



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 Ostidick, Ross Patronsky, 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.