



DSATS Policy Committee

Wednesday, 10 January 2018

3:00 P.M.

DeKalb County Highway Department

1826 Barber Greene Rd.

DeKalb, IL 60115

Conference Room # 815-756-6026

1. Introductions

2. Approval Of Agenda (Action)

Approval of the January 10, 2018 PC meeting agenda.

Documents:

[2018 JAN PC MEETING AGENDA.PDF](#)

3. Approval Of Minutes (Action)

Approval of the December 13, 2017 PC meeting minutes.

Documents:

[2017-12-13 PC MEETING MINUTES.PDF](#)

4. Public Comment

5. Election Of Officers (Action)

The DSATS Bylaws state that elections shall be held for the positions of Chair and Vice-Chair of each Committee at the first meeting of the new calendar year. The current Chair is Gary Hanson, and the current Vice-Chair is Bill Finucane. Members can chose to retain the current officers or select new officers.

Action: Nomination of Officers.

Action: Closing of Nominations.

Action: Election of Officers.

6. MPO Safety Performance Measure (Action)

IDOT has published its transportation safety performance management (PM) goal. The State is seeking a reduction of all fatal and serious Injury crashes by two-percent. DSATS must either adopt IDOT's safety PM goal or develop its own safety PM goal and adopt it by February 27, 2018. Staff has compiled a review of the safety PM goal and actions taken by other MPOs. Based upon the actions of other MPOs, staff is recommending approval of the State's safety PM goal and is seeking approval of a resolution to adopt the State's safety PM goal.

ACTION: Recommend the DSATS Policy Committee approve the Resolution to adopt the State's Safety PM Goal.

Documents:

[SAFETY PERFORMANCE MEASURES MEMO - \(FINAL\).PDF](#)

7. DSATS SFY18-22 Highway TIP Amendment 3

IDOT has requested an Amendment be made to the DSATS TIP for the addition of a project to clean and paint the structural steel on the IL-64 Bridge over the South Branch of the Kishwaukee River, 1.5.miles west of IL-23. As this is an addition to the TIP, staff will hold a 14-day public review period for this project. Final approval of the DSATS SFY18-22 TIP Amendment 3 will be sought at the February 2018 DSATS meetings.

Documents:

[DSATS SFY18-22 TIP AMENDMENT 3 OVERVIEW.PDF](#)

8. Bus Shelter Update

Staff will provide update on Bus Shelter project.

9. Staff And Project Updates

Updates by staff on DSATS projects.

10. What's New With Our State And Federal Partners

Updates from DSATS, IDOT, and FHWA staffs on what is happening at the state and federal level.

11. Additional Business

12. Adjourn

If you have any questions regarding this notice, please contact:

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815-748-2367

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Assistive and Language Services provided upon request

Recording devices may be used during meeting for minute taking purposes.



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Agenda

1. **Introductions**
2. **Approval of Agenda (Action)**
3. **Approval of Minutes (Action)**
4. **Public Comment**
5. **Election of Officers (Action)**
6. **MPO Safety Performance Measure (Action)**
7. **DSATS SFY18-22 Highway TIP Amendment 3**
8. **Bus Shelter Update**
9. **Staff and Project Updates**
10. **What's new with our State and Federal Partners**
11. **Additional Business**
12. **Adjourn**

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POLICY COMMITTEE MEETING

MEETING MINUTES 13 DECEMBER 2018 – 3:00 P.M. MEETING #PC1217

ATTENDANCE

- City of DeKalb (3 votes): **Jerry Smith, Bill Finucane, Anne Marie Gaura**
- City of Sycamore (2 votes): not present
- Town of Cortland (1 vote): not present
- DeKalb County (1 vote): not present
- IDOT District 3 (1 vote): Tom Magolan, Ryan Lindenmier
- NIU (1 vote): Jennifer Groce
- DSATS Staff: Tim Holdeman, Brian Dickson, Jessica Hyink
- FHWA (non-voting): not present
- NIU SA (non-voting): not present
- VAC (non-voting): Paul LaLonde
- IDOT Planning & Programming (non-voting): Doug DeLille
- IDOT Local Roads (non-voting): not present
- Others Present: Brad Hunold (DeKalb County Highway Department)

(BOLD indicates main voting member. Italics indicates proxy-voting member.)

CALL TO ORDER

Vice-Chair Finucane called the meeting to order and established a quorum at 3:05 p.m.

BUSINESS

1. Approval of Meeting Agenda

Motion #P1217-01 A motion was made by Mr. Smith to approve the December 13, 2017 meeting agenda. Second by Ms. Groce, and approved by voice vote.

2. Approval of Previous Meeting Minutes

Motion #P1217-02 A motion was made by Ms. Gaura to approve the November 8, 2017 meeting minutes. Second by Ms. Groce, and approved by voice vote.

3. Public Comment

There were no comments.

4. Approval of DSATS SFY18-22 Highway TIP Amendment 2 (Action)

Mr. Dickson said DeKalb County received HSIP funding for two projects. The first project is an extension of the five-lane crossing on Peace Road at IL-64 and the addition of lighting. The second project is shoulder widening on Plank Road from Lindgren Road to Lukens Road and intersection lighting improvements. As these are new projects, a TIP amendment approval is required. The fourteen day public comment period has ended and a public hearing was held at the December TAC meeting. No public comments were received.

Motion #P1217-03 A motion was made by Mr. Smith to approve the DSATS Highway TIP Amendment 2. Second by Ms. Groce, and approved by voice vote.

5. DSATS SFY18-22 Highway TIP Revision 4

Mr. Dickson said DeKalb County submitted a cost increase for the Barber Greene widening project scheduled for SFY18. As the cost increase is less than 50% of the total project cost, staff approved the project and is providing notification to TAC and PC.

Mr. Finucane asked about the impact of the project. Ms. Gaura said the impact is significant as the turn lane into the nearby gas station is confusing and this project will help to decrease confusion at this site. Ms. Gaura noted the extension of the sidewalk will take people to Sycamore Road as well.

6. Approval of Video Collection Units for Traffic Counts Bid or Direct Purchase (Action)

Mr. Dickson said staff developed a bid request for the purchase of video traffic counters. This work has been contracted out in the past, but engineers on TAC reached consensus to bring this work in house. TAC has determined DSATS staff and member organization staff will set up the equipment, and staff will complete the analysis. Mr. Dickson said TAC approved the bid proposal at the December TAC meeting, but Mr. Schwartz from the County notified DSATS staff that he would like additional time to review the bid proposal.

Mr. Finucane asked why additional time is needed to review the bid proposal. Mr. Dickson said Mr. Schwartz thinks the bid scope of work is too generic.

Mr. DeLille said the bid document does not have a clear distinction between the City and DSATS. He recommended clarifying that the MPO is the purchaser and not the City.

Ms. Gaura recommended staff develop an administrative policy on the use of the video counter equipment when not needed for DSATS business. Mr. Finucane said DSATS staff should consider the impact of increased use for non-DSATS business.

Policy members reached consensus to defer this item for approval in order to accommodate Mr. Schwartz request for additional review and comment on the bid document.

Motion #P1217-04 A motion was made by Ms. Gaura to defer action for further review of the bid document by TAC members. Second by Ms. Groce, and approved by voice vote.

7. Functional Classification Changes to NHS (Action)

Mr. Dickson said IDOT is proposing changes to the functional classification of some roads in the National Highway System (NHS) in the DeKalb region. Mr. Lindenmier said of the seven proposed roadway changes, six of these roads are state routes. The one local route change is an extension of the NHS to include the ramps on Peace Road to I-88.

Ms. Gaura asked what the implications are of these changes. Mr. Lindenmier said NHS roads are eligible for NHPP grant funding and higher standards are required of these roads.

Mr. Smith asked whether or not it is good to be downgraded. Mr. Magolan said if the route is a state route, then it is a state issue and does not matter. He noted NHS came into law during the Clinton administration in order to serve significant sites and ensure roadways can serve military vehicles.

Ms. Gaura asked what this change would mean for the downgrade of Route 23 in DeKalb. Mr. Magolan said the state would not be able to use NHPP funding to complete work on this segment of road, but other funding are available.

Mr. Dickson said TAC did not have any comments on the proposed changes, and staff is seeking approval to notify IDOT that there are no comments on the proposed functional classification changes. Mr. Magolan added that confirmation is needed from the MPO.

Ms. Gaura asked if the City of DeKalb can provide comments. Mr. Magolan said the City can submit comments, but comments should be summarized from the MPO. Ms. Gaura said she would like to have further discussions with Mr. Holdeman and the City Engineer.

Ms. Gaura asked if the state ever considers making traffic calming modifications to roadways and suggested traffic calming on Route 23 from Taylor to Fairview. Mr. Finucane noted his concern about the downgrade of this section of roadway. Mr. Magolan said this roadway would remain eligible for other funding but would only be ineligible for NHPP funding.

Consensus was reached to contact member organizations not present to confirm whether or not they would like to provide comment. No action was taken.

8. Bus Shelter Update

Mr. Holdeman provided an overview of the bus shelter project. Negotiations with Stadium View Apartments are ongoing, and they requested a fee to cover their lawyer expenses. The DeKalb County Health Department has approved its shelter location. Target has asked for additional information. Kishwaukee hospital has requested a design change to fit better with its aesthetic.

9. DSATS 2018 Meeting Dates

Ms. Hyink outlined the public notice for the DSATS 2018 meetings. Mr. Finucane said Policy will continue to meet the second Wednesday of the month. Mr. Dickson said the item is for informational purposes only, and the notice will be published in the Daily Chronicle in the next few weeks.

Ms. Gaura questioned whether the Transit Subcommittee should be included as part of the schedule. Mr. Holdeman said this subcommittee will be used to establish a governance structure, Transit Development Plan implementation strategy, and intergovernmental agreement as soon as a transit manager is hired. Ms. Groce said the work of the Transit Subcommittee is of interest to the public. Ms. Hyink said DSATS is required to publish a public notice of all scheduled public meetings at the start of each year. Ms. Gaura said the schedule table should distinguish the Transit Subcommittee is ad-hoc and not a permanent DSATS committee. Mr. Smith said ad-hoc could be placed after the label for Transit Subcommittee in the table.

10. Staff and Project Updates

Mr. Dickson said staff have been conducting in house maintenance. He noted the transit facility grant awardees have yet to be announced.

11. What's New with Our Federal and State Partners

Mr. Lindenmier said roadway work is shut down for winter. He said ITEP projects are being reviewed, TARP project award announcements were made the week of December 4th, and the Safe Routes to School (SRTS) program is still anticipated for funding. He said FHWA continues to be concerned about the QBS process in Illinois. Each local agency using federal funds for engineering needs must have their own QBS process in writing, even if the process matches the direction outlined in Chapter 5 of the BLRS Manual. He announced projects proposed for a local letting with either state or federal funds must use the new GATA agreement and the Bureau of Local Roads has released revised forms.

Mr. Finucane asked if SRTS funding should be considered for a project at Huntley. Ms. Hyink said that it could be. She said she has been working with representatives from the DeKalb School District and DeKalb Park District. These representatives have identified missing sidewalk access at Brooks Elementary as a high priority for SRTS funding.

Mr. Holdeman said the City pulled its application for ITEP due to feasibility issues this year.

Mr. DeLille said IDOT is still considering the impacts of rescission cuts. He said the State Freight Plan is available and noted that he would share a link to the plan with Brian to share with DSATS members.

12. Additional Business

Mr. LaLonde announced operational changes at VAC. He said VAC will be upgrading its phone system and has added two new vehicles in Kankakee County, and six new vehicles in DeKalb. Most of these vehicles replace other vehicles which have become inoperable.

Mr. Finucane asked about the status of the transit positions. Mr. Holdeman said the job descriptions are being reviewed by the Human Resources Department.

Mr. Magolan said once a year DSATS members are asked to submit a letter regarding membership to DSATS staff. Mr. Dickson said this is correct and asked all member organizations to send a letter listing all active and alternate representatives for each DSATS committee.

ADJOURNMENT

Motion #P1217-05 A motion was made by Ms. Groce to adjourn at 4:07 p.m. Second by Ms. Gaura, and approved by voice vote.

Respectfully Submitted by: Brian Dickson, Jessica Hyink
Date Approved:



DATE: 12/29/2017

TO: DSATS Policy Committee
DSATS Technical Advisory Committee

FROM: Brian Dickson, DSATS Coordinator
Jessica Hyink, DSATS Planner
Tim Holdeman, DSATS Director

SUBJECT: DSATS Safety Performance Management Goal

SUMMARY

The Federal Highway Administration (FHWA) established the Safety Performance Management (PM) Final Rule to require all states and MPOs to implement safety performance measures as part of their planning process. The State of Illinois has set a safety goal of an annual 2% reduction in the number of fatal and serious injury crashes.

All of the MPOs in Illinois are now required to either adopt the State's PM goal or implement their own goal by February 28, 2018, according to FHWA's Safety PM Final Rule. The majority of the smaller MPOs, similar in size to DSATS, have elected to adopt the State's PM goal. Some of the larger MPOs are adopting their own goals.

Staff is recommending DSATS initially adopts the State's PM goal. The goal must be renewed annually, and DSATS may develop their own safety PM goal in the future. Staff is requesting members approve the attached resolution to adopt the State's PM goal of an annual 2% reduction in fatal and serious injury crashes in the region.

BACKGROUND

According to the FHWA, the Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it assesses fatalities and serious injuries on all public roads for the purpose of carrying out the requirements of the HSIP. The Safety PM Final Rule is one component of the Transportation Performance Management (TPM) program. The purpose of the TPM is to use transportation system information to improve investment and policy decisions and to meet national performance goals set by the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (MAP-21).

The Safety PM Final Rule establishes five performance measures. Each measure is to be averaged over a five-year rolling period. These performance measures include:

1. Number of Fatalities
2. Rate of Fatalities per 100 Million (M) Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries (SI)

4. Rate of Serious Injuries per 100M VMT
5. Number of Non-motorized Fatalities and Non-motorized SI

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. <https://safety.fhwa.dot.gov/hsip/spm/>

IDOT recommends each MPO decide how to proceed with selecting the safety PM goals for their MPO. However, IDOT requires each MPO obtain Policy Committee approval. IDOT does not have detailed guidance about what documentation they need to demonstrate acceptance of MPO safety PM goals at this time. IDOT suggests either a resolution or letter outlining the outcome of the safety PM goal selection process, regardless of whether the MPO selects IDOT's safety PM goals or sets different goals. These safety PM goals will need to be identified in LRTP updates or TIP amendments after May 27, 2018.

FREQUENTLY ASKED QUESTIONS

Why must MPOs adopt safety PM goals?

The federal MAP-21 transportation act required the U.S. Department of Transportation (USDOT) to establish performance measures, including safety improvements in the nation's highway system. The Safety PM Final Rule was the first performance measure to be implemented by the FHWA.

The Safety PM Final Rule supports the HSIP and requires State DOTs and MPOs to set HSIP goals for five safety performance measures.

What will MPOs be required to do when the safety PM Goal is implemented?

All MPOs are required to either adopt their state's PM goal for safety or develop their own safety PM goal. Once adopted, the MPOs, with support from the state DOTs, are required to annually track all fatal and serious injury crashes and identify if the annual safety PM goal has been achieved.

What happens if the MPO does not implement a safety PM goal?

Federal law requires all MPOs to implement PM goals within 180 days of a state establishing and reporting its HSIP goals. If a MPO does not adopt a PM goal, the USDOT could potentially withhold all federal transportation grant funding for all roadways in the MPO region.

What are the consequences if a MPO does not meet its safety PM goal?

There are currently no fiscal repercussions if the PM goals are not attained by MPOs. However, DSATS staff and member organizations shall be expected to identify potential actions to be implemented to achieve the PM goals through the Long Range Transportation Plan and Transportation Improvement Program (TIP).

How do MPOs establish safety PM goals?

MPOs may adopt and support their state's safety PM goals, develop their own goals, or use a combination of both.

If an MPO adopts their state safety PM goal, the MPO would:

- Work with the state and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area;
- Coordinate with the state and include the safety performance measures and the state's PM goals for those measures;
- Integrate the safety PM goals, objectives, performance measures, and targets into the metropolitan transportation planning process, such as applicable portions of the HSIP; and
- Include a description in the TIP of the anticipated effect of the TIP toward achieving PM goals, linking investment priorities in the TIP to those safety targets.

If an MPO establishes its own safety PM goals, the MPO would:

- Establish safety PM goals for all public roads in the metropolitan planning area in coordination with the state;
- Estimate VMT for all public roads within the metropolitan planning area for rate targets;
- Coordinate with the state and include the safety performance measures and the MPO's PM goals for those measures;
- Integrate the safety goals, objectives, performance measures, and targets into the metropolitan transportation planning process, such as applicable portions of the HSIP, including the SHSP; and
- Include a description in the TIP of the anticipated effect of the TIP toward achieving PM goals, linking investment priorities in the TIP to those safety targets.

When must MPOs establish these safety PM goals?

MPOs must establish their safety PM goals 180 days after their state establishes its goals. The State of Illinois has established its PM goals, and DSATS must now establish its PM goals by February 27, 2018.

Where do MPOs report safety PM goals?

MPO safety PM goals are reported to the State DOT.

How are MPOs assessed regarding significant progress toward meeting the safety PM goals?

State safety PM goals are assessed annually. Currently MPO safety PM goals are not assessed, but the State could implement assessment procedures in the future.

What are IDOT's safety PM goals?

IDOT has implemented a 2% reduction per year from the base year 2015 as a safety PM goal for all five performance measures.

ANALYSIS

To evaluate IDOT's safety PM goal for each performance measure for the DeKalb planning area, DSATS staff used crash data compiled by IDOT. The information provided in the following table and charts was compiled by IDOT for each MPO in Illinois. While county-wide data has been compiled through 2016, data for the specific MPO regions has only been compiled through 2014 so far. Table 1 identifies:

1. Number of Fatalities (F) per year,
2. 5-Year F rolling average,
3. The F rate per 100M Annual VMT,
4. 5-Year F-VMT rolling average,
5. Number of SI per year,
6. 5-Year SI rolling average,
7. The SI rate per 100M VMT,
8. 5-Year SI-VMT rolling average,
9. Number of Non-Motorized (NM) F + SI,
10. 5-Year NM rolling average,
11. Annual VMT for the DSATS region, and
12. Combined fatality & serious injury count.

Table 1. DSATS Fatalities and Serious Injuries Data Table 2005-2020

DeKalb Sycamore Area Transportation Study (DSATS)	Fatality Reduction %	2.00%	VMT % Increase	1.04%	VMT Rate of Change (2005-2013)	1.04%
	DeKalb					

Year	Fatalities (F)	5-Yr Fatality Avg	Fatality Rate	5-Yr Fatality Rate	Serious Injuries (SI)	5-Yr SI Avg	SI Rate	5-Yr SI Rate	Non-Motorized (NM) F&SI	5-Yr NM F&SI	Annual VMT	F&SI
2020	5	5.5	0.97	1.032	43	45.2	7.92	8.430	6	6.5	547,836,812	49
2019	5	5.6	1.00	1.064	44	46.1	8.17	8.692	6	6.6	542,197,953	50
2018	6	5.8	1.03	1.097	45	47.1	8.42	8.961	6	6.7	536,617,135	51
2017	6	5.7	1.06	1.087	46	49.2	8.68	9.475	7	6.0	531,093,760	52
2016	6	5.5	1.10	1.073	47	50.4	8.95	9.801	7	5.7	525,627,237	53
2015	6	5.2	1.13	1.014	48	52.2	9.23	10.255	7	5.8	520,216,980	54
2014	6	5.0	1.17	0.990	49	55.2	9.52	10.960	7	5.8	514,837,610	55
2013	5	4.6	0.98	0.921	56	60.0	10.99	12.043	3	5.6	509,513,866	61
2012	5	5.0	0.99	1.014	52	64.6	10.31	13.112	5	6.0	504,245,173	57
2011	4	5.4	0.80	1.108	56	73.2	11.22	15.018	7	6.8	499,030,961	60
2010	5	5.6	1.01	1.159	63	87.2	12.76	18.093	7	6.4	493,870,668	68
2009	4	5.4	0.82	1.127	73	93.4	14.94	19.551	6	7.0	488,763,736	77
2008	7		1.45		79		16.33		5		483,709,612	86
2007	7		1.46		95		19.85		9		478,707,751	102
2006	5		1.06		126		26.60		5		473,757,612	131
2005	4		0.85		94		20.05		10		468,858,661	98

Source: IDOT

*Note: Figures in black are actual numbers, figures in red are estimates

Figure 1. Fatalities and Serious Injuries in DSATS Region

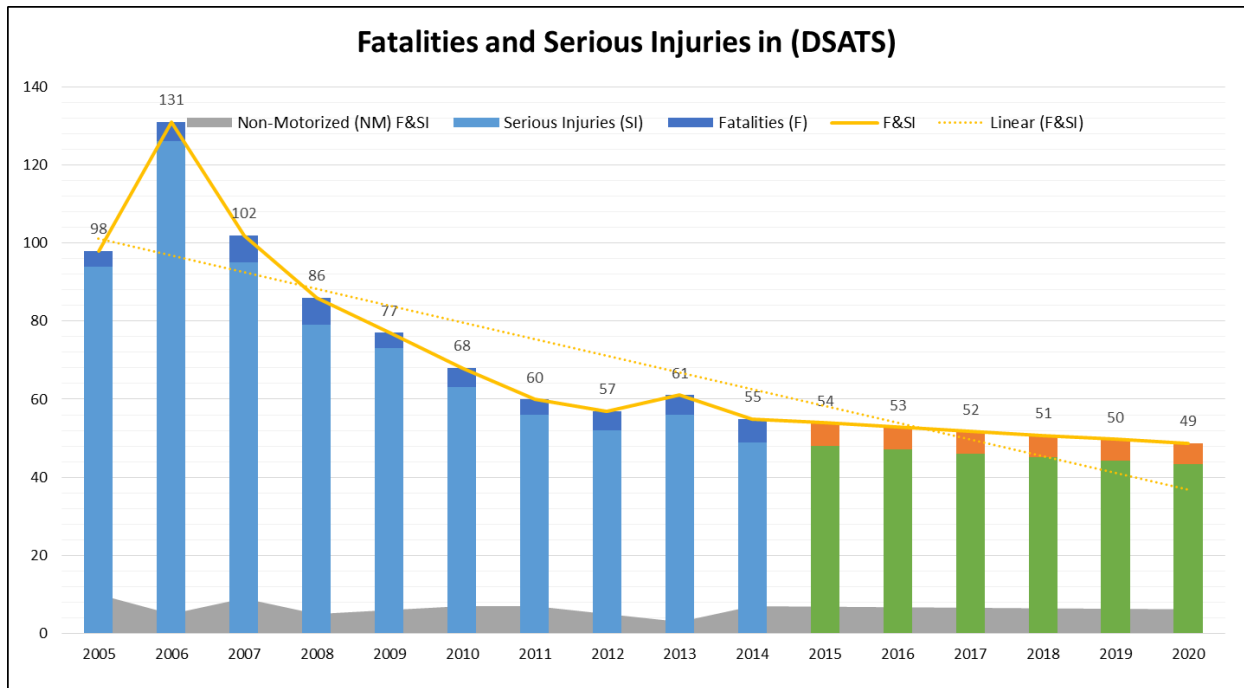
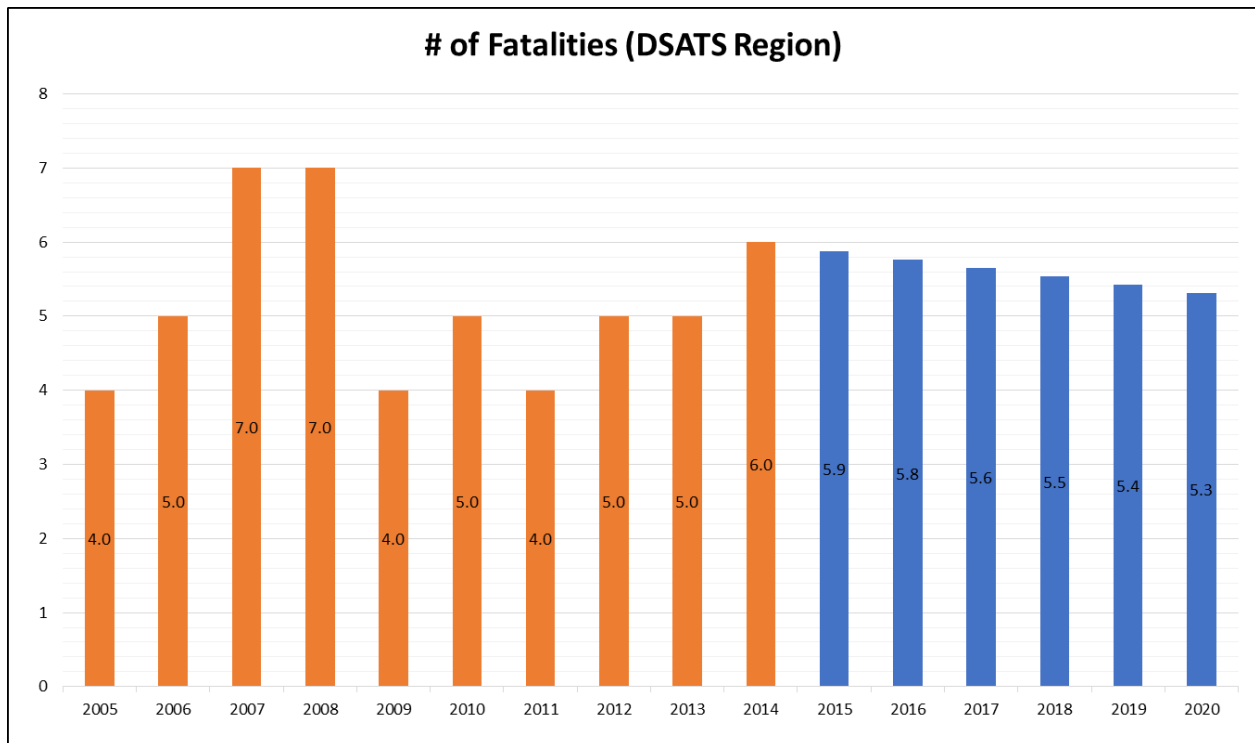


Figure 2. Number of Fatalities per Year in DSATS Region



According to Figure 2, implementing the state 2% reduction rate shall result in the need for DSATS member organizations to achieve a reduction of 1 fatal crash over a five year period.

Figure 3. 5-Year Fatality per 100M Vehicle Miles Traveled Rate in DSATS Region

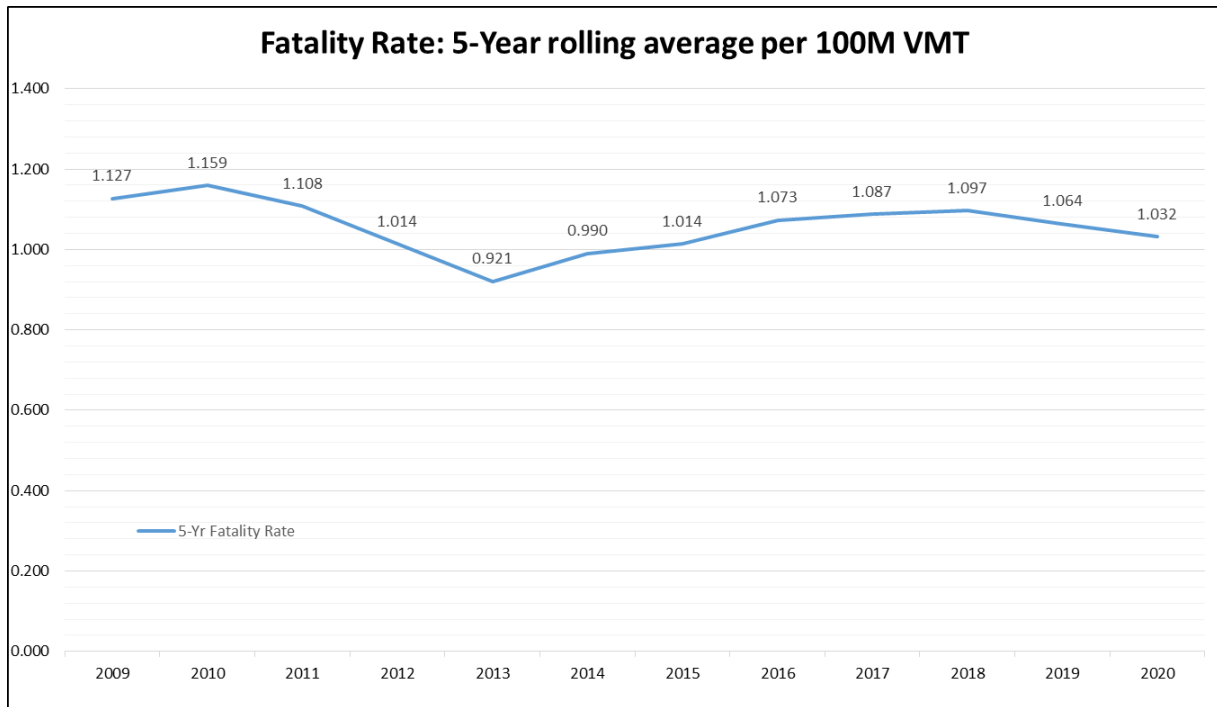
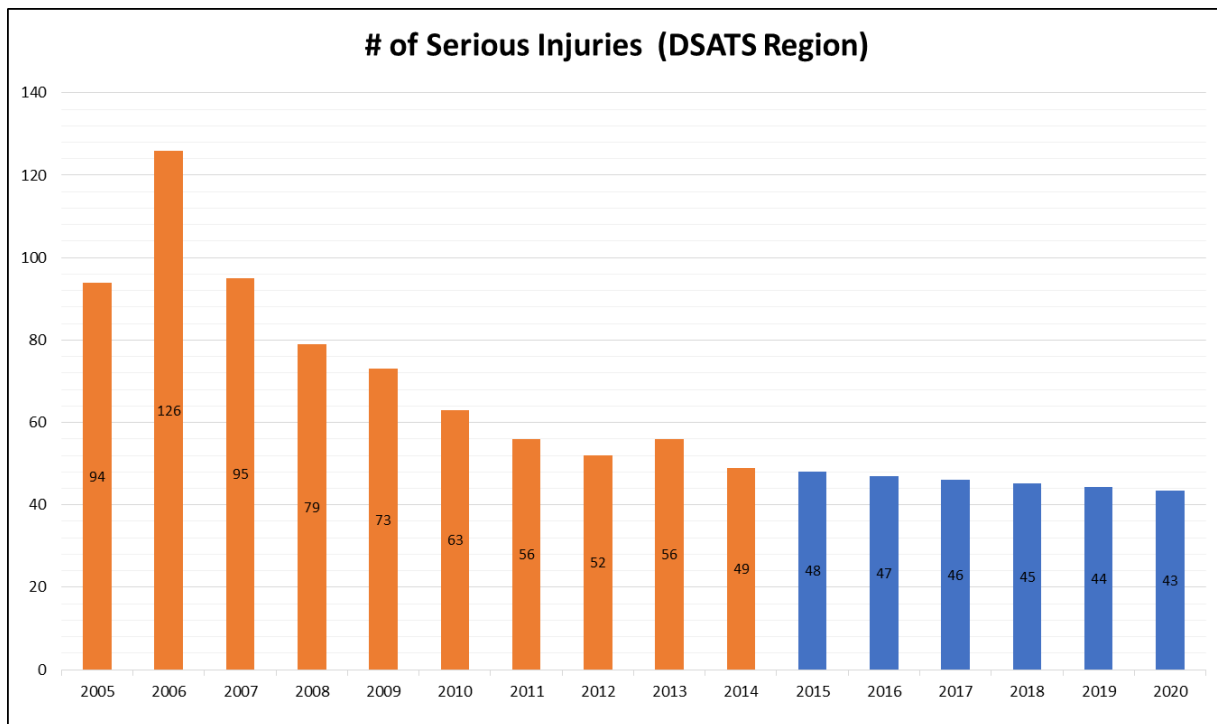


Figure 4. Number of Serious Injuries per Year in DSATS Region



According to Figure 4, implementing the state 2% reduction rate shall result in the need for DSATS member organizations to achieve a reduction of 1 serious injury crash every year.

Figure 5. 5-Year Serious Injury per 100M Vehicle Miles Traveled Rate in DSATS Region

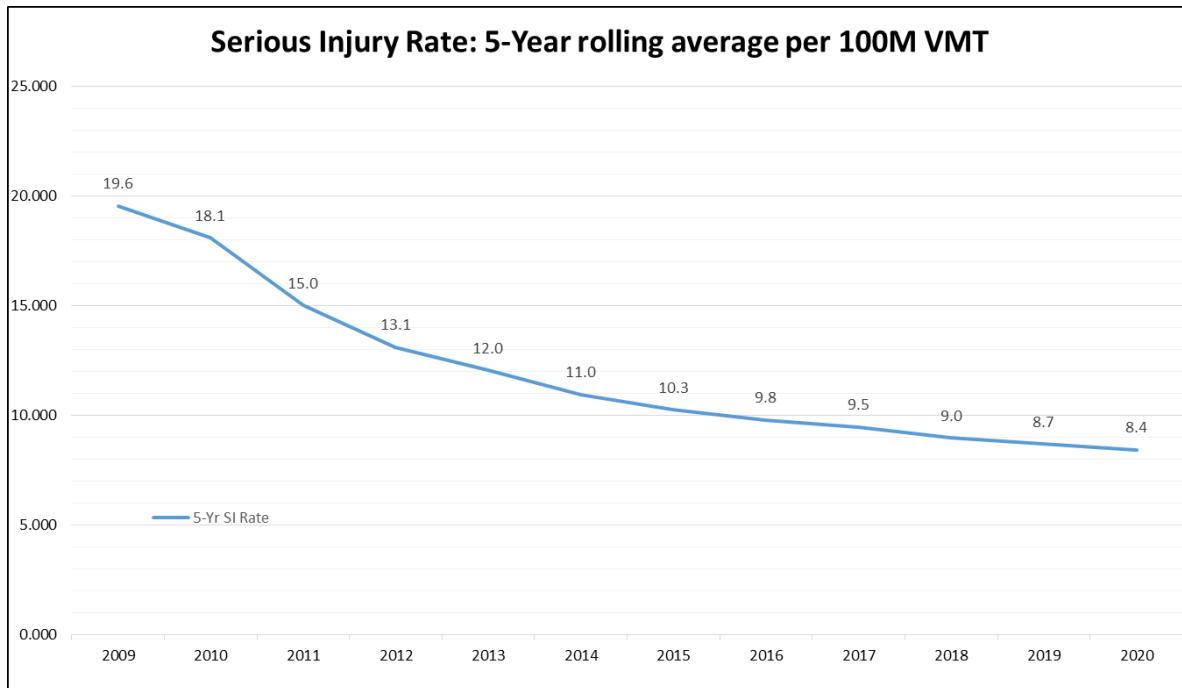
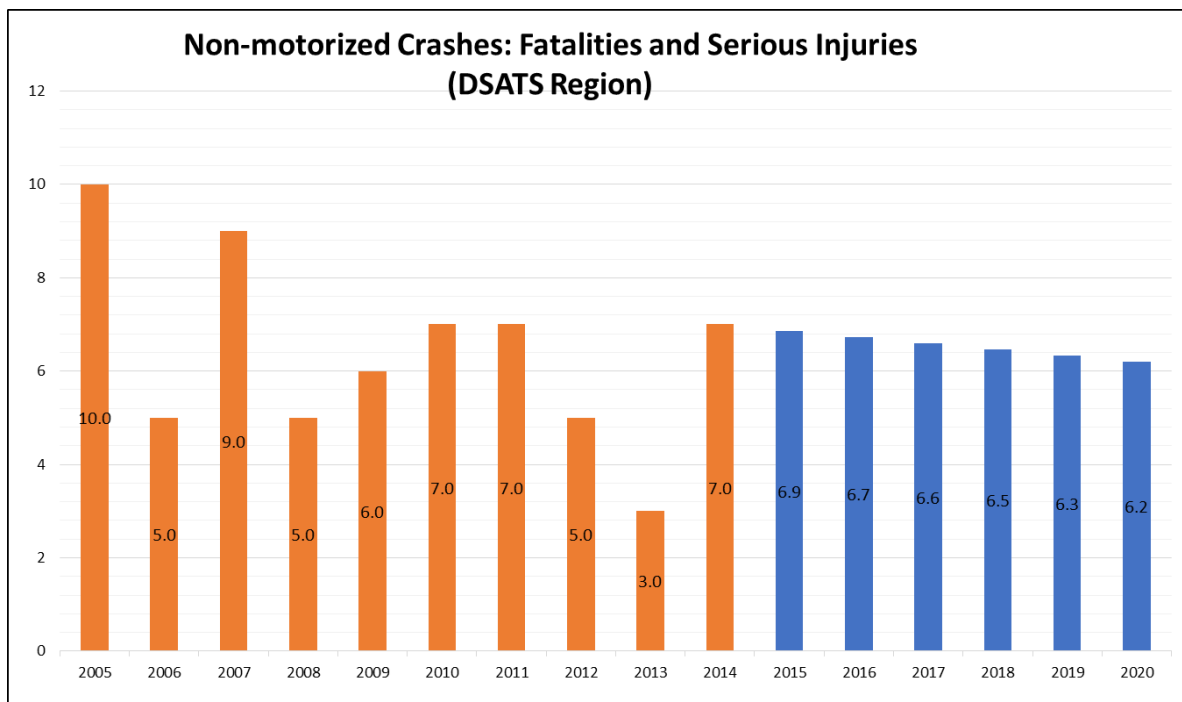


Figure 6. Number of Non-motorized Fatalities & Serious Injuries per Year in DSATS Region



According to Figure 6, implementing the state 2% reduction rate shall require the DSATS member organizations to achieve a reduction of 1 non-motorized fatality/serious injury crashes over a five year period.

IMPLEMENTATION OF SAFETY PM GOALS BY OTHER ILLINOIS MPOS

At the direction of TAC, staff requested information from other MPOs in Illinois to identify whether they are implementing the State's 2% reduction safety PM goal or implementing their own safety PM goals.

Table 2. Implementation of the State Safety PM by MPO.

MPO	Urban Area	Adopting State Goal?	Action
SATS	Springfield	No	SATS developed their safety performance targets as part of their 2014 LRTP and have been reporting progress against those targets since.
CMAQ	Chicago	Undecided/Likely	CMAQ is still discussing whether to implement the state PM or implement their own PM. Staff expects to implement the state PM goal first and continue to work with the CMAQ Committees to implement their own PM goal in the future.
CUUATS	Champaign/ Urbana	No	The CUUATS Policy Committee voted in December to adopt the safety targets established in their 2040 LRTP, which sets a goal of 20% reduction, rather than a 2% reduction.
DUATS	Decatur	Yes	DUATS staff is recommending their Policy Committee adopt the state rate of 2% reduction at either their January or February meeting
Bi-State	Quad Cities	Yes	Bi-State is recommending their Policy Committee adopt the safety targets adopted by their respective states of Illinois and Iowa.
SIMPO	Carbondale	Yes	SIMPO staff is recommending the Policy Committee adopt the Illinois state rate of 2% reduction at either their January or February meeting.
KATS	Kankakee	Yes	The KATS Safety Committee chose to recommend support of the state safety goal of a 2% reduction at their November meeting. Their TAC and Policy Committees shall be approving the goal at their January or February meeting.
SEMPO	Cape Girardeau	Yes	The SEMPO Policy Committee adopted the state safety targets at their December 2017 meeting.

Overall, the larger MPOs in Illinois have chosen to implement their own safety PM goals. The smaller MPOs, similar in size to DSATS, have chosen to adopt the State's safety PM goal.

RECOMMENDATION

Staff is recommending DSATS adopt the states goal of reducing fatal and serious injury crashes by 2% annually. The implementation of a 2% reduction in fatal and serious injury crashes approximates eliminating one to two major crashes per year in the DSATS planning area. As this is the first PM goal implemented by the USDOT, there are still many questions on how to report

PM goals and what to do if annual goals are not reached. The next year or two will provide federal, state, and MPO officials with much more information on how to achieve these PM goals. By implementing the state PM goal initially, DSATS and IDOT can work together on improving the goals in the future.

Staff requests the DSATS TAC and Policy Committee approve the Resolution to adopt the State's safety PM goal.

RESOLUTION 2018-01-01

**RESOLUTION SUPPORTING IDOT SAFETY
PERFORMANCE MEASURE TARGETS**

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) established federal requirements for performance management and performance-based planning and programming to ensure the most efficient investment of federal transportation funds; and

WHEREAS, MAP-21 and FAST Act require state transportation agencies to set performance measure targets for certain federally established categories and to implement data collection and reporting procedures with respect to such targets; and

WHEREAS, MAP-21 and FAST Act require Metropolitan Planning Organizations to support the performance measure targets established by their respective state transportation agencies or set their own customized targets; and

WHEREAS, the Illinois Department of Transportation has set their respective target for transportation Safety; and

WHEREAS, the DeKalb Sycamore Area Transportation Study has reviewed the respective state target and has elected to support it.

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY COMMITTEE OF THE DEKALB SYCAMORE AREA TRANSPORTATION STUDY:

Section 1: That the Policy Committee of the DeKalb Sycamore Area Transportation Study hereby supports the Safety performance measure targets set by the Illinois Department of Transportation and elects to adopt the state performance measure for Safety.

PASSED BY THE POLICY COMMITTEE of the DeKalb Sycamore Area Transportation Study, at a regular meeting thereof held on the ____ day of _____, 2018.

ATTEST:

TIM HOLDEMAN, DSATS Director

, Chair



Illinois Department of Transportation

Office of Highways Project Implementation / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois 61350-1628

December 27, 2017

Mr. Brian Dickson
Transportation Planner
200 S Fourth Street – Room 108
DeKalb, IL 60115

Amendment to DSATS TIP
Add: Cleaning and Painting Structural Steel of SN 019-0012 carrying IL 64
over the South Branch of the Kishwaukee River, 1.5 miles west of IL 23

Dear Mr. Dickson:

Attached for revision to the DSATS FY 2018 TIP is the state's proposal to add a project for cleaning and painting the structural steel of SN 019-0012 carrying IL 64 over the South Branch of the Kishwaukee River located 1.5 miles west of IL 23. This improvement is tentatively scheduled for the March 2018 letting.

Please include this addition in the upcoming DSATS Technical and Policy Committee meetings.

If you have any questions or require further information, please contact Mr. Ryan Lindenmier, Cost and Estimates Engineer, at (815) 434-8568.

Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

By: Wayne Phillips, P.E.
Program Development Engineer

AMENDED PROJECT TO FY 2018 TRANSPORTATION IMPROVEMENT PROGRAM
DEKALB-SYCAMORE URBANIZED AREA

PROJECT LOCATION	SCOPE	PHASE	JOB#	FED PROJ#	PPS#	TOTAL COST	FUNDING SOURCES
IL 64: SN 019-0012 Over the South Branch of the Kishwaukee River, 1.5 miles west of IL 23	Cleaning and Painting Structural Steel	Construction	C-93-017-18	EDAZ(739)	0-01514-3007	\$90,000	\$72,000 STP-URB \$18,000 State

Project added to the DSATS FY 2018 TIP