



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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MPO Policy Committee

Meeting Minutes

January 8, 2015

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

Members Present: Erica Borggren-IDOT (Chair), Yvonne Barnes-McHenry County, Frank Beal-CMAP, Lynette Ciavarella-Metra, Mike Connelly/Forrest Claypool-CTA, Sheila Clements-FTA, Tom Cuculich-DuPage County, Glenn Fulkerson-FHWA, Scott Gryder-Kendall County, Elliott Hartstein-CMAP, Chris Lauzen-Kane County, Alicia Hanlon-Will County, Wes Lujan-Union Pacific, Mark Pitstick-RTA, T.J. Ross-PACE, Rebekah Scheinfeld-CDOT, Jeffery Schielke-Council of Mayors, Paula Trigg-Lake County, John Yonan-Cook County, and Rocco Zucchero-Illinois Tollway,

Staff Present: Randy Blankenhorn, Jill Leary, Dolores Dowdle, Bob Dean, Tom Garritano, Gordon Smith, Claire Bozic, and Sherry Kane

Others Present: Reggie Arkell-FTA, Len Cannata-WCMC, Bruce Carmitchel-IDOT, John Donovan-FHWA, Luann Hamilton-CDOT, Scott Hennings-McHenry County DOT, Jessica Hector Hsu-RTA, Janell Jensen-McHenry County Council, Jon-Paul Kohler-FHWA, Kirsten Mellem-McHenry County Council, Tom Rickert-Kane County, David Seglin-CDOT, Karen Shoup-IDOT, Tom VanDerWoude-SSMMA, Mike Walczak-NWMC, David Werner-FTA, Tammy Wierciak-WCMC

1.0 Call to Order and Introductions

Policy Committee Chair Erica Borggren called the meeting to order at 9:35 a.m., and asked others to introduce themselves.

2.0 Agenda Changes and Announcements

There were no Agenda changes or announcements.

3.0 Approval of Minutes

A motion to approve the minutes of the October 9, 2014, meeting of the Policy Committee as presented was made by Elliott Hartstein and seconded by Mike Connelly. All in favor, the motion carried.

4.0 Agency Reports

- 4.1 CMAP Executive Director Randy Blankenhorn reported that the Update to the GO TO 2040 Plan was available, as was the 2014 Implementation Report that outlines activities during 2014 that implement GO TO 2040. Blankenhorn also reported that he had served on Governor-Elect Bruce Rauner's Infrastructure Transition Team and that the report would likely be due out following the Governor's inauguration. Finally, Blankenhorn reported that Joe Szabo, former Administrator of the Federal Railroad Administration would be joining CMAP as a Senior Fellow on a two-year appointment.
- 4.2 John Yonan (on behalf of Leanne Redden, who represents the MPO Policy Committee on the CMAP Board) reported that the Board had met in November, had considered a staff report on the Local Technical Assistance (LTA) program evaluation, and Executive Director Randy Blankenhorn had given a presentation on FUND 2040, a new regional infrastructure fund that would likely be covered later in this meeting's agenda.
- 4.3 Mayor Jeffery Schielke reported that the Council of Mayors had met in November. A briefing was presented on FUND 2040, state legislative initiatives were discussed, and an update on the CREATE Program was given. The Council discussed several regional programming issues and approved the 2015 mark for the Local Surface Transportation Program at \$286 million, the highest in the history of the program. A priority in 2015 is to spend down the balance of STP funds, Schielke continued, as the region had not spend all the new money available, thus adding an additional \$30 million to an already growing unobligated balance of funds. A presentation on the history of the STP-L program and benefits and risks of Advanced Funding was provided. The mayors also heard about the obligated goal for FFY 2015 for CMAQ, which is at \$162 million. The region anticipates achieving that goal if implementers pursue their projects diligently. Finally, Schielke reported that the Council of Mayors Executive Committee is scheduled to meet next on Tuesday, January 27, 2015.

5.0 Unified Work Program (UWP)

Deputy Executive Director for Finance and Administration Dolores Dowdle reported that the call for proposals for the annual federal transportation planning funds was issued earlier in the week, that proposals are due at month's end, and that the committee will review both core and competitive proposals in February. After ranking the proposals, the committee will make its decision in March, recommend its findings to the Transportation Committee and finally, back to the MPO Policy Committee and CMAP Board in June for approval.

6.0 Intelligent Transportation Systems (ITS) Architecture Update

CMAP staff Claire Bozic reported that since 2001, every region that implements Intelligent Transportation Systems (ITS) projects must have a regional ITS Architecture and that projects that are being implemented must be consistent with the architecture. Here in northeastern Illinois, Bozic continued, the MPO maintains the region's ITS architecture. The Advanced Technology Task Force (ATTF) is the group responsible for providing information and developing the architecture, the first of which was completed in 2002 and the last update was approved in 2008. Since that time GO TO 2040 was adopted and the

certification review recommended that a new ITS architecture be approved. The update began in spring 2013, with meetings of the transit and highway agency representatives throughout the region. Recommended changes, additions and deletions suggested by the agencies were included, with a major focus on agency projects. The maintenance plan was updated, as required by federal rule, Bozic stated, with the main difference over the previous was the recommendation of a sub-committee of the ATTF which was deemed unnecessary. Bozic also called attention to the ITS architecture summary, fairly short, since the document contains links to materials on the web. Having reviewed all the information produced and compared it to the FHWA Office of Operations checklist for the necessary components—scope, stakeholder identification, system inventory, ITS services the region has now and would like in the future, operational concepts, functional requirements, information flow, project sequencing, current and future agreements, standards, the fact that our architecture is accessible/ease of use, and that there is a maintenance plan—and given that the agencies all had provided the information to include, and that the documentation included all the necessary components, the ATTF recommended that it be approved. CMAP’s Transportation Committee had reviewed the material and also recommended approval.

A motion by Mayor Jeffery Schielke was seconded by Rocco Zucchero to approve the ITS Architecture, as was presented. All in favor, the motion carried.

7.0 Local Technical Assistance (LTA) Program Evaluation

Deputy Executive Director for Local Planning Bob Dean reported that the Local Technical Assistance (LTA) program was started in 2011 as a means to translate the regional principles of GO TO 2040 to the local level by providing resources for local governments to do planning work. Nearly 100 projects have been completed. During the summer and fall of 2014, a full program evaluation was conducted, Dean reported. Working extensively with CMAP working committees, a report was provided to the CMAP Board in November. Through the evaluation process, Dean continued, staff reached 4 major conclusions: overall the program has been successful and it should be continued; the program should also be tweaked by placing additional emphasis on implementation; another major finding had to do with local commitment and we found that overall the single best predictor of how well a project would do is how well the local government or local sponsor was engaged in the project, so while a local match is recommended, the program needs to continue to be accessible to the lowest income communities; the diversity of the program has been very good—we’ve done many types—but there are topics, such as freight, economic development and reinvestment, and stormwater, flooding and overall resilience to disasters that we’d also like to see. We also need a diversity of funding since we’re unable to rely strictly on transportation dollars, which is the main source of funding. A target of \$1million per year as a sustainable funding source, like FUND 2040, would be ideal, Dean reported. A discussion among the members touched on the local match and sensitivity to those communities that are struggling, staff and in-kind local match, and CMAP’s evolving role related to implementation. The annual budget for the program which consists of about two-thirds staff time and about \$750,000 per year on average for grants--consulting contracts—totals just about \$3,000,000 per year; on average, \$100,000 is allocated to a single project, with just about 30 projects per year.

8.0 Mobility Data Visualizations

Communications Director Tom Garritano gave a demonstration of the interactive data visualizations site, meant to give an idea of the regional transportation system as a whole in a fun and informative way. Garritano explained that the site contains interactive maps and data indicators that the agency uses to monitor implementation of GO TO 2040 as it guides the region and its 284 communities. Garritano walked through roads (touching on highway congestion, ride quality and bridge condition), transit (touching on access, ridership and maintenance), freight (crossing delays and CREATE) and finished up with moving forward (integration, innovation, and the implementation of FUND 2040).

9.0 Regional Infrastructure Fund-FUND 2040

CMAP staff Erin Aleman gave an update on CMAP's pursuit of a regional infrastructure fund -- FUND 2040. Aleman spoke of the importance of our region competing globally, and while infrastructure is one of the region's competitive advantages, other regions are ahead of ours in terms of raising revenues locally to support needed infrastructure investments. Unable to rely on the federal government or the state with its limited resources, current mechanisms for funding infrastructure are simply not adequate and new revenues are needed, Aleman continued. In September the board instructed CMAP to pursue a strategy that would help implement the broad recommendations of GO TO 2040—the result of this is FUND 2040. This proposal defines infrastructure as transportation (including transit and freight), parks and open space, and stormwater projects that help reduce flooding. The fund would have clear performance based metrics that would weigh the benefits and impact of proposed projects -- selecting projects that meet a variety of goals. Another critical component would be that expenditures from this fund would be used to leverage other state, federal, local, and private sector dollars. FUND 2040 is a targeted legislative campaign that will be focused on the spring legislative session. Aleman also reported on outreach efforts that include talking to key leaders in the state legislature about the importance of investing in regional infrastructure, and building a coalition of business, civic, and labor leaders who also believe that our region should be investing in itself. Finally, Aleman concluded, the Fund is not a program that we believe will stand on its own, rather that there is potential for this proposal to be a part of larger discussions about a possible capital bill or tax reform.

10.0 State Legislative Agenda

CMAP staff Gordon Smith presented the 2015 State Legislative Principles (formerly known as the Framework) document and State Agenda for information and discussion. These will be presented to the CMAP Board for approval at their meeting on January 14. An annual exercise, Smith continued, the documents have been revised to align them more closely to GO TO 2040 and its twelve priority issues. The State Agenda, developed in advance of each regular session of the General Assembly, Smith explained, identifies specific policy issues of interest to CMAP. Those are: FUND 2040, performance-based and innovative tools for transportation investments, state tax policy, water supply planning and management and transparency and accountability. Smith gave examples in each of the policy issues that CMAP would support, including an increase to the motor fuel tax with an index to inflation, a dedicated source of capital funding for transit and a focus on improvements to the freight system, performance-based capital programming, congestion pricing on new highway capacity and pricing components of the existing highway

system, multijurisdictional value capture districts for transportation, and increased transparency and safeguards related to P3 projects, as well as comprehensive reforms to state tax policy and opportunities that identify sustainable funding to support regional and statewide water supply planning and management. CMAP would also support legislation to increase data and information sharing by state and local agencies that make programs more transparent to the public. A discussion ensued related to the notion of increasing the motor fuel tax, adding bus on the shoulder (a pilot program last year that would require legislation to expand) on other highways and finally prioritizing for the best outcome related to tax reform, to which Executive Director Randy Blankenhorn reported that a bi-partisan, informal group—led by Flynn Currie and Hutchinson-- had met to discuss pension reform as part of a package of reforms while considering the overall tax structure.

11.0 Other Business

There was no other business before the Policy Committee.

12.0 Public Comment

There were no public comments

13.0 Next Meeting

The MPO Policy Committee is scheduled to meet next on March 12, 2015 at 9:30 a.m.

14.0 Closed Session – IOMA Section 2(c)(11)

At 10:40 a.m., a motion by Elliott Hartstein was seconded by Michael Connelly to adjourn to a closed session. All in favor the motion carried.

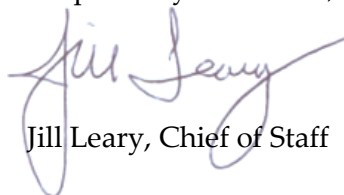
At 10:45 a.m., a motion to adjourn the closed session was made by Elliott Hartstein, seconded by Michael Connelly and with all in favor, carried.

Chairman Borggren reported that the last meeting of the MPO Policy Committee had been her first, that this meeting would be her last and thanked the members and staff for their service.

15.0 Adjournment

A motion by Scott Gryder was seconded by Alicia Hanlon to adjourn the regular meeting at 10:47 a.m. All in favor, the motion carried.

Respectfully submitted,



Jill Leary, Chief of Staff

02-17-2015
/stk

Approved as presented by unanimous vote, March 12, 2015