

POLICY COMMITTEE
KANKAKEE AREA TRANSPORTATION STUDY (K.A.T.S.)
METROPOLITAN PLANNING ORGANIZATION (M.P.O.)
MINUTES
MARCH 25, 2009

POLICY ADVISORY COMMITTEE MEMBERS PRESENT:

Mayor Grimsley	Aroma Park
Mr. Tyson	Representing Kankakee
Mayor Kent	Bradley
Mr. Paukovitz	Representing Illinois Department of Transportation
Mr. Bossert	Kankakee County
Mr. Spathis	Bourbonnais

OTHERS PRESENT:

Mr. Piekarczyk, Mr. Lammey and Mr. Greenstreet, Kankakee County; Mr. Kelso, Mr. Lang and Ms. Pillion, IDOT; Mr. Morgan; Dr. Gingerich, Bradley; Mr. Piggush, Aroma Park; Mr. McBurney, Bourbonnais; Mr. Koning, Robinson Engineering; Mr. Baisden, Laborer's Local 751; Ms. Loy, R&R, Inc. and Ms. Marcotte

CALL TO ORDER

Chairman Kent called the meeting to order at 11:00 A.M.

PUBLIC COMMENT

There was no public comment.

MINUTES

Mayor Grimsley moved approval of the February 24, 2009 minutes. Mr. Spathis seconded the motion. Unanimous vote.

AGENDA

Mr. Bossert moved approval of the Agenda, and Mayor Grimsley seconded the motion. Unanimous vote.

AMENDMENT TO THE FY 2009 TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Lammey discussed three proposed amendments, first an amendment for Kankakee County for the rural transit program, using funding from the American Recovery and Reinvestment Act (ARRA) as detailed below:

PROJECT DESCRIPTION	FUND SOURCE	COST
4 Medium Duty Buses (2 for replacement, 2 for expansion)	ARRA	\$260,000
Radios	ARRA	\$15,300

Mr. Lammey stated that the next requested amendment was for the City of Kankakee for the Brookmont Boulevard project as detailed below:

FY 2009			
LOCATION	TYPE OF WORK	FUND SOURCE	COST
Brookmont Boulevard Viaduct, from Washington Avenue to Schuyler Avenue	Urban construction with replacement of Canadian National RR Overpass – PE I	HPP Local (City of Kankakee)	\$220,000 \$55,000
FY 2010			
LOCATION	TYPE OF WORK	FUND SOURCE	COST
Brookmont Boulevard Viaduct, from Washington Avenue to Schuyler Avenue	Urban construction with replacement of CN RR Overpass – PE II	HPP Local (City of Kankakee)	\$360,000 \$190,000
FY 2011			
LOCATION	TYPE OF WORK	FUND SOURCE	COST
Brookmont Boulevard Viaduct, from Washington Avenue to Schuyler Avenue	Urban construction with replacement of CN RR Overpass – Construction	State – Grade Crossing Protection Fund Local (City of Kankakee)	\$10,140,000 \$6,760,000

Mr. Lammey stated that the next proposed amendment was for an Illinois Department of Transportation project using funding from the American Recovery and Reinvestment Act (ARRA) as detailed below:

PROJECT	FUNDING AMOUNT AND SOURCE
Illinois Route 17: from just east of Lowe Road east 4.3 miles to Illinois Route 1 (S) – Milling and Resurfacing	\$2,800,000 in ARRA Funding

Chairman Piekarczyk stated that the Technical Advisory Committee recommended approval of the proposed amendments, and that the Illinois Route 17 project carried with it the proviso that the public comment period be shortened to 7 days, as the project had previously gone through a 15 day comment period, but at a lower estimated project cost.

Mayor Grimsley moved that the Policy Committee approve the three proposed amendments, including the proviso that the public comment period for the Illinois Route 17 project be shortened to 7 days. Mr. Paukovitz seconded the motion, and it passed unanimously.

Mr. Lammey informed the Policy Committee that the Armour Road project (using funding from

the American Recovery and Reinvestment Act) as detailed below was moved to the **FY 2009 TIP** as an administrative modification allowed to staff under powers granted by the Policy Committee:

PROJECT	TYPE OF WORK	FUNDING AMOUNT AND SOURCE
Armour Road: US Route 45/52 to Illinois Route 50	Widening, Resurfacing, Traffic Signal Modernization – Land Acquisition, Construction	\$3,900,000 in ARRA Funding

Mr. Lammey distributed three communications dealing with ARRA projects: (1) a memo dealing with certification requirements with the Office of Management and Budget for ARRA projects; (2) communication on reporting requirements for ARRA projects; and (3) a letter from the Illinois Department of Transportation advising local governments that the deadline date for the submission date of ARRA projects is now May 1, 2009. Mr. Piekarczyk stated that staff has been asked to check the certification issue and return to the Technical Advisory Committee with some resolution.

ECONOMIC STIMULUS PACKAGE

Mr. Piekarczyk stated that the two scenarios developed at the March 17, 2009 Technical Advisory Committee and discussed at the meeting today were the following: (1) recommend a single project to use all of the American Recovery and Reinvestment Act (ARRA) funding on, and that the one project under consideration is Burns Road. He stated that Burns Road is “shovel ready”, but that the project would have to be done in phases, as the ARRA funding is not enough to complete the entire project; or (2) recommend that the ARRA funding be split according to a population based formula, and have each member agency develop projects on their classified roadway systems to utilize the funding. He stated the amount of funding that each community might receive under this option.

Mr. Spathis moved that the Policy Committee choose the one project option. Mr. Tyson stated that he had been instructed by Mayor Green to support this option, and seconded the motion.

Chairman Kent stated that he had some concerns about this option, and wanted to express those concerns. He stated that if this option were chosen, the only two major projects in the urbanized area would be Armour Road, proposed by the Illinois Department of Transportation, and Burns Road, proposed by the Village of Bourbonnais, and that both of these projects were within the Village of Bourbonnais.

Chairman Kent further stated that the proposal for the Burns Road project in total was for a mile of construction at approximately \$4.3 million, where the Cardinal Drive project was for almost a mile of roadway, and came in at just over \$2 million. Mr. McBurney stated that the Burns Road project includes an additional lane on US Route 45, plus an intersection with US Route 45 and signals, and Mr. Tyson stated that the Cardinal Drive project did not include any intersections.

Mr. Spathis stated that Burns Road was originally scheduled to go before Cardinal Drive in order, but when the two were switched, escalating costs pushed the Burns Road estimate higher.

He stated that if the projects had been kept as originally scheduled, the Cardinal Drive project might be the project picked for the ARRA funding.

Chairman Kent stated his concern that all previous federally funded projects had been funded with federal funds making up no more than 80% of the project cost, and he had concerns about the Burns Road project being able to be built with 90% funding.

Mr. Tyson stated the results of his conversation with Mayor Green, that being that the goal of the Economic Stimulus package was to add infrastructure, not to resurface existing infrastructure. He stated the Mayor's opinion that the project selected should be of regional significance, and be a project that was previously selected by the Policy Committee.

Mayor Grimsley asked which of the options would put more people to work for the same amount of funding. Mr. Tyson and Dr. Gingerich both gave opinions on this issue. Mr. Paukovitz stated that there will be associated benefits beyond the number of people working that will be difficult to measure.

Mr. Piekarczyk stated that the jury is still out on the amount and degree of reporting requirements that will be mandated under the Economic Stimulus package, but stated his opinion that one project would require less reporting than a number of projects utilizing the same amount of funding.

Dr. Gingerich stated the termini for the Burns Road project had not yet been approved, and that an alternative option, just in case those approvals are not granted would be a good idea.

Mr. Tyson stated that the engineering for the Burns Road project is almost done, but that the engineering for the multiple project option has not yet been started.

Mr. Spathis stated that the Illinois Department of Transportation approached Bourbonnais on the Armour Road project, not the other way around.

Chairman Kent stated that he represents Bradley, and that his opinion and vote would reflect that representation. He stated that the Armour Road project needs improvement, and that the convenience of the public favors that project. He stated that two projects spending \$6 million in ARRA funding in the urbanized area, and none of those projects in the Village of Bradley is a concern for him. He stated that he could support the Burns Road project if the Village of Bourbonnais would support the project with 20% local funding for the project.

Mr. Lammey stated that he had received a request for a roll call vote on this issue, and the vote was as follows:

- Aroma Park – no
- Bourbonnais – yes
- Kankakee – yes vote by proxy
- Bradley – no
- Kankakee County – yes
- Illinois Department of Transportation – yes

The vote was 4 to 2 in favor of the motion, and it passed.

6000N ROAD UPDATE

Mr. McBurney reported that everything is on schedule. The project report is in the process of being finalized.

BROOKMONT BOULEVARD UPDATE

Mr. McBurney reported that everything is on schedule. Coordination is underway with the CN Railroad and the draft project report is being compiled.

RIVERFRONT TRAIL UPDATE

Mr. McBurney reported that everything is on schedule for a June 12 letting. Final plans and specifications have been submitted to IDOT.

BURNS ROAD UPDATE

Mr. McBurney reported that small modifications need to be completed on the plans to break it into phases. The project should be ready for either the July or September letting.

METRO UPDATE

Mr. Lammey stated that ridership continues to be more than 20% ahead of last year.

IDOT UPDATE

Mr. Paukovitz gave the report attached to these minutes.

BRADLEY SAFE ROUTES TO SCHOOLS UPDATE

Dr. Gingerich reported that the schedule remains unchanged.

AROMA PARK SAFE ROUTES TO SCHOOLS UPDATE

Mr. McBurney stated that final information was received from suppliers to complete the plans. They will be submitted by early April.

LONG-RANGE TRANSPORTATION PLAN

Mr. Lammey stated that the Economic Stimulus issue and the work associated with it has prevented any action on the Long-Range Transportation Plan.

ILLINOIS PLANNING ASSISTANCE GRANT PROGRAM

Mr. Lammey stated that there is \$25,000 in the program waiting for applications. He stated that the new budget released by Governor Quinn has no funding for this program.

POLICY COMMITTEE TRAINING

Mr. Lammey stated that as of May 1, no current Policy Committee member will have been on the Policy Committee longer than two years. He stated that a training class for Policy Committee members is being scheduled with the FHWA, and would be held in either May or June.

NEXT SCHEDULED MEETING

Chairman Kent stated that the next meeting of the Policy Committee would be on April 8, 2009.

Mr. Lamme informed the members that the April 8 meeting would be held on the 4th Floor of the County Administrative Building.

ADJOURNMENT

Mr. Spathis moved adjournment, and Mr. Bossert seconded. Chairman Kent adjourned the meeting at 11:50 A.M.

IDOT PROJECT STATUS - KANKAKEE URBAN AREA

NOTE:

**Targeted contract lettings of projects cited below are
Contingent upon approval of the Governor and allocation
Of funds by the General Assembly ; and/or the ARRA**

1. Proposed I-57 interchange at 6000 N Road

The FHWA found the Access Justification Report satisfactory and thereby on April 19, 2006 granted concept approval for an interchange. Concept approval constitutes the FHWA's determination that the proposal is operationally acceptable. The FHWA's final approval of the access revision will be considered after approval of the Phase I engineering report and completion of the National Environmental Policy Act (NEPA) process. The firm T.Y. Lyn International is the consultant selected to begin the phase I engineering study. Phase I engineering will take an estimated 18 to 24 months to complete. IDOT held a public information meeting on January 30, 2007. IDOT met with local planners and public officials on May 28, 2008 to review and discuss the three different at-grade railroad crossing designs that were presented to the ICC last spring. Work on the Environmental Assessment continues. EA needs to be done before public hearing can be held.

2. Armour Road: US Route 45/52 to CNIC RR Bridge

This project is scheduled for an April 2009 letting as an American Recovery & Reinvestment Act project. If ARRA funds become available & this project qualifies, work could begin this summer. If not, it may remain on hold until other funding is found. A formal agreement has been submitted to the village of Bourbonnais regarding the proposed transfer jurisdictional of Armour Road, (from US 45/52 to the west end of Structure #046-0063 spanning the CN RR), to the jurisdiction of the village.

3. Interstate 57 at the Kankakee River:

Replacement of this structure remains on the multiyear program.

4. IL. 17: From just east of Lowe Road East 4.3 miles to IL 1 (S)

This is an ARRA candidate project is scheduled for an April 2009 letting. Scope of work includes the milling and resurfacing of pavement and improvement to shoulders. If ARRA funds become available & this project qualifies, work could begin this summer. If not, the project may remain on hold until other funding is found.

5. IL. 115: From Village of Irwin E & N. 6.9 Miles to Koerner Airport

This is an ARRA candidate project scheduled for an April 2009 letting. Scope of work includes milling and resurfacing of pavement. If ARRA funds become available & this project qualifies, work can begin this summer. If not, the project may remain on hold until other funding is found.

6. Various Locations: End Terminal/Guardrail Replacement

This is a district wide contract where work will occur at various locations including some locales within the MPO area. As an ARRA candidate project, work could begin this summer if ARRA funds are available and the project qualifies. If not, the project may remain on hold until other fund sources are found.

7. Various Locations: Pavement Markings

This is a district wide contract where work will occur at various locations including some locales within the MPO. As an ARRA project, work could begin this summer if ARRA funds are available and the project qualifies. If not, the project may remain on hold until other fund sources are found.