



Chicago Metropolitan Agency for Planning

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MPO Policy Committee

Minutes

June 14, 2012

**Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois**

MPO Policy Committee Members Present:

Reggie Arkell – Federal Transit Administration, Lynette Ciavarella - Metra, Glen Fulkerson - Federal Highway Administration, Robin Kelly - Cook County, Commissioner Gabe Klein - Chicago Department of Transportation, Chairman Ken Koehler - McHenry County, John Loper - DuPage County, Michael McLaughlin - Chicago Transit Authority, Michael Payette - Class I Railroads, Leanne Redden - Regional Transportation Authority, Tom Rickert - Kane County, T.J. Ross – Pace, Mayor Jeffery Schielke - Council of Mayors, Secretary Ann Schneider - Illinois Department of Transportation, Mike Sullivan – Kendall County, Paula Trigg - Lake County, County Executive Larry Walsh – Will County

MPO Policy Committee Members Absent:

Frank Beal – Chicago Metropolitan Agency for Planning, Elliott Hartstein - Chicago Metropolitan Agency for Planning, Kristi Lafleur – Illinois Toll Highway Authority, John McCarthy – Private Providers

Staff Present:

Alex Beata, Patricia Berry, Randy Blankenhorn, Ylda Capriccioso, Randy Deshazo, Teri Dixon, Dolores Dowdle, Doug Ferguson, Don Kopec, Jill Leary, Matt Maloney, Holly Ostdick, Ross Patronskey, Elizabeth Schuh, Gordon Smith

Others Present:

Mike Albin - DuPage Mayors and Managers Conference, Marva Boyd – Illinois Department of Transportation, Bruce Carmitchel - Illinois Department of Transportation, Chalen Daigle – McHenry County Council of Mayors, Bola Delano – Illinois Department of Transportation, John Donovan – Federal Highway Administration, Jason Duba – Metropolis Strategies, Luann Hamilton – Chicago Department of Transportation, Chuck Ingersoll – Illinois Department of Transportation, Jon-Paul Kohler – Federal Highway Administration, Joe Korpalski – McHenry County Division of Transportation, Juan Pablo Manruemsez – Metropolis Strategies, Joshua McClusky – Illinois Department of Transportation, Marta Perales – Illinois Metropolitan Planning Organization Association, Mark Pitstick – Regional Transportation Authority, David Seglin – Chicago Department of Transportation, J. D. Stevenson – Federal Highway Administration, Mike Walczak -

1.0 Call to Order and Introductions

Chairman Schneider called the meeting to order at 10:05 a.m.

2.0 Agenda Changes and Announcements

There were no changes or announcements.

3.0 Approval of Minutes – March 8, 2012

On a motion by Mayor Schielke, seconded by Larry Walsh, the minutes of the March 8, 2012 meeting were approved.

4.0 Agency Reports

4.1 Council of Mayors Report

Mayor Schielke reported that the Council of Mayors Executive Committee met on May 1st. They approved advanced funding requests and have obligated \$47.2 million in STP funds this year. The Committee received reports on transit service delivery outside the RTA area and new policies governing the use of federal funds for pavement preservation. There was an extended discussion on the new CMAQ program policies.

4.2 CMAP Board Report

Leanne Redden noted that the CMAP Board met the previous day. There were updates on the FLIP Program, the LTAP program and a number of procurements were approved. There were also several items that are also on MPO agenda. Finally, there was some discussion about the proposal by Metropolis Strategies calling for the merger of the RTA with CMAP. The sense of that meeting seemed to be that this is not something the Board or staff are advocating, but should be thoroughly discussed. She noted the significant changes that could result from a merger and suggested that this item be on future agendas of the MPO Policy Committee. This was agreed to by the Committee.

Tom Rickert agreed that this could be a very significant change for the region and that the MPO needs to be heavily involved in the discussions. T.J. Ross remarked that while the 2008 legislation dealt with operating funds, there still needs to be a change in funding for capital. He suggested that without new capital revenue the rail systems will be in jeopardy which will also have an impact on his bus operations. While a merger of RTA and CMAP may help in certain areas, the need for additional capital funding is really the main need for transit in the region. Mike McLaughlin agreed saying that while the state capital bill was greatly appreciated, there is a critical need for a stable funding stream. Lynette Ciavarella noted that the same holds true for Metra. They addressed operations with a fare increase, but capital funding needs to be addressed next.

4.3 CMAP Report

Don Kopec updated the Committee on the progress of several major capital projects in GO TO 2040. Highlighted were the Central Lake County Corridor (IL 53/IL 120), the Jane Addams Tollway (I-90), the Elgin-O'Hare/Western Bypass, the I-294/I-57 Interchange, two CTA Red Line projects, the I-290 Multimodal Corridor, the West Loop Transportation Center and the Illiana Expressway. He also mentioned that applications for the LTAP Program are due August 1st.

Secretary Schneider mentioned the work IDOT is beginning in the area of the Circle Interchange. She stated that the Department will be looking at where accommodations for BRT and bus-on-shoulder can be made and where other opportunities for managed lanes exist. She also mentioned that USDOT should be announcing the TIGER grant awards soon and the hope is that the CREATE Program will receive funding for the GS6 project.

5.0 Nominating Committee for Office of Vice Chairman

Secretary Schneider appointed the Nominating Committee which will consist of Commissioner Gabe Klein (Chair), Larry Walsh, Leanne Redden, Frank Beal and Paula Trigg. The Committee will report a nomination at the October meeting.

6.0 2010 Census Urbanized Area Designations

Patricia Berry noted that the U.S. Census Bureau's publication of urbanized areas based on the 2010 Census in the Federal Register shows minor changes for the CMAP area. The Chicago IL-IN urbanized area has been bumped out to the City of Sandwich in DeKalb County because of the density of population along U.S. 34. CMAP staff, after consultation with FHWA, organized and participated in an initial meeting with representatives of Sandwich, the DeKalb-Sycamore Metropolitan Area Transportation Study (DSATS) and IDOT. Preliminary indications are that it may be possible to develop a Memorandum of Understanding between DSATS and CMAP to ensure that the federal requirements for transportation planning are met through DSATS. Action must occur by 2014.

Mayor Schielke asked that CMAP staff be sure to share information on the RTA at future meetings. Ms. Berry responded that Mr. Kopec had indeed covered that topic at last week's meeting. Mayor Schielke added that he has been engaged in many discussions where it appeared that entities that are not part of the RTA service area and do not pay the RTA sales tax believe that they are entitled to RTA services without paying the sales tax.

7.0 Fiscal Year 2013 Unified Work Program

Dolores Dowdle presented the FY13 Unified Work Program (UWP) along with an amendment to the FY12 (UWP). The amendment is necessary because IDOT received additional funds after the FY12 program was developed and approved. It was decided to program these funds as part of the FY13 process. Ms. Dowdle noted a number of the projects of Policy Committee member agencies that are being funded during FY13. There were seven projects funded in the core program and eight funded under the discretionary

phase. The FY13 program totaled \$18,761,805. On a motion by Mayor Schielke, seconded by Paula Trigg, the FY12 UWP was amended as presented. On a motion by Mayor Schielke, seconded by John Loper the FY13 UWP was approved.

8.0 CMAQ Program Management Policies

Patricia Berry referred members to the policies to be considered at today's meeting (included in the meeting packet). She reviewed the evolution of the region's policies and the significant changes made over the years. On a motion by Mayor Schielke, seconded by Paula Trigg, the updated CMAQ Programing and Management Policies were approved.

9.0 Performance Based Evaluation Criteria and Transportation Funding

Matt Maloney referred the Committee to the memo contained in their packets and mentioned that this topic has been discussed previously by the Committee. He mentioned that CMAP staff have been engaged with IDOT staff and that both agencies consider this a priority for the future.

In addition to these discussions, CMAP has scheduled a peer review session through the USDOT Volpe Center. The peer review will bring together staff from states and MPOs that have advanced the state of the practice in performance based programming for capital investment decision making. This will be a day and a half event on July 10-11. We will be sending out invitations later this month to interested parties.

There followed some discussion regarding the observation that the overwhelming needs of the region make almost any investment decision a good one. Commissioner Gabe Klein also noted that for capital planning purposes, having reliable data is important but there also needs to be a qualitative element to the process.

10.0 Legislative Update

Ylda Capriccioso reviewed for the Committee the actions taken by the State Legislature in the past session. Related to transportation, the IDOT budget does contain funding for planning which is a replacement for the Comprehensive Planning Fund; Public-Private Partnership legislation passed regarding the Illiana Expressway; and, the issue related to RTA bonding authority was successfully addressed. Secretary Schneider thanked everyone for their help in getting the bond issue passed and noted that the pension issue needs to be resolved or it will seriously impact the transportation program. T.J. Ross noted that the budget contained \$8.5 million for ADA services which helps Pace tremendously.

11.0 Chicago Forward

Commissioner Gabe Klein presented the CDOT action agenda, *Chicago Forward*. The plan features six principles: safety first, rebuild and renew, choices for Chicago, serving Chicagoans, a more sustainable city and fuel our economy. Safety is the primary concern with over 130,000 crashes per year involving autos and over 3,000 crashes involving pedestrians. The 4E process of evaluation, engineering, education and enforcement will be used to improve safety for all users of the transportation system.

Preserving the city's present assets is a priority. The focus here will be on-time, scheduled maintenance, fixing problems and building better infrastructure, continuous inspection and coordination among transportation providers, and securing the resources necessary to address the city's needs.

Transportation needs to provide choices. The city will implement a complete streets policy with a goal of making Chicago the best big city in the world for walking and cycling. Transit needs to be efficient, affordable and attractive to all with seamless connections between modes.

In addition to providing transportation infrastructure, CDOT will strive to both serve and move people. The agency will be transparent in its operation, communicate effectively with the public and provide timely information to its customers.

Chicago is clearly a green city and transportation will support the Chicago Climate Action Plan. The Green Streets Program will be enhanced to reduce stormwater runoff, promote energy conservation, reduce waste and increase its use of recycled materials.

Finally, transportation is critical to the city's economy. Streets need to promote commerce, accommodate freight operations and provide mobility for trucks. The city will work with its regional partners to improve connections to the rest of the world.

Mike McLaughlin noted that the CTA is an active partner with CDOT in implementing the *Chicago Forward* plan. He mentioned the recent opening of the Morgan Street Station and the new station on the Skokie Swift Line.

Secretary Schneider emphasized that safety is the number one priority and unfortunately there has been a recent uptick in fatalities in the state. The Department is meeting next week with a number of agencies to discuss what can be done to reverse this trend. IDOT also is planning to set up community safety meetings across the State.

12.0 Other Business

Mike Payette announced that he would be retiring at the end of the month and would be replaced by Wes Lujan of the Union Pacific. He stressed how important it was for the freight railroads to be involved in the planning process and how the Chicago region was one of a very few to have freight railroads as a member of the MPO. Several members thanked Mr. Payette for his participation on the Committee.

Chairman Koehler informed the Committee that he recently had the opportunity to travel to the Denver area to learn about continuous flow intersections. He was quite impressed with their operation and feels they are a much better alternative than roundabouts.

13.0 Public Comment

There was no public comment offered.

14.0 Next Meeting – Wednesday, October 10, 2012

Secretary Schneider reminded the members that the next meeting would be a joint meeting with the CMAP Board and would take place on Wednesday, October 10th at 9:30 a.m.

15.0 Adjournment

The meeting was adjourned by Chairman Schneider at 11:20 AM on a motion by Mayor Schielke, seconded by Tom Rickert.