

Minutes of Meeting
SATS TECHNICAL COMMITTEE – SPECIAL MEETING
January 28, 2015

ATTENDANCE

Technical Committee Voting Members

<input checked="" type="checkbox"/>	Nathan Bottom, Chair	City of Springfield
<input checked="" type="checkbox"/>	Tim Zahn, Vice Chair	Sangamon County
<input checked="" type="checkbox"/>	Mike Williamsen	Village of Chatham
<input checked="" type="checkbox"/>	Frank Squires	Springfield Mass Transit District
<input checked="" type="checkbox"/>	Norm Sims	Springfield-Sangamon County Regional Planning Commission
<input checked="" type="checkbox"/>	Jeff Myers*	Illinois Dept. of Transportation (IDOT): Region 4, District 6

* Represented by Wes Clark

Technical Committee Advisors – Non-Voting Members

<input checked="" type="checkbox"/>	Thomas Caldwell	IDOT: Urban Program Planning
<input checked="" type="checkbox"/>	JD Stevenson	Federal Highway Administration: Illinois Division Office
<input type="checkbox"/>	Sue Graham	IDOT: District 6: Local Roads & Streets
<input type="checkbox"/>	Mike Stead	Illinois Commerce Commission
<input checked="" type="checkbox"/>	Mark Hanna*	Springfield Airport Authority
<input type="checkbox"/>	Francesco Bedini-Jacobini	IDOT: Division of Public & Intermodal Transportation

* Represented by Traci Cline Carter

Brian Davis – Sangamon County Highway Department

Jeff Fulgenzi – Regional Planning Commission

Joe Agner – Citizen

Stan Hansen – Crawford, Murphy & Tilly Inc.

Linda Wheeland – Regional Planning Commission

Dale Schultz – Regional Planning Commission

I. CALL TO ORDER

Chair Nathan Bottom called the special meeting of the SATS Technical Committee to order at 8:30 AM.

II. Draft 2040 LONG RANGE TRANSPORTATION PLAN DISCUSSION

A draft of the 2040 Long Range Transportation Plan had been sent to SATS members prior to this meeting. Discussion of the draft began with Linda Wheeland noting that Nate Bottom and Norm Sims had sent some changes that were typos rather than substantive and these had been made.

Tim Zahn suggested that in the Financial Plan chapter a flat rate be applied to Motor Fuel Taxes through 2040 rather than including an increase from year to year. In recent years no increase has been experienced and in some cases reductions have occurred. Other members concurred that a flat rate would be more realistic.

Regarding the performance measure for bridges Tim Zahn noted that the proposed federal performance target for bridges on the National Highway System would consider the number and the square footage of structurally deficient bridges. In the MPA there are 16 structurally deficient structures. This designation considers the super-structure, deck, and sub-structure. Of these 9 are on local roads and 7 are under State jurisdiction. Three of these structures are closed and are not expected to be put into use again. These are 1) the bridge along the west side of the re-aligned Route 29 over the Sangamon River north of Capital Airport, 2) the bridge to the west of the realigned BL 55 north of Sherman over Fancy Creek, and 3) Wagon Ford Road over Lick Creek. There was some discussion regarding which performance measures to use. Although the driving public would probably be most interested in the number of bridges being removed from the “structurally deficient” list, the larger bridges containing more square footage usually carry larger volumes of traffic. It was noted that

township bridges can be as small as 700 square feet while interstate bridges can be 17,000 square feet. Using both of these performance measures would address repairing larger structures as well as smaller structures. The decision was made to establish performance targets related to bridges currently in service to reduce the number (currently 13) and square footage (currently 86,775) of structurally deficient bridges by 10% by 2020.

Wheeland noted that the data needed for three of the safety-related performance targets (annual fatality rate, annual serious injuries, and annual serious injury rate) was not available from IDOT, specifically the serious injuries data was not easily obtainable through the IDOT safety portal and the Daily Vehicle Miles Traveled numbers (needed to calculate rates) were only available for the County or Urbanized Area, not the MPA. JD Stevenson had indicated a willingness to work with IDOT on getting this information. A note will be included in the 2040 Long Range Transportation Plan stating that the baseline performance measures will be determined once the required data is obtained from IDOT.

Tom Caldwell stated that the IDOT staff member heading up the effort to work with MPOs on performance measures had been relieved of her job meaning SATS should defer to FHWA and MAP-21 for guidance on establishing performance measures and targets. Norm Sims noted that the State is required to establish performance measures and targets prior to MPOs doing so. The MPO measures and targets are not required to be the same as the State's although they should roll up to the State measures and targets. Stevenson noted that none of the federal rules on performance measures are final, that the State has one year from final federal ruling to establish measures and the MPOs then have 180 days. The consensus was to go with the performance targets developed by SATS unless and until contrary guidance was received.

Norm Sims made a motion to approve the draft plan as amended. Mike Williamsen seconded the motion which was approved unanimously. The draft will be made available for public review through March 3rd.

III. PUBLIC COMMENTS

There were no public comments.

IV. ADJOURNMENT

There being no further business, Chairman Bottom called for adjournment. Tim Zahrn made a motion to adjourn. Norm Sims seconded the motion. The vote to adjourn was unanimous and the meeting was adjourned at 9:02 AM.

Respectfully Submitted,

Linda Wheeland
Recording Secretary