

## **MINUTES**

### **COMMUTER TRANSIT FEASIBILITY STUDY TASK FORCE**

**DECEMBER 11, 2007**

#### **IN ATTENDANCE:**

#### **TASK FORCE MEMBER AGENCIES**

Aroma Park – no attendee  
Bourbonnais – Ed Hayes  
Bradley – Mayor Kent  
Illinois Department of Transportation – Norm Johnson  
Kankakee – no attendee  
Kankakee County – Sam Nicholos  
Manteno – Craig Blanchette  
Monee – no attendee  
Peotone – George Gray  
Will County – Colin Duesing

#### **OTHERS PRESENT**

Mike Van Mill, Mike Lammey, Jim Greenstreet, and Dave Bergdahl, Kankakee County;  
Dennis Gary and Gary Foyle, Earth Tech; and Mary Baskerville, Journal

#### **CALL TO ORDER**

Chairman Nicholos called the meeting to order at 2:35 P.M.

#### **INTRODUCTION**

Chairman Nicholos introduced Mr. Hayes, the new member for the Village of Bourbonnais, and asked the rest of the attendees to introduce themselves.

#### **PUBLIC COMMENT**

There was no public comment.

#### **MINUTES**

Mayor Kent moved approval of the August 21, 2007 Minutes, and Mr. Blanchette seconded. Unanimous vote.

#### **CONSULTANT PRESENTATION**

Chairman Nicholos introduced Mr. Gary from Earth Tech, who made a presentation including the following items:

- **Project Overview**  
Mr. Gary reviewed the schedule for the project and the issues that would be dealt with at the meeting. He stated that this would be the last meeting with the consultant, as the project is completed.
- **Task 1.2, Updating Socio-Economic & Ridership Forecasts**  
Mr. Gary stated the assumptions under which the computer model simulating ridership had been made, and reviewed the ridership estimates of 4,228 daily riders on the portion of the study area south of Peotone, which is assumed to the southern end of the MED line.

A number of questions were asked about the ridership estimates, including how the projected ridership compared with existing ridership at University Park. Mr. Foyle stated that he would obtain the exact number at University Park, but stated that the average boardings at stations in the Metra system were 650 per day.

Mr. Gray asked if the boardings at each station being handled by 5 peak hour trains had been investigated for storage capacity at each of the stations. Mr. Gary stated that it had not, but could be in the next phase of the study. In response to a question from Mr. Bergdahl, Mr. Gary stated that the CMAP model was not sophisticated enough to differentiate between blue collar and white collar workers.

Mr. Lammey stated that the level of detail for ridership at each individual station shown by the model is misleading, but that the 4,228 daily riders within Kankakee County is the statistic that will be observed by both Metra and the RTA.

In response to a question from Mr. Duesing about the effective end of the line in Kankakee County, Mr. Gary stated that the end of the Minimum Operable Segment (MOS) might be at Broadway Street in Bradley, but that he believed the St. George Road station in Bourbonnais would effectively serve as the end of line for the residential areas of Bradley and Bourbonnais that are now being developed.

Mr. Duesing stated his concern about the assumption for ridership estimates that relied on the Star Line being built. He stated that that the recent purchase of the EJ&E Railroad by the CN Railroad would make the Star Line very difficult to construct, due to the CN wanting to double track to EJ&E for their freight purposes, and to the fact that the CN wants to have passenger and freight run on completely separate trackage. Unlike the CN right-of-way, which is unusually wide, the EJ&E ROW will generally accommodate only two tracks.

Mayor Kent asked about the process after this study. He stated that the recommended date for application to our congressman for the Alternatives Analysis was given as June of 2008, and he wondered how long before actual service could begin after that. Mr. Gary stated that the Alternatives Analysis takes at least 2 years, that Preliminary Engineering takes an additional 2 years, and that a local funding mechanism needs to be in place at that time.

Mr. Blanchette asked about the feasibility of running bus service to the end of the line (whether University Park or Peotone) versus waiting for a rail line. Mr. Lammey stated that the existing service run by METRO to University Park would be expanded in the interim. Mr. Gary stated that the purpose of the Alternatives Analysis was to investigate the potential of all possible alternative means of service.

Mr. Gray stated that his current belief is that if the funding is made available to Metra, they will extend to Peotone within a 5 to 7 year timetable.

- Task 4.0, Capital Cost Estimate  
Mr. Gary reviewed the MOS capital cost estimates, stating that two major changes had occurred since the Phase I report. He stated that the CN position that the passenger rail line be totally independent of the freight line had required an increase in capital funds to accomplish. He further stated that the shifting of the Metra service to Peotone had required a different Minimum Operable Segment (MOS) and Full Build Out (FBO) than for Phase I, and that the requirement of street running through Kankakee for the FBO would similarly change that estimate.
- Task 10.1, Final Report  
Mr. Gary stated that the Final Report was complete and posted on the project website. He distributed copies of the report to those present at the meeting.

Mayor Kent moved approval of the Final Report, and Mr. Blanchette seconded the motion. With the abstention of Mr. Duesing, the vote of the remainder of the members was unanimous.

### **NEXT MEETING**

Mr. Lammey stated that the next meeting of the Task Force would be on March 18, 2008, and that meetings would be scheduled every three months in 2008.

### **ADJOURNMENT**

Mayor Kent moved adjournment, and Mr. Blanchette seconded. Chairman Nicholas adjourned the meeting at 3:42 P.M.