



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning Transportation Committee Minutes - January 21, 2011

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

Members Present: Chair Chris Snyder-DuPage County, Chuck Abraham- IDOT DPIT, Reginald Arkell-FTA, Michael Bolton – Pace, Brian Carlson-District One, Maria Choca Urban- CNT, Michael Connelly-CTA, Chalen Daigle-McHenry County, John Donovan-FHWA, Don Kopec-CMAP, David Kralik – Metra, Christina Kupkowski-Will County, Henry Guerriero - ISTHA, Luann Hamilton-CDOT, Chase Morris –NIRPC, Randy Neufeld-Bicycle and Pedestrian Task Force, Mark Pitstick-RTA, Steve Schlickman – UIC/UTC, Keith Sherman-IDOT, Peter Skoskey-MPC, Mike Sullivan-Kendall County, Paula Trigg-Lake County, Jan Ward-Kane County

Members Absent: Rupert Graham-Cook County, Wes Lujan-Class 1 Railroads, Arlene Mulder-COM, Mike Rogers-IEPA, Joe Schofer-Northwestern University

Others Present: Garland Armstrong, Heather Armstrong, Kristen Bennett, Nanadip Bose, Glen Campbell, Len Cannata, Kama Dobbs, Mike Fitzsimons, Bud Fleming, Steve Friedman, Colleen Gannon, Valbona Kokoshi, Elvia Nava, Chad Riddle, Adam Rod, Liz Schuh, David Seglin, Chris Staron, Mike Walczak, Tammy Wierciak

Staff Present: Patricia Berry, Hala Ahmed, Teri Dixon, Leroy Kos, Matt Maloney, Holly Ostdick, Ross Patronskey, Russell Pietrowiak, Pete Saunders, Joy Schaad

1.0 Call to Order and Introductions

Committee Chair Chris Snyder called the meeting to order at 9:30.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of the Minutes November 18, 2010

On a motion by Mr. Connelly and a second by Ms. Hamilton, the minutes were approved as presented.

4.0 Coordinating Committee Reports.

The Planning Coordinating Committee and Programming Coordinating Committee's purposes have been re-evaluated since the adoption of GO TO 2040 and have been renamed as the Local Coordinating Committee and Regional Coordinating Committee. A memo regarding the renaming and refocusing is available at:

http://www.cmap.illinois.gov/c/document_library/get_file?uuid=b71fcfd4-c0d5-41ad-bce5-b39e8a80a143&groupId=20583.

5.0 Transportation Improvement Program - FFY 2010-15 TIP Amendments and Administrative Modifications

5.1 FY 10-15 TIP Amendments and Administrative Modifications

The TIP changes were released for a 7 day public comment period with no comments received. On a motion by Mr. Connelly and a second by Mr. Pitstick, the TIP revisions were approved.

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

The committee release the TIP amendments and TIP/GO TO 2040 Conformity Analysis for 30 day public comment. On a motion by Mr. Neufeld and a second by Mr. Connelly the motion passed.

6.0 CMAQ

6.1 CMAQ Project Delay Analysis

The CMAQ Active Program Management policies call for status updates in May and October of phases within the current year. In October, CMAP staff requested 195 phase reports for phases in FFY 2010. Sixty-six had already been delayed by one year. At the end of FFY 2010, 84 (43%) requested moving to another year. Of those 84, 23 had requested a second adjustment into a later year. While collecting the status updates, CMAP staff requested the reason for delay and gave the sponsors 7 general reasons to choose from.

- Change in Sponsor Priorities (1.19 %)
- Coordination with IDOT or other agencies (36.9%)
- IDOT Agreement Processing (32.14%)

- Increased Scope (10.71%)
- Lack of local match (1.19%)
- Right of Way (9.52%)
- Other (8.33%)

The most common reason for delay is coordination with other agencies which include IDOT as well as railroads or county departments of transportation. The second most common reason for delay is the IDOT agreement process which has been a concern for many implementers in the past. This confirmed that agreement processing causes delays in project accomplishment. IDOT states that steps are being taken to educate implementers on realistic expectation for the agreement process timeframe.

6.2 GO TO 2040 Focused Programming approach for the CMAQ Program

The MPO Policy Committee approved a revised CMAQ programming approach titled GO TO 2040 Focused Programming Approach. The program will maintain the primary emphasis on air quality improvement and congestion mitigation, as established in the Federal authorizing legislation. The GO TO 2040 Focused Programming Approach will additionally

- help implement GO TO 2040;
- Program CMAQ projects over a 5-year period, using all funds anticipated during that time.

To help focus the programming effort, four main objectives were identified:

- Localized Congestion Relief –projects aimed at reducing congestion through relieving both rail and roadway bottlenecks.
- Operational Improvements –projects that reduce congestion by improving roadway, intersection, rail and transit operations.
- Mode Shift –projects geared towards shifting travel from single-occupant vehicle travel to transit, non-motorized, and multiple-occupant modes.
- Direct Emissions Reduction –projects geared towards directly reducing emissions through improving vehicle technology or switching to alternate fuels.

Action Areas and recommendations in GO TO 2040 that implement these objectives were identified.

The call for projects will be modified to funnel outreach through the major implementers and the planning liaisons for the Councils of Mayors. In addition to detailed project information, sponsors will identify how their proposal helps implement the goals and objectives from GO TO 2040 and also the local plans/programs that include the proposal. Four Program Focus Groups will review proposals to evaluate how well they support GO TO 2040. The groups will also directly identify projects that achieve the program goals and

objectives. Directly identified projects are anticipated to largely arise from regional and sub-regional plans and programs, and will address overarching needs, such as addressing gaps or barriers and achieving reliable and efficient performance. Projects that advance multiple modes will be encouraged. Projects that are not selected by the CMAQ Project Selection Committee can be kept as priorities within the focus groups and considered for implementation with other funding.

The four groups are:

- Bike/Ped Taskforce
- Regional Transportation Operations Coalition (RTOC)
- An ad hoc diesel emissions reduction group
- An ad hoc Transit group

The CMAQ PSC will retain responsibility for developing the 5-year program recommended to the MPO Policy Committee. All five years will be fully programmed. The program will be updated annually or biennially. The use of the A list will continue, to encourage expeditious implementation. The B list of projects that have good benefits but are not funded will also be maintained. The five-year program will provide CMAP with more options to manage the program, and get more projects implemented in a timely manner. This will help reduce the unobligated balance, which is currently unacceptably high and exposed to further rescissions.

Recommendations of the focus program groups will be given to the CMAQ PSC for consideration. The recommendations may fit into a regional plan or may be a great stand-alone project. Submittals that are reviewed by the focus group will be forwarded to the CMAQ PSC for consideration. A draft schedule of focus group meetings will be available shortly and some program focus groups have met and the others are being convened.

7.0 Technical Assistance Update

The Local Technical Assistance (LTA) Program, funded through a \$4.25 million HUD Sustainable Communities Initiative grant, was refined since the previous Transportation Committee meeting in November and is now underway. The program provides planning staff assistance to municipalities through CMAP. The bulk of the grant money would be used to hire planning staff – approximately 10 planners and outreach staff over a three-year period. Eligible activities include comprehensive plans, zoning ordinances, subarea plans, TOD plans, natural resource/open space/sustainability plans, feasibility studies, and other similar activities. Ineligible activities include infrastructure improvements, engineering, and land acquisition. The Call for Projects was released on December 10, with a submission deadline of January 28. The application was available on the CMAP website and was intentionally simple to complete to reduce barriers to application. Through January 21, CMAP staff had responded to approximately 90 inquiries from municipalities across the region about the program. CMAP staff will begin the evaluation process after the

submission deadline, and provide a geographic and numerical summary of applications received. CMAP staff will also seek input from the working committees at their February meetings regarding the merits of various projects. CMAP staff intends to recommend selected projects to the CMAP Board at its March meeting, and begin working on the projects the same month. Local technical assistance is almost all direct assistance by CMAP but there may be very limited funding for charrettes etc.

The partnership between CMAP and the Regional Transportation Authority (RTA) as one of the initial steps for the implementation of GO TO 2040 was discussed. The partnership will expand and add value RTA's Community Planning Program. This is a competitive grant program providing funding for municipalities in the northeastern Illinois region to participate in the planning of local transportation, transit and transit-related development. CMAP has committed \$700,000 for this program, with the expectation that individual grants will range from \$100,000 to \$150,000. In the past, total program funding from the RTA ranged totaled from \$500,000 to \$1,000,000 annually. The CMAP contribution will expand the program to include a wider intersection between land use and transportation planning. Furthermore, applicant eligibility will include Kendall County, which was previously ineligible due to not being a part of the RTA service region. Applicants will be asked to contribute up to 20% of the total project cost either in cash or in kind, based on demonstrated need. To reduce the burden on applicants, the CMAP and RTA programs will have the same application materials and project solicitation timeframe. CMAP-funded projects will be evaluated based on their consistency with the goals of GO TO 2040 with primary focus on the principles of Livable Communities and Regional Mobility. Staff will seek Board approval of recommended projects for funding during the August meeting.

8.0 Value Capture Study

A brief history of CMAP's study of Value Capture was given. Steve Friedman of S.B. Friedman & Company presented their study of Value Capture in northeastern Illinois. The presentation is available at:

http://www.cmap.illinois.gov/c/document_library/get_file?uuid=924ec7e2-7b0e-46c0-a670-906cb3e6bc2e&groupId=20583.

The executive summary of the study is available at:

http://www.cmap.illinois.gov/c/document_library/get_file?uuid=93033973-0c2c-46f9-84ec-6dd5f8ab8020&groupId=20583.

9.0 FY 2012 UWP Priorities

The Transportation committee urged the UWP committee to prioritize project selections based on GO TO 2040. The application period for the core projects is currently open and ends shortly. The discretionary funds application process will begin on February 25, 2010.

10.0 Public Comment

Ms. Armstrong asked if there is a law requiring sidewalks. Mr. Snyder stated that there was not, however, the legislature did pass new legislation recently that ensures streets must be complete streets. Ms. Armstrong asked if it was true that there would be a Metra station in DeKalb. Mr. Kralik explained that DeKalb is not within Metra's service area. Mr. Armstrong stated he would like to know how to contact the state representatives. Mr. Kopec said CMAP staff will provide that information. Ms. Urban asked who the staff person for the new coordinating committees is. Bob Dean is staff for Local Coordinating Committee and Matt Maloney is staff for Regional Coordinating Committee.

11.0 Next Meeting

The next meeting is scheduled for March 4, 2011

12.0 Adjournment

Ms. Trigg made a motion to adjourn the meeting. On a second by Mr. Sherman the meeting was adjourned at 11:30 a.m.