



# Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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## **MPO Policy Committee DRAFT Meeting Minutes January 13, 2011 – 10:00 a.m.**

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

### **MPO Policy Committee Members Present:**

Frank Beal – Chicago Metropolitan Agency for Planning (Representing Joe Deal), Marty Buehler – Lake County, Lynette Ciavarella – Metra (Representing William Tupper), Tom Cuculich – DuPage County, Chuck Ingersoll – Illinois Department of Transportation (Representing Secretary Gary Hannig), Joseph Korpalski – McHenry County (Representing Kenneth Koehler), Jamy Lyne – Will County (Representing Lawrence Walsh), John McCarthy – Private Providers, Michael Payette – Class I Railroads, Leanne Redden – Regional Transportation Authority (Representing Joseph Costello), Tom Rickert - Kane County (Representing Karen McConnaughay), Richard Rodriguez – Chicago Transit Authority, T.J. Ross - Pace (Representing R. Kwasneski), Jeffery Schielke – Council of Mayors, Norman Stoner – Federal Highway Administration, Bobby Ware – Chicago Department of Transportation, David Werner – Federal Transit Administration (Representing Marisol Simon)

### **Absent:**

Bob Davidson - Kendall County, Elliott Hartstein - Chicago Metropolitan Agency for Planning, Kristi Lafleur – Illinois Tollway, Joseph Moreno – Cook County

### **Staff Present:**

Bob Dean, Lindsay Hollander, Don Kopec, Jill Leary, Matt Maloney, Holly Ostdick, Ross Patronskey, Joy Schaad

### **Others Present:**

Chalen Daigle - McHenry County Council of Mayors, Kama Dobbs – DuPage Mayors and Managers Conference, John Donovan – Federal Highway Administration, Luann Hamilton – Chicago Department of Transportation, Jon-Paul Kohler – Federal Highway Administration, Mark Pitstick – Regional Transportation Authority, Kevin Schoeben – Illinois Department of Transportation, David Seglin – Chicago Department of Transportation, Keith Sherman – Illinois Department of Transportation, Chris Staron – Northwest Municipal Conference, Susan Stitt – Illinois Department of Transportation, David Tomzik – Pace

## **1.0 Call to Order and Introductions**

At 10:03 a.m., Vice Chairman Rodriguez called the meeting to order. Introductions of those present for the meeting were made.

## **2.0 Agenda Changes and Announcements**

Mr. Kopec announced that at the request of Secretary Hannig, agenda item 5.0, the Policy Committee appointment to the CMAP Board is being tabled until the March meeting.

## **3.0 Approval of Minutes – October 13, 2010**

On a motion by Mayor Schielke, seconded by Mr. Buehler, the minutes of the October 13, 2010 meeting of the Policy Committee were approved.

## **4.0 Agency Reports**

### **4.1 Council of Mayors' Report**

Mayor Schielke reported that through December the Council of Mayors had spent \$43.7 million which is 77% of the suburban STP mark for federal fiscal year 2010. He noted that several advance funding requests are being considered which will help to spend down the remaining balance. It also demonstrates that the region is in need of additional funds to enhance and maintain our transportation system.

He noted that throughout the last year the Council of Mayors Executive Committee has closely monitored the \$94 million of ARRA funds that were distributed to the councils and have successfully spent the entire amount. Additionally, the mayors are also focused and making progress on spending all CMAQ funds made available to them. In federal fiscal year 2010, over \$70 million was accomplished in local CMAQ projects.

A Council of Mayors Executive Committee is likely to be scheduled in mid-February to consider advance funding requests and revised marks for federal fiscal year 2011.

### **4.2 CMAP Report**

Mr. Kopec began commending the CREATE partners – IDOT, CDOT and the freight railroads for their efforts in obligating all of the federal funding and beginning work on five projects that were awarded through the TIGER program. Five CREATE projects were funded by the TIGER grant:

- Construction of a third mainline track on the UP West Line between Elmhurst and Melrose Park;
- Installation of a traffic control system along the Indiana Harbor Belt (IHB) Railroad between LaGrange and Broadview;
- Signalization of IHB Blue Island Yard tracks in Blue Island and Riverdale;
- Construction of a grade separation under the IHB/CSX railroads at 71st Street in Bridgeview; and
- Improved roadways, sidewalks and curbs under railroad viaducts to enhance safety and security for motorists, bicyclists and pedestrians at 14 locations throughout the City of Chicago.

He noted that construction is already underway on some of these projects and the remainder will begin during the upcoming construction season. To date, 11 projects have been completed, 9 are under construction, 8 are in the design phase and 15 are in the environmental phase.

Mr. Kopec then reported that a week ago yesterday in the U.S. Congress, the House modified their Rules which could have an impact on future transportation funding and programs. Under the previous rules, transportation funding was appropriated at the same level as was specified in the authorization legislation, SAFETEA-LU. This meant that as an implementer you had a high degree of certainty of the level of transportation funding that would be available. Under the new rules, the Highway Trust Fund is subject to the normal appropriations process – which could result in a lower amount being appropriated than is authorized and bringing greater uncertainty into the program development process. The second aspect of the rules changes prohibits Trust Fund monies being spent on any program not contained in the authorizing legislation. This would affect future programs such as the joint effort of USDOT, USEPA and HUD to address issues in a coordinated, comprehensive manner. He emphasized that this was something that needed to be closely followed through the appropriations process.

He then directed the Committee members to a memo distributed as part of their packets that described a restructuring of the CMAP committees. While there was not anything directly impacting transportation he brought attention to the renaming and refocusing of the Planning and Programming Coordinating Committees. In order to better address plan implementation issues they have been changed to a Local Coordinating Committee which will address local implementation issues such as local technical assistance and coordination with counties and municipalities, and a Regional Coordinating Committee which will focus on regional, state and policy issues such as regional prioritization of public investments including transportation, broader economic policies and legislative initiatives. He stated that these changes will help CMAP better address the plan implementation issues that they will be facing in the coming years.

Mr. Kopec then mentioned a couple of events taking place at CMAP. The first is a joint peer exchange on Advanced Travel Modeling for Freight and Highway Pricing taking place on February 11, 2011. An independent panel of modeling experts has been recruited to provide critique and commentary on CMAP's progress in advanced modeling which will set our path for future improvements. The second is a Symposium on Surveying Hard-To-Reach Populations with an emphasis on Latino Households. This has been scheduled for February 18, 2011. A panel of travel survey and Latino outreach experts will provide critique and commentary on CMAP's proposed design for overcoming low Latino response to our Travel Tracker survey. The Symposium's intended audience is firms interested in assisting CMAP to conduct upcoming surveys. Following the Symposium, a new RFP to conduct a Latino Household Travel Survey will be drafted. Both events will be held at CMAP and are open to the public.

Finally, He announced that CMAP has been selected as the winning entry for the Transportation Research Board's 4th Annual "Communicating Concepts with John and Jane Q. Public: Sustainability and Livability" competition. TRB reviewed submissions by transportation professionals and specialists on sustainability and livability. CMAP's GO TO 2040 "[Invent the Future](#)" phase -- conducted in mid-2009 and featuring extensive outreach via workshops, web, kiosks, and community festivals -- was selected as the overall winner, followed by one runner-up and four honorable mentions. Randy will be speaking at several sessions at TRB's annual meeting in January, where the award will be presented.

## **5.0 Policy Committee Appointment to the CMAP Board**

This item was tabled until the March meeting.

## **6.0 GO TO 2040 Implementation: Technical Assistance**

Mr. Dean explained how the CMAP staff has really shifted their focus to the plan's implementation. He noted that the plan recognizes the central role that communities have in shaping the future of the region. With that in mind, staff is proposing an active program of technical assistance to communities. He referred to a memo in the member's packets that explains the proposed technical assistance programs. There are two elements to this assistance. The first is assistance funded through the HUD Sustainable Communities Regional Planning grant received by CMAP. These funds will be used to support additional staff who will be responsible for working with communities on planning activities consistent with GO TO 2040. There will also be a small portion available for a series of small grants. The planning activities targeted include zoning ordinances, comprehensive plans and other special studies. There is a call for projects out now with proposals due at the end of January. It is hoped that work on the selected projects can begin by March.

There is a second local assistance program utilizing UWP funds. This local grant program is coordinated with the RTA and their Community Planning Program. We will be using the same application materials and program time lines. The decision to fund projects will be coordinated, but made separately. There will be a call for projects in April, proposals due in June and final decisions on projects made in August. Because this program will be using UWP funds, we would like the Policy Committee to have input and take action on the selected program of projects. With the proposed time frame, this could be accomplished either with a special meeting in August, or by delegating the authority to approve the program to the Transportation Committee. This decision won't have to be made until the June meeting of the Policy Committee. Mr. Buehler inquired about the time line of the program and that of developing the UWP. Mr. Dean explained that the funds were programmed from the current FY10 UWP for this project. A decision has not yet been made whether to request an additional year of funding for FY11 or to wait until FY12. Ms. Lyne asked how many applications were expected. Mr. Dean replied that he has received numerous phone calls but will probably not know until the deadline which is when most of the applications will be received. There will likely be many more requests than there is available funding.

## **7.0 Legislative Update**

Ms. Capriccioso referred the committee to the memo distributed at their places. She highlighted some of the notable legislative actions including the passage of the income tax hike and the creation of an inspector general for the RTA and service boards. Other RTA and Service board related legislation did not pass. She noted that CMAP is currently putting together its legislative agenda and is tracking legislation affecting transportation, water issues and land use.

## **8.0 UWP Priorities**

Mr. Maloney informed the committee that in FY 11 the Unified Work Program totaled approximately \$20 million. He then gave an overview of the UWP development process. With the adoption of GO TO 2040, the UWP Committee has decided to focus their priorities in line with the plan. The plan identified five emerging themes that could be used to guide the development of the FY 12 UWP. These five themes are the modernization of the public transit system, financial planning including innovative financing strategies, improving decision-making models and evaluation criteria for project selection, planning work toward implementation of GO TO 2040 major capital projects, and local technical assistance and the formation of collaborative planning efforts. He reminded the committee that they would have a program in June for their consideration to approve.

Mr. Buehler asked about the split between the core and discretionary programs. Mr. Maloney stated that about two-thirds of the total program has historically gone to the core program. A discussion concerning the amount of funding expected to be available for FY 12 then took place. Mr. Sherman expressed concern that Congress may scale back their appropriations for the highway program which would have an impact on the planning funds. He suggested that the MPO use caution in programming these funds since the current estimates may not be realized. Mr. Maloney concluded by providing the schedule for project submittals – January 28<sup>th</sup> for core projects and February 25<sup>th</sup> for discretionary projects.

## **9.0 CMAQ**

### **9.1 Removal of CMAQ Projects**

Mr. Patrosky explained that the CMAQ programming policies call for project implementers to make measurable progress by certain time frames. Four projects did not meet those goals and are recommended for removal from the program. The CMAQ Committee has reviewed the projects, the project sponsors are aware of the intended action and none have objected. On a motion by Mr. Buehler, seconded by Mayor Schielke, the committee voted to remove the subject projects from the program.

Mr. Cuculich asked that there be some documentation of the projects. The four projects removed from the program are 07-10-0002 – Oak Forest, sidewalks from 158<sup>th</sup> and 155<sup>th</sup>; 01-99-0019 – City of Chicago, barrier-free cycling; 04-09-0004, IDOT US 12/45/Mannheim at Lawrence intersection improvement; and 04-99-0004, Melrose

Park 25<sup>th</sup> Ave from IL 64 to Lake Street. The four projects totaled \$2,406,329 in federal funds.

## **9.2 CMAQ Programming Policies**

Mr. Patronsky noted that the CMAQ Programming Policies were adopted by this committee in March of 2009. After several rounds of status updates and associated program management decisions, the CMAQ Project Selection Committee reviewed the policies to improve them in light of their experience. A number of changes were made, many to clarify the existing language. Notable changes include project moves, known as “one time” moves, will be tracked by phase, rather than for the project as a whole; a project will be considered for removal from the program if a May or October status update is not submitted; transit projects that are already obligated (in a grant) will submit a quarterly update to track spending; and, the “CMAQ A” list is incorporated into the policies.

On a motion by Mayor Schielke, seconded by Ms. Redden, the changes to the CMAQ Programming Policies were approved.

## **9.3 CMAQ Recommended Programming Approach**

Mr. Patronsky explained that with the adoption of GO TO 2040, there came an opportunity to revise the way CMAQ funds are programmed thereby helping to implement the recommendations in the plan. Since its inception, the CMAQ program has relied on a call for projects to program the funds which has maximized the air quality benefits, allowed many different communities to participate and had little focus or direction.

The CMAQ Committee has put together a proposal for the Policy Committee’s consideration, which develops a program that continues the primary emphasis on air quality improvement and congestion mitigation, and also helps implement GO TO 2040. The proposal identifies four main objectives: local congestion relief; operational improvements; mode shift; and, direct emissions reduction.

The call for projects will be modified to direct outreach through the major implementers and the council of mayors planning liaisons. Four program focus groups will review proposals to determine for their support for GO TO 2040. The four groups are: Bike/Ped Taskforce; Regional Transportation Operations Coalition (RTOC); an ad hoc diesel emissions reduction group; and an ad hoc Transit group. All five years will be fully programmed and will continue to use the A and B list.

Mr. Buehler informed that he is a member of the CMAQ committee and emphasized the significant effort that has been put into developing the proposal before the Policy Committee. He noted the features of a call for projects through the implementers and the Planning Liaisons and the fact that projects proposed by the Program Focus Groups will need to find an implementer before being submitted. Nothing can move forward without a willing and capable implementer.

Mr. Ross questioned whether we really knew enough about the magnitude of the various sources of pollutants and the true effectiveness of different projects. He asked that there be a review of their actual impact. He also did not feel that any real goals have been established for the program. After some dialogue, Mr. Rodriguez summarized the discussion by stating that Pace was not opposed to the establishment and use of the program focus groups but that there should be some clear, measurable results coming out of the program. He noted that Pace would belong to all appropriate focus groups. Mr. Kopec agreed that staff will report to the Committee its investigation into the air quality and congestion relief impact of projects.

Mr. Rickert thanked the staff for an excellent job putting together this proposal for the CMAQ Program. He feels that this is really a work in progress, as much will be learned as the program is implemented.

On a motion by Mayor Schielke, seconded by Mr. Buehler, the changes to the CMAQ programming process were unanimously approved.

#### **10.0 Metropulse Demo**

Mr. Williams-Clark reported that last November the Metropulse website was released to the public. Its intent is to track the progress of the region as it implements GO TO 2040. He noted that this was a three year project that will continue to be updated and improved. It provides data and tools for the user.

He then demonstrated a few aspects of the website for the Committee and mentioned that training would be provided to anyone who requests such. Mr. Cuculich asked if information related to railroad grade crossing delays are included. Mr. Murtha responded that for the initial release that information is not available, but that staff is working on gathering that and additional information which will be added to Metropulse in the near future.

#### **11.0 Other Business**

There was no other business for the Committee.

#### **12.0 Public Comment**

There was no public comment from the meeting attendees.

#### **13.0 Adjournment**

The meeting was adjourned at 11:00 a.m. on a motion by Mayor Schielke, seconded by Mr. Ware