

TECHNICAL ADVISORY COMMITTEE
KANKAKEE AREA TRANSPORTATION STUDY (K.A.T.S.)
METROPOLITAN PLANNING ORGANIZATION (M.P.O.)
MINUTES
MARCH 17, 2009

TECHNICAL ADVISORY COMMITTEE MEMBERS PRESENT:

Mr. Paukovitz	Illinois Department of Transportation
Dr. Gingerich	Bradley
Mr. Piekarczyk	Kankakee County
Mr. McBurney	Bourbonnais
Mr. Tyson	Kankakee
Mr. Piggush	Aroma Park
Mr. Hoffmann	River Valley METRO Mass Transit District

OTHERS PRESENT:

Mr. Van Mill, Mr. Lammey and Mr. Greenstreet, Kankakee County; Mr. Kelso and Mr. Lang, IDOT; Mr. Morgan, Journal; Mr. J.D. Stevenson, FHWA; Mayor Schore and Mr. Spathis, Bourbonnais; Ms. Marcotte and Ms. Loy

CALL TO ORDER

Chairman Piekarczyk called the meeting to order at 12:33 P.M.

PUBLIC COMMENT

There was no public comment.

MINUTES

Mr. Tyson moved approval of the February 24, 2009 minutes. Mr. McBurney seconded the motion. Unanimous vote.

AGENDA

Mr. Piggush moved approval of the proposed Agenda, and Mr. Tyson seconded. Unanimous vote. Chairman Piekarczyk asked all present to introduce themselves.

ECONOMIC STIMULUS UPDATE

Chairman Piekarczyk explained the history of the funding coming from the American Reinvestment and Recovery Act (ARRA) to the State of Illinois, and stated that the Kankakee Urbanized Area received \$2,111,598 for the Urbanized Area to program. He remarked on the requirements of the program, and Mr. Stevenson stated that the final date for FHWA obligation of projects would be March 2, 2010. Chairman Piekarczyk stated that it would be the decision of the Policy Committee on how to program the ARRA funding. He also stated that this funding is “use it or lose it” funding.

Mr. Stevenson from FHWA stated that in the first 120 days 50% of the funds allocated to Illinois must be obligated, and stated that 170 projects in Illinois have been obligated by March 12, totaling \$430 million. He stated that the remaining funding allocated to Illinois must be obligated by March 2, 2010. He stated that the reporting requirements are still to be worked out, but that they would be substantial. He further defined the term "obligation". Mr. Stevenson and Mr. Lang stated that projects should be planned to be obligated in advance of the deadline dates, just to make sure.

Mr. Tyson asked if ARRA and STPU funding can be mixed, and Mr. Lang reported that they could be, but that the District 3 STPU program is full, so that no STPU funding is available to the Kankakee Urbanized Area. Mr. Stevenson stated that the project sponsor must commit to cover costs beyond ARRA. Mr. Lang stated that ARRA project submittals should not exceed 20% of the ARRA apportionment to the Kankakee Urbanized Area as costs will be offset by a 20% fund that IDOT will commit to cover overages, to be reimbursed by local governments, so that estimates need to consider that fact.

Chairman Piekarczyk stated that it was time to consider what the recommendations of the Technical Advisory Committee would be to the Policy Committee on this subject. Mr. Tyson stated that the Burns Road project is almost "shovel ready", with some minor changes needed to reflect new rules from IDOT. He and Mr. McBurney asked if projects could be phased, so that the Burns Road project could be partially constructed, using ARRA funding. The indication from both Mr. Stevenson and Mr. Lang was that this was a possibility. Mr. Tyson stated that this was one option that should be presented to the Policy Committee.

Dr. Gingerich stated that another option was that the funding be spread among the member agencies of the Metropolitan Planning Organization, and programmed by each of the member agencies for resurfacing projects. Mr. Lammey stated that the projects selected must all be on the classified system. Chairman Piekarczyk stated that this is what Kankakee County is doing with the rural ARRA funding that they received. A question was raised as to how the funding should be split, and a population basis was suggested. Mr. Stevenson stated that the FHWA discourages such distribution.

Chairman Piekarczyk stated that there appear to be two options for the use of the \$2,111,598 in ARRA funds allocated to the Urbanized Area. He stated that the first option was to support some form of phased construction on Burns Road, and that the second option would be a distribution of the funding in some manner between the member agencies of the MPO. He stated that Technical Advisory Committee members should meet with their Policy Committee member and discuss these options, as they will make the final choice at their March 25 meeting.

Mr. Paukovitz stated that IDOT had five projects identified for the use of ARRA funding within the Urbanized Area. He stated that three have already been amended to the current **FY 2009 Transportation Improvement Program**, the Illinois Route 115 project, the replacement of guardrail within the Urbanized Area, and the application of pavement markings to Interstate 57.

Mr. Paukovitz stated that the Armour Road is being changed from the FY 2011 IDOT program year to FY 2009, with a change in project cost from \$3.45 million to \$3.9 million. He stated his

understanding that the 13% increase in project cost is considered a minor change, so that staff of the MPO can make an administrative modification. Mr. Stevenson concurred, stating that anything less than a 50% increase is considered “minor”.

Mr. Paukovitz stated that the Illinois Route 17 project has increased in cost from \$1.7 million to \$2.8 million, above the range to be considered “minor”, and will require an amendment, which would require that it have 15 days of public comment, which makes getting the project under the March 27 deadline impossible. Mr. Lammey suggested that the Policy Committee be urged to change their Public Participation Policy to 7 days on this particular project, since it had already gone through a public comment period earlier in the month.

Mr. Paukovitz moved that the Armour Road project be identified as ARRA at \$3.9 million, and moved to the FY 2009 IDOT program, and that the Illinois Route 17 project be forwarded to the Policy Committee at the \$2.55 million, and Mr. Tyson seconded the motion. A motion to amend was made by Mr. Tyson and seconded by Dr. Gingerich to recommend waiving the 15 day public comment period, replacing the same with 7 days, since the Illinois Route 17 project had already gone through a full 15 day public comment period; and, to fund the Illinois Route 17 project at the full \$2.8 million. Both motions passed unanimously.

Mr. Hoffmann stated that he had received emails from the American Public Transit Association that all contractors seeking to work with ARRA funding had to be registered with the Office of Management and Budget. Chairman Piekarczyk asked Mr. Stevenson to investigate this issue. Mr. Hoffmann stated that the allocation for urban transit for the area is \$1,263,000, and that his projects will require administrative modification to add other funding sources for a match.

Mr. Piggush stated that a meeting he was at previously stated that the reporting requirements for funding released under ARRA will be much more stringent than in the past, even to the point of the identification of the country of manufacture of products in construction, such as steel.

OTHER BUSINESS

Mr. Lammey stated that it is likely that a meeting will be needed in April, and the consensus was that April 8 was the best date.

NEXT SCHEDULED MEETING

Chairman Piekarczyk stated that the next meeting of the Technical Advisory Committee would be on March 25, 2009.

ADJOURNMENT

Dr. Gingerich moved adjournment, and Mr. McBurney seconded. Chairman Piekarczyk adjourned the meeting at 1:40 P.M.