



# Chicago Metropolitan Agency for Planning

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## Policy Committee Meeting Minutes March 13, 2008

The meeting was held at the Chicago Metropolitan Agency for Planning, Cook County Conference Room, 233 S. Wacker Drive, Chicago, Illinois. Those present at the meeting were:

### **Policy Committee Members Present**

**Jeffery Schielke (Chair)**

**Frank Beal**

**Martin Buehler**

**Lynette Ciavarella**

**Tom Cuculich**

**Paul Fish**

**Luann Hamilton**

**Ken Koehler**

**John McCarthy**

**Leanne Redden**

**Thomas Rickert**

**Dick Smith**

**Norm Stoner**

**T.J. Ross**

**Rocco Zucchero**

**Council of Mayors**

**Chicago Metropolitan Agency for Planning**

(Representing Rita Athas)

**Lake County**

**Metra**

(Representing Phil Pagano)

**DuPage County**

**Chicago Transit Authority**

(Representing Ron Huberman)

**Chicago Department of Transportation**

(Representing Thomas Byrne)

**McHenry County**

**Private Providers**

**Regional Transportation Authority**

(Representing Steve Schlickman)

**Kane County**

(Representing Karen McConaughay)

**Illinois Department of Transportation**

(Representing Milton Sees)

**Federal Highway Administration**

**Pace**

(Representing R. Kwasneski)

**Illinois State Toll Highway Authority**

## **Policy Committee Members Absent**

<b>Bob Davidson</b>	<b>Kendall County</b>
<b>Elliott Hartstein</b>	<b>CMAP</b>
<b>Joseph Moreno</b>	<b>Cook County</b>
<b>Mike Payette</b>	<b>Railroad Companies</b>
<b>Marisol Simon</b>	<b>Federal Transit Administration</b>
<b>Larry Walsh, Vice-chair</b>	<b>Will County</b>

## **Visitors**

<b>Aristide Biciunas</b>	<b>Public</b>
<b>Joe Deal</b>	<b>City of Chicago</b>
<b>Kristi DeLaurentiis</b>	<b>MPC</b>
<b>Chris DiPalma</b>	<b>FHWA</b>
<b>Kauma Dobbs</b>	<b>DMMC</b>
<b>Chalen Hunter</b>	<b>McHenry County</b>
<b>Norman Johnson</b>	<b>IDOT</b>
<b>Jon-Paul Kohler</b>	<b>FHWA</b>
<b>Joe Korpalski</b>	<b>McHency County DOT</b>
<b>Raghu Kowshik</b>	<b>Wilbur Smith Associates</b>
<b>Jim LaBelle</b>	<b>Chicago Metropolis 2020</b>
<b>Brian Pheifer</b>	<b>FHWA</b>
<b>Beth McCluskey</b>	<b>Metra</b>
<b>Mike McLaughlin</b>	<b>MPC</b>
<b>Greg Piland</b>	<b>Federal Highway Administration</b>
<b>Rick Powell</b>	<b>IDOT D3</b>
<b>Chad Riddle</b>	<b>IDOT</b>
<b>David Seglin</b>	<b>Chicago Department of Transportation</b>
<b>Peter Skosey</b>	<b>MPC</b>
<b>Dick Smith</b>	<b>Illinois Department of Transportation</b>
<b>Jim Stack</b>	<b>IDOT</b>
<b>Emily Tapia</b>	<b>MPC</b>
<b>Mike Walczak</b>	<b>Northwest Municipal Conference</b>
<b>Tammy Wierciak</b>	<b>West Central Municipal Conference</b>

## **Staff**

Randy Blankenhorn, Jill Leary, Don Kopec,  
Janet Bright, Claire Bozic, Teri Dixon, Doug Ferguson,  
George Johnson, Bill Kiley, Tom Murtha, John O'Neal,  
Holly Ostidick, Ross Patronsky, Russell Pietrowiak, Patricia Tinnelle

## ***I. CALL TO ORDER***

Mayor Schielke called the meeting to order at 10:03 am.

## **II. OLD BUSINESS**

### **A. Approval of Minutes for January 10, 2008.**

On a motion by Mr. Smith, seconded by Mr. McCarthy, the minutes of the meeting on January 10, 2008 were approved.

### **B. Council of Mayors' Report**

Mayor Schielke reported that the Council of Mayors Executive Committee met on February 5, approving advanced funding requests of Surface Transportation Program (STP) funds for the North Shore Council in the amount of \$780,740 and the Lake Council of Mayors in the amount of \$6,730,163. The Committee also approved the submittal of two Unified Work Program proposals for the FY2009 cycle: funding for the Planning Liaison program core project and a discretionary project for the Planning Liaisons to assist CMAP with comprehensive planning activities throughout the region. The Planning Liaison Scope of Services was also approved.

A new city/suburban STP split formula was proposed and discussed. The proposal takes 5% off the top of the total STP allotment and directs it to City of Chicago for projects of regional significance. The remaining balance would be split 55% to the suburban areas and 45% to the City of Chicago. The Committee approved the funding split, which is subject to concurrence by the City of Chicago.

Updates were given on the Developments of Regional Importance process, Comprehensive Planning activities, Regional Water Supply planning, Safety Data and the Congestion Reduction Demonstration program. The next Executive Committee meeting is "On Call".

### **C. CMAP Report**

Mr. Kopec introduced the new theme for the regional comprehensive plan – "Go To 2040." He distributed a handout describing the branding with a timeline for the development of the plan.

He also distributed two documents that describe the current situation regarding reauthorization of the federal transportation bill. The documents nicely describe the work of the Policy and Revenue Study Commission and encouraged members to review the summaries.

Mr. Kopec also briefed the committee on an issue that arose at the last meeting of the CMAP Board. That issue centers around the use of the additional quarter-cent tax increase that the collar counties receive from the recent RTA legislation. It appears that a number of counties are contemplating using those tax receipts for non-transportation purposes. While the legislation permits the use of the funds for public safety purposes, the CMAP Board feels that they supported the tax increase for the purposes of improvements to the transportation system and does not wish to see diversions from transportation.

Such diversions will make arguments for a new capital program for transportation rather difficult. The Board directed staff to develop a letter expressing the Board's concerns.

Finally, Mr. Kopec asked Mr. Cuculich to brief the Committee on the status of the Illinois Works Coalition of which the DuPage County Board Chairman Chairman Schillerstrom is a member.

### **III. NEW BUSINESS**

#### **A. Bylaws**

Mr. Kopec explained that the proposed changes to the bylaws are primarily editorial with the exception of removing the Northeastern Illinois Planning Commission from membership on the Policy Committee. He noted that the changes have been out for the thirty day public comment period and no comments were received. On a motion by Mr. Cuculich, seconded by Ms. Hamilton, the changes to the Policy Committee Bylaws were approved.

#### **B. MOU with CMAP**

Mr. Kopec reminded the Committee that the Memorandum of Understanding with the CMAP Board, calls for an annual review. Staff has determined that there did not appear to be a need to make any changes to the MOU. The CMAP Board has approved the MOU for another year. On a motion by Mr. Smith, seconded by Mr. Buehler, the MOU with the CMAP Board has been approved for another year.

#### **C. Tollway**

Mr. Zucchero introduced the toll pricing study that is being funded by the Federal Highway Administration. Participating agencies are the Tollway, CMAP, the RTA, Wilbur Smith and Associates and the Metropolitan Planning Council. He introduced Peter Skosey of MPC to provide an overview of the study.

Peter Skosey and Michael McLaughlin of MPC described the study for the committee. The study will cover all Illinois tollways and some state expressways. The study will consider a range of variables related to pricing including method (variable versus fixed), time of day, day of week, vehicle type and payment type. The study is scheduled to be completed by May of 2009. It is intended for public participation to be an important and significant part of this study. Presentations will be made to all councils of government. Focus groups will be formed with tollway users and non-users, transit riders, and commercial truckers. Workshops, public meetings, surveys and briefings will also be employed. Anyone with interest in this issue is encouraged to contact MPC.

#### **D. Energy Bill**

Mr. Patrosky discussed the impacts that the recently passed Energy Bill will have on the CMAQ program. At the January meeting of the Policy

Committee, IDOT indicated that they were looking for a recommendation from the Policy Committee regarding funding CMAQ projects at a federal share of 100%. Mr. Patrosky informed the committee that the CMAQ Project Selection Committee discussed the issue and is recommending that project types currently funded at 100% continue at that level, but all other categories remain at the federal level of 80%. On a motion by Mr. Buehler, seconded by Mr. Rickert, the Policy Committee concurred with that recommendation.

The Committee also discussed the problems brought about by the requirement within the Energy Bill legislation that calls for a minimum federal share of 80%. This requirement causes two problems. First is that the CMAQ program encourages overmatches. More than a few projects a funded at well under the 80% level. Staff has determined that for projects that may be implemented in the next two years, over \$90 million in federal CMAQ funds would be required to bring all projects to the 80% minimum. The second issue deals with cost increases. Under the 80% minimum requirement, the CMAQ program would be obligated to grant all cost increases. The current process treats each cost increase request on a case by case basis. Having to grant all cost increase would undermine the competitive, performance based project selection process currently used to program CMAQ projects.

#### **E. City-suburban STP Split**

Ms. Ostdick reported that the city of Chicago and the suburban mayors have reached an agreement to distribute STP funds. The agreement calls for a 5% takedown from the total allocation which will be used by the city of Chicago for projects that have a regional impact. The balance of the allocation will be split 55% to the suburbs and 45% to the city.

On a motion by Mr. Smith, seconded by Mr. Rickert, the STP agreement between the city of Chicago and the suburbs was approved.

#### **F. Pedestrian Safety**

Tom Murtha discussed the activities of the CMAP Pedestrian Safety Initiative. He noted that many of the current highway design practices were sometimes not conducive to pedestrian safety, and that safe pedestrian travel was important to local communities, transit operations, and an efficient transportation system. Mr Murtha explained that the CMAP Pedestrian Safety Initiative would help provide information in the form of risk and exposure data, and also information about safer design practices for pedestrians.

Mr. Murtha went on to review regional pedestrian casualty information and factors influencing crash density, exposure, and risk. He noted the importance of sidewalks and buffer areas for walking along the road. He also reviewed better designs to reduce the crossing distances and also reduce the exposure of pedestrians crossing streets. Mr. Murtha explained that moderate vehicle speeds were a very important factor for pedestrian crashes, both to reduce the severity of injuries and to facilitate adequate stopping distances.

Mr. Murtha continued by explaining Pedestrian Safety Initiative activities, including direct assistance to four communities and a review of policies and procedures to address pedestrian safety. The latter review will include suggestions for improving the Bureau of Design and Environment Manual. Mr. Murtha finished by reviewing other on-going pedestrian safety activities, including the implementation of the recently passed "Complete Streets" law, proposed changes to the Manual of Uniform Traffic Control Devices, draft proposed rules for addressing accessibility, regional training opportunities, local and county-level activities.

Mr. Ross and several other members asked about snow removal on sidewalks. They noted that the season's heavy snowfalls had forced pedestrians into area highways, The snow had discouraged foot and transit trips, and may have affected mobility for people with disabilities. Mr. Murtha acknowledged that this was a serious problem only partly addressed in the current project, which focused on design issues. Mr. Ross also expressed concern about curb bulbouts used to reduce crossing distances. Mr. Murtha responded that they were generally appropriate where there was curb-side parking. Mr. Murtha also noted that shorter crossing distances can reduce highway traffic signal cycle lengths, which are often a function of pedestrian crossing distances. Mr. Koehler spoke about pedestrian safety in rural and urban settings, but wanted to clarify that many of the designs discussed were not applicable in rural settings. Mr. Murtha agreed. Mr. Koehler also spoke about bicyclist safety, which he noted was an issue in McHenry County.

#### **G. Transportation Improvement Program (TIP) Procedures**

Ms. Ostlick explained to the Committee that changes to the TIP Procedures were necessitated by federal regulations implementing SAFETEA-LU. She explained that the consultation team met a number of times to develop new procedures that met the regulations and were supported by the team. The changes were also presented to the Transportation Committee which has recommended endorsement of the new procedures. On a motion by Mr. Smith, seconded by Mr. McCarthy, the revised TIP Procedures were approved.

#### **H. Update to 2030 Regional Transportation Plan (RTP), TIP Amendment and Conformity Analysis**

Mr. Patrosky reviewed the plan and TIP amendments that had been proposed, analyzed and out for public comment. The plan update involves adding a project constructing additional lanes on I-355 from I-88 to 75<sup>th</sup> Street. This project will also be added to the TIP with the Committee's approval. The project was conformed and no comments were received. The other project under consideration is a segment of the Prairie Parkway. While in the long range plan, IDOT is proposing to construct a segment of the facility between IL 71 and US 34 and have it operational prior to 2020. This action requires that this phase be conformed in the proper analysis year and placed in the TIP. Two comments were received which Mr. Patrosky reviewed with the

Committee. The Transportation Committee has also reviewed the proposed changes and has recommended the Policy Committee's approval. On a motion by Ms. Hamilton, seconded by Mr. Zuccherro, all changes were approved.

**I. New Freedom Program**

Ms. Dixon explained to the Committee that the MPO endorses the allocation of the Federal Transit Administration's New Freedom Program funding among the metropolitan areas of northeastern Illinois, southeastern Wisconsin and northwestern Indiana. The total apportionment for the Chicago, IL/Gary, IN area is \$2,464,753. Northeastern Illinois will receive \$2,282,123 and northwestern Indiana will receive \$182,630. The total apportionment for the IL/WI urbanized area is \$50,051. Northeastern Illinois will receive \$44,873 and southwestern Wisconsin will receive \$5,178. On a motion by Mr. Smith, seconded by Mr. Fish, the allocation of New Freedom Program funds was approved.

**J. Intelligent Transportation Systems**

Ms. Bozic reviewed the work of the Advanced Technology Task Force that updated the Regional Intelligent Transportation Systems (ITS) Architecture for northeastern Illinois. The update ensured that the regional architecture conforms to the national standard. The Transportation and Programming Committees both recommend approval of the Regional ITS Architecture V.2. On a motion by Ms. Redden, seconded by Mr. Smith, Resolution 08-03 endorsing the update was approved.

**K. FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois and Designated Recipient of Section 5307 and Section 5340 Combined Capital and Planning Funds**

Ms. Dixon provided the Committee with the results of negotiations between the RTA and NIRPC and between the RTA and SEWRPC allocating Section 5307 and Section 5340 Capital and Planning funds. As a result of the negotiations, northeastern Illinois will receive \$228,548,402 in Section 5307 and 5340 Capital and Planning funds. These funds are to be distributed to the Service Boards as follows: \$132,287,951 to the CTA; \$65,239,235 to Metra; and, \$31,021,216 to Pace. She asked that the Committee endorse these allocations and name the CTA, Metra and Pace as Designated Recipients of FTA funds. On a motion by Paul Fish, seconded by Luann Hamilton, Resolutions 08-04, 08-05, 08-06, 08-07 and 08-08 passed unanimously.

**IV. OTHER BUSINESS**

There was no other business for the Committee.

**V. DATE OF NEXT MEETING**

The next Policy Committee meeting is scheduled for June 12, 2008 in the Sears Tower, 8<sup>th</sup> Floor, Chicago, Illinois at 10:00 a.m.

**VI. ADJOURNMENT**

On a motion by Mr. Cuculich, seconded by Mr. Fish, the meeting was adjourned at 11:30 am. .

Respectfully Submitted,

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Donald P. Kopec  
Secretary

DRAFT