

POLICY COMMITTEE
KANKAKEE AREA TRANSPORTATION STUDY (K.A.T.S.)
METROPOLITAN PLANNING ORGANIZATION (M.P.O.)
MINUTES
DECEMBER 18, 2012

POLICY COMMITTEE MEMBERS PRESENT:

Mayor Dykstra	Aroma Park
Mayor Schore	Bourbonnais
Mayor Adams	Bradley
Mr. Bossert	Kankakee County
Mayor Epstein	Kankakee
Mr. Hoffmann	River Valley METRO Mass Transit District

OTHERS PRESENT:

Mayor Nugent, Manteno; Mr. Lammey and Mr. Greenstreet, Kankakee County; Mr. Caldwell, IDOT; Mr. Donovan, FHWA; Ms. Dick, SHOW BUS; Mr. St. Aubin, Manteno Township; Mr. Grimsley, Mr. Pearce, Mr. Regel, Mr. Hinderliter, Mr. Allen, Ms. St. Aubin and Ms. Franke, METRO; Mr. Cankar, and Mr. Grimsley

METRO CALL TO ORDER, ROLL CALL, AND PUBLIC COMMENT

Chairman Grimsley called the METRO Board to order and conducted roll call. No public comment was received.

CALL TO ORDER

Chairman Schore called the Policy Committee meeting to order at 4:05 P.M.

PUBLIC COMMENT

There was no public comment.

MINUTES

Mayor Adams moved approval of the October 24, 2012 minutes. Mayor Epstein seconded the motion. Unanimous vote.

AGENDA

Mayor Dykstra moved approval of the Agenda, and Mayor Adams seconded. Unanimous vote.

FY 2013 TIP AMENDMENTS

Mr. Lammey stated there were no amendments.

METRO PRESENTATION

Mr. Hoffmann presented information on enacting legislation and funding. He presented ridership totals for the system since the inception, and discussed the history of the membership and when

and how that membership was added to METRO. He discussed planned service changes to existing routes. He discussed past surveys of riders, and current surveys to riders. He stated that the METRO Board had approved extension of service to Midway and a second route to University Park for FY 2013 route expansions, and had approved a 2nd bus to the Mall route and service to Watseka for FY 2014 route expansions. He discussed some long-range expansion possibilities for METRO.

QUESTIONS

Mayor Nugent asked about the proposed second bus to University Park, if it would travel on Interstate 57, and how would the service to Peotone and Monee work. Mr. Hoffmann replied that Monee and Peotone would not have to become METRO members, and that there would be no local share for that service. Mr. Hoffmann stated that since the service was in another service area (PACE), METRO would need their permission to provide the service.

County Board Chairman Bossert asked who pays for service outside the MPO area. Mr. Hoffmann replied that the funding for that service would come from the federal and state funding received by METRO. Chairman Schore asked who would pay for the Watseka service, and Mr. Hoffmann replied that funding for that service would come from the federal and state funding received by METRO.

County Board Chairman Bossert asked if federal and state funding allocated to METRO because of the MPO communities is paying for service outside that MPO area, and Mr. Hoffmann stated that this was the case.

Chairman Schore stated his disagreement with the service to Watseka, and asked what the mission of METRO is when serving outside the MPO area. Mayor Nugent asked if service to Watseka increases the federal and state funding received by METRO. Mr. Hoffmann stated that there would be no increase in federal and state funding. Mr. Hoffmann stated that the service to University Park was started with a commuter focus, and that the benefit is for all members of METRO, and that the Watseka service would be the same. Mr. Hoffmann stated that there is a goal of connectivity between communities.

Chairman Schore stated that he understood the rationale for the University Park service, and the belief that all METRO communities should share in that funding. He asked why METRO wants to go outside the MPO for service, and what is the advantage to the MPO in doing so.

County Board Chairman Bossert asked if Watseka is currently served by a rural transit service. Mr. Hoffmann stated that a very limited service is provided by SHOW BUS.

Mayor Epstein asked who was surveyed and responded that service to Watseka was the most important potential service. She stated that it could not have been current riders. Mr. Hoffmann stated that on board and on line surveys were conducted. County Board Chairman Bossert stated that he did not believe that 77% of current riders responded that they wanted additional service to Watseka. Mayor Epstein stated that the customer base of METRO is in the Urbanized Area, and that she did not place validity in the survey results. She stated that if someone could obtain information on how many KCC students were from Iroquois County it might sway her opinion.

Mayor Epstein asked what was the benchmark for success on a route, and Mr. Hoffmann replied that generally a years' experience will give a good indication on a route.

Mayor Nugent asked how a survey was taken of current riders that indicated that service to Midway was a priority. Mr. Hoffmann stated that the Midway service was a staff recommendation, and that the current survey has a Midway question on it. Mayor Nugent asked if there would be a fee from Midway to provide the service, and Mr. Hoffmann stated that this has not yet been established.

Chairman Schore asked if there would be pickups on the way to Midway, and Mr. Hoffmann stated that a pickup would be made in Manteno.

Mayor Adams asked why service was not being provided by PACE to Peotone and Monee to University Park. Mr. Hoffmann stated that PACE is interested in having METRO serve these communities and the conversations involving a fee for the provision of service are underway. Mayor Nugent stated that we are going to University Park anyway, and that whatever we pickup on the way would be extra revenue for no real additional cost.

Chairman Schore asked if residents of Will County were not already being taxed by the RTA for transit service. Mayor Epstein stated that residents who pay the tax and do not receive service should be upset.

Mr. Regel stated that PACE is looking to possibly provide buses to METRO to provide the service to Peotone and Monee, and that the extra equipment is attractive to METRO.

Mayor Epstein asked if all the funding shown previously is for capital and operating funds. Mr. Hoffmann responded that the funding shown was for operating costs only. He stated that funding for capital in Illinois is not a very dependable proposition, and that METRO is exploring any and all means of obtaining capital funding.

Mayor Epstein stated that the lack of capital funding makes the expeditious use of existing equipment critical. Mr. Hoffmann stated that asset transfers of equipment from other transit properties has been done in the past, and will continue to be sought in the future. Mr. Regel stated that the expansion of any service is dependent upon vehicles being available.

Mr. Hinderlitter stated that METRO has had good experience with the University Park service, and that trips are happening in both directions, something that METRO had not anticipated. Mr. Regel stated that riders getting off the University Park bus at the METRO Centre with suitcases is a regular occurrence.

County Board Chairman Bossert stated his concern about providing service outside the MPO area when all of the routes inside the MPO area are not a 30 minute service levels. Mr. Hoffmann stated that there was no need to provide service inside the MPO area at 30 minute levels. Mr. Regel stated that route decisions are made on routes with sustainable growth. He stated that those routes with no growth are a disappointment to the system, and that routes such as the Bourbonnais route that has unexpected ridership increases are a pleasant surprise. He

stated that in some cases providing service at a 30 minute level would dilute ridership, and this could cause a reduction in funding from federal sources.

Mr. Regel stated that operating funding was available to provide more service, and that when funding was available, it has been METRO policy to do so. He stated that the goal of the Watseka service was to bring in dollars to Kankakee County, whether in terms of employment for Kankakee County residents, or for residents of Iroquois County to shop in Kankakee County.

County Board Chairman Bossert asked what current service was available to Kankakee County from Iroquois County. Ms. Dick stated that rural service is available in Iroquois County with a system of 8 buses and 10 drivers. She stated that a daily trip is made to Kankakee County, with a second daily trip pending grant approval. Mr. Regel stated the METRO desire to have METRO service be integrated with the SHOW BUS service.

Mr. Allen asked how many jobs were available in Watseka. Mr. Hoffmann stated his understanding that a number of jobs in manufacturing were available. He stated that he had attempted to provide service to these jobs from Kankakee County, but that SHOW BUS chose not to respond. Mayor Adams stated that the integration of service should be explored before METRO decided to provide this service on their own. Mr. Hinderliter asked if it was possible to provide that integration.

County Board Chairman Bossert asked to return to organizational issues. He asked if new members to the METRO Board had to be approved by the member governmental agencies of METRO, or if the METRO Board could approve. Mr. Hoffmann stated that the original member governmental agencies needed to approve the local share agreement, but that the Mass Transit District law stated that the METRO Board decides who can become new members.

Mr. Regel stated that the reason for the original member governmental agencies to approve the local share agreement was that was a major concern of those agencies at the institution of METRO, and that every time that local share changes or the local share agreement expires, the new agreement has been taken back to the member agencies.

Mayor Adams asked how many daily trips would be made to Watseka, Mr. Hoffmann stated that he did not remember the exact number.

Mayor Nugent asked if other townships wanted to join METRO what was the procedure. Mr. Regel stated that he was thankful that Manteno Township wanted to join.

County Board Chairman Bossert stated his concern that the unincorporated area of the County is represented by Kankakee County and that individual townships are a duplication of coverage. Mr. St. Aubin from Manteno Township stated that the Diversatech area of Manteno Township is the responsibility of Manteno Township, and that Manteno Township thought they should take the responsibility for that service. Ms. St. Aubin stated that the Township decided that it was important to them and asked to be able to join. Mayor Epstein asked how the membership process is done. Mr. Hoffmann stated that Manteno and Manteno Township both approached METRO asking to join.

METRO Chairman Grimsley asked when the route to Manteno expanded. Mr. Hoffmann stated that Manteno became a member of METRO prior to the institution of the Manteno route, but that the route was in service when Manteno Township became a member.

Mayor Adams stated that the Village of Bradley did not approve becoming a member of METRO at the beginning of METRO, but did ask to join in 2001. Mr. Allen asked to confirm that the vote approving a new member was a 2/3 vote of the METRO Board, and this was confirmed.

METRO Chairman Grimsley stated to the members of the Policy Committee that they should get with their appointees to the METRO Board if they have questions, and that they should let their appointees know their desires.

At this point in the meeting the METRO Board adjourned their meeting.

NEW BUSINESS

Mr. Lammey reminded Policy Committee members of the January 8, 2013 PROWAG presentation at 1 PM at the ONU Weber Center.

Mr. Lammey stated that one of the functions of the Policy Committee is the occasional creation of advisory committees. He stated that the Mass Transit Advisory Committee was authorized by the Policy Committee in 1996, and that the agreement to form METRO came out of that Advisory Committee.

Mr. Lammey stated the need to form a Safety Advisory Committee, due to the increasing fatality rate from traffic crashes, and stated that IDOT Safety Engineering personnel have asked to make a presentation to such a group in Kankakee County on January 31. He stated that further details on the Safety Advisory Committee and the presentation on January 31 would be on the January 23, 2013 Policy Committee Agenda.

NEXT SCHEDULED MEETING

Chairman Schore stated that the next Policy Committee meeting will be at 3:30 P.M. on January 23, 2013, and referred Policy Committee members to the meeting schedule for 2013.

ADJOURNMENT

Mayor Epstein moved adjournment, and Mayor Adams seconded. Unanimous approval. Chairman Schore adjourned the meeting at 5:25 P.M.