

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

Notes

February 19, 2015

TECHNICAL ADVISORY COMMITTEE MEMBERS PRESENT:

Mr. Rogers	Kankakee County
Dr. Gingerich	Bradley
Mr. McBurney	Bourbonnais
Mr. Koning	River Valley METRO Mass Transit District
Ms. Ruble	Kankakee Valley Airport Authority

OTHERS PRESENT:

Mr. Lammey, Mr. Greenstreet, and Mr. Olson, Kankakee County; Mr. Caldwell, IDOT; Mr. Meyer, URS

CALL TO ORDER

Chairman Rogers called the meeting to order at 1:30 P.M.

PUBLIC COMMENT

There was no public comment.

FY 2014 TIP AMENDMENT

Mr. Lammey stated that there were no amendments.

ROADWAY CLASSIFICATION ISSUES

Mr. Lammey explained to the committee that he would like to continue to proceed with the street classification changes to tier one projects in the Long-Range Transportation Plan. These streets would include the unbuilt portion of Industrial Drive, Cardinal Drive (between 5000 N and 6000 N Roads), and 6000N Road (east of IL-50). The main purpose for changing these road segments together is so they will be eligible for federal funding at any point in the future. Mr. Lammey also explained that in previous classification changes, it was an easier process to change multiple roads at once, rather than individually.

Dr. Gingerich mentioned that Industrial Drive may be constructed sooner rather than later because there is local support to connect the road through to IL-50. Having the classification changed from a local road would make it eligible for federal funding. Chairman Rogers also explained that with township roads, having the classification changed from local roads, the road structure requirements change and are held to a higher standard. Mr. Lammey asked if the committee members present would support to change the three road segments mentioned. All members who were present supported the change.

LONG RANGE TRANSPORTATION PLAN PROJECT DISCUSSION

Mr. Meyer explained that the section of the Long-Range Transportation Plan that grouped projects into the three tiers was not permanent. At any point in the future, if the MPO decided to reassess the planning priorities of the area, projects could be moved between the tier groups. He also explained that the section of the plan is non-fiscally constrained. He used the example of the Brookmont Boulevard viaduct project, that although it is a tier one project its cost prohibits it from being fiscally constrained. The fiscally constrained project section only includes two or three projects.

Mr. Lammey stated that the MPO receives a little less than \$700,000 per year in surface transportation project-urban (STPU) funds. He stated that the current amount is the STPU fund is about \$3.5 million. The current project from the previous Long-Range Transportation Plan indicates that the current project would be Hobbie Avenue in Kankakee. However with the new plan update, the Policy Committee could decide to change priorities and select a different project. Besides project merit, based on how it affects the existing road network, if a community has local share ready for a project the project priorities could change.

LONG RANGE TRANSPORTATION PLAN PUBLIC HEARING

Mr. Meyer explained the process for adoption of the Long-Range Transportation Plan. He said that the plan was starting with a public hearing for input from the community in the evening with a Land Use/Transportation Subcommittee meeting, also being held on February 19, 2015 at 4:00 P.M. Then at the March 18, 2015 MPO Policy Committee meeting, the plan would be formally made public for 45 days to all for public comment and review. If there were any significant comments during the 45 day public review period, they are required to be addressed. After 45 days, at the May 6, 2015 Policy Committee meeting, the Committee is scheduled to adopt the plan.

OLD BUSINESS

There was no old business to discuss.

NEW BUSINESS

There was no new business to discuss

ADJOURNMENT

The meeting ended at 2:38 P.M.