



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MPO Policy Committee Special Meeting Agenda December 8, 2011—10:00 a.m.

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

1.0 Call to Order and Introductions 10:00 a.m.

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – October 12, 2011
ACTION REQUESTED: Approval

4.0 Approval of the Conformity Analysis and Transportation Improvement Program (TIP) Amendment
The public comment period for the GO TO 2040/TIP conformity analysis and associated TIP Amendment adding a non-exempt project to the TIP closes December 2, 2011. No comments were received as of the date of the posting of this agenda. The Transportation Committee is scheduled to consider recommendation of approval of the proposed conformity analysis and TIP amendment at a special meeting scheduled for 9:30 a.m. on December 8.
ACTION REQUESTED: Approval of the proposed conformity analysis and TIP Amendment

5.0 Other Business

6.0 Public Comment
This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

7.0 Next Meeting – Thursday, January 12, 2012

8.0 Adjournment

MPO Policy Committee Members:

	Frank Beal		Kenneth Koehler		John Purcell
	Martin G. Buehler		R.A. Kwasneski		Leanne Redden
	Alexander D. Clifford		Kristi Lafleur		Jeffery Schielke
	Forrest E. Claypool		John McCarthy		Ann Scheider
	Tom Cuculich		Karen McConnaughay		Marisol Simon
	Elliott Hartstein		Kenneth Koehler		Norman R. Stoner
	Robin Kelly		Michael Payette		Larry Walsh



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Joint Meeting Chicago Metropolitan Agency for Planning (CMAP) Board and MPO Policy Committee DRAFT Minutes

October 12, 2011

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

- Board and Policy Committee Members:** Gerald Bennett, CMAP Board Chair-representing southwest Cook County, Ann Schneider, Policy Committee Chair-representing IDOT, Frank Beal-representing the City of Chicago, John Beisel-representing Cook County, Alan Bennett-representing suburban Cook County, Martin Buehler-representing Lake County, Susan Campbell-representing the City of Chicago, Roger Claar (via tele-conference)-representing Will County, Rebekah Scheinfeld-representing the CTA, Tom Cuculich-representing DuPage County, Joe Deal-representing the City of Chicago, Michael Gorman-representing Cook County, Elliott Hartstein-representing Lake County, Luann Hamilton-representing CDOT, Kenneth Koehler-representing McHenry County, David Kralik-representing Metra, Jamy Lyne-representing Will County, Andrew Madigan-representing the City of Chicago, John McCarthy-representing Private Providers, Marilyn Michelini-representing Kane and Kendall Counties, Michael Payette-representing Class 1 Railroads, Raul Raymundo-representing the City of Chicago, Rick Reinbold-representing South Suburban Cook County, Tom Rickert-representing Kane County, T.J. Ross-representing PACE, Rae Rupp Srch-representing DuPage County, Dan Shea-representing McHenry County, Rocco Zuccherro-representing Illinois Toll Highway Authority, Leanne Redden-representing RTA and non-voting members Norm Stoner-representing FHWA and David Werner-representing the FTA.
- Staff Present:** Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Alex Beata, Doug Ferguson, Ross Patronskey, Ylda Capriccioso and Sherry Kane
- Others Present:** Allison Bos-SW Conference, Len Cannata-WCMC, Chalen Daigle-McHenry COM, Bola Delano-IDOT, John Donovan-FHWA, Don Gismondi-CTA, Charles Ingersoll-IDOT, Tam Kutzmark-DMMC, Marta

Perales-IL MPO, Mark Pitstick-RTA, Andy Plummer-RTA, Mike Connelly -CTA, Peter Skosey-MPC, Vicky Smith-SW Conference, Keith Sherman-IDOT, Susan Stitt-IDOT Mike Walczak-NWMC, Jan Ward-Kane Kendall CoM, Tammy Wierciak-WCMC and Hal Woods-CTA.

1.0 Call to Order and Introductions

CMAF Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:30 a.m., and asked Board members to introduce themselves. Likewise, IDOT Acting Secretary Ann Schneider asked that Policy Committee members introduce themselves.

2.0 Agenda Changes and Announcements

There were no Agenda changes or announcements

3.0 Approval of CMAF Board Minutes – August 10, 2011

A motion to approve the minutes of the August 10, 2011 board meeting as presented, made by Elliott Hartstein was seconded by Mayor Marilyn Michelini and with all in favor, carried.

4.0 Approval of MPO Policy Committee Minutes – June 9, 2011

A motion to approve the minutes of the June 9, 2011 MPO Policy Committee meeting as presented, made by Leanne Redden was seconded by Tom Rickert and with all in favor, carried.

5.0 Executive Director's Report

Executive Director Randy Blankenhorn reported that Energy Impact Illinois (EI2), a \$25 million grant for energy retrofits, will be kicking off with an October 31 media campaign featuring 2 bills (Big Energy Bill and Little Energy Bill) on TV, radio and in print. Additional reporting will be presented at the Board's November meeting. The Local Technical Assistance (LTA) Program, Blankenhorn continued, is well underway with 38 local projects having been started, 18 of which are fully engaged. The monthly status report included in the board packet will continue to be provided. A memo had been distributed at the beginning of the meeting showing the names of students, locations and geographical mapping of this year's Future Leaders in Planning (FLIP) program. Blankenhorn offered thanks to those who have continued to help with that program. Finally, Blankenhorn announced that the CMAF Board is now 6 years old. Mayor Bennett had also had a birthday recently.

6.0 Procurements

A motion by Mayor Marilyn Michelini was seconded by Dan Shea to approve the following procurements and contract approvals.

6.1 A contract approval with PTV/NuStats in the amount of \$200,000 to conduct the 2011 Latino Household Travel Survey.

6.2 A one-year contract with an option of four one-year renewals with Great Arc Technologies in the amount of \$90,000 to develop a User Interface for CMAF's

Full Circle Parcel Survey project. The maximum five-year contract would total \$250,000.

6.3 A one-year contract with an option of four one-year renewals with Pangaea Information Technologies in the amount of \$60,000 to develop a User Interface for Online Municipal Data Portals. The maximum five-year contract would total \$220,000.

6.4 A sole-source contract in the amount of \$25,000 to the Chicago Area Fair Housing Alliance (CAFHA) for the preparation of the fair housing and equity assessment required by the Department of Housing and Urban Development (HUD).

All in favor, the motion carried.

7.0 Committee Reports

Joe Deal, Chair of the Regional Coordinating Committee, reported that the Coordinating Committee had met earlier in the morning. Staff presented on-going research regarding performance-based evaluation criteria for funding, in the context of the "55-45 split" that included best practices from other states and several federal programs as well as some potential ways to forward Illinois. The semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments were presented for committee recommendation of approval by the CMAP Board and MPO Policy Committee. The Federal Fiscal Year (FFY) 2012-2016 Congestion Mitigation and Air Quality Improvement (CMAQ) Multi-Year Proposed Program and Multi-Year B (MYB) List was also presented for committee recommendation of approval by the CMAP Board and MPO Policy Committee. Meant to guide staff and inform partners, the governor and legislators, CMAP's draft framework for the 2012 Legislative Agenda was also presented for Committee input and overall direction to staff.

8.0 Council of Mayor's Report

In Mayor Jeffrey Schielke's absence, no report of the Council of Mayors was given.

9.0 Naming of Transportation Committee Chair and Vice-Chair

Acting Secretary of Transportation, Ann Schneider announced that Leanne Redden will Chair CMAP's Transportation Committee; Mike Connelly will serve as Vice-chair for the calendar year beginning January 1, 2012.

10.0 Nominating Committee for the office of MPO Policy Committee Vice-Chair

On behalf of the MPO Policy Committee Nominating Committee, Tom Rickert reported that the Committee nominated Mayor Jeffrey Schielke as Vice-Chair to the MPO Policy Committee. A motion to approve the recommendation of the Nominating Committee was made by Tom Rickert, seconded by Leanne Redden and with all in favor, carried.

11.0 Approval of multi-year FFY 2012-2016 CMAQ Program and MYB List

CMAP Staff presented the multi-year, Federal Fiscal Year (FFY) 2012-2016 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Multi-Year B (MYB) List for approval reporting the following. This was the first cycle of CMAQ funding since the adoption of GO TO 2040, with steps taken to support implementation. Focus groups were established, a five-year program of projects was developed and only after the GO TO

2040-focused proposals were identified, were the technical air quality and congestion benefit analyses applied. The program commits \$411 million in federal funds with far more funds requested than were available. The proposed program was released for public comment in August. Comments and responses have been reviewed by the Transportation Committee and the Regional Coordinating Committee, both of which recommend approval by the CMAP Board and MPO Policy Committee. For CMAP, a motion to approve the Federal Fiscal Year (FFY) 2012-2016 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Multi-Year B (MYB) List as presented made by Alan Bennett was seconded by Rae Rupp Srch and with all in favor, carried. For the MPO Policy Committee, a motion to approve the Federal Fiscal Year (FFY) 2012-2016 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Multi-Year B (MYB) List as presented made by Luann Hamilton was seconded by Martin Buehler and with all in favor, carried.

12.0 Approval of GO TO 2040/TIP Conformity Analysis and TIP Amendments

CMAP Staff presented the results of the semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendments, reporting that programmers were asked to submit changes to projects included in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. Of the numerous changes requested, only 9 projects required air quality conformity actions outlined in the Conformity Amendment included in the packet. A 30-day public comment period ended September 30, 2011; no comments were received. Considered by both the Transportation Committee and the Regional Coordinating Committee, both recommend approval by the CMAP Board and MPO Policy Committee. For the MPO Policy Committee, a motion to approve the semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendments, as presented, made by Leanne Redden, seconded by Luann Hamilton and with all in favor, carried. For CMAP, a motion to approve the semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendments, as presented, made by Rae Rupp Srch, seconded by Mayor Marilyn Michelini and with all in favor, carried.

13.0 Grant Awards to Local Technical Assistance (LTA) Projects

CMAP staff reported that the Board approved grant awards through the Community Planning Program in August. The Board is asked to consider approval of three additional grant awards within the Local Technical Assistance (LTA) program, totaling \$260,000. A motion to approve the additional grant awards made by Elliott Hartstein, seconded by Dan Shea and with all in favor, carried.

14.0 State Legislative Session Recap

CMAP staff reported that in its memo, included in the board packet, was a general summary of veto legislation that CMAP is tracking. A question was raised regarding HB 2270 with Rocco Zuccherro explaining that the bill had been introduced by the Rockford area, most of the language of the bill was included in staff's report and ultimately design and construction of projects by the Illinois Tollway would require the Governor's approval.

15.0 GO TO 2040 Implementation

Executive Director Randy Blankenhorn presented an overview of the previous year's work after the CMAP Board and MPO Policy Committee's adoption of GO TO 2040.

Blankenhorn cited examples of progress that had been made in each of the twelve key recommendations from the Plan.

- *Achieve greater Livability through Land Use and Housing:* CMAP received a \$4.25 million HUD grant that funded the Local Technical Assistance (LTA) Program. CMAP also participated in the Community Planning Program in collaboration with the RTA that will result in the award of \$1 million in grants to 11 local communities this year.
- *Manage and Conserve Water and Energy Sources:* CMAP was awarded a \$25 million stimulus grant through DOE that will fund the Energy Impact Illinois (EI2) program to make energy retrofits easier. Water 2050 was adopted and implementation has begun, particularly in CMAP's hosting of forums throughout the year on the topics of regional flooding, stormwater management and groundwater protection. CMAP also coordinates IEPA's Volunteer Lake Monitoring Program (VLMP).
- *Parks and Open Space:* while the majority of GO TO 2040 recommendations are targeted to other implementers with limited CMAP involvement, partnering with Chicago Wilderness, the agency did focus on refining the Green Infrastructure Vision (GIV) during the past year.
- *Promote Sustainable local Food:* during the past year, CMAP worked to build consensus and identify a lead organization to support and implement plan recommendations. Not yet resolved, work continues.
- *Improve Education and Workforce Development:* Over the past year, CMAP's focus has been concentrated on data, analysis and coordination. In coordination with the Chicago Workforce Investment Council (CWIC) work toward completion of both a freight industry cluster drill-down report and the development of a Human Capital Information Portal (HCIP), an extension of the MetroPulse website continues.
- *Support Economic Innovation:* CMAP has been in conversations with the Governor's office and DCEO staff to identify programs that further this recommendation.
- *Reform State and Local Tax Policy:* The Regional Tax Policy Task Force was created by the Board to make recommendations on state and local tax policy matters. Led by Frank Beal, the task force has been meeting since April and recommendations are expected in January 2012.
- *Improve Access to Information:* The recommendations in the plan were the basis for collaborative work with the Chicago Community Trust (CCT) in the development of the Regional Indicators Project and its MetroPulse website that was launched last November. For instance, tracking approximately 100 indicators, illustrated in more than 1,000 tables, CMAP was able to determine that transit riders make about 2 million public transit trips each week day. With the release of MetroPulse 1.1 during the summer and based upon user demand, functionality has been expanded and new portals created. The Metro Chicago Information Center (MCIC), CMAP, the City of Chicago, Cook County and CCT announced "Apps for Metro Chicago", a contest for programmers to develop data-driven software

applications. Awards totaling \$50,000 are possible through the support of various foundations.

- *Pursue Coordinated Investments:* Encompassing the agency's policy objectives reflected in the state and federal policy agenda, the recommendations in GO TO 2040 are high priorities for CMAP.
- *Invest Strategically in Transportation:* Recommendations in this chapter could not be sufficiently addressed in 2011-2012, rather will be seen over the long term. An increase in the gas tax, while not a perfect solution, needs to be indexed to inflation.
- *Increase Commitment to Public Transit:* Transit and transportation need to be considered as a whole.
- *Create a More Efficient Freight Network:* CMAP is committed to finding financial resources to complete the CREATE project, awarded the 2nd largest grant in the country through TIGER1.

Blankenhorn concluded the overview, asking the Board and Policy Committee to consider the following 3 questions in discussing next steps for 55/45 split, congestion pricing, and major capital projects: Should this be a near-term priority for implementation; how should this be strategically implemented; what is anticipated progress in a year, in 5 years?

A number of the Board and Policy Committee members weighed in on the following:

- The LTA program was wildly successful;
- Collaboration in providing joint services is desirable in terms of more efficient governance;
- The 55/45 split must be addressed;
- MFT could be used to support transit;
- Innovation in partnerships should include collaborating with developers to harness potential of economic development;
- Groundwork must be established for how new [system] works;
- How can we bring interested parties to the conversations;
- Look nationally at programs that seem to be working (forward material presented at Regional Coordinating Committee to Board and Policy Committee members);
- New sources of revenue need to be identified;
- Look at pilot projects for congestion pricing, while examining impact on local streets and roads;
- Push harder for BRT (HOT lanes);
- Show where BRT has been successful;
- Consider socio-economic impacts;

Staff received guidance and direction from the Boards and will follow-up regarding these issues at their respective meetings in January.

16.0 Other Business

Mayor Bennett and Secretary Schneider exchanged appreciation for the joint meeting, each looking forward to more opportunities to collaborate. Executive Director Randy Blankenhorn announced that Keith Sherman will retire from IDOT, and thanked him for

his work with the department and CMAP. There was no other business before the CMAP Board or the MPO Policy Committee.

17.0 Public Comment

There were no comments from the public.

18.0 Next Meeting

The CMAP Board meets next on November 9, 2011

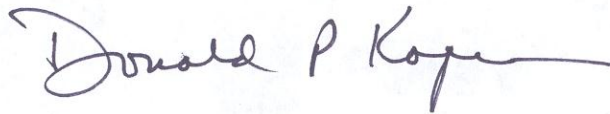
The MPO Policy Committee meets January 12, 2012

19.0 Adjournment

At 11:15 a.m., a motion to adjourn was made by Dan Shea and seconded by Tom Cuculich.

All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in dark ink, reading "Donald P. Kopec". The signature is fluid and cursive, with a long horizontal stroke at the end.

Don Kopec, Secretary

10-24-2011

/stk



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MEMORANDUM

To: MPO Policy Committee

Date: December 1, 2011

From: CMAP Staff

Re: 09-11-0034 GO TO 2040/TIP Conformity Analysis & TIP Amendment

IDOT has requested a special GO TO 2040/TIP Conformity Analysis & TIP Amendment for 09-11-0034, IL 47 from Caton Farm Rd to I-80 in Kendall and Grundy Counties. The amendment was released for public comment from November 3, 2011 to December 2, 2011. At this time, no comments have been received. If any comments are received before the end of the comment period, the committee will be informed.

The project consists of adding lanes, adding signals and improving intersections along the highway.

The 2020, 2030 and 2040 highway networks were coded to include the project. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by speed and facility type for eight vehicle classes was expanded to the twenty-eight vehicle types needed for use with USEPA's MOBILE model. The on-road emission estimates are the sum of those emissions for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit, Clean Fuel Fleet Program or activities that can't be included in the travel demand model have not been claimed.

For ozone precursors, the resulting emissions estimates fell below the applicable attainment demonstration SIP budgets.

Since there are no SIP budgets for annual direct PM_{2.5} (fine particulates) and NO_x (nitrogen oxide) emissions, these estimates were combined with estimates from northwest Indiana, which is also part of the nonattainment area. The combined direct PM_{2.5} and NO_x emissions remain below emissions estimates for 2002, the baseline year.

**Northeastern Illinois Transportation Improvement Program
TIP Amendment 09-11-0034 IL 47 from Caton Farm Rd to I-80
Conformity Analysis Summary Results**

Direct PM_{2.5} and NO_x Emissions in Tons per Year for PM_{2.5} Conformity

Year	Fine Particulate Matter			Nitrogen Oxide		
	Northeastern Illinois	Northwest Indiana	Nonattainment area Total	Northeastern Illinois	Northwest Indiana	Nonattainment area Total
2002	3,070.78	562.64	3,633.42	167,630.81	30,397.97	198,028.78
2016	1,073.93	112.28	1,186.21	40,800.91	3,931.12	44,732.03
2020	969.63	104.73	1,074.36	27,729.34	2,733.80	30,463.14
2030	957.11	109.53	1,066.64	19,098.53	1,964.01	21,062.54
2040	1,004.53	122.52	1,127.05	19,324.23	2,111.42	21,435.65

conformity is demonstrated by comparison of analysis year emissions to the baseline year (2002)

VOC and NO_x Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2016	61.31	133.78	110.13	284.65
2020	52.50	73.68	74.08	88.17
2030	51.97	73.68	49.47	88.17
2040	55.67	73.68	49.67	88.17

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes

Off-model benefits are not included in the total emissions estimates
NIRPC emissions from (pending) December 8, 2011 conformity analysis, assuming construction of Cline Avenue Bridge



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MEMORANDUM

To: Transportation Committee and MPO Policy Committee

From: CMAP Staff

Date: December 5, 2011

Re: Public Comment on TIP amendment for project 09-11-0034 adding lanes on IL 47 between Caton Farm Road in Kendall County and I-80 in Grundy County

The attached comment letter was received on the proposed TIP amendment adding lanes on IL 47 between Caton Farm Road in Kendall County and I-80 in Grundy County. IDOT has provided the below draft response.

Ms. Urban's objection in her letter is based on the population forecasts for the area and that the improvement is inconsistent with the GO TO 2040's goals.

Her point concerning population forecasts is based on her review of the Prairie Parkway study which used population forecasts as a basis for developing regional transportation needs. In the Prairie Parkway Draft Environmental Impact Statement (DEIS) the widening of this portion of IL 47 is actually identified as completion of the Strategic Regional Arterial (SRA) IL 47 corridor from I-88 to I-80. Currently IDOT has started phase one engineering and let a construction contract for the widening of IL 47 from Caton Farm Road to the current four lane section of IL 47 in Sugar Grove. The section of IL 47 in question will complete the corridor to tie into the existing four lane section north of I-80 in Morris.

A more appropriate indicator to determine whether the additional lanes are warranted is the Average Daily Traffic (ADT) of the roadway. The existing ADT over the project length is currently 8300. The ADT north of I-80 in Morris is 14,300 and in Yorkville it varies from 11,400 to 22,000. The forecasted ADT for the subject portion of IL 47 exceeds the Department's four lane warrants (12,500) within 20 years based on traffic projects averaged over the last 20 years. The Department recently received CMAP's traffic projections for IL 47 north of Yorkville and the 2040 volumes exceed the Department's six lane warrants.

As for the GO TO 2040 goals this improvement is an efficient use of transportation funds by improving the existing corridor to a SRA level facility. In this area IL 47 is the only primary north-south roadway for both Grundy and Kendall Counties. IL Route 47 extends north through Kane County where it provides a north-south route for the Metro west communities in the Fox Valley Area. To the south, IL 47 extends to Champaign County near the Champaign/Urbana metropolitan area. Unlike the Chicago metropolitan area, there are few alternate routes for traffic in this region and no routes that are maintained (snow removal) to this level for the travelling public. Also, the proposed roadway and much of the IL 47 corridor will also provide bicycle accommodations to increase the area's "Livability".

Draft



December 2, 2011

Christopher Snyder
Chairman, Transportation Committee
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Snyder:

I am writing in my capacity as the Director of the Transportation and Community Development Program at the Center for Neighborhood Technology to object to the TIP Amendment adding lanes on IL 47 between Caton Farm Road in Kendall County and I-80 in Grundy County. Having reviewed the public information available on the Prairie Parkway website (<http://prairie-parkway.com/faqs/default.asp#4>), it would appear that the justification for this improvement is based in part on population forecasts for Kane and Will counties, two areas with much larger populations that will experience greater growth than Kendall's growth which is only forecasted to be 93,000 between 2010 and 2040 according to CMAP's estimates.

My objection is based both on the fact that it would appear that population forecasts for the area of the improvement do not appear to warrant the additional lanes and that the proposed arterial improvement is inconsistent with the GO TO 2040's goals. Adding lanes to IL 47 in this furthest corner of the region creates further incentive for unsustainable growth by increasing transportation capacity through an area that today is largely farmland and where the nearest town is Yorkville to the north with a population of just over 18,500.

I am not at all surprised that the conformity analysis shows that resulting emissions fall below the applicable attainment demonstration SIP budgets given how remote this area is and how small the population. It seems to me better to return the Prairie Parkway earmark to the Federal Highway Administration than to spend it in such a location.

Sincerely,

A handwritten signature in dark ink, reading 'María Choca Urban'. The signature is fluid and cursive, with the first name 'María' being the most prominent.

María Choca Urban
Director, Transportation and Community Development
Center for Neighborhood Technology