis  
Member of Congress

Dina Titus  
Member of Congress



## Advancing Innovation in Transportation and Securing Economic Prosperity

### Support the Innovation in Surface Transportation Act, HR 4726

Innovation in transportation is born within local and regional governments. Local and regional entities of all sizes are the centers for economic growth and continued prosperity for the nation. Communities across the country are stepping up efforts to maintain their existing infrastructure and prepare for future demands on their transportation systems. Local leaders in these communities are best able to identify the particular transportation investments needed to address their community's unique challenges. Since the turn of the 21<sup>st</sup> century, local governments have dramatically increased their commitment to our transportation systems by increasing local revenues to meet demands.

MAP-21 Highway Programs	Funding (billions)	Percentage of MAP-21 Funds
National Highway Performance Programs (NHPP)	\$21.8	58.6%
Surface Transportation Program (STP)	\$10.0	26.9%
<i>*STP Suballocation for Local and Regional Control</i>	\$5.0	13.4%
Highway Safety Improvement Program (HSIP)	\$2.4	6.5%
Congestion Mitigation Air Quality (CMAQ)	\$2.2	5.9%
Transportation Alternatives (TA)	\$0.8	2.2%
<i>*TA Suballocation for Local and Regional Control</i>	\$.04	1.1%

It is important to give local leaders the tools and resources to invest in innovative transportation solutions that are critical to their economic competitiveness. Through the consolidation of programs in MAP-21 virtually all competitive Federal funding opportunities were eliminated, making it harder for local communities to directly access Federal funds. These were the same programs that communities looked to help fund their innovative transportation projects. Formula programs now make up nearly 93 percent of all Federal highway funding, an increase of 10 percent from SAFETEA-LU. Furthermore, local and regional entities are provided access to less than 15 percent of all authorized highway funds from MAP-21. In short, funding and project selection have been streamlined in a way that only a select few determine how Federal funds are spent, in some instances, largely ignoring the needs of local governments both large and small.

Additionally, the primary source of funding for local transportation projects, the Surface Transportation Program (STP), had more than \$5.0 billion of new responsibilities added to it by MAP-21; while that program only was increased by \$1.2 billion.

#### Advancing Innovation in Transportation and Securing Economic Prosperity through In-State

**Competition:** The solution Transportation for America proposes will create in-state competitions within every State for a small portion of a State's formula funds. This proposal will strengthen accountability, increase return on investments, and allow local and regional governments to build infrastructure connections that provide better opportunities for local businesses and residents to prosper.

Under this proposal, states will conduct annual competitions for a small portion of Federal formula funds. That competition will be open to local jurisdictions, metropolitan planning organizations, transit providers, tribal governments, and other transportation entities, and projects would be selected by a panel with equal representation from state departments of transportation and local jurisdictions, as well as other stakeholders. Project selection will be based on a set of criteria aimed at improving the transportation system, promoting innovation, and spurring economic development. The transparency of this process will ensure that the best projects are selected and that federal funds are used to provide the highest return on investment.