



Chicago Metropolitan Agency for Planning

Agenda Item No. 9.0

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MEMORANDUM

To: CMAP Board

Date: March 5, 2008

From: Randy Blankenhorn

A handwritten signature in black ink, appearing to read "Randy Blankenhorn".

Re: Consent Agenda for Programmatic Transportation Decisions

Pursuant to the Memorandum of Understanding (MOU) between the CMAP Board and the MPO Policy Committee, 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. The Board is also responsible for the development of an integrated comprehensive regional plan. As stated in federal legislation, the MPO Policy Committee -- in cooperation with the state and public transportation operators -- shall develop long-range transportation plans and transportation improvement programs for the metropolitan area. Also detailed in the MOU are the cross committee membership and the mutual process for the Board and MPO Policy Committee to approve transportation aspects of the integrated comprehensive regional plan.

The process and the relationship between the two policy boards is also described in CMAP Board resolution 07-01, entitled Addressing the Transportation Planning and Programming Process in Northeastern Illinois.

To streamline the process while continuing to promote input and discussion, staff proposes the implementation of consent agendas for the CMAP Board to act on administrative and programmatic transportation items that have been reviewed by the Programming Coordinating Committee and/or the Transportation Committee. The Programming Coordinating and/or the Transportation committees would listen to any relevant presentations and discussions before referring the items to the Board for action. In a single vote, the Board would then act on these items together as a whole without further discussion. However, prior to approval of each consent agenda, any member of the Board would be able to move an item from the consent agenda into the regular agenda for further, separate consideration.

As an example, today's agenda has four proposed items that potentially require action and are detailed on pages 2 and 3 of this memo.

ACTION REQUESTED: Staff requests that the Board consider moving the programmatic and administrative transportation related agenda items as part of a consent agenda.

EXAMPLE OF PROPOSED CONSENT AGENDA

9.0 Transportation Consent Agenda

9.1 Transportation Improvement Program (TIP) Procedures

New federal regulations supporting SAFETEA-LU have necessitated some changes to the TIP procedures covering revisions (administrative modifications) and amendments. The consultation team met a number of times to develop the new procedures. The Transportation Committee recommends adoption of the new TIP Project Change and Grouping Procedures.

9.2 Update to 2030 Regional Transportation Plan (RTP), TIP Amendment and Conformity Analysis

Public comment was sought for a long range plan update to add a project constructing additional lanes to I-355 between 75th Street and I-88. The project is also being added to the TIP. Also released for public comment was the addition of a project implementing a segment of the Prairie Parkway. While the Prairie Parkway is in the long range plan and has been conformed, it appears in the 2030 networks. IDOT proposes to have the segment between IL 71 and US 34 operational before 2020. Full model conformity analyses were conducted for each project. No comments were received regarding the Tollway project. Two comments were received regarding the construction of the roadway between IL 71 and US 34. This was discussed and considered at last month's Programming Coordinating Committee and it was deferred to the Transportation Committee. The Transportation Committee has recommended approval of the conformity determination, plan update and TIP amendments.

9.3 Updated Regional Intelligent Transportation System (ITS) Architecture

The Regional ITS Architecture identifies a 15 year road map for the integration of transportation technologies that will improve the efficiency of the transportation system. The U.S. DOT published a rule designed to promote integration of these technological systems through agreements between operating agencies and with other stakeholders outside the transportation community. A major element in the rule is the development of Regional ITS Architectures that conform with the National ITS Architecture. The Advanced

Technology Task Force, the Transportation Committee, and the Programming Coordinating Committee have each recommended approval of the 2007 update of the northeastern Illinois ITS Architecture. A link to the Architecture Documentation is posted on the CMAP web site under Regional ITS Architecture:

<http://www.cmap.illinois.gov/transportation/its.aspx>

9.4 New Freedom Program

The MPO endorses the allocation of the Federal Transit Administration's New Freedom funds between Illinois, Indiana and Wisconsin. The RTA Board has negotiated splits with northwestern Indiana and southeastern Wisconsin.

The total apportionment for the Chicago IL/IN urbanized area is \$2,464,753. The northeastern IL portion is \$2,228,123. The northwestern IN portion is \$182,630. The total apportionment for the Round Lake Beach/McHenry/Grayslake, IL/WI urbanized area is \$50,051. The northeastern IL portion is \$44,873. The southwestern WI portion is \$5,178.

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