Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning
Programming Coordinating Committee
Minutes
February 13, 2008

DuPage County Conference Room
233 S. Wacker Drive, Suite 800, Sears Tower
Chicago, Illinois

Members Present:	Rita Athas-Chair (Executive Director, World Business Chicago-CMAP Board), Jack Darin – Vice Chair (Sierra Club-Environment and Natural Resources Committee), Mark Avery (DuPage County-Land Use Committee), David Cole (HUD, representing Beth Dever-Housing Committee), Tom Cuculich (DuPage County-Transportation Committee), John Grueling (Will County-Economic and Community Development Committee), Raul Raymundo (Executive Director, Resurrection Project-CMAP Board), Marilyn Michelini (President, Montgomery-CMAP Board), Steve Schlickman (RTA-MPO Policy Committee), Dan Shea (McHenry County Board-CMAP Board), Tammy Wierciak (WCMC, representing Holly Smith-Human Service Committee)
Members Absent:	Anthony Calderone (Mayor, Forest Park-CMAP Board), Calvin Jordon (Highway Commissioner, Rich Township-CMAP Board), Nigel Telman (Partner, Sidley-Austin, LLP-CMAP Board)
Others Present:	Len Cannata (North Central Council of Mayors), Bruce Christensen (Lake County Council of Mayors), Roger Claar (Mayor, Bolingbrook-CMAP Board), Heidi Files (Kane/Kendall Council of Mayors), Chalen Hunter (McHenry County Council of Mayors), Tam Kutzmark (DuPage Mayors and Managers Conference), Stacy Meyers-Glen (Openlands), Mark Minor (Metra), Hugh O'Hara (Will County Governmental League), Ed Paesel (South Suburban Mayors and Managers Association), Andy Plummer (RTA), Holly Smith (Kane/Kendall Council of Mayors), Chris Staron (Northwest Municipal Conference), Joel

Stauber (CMAP Citizens' Advisory Committee), Mike Walczak
(Northwest Municipal Conference)

Staff Present: Randy Blankenhorn, Don Kopec, Kermit Wies, Patricia Berry,
Claire Bozic, Tom Murtha, Holly Ostdick, Brian Rademacher, Joy
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1.0   Call to Order
Rita Athas called the meeting to order at 8:09 A.M.

2.0   Agenda Change/Announcements
There were no agenda changes or announcements.

3.0   Approval of Minutes
Mayor Michelini made a motion to approve the minutes of February 13, 2008
Programming Coordinating Committee meeting. Mr. Avery seconded. Vote: All Ayes.
Motion Carried.

4.0   Developments of Regional Importance (DRI)
Mr. Wies of CMAP stated the DRI sub-group of the committee has met and discussed the
DRI directive given to CMAP from the enabling legislation. Mr. Wies gave some basic
information about the DRI process and how it relates to CMAP's work program. The
enabling legislation directs CMAP to do three things:
1. Define the scope of DRI
2. Share information on the proposal
3. Review and comment on DRIs

Mr. Wies reviewed the February 6 DRI overview and February 7 memo to the
Programming Coordinating Committee. Mr. Kopec responded to questions about the
relationship between the FPA and DRI processes. Mr. Schlickman expressed concern
about the timeframe for developing a policy on DRIs. Mr. Blankenhorn reminded the
members of the need for involvement of the stakeholder group. Mr. Grueling noted the
huge public responsibility involved in this process and that these recommendations did
not come out of the task force studying the issues. After discussion, it was determined
that the DRI subcommittee would reconvene to go over the recommendations for the DRI
process in more detail and resubmit a report to be reviewed at the next meeting of the
Programming Coordinating Committee. Later in the meeting Ms. Kutzmark asked if a
representative from one of the Councils of Governments could be added to the DRI
subcommittee. Ms. Athas concurred.

5.0   Committee Role
Ms. Athas said that it is important that the representatives of the working committees
provide two way communication between the coordinating committees and the working
committees. She noted that the timing for some of the transportation items on today's

agenda is not the best, since the public comment period on the TIP amendments is still open. The committee discussed whether or not all TIP amendments and other short-term federally required transportation planning products should be coming to the Programming Coordinating Committee. Mr. Cuculich said it is important that we think about what the Programming Coordinating Committee's role should be. Discussion of developing a mission statement ensued. Mr. Schlickman said if the Programming Coordinating Committee decides to draft a mission statement, it should be discussed and approved by the Board. Since it has already been decided that the next meeting will be largely devoted to DRIs, more discussion of the Programming Coordinating Committee's role will occur at a subsequent meeting.

6.0   Updated Regional Intelligent Transportation System (ITS) Architecture
Ms. Bozic reported that the Regional ITS Architecture is a 5-15 year plan for the deployment of electronic technology throughout a region with a focus on integration of systems within the region. It catalogues what's already out there, what is in the planning stages, and desired potential projects.

The FHWA requires that federally funded ITS projects or ITS components of projects be consistent with a Regional ITS Architecture. The architecture identifies stakeholders, systems or elements as they operate, and the information to be exchanged between stakeholder elements – as well as the agreements necessary to make the projects and systems work.

The Advanced Technology Task Force (ATTF) guided the initial development of our regional ITS architecture in 2002, and oversaw the update of the architecture over the last the last year -- with assistance from the consultants at TriChord and Edwards and Kelcey. The ATTF includes members representing all of your organizations.

The update process included a number of tasks.
1) Existing Documents were reviewed for potential changes to the architecture.   This included the GCM Corridor reports,
   • Gateway preliminary architecture,
   • Strategic Early Deployment Plan for ITS in Northeastern Illinois and its 2005 update,
   • RTA Regional Transit ITS Plan (RTIP), the
   • Chicago Traffic Management Center Project Development Report (Draft),
   • ITS studies from county transportation agencies,
   • and the Illinois Statewide ITS Architecture.

2) We also used Outreach and Stakeholder Participation – we held 4 half-day meetings covering transit management, arterial management, expressway management, and emergency management and security resulting in about 200 changes to stakeholders, inventory of equipment, market packages, requirements, and agreements. Individual contacts followed the meetings when necessary

3) Following the collection of information for the update, the existing regional ITS architecture was updated. The architecture is represented as a Turbo Architecture database file. If any of you are familiar with it, the database can be rather inaccessible, so we have also developed a website based on the database presenting the information in a different way. This update also resulted in an updated website which we are working on getting posted to our new CMAP website. The consultant has agreed to host the updated website until we accomplish that. However, we think the database should also be used more, so CMAP is hosting turbo architecture training in February which should help implementers use the database for project development.

Because regional stakeholders will have ongoing ITS-related activities, the regional ITS architecture will continually change. This dynamic nature creates the need for a plan to maintain the architecture so an architecture maintenance plan was also produced. It describes how changes should be identified and the process to make them.

The "Sausage Diagram" you have in front of you shows the existing, programmed and future ITS systems and primary interconnects in the region. The categories shown are based on the National ITS Architecture. This is an overview of what the database includes in much more detail.

At its January 18 meeting, the CMAP Transportation Committee approved the update and recommended it to the Programming Coordinating Committee so it can be sent to the CMAP Board and the MPO Policy Committee and become the new official regional ITS architecture.

Mr. Shea questioned whether this fulfills a federal requirement. Ms. Bozic confirmed that this does fulfill a federal requirement as long as it remains updated.

Mr. Cuculich stated that the goal of this architecture is much more than an inventory and wondered if CMAP has a role in economies of scale and opportunities of partnership. Ms. Bozic stated that at this point the data collected is available for private businesses to use as a resource.

Mr. Shea made a motion to adopt the regional ITS architecture. Ms. Michelini seconded the motion. Vote: All Ayes. Motion Carried.

7.0 Transportation Improvement Program (TIP)
Ms. Ostdick stated that a summary of changes to the TIP procedures was distributed in the meeting materials. She highlighted the fact that now TIP changes that surpass certain thresholds regarding federal funds will require a 7 day public comment period. She also reviewed changes that require an air quality conformity determination and require a 30

day public comment period and approval by the CMAP Board and the MPO Policy committee.

8.0 Update to Regional Transportation Plan (RTP), TIP amendment, and Conformity Analysis

Ms. Ostdick stated the Transportation Committee has released a TIP amendment and RTP update and conformity analysis for a 30 day public comment.

She stated a TIP amendment resulting in a conformity analysis and update to the region's 2030 RTP is requested for I-355 from 75th Street to I-88. An RTP update is requested for this project because adding an extra lane within these limits is not included in the RTP.

As for the Prairie Parkway, IDOT is requesting that a section of the Parkway be moved into completion year 2012. To clarify, only the section of the Prairie Parkway from IL 71 to US 34 is being moved into completion year 2012, the remainder is still in analysis year 2030. To date one comment was received regarding this project. The comment and IDOT's response was distributed with the other meeting materials.

The conformity analysis shows that the results fell below State Implementation Plan emission budgets for each horizon year and were very similar to emission estimates from the current conformity analysis documentation for the 2030 RTP Update and TIP.

Mr. Darin asked about the status of the EIS . Ms. Ostdick stated she believed it had been released or would be soon.

Mr. Cuculich made a motion to approve the update to the RTP, TIP amendment, and conformity analysis. Mr. Grueling seconded. Mr. Darin voted no based on concerns with the role of the Programming Coordinating Committee. Motion Carried. Later in the meeting, several concerns, including those of Ms. Myers-Glen with Openlands, were raised regarding the TIP amendment for Prairie Parkway. She stated the EIS has not been released and that three referendums have been passed opposing the Prairie Parkway. Mr. Cuculich and Mr. Grueling reconsidered their motion for approval of the update to the RTP, TIP amendment, and conformity analysis. Mr. Cuculich made a motion to defer the consideration of approval to the Transportation Committee after all public comment is received and analyzed. Mr. Darin seconded the motion. Vote: All Ayes. Motion Carried.

9.0 Congestion Reduction Demonstration

Due to time constraints, this agenda item was deferred.

10.0 Other Business

No other business was brought before the Committee.

11.0 Public Comment
Public comment is incorporated into the minutes under items 4.0 and 8.0.

12.0 Next Meeting
The next meeting is scheduled for April 9, 2008 at 8:00 a.m.

13.0 Adjournment
Mr. Schlickman made a motion to adjourn the meeting. Mr. Grueling seconded the motion. Vote: All Ayes. Motion Carried.

Respectfully submitted,

Patricia Berry

Staff Liaison

Approved, as presented May 14, 2008.