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MPO Policy Committee
Meeting Minutes
March 11, 2010—10:00 a.m.

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

MPO Policy Committee Members Present:

Marty Buehler – Lake County, Joe Deal - Chicago Metropolitan Agency for Planning, Paul Fish – Chicago Transit Authority (Representing Richard Rodriguez), Rupert Graham – Cook County (Representing Joseph Moreno), Jack Groner - Metra (Representing Philip A. Pagano), Luann Hamilton – Chicago Department of Transportation (Representing Thomas Powers), Charles Ingersoll – Illinois Department of Transportation, Ken Koehler – McHenry County, John McCarthy - Private Transportation Providers, Michael Payette – Class I Railroads, Tom Rickert - Kane County (Representing Karen McConnaughay), T.J. Ross - Pace (Representing R. Kwasneski), Jeffery Schielke – Council of Mayors, Steve Schlickman – Regional Transportation Authority, Chris Snyder – DuPage County (Representing Tom Cuculich), Norman Stoner – Federal Highway Administration, Lawrence Walsh – Will County, David Werner – Federal Transit Administration (Representing Marisol Simon), Rocco Zucchero – Illinois Tollway

Absent:

Bob Davidson - Kendall County, Elliott Hartstein - Chicago Metropolitan Agency for Planning

Staff Present:

Randy Blankenhorn, Janet Bright, Bob Dean, Teri Dixon, Doug Ferguson, George Johnson, Don Kopec, Jill Leary, Matt Maloney, Tom Murtha, Holly Ostdick, Ross Patronsky, Russell Pietrowiak, Joy Schaad, Todd Schmidt

Others Present:

Aristide Biciunas – Public, Bruce Christensen – Lake County Department of Transportation, Chalen Daigle - McHenry County Council of Mayors, Kama Dobbs – DuPage Mayors and Managers Conference, John Donovan – Federal Highway Administration, Jon-Paul Kohler – Federal Highway Administration, Joe Korpalski – McHenry County Department of Transportation, Jamy Lyne – Will County, Robert Munson – Citizen's Advisory Committee, David Seglin – Chicago Department of Transportation, Chris Staron – Northwest Municipal Conference, Susan Stitt – Illinois Department of Transportation, Paula Trigg – Lake County Department of Transportation, Mike Walczyk – Northwest Municipal Conference

1.0 Call to Order and Introductions

At 10:05 a.m., Mayor Schielke informed the Committee that neither Chairman Hannig nor Vice-Chair Rodriguez is available for the meeting. Staff requested that he chair the meeting. On a motion by Mr. Groner, seconded by Mr. Ross Mayor Schielke was elected Chairman Pro-tem for the meeting.

2.0 Agenda Changes and Announcements

There were no changes or announcements.

3.0 Approval of Minutes – January 14, 2010

On a motion by Mr. Rickert, seconded by Mr. Buehler the minutes of the January 14, 2010 meeting of the Policy Committee were approved.

4.0 Agency Reports

4.1 Council of Mayors' Report

Mayor Schielke reported that the Council of Mayors Executive Committee met on February 9 where they approved advanced funding request for McHenry, Central and DuPage Council of Mayors. \$21.8 million in advanced funding requests have been approved in state fiscal year 2010. The Committee also approved the submittal of the Planning Liaison program's Unified Work Program proposal and Scope of Services.

The Committee discussed the American Recovery and Reinvestment Act; how to ensure that all the funds are spent; the possibility of a second round of stimulus funds; and, the need to have projects ready to take advantage of the additional funds.

The next meeting Council of Mayors Executive Committee meeting is scheduled for April 6th.

4.2 CMAP Board Report

Mr. Schlickman reported that the CMAP Board has been receiving reports on various issues that will be addressed by GO TO 2040. Among the topics discussed were freight, open space and parks including the trails and greenways plan, tax policy, transportation finance and land use. He also mentioned a presentation on the Regional Transportation Operations Coalition – RTOC. While he has some concerns, he felt that an effort such as this could bring the transportation operators together and increase cooperation among them.

4.3 CMAP Report

Mr. Kopec informed the committee that if they were reading the Governor's proposed budget for FY 2011, they would find the line item for the Comprehensive Regional Planning fund is zero. However, IDOT has assured us that the metropolitan planning line item in their budget has been increased by \$3.5 million. This amount will be sufficient to cover the local match for all UWP planning funds in the state. It still remains to be seen how CMAP will fund its non-transportation planning activities. There is a possibility that

other state agencies such as IDNR, IEPA and DCEO may have also included support for comprehensive planning in their budgets. This however has not been verified. On the federal level, Mr. Kopec reported that the federal transportation authorization legislation has been extended through March 28th. Additional legislation is being moved through Congress that would further this extension through the end of the calendar year. One aspect of this legislation that would be a problem for Illinois is how certain funding programs are handled. The Senate version continues to authorize the Projects of National and Regional Significance and the National Corridors Infrastructure programs as was done previously which would give about \$151 million to Illinois. The House version would redistribute these programs amongst all fifty states and the District of Columbia resulting in a loss of nearly \$119 million for Illinois. Mr. Schlickman mentioned that the CMAP Board directed staff to draft a letter to the Illinois delegation about this issue and urging them to support the Senate version. He suggested that the Policy Committee produce a similar letter or sign on to the CMAP letter. On a motion by Mr. Schlickman, seconded by Mr. Walsh, staff was directed to include the Policy Committee on the letter to the Illinois delegation.

Mayor Schielke expressed his thanks and appreciation of IDOT for continuing to financially support the agency.

Mr. Kopec concluded by mentioning the recent passing of Jan Metzger from CNT who was a strong advocate for transportation in the region. She will be sorely missed by all.

5.0 GO TO 2040

5.1 *GO TO 2040* Update

Mr. Dean briefed the committee on the status of the *GO TO 2040* plan development process. He noted that staff was putting together the policy details which are being presented to the board. A formal public comment period will be held in June and the full plan presented to this committee at their October meeting.

5.2 Financial Plan

Mr. Maloney presented a memo addressing a draft of the financial plan which is available in its entirety on the CMAP website. He stressed that this work includes the input of the Transportation Committee and other stakeholders. The plan is necessary since the MPO needs to fiscally constrain the capital element of the transportation plan. Developing this plan is the first step in this process.

The plan states that \$385 billion in year of expenditure dollars will be available from now until 2040 for transportation. It includes what are considered core revenues and those which can be described as reasonably expected. Of the \$385 billion, only \$10.5 billion will be available for new capital projects with the balance going to maintain the current system and implement improvements to bring it up to a state of good repair. This is consistent with the preferred regional scenario which calls for the maintenance and modernization of the system.

Mr. Buehler asked about distinguishing between operating and capital revenues. Mr. Maloney stated that the plan does not currently draw this distinction but this could be done if so desired. Mr. Schlickman asked a number of questions regarding transit revenues. Mr. Maloney addressed these questions and emphasized that the figures were developed through close cooperation with the RTA and service boards.

Mr. Buehler asked about other innovative financing techniques. He suggested a clarification in the wording of the document since they are shown but with a zero value. Mr. Maloney noted that it will be very important to take a close look at these techniques, but they will have to be applied on an individual project basis.

5.3 Major Capital Projects

Mr. Dean recalled Mr. Maloney's statement that the region will have \$10.5 billion available for new capital projects. This includes both the cost of construction of the project and maintaining and/or operating it through 2040. Also, on projects where tolling is probable, the tolls generated are deducted from the cost of the projects, since tolls are not true "public costs." Finally, since most projects consist of both reconstruction of an existing facility with additional capacity added, the reconstruction element cost was not included since this would be "paid for" out of the balance of the \$385 billion available. Staff looked at the last 20 years worth of capital projects and determined that about 50% of the cost of these projects was actually reconstruction of existing facilities. In order not to double count these costs, a total of \$21 billion in new projects have been programmed.

Projects were then assigned to one of two categories – either constrained or unconstrained – based upon their consistency with the preferred scenario, the results of simulations and the results of other studies. Several themes became apparent with the constrained projects – there were very few entirely new projects – mostly expansions or improvements to existing facilities; there are a number of managed lanes projects which may accommodate transit and/or freight; and, there is significant support for transit.

The unconstrained projects did have benefits and staff supports continued study and engineering of these. There were a number of other projects that are not part of the region's priorities. In order for projects to get to Phase II engineering they need to be part of the constrained list of projects in the plan.

Mr. Groner asked how projects could move from the unconstrained to the constrained list. It was explained that the plan needs to be updated at least every four years. Additionally, CMAP conducts air quality conformity analyses every six months for TIP amendments, at which time the plan could also be updated. Mr. Schlickman and Ms. Hamilton inquired about transit projects and when they could move forward. Subsequent to the meeting, it was determined that even though they were on the unconstrained list, transit projects could decide upon a locally preferred alternative. At this point sufficient funding to build, operate and maintain the facility would need to be identified. Both the financial plan and the long range plan would then need to be updated to include the transit project. This would need to be done before the project could enter into Phase I engineering.

Mr. Rickert expressed concern that even a Congressional earmark could not move forward in some cases. Mr. Walsh stated that initially he could not be a full supporter without the Illiana Expressway in the constrained list. However, the fact that the list could be revisited every six months alleviates some of his concerns. He believes the Illiana is a good thing for Illinois and is encouraged that Public-Private Partnership legislation is moving through the state legislature. Mr. Groner asked about CREATE and high-speed rail and why they are not part of the lists. It was explained that those types of projects are for the most part outside the MPO process and do not have to be fiscally constrained. Mr. Buehler asked about the unconstrained list, specifically when and how it would be prioritized. Mr. Dean stated that this would begin at the next Transportation Committee but was not sure exactly how it would be done. Mr. Ross wondered if the process double counted transit operating costs. Mr. Dean explained that transit operating costs were included, usually as a percentage of the construction costs, but that was reduced with the assumption that 50% of the operating costs would be recovered by the fare box.

Mayor Schielke noted that he has heard strong support for the Illiana Expressway and would seem to benefit a large portion of the region. Mr. Ingersoll explained that the PPP legislation currently being discussed by the legislature would be similar to that passed in Indiana, but would likely have a sunset clause of about 5 to 10 years. JCAR would also have to issue rules implementing how these partnerships would be established. IDOT has also contracted with UIC to conduct various studies along the corridor. Mr. Buehler noted that the Illiana would be a great project for that area and that the IL 53 project, which is in the constrained list was subjected to a public vote and is overwhelmingly supported.

6.0 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois and Designated Recipient of Section 5307 and Section 5340 Capital and Planning Funds Ms. Dixon reported that the RTA has completed its negotiations with northwest Indiana and southeast Wisconsin regarding the allocation of FTA's Section 5307 and Section 5340 Capital and Planning funds. The splits and subsequent allocations to the service boards were shown in the agenda item. She asked for approval of Resolutions 10-01 through 10-05 which endorsed the state splits and designated the service boards as recipients of the FTA funds at the specified amounts. On a motion by Mr. Schlickman, seconded by Mr. Groner, the resolutions were adopted. Mr. Koehler abstained.

7.0 U.S. DOT Certification Review of the Metropolitan Planning Process for the Northeastern Illinois Planning Area

Mr. Stoner introduced this item by voicing his appreciation for the current transportation planning process – the 3C process – which places decision making processes in the hands of local officials. It's a great example of good government and a partnership with the federal government which calls for a periodic review of the process. For that review, USDOT assembled a team from FHWA, FTA and others. It is significant since it is the first review since CATS transformed into CMAP. He then introduced Mr. Donovan from FHWA who was the team leader for the review. Mr. Donovan explained that these certification reviews are conducted every four years at MPOs in areas with populations over 200,000. The reviews focus on the structure and administration of the planning

process, compliance with the planning regulations, the Civil Rights Act and the American with Disabilities Act along with conformity to the Clean Air Act in non-attainment areas, of which Chicago is one.

There were several phases to the review. Ongoing oversight was evaluated along with any federal actions that had occurred. There was a desk review consisting of a questionnaire and review of the planning products. A site visit was conducted which included with a number of meetings with MPO committees and other stakeholders. Finally, the report is discussed with the MPO staff.

There are four possible outcomes: full certification, conditional certification, partial certification and de-certification. The result of this review is full certification with a number of recommendations and commendations. Mr. Donovan mentioned a few of the priority recommendations including the implementation of *GO TO 2040*, the use of performance driven policies and investments, obtaining a sustainable match for planning funds, investigate green-house gas reductions and expand the active program management effort to all program funds. He thanked all participants in the process for their efforts in the review. Mr. Warner from FTA also thanked the CMAP staff for their thoroughness in preparing materials for the review.

8.0 RTP and TIP Conformity Analysis and TIP Amendment

Ms. Berry reported that the CMAP Transportation Committee released the semi-annual conformity determination and amendments to the TIP for a 45 day public comment. No comments were received. The CMAP Transportation Committee recommended approval to the Policy Committee at their March 5, 2010 meeting. On a motion by Mr. Schlickman, seconded by Ms. Hamilton, the Semi-Annual TIP/RTP Conformity Analysis and TIP Amendment were approved.

9.0 CMAP Board / MPO Policy Committee Memorandum of Understanding

Ms. Berry explained that the Memorandum of Understanding between the CMAP Board and the MPO Policy Committee calls for an annual review and update if necessary. Staff has reviewed the memorandum and recommends no changes at this time. On a motion by Mr. Walsh, seconded by Mr. Deal, the MOU was unanimously approved for another year.

10.0 Rescission of Local STP Contract Authority at the end of SAFETEA-LU

Ms. Berry explained that SAFETEA-LU contained a rescission provision affecting most funding programs including the STP program. IDOT provided amounts for the various programs, and negotiations between the city and suburban mayors developed a recommendation for how to resolve the STP rescission. It was agreed that the city would absorb the entire rescission with the understanding that if Congress acted to restore these funds, that the funding would be restored to the city. IDOT has concurred stating that any adjustment would have to be made in the FY 2012 program. On a motion by Mr. Groner, seconded by Mr. Walsh, the method to address the STP rescission was approved.

11.0 Regional Transportation Operations Coalition

Mr. Schmidt introduced the concept of a Regional Transportation Operations Coalition – RTOC the main idea of which is to create an open forum for agencies to share ideas, promote innovative operations solutions and foster relationships between member agencies. He also described the advantages to linking operations and planning – an approach that has received strong support from all levels of transportation officials. The RTOC is in some ways an outgrowth of the GCM effort, now that the GCM successor deals only with the interstate system. The RTOC would be a stand-alone group within the CMAP committee structure but be closely associated with the ATTF, the freight committee, the bike/ped task force, the transportation committee and the council of mayors. The RTOC program would support the regional data archive effort, multi-jurisdictional signal interconnect systems, transit signal priority, CREATE, opportunities for cooperative funding and regional operations oriented projects. He also covered the goals of the RTOC, the resources that were available and some of the constraints they are facing. The work plan is currently under development and will soon be presented to the relevant CMAP committees.

Mr. Ross commented that transit signal priority is an area of operations that sorely needs to be emphasized. Mr. Buehler mentioned that this effort came up at the CMAQ Committee meeting and appears to be a huge undertaking. He cautioned staff not to be too ambitious and asked that the committee be up and running effectively before any member is put on the Transportation Committee. Ms. Hamilton agreed with that position and mentioned that all the operators already sit on the Transportation Committee. The RTOC could easily have any items they felt important put on the Transportation Committee agenda.

12.0 Regional Freight System Planning

Mr. Murtha began by covering the importance of freight to the region – how it is our link to the global economy, makes Chicago industry more competitive, reduces costs for Chicago area consumers and how it may contribute to congestion which is a threat to our regional prosperity.

There are a number of issues that need to be considered. On the rail system the region handles over 40,000 units per day with the intermodal sector continuing to grow; there is a need for coordination of operations; CREATE needs to be implemented; and, trains are becoming cleaner and more efficient, but also much longer which will impact communities. On the truck side, which carries about 2/3 of the region's freight issues include load restrictions, low clearances, truck route designations, off-peak delivery restrictions and a lack of parking. Freight also has community impacts such as grade crossing delays, noise and air pollution, crashes and other potential hazards. The freight study is making a number of recommendations such as prioritizing funding for CREATE and expediting its implementation; identifying, developing, financing and implementing projects and improvements beyond those in CREATE; addressing truck-ways, vertical clearances and load restrictions; examining the truck route system and looking into truck size and weight limits, delivery times and parking. A key goal of the freight community is to integrate

freight needs into the infrastructure prioritization process using freight performance measures in the project selection process.

Mr. Zucchero stated that the Tollway is looking into providing parking for trucks on its system. Mr. Payette, as the representative of the freight industry, noted how important the freight committee is in providing a means of communication among all the modes. He urged USDOT to take notice that in this MPO, the private sector is already at the table and contributing to the economic viability of the region.

Mr. Schlickman expressed concern about the recommendation to create a new authority or agency. The region should be moving towards intermodalism given the funding constraints that now exist. It was mentioned that a new agency was not being proposed, but what would possibly be an additional role for an existing agency.

13.0 Other Business

Mr. Kopec asked the Committee to consider an additional meeting during the month of September to have input on *GO TO 2040*. He said a decision should be made at the June meeting. He also recommended that the Committee hold its October meeting jointly with the CMAP board to consider the final approval of *GO TO 2040*. This would be on the second Wednesday of October rather than the Thursday. On a motion by Mr. Schlickman, seconded by Ms. Hamilton, the October meeting was moved to Wednesday the 13th, to be held with the CMAP Board.

14.0 Public Comment

There was no public comment from the meeting attendees.

15.0 Next Meeting – June 10, 2010 at 10:00 a.m.

16.0 Adjournment

The meeting was adjourned at 11:55 a.m. on a motion by Mr. Schlickman, seconded by Mr. Groner.