



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MPO Policy Committee

Annotated Agenda

March 8, 2012—10:00 a.m.

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

1.0 Call to Order and Introductions 10:00 a.m.

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – January 12, 2012
ACTION REQUESTED: Approval

4.0 Agency Reports

4.1 Council of Mayors' Report

4.2 CMAP Board Report

4.3 CMAP Report

5.0 CMAP Board / MPO Policy Committee Memorandum of Understanding

The Memorandum of Understanding Between the Chicago Metropolitan Agency for Planning and the Policy Committee Encompassing Transportation Planning and Programming in Northeastern Illinois adopted last March calls for an annual review. Staff is recommending that no changes are necessary at this time. The document is attached.

ACTION REQUESTED: Annual approval of MOU with the CMAP Board

6.0 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois and Designated Recipient of Section 5307 and Section 5340 Capital and Planning Funds

It is anticipated that at its March 2 meeting, the CMAP Transportation Committee will recommend approval of the allocation of Section 5307 and Section 5340 Capital and Planning funds between Illinois, Indiana and Wisconsin, and designate the Service Boards (CTA, Metra and Pace) as recipients of such funds. The RTA staff has negotiated splits of all funding with northwestern Indiana and southeastern Wisconsin.

RTA Board approval occurred at the Board's February 22 meeting. At the same RTA Board meeting, the FY 12 allocations to the Service Boards were approved.

The 5307/5340 apportionment for the Chicago IL/IN and the Round Lake Beach/McHenry/Grayslake IL/WI urbanized area are based on percentages. The recommended split between Indiana and Illinois allocates 4.34% of the total amount to northwestern Indiana and 95.66% to northeastern Illinois. The recommended split between Wisconsin and Illinois is 2.30% of the total amount allocated to southeastern Wisconsin and 97.70% of the total amount allocated to northeastern Illinois.

The estimated Section 5307 and 5340 combined Capital and Planning funds for northeastern Illinois totals \$116,174,198. The recommended distribution to the Service Boards will be: \$66,040,863 to the CTA; \$32,527,589 to Metra; and \$17,605,746 to Pace. Since the current extension of SAFETEA-LU expires March 31, 2012, when a new continuing resolution or possible reauthorization is passed by Congress, further distributions will occur.

ACTION REQUESTED: Approval of Resolutions 12-01 through 12-05

7.0 GO TO 2040 / TIP Conformity Analysis and TIP Amendment

The public comment period for the TIP amendment and the associated FFY 2010 -2015 TIP/GO TO 2040 conformity analysis ended February 20. No comments on the analysis or amendment were received. It is anticipated that the Transportation Committee will recommend approval of the conformity analysis and the TIP Amendment at its March 2 meeting.

ACTION REQUESTED: Approval of conformity analysis and TIP amendment

8.0 Status of Federal Reauthorization Legislation

The latest information regarding both the House and Senate bills for reauthorization will be presented to the Committee.

ACTION REQUESTED: Information and Discussion

9.0 IL Route 53/120

The work of the IL Route 53/120 Blue Ribbon Advisory Council is scheduled to be completed this coming May. The Committee will be updated on the work of the Advisory Council.

ACTION REQUESTED: Information and Discussion

10.0 Other Business

11.0 Public Comment

This is an opportunity for comments from members of the audience.
The amount of time available to speak will be at the chair's discretion.
It should be noted that the exact time for the public comment period
will immediately follow the last item on the agenda.

12.0 Next Meeting – Thursday, June 14, 2012

13.0 Adjournment

MPO Policy Committee Members:

	Frank Beal		Gabe Klein		John Purcell
	Martin G. Buehler		Kenneth Koehler		Leanne Redden
	Alexander D. Clifford		R.A. Kwasneski		Jeffery Schielke
	Forrest E. Claypool		Kristi Lafleur		Ann Schneider
	Tom Cuculich		John McCarthy		Marisol Simon
	Elliott Hartstein		Karen McConnaughay		Norman R. Stoner
	Robin Kelly		Michael Payette		Larry Walsh



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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MPO Policy Committee

DRAFT Minutes

January 12, 2012

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

MPO Policy Committee Members Present:

Frank Beal-Chicago Metropolitan Agency for Planning, Marty Buehler-Lake County, Tom Cuculich-DuPage County, Elliott Hartstein-Chicago Metropolitan Agency for Planning, Gabe Klein-Chicago Department of Transportation, Ken Koehler-McHenry County (by phone), David Kralik-Metra (Representing Alexander Clifford), Kristi Lafleur-Illinois Tollway, Melinda Metzger-Pace (Representing Rich Kwasneski), Michael Payette-Class I Railroads, Leanne Redden-Regional Transportation Authority, Tom Rickert-Kane County (Representing Karen McConnaughay), Rebekah Scheinfeld-Chicago Transit Authority (Representing Forest Claypool), Jeffery Schielke-Council of Mayors, Secretary Ann Schneider-Illinois Department of Transportation, Norm Stoner-Federal Highway Administration, John Yonan-Cook County (Representing Robin Kelly)

MPO Policy Committee Members Absent:

John McCarthy-Private Providers, John Purcell-Kendall County, Marisol Simon-Federal Transit Administration, Larry Walsh-Will County

Staff Present:

Alex Beata, Patricia Berry, Randy Blankenhorn, Teri Dixon, Kama Dobbs, Don Kopec, Jill Leary, Matt Maloney, Holly Ostlick, Ross Patronskey, Gordon Smith

Others Present:

Mike Albin-DuPage Mayors and Managers Conference, John Beissel-Cook County Highway Department, Brian Carlson-Illinois Department of Transportation (by phone), Bruce Carmitchel-Illinois Department of Transportation, Chalen Daigle-McHenry County Council of Mayors, Bola Delano-Illinois Department of Transportation, John Donovan-Federal Highway Administration, Glenn Fulkerson-Federal Highway Administration, Charles Ingersoll-Illinois Department of Transportation, Jon-Paul Kohler- Federal Highway Administration, Joe Korpalski-McHenry County (by phone), Jim LaBelle-Metropolis Strategies, Aimee Lee-Regional Transportation Authority, Mark Pitstick-Regional Transportation Authority, David Seglin-Chicago Department of Transportation, Lorraine Snorden-Pace, Chris Staron-Northwest Municipal Conference, Susan Stitt-Illinois Department of Transportation, Mike Walczak-Northwest Municipal Conference, Tammy Wierciak-West Central Municipal Conference

1.0 Call to Order and Introductions

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

2.0 Agenda Changes and Announcements

There were no changes or announcements.

3.0 Approval of Minutes – December 8, 2011

On a motion by Elliott Hartstein, seconded by Mayor Schielke, the minutes of the December 8, 2011 meeting were approved.

4.0 Agency Reports

4.1 Council of Mayors Report

Mayor Schielke reported that the Executive Committee had met on November 8, 2011. The Committee discussed how to improve their STP accomplishment rate while approving the FY2012 marks.

4.2 CMAP Board Report

Leanne Redden reported that a number of items that were on the Board agenda are also on the Policy Committee's agenda so she would not cover those. She mentioned the discussion on MAP-21, the Senate's version of the highway reauthorization legislation and that there were some concerns about it, including the level of funding and how performance measures were being implemented. Ms. Redden noted that CMAP has recently been audited and received a "clean opinion" which is the highest possible rating. Finally, she noted that two contracts were approved dealing with transportation – one for updating the standard travel and emissions model and another for incorporating transit into the activity based model.

4.3 CMAP Report

Don Kopec reported on the status of the Local Technical Assistance Program and the intention of USEPA to designate the region in attainment of the ozone air quality standard.

5.0 FY 2013 Unified Work Program

Dolores Dowdle provided the committee with a status report on the development of next year's unified work program. The process would be the same as last year with both a core and discretionary element to the program. She noted that the emphasis areas established by the Committee and the Board last year would continue to be followed. Also, that a one-time only increase in funding was available this year.

6.0 Performance-Based Evaluation Criteria and Transportation Funding

Matt Maloney reviewed the memo provided to the Committee on performance-based evaluation criteria and transportation funding. He noted the connection to the 55/45 issue, but that it has really become more of a discussion about the Department of Transportation's programming process. Practices and experiences of several other states

were reviewed. He also brought out that at a previous request of this committee, the research includes transit funding. Several ways forward were mentioned including a legislative fix and an administrative change by IDOT which would be the preferred method. Mr. Maloney concluded by reviewing a chart laying out a three-step highway funding process that could be used.

Marty Buehler provided several comments covering the need to distinguish between operating and capital funding and the fact that implementing agencies need to have some reliability of funding – it cannot vary radically year to year. He favored a system that guaranteed a certain level of funding with a discretionary amount over and above the base. He believes the performance measures are a good tool, but that there also needs to be some professional judgment when selecting an improvement program.

Secretary Schneider stated that this is a good start for a discussion on the topic and that the Department needs to start thinking multi-modally. She noted several issues when discussing the 55/45 issue. First that you cannot separate highway and transit funding, 90% of which comes to northeast Illinois and second that the split does not take into account the Tollway system. She agreed that engineering judgment was necessary and that there is transparency in how the Department puts together its program; however, it may be difficult to read. She emphasized that ultimately, safety is the Department's highest priority and that the programming process will reflect that.

There was some discussion about how the rest of the state would react to this proposal and the difficulty in making clear definitions for project categories such as maintenance and expansion. Matt Maloney stated that the next step will be to update the report based upon comments received and get it distributed.

Speaking of the allocation of funding for transit, Frank Beal offered the perspective that many, including the business community, are appalled by an allocation of formula that is over twenty-five years old.

7.0 CMAP's State Legislative Principles & Agenda

Gordon Smith described the document distributed to the Committee as a framework developed to guide staff and inform our partners, the Governor, legislators, state agency directors, and others about CMAP's policy positions regarding legislative initiatives being discussed or introduced in the General Assembly. The document highlights policy priorities for CMAP during the 2012 legislative session based on the policy recommendations of GO TO 2040. He covered the GO TO 2040 principles of "Invest Strategically in Transportation", "Increase Commitment to Public Transit" and "Create a More Efficient Freight Network."

8.0 Federal Legislative Principles & Agenda

Don Kopec reported that the Federal Legislative Principles and Agenda are very similar to what the Committee just heard from Gordon Smith regarding the State Legislative Principles and Agenda. GO TO 2040 will be utilized as a guide when communicating with

federal legislators and other national policy makers about CMAP's position on national policy issues. He encouraged the members to review the document, particularly the principles relating to transportation.

9.0 Bus Rapid Transit in Northeastern Illinois

Gabe Klein from the City of Chicago presented the City's plans for bus rapid transit. There are three areas being considered. The first is Jeffery Boulevard which is really considered a type of "BRT light" since it does not contain all the elements of true BRT. However, it will provide much improved service from the south side to the CBD using Lake Shore Drive. This service is expected to begin in late 2012.

The second area is the Western Corridor which includes Western and Ashland Avenues. Western Avenue is the longest, continuous arterial in the city and connects the far south side with the far north side. A major factor of this corridor is that it connects with many commuter and heavy rail lines serving the CBD. This corridor is currently under preliminary study.

The third area is the Central Loop Transit Corridor which will provide BRT level service between Union Station and Navy Pier using Washington, Madison and North Michigan Avenue. Navy Pier is the State's most popular tourist destination and there is a large demand for travel between it and Union Station.

Melinda Metzger of Pace updated the Committee on how the bus on shoulder program on the Stevenson Expressway is proceeding. Travel times are down, ridership is up and there have been no incidents implementing the service. The program is proving extremely successful and should pave the way for additional service on other expressways.

Leanne Redden informed the Committee of the work the RTA was doing with the Tollway on I-90. Bus service will be implemented as part of the Jane Addams reconstruction project due to begin next year.

10.0 Other Business

There was no other business for the Committee.

11.0 Public Comment

There was no public comment offered.

12.0 Next Meeting – Thursday, March 8, 2012

13.0 Adjournment

The meeting was adjourned by Secretary Schneider at 12:10 PM on a motion by Mayor Schielke, seconded by Elliott Hartstein.

**Memorandum of Understanding
Between the Chicago Metropolitan Agency for Planning
and the Policy Committee
Encompassing Transportation Planning and Programming in
Northeastern Illinois**

This agreement is entered into by the Chicago Metropolitan Agency for Planning (CMAP) created by the Regional Planning Act of 2005 and the Policy Committee serving as the federally designated metropolitan planning organization (MPO) for northeastern Illinois.

The Chicago Metropolitan Agency for Planning and the region's Policy Committee recognize the desirability and absolute necessity of the region's planning for land use and transportation to remain integrated in an open and collaborative process in which socioeconomic and environmental objectives are appropriately considered. Furthermore, the entities affirm their intent to continue and strengthen the cooperative and productive relationship, which currently exists between them.

The two bodies wish to provide a framework that will help our region connect its land use to the transportation system, preserve its environment and sustain its economic prosperity. Both the CMAP board and the Policy Committee must be responsive to the region's residents, working cooperatively with municipalities and counties that maintain authority for local land-use decisions.

INTENT

The signatory boards, by adopting this agreement, recognize the appropriateness and necessity to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process.

The agreement covers the metropolitan planning area as defined by the Regional Planning Act and by the U.S. Department of Transportation planning regulations. Currently, this region includes the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will (MPO planning area includes Aux Sable township in Grundy County). The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation.

OVERALL RESPONSIBILITIES

CMAP – as stated in the Regional Planning Act, the board shall be responsible for developing and adopting a funding and implementation strategy for an integrated land use and transportation planning process for the northeastern Illinois region. CMAP is also responsible for the development of an integrated comprehensive regional plan.

Policy Committee – as stated in federal legislation, the metropolitan planning organization, in cooperation with the state and public transportation operators, shall develop long-range transportation plans and transportation improvement programs for the metropolitan area.

COMMITTEE REPORTING

CMAP has established a four-level committee structure: policy, advisory, coordinating and working. At the policy level, the CMAP board and the Policy Committee will review staff and committee work to ensure that consistency and consensus are achieved. The Citizens' Advisory Committee (CAC), the Council of Mayors, and a committee made up of county officials will together comprise the advisory level. The Council of Mayors will continue its current relationship with the Policy Committee, while at the same time serve as a municipal advisory body to the CMAP board. The Work Program Committee, serving as the Transportation Committee for CMAP, will also continue its current reporting relationship to the Policy Committee. The Policy Committee and the CMAP board will jointly determine the structure and member organizations of the Transportation Committee. The Transportation Committee will also provide input to the two coordinating level committees of the CMAP board: Local and Regional. The Policy Committee will appoint the chair and vice-chair of the Transportation Committee. The chair and vice-chair will each serve on one of the coordinating committees. The Policy Committee will establish such committees and task forces as it may deem necessary to effectively carry out the region's transportation planning and programming activities.

STAFF SUPPORT

It is the intent of both the CMAP board and the Policy Committee that the staff of CMAP be responsible for the region's work program that addresses planning for both transportation and land use in northeastern Illinois. The Executive Director of CMAP will ensure that adequate staff support is provided to carry out the transportation planning and programming activities as described in the annual Unified Work Program and approved by the CMAP board and the Policy Committee. The staff of CMAP will interact with the Policy Committee to ensure that the Policy Committee is fully and meaningfully involved in the development of at least those matters designated by federal law as within the MPO's purview.

CROSS COMMITTEE MEMBERSHIP

Recognizing the need for effective communication, the legislation creating the Regional Planning Board, now known as CMAP, established a non-voting position for the Policy Committee on the CMAP board. To ensure policy level communication between the signatory bodies, the Policy Committee will add two designated members from the CMAP board to its Committee.

APPROVAL PROCESS

Federal regulations require the MPO to approve various plans, programs and related documents. Such plans, programs and related documents will be developed by CMAP staff utilizing the committee structure established by the CMAP board and the Policy Committee. Recommendations made by the Transportation Committee will be forwarded to the Policy Committee and either the Local or Regional Coordinating Committee as appropriate. Recommendations from these committees will be forwarded to the CMAP board which will also receive input from the Citizens' Advisory Committee, a county officials committee and the Council of Mayors. The CMAP board will then forward its recommendation with comments to the Policy Committee, which will act upon that recommendation. The Policy Committee will take final action as required by federal law.

The signatory boards recognize the need to meet certain federal requirements within established timeframes. Both boards commit to taking action in a timely fashion such that deadlines will not be jeopardized.

TERM

This Memorandum of Understanding will be reviewed on an annual basis.



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MEMORANDUM

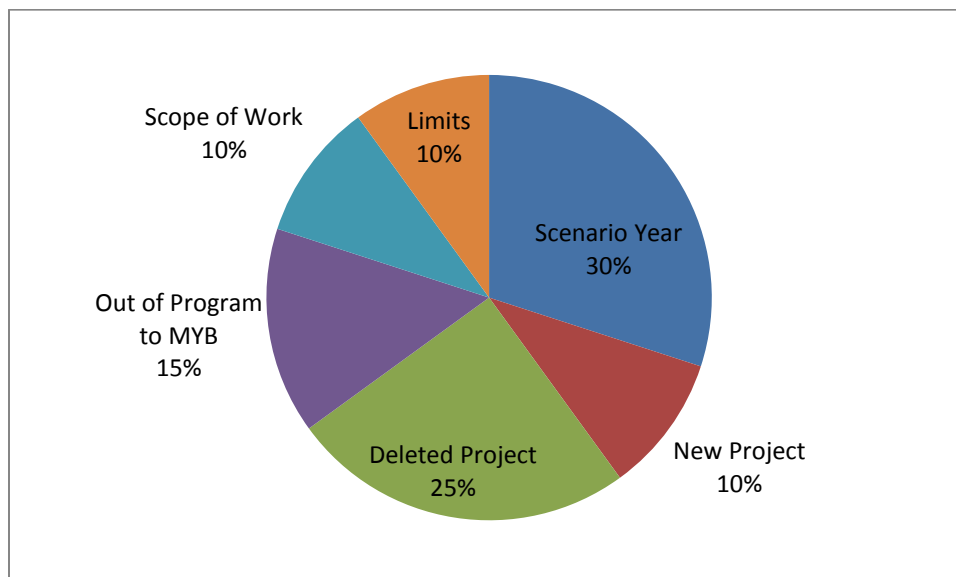
To: MPO Policy Committee

From: CMAP Staff

Date: March 1, 2012

Re: Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments

In accordance with the biannual conformity analysis policy, CMAP staff asked programmers to submit changes to projects included in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. We received responses from all programmers and specific TIP changes are listed in the attached report. Of the numerous changes requested, twenty projects require air quality conformity analysis. Following is a summary of the requested changes.



Two new projects were included in the TIP and conformity analysis:

1. TIP ID [03-12-0022](#) is adding capacity on Lake-Cook Road from Pfingsten Road to IL 43.
2. TIP ID [17-12-0001](#) is a major transit service improvement along the I-90 corridor between Randall Road & Rosemont.

Two existing projects requested a scope change to add a non-exempt work type. Work types explain the work the project is accomplishing.

- Non-exempt work types may affect air quality and must be tested for conformity. Examples of non-exempt work types are adding lanes to a road, signal timing and extending a rail line.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of the work types in the travel demand model. Exempt tested projects include lane widening to standard (e.g., 10 ft to 12 ft) and new commuter parking lots
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are road resurfacing and bus rehabilitation.

The two projects requesting new non-exempt work types are:

1. TIP ID [05-07-0004](#) IL 171 with the addition of auxiliary lanes between 47th & 55th Streets
2. TIP ID [11-03-0007](#) IL 31 expanded capacity between McCullom Lake Road & IL 120.

Five projects are being deleted from the TIP:

1. TIP ID [08-07-0003](#), Thorndale Avenue
2. TIP ID [08-99-0031](#) Eola Road
3. TIP ID [09-96-0021](#) IL 56 Expansion
4. TIP ID [10-96-0003](#) Bradley Road
5. TIP ID [12-09-0009](#) Lily Cache Lane

Two projects requested to extend the original limits of the project:

1. TIP ID [10-00-0119](#) Cedar Lake Road, where the road will extend beyond IL 120 south to Townline Road.
2. TIP ID [01-07-0001](#) CREATE Southwest Service Corridor Improvement which now includes service from Union Station to McCook.

Six projects changed completion year. Completion years indicate when a project is anticipated to be in service to users and determines in which analysis year(s) the project will be included.

The current conformity analysis includes four analysis years – 2016, 2020, 2030 & 2040. When a project's completion year moves across analysis years, a new conformity analysis for the project is required.

1. Projects moved into the 2016 analysis year include:
 - TIP ID [09-02-9008](#) I-90 Northwest Tollway from Newburg Road to Plaza 9
 - TIP ID [08-00-0020](#) Eola Road from Montgomery Road to 87th Street
2. Projects moved into the 2020 analysis year include:
 - TIP ID [09-03-0002](#) Huntley Road
 - TIP ID [09-00-0029](#) Fabyan Parkway
 - TIP ID [10-94-0018](#) Peterson Road
 - TIP ID [11-03-0018](#) Randall Road
3. Projects moved out of an analysis year are:
 - TIP ID [07-96-0013](#) Joe Orr Road Extension
 - TIP ID [06-04-0008](#) IL 7 Wolf Road
 - TIP ID [16-08-0009](#) the Circle Line

Each TIP ID includes a hyperlink to the TIP database for further project information, and the changes are also included in the report attached. The TIP map is available at <http://www.cmap.illinois.gov/tip/tip-map>.

The 2016, 2020, 2030 and 2040 highway and transit networks were coded to include the project changes listed in the “Non-Exempt Projects Requiring Conformity Determination” report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by speed and facility type for eight vehicle classes was expanded to the twenty-eight vehicle types needed for use with USEPA’s MOBILE model. The on-road emission estimates are the sum of those emissions for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

For ozone precursors, the resulting emissions estimates fell below the applicable attainment demonstration SIP budgets.

Since there are no SIP budgets for annual direct PM_{2.5} and NO_x emissions, these estimates were combined with estimates from northwest Indiana, which is also part of the nonattainment area. The combined direct PM_{2.5} and NO_x emissions remain below emissions estimates for 2002, the baseline year.

Northeastern Illinois Transportation Improvement Program TIP Amendment March 8, 2012 Conformity Analysis Summary Results

Direct PM_{2.5} and NO_x Emissions in Tons per Year for PM_{2.5} Conformity

Year	Fine Particulate Matter			Nitrogen Oxide		
	Northeastern Illinois	Northwest Indiana	Nonattainment area Total	Northeastern Illinois	Northwest Indiana	Nonattainment area Total
2002	3,070.78	562.64	3,633.42	167,630.81	30,397.97	198,028.78
2016	1,066.41	112.30	1,178.71	40,758.40	3,931.12	44,689.52
2020	959.82	104.74	1,064.56	27,518.74	2,733.80	30,252.54
2030	945.01	109.60	1,054.61	18,875.09	1,964.01	20,839.10
2040	1,001.36	122.55	1,123.91	19,268.18	2,111.42	21,379.60

conformity is demonstrated by comparison of analysis year emissions to the baseline year (2002)

VOC and NO_x Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2016	60.47	133.78	110.09	284.65
2020	51.68	73.68	73.55	88.17
2030	51.09	73.68	48.91	88.17
2040	55.49	73.68	49.55	88.17

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes

Off-model benefits are not included in the total emissions estimates
NIRPC emissions from December 8, 2011 conformity analysis, assuming construction of Cline Avenue Bridge