

Minutes of Meeting
SATS TECHNICAL COMMITTEE
February 7, 2013

ATTENDANCE

Technical Committee Voting Members

| | | |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | Mike Williamsen | Village of Chatham |
| <input checked="" type="checkbox"/> | Chair Frank Squires | Springfield Mass Transit District |
| <input checked="" type="checkbox"/> | Tim Zahrn | Sangamon County |
| <input checked="" type="checkbox"/> | Vice-Chair Nathan Bottom | City of Springfield |
| <input checked="" type="checkbox"/> | Norm Sims | Springfield-Sangamon County Regional Planning Commission |
| <input checked="" type="checkbox"/> | Laura Mlacnik* | Illinois Department of Transportation: Region 4, District 6 |

* Represented by Kim Cummins

Technical Committee Advisors – Non-Voting

| | | |
|-------------------------------------|-----------------|--|
| <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"/> | Terry Fountain | IDOT: District 6: Local Roads and Streets |
| <input checked="" type="checkbox"/> | Mike Stead | Illinois Commerce Commission |
| <input checked="" type="checkbox"/> | Mark Hanna* | Springfield Airport Authority |
| <input type="checkbox"/> | Diana Nevitt | IDOT: Division of Public and Intermodal Transportation |

* Represented by Roger Blickensderfer

Others

Kristin Timmons – Crawford, Murphy & Tilly, Inc.
 Jim Moll – Hanson Engineering
 Christine Reed - Knight E/A Inc.
 Kevin Kuhn – Kuhn and Trello Consulting Engineering
 Tim Landis – State Journal Register
 Elliott McKinley – Springfield Park District
 Jeff Fulgenzi – Regional Planning Commission
 Dan Begert – Regional Planning Commission
 Dale Schultz – Regional Planning Commission
 Neha Soni – Regional Planning Commission
 Linda Wheeland – Regional Planning Commission
 Brian Sheehan – Regional Planning Commission

I. CALL TO ORDER

Chair Frank Squires called the meeting of the SATS Technical Committee to order at 8:30 AM.

II. APPROVAL OF MINUTES –SATS Technical Committee Meeting

Squires asked if there were any additions or corrections to the minutes of December 6, 2012. Mike Williamsen made a motion to approve the minutes and Norm Sims seconded the motion. The vote to approve was unanimous.

III. 2035 LONG RANGE TRANSPORTATION PLAN

Linda Wheeland announced that the Planning Commission was preparing the LRTP 6 month progress Report and would be sending out spreadsheets to SATS members in order that they provide updates on all projects under their jurisdiction.

| Project/Jurisdiction/Class | | Location | Action/Comments | Map # | Funding Source/Total Cost | | |
|---------------------------------------|--|------------------|--|--|---------------------------|------------------------------|--------------------|
| SANGAMON COUNTY FY2013 (cont.) | | | | | | | |
| 10 | Oak Crest Road Bridge | Termini: | Structure # 084-3106 at Sangamon River | Construction Engineering for Bridge Replacement | 24 | County (CE) | 28,800 |
| | | | | | | HBP STP-Off Sys Br | 115,200 |
| | Clear Lake RD | Contract# | | | | | |
| | Local Road | TIP# | 03-2013-06 | | | | \$144,000 |
| 13 | New City Road Bridge (CH 40) | Termini: | Structure # 084-3014 over Brush Creek | Right-of-Way Acquisition & Bridge Replacement | 22 | County (ROW) | 10,000 |
| | | | | | | County (Const.) | 150,000 |
| | County | Contract# | | | | HBP STP-Br | 600,000 |
| | Rural Major Collector | TIP# | 03-2012-12 | | | | \$760,000 |
| SPRINGFIELD FY2014 | | | | | | | |
| 3 | Lincoln Avenue Bridge | Termini: | Over Spring Creek, North of Camp Lincoln | C & CE for Bridge Replacement | 19 | Springfield / Springfield RD | 775,000 |
| | | | | | | HBP STP-Br | 3,100,000 |
| | Springfield / Collector | Contract# | | | | | |
| | | TIP# | 02-2009-06 | | | | \$3,875,000 |
| SPRINGFIELD FY2015 | | | | | | | |
| 4 | Fayette Avenue Bridge (Structure # 084-8000) | Termini: | Over Jacksonville Branch | ROW Acquisition, Utility Relocation, C & CE for Bridge Replacement | 12 | Springfield | 230,000 |
| | | | | | | HBP STP-Br | 920,000 |
| | Springfield | Contract# | | | | | |
| | Collector | TIP# | 02-2011-08 | | | | \$1,150,000 |
| SANGAMON COUNTY FY2016 | | | | | | | |
| 1 | Bradfordton Road Bridge (C.H. 17) | Termini: | Structure # 084-3419 - Approx. 1 mile south of IL 97 at Spring Creek | Bridge Widening & Construction Engineering, Wide Shoulders | 4 | County (Const.) | 220,000 |
| | | | | | | County (CE) | 88,000 |
| | County | Contract# | | | | HBP STP-Br | 880,000 |
| | Minor Arterial | TIP# | 03-2009-02 | | | | \$1,188,000 |

B. Administrative Modification #3

Linda Wheeland explained another Administrative Modification that had been made to the TIP:

Wheeland announced that SATS had been notified by IDOT District 6: Local Roads and Streets that under MAP-21 legislation the FY 2014 Surface Transportation – Urban (ST-U) funding allotment for the SATS planning area had increased by \$267,960.

Wheeland said that Kim Cummins was working to determine the status of projects for which funds are outstanding as listed on the below table; those which are shown in green were under the system that allowed an increase in the ST-U funds, if project costs increased. Wheeland announced that the four oldest projects in green had been closed out so those totals are final. Two other projects in green, Gordon Drive in Chatham and the FAU overlay for FY 2008 are completed and should be closed soon.

The Archer Elevator Road preliminary engineering project for FY 07 is still open. Cummins explained that Wal-Mart had planned to develop a location on the Archer Elevator corridor and an ST-U agreement with the City of Springfield was authorized before Wal-Mart backed out. As a result, the project received less priority. Bottom explained that one phase of the project had been undertaken and the city was looking into reviving this project at present. Sims showed concern as to how long the SATS body wanted to keep a project out that hadn't commenced. Tim Zahn stated that work

SPRINGFIELD AREA TRANSPORTATION STUDY
SURFACE TRANSPORTATION PROGRAM - URBAN (ST-U): ALLOCATION & BALANCE BY FISCAL YEAR* (Modified February 2013)

| Annual STU Allotment | Beginning FY Balance - STU Funds | Stage ** | Project Type ** | 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 |
|---|----------------------------------|----------|-----------------|-------------------------|-----------------------|--------------|--------------|--------------|----------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | | | | 937,632 | 916,227 | 1,433,305 | 1,009,044 | 1,222,834 | 1,257,564 | 1,258,903 | 1,129,606 | 1,638,620 | 1,592,413 | 1,610,405 | 1,342,445 | 1,342,445 |
| STU Projects | | | | | STU Allocation per FY | | | | | | | | | | | | |
| Chatham Road - at Wabash (1997) | R | 6 | | 474,714 | | | | | | | | | | | | | |
| Dirksen - Ridge to Enos (1999) | R | 6 | | 27,665 | | | | | | | | | | | | | |
| Dirksen - Peoria to Ridgley (2003) | WR | 6 | | 917,351 | | | | | | | | | | | | | |
| Sangamon Ave - 5th Street to Peoria Road | WR | 6 | | 557,098 | | | | | | | | | | | | | |
| 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 | | | | | 476,696 | | | | | | | | | | |
| Gordon Drive (Chatham) - Walnut to Hurselbourne | PE I / II | 6 / 2 | | | | | 88,302 | | | | | | | | | | |
| FAU Overlay - various routes | RS | 6 | | | | | | 1,367,468 | | | | | | | | | |
| Meadowbrook Road bridge - Old Salem 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 Inletway | 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 Bradford Rd to proposed Bradford 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 | \$ 1,450,786 | \$ 633,231 | \$ 1,975,676 |

* 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 80/20 (STU amount could increase or decrease)
 Per SATS/Joint Agreement - Funds at a NTE (STU amount cannot increase but could decrease)

had started on the project, which Bottom affirmed. Bottom asked Kristin Timmons if she knew the amount that had been spent and she indicated that a draft project development report had been done but that less than \$200,000 had been spent. Sims suggested that the SATS committee should think more about where projects are in the queue.

In regards to the MacArthur extension project, Bottom stated that number verification should be complete within a few months, at which time the project report can be finalized. Wheeland indicated that a few more projects had been completed where funds have been capped, such as Iles Avenue and East Lake Shore Drive shown in FY 08 and the Meadowbrook Road bridge shown in FY 09. Cummins will follow up on these projects.

Wheeland noted that with a projected \$2 million balance in FY16 the SATS members may want to consider a call for projects in preparation for the FY 14-17 TIP.

V. 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

No report was given.

C. Illinois Department of Transportation: Local Roads and Streets

Cummins reported that Illinois Transportation Enhancement Program (ITEP) awards had been announced during the previous week and discussed three projects within District 6 receiving funds

through this program; one each in the respective downtowns of Springfield (streetscape) and Jacksonville (plaza project) as well as Phase 2 of the multi-use trail along Plummer Boulevard in Chatham. In addition, Cummins stated an amendment would be developed to get these projects, part of an “80/20” program, into the TIP.

D. Illinois Commerce Commission

Mike Stead stated that the ICC Rail Section is preparing project selection for the FY 2014-2018 Five-Year Crossing Safety Improvement Plan which is scheduled to be presented to the commission in March and by statute requires approval by April. Stead indicated that the plan would be announced in April.

E. Springfield Airport Authority

Roger Blickensderfer stated that the Airport Authority expected to have two projects being kicked off, including construction in the spring on the airfield paid for through federal funds from the Federal Aviation Administration (FAA) and another through grants that he expects to become available from the FAA in the 2013 calendar year.

F. Illinois Department of Transportation: Division of Public and Intermodal Transportation

No report was given.

VI. AGENCY UPDATES

A. Springfield-Sangamon County Regional Planning Commission

Norm Sims announced that under MAP-21, the Transportation Alternatives Program (TAP), a merger of three preexisting federal programs (Transportation Enhancements, Safe Routes to School and Recreational Trails), includes a federal set aside for MPOs of greater than 200,000 in population, also known as TMAs (Transportation Management Areas).

Sims had attended a meeting with IDOT and some members of the IL MPO Advisory Council in which there was discussion as to how to handle this set aside. Sims praised IDOT’s willingness to hold such a meeting and distributed a handout (*see attachment #1*) showing IDOT’s proposal for the distribution of annual TAP funds. Sims explained that the \$28 million in TAP funds represented a reduction from what Illinois had received in the past for the three programs and included a Recreational Trails set aside of about \$1.5 million which will be administered by IDNR. Sims stated that IDNR was planning to require an application fee, regardless of whether or not money was awarded, which he said raised concerns by staff.

Sims explained that half of the remainder would be available for use anywhere in Illinois through a competitive process. The other half would be allocated based on population size. (Each half is approximately \$13.4 million). 72.9 percent of the total allocated based on population (34.5% of the original TAP total) would go to Illinois’ five TMAs. Money eligible for use in smaller MPOs and communities and statewide would be distributed through a competitive grant process.

Sims recalled debate from smaller MPOs as to whether the TMAs should be eligible for the statewide funds, given that each was already guaranteed a specific allocation, while those under 200,000 were not. Smaller MPOs raised concern about not getting specified allocations from their pot, while some TMAs were concerned that this would mean some MPOs getting more money than smaller TMAs.

Sims distributed another handout of a draft letter to IDOT Secretary Schneider (*see attachment #2*),

outlining concerns of the ILMPO Association raised at the previous meeting and proposing a more specific distribution of the \$3.6 million suballocated to urban areas under 200,000. The intent is to ensure that MPOs of all sizes receive the same amount of money per resident as TMAs, with other areas competing over the remaining \$2.69 million.

Over a 2 year period SATS would receive \$337,150 to allocate to local projects. SATS and other urban areas of greater than 50,000 would still be eligible to compete for the \$13.4 million available for allocation anywhere in the state.

Sims stated that the proposal to IDOT also included the provision that TMAs and other MPOs would develop their own call for projects and award the suballocated funds in consultation with IDOT.

Sims clarified that under the IDOT proposal SATS would not get a suballocation and any community would be able to apply for the “bulk of the state” share as usual. He stated uncertainty as to whether IDOT would separate out money for Safe Routes to School (SRTS) projects as that had been one of the former programs merged into the new TAP program.

Sims then asked committee members if they thought it was reasonable to have the guaranteed set-aside. Mike Williamsen asked Sims if an agency in a planning area could apply for either the small MPO and statewide and Sims responded that such an agency could apply out of both pots for the same project. Williamsen had concerns regarding confusion it may cause. Kim Cummins stated that a staggering of the application periods for each pot may be a solution though Sims responded that too much staggering would not be practical due to there only being two years funded via MAP-21.

Sims mentioned some concerns brought up by staff at IDOT.

The first was “*what if a project runs over?*” Sims stated that in this scenario, as had previously been done with stimulus funding, the community or agency encountering this situation would have to make up the balance out of local funds.

The second was “*what if money lies out on the table and goes unused?*” Sims stated that it would be the job of SATS to monitor project progress.

Finally, the third was “*what would happen with MPOs having to prioritize projects on which to make decisions?*” Sims stated that this was a concern given some MPOs’ reluctance to prioritize their own TAP projects despite the fact that they are required to do so for road projects.

Frank Squires then asked if there were any guidelines as to how the money could be used, or if all SATS members were eligible to receive funds coming out of TAP. Sims explained that all communities in the MPA would be eligible for the pool going to MPOs between 50,000 and 199,999 in population, while all communities in the state, regardless of location or size, were eligible for the “bulk of the state” funds. Tom Caldwell affirmed that this was correct.

Cummins asked to confirm that both proposals do not change the size of the pot, but that the proposal outlined in the letter to Secretary Schneider gives SATS money that can be directly counted on, which Sims confirmed. Sims explained that communities of all sizes, even below 5,000 in population, are eligible to compete for the bulk pot. Sims said that the IDNR set aside for Recreational Trails was not federally required but rather part of a program IDOT wanted to continue.

Williamsen asked if the draft letter as written on behalf of the Illinois MPO Association (*Attachment #2*) was linked to Sims’ proposal which Sims confirmed, stating that the IL MPO association had not yet voted on it. JD Stevenson then pointed out that the total on Attachment #1 for CMAP was shown as the same for all the TMAs, which Sims acknowledged was incorrect and should be \$8,650,889. Stevenson then stated that the totals in the flowchart on Attachment #2 were likely correct for CMAP.

Sims then explained some aspects on Attachment #2 which may seem confusing on the surface; for example, he mentioned that SATS would be receiving more money than the Quad Cities TMA but given that its population is split between Illinois and Iowa the number of Quad Cities residents on the Illinois side of the river total less than the grand total in the SATS planning area. Sims then explained that MPOs receiving among the smallest amounts of money (SLATS, Dubuque, and Cape Girardeau) are ones primarily located in another state, with the amount to Danville explained by its barely meeting the population threshold requiring the formation of an MPO.

Sims asked the committee which formula was their preference. Williamsen stated that the ILMPO proposal looked better for SATS. Sims stated that he will follow up with SATS members on the result of the February 11 meeting with IDOT.

Linda Wheeland then reported that Rochester was the only community to submit an application for a transportation planning microgrant. Since the application met all the criteria a \$5,600 grant will be awarded to the village for a pavement preservation plan. The funding will come from the rural planning funds awarded to the Planning commission by IDOT and no SATS money will be used.

B. Springfield Mass Transit District

No report was given.

C. City of Springfield

Nathan Bottom announced that the Public Works' budget plan and infrastructure plan had been presented to the City Council during the previous week. \$87 million is needed over the next three years to get caught up on infrastructure maintenance. The bulk of this was on overlays due to the deteriorated condition of many city roads. The plan also includes sidewalk enhancement work with the City tripling the size of its sidewalk program, using pavement preservation with more than \$500,000 to be spent over the next three years on such work, and possible spending increases in the program as more roadways return to a good state of repair. Bottom also indicated that this involved bumping up the seal coating program and also work on some of the city's brick streets.

Regarding the 10th Street rail consolidation Bottom indicated that the city was working on obtaining a consultant for design of the project and would hear more in the near future.

D. Sangamon County

No report was given.

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

No report was given.

F. Village of Chatham

Williamsen reiterated that the Village had been selected to receive ITEP funds for the Plummer Boulevard Bike/Pedestrian Trail.

VII. PUBLIC COMMENTS

Bottom asked if any of the additional appropriation of state transportation funds reported in an article in the State Journal-Register would become available to SATS. Cummins indicated that she was unsure. Sims stated that it was his understanding that there were some earmarks in the bill including \$1 million for museums and that the state needed some of the supplemental appropriations to match federal funds it had

already received for projects already upcoming in the IDOT program.

VIII. UNFINISHED BUSINESS

A. Public Participation Plan Update

Wheeland stated that the initial draft of the Public Participation Plan had been sent out to the committee for review. The format had changed to emphasize participation in development of the Long Range Transportation Plan (LRTP), with that being the document that other activities are based on. Wheeland asked committee members if they had a chance to look through it, had any comments, or if not if they needed additional time to review the document. Wheeland indicated that the Public Participation Plan needed to be available for public review for a 45 day period. The final document would need to be approved by SATS in May.

No questions were asked and Mike Williamsen made a motion to recommend approval of the draft to the Policy Committee. Tim Zahn seconded the motion and the vote to recommend approval was unanimous.

B. Small Community MPO Representation (Tabled)

Chairman Squires indicated that no SATS member had requested the Small Community MPO Representation discussion be brought off the table.

IX. NEW BUSINESS

A. PY 2014 Unified Planning Work Program (UPWP)

Wheeland stated that the draft UPWP had been sent to SATS members with the Technical Committee meeting agenda and asked that members look over it between now and the March meeting in order that the committee could take action on it at that time.

B. Performance Measures

Wheeland indicated that she, Norm Sims, and Dale Schultz had attended a meeting with staff from IDOT and FHWA, including committee members Thomas Caldwell and J.D. Stevenson, regarding the requirement under MAP-21 that performance measures be established in the planning process. IDOT had been meeting with all MPOs in the state to get input and their specific request was to receive four performance targets and data for non-road transportation from each MPO by March 1. IDOT already has a sufficient amount of data on the road network. Wheeland and Sims indicated they were not entirely sure what was being requested by IDOT but that four performance targets had been developed based on the 2035 LRTP and these are shown in *Attachment 3*.

Mike Williamsen asked what the context of the conversation with IDOT was, whether the performance measures had to be regional, and how they would affect roadway performance measures operating on a regionwide scale. Wheeland stated that IDOT had sent data for the road networks but that they were not targets. She explained that within the context of the planning process, as objectives are established, there needs to be a way to measure whether those objectives are being met. Caldwell indicated the need to comply with MAP-21 in this regard.

Williamsen asked if IDOT was planning to aggregate all these non-highway targets from the MPOs and Caldwell stated that an advisory committee would be formed to consolidate the ideas that all the MPOs were putting forth. Williamsen stated that he was confused as to how this may be possible, as the measures put forth by SATS may likely not match those from other parts of the state. Caldwell affirmed the situation. Frank Squires asked what would happen if the performance measures were not

achieved, indicating that all are achievable with enough funding. He had concern with whether or not IDOT would be able to provide the funding that would make achieving these measures a reality, such as making a high percentage of bus stops accessible.

Norm Sims stated that the other issue with creating non-road performance measures is whether the data is available or needs to be created at a state-wide level. Sims also stated concern as to what the performance is being measured against such as against an existing plan, or based on performance at an MPO level or municipal level, or possibly against data on infrastructure that falls under state-level jurisdiction. One of the statewide measures brought into the conversation was getting more passengers on Amtrak. Linda Wheeland stated it would be difficult to have an impact at a local level.

Sims said that the Amtrak example betrayed the planning principle of not measuring the performance over which one cannot affect. Sims emphasized his belief that IDOT was simply searching for what non-road measures should be developed.

Tim Zahrn said the performance targets presented were ones that could be measured and asked if the measures mentioned functioned as examples and if it was a good idea for SATS to put in a specific measurement at this time for any of these targets. Wheeland explained that SATS was not committing to anything with these targets, that these were just examples being presented to IDOT and that no commitment would be made to these targets until they were specifically placed in the LRTP.

Wheeland confirmed that these proposed targets were ones that SATS has data on and had come from the LRTP. Caldwell followed that IDOT may present these measures as examples without a specific goal amount tied to them, but Wheeland believed that without a value tied to it, it isn't a performance target. Caldwell stated that federal law states that the targets don't have to be specific, but Sims and JD Stevenson said that FHWA had 18 months to establish specific numerical targets. Wheeland added that after this is done at the federal level, it has to be done at the state level and later at the MPO level.

Wheeland stated that if the committee was comfortable with the performance targets presented the information could be forwarded to the state. Mike Williamsen stated he was comfortable provided the targets were based on data SATS can work with. Sims followed that he wasn't fully sure what was being committed to but wanted to be certain that IDOT understands no commitment is behind the submitted performance targets at this time. Wheeland stated that this can be clarified in the cover letter so that nothing is misinterpreted on IDOT's end regarding the fact that the listed measures function merely as examples.

C. Next Meeting Date – Thursday, March 7, 2013 at 8:30 AM

X. ADJOURNMENT

There being no further business, Chairman Squires called to adjourn. Tim Zahrn made a motion to adjourn. Mike Williamsen seconded the motion and the vote to adjourn was unanimous.

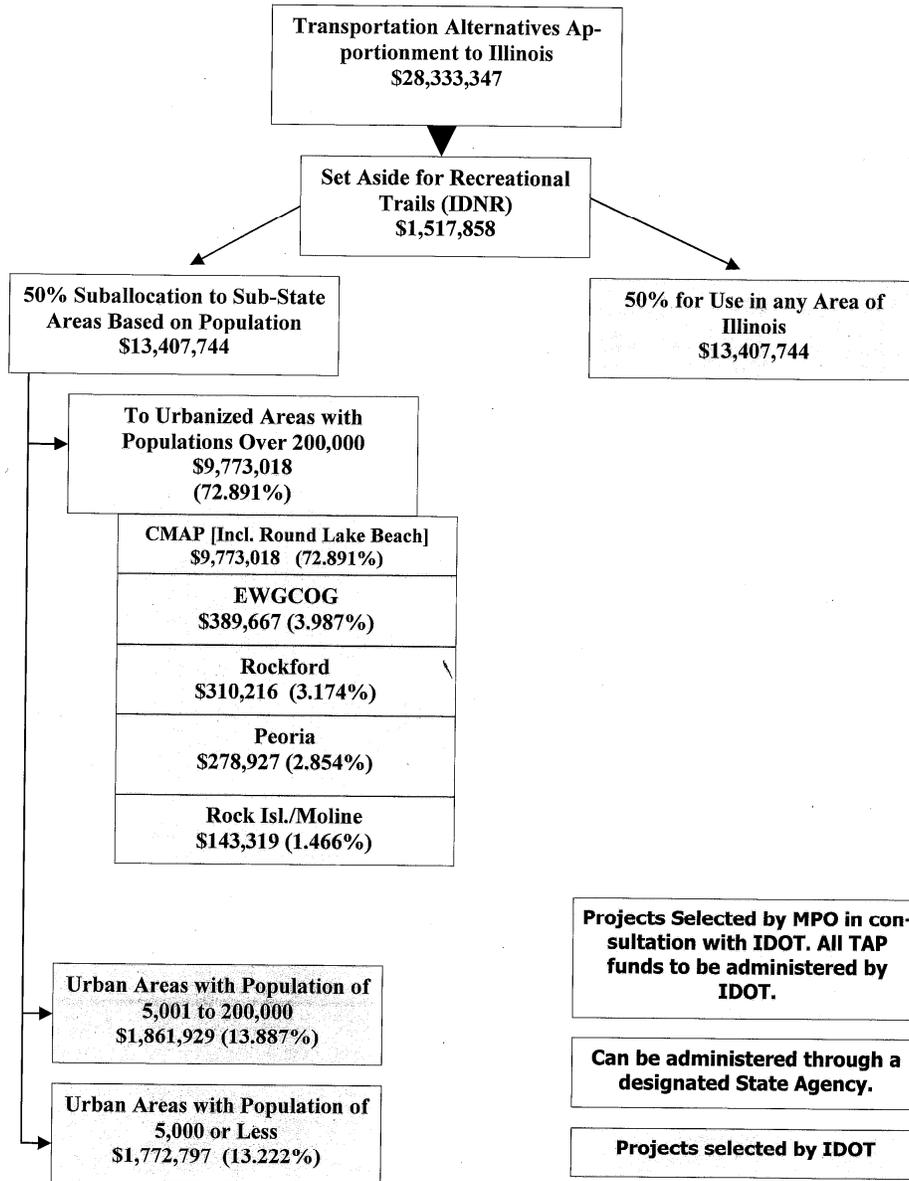
There being no further business, the regular meeting was adjourned at 9:19 AM.

Respectfully Submitted,

Brian Sheehan
Recording Secretary

Attachment #1

**Original IDOT Proposal for Discussion
Transportation Alternative Appropriation**



TAP funds must be obligated to eligible projects submitted by eligible entities through a competitive process. IDOT and MPOs not eligible to sponsor TAP Projects.
Funding amounts from FMIS Jan. 2, 2013.

Attachment #2 – Page 1 of 4



ILLINOIS METROPOLITAN PLANNING ORGANIZATIONS ASSOCIATION

233 S. Wacker Suite 800, Chicago, Illinois 60606; Fax# 866.855.9547 www.ilmpo.org

February 6, 2013

Secretary Ann L. Schneider
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764-0001

Dear Secretary Schneider:

On behalf of Illinois MPO Association, I submit for your consideration a proposal to allocate Transportation Alternatives (TAP) funds that were awarded to Illinois as part of MAP-21. Several of the member MPO organizations have met as a small group with IDOT staff and we believe that the enclosed Memorandum of Understanding provides for all of the legal requirements of MAP-21 but also provides a balance of local decision-making, regional needs and needs of the entire State.

We appreciate IDOT's leadership and guidance on this issue and look forward to implementation of TAP projects in FY13-14 using MAP-21 funds. Please do not hesitate to contact me at 815-967-7611.

Sincerely,

A handwritten signature in black ink, appearing to read "S.K. Ernst".

Stephen K. Ernst
ILMPO Association President

cc: Charles Ingersoll, Director, Office of Planning & Programming
Kevin Schoeben, Deputy Director, Office of Planning & Programming
Jeffrey South, Bureau Chief, Statewide Program Planning
Karen Shoup, Bureau Chief, Urban Program Planning
ILMPO Association Executive Directors

Attachment #2 – Page 2 of 4



ILLINOIS METROPOLITAN PLANNING ORGANIZATIONS ASSOCIATION

233 S. Wacker Suite 800, Chicago, Illinois 60606; Fax# 866.855.9547 www.ilmpo.org.

MEMORANDUM OF UNDERSTANDING

WHEREAS:

- The federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provides for an urban transportation planning process; and
- The Moving Ahead for Progress in the 21st Century Act (MAP-21) authorizes funding to improve our nation's transportation system for all users (highway, transit, bicycle and pedestrian); and
- MAP-21 established a new program, Transportation Alternatives, to provide for a variety of alternative transportation projects by wrapping previous programs including Transportation Enhancements, Recreational Trails, and Safe Routes to School into a single funding source; and
- The State of Illinois chose to continue a set-aside for Recreational Trails as per the statutory citations of MAP-21; and
- MAP-21 requires that 50% of a State's TAP apportionment, after deducting for set-asides, shall be suballocated by formula based on the relative share of the total State population, with the remaining 50% available for use in any area of the State; and
- MAP-21 allows a State to transfer up to 50% of its TAP funds to NHPP, STP, HSIP, CMAQ and/or Metropolitan Planning, where the amount transferred must come from the portion of TAP funds available for use in any area of the State; and
- The Metropolitan Planning Organizations have the specific responsibility to administer the continuing urban transportation planning process;

NOW THEREFORE BE IT RESOLVED that the Illinois Department of Transportation, the Illinois Metropolitan Planning Organizations Association, and the individual Metropolitan Planning Organizations of the State of Illinois agree to the following with regard to the above recitals:

- IDOT will subtract the set-aside for Recreational Trails from the Transportation Alternatives Apportionment to Illinois in a manner consistent with MAP-21 prior to suballocating any TAP funds. IDOT will administer the Recreational Trails program and may choose to utilize the Illinois Department of Natural Resources for this purpose.
- After subtracting for Recreational Trails IDOT will suballocate 50% of the remaining balance of the Transportation Alternatives Apportionment to sub-state areas based on their relative population as follows, referred to as the "sub-state share":
 - To urbanized areas above 200,000 population (TMAs) an amount equal to the relative portion of the combined TMA population shall be suballocated to the five (5) TMA areas within the State. Currently that proportional population is 72.891% of the sub-state share. Chart A shows the calculation methodology using current dollar projections for FY13 from the FMIS. As shown this calculation equates to \$1.045 per person in the TMA areas. The metropolitan planning organizations in this category shall develop their own call for TAP projects, shall evaluate local priorities with consultation from IDOT, and shall locally program awarded TAP projects in their respective TIP.

Attachment #2 – Page 3 of 4



ILLINOIS METROPOLITAN PLANNING ORGANIZATIONS ASSOCIATION

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- To urban areas with a population between 50,000 and 200,000 an amount equal to the same pro-rata share ($\$1.045 \times$ urban area population) shall be suballocated to the twelve (12) non-TMA areas within the State. See Chart A. The metropolitan planning organizations in this category shall develop their own call for TAP projects, shall evaluate local priorities with consultation from IDOT, and shall locally program awarded TAP projects in their respective TIP.
- To areas with a population less than 50,000 an amount equal to the remaining balance of funds in the sub-state share shall be administered by the Illinois Department of Transportation on behalf of these non-MPO areas. See Chart A.
- After subtracting for Recreational Trails IDOT will suballocate 50% of the remaining balance of the Transportation Alternatives Apportionment to a competitive program for any area of the State, referred to as the "any-area share". See Chart A. The competitive program will be substantially the same as the ITEP program from SAFETEA-LU with adjustments for changes that were required by MAP-21. The any-area program shall be administered by the Illinois Department of Transportation in a manner similar to ITEP with a single call for projects that will program both fiscal years of TAP funding from MAP-21. For any discretionary TAP projects awarded in this category to areas above 50,000 population IDOT will work with the affected MPO to amend the project into the TIP and STIP. Any TAP project awarded to an area below 50,000 population IDOT will work to amend the project into the STIP.
- The methodology to calculate the sub-state share and the any-area share shall be the same for both fiscal years of MAP-21. Both the MPOs and IDOT intend to create calls for projects, local and statewide, in a manner that programs both fiscal years of TAP funding from MAP-21 in a singular call. IDOT and the MPOs shall work collectively to coordinate the disparate calls for TAP projects and to consider the needs of each other when making project awards. All parties recognize that the timing of project awards will be crucial to successful TAP implementation.

SIGNATURE BLOCK

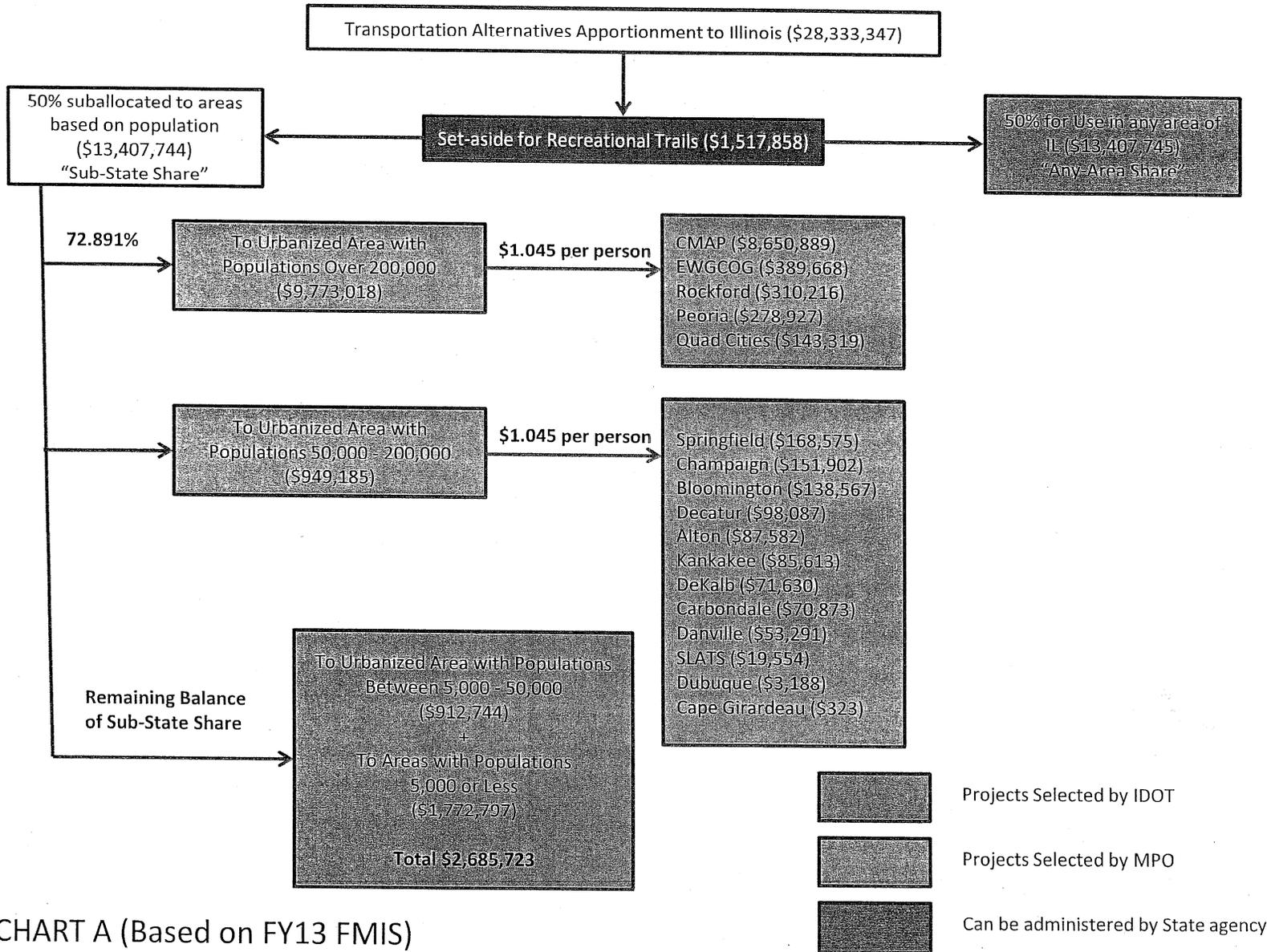


CHART A (Based on FY13 FMIS)

Potential Transportation Planning Targets for Non-Road Travel Modes Related to the Establishment of Performance Measures

Target 1 **Formal coordination (including fare agreements and transfer facilities) of Springfield/Menard Area Regional Transit (SMART) with other area transit services to facilitate travel to regional destinations in Springfield within the next three years.**

LRTP Goal # 1: To support the businesses and workers in the area by providing a continuous, efficient, well maintained, and affordable transportation network within the MPA.

Data:

| Transit Services Operating Adjacent to SMART | Fare Agreement | Transfer Facility |
|--|----------------|-------------------|
| Central Illinois Public Transit | No | No |
| Christian County Transportation | No | No |
| Logan/Mason Public Transit | No | No |
| Macoupin County Public Transportation | No | No |
| SHOWBUS | No | No |
| Springfield Mass Transit District | No | No |
| West Central Mass Transit District | No | No |

Target 2 **Accessible Springfield Mass Transit bus stops at 90% of bus stop locations within the next five years.**

LRTP Goal # 5: To encourage the use on non-motorized travel and public transportation as a means to improve the quality of life and health of our citizens and to reduce the impact on travel on the environment.

Data:

| SMTD Bus Stops | | |
|-----------------|----------------------|------------------------|
| Total Bus Stops | Accessible Bus Stops | % Currently Accessible |
| 1,313 | 548 | 42% |

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Target 3 Construction of 50% of the recommended bicycle network, as proposed in the SATS Bicycle and Pedestrian Plan, over the next 25 years.

LRTP Goal #4: To create an integrated transportation network that includes improved interconnectivity within the MPA as well as with major corridors outside the MPA, and better coordination of all modes of transportation.

Data:

| Existing & Recommended Bicycle Infrastructure in the SATS MPA | | | | | |
|--|-----------------------------|-----------------|------------|--------------------|------------|
| Facility Type | Total Proposed Miles | Existing | | Recommended | |
| | | Miles | % | Miles | % |
| Paved Shoulders | 75.5 | 19.1 | 25% | 56.4 | 75% |
| Bike Lanes | 58.3 | 7.9 | 14% | 50.4 | 86% |
| Bike Trails | 42.1 | 23.7 | 56% | 18.4 | 44% |
| Side Paths | 36.9 | 6.1 | 17% | 30.8 | 83% |
| Bike Route Signage | 30.2 | 0.0 | 0% | 30.2 | 100% |
| Bike/Parking Lanes | 17.3 | 0.0 | 0% | 17.3 | 100% |
| Shared Lanes | 10.4 | 0.0 | 0% | 10.4 | 100% |
| Total | 270.7 | 56.8 | 21% | 213.9 | 79% |

Sources: Sangamon Co. GIS, SATS Bicycle & Pedestrian Plan

August 2012

Target 4 of 50% of Incomplete/Recommended corridors of the priority SATS Bicycle and Pedestrian Plan, over the next 25 years. **Completion the pedestrian network, as proposed in the**

LRTP Goal #4: To create an integrated transportation network that includes improved interconnectivity within the MPA as well as with major corridors outside the MPA, and better coordination of all modes of transportation.

Data:

| Existing & Recommended Priority Pedestrian Infrastructure in the SATS MPA | | | | | | | |
|--|-----------------------------|-----------------|--------------|-------------------|-------------|--------------------|--------------|
| Facility Type | Total Proposed Miles | Complete | | Incomplete | | Recommended | |
| | | Miles | % | Miles | % | Miles | % |
| Sidewalks | 427.2 | 204.9 | 48.0% | 38.6 | 9.0% | 183.7 | 43.0% |
| Bike Trails | 42.1 | 23.7 | 56.3% | 0 | 0.0% | 18.4 | 43.7% |
| Side Paths | 36.9 | 6.1 | 16.5% | 0 | 0.0% | 30.8 | 83.5% |
| Total | 506.2 | 234.7 | 46.4% | 38.6 | 7.6% | 232.9 | 46.0% |

Sources: Sangamon Co. GIS, SATS Bicycle & Pedestrian Plan