

Minutes of Meeting
SATS TECHNICAL COMMITTEE
January 9, 2014

ATTENDANCE**Technical Committee Voting Members**

<input checked="" type="checkbox"/>	Nathan Bottom, Chair	City of Springfield
<input checked="" type="checkbox"/>	Tim Zahrn, 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"/>	Laura Mlacnik*	Illinois Dept. of Transportation (IDOT): Region 4, District 6

* Represented by Sal Madonia

Technical Committee Advisors – Non-Voting

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

* Represented by Roger Blickensderfer

Others

Jim Moll - Hanson Professionals
 Tim Landis – State Journal-Register
 Stan Hansen – Crawford Murphy and Tilly
 Bill Davison – Knight E/A
 Elliott McKinley – Springfield Park District
 Ed Dougherty – IDOT District 6 Community Liaison
 Kim Cummins – Cummins Engineering
 Kristin DiCenso – IDOT-Office of the Secretary
 Dale Schultz – Regional Planning Commission
 Linda Wheeland – Regional Planning Commission
 Neha Soni – Regional Planning Commission
 Brian Sheehan – Regional Planning Commission
 Amy Uden – Regional Planning Commission
 Joe Zeibert – Regional Planning Commission

I. CALL TO ORDER

Chair Nathan Bottom called the meeting of the SATS Technical Committee to order at 8:32 AM.

II. APPROVAL OF MINUTES –SATS Technical Committee Meeting

Chairman Bottom asked if there were any additions or corrections to the minutes of the December 5, 2013 Technical Committee meeting. Norm Sims made a motion to approve the minutes as submitted and Frank Squires seconded the motion. The vote to approve was unanimous.

III. 2035 LONG RANGE TRANSPORTATION PLAN (LRTP)**A. Amendment**

Nathan Bottom introduced an amendment to the LRTP:

**RESOLUTION TO RECOMMEND APPROVAL OF
AN AMENDMENT TO THE
SPRINGFIELD AREA TRANSPORTATION STUDY
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 11, 2013, May 9, 2013 and September 12, 2013; 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 been awarded to construct an underpass on Carpenter Street between 9th Street and 11th Street, a project currently listed as a Planned Project in the SATS 2035 Long Range Transportation Plan; and

WHEREAS, the details for this Project are shown below; and

PROJECT MOVED FROM "PLANNED PROJECTS" TO "COMMITTED PROJECTS"					
65	Carpenter Street	Underpass between 9th Steet & 11th Street	Springfield	\$20,572,400	SW

Norm Sims made a motion to recommend approval of the amendment to the Policy Committee. Frank Squires seconded the motion and the vote to recommend approval was unanimous.

B. 2040 Update

Linda Wheeland stated the first thing she wanted to talk about was related to one of the objectives in the 2035 LRTP, under Goal #6, “to identify areas where adequate transportation infrastructure is in place to support future development and also where adequate transportation infrastructure is not available to support existing development.” Working with Joe Zeibert, Land Development Senior Planner, transportation staff developed a map using a series of layers which may be appropriate to determine the suitability of an area for development. Dale Schultz demonstrated the layers in the following order, allowing for the narrowing down of places where SATS can look at existing and proposed transportation infrastructure to determine its capability to support future development. The following criteria were demonstrated:

- Outside existing or potential sewer service
- Outside existing or potential water service with adequate pressure
- Special Flood Hazard Areas/Water Bodies
- Airport Noise Exposure Zone*
- Parks
- Tax Exempt Properties
- Developed Properties
- Outside SMTD Boundary

*Area of regular exposure to noise of 65 or more decibels, designated by the Federal Aviation Administration as incompatible with residential land use.

Mike Williamsen asked what the areas not filled in represented, and Schultz explained that they represented all undeveloped, non-tax exempt land that could potentially be served by sanitary/storm sewers and water were outside a special flood hazard area, not exposed to airport noise, not an already existing park, and inside the boundary of the Springfield Mass Transit District (SMTD). Sal Madonia asked if the large “hole” near the center of the map represented land surrounding the MacArthur Boulevard extension, and Linda Wheeland confirmed it was.

Wheeland specified that the SMTD district boundary was used to delineate those areas that would fiscally support transit through taxes due to their being within district boundaries, though not necessarily have bus routes serving them. Norm Sims added this would represent an emphasis on “soft” in addition to “hard” infrastructure, as some areas, though they may potentially be served by water and sewer, do not have such potential access to mass transit, aside from what transit access they may receive when the rural transit service begins operation. Wheeland added, given that communities such as Rochester and Chatham lie entirely outside the SMTD district boundaries, that being outside the district should not be a factor eliminating land from consideration for development, but is nevertheless something important to consider. Wheeland then asked SATS members where they believe staff should look at concentrating transportation infrastructure supporting future development.

Tim Zahrn asked Schultz if he would pull up Goal #6, Objective #1 again. Wheeland stated the first two criteria used, water and sewer, were included as it became a real question as to whether an area could be developed if there is not potential for it to be served by both utilities. Sims added there were some properties on the east side of Springfield shown as tax-exempt due to their ownership by the City of Springfield, but nevertheless are developable properties because they only came to be owned by the City due to their abandonment.

Mike Williamsen asked if Schultz could zoom to the designated developable area near Scheels. Williamsen asked how this area can be considered developable if physical sewer and water connections were not extended to presently vacant parcels. However, Schultz clarified these properties were in the necessary districts to be served by both utilities, while those places mapped in yellow and red were those that could not. Williamsen then asked Schultz to show the area south of Interstate 72, and explained although land within the immediate vicinity of Scheels could connect to water and sewer relatively inexpensively, doing the same south of the Interstate would be more costly.

Sims added one of the considerations regarding whether an area should be available for development should also be the specific type of land use, as areas that may be unsuitable for residential development may be perfectly viable for other forms of land use. For example, Sims cited the presence of industrial uses in the Airport Noise Exposure Zone as a land use that would not be inappropriate for such a location, whereas residential uses would be inappropriate.

Terry Fountain added with regards to transportation infrastructure, although a vast expanse of land may meet all the existing criteria outlined in the map in order to be considered developable, the existing road network may be completely insufficient, and added perhaps the inclusion of the functional classification layer could be used in addition. Sims suggested both the information from the City and County’s respective Arterial Roadway Network Plan could be used as a way to show not just the existing conditions of the network, but also where proposed improvements are expected to take place.

Wheeland asked if anybody else had suggestions on what they would like to see included or added to the map. Williamsen asked if these blank areas were ready for development, and Wheeland stated those would be the areas looked at to determine if the transportation infrastructure is sufficient for development or redevelopment, or as Sims added, if it’s even planned. Williamsen added given that staff is attempting to aggregate all the future land uses proposed in existing comprehensive plans into one database, that it would make sense to include such a layer in this map to fill in the areas designated as “developable.” Nathan Bottom suggested the map include the locations of TIF districts or Enterprise Zones. Sims stated most of the land shown in the map is unblighted greenfield property so it is not TIF-eligible. Many of these districts are nearing the end of their lifespans, so they may not be necessary items to include within

the map.

Wheeland added one thing that may be able to be considered for being in this map are the designated Economic Activity Centers (EACs) as identified in a report completed by Hanson Professionals, a map of which was shown on the overhead screen by Dale Schultz. Sims added that he considered these EACs would be helpful because they go beyond looking just at areas considered for residential land uses, but also look at those locations functioning as regional job centers.

Frank Squires asked if inclusion of zoning would assist in this effort, and Wheeland stated that including the future land uses would likely be a better option. Williamsen added the zoning for many of the locations that could be defined as “developable” would likely be agricultural, and thus have little relevance to the future land uses in those areas. Also, Williamsen stated his preference for areas outside the SMTD district boundary (but meeting all the other requirements) be included as potential “developable areas,” as that would otherwise entirely exclude the Village of Chatham. Wheeland agreed that the SMTD boundary should not be used to define developable areas in the MPA. Sims stated it was still important to consider how developable areas inside the transit district boundary would be served.

Elliott McKinley asked if future parks were a consideration in this map. Sims said this information was not available to the Planning Commission. Wheeland said any information on this subject that McKinley could provide would be helpful.

Wheeland announced invitations were sent out to potential members of the Citizens Advisory Committee and Community Advisory Committee for the Long Range Transportation Plan, both of which will have their first meeting in late February. Wheeland stated she will update SATS members on who accepts the invitations to become members of each committee. In addition, Sims stated any information the Technical Committee members would like to share with either advisory committee would be very welcome.

Finally, Wheeland announced spreadsheets will be sent out to SATS members for status updates on projects in the LRTP. A four-year progress report will be prepared for the March meeting.

IV. FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM

A. Amendment #6 (Carpenter Street Underpass)

Nathan Bottom introduced Amendment #6:

RESOLUTION TO RECOMMEND APPROVAL OF THE SIXTH 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, there has been a long-term local plan in place to consolidate rail traffic in Springfield on the 10th Street rail corridor; and

WHEREAS, the state project to provide high-speed passenger rail service between Chicago and St. Louis is under development and the 10th Street corridor in Springfield has been identified as the central link for this service, which will also carry freight traffic from the 3rd Street line; and

WHEREAS, the increased number of freight and passenger trains on the 10th Street corridor will present greater potential for car/train accidents and will impede roadway traffic flow; and

WHEREAS, to promote safety and to provide non-disrupted traffic flow through the City and particularly to the two hospitals and medical facilities located on Carpenter Street, an underpass is desired for Carpenter Street at the 10th Street rail crossing; and

WHEREAS, the City of Springfield has received a Transportation Investment Generating Economic Recovery (TIGER) grant to construct this underpass; and

WHEREAS, the City of Springfield requests that the FY-2014 Annual Element of the FY/2014-2017 TIP be amended by adding the project as shown below; and

Project Description and Funding:

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A6 Carpenter Street Springfield Minor Arterial	Termini: 10th Street Rail Corridor	Construct underpass	TIGER	14,400,000
	Project#:		ICC-GCPF	4,939,200
	TIP#: 02-2014-09		Springfield	1,233,200
				\$20,572,400

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

Frank Squires made a motion to recommend approval of the amendment to the Policy Committee. Tim Zahrn seconded the motion and the vote to recommend approval was unanimous.

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

Terry Fountain announced Safe Routes to School (SRTS) applications are due on January 31st, with additional details available on IDOT's website: <http://www.dot.il.gov/saferoutes/SafeRoutesHome.aspx>

Linda Wheeland asked if a community was planning to submit an SRTS application for infrastructure if coordination with the school was required. Fountain stated there was no limit to the number of letters of support a community could submit as part of their application, and such a letter would definitely be recommended but not required. Wheeland stated she was already contacted by a couple communities seeking SRTS funds, as a letter of recommendation from the MPO is required in this round for all applications. Fountain advised Wheeland if any communities contacting her ask for assistance regarding the quality of their applications, that she refer those communities to him.

Fountain also announced the SATS Surface Transportation – Urban (ST-U) allotment for FY 2015; last year's amount was \$1.6 million, with this year's value decreasing by \$250,000 to \$1.35 million. Fountain stated he was working with Wheeland to verify the current ST-U balance. Fountain expects that by FY 2016, the ST-U balance should be roughly \$2 million, assuming a continued yearly allotment of \$1.35 million. Wheeland asked Fountain if there is a deadline for when he needs to know about a call for projects for FY 2016 and FY 2017, and Fountain said given that the focus will be on FY 2015 projects for the duration of the 2014 calendar year it will not be until December 2014 that projects will need to be identified for FY 2016 and 2017. However, Fountain recommended this issue be brought up again by March or April in order that a date for the call for projects for the ST-U funds can be determined.

Norm Sims asked for an update on the final accounting for the MacArthur Blvd. extension, and Fountain

stated that only one of the contracts for the work is finalized. Fountain stated one of the problems was due to changes in funding codes, where it required significant additional work in project documentation. Upon finalization, documentation of the project would be forwarded to the IDOT Central Office, where it would then be reviewed, then forwarded on to the City of Springfield with the inclusion of the City's final cost for the project. Sims asked when a final figure may be expected, and Fountain stated it would occur by the end of 2014, but he is hoping for by June.

D. Illinois Commerce Commission

Mike Stead announced project selection for the five-year FY 2015-2019 Grade Crossing Protection Program would be beginning later in the month of January, and recommended any interested communities submit their projects by January 15th, so that they will be considered for funding in the next five-year cycle. Stead stated this plan would be forwarded to the commission by March, requiring publication by statute by the first week of April, when Stead will be able to give a final update on what the plan will look like.

E. Springfield Airport Authority

Roger Blickensderfer announced Capitol Airport remained operational through the recent winter storm, though cancellation of all flights from Springfield to Chicago and Dallas were necessary because of conditions at those airports. Blickensderfer stated he expects all scheduled operations to return to normal with the weather warming up in the following week.

VI. AGENCY UPDATES

A. Springfield-Sangamon County Regional Planning Commission

Norm Sims reminded attendees that a public meeting on the upgrades to the 3rd Street rail corridor would be taking place later that evening between 4pm to 7pm, with a meeting for public officials to take place earlier in the day, as part of a series of public meetings being put on by IDOT as part of the Illinois High Speed Rail Corridor project.

Sims announced through some of the work staff has done with the Citizens' Efficiency Commission (CEC), the mayors and village presidents of all municipalities in Sangamon County officially formed a Regional Leadership Council (RLC), as a means to tackle issues and share ideas while looking at the region as a whole. Sims stated if there were any items that any SATS members think would be useful to bring to said group's attention, that members may give him suggestions he could recommend being put on the RLC's agenda. Sims stated he, Amy Uden, and Jeff Fulgenzi would be working with this group through at least the next year.

Terry Fountain added in regards to the RLC, that Montgomery County and Macoupin County have a similar mayors' council with which he is familiar, and told Sims he should feel free to pass his name along to the RLC. Sims encouraged Fountain to share information on the Safe Routes to School (SRTS) program, as according to Sims, many RLC members are very interested in SRTS and would appreciate the in-depth knowledge on the program Fountain would be able to give. Sims stated the RLC so far has functioned enthusiastically with regards to their work, and would definitely appreciate anything Fountain would have to discuss with them on SRTS.

Linda Wheeland updated the status of the invitation sent to Priscilla Tobias from the IDOT Bureau of Safety regarding her attending the February Technical Committee meeting regarding the contents of the Sangamon County Highway Safety Plan, and stated she has been in contact with Tobias but cannot confirm Tobias' attendance at next month's meeting.

B. Springfield Mass Transit District

Frank Squires announced five of the new "Euro-coach" style buses are now on the road (TIP # 06-2013-

06), and that more would be joining them in fixed-route operations shortly. Squires stated upon full implementation, these would replace all of the older buses being phased out.

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.

VII. PUBLIC COMMENTS

There were no public comments.

VIII. UNFINISHED BUSINESS

A. Small Community MPO Representation (Tabled)

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

Linda Wheeland announced the Policy Committee in December voted to send a letter to Congressman Rodney Davis recommending the Transportation and Infrastructure Committee wait to vote on a bill that would increase the allowable length and weight of trucks using the national highway system, until a report being prepared by the US Department of Transportation (DOT) on the impacts of such trucks on said system is complete.

IX. NEW BUSINESS

A. Next Meeting Date – Thursday, February 6, 2014 at 8:30 AM

Wheeland announced the February Policy Committee meeting would be pushed back one week to February 20th, as its timing between the Lincoln's Birthday and Washington's Birthday holidays would likely result in low attendance that would risk there not being a quorum.

X. ADJOURNMENT

There being no further business, Chairman Bottom called to adjourn. Mike Williamsen made a motion to adjourn. Sal Madonia seconded the motion and the vote to adjourn was unanimous.

There being no further business, the regular meeting was adjourned at 9:10AM.

Respectfully Submitted,

Brian Sheehan
Recording Secretary