



# Chicago Metropolitan Agency for Planning

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## DRAFT

### Meeting Minutes of the MPO Policy Committee

March 12, 2009

Offices of the Chicago Metropolitan Agency for Planning (CMAP)  
Cook County Conference Room  
Suite 800, 233 S. Wacker Drive, Sears Tower, Chicago, Illinois

#### **MPO Policy Committee Members:**

Gary Hannig – Chairman, Illinois Department of Transportation, Lawrence Walsh – Vice-Chairman, Will County, Frank Beal - Chicago Metropolitan Agency for Planning (Representing Joe Deal), Marty Buehler - Lake County, Thomas G. Byrne – Chicago Department of Transportation, Thomas Cuculich – DuPage County, Paul Fish – CTA, Glenn Fulkerson – FHWA (Representing Norman Stoner), Ted Georgas – Cook County (Representing Joseph Moreno), Jack Groner - Metra (Representing Philip A. Pagano), Robert Hann – Private Providers (Representing John McCarthy), Joseph Korpalski – McHenry County (Representing Ken Koehler), Tom Rickert - Kane County (Representing Karen McConnaughay), T.J. Ross - Pace (Representing R. Kwasneski), Leanne Redden – RTA (Representing Steve Schlickman), Jeff Schielke – Council of Mayors, David Werner – FTA (Representing Marisol Simon)

#### **Absent:**

Bob Davidson - Kendall County, Elliott Hartstein, Chicago Metropolitan Agency for Planning, Michael Payette, Class I Railroads, Rocco Zucchero, Illinois Tollway

**Staff Present:** Randy Blankenhorn, Dolores Dowdle, Gordon Smith, Don Kopec, Jill Leary, Patricia Berry, Doug Ferguson, George Johnson, Matt Maloney, Tom Murtha, Holly Ostdick, Ross Patrosky

**Others Present:** Lenny Cannata – WCMC, Colleen Cannon – Tollway, Chalen Daigle - McHenry County Council of Mayors, Lynette Ciavarella – Metra, Chris DiPalma – FHWA, Kama Dobbs - DMMC, John Donovan - FHWA, Norm Johnson – IDOT, Jon-Paul Kohler – FHWA, Jim LaBelle – CM2020, Suny Lee – MAI, David Seglin – CDOT, Chris Staron - NWMC, Emily Tapia-Lopez – MPC, Mike Walczak - NWMC, Joe Wesseh – WBEZ, Tammy Wierciak - WCMC

#### **1. Call to Order and Introductions**

Chairman Gary Hannig called the meeting to order at 10:10 a.m.

#### **2. Agenda Changes and Announcements**

There were no agenda changes or announcements.

### **3. Approval of Minutes – January 8, 2009**

It was noted that Ken Koehler of McHenry County was in attendance at the January meeting. On a motion by Mayor Schielke, seconded by Mr. Walsh the minutes were approved as amended.

### **4. Agency Reports**

#### **4.1. Council of Mayors' Report**

Mayor Schielke reported that the Council of Mayors Executive Committee met on March 3rd and approved advanced funding requests for DuPage, McHenry, Central, Lake and North Shore Councils of Mayors. With the approval of these projects, the Council of Mayors will have a negative STP balance of over \$5 million for 2009. IDOT District 1 staff reported that they have been assured by IDOT's Central Office that all projects on the April letting will go forward.

The Committee asked that CMAP staff arrange a meeting between the Executive Committee officers and the Illinois legislative leaders concerning the funding splits between IDOT District One of 45% and Downstate Illinois of 55%. The 45/55 split reflects how federal and state transportation dollars are currently divided. The Committee also voted to send a letter and resolution to the northeastern Illinois delegation of the Illinois General Assembly and to Governor Quinn to express the need for a capital bill.

The Executive Committee had a spirited discussion on The American Recovery and Reinvestment Act. They reviewed the CMAP Principles for Infrastructure Investment and discussed ways to insure that the stimulus funds are spent wisely. The mayors discussed the desirability for consultation with IDOT on the IDOT-selected projects in their regions and the need to assure that the Recovery Act funds programmed by the Councils are not supplanting projects that would have been accomplished in the next year anyway.

The Committee approved the Scope of Services and submittal of the Unified Work Program (UWP) proposals for the Planning Liaison Program. Lastly an informative presentation was given on congestion management and how the use of roundabouts can effectively ease congestion and reduce vehicle emissions.

#### **4.2. CMAP Report**

Mr. Kopec brought the committee up to date on the Developments of Regional Importance (DRI) process. He noted that a second version is now out for public comment. Significant changes were made to the proposal as a result of the comments received, particularly from the Urban Land Institute (ULI). The ULI formed an advisory team to develop an alternative proposal that used specific criteria and thresholds to identify potential DRI candidate projects. The measures are 50,000 auto trips, 5 million gallons of effluent, or 500 acres of impervious surface. The new version

is different enough from the original that staff felt it is necessary to have an additional public comment period which runs through April 6<sup>th</sup>.

He also mentioned that the report of the National Surface Transportation Infrastructure Financing Commission was recently released. Some of the highlights of the report note that real highway spending has decreased by nearly 50% since the highway trust fund was established; that the federal gas tax has experienced a 33% loss in purchasing power since it was last increased in 1993; that in 2006 over half of the vehicle miles traveled on the federal aid system occurred on roads in less than good condition; and that there are comparable problems with the transit system.

The report makes a number of recommendations, however two really stand out. First that there needs to be an immediate increase in the amount of funding for improving our transportation infrastructure and second that the current method of funding our transportation system with a gas tax is not sustainable. The nation needs to move to a new mileage based fee system.

#### **5. American Recovery and Reinvestment Act**

Ms. Berry covered some of the highlights of what has happened concerning the American Recovery and Reinvestment Act. Fifty percent of state programmed funds must be obligated by June 30, 2009. For FTA allocations fifty percent must be under grant by September 1, 2009, with the remainder from both programs obligated by March 2010.

The CMAP Transportation Committee approved TIP changes totaling \$414 million in transit and \$274 million in highway funds on March 6<sup>th</sup>. The RTA distributed the recovery act funds at fifty-eight percent to CTA (\$240m), thirty-four percent to Metra (\$141m) and eight percent to Pace (\$33m) which is their traditional funding formula to the service boards. IDOT distributed the state-programmed funds at forty-five percent to northeastern Illinois, and fifty-five percent to the remainder of the state. \$274 million in state-programmed projects came to northeast Illinois.

The CTA, Pace and Metra projects to be funded with Recovery Act monies are largely region wide projects. These include overhauling buses, rehabilitating rail cars and reconstructing non-specific stations. IDOT has a number of region-wide projects including pavement patching on non-specific arterial and interstate routes and interstate ramps, pavement marking and guardrail replacement.

The TIP changes have already been approved by USDOT. It is expected that FHWA authorization of projects will occur tomorrow and FTA grants are already in process.

Mr. Georgas of Cook County questioned why Cook County, the second largest county in the state, does not have any direct allocation of ARRA transportation funds. He noted that they are required to seek funding through the suburban Cook County Councils of Mayors. So far, they may possibly get one project for a couple hundred thousand dollars, but they are on the bottom of the list. It was noted that the federal government decided to sub-allocate

these funds in the manner of local STP funds which does not include the urbanized counties in the formula.

Ms. Berry then directed the committee members to the handout in their packets detailing the amount and distribution of locally programmed ARRA funds to the city of Chicago and the Suburban Councils of Mayors and asked for their approval. On a motion by Mayor Schielke, seconded by Mr. Korpalski, the amount of funding and distribution formula was approved.

Ms. Berry then emphasized that the transportation funds available from the Recovery Act are minimal in comparison to the region's needs. She also mentioned that all MPOs received a letter from the House Transportation and Infrastructure Committee Chairman, Rep. Oberstar, outlining a request for reporting on expenditures under the ARRA. She noted that CMAP would like to be able to report on all ARRA expenditures, both highway and transit along with the non-transportation investments. Mr. Buehler asked whether CMAP would be reporting on the local portion of the program to which Ms. Berry replied that they would be doing so.

#### **6. TIP/RTP Conformity Determination and TIP Amendment**

Mr. Patronsky of the CMAP staff explained that there were a number of projects with changes that required a conformity amendment. Most of these were projects that changed their year of implementation and in doing so, crossed an analysis year, which triggers a conformity determination. There were also a few changes in project limits and work types. The Transportation Committee has recommended approval of the conformity determination and the TIP Amendment. Mr. Buehler moved approval, Mayor Schielke seconded, and the motion passed unanimously.

#### **7. CMAP Board / MPO Policy Committee Memorandum of Understanding**

Ms. Berry of the CMAP staff explained that the Memorandum of Understanding between the Policy Committee and the CMAP Board requires that it be reviewed on an annual basis. Staff is recommending that no changes in the MOU are required and requests the approval of the Policy Committee. On a motion by Mr. Buehler, seconded by Mr. Walsh, the MOU was reaffirmed.

#### **8. Federally Required Planning Agreements**

##### **8.1. Planning Agreement between the MPO, State and Transit Agencies**

Ms. Berry explained that federal regulations require the MPO in northeastern Illinois to have five agreements in place covering various aspects of planning and programming. The first requires an agreement among the MPO, the State and the public transportation operators determining their responsibilities in carrying out the metropolitan planning process. All agreements were distributed in the member's packets. .

##### **8.2. Transportation / Air Quality Planning Agreement for Goose Lake Township**

Ms. Berry continued, saying the second required agreement is among IDOT, the MPO, the state's air quality planning agency which in Illinois is IEPA, and affected local agencies describing the process for the planning and analysis of all projects outside the

metropolitan planning area but within the non-attainment area. Goose Lake Township in Grundy County fits this description.

**8.3. CMAP and IEPA Intergovernmental Agreement for Coordination of Air Quality Related Transportation Planning**

The third of the agreements is between the MPO and the State's air quality planning agency describing their respective roles and responsibilities for air quality related transportation planning.

**8.4. Cooperative Agreement for Coordination of Land Use – Transportation Planning in the Chicago/Gary/Lake County, IL-IN Urbanized Area**

Federal regulations also require an agreement among the MPOs in northwestern Indiana and northeastern Illinois and the States of Illinois and Indiana. The agreement assures a coordinated planning process producing consistent plans and TIPs across Metropolitan Planning Area boundaries.

**8.5. Cooperative Agreement for Coordination of Land Use – Transportation Planning in the Round Lake Beach-McHenry-Grayslake, IL-WI Urbanized Area**

As with the previous agreement, a similar agreement is required with the MPO of southeastern Wisconsin, the MPO of northeastern Illinois, the State of Wisconsin, and the State of Illinois. On a motion by Mr. Cuculich, seconded by Mr. Walsh, all agreements were approved.

**9. Congestion Mitigation and Air Quality Improvement Program**

Mr. Ferguson of the CMAP staff explained how the CMAQ Project Selection Committee has been working to be sure the region reaps the benefits of CMAQ projects as early as possible and to reduce the large balance of unobligated CMAQ funds. This work resulted in a recommendation for a number of changes in the CMAQ programming procedures that the committee is being asked to approve. The changes themselves are detailed in the attachment in the members' packets.

The CMAQ Committee also is recommending a change to the project ranking methodology for bicycle and pedestrian facility applications. This proposal was initiated by CMAP's Bicycle and Pedestrian Task Force.

Mr. Buehler mentioned that he is a member of the CMAQ Project Selection Committee representing the counties and that while he endorses the changes recommended he would also suggest that the Transportation Committee be given the authority to make additional minor changes as necessary. When these changes are implemented, there will likely need to be some adjustments. On a motion by Mr. Buehler, seconded by Mr. Rickert, the recommended changes were approved and the Transportation Committee is directed to make implementation changes as needed.

Mr. Cuculich asked if the CMAQ Committee has had further discussions on the issue of programming CMAQ funds to private entities. Mr. Ferguson said those discussions will occur during the FY 2010 programming cycle.

#### **10. FTA Subarea Allocation Between Indiana-Illinois and Wisconsin-Illinois and Designated Recipient of Section 5307 and Section 5340 Capital and Planning Funds and American Recovery and Reinvestment Act Funds**

Ms. Dixon of the CMAP staff introduced Resolutions 09-01 through 09-10 which first splits FTA and ARRA funds between Indiana and Illinois and between Wisconsin and Illinois and then allocates those funds to the CTA, Metra and Pace. Mr. Groner moved approval of Resolutions 09-01 through 09-10. Ms. Redden seconded the motion which was unanimously approved.

#### **11. Legislative Status**

Mr. Blankenhorn reviewed for the committee a number of the legislative items that were of concern to the CMAP Board. HB2359 deals with accountability and will have implications for the capital program. There are fourteen hearings scheduled on this bill and CMAP will need to have attendance by locally elected officials and transit representatives. SB297 provides for the use of design/build by IDOT and counties which can help speed the implementation of projects. SB305 concerns public/private partnerships which can be a useful tool for funding projects.

Secretary Hannig urged everyone to contact their legislators about passing a capital bill which is sorely needed at this time. Mr. Blankenhorn mentioned HB1 which raises the gas tax and although the CMAP Board has not endorsed that bill, he suggested that any new funding source should be user based.

#### **12. GO TO 2040 Plan Development**

Mr. Dean of the CMAP staff reminded the committee that the comprehensive plan will also serve as the federally mandated long range transportation plan. He explained the status of the development process and what to expect in the coming months. Of particular note, he mentioned that the committee will be asked to endorse the evaluation measures used to select capital projects for the plan at their June meeting.

#### **13. Other Business**

There was no other business brought before the committee.

#### **14. Public Comment**

Mr. Jim LaBelle of Chicago Metropolis 2020 informed the committee that there was a hearing on HB1 this morning. He remarked that the 8 cent increase currently in the bill was really not enough to take care of the transportation needs of the state. He also passed out fact sheets on HB2359 and HB1.

Mayor Schielke, as the representative of over 280 local municipalities, observed that while the past few years have been difficult, Secretary Hannig should know that IDOT has an excellent staff who have seen us through these times. Mr. Buehler, representing the counties in the region echoed the Mayor's remarks and emphasized that we are all here to help one another. Secretary Hannig noted that the Department has lost nearly 30% of its staff over the past few years and will be asking the Governor for additional headcount.

Mr. Walsh, as the vice-chair of the committee expressed his appreciation for the appointment of Secretary Hannig and also mentioned the excellence of the IDOT staff. Secretary Hannig remarked that clearly northeastern Illinois is the economic driver of the state and they are not going to forget the needs of this region.

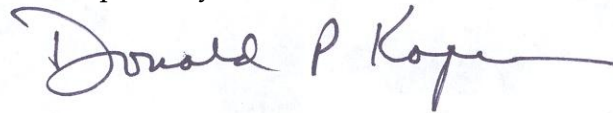
**15. Next Meeting**

The next meeting is scheduled for June 11, 2009. Mr. Kopec noted that it is anticipated that the federal certification review would be occurring during that week and the reviewers would likely be participating in the Policy Committee meeting.

**16. Adjournment**

A motion to adjourn was made by Mr. Walsh, seconded by Mayor Schielke. The motion carried.

Respectfully submitted,

A handwritten signature in dark ink that reads "Donald P. Kopec". The signature is written in a cursive style with a long horizontal line extending from the end of the name.

Don Kopec  
Secretary, Policy Committee

June 3, 2009