



# Chicago Metropolitan Agency for Planning

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## Chicago Metropolitan Agency for Planning

### Transportation Committee Minutes

November 18, 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, Reggie Arkell-FTA, Patricia Berry-CMAP, Michael Bolton-Pace, Michael Connelly-CTA, John Donovan–FHWA, Henry Guerriero-ISTHA, David Kralik- Metra, Arlene Mulder-Council of Mayors, Randy Neufeld-Bicycle and Pedestrian Task Force, Jason Osborn-McHenry County, Leanne Redden-RTA, Chad Riddle-IDOT/District One, David Seglin-CDOT, Kyle Smith-CNT, Susan Stitt-IDOT Office of Planning and Programming, Steve Schlickmann-UIC/UTC, Peter Skosey-MPC, Steve Strains-NIRPC, Mike Sullivan–Kendall County, Paula Trigg –Lake County, Jan Ward-Kane County,

**Members Absent:** John Beissel-Cook County, Robert Hann-Private Providers, Jamy Lyne–Will County, Wes Lujan-Railroads, Mike Rogers-IEPA, Joe Schofer-Northwestern University, Ken Yunker-SEWRPC

**Others Present:** Mike Albin, Brian Plum, Garland Armstrong, Allison Bos, Len Cannata, Bruce Carmitchel, Bruce Christensen, Sheena Freve, Christina Kupkowski, Mike Walczak, Jan Ward, Tammy Wierciak

**Staff Present:** Alex Beata, Claire Bozic, Bob Dean, Teri Dixon, Kama Dobbs, Doug Ferguson, Leroy Kos, Holly Ostdick, Ross Patronsky, Gordon Smith

### 1.0 Call to Order and Introductions

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

### 2.0 Agenda Changes and Announcements

Mr. Riddle announced that the FHWA is soliciting candidate projects for 2012 discretionary grant programs. Local agencies interested in applying must coordinate with

IDOT District One. A question was raised regarding whether or not Chicago could apply directly. Applications are due to IDOT by December 16, 2011.

### **3.0 Approval of Minutes – September 30, 2011**

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

### **4.0 Coordinating Committee Reports**

Chairman Snyder reported on the Regional Coordinating Committee's October 12 meeting. Performance based evaluation criteria were discussed with specific emphasis on how such criteria can support the discussion about the current 45/55 transportation funding split with rest of the state. While northeastern Illinois has a smaller percentage of infrastructure, this region has a huge impact on the economic and fiscal strength of the state. The GO TO 2040/TIP semi-annual conformity and TIP amendments and the FY2012-2016 CMAQ program and MYB list were recommended for approval. An overview of a draft CMAP Legislative Framework was also provided at the meeting.

Ms. Redden reported that at the November 9 meeting of the Local Coordinating Committee, the Metropolitan Mayors Caucus gave a presentation on Homes for a Changing Region. Discussions of the funding outlook for the federal Sustainable Communities Initiative and an update of the CMAP Local Technical Assistance program were also presented at the meeting.

### **5.0 Transportation Improvement Program (TIP)**

#### **5.1 FY 10-15 TIP Amendments and Administrative Modifications**

Mr. Kos reported that the TIP amendments were released for a 7 day public comment period with no comments received. Mr. Kos stated that the Chicago Department of Transportation is requesting that one of its CMAQ projects, TIP ID 01-12-0003 Chicago Bike Sharing Program-Startup be added to FFY 12 of the TIP. Mr. Kos requested committee approval of revisions to the TIP including the addition of the Chicago Bike Sharing Program-Startup. On a motion by Ms. Berry and a second by Mr. Connelly, the TIP revisions were approved unanimously. Mr. Kos also reminded the committee that changes for the upcoming semi-annual GO TO 2040/TIP conformity analysis and TIP amendments are due on December 9. The conformity determination and TIP amendments will be considered for approval in March 2012.

#### **5.2 Special GO TO 2040/TIP conformity analysis to allow for a TIP amendment adding lanes on IL47 between Caton Farm Road in Kendall County and I-80 in Grundy County**

After consultation with the Transportation Committee Chair and Vice-Chair, staff released the conformity analysis and the proposed amendment for public comment on Thursday, November 3. The comment period will end on December 2. The committee decided to

convene a special meeting of the Transportation Committee at 9:30 am on December 8, 2011 prior to the special MPO Policy Committee to consider recommendation.

### **5.3 Proposed Dates for 2012 meetings**

On a motion by Ms. Redden and a second by Mr. Connelly, the committee unanimously approved 2012 meeting dates.

## **6.0 Congestion Mitigation and Air Quality Improvement CMAQ (Holly Ostdick)**

### **6.1 CMAQ MYB list**

The CMAQ Project Selection Committee (PSC) discussed MYB list procedures at its last meeting. The PSC agreed to examine projects on a case by case basis depending on circumstances of the project. The strong preference of all members of the PSC is that the A list projects move forward expeditiously. The PSC is using a first ready-first funded process for CMAQ A list projects.

### **6.2 October 2011 Status Updates**

Ms. Ostdick reported that of the 184 line items for which status reports were provided, 104 had experienced prior delays and that 45% of these, representing \$90 million in CMAQ funds, were requesting an additional 'one time move'. 48 line items, representing approximately \$71 million in CMAQ funds, are requesting their first 'one time move'. These 48 moves were approved by the CMAQ Project Selection Committee (PSC). The PSC took no action on the requests for additional moves and requested that staff make a recommendation at a special meeting to be scheduled for late November or early December.

The Transportation Committee (TC) discussed the particulars of the history of CMAQ program management and the effectiveness thereof, including the quandary of making a determination about whether a 'one time move' is within or without of the sponsor's control. Smaller communities and the tight economy were discussed, and TC members acknowledged that every project has its own story. The TC discussed the difficult position of the PSC in making recommendations to remove line items, projects and dollars from the CMAQ program given that they are also the sponsors.

The PSC has been wrestling with this for several years but the unobligated balance has remained stubbornly high. It was suggested that direction from the TC to the PSC may be helpful. The fact that removing projects may impede the progress in obligating funds was discussed as was a capacity issue ("funnel effect") at IDOT whereby only so many projects can be processed in any given time period.

Various TC members asked for copies of current program management policies and previously conducted research on the program management procedures of other MPOs. A new program management framework was requested with one possibility being a two years and out policy. It was also suggested that staff evaluate the impact of the framework(s) proposed on the current CMAQ program. A summary of the annual

CMAQ apportionment to the region, annual obligations and annual rescissions for the past ten years was also requested.

Some TC members suggested that we continue to muddle through until a new federal authorization is in place. Other TC members suggested that to do so could result in loss of funding for the region and that because of the history of the timetable for reauthorization we could be muddling for a long time.

The TC discussed the transfer of federal funds from FHWA to FTA and the fact that IDOT would be better able to allocate obligation authority if CMAQ project obligations were more accurately programmed. IDOT will most likely be able to accommodate the transfers anticipated for 2012. The TC discussed the use of obligation authority. It was reiterated that IDOT insures that all available obligation authority is used each year. The TC acknowledged IDOT's need for accurate programming information to effectively use the obligation authority each year. It was suggested that all programs subject to the federal annual obligation limitation be addressed.

There is a four year window for obligating federal CMAQ funds – after four years the apportionment lapses. The only reason CMAQ funds have not lapsed is because of Congressional rescissions. TC members asked whether payback of federal funds is required if a project that has already expended funds is removed from the CMAQ program. Payback could be required unless no build is determined to be the best option for a project. For other projects, there may be a significant time period before payback is demanded. TC members commented that priority projects that made no progress could be removed from the program and then reapply for funding when the project is ready. A suggestion was made that not funding phase one would impact what is requested, and could improve project completion.

After ninety minutes, the Chair brought the discussion to a close and reviewed the information requested by the TC:

- a table illustrating apportionments, expenditures and rescissions for the last ten years
- a framework with various options for moving forward with more rigor in CMAQ management
- a summary of current management policies.

## **7.0 GO TO 2040 Updates – Action Area Update**

Mr. Dean thanked everyone for contributing their ideas about projects that promote the implementation of the GO TO 2040 Plan. The annual report is still being written and a draft will be out sent out to all committees in December. A member asked about whether the report might indicate that activities are going on all over the region and that just because a particular entity is not highlighted, it does not mean that they are not engaged in implementing the Plan.

## **8.0 Local Technical Assistance Program (LTA)**

Mr. Dean gave a brief update of the activities of LTA program.

## **9.0 Major Capital Project Updates**

Ms. Bozic noted that a hard copy of the most current major capital project update was at their places and reminded the committee to let staff know about progress on major capital projects so that the annual report may properly reflect information.

## **10.0 State Agenda**

Mr. Smith stated that staff was in the process of developing CMAP's state legislative agenda based on the principles of GO TO 2040. He asked the members to provide comments on the Framework document to staff by November 30, 2011.

## **11.0 Reauthorization**

Mr. Ferguson provided a status update on the draft bill, Moving Ahead for Progress in the 21st Century (MAP-21), that was approved by the U.S. Senate Environment and Public Works Committee on November 9. He advised the committee to visit the CMAP Policy Updates blog (<http://www.cmap.illinois.gov/policy-updates>) for an overview of the bill and an analysis of the bill in relation to each established CMAP policy objective for federal surface transportation reauthorization. Members were encouraged to subscribe to the blog.

## **12.0 2012 Chair/Vice Chair Announcement**

Ms. Redden and Mr. Connelly were welcomed as the 2012 Chair and Vice Chair of the Transportation Committee. The Committee and CMAP staff thanked Mr. Snyder for his service to the committee as Chair.

## **13.0 Other Business**

IDOT is developing a Statewide Rail Plan and will begin public outreach in January. Everyone is encouraged to participate.

## **14.0 Public Comment**

Mr. Armstrong inquired about the rerouting of Pace Route 747, a traffic light in Park Ridge near the library and construction on Grand Ave/Pulaski.

## **15.0 Adjournment**

On a motion by Ms. Redden, seconded by Mr. Guerriero, the meeting adjourned at 11:40 a.m.