



MPO Policy Committee

Minutes

March 13, 2014

DuPage County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

MPO Policy Committee Members Present:

Kay Batey – Federal Highway Administration, Frank Beal – Chicago Metropolitan Agency for Planning, Lynette Ciavarella – Metra, Shelia Clements – Federal Transit Administration, Michael Connelly, Chicago Transit Authority, Tom Cuculich – DuPage County, Luann Hamilton – Chicago Department of Transportation, Elliott Hartstein – Chicago Metropolitan Agency for Planning, Joe Korpalski – McHenry County, Rich Kwasneski – Pace, John McCarthy – Private Providers, Leanne Redden – Regional Transportation Authority, Tom Rickert - Kane County, Secretary Ann Schneider - Illinois Department of Transportation, Paula Trigg – Lake County, Larry Walsh – Will County, Eugene Williams - Council of Mayors, John Yonan - Cook County, Rocco Zuccherro – Illinois Tollway

MPO Policy Committee Members Absent:

Wes Lujan – Class I Railroads, John Shaw – Kendall County

Staff Present:

Patricia Berry, Randy Blankenhorn, Jesse Elam, Craig Heither, Don Kopec, Jill Leary, Matt Maloney, Holly Ostdick, Ross Patronsky, Gordon Smith, Andrew Williams – Clark, Lindsay Hollander,

Others Present:

Kevin Bollinger - HMM, Len Cannata – West Central Municipal Conference, Brian Carlson – Illinois Department of Transportation, Bruce Carmitchel – Illinois Department of Transportation, Bola Delano – Illinois Department of Transportation, Glen Fulkerson – Federal Highway Administration, Tony Greep – Federal Transit Administration, Alicia Hanlon – Will County Executive’s Office, Jessica Hecter-Hsu – Regional Transportation Authority, Jocelyn Hoffman – Cambridge Systematics, Charles Ingersoll - Illinois Department of Transportation, Jon-Paul Kohler – Federal Highway Administration, Jim Mitchell – Gewalt Hamilton Associates representing IDOT, Nick Palmer – Will County Executive’s Office, Mark Pitstick – Regional Transportation Authority, David Seglin - Chicago Department of Transportation, Karen Shoup - Illinois Department of Transportation, Mike Toy – ETA, Guy Tridgell - Illinois Department of Transportation, Thomas Vander Woude – South Suburban Mayors and Managers Association, Mike

1.0 Call to Order and Introductions

Secretary Schneider called the meeting to order at 10:05 a.m.

2.0 Agenda Changes and Announcements

Secretary Schneider stated agenda item 8.0; Smooth Urbanized Area Boundaries would be tabled.

3.0 Approval of Minutes – January 9, 2014

A motion was made by Ms. Trigg and seconded by Mr. Rickert. With a vote of all ayes, the motion carried approving the minutes of January 9, 2014.

4.0 Agency Reports

4.1 Council of Mayors' Report

Mayor Eugene Williams reported that the Council of Mayors Executive Committee met on February 11. The region has spent more than \$10 million of local STP in 2014; the suburban councils obligated \$9.4 million of that. The Council of Mayors Executive Committee also considered and approved an additional \$3 million in advanced funding. The committee was also updated on the region's 2014 CMAQ obligations which total over \$11 million to date, with the suburban councils obligating around \$1 million of that amount. The mayors discussed the update to the region's GO TO 2040 plan and members were also briefed on CMAP's Climate Adaptation Toolkit and CMAP's 2014 state legislative framework and agenda. The Council of Mayors Executive Committee is scheduled to meet next on Tuesday May 20, 2014.

4.2 CMAP Board Report

Ms. Redden reported that since the last MPO Policy Committee the CMAP board met in February and March. At the February meeting, the CMAP board approved the 2014 federal legislative agenda and after the meeting, there was a visioning workshop. At the March meeting of the CMAP board, many of the same agenda items on the agenda today were discussed. That includes, the GO TO 2040 update, GO TO 2040/TIP Conformity Analysis and TIP amendment, the Memorandum of Understanding between the MPO Policy Committee and the CMAP Board, and a legislative update.

4.3 CMAP Staff Report

Mr. Kopec gave an update on FTA's 5310 program, which the RTA administers. MAP-21 combined the Job Access and Reverse Commute Program and the New Freedom Program into a Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. In accordance with the RTA's recently adopted Coordinated Public Transit Human Service Plan for northeastern Illinois, which the MPO Policy Committee approved last October, the RTA released a call for the continuation of existing operating and mobility management projects that previously received funding under the JARC/New Freedom programs. The proposed projects totaling \$4.2 million are now available for public comment until March 30, 2014 and the RTA Board will consider adoption

of the proposed projects at their April 19 meeting. In May, an open call for new projects to be funded with Section 5310 funds will be issued, for consideration by the RTA Board in October.

Mr. Kopec continued, noting that CMAP has recently had a presence in Washington DC. Executive Director Randy Blankenhorn first went to accept the Environmental Protection Agency's National Award for Smart Growth Achievements, citing our Policies, Programs and Plans. He also met with staff from our Senators, the House Transportation & Infrastructure Committee, Secretary Foxx's staff and staff from FHWA's Freight Office. Last week, Mayor Bennett of Palos Hills and Chair of the CMAP Board, testified before the House Transportation & Infrastructure Subcommittee on Highways and Transit. He spoke primarily about the CREATE Program and national freight policy. His testimony is available on our website in last Friday's weekly update. In addition, last week, Randy followed up with very productive meetings with virtually all of the region's representatives or their staff regarding reauthorization and the next steps in the process.

Since your last meeting the Governor's Transit Task Force met and heard reports from their Finance and Ethics subcommittees. Additionally, MPC presented its recommendations to the Task Force on improving governance, land use, and funding. The Task Force is expected to release its final report on March 27.

At each members places is a brochure, with an application for our Future Leaders in Planning (FLIP) youth program. We are currently taking applications for this very popular and successful program. Mr. Kopec encouraged all to reach out to high school age students with an interest in planning, and pass this opportunity along. It will be a worthwhile experience.

In response to a question from Mr. Cuculich, Mr. Kopec reported that the Regional Freight Leadership Task Force is still working on developing a report due to the CMAP Board in June 2014. Mr. Cuculich requested the report be presented to the MPO Policy Committee as well. Mr. Kopec agreed.

5.0 Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendment

Ms. Berry reported that the semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendment was released for thirty day public comment and no comments were received. She also stated that the Transportation Committee recommends approval of the Conformity and the TIP Amendment. On a motion by Mr. Hartstein and seconded by Mr. Rickert with a vote of all ayes, the semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendment was approved.

6.0 CMAP Board / MPO Policy Committee Memorandum of Understanding

Mr. Kopec reported that the Memorandum of Understanding between the CMAP Board and MPO Policy Committee is to be reviewed every year. He stated the CMAP Board reaffirmed the Memorandum of Understanding (MOU) at their meeting on March 12 and asked the policy committee to reaffirm the MOU. Mr. Cuculich asked if it could be the CMAP Board would reconsider the issue of an alternate representative for the MPO Policy Committee on the CMAP Board. Mr. Hartstein and Mr. Beal stated they were unaware of the intent of not allowing an alternate and therefore could not address the issue. Mr. Blankenhorn stated that alternates are not permitted on the CMAP Board. Given this, Mr. Cuculich made a motion to table the agenda item until the next meeting. Mr. Kwasneski seconded the motion, with a vote of all ayes the motion to table the item carried. During

the other business agenda item, Mr. Cuculich stated he was made aware that the MPO Policy Committee and CMAP Board have never operated without the MOU and he was assured by CMAP staff that the issue would be addressed by the CMAP Board. Given this, he made a motion to amend his motion to table the reaffirmation of the MOU with a motion to reaffirm the MOU. Mr. Kwasneski seconded the motion to amend and reaffirm the MOU and with a vote of all ayes, the motion was amended to reaffirm the MOU.

7.0 Concurrence with the selection of Designated Recipient(s) of Federal Transit Administration Section 5307/5340, Section 5337 and Section 5339 Funding

Ms. Berry stated that the Federal Transit Administration released new guidance in January 2014 regarding designated recipients for federal transit funds. Given this the designated recipient resolution had to be revised and she thanked the Regional Transportation Authority (RTA), Chicago Transit Authority (CTA), Metra, Pace, Illinois Department of Transportation (IDOT), and Federal Transit Administration (FTA) for working with CMAP to develop a resolution designating RTA, CTA, Metra, and Pace as designated recipients of 5307/5340 FTA funds. She noted that the Transportation Committee recommended this action and suggested that the agreement between the MPO, state and transit operators be updated. On a motion by Mr. Cuculich, seconded by Mr. Connelly, with a vote of all ayes, the motion to approve Resolution 14-01 designating RTA, CTA, Metra, and Pace as designated recipients of 5307/5340 FTA funds was approved.

8.0 Smoothed Urbanized Area Boundaries

This item was tabled.

9.0 State Legislative Update

Mr. Smith stated the CMAP Board voted to support five bills before the Illinois General Assembly. The first bill is HB 5786, which provides all counties in the state with the power to dissolve a local government under certain conditions. He stated only DuPage County currently has these powers. Those conditions are that the government is already primarily controlled or appointed by a county board or are a mosquito abatement district, a fire protection district, or a sanitary district. The second bill is HB 5664, which transitions the bus-on-shoulder pilot program into a permanent program for both the IDOT and Tollway Systems. The next bills are HB 5629 and SB3047, which direct the Illinois Environmental Protection Agency (IEPA) to commission a study on water-loss issues, costs, and practices through Illinois in collaboration with various state, academic, local and region water management leaders, and other interested parties as deemed appropriate by IEPA. Finally, HB5907 authorizes the Illinois Finance Authority (IFA) to guarantee loans of up to \$35,000 to small family farm operations, operators of community-supported agriculture, and beginning farmers.

The CMAP Board also voted to oppose three bills. Those bills are HB5999 which repeals the Illinois motor fuel tax; SB2790 which reduces the state sales tax on motor fuels and authorized \$1 billion in new transportation bonds; and, HB 5373 which would require that all road fund monies be split with fifty percent going to IDOT District 1 and the other fifty percent to the other downstate districts beginning in FY 2015. CMAP strongly encourages

performance-based funding as a transparent, credible and defensible approach to programming rather than any arbitrary formula.

Mr. Kwasneski said there was a lot of support for the bus on shoulder program. He thanked IDOT, CMAP and other supporters. Secretary Schneider concurred in the level of support and said all are looking to expand the service.

10.0 GO TO 2040 Update

Mr. Williams-Clark stated that CMAP is updating the GO TO 2040 plan with anticipation of release for public comment in June of 2014 and consideration for approval in October 2014. He said the plan update includes updates to indicators, the financial plan, major capital projects, and implementation action areas. The update process has assisted staff in beginning to think about the next long range plan, to be considered for adoption in 2018. Mr. Williams-Clark noted that there is interest in holding another MPO Policy Committee meeting before the committee's June meeting. Chairperson Schneider set a meeting for 10 a.m. on May 12, 2014.

Mr. Kopec added that the financial plan is one of the most critical issues that will be dealt with regarding the plan update. He stated CMAP staff began the process of updating the financial plan in July of 2013 and has worked with IDOT, the Tollway, several counties, representative municipalities, and the RTA. There have been several differences of opinion, particularly with the operational expenditures. CMAP staff is planning on meeting with IDOT staff on March 19, 2014 to discuss further. Ultimately, the reasonably expected revenues will be critical to developing a transportation component of the long range plan that not only maintains our current system, but also brings it up to a state of good repair and implements a select number of major capital capacity improvements. Without these reasonably expected revenues, this will not happen and the region certainly will not be in a position to attain a world-class transportation system. It is the role of this region to convince USDOT that they are reasonably expected and that the region is taking actions to see that they become reality.

10.1 Financial Plan

Ms. Hollander provided an overview of the financial plan information provided in the committee's materials. Mr. Kwasneski questioned how the reasonably expected revenue of performance based funding would work for transit. He continued by asking what the process is for getting support for reasonably expected revenues. Ms. Hollander stated that performance based programming solely relates to roadway funding in the financial plan and that we will need the support of the committees and regional stakeholders for reasonably expected revenues.

Ms. Redden shared concerns regarding the indicator goal of doubling transit ridership and the amount of funding available stating that given the funding available doubling transit ridership is not possible. It should be clarified that this is an aspirational goal.

Mr. Hartstein stated that we also need to create awareness and discuss efficiencies and cost savings that could occur, and not just focus on increasing revenues.

Secretary Schneider stated she appreciates the willingness to discuss the estimates further. The expenditure forecasts as they relate to aspirational goals are a concern for IDOT, as well. Mr. Rickert stated Kane County echoes the Secretary sentiment and that the counties have discussed this issue and have some of the same issues as IDOT.

10.2 Plan Indicators

Mr. Heither provided an overview of the plan indicators as provided in the committee's materials. Secretary Schneider asked if, when developing the transit access indicator, the last mile was taken into consideration. Ms. Redden stated that the indicator data is only considering fixed route and not capturing the last mile. Mr. Kwasneski stated it is important to consider even if it is not provided by a service board. Ms. Redden confirmed that the indicator does not consider car sharing or vanpools in response to a question from Mr. Zucchero. She continued to state her concern that there is not enough funding to double transit ridership. Mr. Rickert again stated his appreciation for CMAP staff working with the committee members on developing the indicators, associated data, and associated goals.

10.3 Major Capital Projects and Congestion Pricing Policy

Mr. Elam provided an overview of the congestion pricing policy on new capacity and the inclusion of pricing existing capacity as it is considered as reasonably expected revenue in the GO TO 2040 update financial plan. Mr. Kwasneski stated Pace would be concerned on how it would impact bus on shoulder.

In response to a question from Mr. Rickert, Mr. Elam confirmed that CMAP is considering pricing existing capacity. Mr. Rickert said pricing new capacity had a positive reception from some of the county boards. Mr. Zucchero noted that the Tollway sees congestion pricing as a traffic management tool. I-90 engineering was developed to provide the most flexibility with ways to manage traffic. Secretary Schneider asked staff to not lose sight of managed lanes and stated IDOT is considering them on I-55.

11.0 Other Business

As noted under agenda item 6.0, Mr. Cuculich asked to revisit concurring with the CMAP Board MOU for another year. Following a short discussion, the MOU was unanimously reaffirmed.

12.0 Public Comment

There was no public comment.

13.0 Next Meeting – Thursday, June 12, 2014 at 10:00 a.m.

Secretary Schneider has called a special meeting of the Policy Committee for Monday, May 12, 2014 at 10:00 a.m.

14.0 Adjournment

On a motion by Joseph Korpalski, seconded by Paula Trigg, the meeting adjourned at 11:45 a.m.