

233 South Wacker Drive Suite 800, Sears Tower Chicago, IL 60606

312-454-0400 (voice) 312-454-0411 (fax) www.cmap.illinois.gov

# DRAFT Meeting Minutes of the MPO Policy Committee

January 14, 2010

Offices of the Chicago Metropolitan Agency for Planning (CMAP)

Cook County Conference Room

Suite 800, 233 S. Wacker Drive, Sears Tower, Chicago, Illinois

## **MPO Policy Committee Members:**

Mark Avery-DuPage County (Representing Tom Cuculich), Marty Buehler- Lake County, Joe Deal-Chicago Metropolitan Agency for Planning, Rupert Graham-Cook County (Representing Joseph Moreno), Jack Groner-Metra (Representing Philip A. Pagano), Gary Hannig (Chairman)-Illinois Department of Transportation, Rich Hazlett-Chicago Department of Transportation (Representing Thomas Powers), Joe Korpalski-McHenry County (Representing Ken Koehler), Jamie Lyne-Will County (Representing Larry Walsh), John McCarthy-Private Transportation Providers, Michael Payette-Class I Railroads, Tom Rickert-Kane County (Representing Karen McConnaughay), T.J. Ross-Pace (Representing R. Kwasneski), Richard Rodriguez (Vice-Chairman)-Chicago Transit Authority, Rae Rupp Srch-Chicago Metropolitan Agency for Planning (Representing Elliott Hartstein), Jeffery Schielke-Council of Mayors, Steve Schlickman-Regional Transportation Authority, Norman Stoner-Federal Highway Administration, Rocco Zucchero-Illinois Tollway

Absent: Bob Davidson - Kendall County, Marisol Simon - Federal Transit Administration

**Staff Present:** Erin Aleman, Randy Blankenhorn, Janet Bright, Bob Dean, Doug Ferguson, George Johnson, Don Kopec, Jill Leary, Tom Murtha, Holly Ostdick, Ross Patronsky, Russell Pietrowiak, Joy Schaad

#### **Others Present:**

Aristide Biciunas-Public, Rick Boehm-McDonough Associates, Inc., Lenny Cannata-West Central Municipal Conference, Charles Crump-URS Corporation, Chalen Daigle-McHenry County Council of Mayors, Kama Dobbs-DuPage Mayors and Managers Conference, Stephanie Dock-University of California-Berkeley, John Donovan-Federal Highway Administration, Paul Fish-Chicago Transit Authority, Charles Ingersoll-Illinois Department of Transportation, Jon-Paul Kohler-Federal Highway Administration, Keith Sherman-Illinois Department of Transportation, Chris Staron-Northwest Municipal Conference, Mike Walczyk-Northwest Municipal Conference, Tammy Wierciak-West Central Municipal Conference

#### 1.0 Call to Order and Introductions

Chairman Gary Hannig called the meeting to order at 10:10 a.m. He also informed the committee about recent staff changes at the department. Dick Smith, the Director of the Office of Programming and Planning has retired along with Chuck Schmidt. Replacing them are Chuck Ingersoll and Keith Sherman, both veteran employees of IDOT. Chairman Hannig also mentioned that IDOT will be holding a series of public meetings to get input on their multi-year program and a possible new stimulus program

## 2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

#### 3.0 Approval of Minutes – January 8, 2009

On a motion by Mayor Schielke, seconded by Mr. Groner, the October 8, 2009 minutes were approved.

# 4.0 Agency Reports

## 4.1 Council of Mayors' Report

Mayor Schielke reported that the suburban councils have spent nearly \$46.7 million in local STP funds this fiscal year. For the ARRA program the councils received \$94 million of which \$64.8 million has been obligated. The Executive Committee of the Council of Mayors is scheduled to meet February 2<sup>nd</sup> to discuss the status of the ARRA program and *GO TO 2040*.

### 4.2 CMAP Report

Mr. Kopec announced the retirement of Mr. Al Fijal who had worked for both NIPC and CATS and now CMAP. Mr. Fijal has worked over 41 years with these three agencies and has been involved with virtually every data collection effort over those years.

Mr. Steve Schlickman reminded the committee that he represents them on the CMAP Board and is interested in presenting to the Board items of concern to the Policy Committee. He also expressed an interest in reporting back to the Policy Committee on what occurs at the CMAP Board meetings. Chairman Hannig asked that an item be added to the Policy Committee agenda for that purpose.

## 5.0 GO TO 2040

## 5.1 Preferred Scenario

Mr. Bob Dean asked for the endorsement of the Draft 2040 Regional Preferred Scenario. He referred to a memo distributed to the committee members and highlighted some changes recommend by one of the CMAP committees. Mr. Dean also mentioned a few suggested changes that were not made, including one by the RTA. Mr. Schlickman explained why he felt it was better to say the region was going to mitigate congestion rather than reduce it. He did not want to raise expectations regarding congestion.

There was also a discussion relating to how safety was being treated in the plan. Mr. Dean explained that transportation is a top priority in the plan and that safety is a major element of that. However, the plan will not be making any recommendations regarding safety beyond transportation.

Mr. Buehler asked for a definition of congestion, mentioning that other modes of transportation also may be considered congested. Mr. Dean replied that the congestion referred to in the plan is primarily that of auto congestion – or the vehicle miles traveled under congested conditions. On a motion by Mr. Schlickman, seconded by Mr. Groner the preferred scenario was approved.

#### 5.2 Financial Plan

Mr. Matt Maloney referred to a memo in the Policy Committee mailing and mentioned that the Transportation Committee has been discussing the transportation financial plan for the past six months. He stated that the staff of CMAP has been working closely with the RTA, the counties and IDOT to develop the financial forecasts. He described two elements to the forecast – a core component based upon current revenues and a reasonably expected component which would be above and beyond core revenues. It is projected that in total there will be \$385 billion which takes into account anticipated inflation and revenue increases. Of that total, it is estimated that \$359 billion will be needed to operate and maintain the system and \$26 billion to bring the system up to a state of good repair, provide strategic improvements and enhancements and for major capital projects. As a starting point for discussion, staff recommending splitting the \$26 billion in the following manner: \$9 billion to move to a state of good repair; \$9 billion for strategic enhancements; and, \$8 billion for capital projects. Other issues discussed in the financial section included congestion pricing, public-private partnerships, climate change legislation, variable parking pricing and value capture.

A discussion ensued covering expected revenue and cost increases, possible revenue sources and the amount potentially available from each and the importance to consider cost reduction activities.

#### 5.3 Major Capital Projects

Mr. Ross Patronsky explained that the major capital project element of the long range plan considers only large projects that have a significant impact such as rail capacity and interstate improvements. He noted that staff has been working since last spring to identify projects for the plan and that there are slightly more than fifty proposals being considered. Projects have come in from the 2030 RTP, project implementers and the general public. These projects have been evaluated using the criteria adopted last June by the Policy Committee. However, the evaluation criteria have not been used to develop a ranking system. The next step in the process will be to develop a set of projects that support the preferred regional scenario and are fiscally constrained. This list will be available in March for review and comment.

## 6.0 CMAQ Funding of Private-Sector Diesel Emission Reduction Projects

Mr. Patronsky began by providing some background on the CMAQ program and its history of funding for diesel retrofit projects. He explained their value in meeting air quality goals, particularly related to hot spots. He also noted that SAFETEA-LU specifically mentions the importance of implementing projects that address diesel emissions. It was also noted that the private sector has been supplying a higher local match – thirty-five percent - than the minimum requirement of twenty percent.

Mr. Mike Payette expressed his appreciation on behalf of the railroad companies for the opportunity to be a partner in the CMAQ program. He described the railroads huge investment in infrastructure and how this program, along with CREATE, has helped them continue to support the region's economy.

Mr. T.J. Ross remarked that the bus industry has had to make improvements reducing emissions for many years, well before CMAQ funds were used for this purpose.

Mr. Jack Groner explained that the rail industry has also had to make significant investments to meet air quality standards. And the place to focus that investment is with the switcher engines since they are used locally. There was additional discussion regarding potential cost savings for the railroads because of these projects and how well this investment compares to other projects aimed at reducing particulate matter. It was stated that these projects are very effective in reducing particulate matter emissions. IEPA has said that the region will need to reduce a fair amount of these emissions in order to meet the standard.

Mr. Marty Buehler, who is a member of the CMAQ Project Selection Committee, stated that the committee has spent a great deal of time examining the project selection process. He feels the issue has been thoroughly examined and is comfortable with how switch engine applications were handled.

#### 7.0 Legislative Update

Mr. Gordon Smith stated that the primary focus of the CMAP legislative agenda for this year is the re-establishment of the regional comprehensive planning fund. Meetings have been held with legislators, their staff and the Governor's office. CMAP will monitor other legislative and would appreciate knowing from member agencies their legislative priorities. Chairman Hannig reminded the committee that the IDOT budget is not prepared in a vacuum – they submit their budget to the Governor. Since the \$5 million for the regional comprehensive planning fund comes from general revenue, it will be difficult given the state's fiscal crisis. He noted that IDOT will do everything possible to ensure that no federal funding is at risk. Mr. Schlickman noted that the RTA and service boards have had funding issues with the state. The state is currently \$250 million in arrears making cuts in the near future very possible unless the situation changes.

Mr. Doug Ferguson mentioned a few legislative issues at the national level including the status of reauthorization, a second jobs stimulus bill and climate change.

## 8.0 CMAQ and STP Rescissions

Ms. Holly Ostdick mentioned that a SAFETEA-LU Committee meeting will likely be called to deal with the STP rescission, which is currently estimated to be in the \$20-\$25 million range. The method implementing the rescission of contract authority for the CMAQ program has been approved by the Transportation Committee. It will entail moving 128 projects out of the TIP. These projects will be added back in when they are ready for award at which time additional funding will have become available. She asked for Policy Committee approval of this method. On a motion by Mr. Grover, seconded by Mr. Rodriguez, the method of handling the CMAQ rescission was approved.

# 9.0 ARRA Update

Mr. Doug Ferguson discussed the status of the ARRA funding. He noted that the state was on track to obligate all of its available funding and described the procedures in place to ensure that this would take place. He also noted that there was no news on either the TIGER or High-Speed rail programs was available.

# 10.0 Regional Freight System Planning

This item was deferred to the March meeting.

#### 11.0 Other Business

Mr. Schlickman informed the committee that the RTA is currently updating its Strategic Plan and he will report on it when it is completed.

#### 12.0 Public Comment

#### 13.0 Next Meeting – March 11, 2010

#### 14.0 Adjournment

The meeting was adjourned at 11:45 a.m.

Respectfully submitted,

Don Kopec

Secretary, Policy Committee

March 4, 2010