



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee Minutes March 6, 2015

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

Committee Members Present: Chair Michael Connelly – CTA, Charles Abraham - IDOT DPIT, Reggie Arkell – FTA, Michael Bolton – Pace, Bruce Carmitchel – IDOT OP&P, Lynette Ciavarella – Metra, John Donovan – FHWA, Heidi Files - Kane County, Luann Hamilton – CDOT, Pete Harmet – IDOT District One, Scott Hennings – McHenry County, Emily Karry – Lake County, Vice Chair Sis Killen – Cook County, Patrick Knapp – Kendall County, Christina Kupkowski – Will County, Holly Ostdick – CMAP, Mark Pitstick – RTA, Peter Skosey – MPC, Kyle Smith- CNT, Chris Snyder – DuPage County, Mayor Eugene Williams – Council of Mayors, Rocco Zucchero – Illinois Tollway

Absent: Robert Hann – Private Providers, Adrian Guerrero – Class 1 Railroads, Randy Neufeld – Bicycle and Pedestrian Task Force, Mike Rogers – IEPA, Steve Schlickman – Academic & Research, Joe Schofer – Academic & Research, Steve Strains – NIRPC, Ken Yunker – SEWRPC

Others Present: Mike Albin, Garland Armstrong, Heather Armstrong, Jennifer Becker, Bruce Christensen, Anthony Jones, Mike Klemens, Shira Orlowek, Brian Pigeon, Chad Riddle, Michael Salamowicz, Rich Schroeder, William Schroeder, Chang Shu, David Seglin, C. Scott Smith, Sharon Sweas, Emily Tapia-Lopez, Tom VanderWoude, Mike Walczak, Mary Ellen White, Tammy Wierciak, Chris Ziemann, Barbara Zubek

Staff Present: Lindsay Bayley, Alex Beata, Patricia Berry, Teri Dixon, Kama Dobbs, Jesse Elam, Jill Leary, Leroy Kos, Tom Kotarac, Martin Menninger, Jacquelyn Murdock, Ross Patronsky, Gordon Smith, Joe Szabo, Berenice Vallecillos.

1.0 Call to Order and Introductions

Committee Chair Michael Connelly called the meeting to order at 9:32 a.m.

2.0 Agenda Changes and Announcements

Mr. Connelly introduced CMAP's Deputy Executive Director for Policy & Programming, Tom Kotarac, and welcomed him to CMAP on behalf of the Transportation Committee.

Mr. Skosey announced that MPC has launched Accelerate Illinois, a campaign to highlight the cost of a crumbling infrastructure to the state, with particular emphasis on the cost to individual people. He distributed a flyer and noted that if any agencies want to partner in the campaign and have their logo featured on the flyer, they should visit the web site or contact MPC.

3.0 Approval of Minutes – January 16, 2015

A motion to approve the minutes of the January 16, 2015 meeting, as presented, made by Mr. Carmitchel, seconded by Ms. Killen, carried.

4.0 CMAP Local and Regional Coordinating Committee Reports

Ms. Killen reported that the Local Coordinating Committee met on February 11, 2015 and welcomed a new member representing CMAP's Land Use committee. The new member is the Director of Kane County's Development and Community Services Department. The committee also received reports on Cook County's Planning for Progress and the evaluation of the Local Technical Assistance Program. Lastly, they reviewed strategies for including local match provisions in future LTA programs, which will be discussed by the CMAP Board next week.

Mr. Connelly noted that the Regional Coordinating Committee hasn't met since the TC's last meeting and will meet next on March 11, 2015.

5.0 FFY 2014-19 TIP Amendments and Administrative Modifications

5.1 FFY 2014-19 TIP Amendments and Administrative Modifications

Mr. Kos reported that TIP revisions that exceed financial amendment thresholds have been requested and administrative modifications including line items that have been awarded, moved, or deleted were provided for the committee's information. Mr. Bolton made a motion, seconded by Ms. Hamilton, to approve the FFY 2014-19 TIP Amendments. The motion carried.

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment

Mr. Connelly stated that the semi-annual conformity analysis and TIP Amendment had been subject to a 30 day public comment period, during which no comments were received. However, late last week, CMAP staff was contacted regarding one of the projects in the proposed TIP amendment. That project has TIP ID 12-00-0035 and is Will County's Caton-Bruce Corridor from US 30 to IL 7 159th St. It was requested

that the committee allow the public comment to occur prior to taking action on the agenda item. The committee agreed, and Chair Connelly noted time limits and comment began.

Mr. Michael Salamowicz of the Village of Homer Glen stated that since the Phase 1 study for the Caton-Bruce Strategic Regional Arterial (SRA) began, there have been a lot of changes in the area, including the extension of I-355, changes to the market, and changes to development patterns that have changed traffic patterns. He stated that no one is disputing the need for another bridge crossing the Des Plaines River; however there is a dispute from the Village of Homer Glen, Homer Township, the Village of Lockport, and Lockport Township with where traffic will be going. He stated that studies to date are flawed and that jurisdictions at the other end of the project are dictating decisions that affect the Homer Glen area. He stated that in May 2009, a letter was sent announcing a Transportation Corridor Committee meeting with the purpose of updating the committee on the status of the project. Mr. Salamowicz said that at that meeting, the agenda included an informal vote on a preferred alignment. He said that two committee members were not present, and two did not vote because they wanted to discuss with their communities prior to voting. Mr. Salamowicz said that no response has been received to letters sent to the Will County Division of Transportation. He said a letter was sent to IDOT requesting a new meeting of the TCC. Mr. Salamowicz concluded, requesting that the action before the committee today be tabled until the TCC could meet.

Mr. Richard Schroeder of Homer Township stated he is requesting the same action as Mr. Salamowicz, that today's item be tabled until the TCC could be reconvened. He stated he owns a farm that would be directly impacted by the preferred "Middle Alignment" and believes there are other good alternatives that should be reconsidered. He read a statement made in 2009 by attorney Gerald Zansitis. "The "middle alignment" was rejected by the City of Lockport based on over eight months of traffic, economic, and environmental studies, and the professional recommendation by Houseal Lavign Associates, which state that existing Cedar Road provided the best option for new SRA route. This conclusion was based on a number of factors. First, Cedar Road is an existing road with existing right-of-way, while the proposed "middle alignment" would have to be built from scratch, on property that the county does not own. He said the cost savings here are obvious. Additionally, he said the fact that condemnation along Cedar Road will be minuscule compared to the "middle alignment" option is a further indication that the Cedar Road option is the most cost-effective." He read a statement from Wade Light & Associates, representatives of two area developers. "From a practical perspective, I do not understand the current or future need for a brand new SRA located so close to an existing interstate with current interchange access and future additional interchange access already currently provided for. Quite frankly, I have never in my 25 years of real estate development related practice seen a proposal

which is so duplicative on its face of the existing transportation network. The completion of I-355 has obviated the need for the portion of the Proposed Roadway East of I-355.” He stated Homer Glen School District 33-C opposes the alignment as the preferred alternative. He stated Ms. Claire Bozic of CMAP provided information regarding SRA’s terminating at interstates. . He showed the committee a map of the corridor and noted that the community is okay with the bridge, but opposes the alignment east of Gougar Road.

Ms. Mary Ellen White, resident of Homer Glen, stated that the middle alignment runs generally adjacent to I-355 and mirrors traffic patterns. She said that if built, there would be four major north-south corridors within a one and a half mile area: Cedar, the SRA, I-355 and Gougar. She stated the middle alignment would have to be built from scratch on land not owned by the County and requested that the committee table action until further study is completed.

As there were no further comments, Mr. Kos requested consideration of a recommendation of the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment for approval to the Regional Coordinating Committee and MPO Policy Committee. Chair Connelly asked the Will County representative for remarks.

Ms. Kupkowski stated the Will County has been working on this project since 1999 and with a consultant since 2001. \$5.2 million in state, federal, and county funds have been expended to date. Twenty-five alternatives were considered and the preferred alternative was selected. Until recently, there has been no opposition to the preferred alternative expressed through the TCC and study outreach. She stated that subsequent to the May 2009 TCC, where the preferred alternative was selected, County Executive Larry Walsh invited elected officials from nine communities to a meeting at the County, where consensus was reached. In July 2009, the County Board adopted a resolution selecting the preferred local alternative. The project has been through the NEPA 404 Merger process and FHWA has approved the preferred alignment. The County wants to move forward with the project and submitted a TIP change request for including the project in the region’s conformity determination. There has been ample opportunity for comment and Will County has responded to all correspondence received.

In response to a question from Mr. Carmitchel, Ms. Ostdick stated that if the project were removed from consideration, the conformity analysis, which includes the entire TIP, as proposed to be adopted, would have to be re-run and released for a new 30 day public comment period.

Mr. Carmitchel made a motion, seconded by Ms. Kupkowski, to recommend the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment for approval

to the Regional Coordinating Committee and MPO Policy Committee. The motion carried.

5.3 Period of Performance for FHWA Authorizations

Mr. Donovan reported that the federal Office of Management and Budget (OMB) recently issued 2 CFR 200, which is being referred to as the “super circular”. The intent of the super circular is to streamline all federal award procedures. The impacts on federal-aid highway programs are generally post-authorization of funds. Subpart 309 of the circular establishes a requirement for defining a “period of performance” for all federally funded projects.

The period of performance will set both a start and end date for projects. Any costs which are incurred outside of those dates will not be eligible for federal reimbursement. The super circular became effective on December 26, 2014.

FHWA is working with states to implement these requirements; different states are approaching implementation differently. IDOT has established timeframes based on project cost. Projects over \$1 million will have seven years, projects under \$1 million will have five years. Preliminary engineering will have 10 years and right-of-way will have 15 years. He stated this policy continues to advance issues that FHWA has been working on such as identifying inactive projects and addressing unobligated balances.

Mr. Riddle stated that IDOT continues to work with FHWA to establish timeframes. Internally, the local roads agreement form 5310 is being revised to incorporate end dates. Mr. Snyder asked if local agencies are being asked for input on the timeframes. Mr. Riddle stated that discussions are between IDOT and FHWA at this time, but local agencies can negotiate agreements.

Ms. Hamilton stated that CDOT’s biggest concern is with project close outs. Mr. Riddle stated that projects aren’t complete until the close-out paperwork is complete, even if the facilities are open to the public. In response to a question from Mr. Snyder, Mr. Donovan stated that the end date affects only unspent funds and that billing for expenses incurred after the end date would not be allowed.

Mr. Connelly suggested that committee members follow-up with FHWA and IDOT. Mr. Carmitchel stated that IDOT Central Office is considering requesting longer periods of performance, based on typical projects.

Mr. Arkell stated that from the FTA perspective, 2 CFR 1201 should be reviewed. FTA will be updating 5010 grants management agreements and that more information will be coming from headquarters. A comparison of FY 2014 and FY

2015 master agreements is available. He added that the super circular is not retroactive and questions can be sent to FTAsupercircularguidance@dot.gov.

6.0 Local Technical Assistance (LTA) Program: Des Plaines River Corridor Plan

Ms. Bayley provided an overview of the Des Plaines River Corridor Plan LTA project. The plan was developed by Houseal Lavigne Associates, Active Transportation Alliance, and Gewalt Hamilton for the Northwest Municipal Conference. The plan will improve access to and enhance the transportation and recreational value of the Des Plaines River Corridor in northern Cook County. Mr. Skosey asked if the plan looked at development along the river. Ms. Bayley stated that most of the land is forest preserve, but connections between employment and residences were studied. Mr. Connelly added that the plan was of interest to the committee for its transportation focus, regional impact, and individualized community recommendations.

7.0 Federal Legislative Agenda

Mr. Beata reported that using GO TO 2040 as a guide, staff developed a set of principles, adopted by the CMAP Board in February, to inform federal legislators and other national policy makers about CMAP's positions on national policy issues. The federal agenda focuses on principles that will help to guide CMAP's support or opposition to specific pieces of legislation over the course of the federal legislative calendar. He noted that the agenda was reorganized and a graphical brochure was developed.

Reauthorization principles adopted in June 2014 were added to the beginning of the federal legislative agenda, language was clarified and references were updated. Finally, he noted that one principle was added under "Increase Commitment to Public Transit", that being supporting parity between parking and transit tax benefit programs.

8.0 State Legislative Update

Mr. Gordon Smith reported that Governor's proposed budget for FY 2016 totals \$65 billion, of which \$28.4 billion is General Funds, which is a 9.7% decrease from FY 2015. He noted that although IDOT's budget includes a zero in the CMAP line item, the Secretary has assured CMAP that funding is secure. More than 6,000 bills have been introduced in the General Assemble to date and CMAP is monitoring those bills according to the State Legislative Framework and Agenda.

Next week the CMAP Board will consider staff recommendations on three bills. Two will be in support of bills that encourage consolidation of local services: SB 40 which would allow for townships that are co-terminus with a municipal boundary to be dissolved and HB 229 which provides a process for counties to dissolve units of local government. The third will be in opposition to HB 1375 which proposes a 50/50 split of road funds. CMAP opposes the legislation of arbitrary funding splits.

Mr. Skosey noted that SB 1226 is a shell bill for MPC language to create a transit area facility tax to address value-capture. The language is project specific and includes Union Station, the Red Line Extension and Red/Purple Modernization projects, which are all GO TO 2040 Major Capital Projects. There is the ability to add additional projects to the bill.

In response to questions from Mayor Williams, Mr. Gordon Smith stated that HB 229 would require a county ordinance to propose dissolving a local unit of government, followed by an audit process. At the conclusion of the audit, another county ordinance to recommend action would be needed. The idea came from DuPage County, where Chairman Cronin was concerned about a lack of accountability from smaller units of government. Mr. Gordon Smith reported that CMAP continues to discuss Fund 2040 with members of the General Assembly. He concluded his report, noting that staff analysis of the Governor's budget proposal is available on the CMAP Policy Updates web page.

9.0 Status of Local Technical Assistance Program and the Major Capital Projects

Mr. Connelly reported that both status reports are available. Further, he noted that he had made a request at the UWP Committee's March 5 meeting that an accounting of fund sources and amounts for each LTA project be added to provide a more complete report.

10.0 Other Business

None.

11.0 Public Comment

Garland Armstrong stated that it is difficult for people with disabilities and those coming from out of town to navigate through the terminals of O'Hare Airport to get to the remote parking area for access to Pace Route 250 or 330 and the Metra. The committee should be aware of this issue. Mr. Armstrong will also mention it to the Metra ADA Committee.

12.0 Next Meeting

The next meeting of the Transportation Committee is scheduled for April 17, 2015.

13.0 Adjournment

A motion to adjourn at 10:32 a.m., made by Mr. Bolton, seconded by Mr. Zucchero, carried.