

**Minutes of Meeting
SATS POLICY COMMITTEE
December 14, 2017**

ATTENDANCE**Policy Committee Voting Members**

<input checked="" type="checkbox"/>	Brian McFadden, Chair	Sangamon County
<input type="checkbox"/>	Dave Kimsey, Vice Chair	Village of Chatham
<input checked="" type="checkbox"/>	Bonnie Drew	City of Springfield
<input checked="" type="checkbox"/>	Val Yazell	Springfield-Sangamon County Regional Planning Commission
<input checked="" type="checkbox"/>	Jeff South*	Illinois Dept. of Transportation (IDOT): Region 4, District 6
<input checked="" type="checkbox"/>	Frank Squires	Springfield Mass Transit District

* Represented by Sal Madonia

Policy Committee Non-Voting Members

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

Others

Brian Wright – IDOT Region 4, District 6 Local Roads & Streets
 Chris Isbell – IDOT Region 4, District 6 Local Roads & Streets
 Sue Graham – IDOT Region 4, District 6 Local Roads & Streets
 Vontra Giles – FHWA Illinois Division Office
 Norm Sims – Regional Planning Commission
 Shannan Karrick – Regional Planning Commission
 Neha Soni – Regional Planning Commission
 Jason Sass – Regional Planning Commission
 Brian Sheehan – Regional Planning Commission

I. CALL TO ORDER

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

II. APPROVAL OF MINUTES

Mr. McFadden asked if there were any additions or corrections to the minutes of the November 9, 2017, SATS Policy Committee meeting. Frank Squires made a motion to approve the minutes. Val Yazell seconded the motion. The vote to approve was unanimous.

III. TECHNICAL COMMITTEE REPORT

Shannan Karrick told the Policy Committee that the Technical Committee had approved the application that was to be used to program Federal ST-U funds for 2020. She said the Committee could begin the application process when SATS knew the amount of funding that would be available. She anticipated that the amount would be known by the end of December, 2017.

IV. 2040 Long Range Transportation Plan

No changes to the 2040 LRTP.

V. 2017-2020 Transportation Improvement Program

A. Amendment 2 – Mechanicsburg Road

Neha Soni introduced Amendment #2.



RESOLUTION TO RECOMMEND APPROVAL OF THE SECOND AMENDMENT TO THE FY/2018-2021 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/2018-2021 on October 12, 2017; and

WHEREAS, the Sangamon County requests correcting an error in the funding source from ST-U to ST-R in the project as shown below; and

Project Description and Funding:

Project/Jurisdiction/Class	Location	Action/Comments	Map #	Funding Source	Total Cost
2 Mechanicsburg Road (C.H. 12) County Minor Arterial / Rural Major Collector	Termini:	I-72 to Sangamon River	64	County	1,200,000
	Contract#			ST-R	4,800,000
	TIP#	03-2012-07			\$5,000,000

WHEREAS, the project is removed from the ST-U table and the corrected table as shown below; and

**SURFACE TRANSPORTATION PROGRAM - URBAN (ST-U)
ALL ALLOCATION & BALANCE BY FISCAL YEAR***

Fiscal Year	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21
Annual ST-U Allocated	1,257,264	2,256,303	1,276,916	1,638,622	1,530,413	1,619,667	1,347,573	1,573,266	1,499,247	1,499,247	1,499,247	1,499,247
Beginning FY Balances	\$ (262,171)	\$ 486,717	\$ 2,036,094	3,478,128	6,767,251	8,972,366	8,278,474	6,646,500	\$ (256,372)	\$ 1,147,474	\$ 2,345,921	4,564,323
End of FY Balances	\$ (262,171)	\$ 486,717	\$ 2,036,094	3,478,128	6,767,251	8,972,366	8,278,474	6,646,500	\$ (256,372)	\$ 1,147,474	\$ 2,345,921	4,564,323

* Allocations per fiscal year by DOT District & Local Road & District

** Project Type
 DR - Bridge Replacement
 NC - New Construction
 PE - Preliminary Engineering (Phase I and/or II)
 W - Rehabilitation
 WC - Resurfacing
 WR - Widening and Resurfacing

** Stage
 P - Planned

1 - Estimate for proposed job or original program amount
 2 - Revised cost of job in current state program
 3 - Final authorization requirement to access federal
 4 - Final authorization received
 5 - Estimate, but not received
 6 - Project agreement, but under construction
 7 - Construction started

*** Project costs shown for Prior Year Projects are included in FY 07 Beginning Balances calculation

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

NOW, THEREFORE, BE IT RESOLVED, that the Technical Committee has voted to recommend approval of the Second Amendment to the FY/2018-2021 Transportation Improvement Program to the Policy Committee.

Recommended on this 7th day of December, 2017

ATTEST: *Patrick M. McCarthy*
 Patrick McCarthy, Chair
 SATS Technical Committee

Sal Madonia made a motion to approve of Amendment 2 to the 2018-2021 Transportation Improvement Program. Val Yazell seconded the motion. The vote to approve was unanimous.

B. Modification 2 – Woodside Road AC to Current

Neha Soni introduced Amendment #2.



**Administrative Modification 2 to the
FY 2018 – 2021 Transportation Improvement Program
October 27, 2017**

Woodside Road AC to Current

Status of this project was changed from "Advanced Construction" to "Current" because the Illinois Department of Transportation considers specific apportionment or state contract ceiling sufficient to meet project specifications and the project is financially active; and the Advance Construction Projects table in the FY 2018-2021 Transportation Improvement Program has been modified to indicate the change to this project as shown below.

AD MOD #	TIP Year	Project/Jurisdiction/Class	Location	Action/Comments	Map #	Funding Source		Total Cost	Date On AC List	Date Off AC List
AM 9 (FY 2017-2020 TIP)	2017	Woodside Road	Termini: IL Route 4 to Chatham Road	Add two lanes and wide shoulders	31	ST-R (AC)	1,150,000		8/23/2017	10/27/2017
						ST-U (AC)	3,000,000			
		Sangamon County	Contract#			County	826,525			
		Minor Arterial	TIP# 03-2011-02			TARP	213,475			
							\$5,200,000			

C. Modification 3 – I-55, I-72 Current to AC

Neha Soni introduced Amendment #3.



**Administrative Modification 3 to the
FY 2018 – 2021 Transportation Improvement Program
November 3, 2017**

I-55, I-72 Current to AC

Status of this project was changed from “Current” to “Advanced Construction” because the Illinois Department of Transportation considers specific apportionment or state contract ceiling insufficient to meet project specifications; the FY 2018 Annual Element of the FY 2018-2021 Transportation Improvement Program has been modified to add AC to the federal funding source as shown below.

Project/Jurisdiction/Class	Location	Action/Comments	Map #	Funding Source		Total Cost	
1 I-55, I-72	Termini: 0.2 MI N of Southwind Rd to 0.5 MI N of Stevenson Dr in Springfield	Resurfacing, Bridge Joint Repair, Ditch Cleaning	48	NHPP-State (AC)	10,800,000		
	State			Contract# 72J83	IDOT		1,200,000
	Interstate			TIP# 04-2018-01			

And the Advance Construction Projects table in the FY 2018-2021 Transportation Improvement Program has been modified to indicate the change to this project as shown below.

AD MOD #	TIP Year	Project/Jurisdiction/Class	Location	Action/Comments	Map #	Funding Source		Total Cost	Date On AC List	Date Off AC List	
AM 3 (FY 2018-2021 TIP)	2018	I-55, I-72	Termini: 0.2 MI N of Southwind Rd to 0.5 MI N of Stevenson Dr in Springfield	Resurfacing, Bridge Joint Repair, Ditch Cleaning	48	NHPP-State (AC)	10,800,000		11/3/2017		
			State			Contract# 72J83	IDOT				1,200,000
			Interstate			TIP# 04-2018-01					

VI. TECHNICAL ADVISOR UPDATES

A. Illinois Dept. of Transportation: Office of Planning and Programming

Mike Vanderhoof told the Committee that IDOT was working on performance measures for transportation and transit groups. He said that IDOT intended to create a template that could be used or customized by MPOs. He said that IDOT had asked the Federal Transit Authority to exclude transit operators from the performance measures protocol, due to the fact that most of the Transit Asset Management items don't pertain to the bulk of the performance measures agreement. He said he would keep the Committee updated.

Mr. Vanderhoof asked the Committee if it had adopted the State safety measures target in the past. Norm Sims told him that SATS had adopted its own set of safety measures in the recent past.

Mr. Vanderhoof told the Committee that IDOT had put the State Freight Plan out for public review. The review period was closed at the time of the meeting, but he invited comments from the Committee, as revisions were anticipated. He added that there would be a call for projects to the freight network in the first part of 2018. He invited SATS members to attend a freight planning webinar in December, 2017.

B. Federal Highway Administration: Illinois Division Office

No report was given.

VII. AGENCY UPDATES

A. Sangamon Mass Transit District (SMTD)

No report was given.

B. City of Springfield

Ms. Drew updated the Committee:

The roundabout at Archer Elevator Rd and Iles Road had opened. Ms. Drew reported that there were no accidents and the general public sentiment was positive.

The 11th Street extension was close to completion but not ready for automobile traffic yet. There was some utility relocation left to be done and that a June, 2018 opening was anticipated.

Utility relocations continued at Ash and Laurel Streets for the High-Speed Rail underpass projects.

C. Sangamon County

No report was given.

D. Springfield-Sangamon County Regional Planning Commission

Norm Sims informed the Committee that it was his last Policy Committee meeting prior to his official retirement. He told the Committee that he had earlier addressed the Technical Committee regarding the addition of signage for the Central Illinois Medical District along Interstate 55 and Interstate 72. He said that John Negengard with IDOT had reached out to him. Mr. Negengard referred Mr. Sims to the *Signage to Traffic Generation and Motor Services Policy*, updated July of 2014. The Policy did not recognize Medical Districts as a classification for separate signage. Mr. Sims noted that there were Medical Districts in other Illinois locations, specifically Chicago, with dedicated signage along Interstate roadways. He said that there were provisions for “miscellaneous facilities” that are not specifically dedicated to motorist services. The qualification for a facility to have its own signage is for it to employ 2,000 employees, and that the district met that qualification. He noted that the signage would be intended for patients, not employees. Employees would know where they were going, but many patients would be first-time visitors to Springfield. He further noted that many facilities that had signage, such as Historical Sites and the State Capitol, did not meet the employment threshold for signage. He said that signage that listed each medical facility within the District would be allowable under the policy, but was not allowable for the Medical District as a whole.

Mr. Sims said that he had two questions regarding the Policy. The first was whether the policy document was guidance or regulation. He said that guidance would provide some flexibility that would allow signage. He also asked why IDOT creates Policies like the signage policy and does not let MPOs know about them. Mr. Sims noted that other sites, such as colleges, were eligible for signage if they met a student threshold. He noted some other sites that had signage on the interstate where he was unsure about their qualifications.

Mr. Sims told the Committee that he was working with Representative Tim Butler to enquire about replacing signage for the Capitol Visitors Complex with signage for the Medical District. Mr. Butler had met with IDOT. Mr. Sims had not heard from Rep. Butler as of the meeting.

Mr. Sims noted that there were three Medical Districts sanctioned by the State of Illinois: Chicago, Springfield, and Metro East. He believed that there should be a rationale for the State to establish signage, based on the fact that each district is a quasi-state organization. Mr. Sims told the Committee that he would continue to be a member of the Central Illinois Medical District Committee after his retirement.

Mr. Sims said that he spoke with Mark Mahoney, Springfield Public Works about placing wayfinding signs on local roads in Springfield. Mr. Mahoney said that the Medical District could place signage within the city.

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

No report was given.

F. Village of Chatham

No report was given.

VIII. PUBLIC COMMENTS**IX. UNFINISHED BUSINESS**

No unfinished business.

X. NEW BUSINESS**A. Proposed Changes to National Highway System**

Shannan Karrick outlined changes to the National Highway System with the Policy Committee. The changes were reviewed earlier by the Technical Committee. Most changes were technical in nature, such as adding on-ramps and off-ramps to the NHS in order to connect major routes.

Highlights:

- 3rd Street and 4th Street in Downtown Springfield were added to the NHS in order to connect Amtrak services to main NHS routes through Downtown.
- Remove IL 97 from the NHS from Illinois Route 4 to the MPO boundary.
- Remove IL 54 from NHS from Interstate 55 to the MPO boundary.
- Remove IL 29 from the NHS from Illinois Route 4 to the MPO boundary.
- Extend IL 4 as a National Highway System route from Chatham to the Sangamon County border.

Ms. Karrick told the Committee that the Technical Committee expressed concerns about removing sections of IL 97 and IL 29 from the National Highway System. IL 29 was deemed necessary to NHS designation due to the fact that it connects the major routes in Springfield to Abraham Lincoln Capital Airport. She summarized an email sent to the Committee by Roger Blickensderfer, stating the Springfield Airport Authority's opinion that IL 29 should not be downgraded to a minor arterial, due to its connection to the Airport. They suggested keeping NHS designation for IL 29 from Camp Sangamo Road to Illinois Route 4. The email outlined the economic, employment, educational, governmental, security, and intermodal impacts the airport has on the transportation network. The Airport Authority maintained that keeping NHS designation for IL 29 was in the best interest of the SATS MPO as well as the citizens of Springfield and Sangamon County.

Ms. Karrick asked that the Policy Committee send comments to the FHWA regarding the proposed changes to the National Highway System. Mr. McFadden asked if the changes were reclassification, or physical changes to the system. Ms. Karrick said that the changes were reclassifications that would remove the roadways from the National Highway System. Mr. McFadden asked if changing the classification of the roadways would affect future maintenance and expansion funding. Mr. Stevenson said that there would be Federal funding available for the routes, but if the routes were not designated NHS routes, NHS-specific funds would not be available.

JD Stevenson told the Committee that in 1995, Congress created the National Highway System. The system consisted of a network of Interstate Routes, Strategic Highway network routes, and a select number of major arterials. Principle arterials, such as Illinois Routes 29, 54, and 97 were designated NHS routes through the discretion of the State DOT. He said that over 167,000 miles of roadway were designated for NHS, and a cap had to be put on how much roadway was NHS eligible. Mr. Stevenson added that prior to 2012 and the passage of MAP-21, the sections of IL Routes 97, 54, and 29 were not on the NHS. MAP-21 made all principle arterial routes eligible for NHS designation. IL 97, 54, and 29 were put on the National Highway System through that process. He said that most "stubs" built after 2012 would not be designated as NHS routes, due to the fact that they would not connect two NHS routes or serve as an intermodal connector.

Mr. Stevenson recommended that the Committee ask that IL 29 be kept on the National Highway System due to its purpose of connecting the Airport to major NHS designated routes through Springfield. He said that there would be review and that certain criteria for traffic counts and Airport capacity would have to be met.

Mr. Stevenson added that every state was required to review its NHS designated routes list and remove minor arterial routes that did not meet the standards of connecting two NHS routes or an intermodal transportation center. Funding for improvements and maintenance of minor arterials would still be available from the Federal government, with the exception of NHPP funds that are specific to NHS designated routes. Mr. Sims said that NHS routes had to meet their own set of performance measures. Mr. Madonia told the Committee that IDOT prioritized NHS routes when it distributes federal roadway funds.

Mr. McFadden asked if the Committee recommendation was to reclassify Illinois Route 29 within the NHS system. Mr. Stevenson clarified that IDOT was proposing to remove IL 29 from the NHS due to a reclassification and that the Committee could recommend that IL 29 remain a major arterial in the NHS system from Camp Sangamo Road to Illinois Route 4. Mr. Sims noted that keeping IL 29 to the airport served a similar purpose to designating portions of 3rd and 4th Streets Downtown in that they both serve as connections from NHS routes to intermodal nodes.

Mr. Sims told the Committee that the section of IL 97 from IL 4 to the MPO boundary acts as a freight corridor, as livestock trucks use IL 97 to transport goods from Central Illinois farms to the processing plants in Beardstown, IL. IL 97 is a major arterial only to the MPO boundary, but there was interest in expanding IL 97 in order to create a freight route and connection from IL 4 to US 67 at Beardstown. Mr. Madonia told the Committee that IDOT has explored expanding IL 97 to a four-lane expressway, but funding was not available at the current time.

Mr. McFadden noted that these changes were out for public comment and that the Airport Authority had commented on the status of IL 29. Ms. Karrick clarified that the changes were presented to the Technical Committee, and that the Technical Committee believed that the Policy Committee should comment on the changes before they were made permanent. She said the Technical Committee had concerns about reclassifying IL 29 and IL 97. She said that the routes could be reclassified as NHS routes at any time if they are deemed necessary. Mr. Stevenson said that any changes made to the NHS system would be reviewed by the Federal Highway Administration and that FHWA Headquarters makes the final decision. Mr. Stevenson said that keeping IL 97 on the NHS would mean reclassifying IL 97 as a major arterial from IL 4 to US 67, which did not seem feasible at the time.

Ms. Karrick said that she had been reviewing the State's Freight Corridor Plan. She asked Mr. Vanderhoof if the plan had been finalized. Mr. Vanderhoof said that the plan was still under review and was not final. Mr. Vanderhoof said that IDOT would consider SATS recommendations when they finalize freight corridors and that no designations had been made as of the time of the meeting. He said that IDOT would soon release a preliminary list of freight routes, but would probably not finalize the list until the next round of freight route improvement grants had been awarded. He said that IDOT would consider SATS recommendations for IL 97 and IL 29 when it creates its freight routes list. Ms. Karrick asked if freight route designation affected the distribution of funding. Mr. Vanderhoof said that it would only affect the distribution of freight-route specific funds and that designations could be changed through a review process.

Mr. Sims asked Mr. Stevenson whether it would be easier to change the designation of routes on an individual basis after the changes, rather than make recommendations as the entire NHS system is under review. Mr. Stevenson said that he did not believe that reviewing individual routes, post-modification, would be easier.

Mr. Vanderhoof said that the number of freight corridors designated by IDOT was capped and that new freight corridors would probably be added only after some routes are modified. Ms. Karrick said that no funding opportunities for projects in Transportation Improvement Program would be affected by the proposed changes.

Mr. McFadden said that he believed that IL 29 should remain an NHS route due to its function as an intermodal connector. He was less concerned about IL 97, as it did not connect two major NHS routes and that it could be designated as a freight route by IDOT. Mr. Sims agreed that IL 97 was more important as a freight route than as a NHS route. He said that IL 97 serves as the major freight route for goods going East-West through Springfield to Beardstown.

Val Yazell made a motion that the SATS Policy Committee recommend to the Federal Highway Administration that Illinois Route 29 from Illinois Route 4 to the SATS MPO border remain on the National Highway System, in agreement with the Technical Committee, due to its connection to Abraham Capital Airport. Bonnie Drew seconded the motion. The vote to approve was unanimous.

B. Next Meeting Date –January 11, 2018

XI. ADJOURNMENT

There being no further business, Chair McFadden called for a motion to adjourn. Sal Madonia made a motion to adjourn. Bonnie Drew seconded the motion. The vote to adjourn was unanimous.

The regular meeting was adjourned at 12:36 PM.

Respectfully Submitted,

Jason Sass
Recording Secretary