



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.0

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MPO Policy Committee

Meeting Minutes

June 11, 2015

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

- Members Present:** Randy Blankenhorn-IDOT (Chair), Frank Beal-CMAP, Mike Connelly-CTA, Glenn Fulkerson-FHWA, Joseph Gottemoller-McHenry County, Elliott Hartstein-CMAP, Richard Kwasneski-PACE, Wes Lujan-Union Pacific, Don Orseno-Metra, Leanne Redden-RTA, Tom Rickert-Kane County, Rebekah Scheinfeld-CDOT, Jeffery Schielke-Council of Mayors, Chris Snyder-DuPage County, Paula Trigg-Lake County, Larry Walsh-Will County, John Yonan-Cook County and Rocco Zucchero-Illinois Toll Highway Authority
- Staff Present:** Jill Leary, Dolores Dowdle, Joe Szabo, Tom Kotarac, Gordon Smith, Jesse Elam, Teri Dixon, Holly Ostidick, Jacquelyn Murdock, and Sherry Kane
- Others Present:** Mike Albin-DMMC, Reggie Arkell-FTA, Garland Armstrong, Heather Armstrong-Access Living, Bruce Carmitchel-IDOT, Erica Dodt-Sierra Club, Lauren Fine-RTA, Janell Jensen-McHenry County Council, Justine Reisinger-IDOT, Jennifer (Sis) Killen-Cook County DOT, Al Kindle-Cook County DOT, David Kralik-Metra, Jon-Paul Kohler-FHWA, Brian Pigeon-NWMC, Mark Pitstick-RTA, David Seglin-CDOT, Ryan Speese-RTA, Tom VanDerWoude-SSMMA, Mike Walczak-NWMC, and Tammy Wierciak-WCMC

1.0 Call to Order and Introductions

Policy Committee Chair Randy Blankenhorn called the meeting to order at 9:34 a.m. and asked Policy Committee members to introduce themselves.

2.0 Agenda Changes and Announcements

Secretary Randy Blankenhorn congratulated and welcomed Joe Szabo, having been appointed the day before, as the new Executive Director of CMAP. Blankenhorn also thanked Jill Leary for her service as the Interim Executive Director.

3.0 Approval of Minutes

A motion to approve the minutes of the March 12, 2015, meeting of the Policy Committee as presented was made by County Executive Larry Walsh and seconded by Mayor Jeffery Schielke. All in favor, the motion carried.

4.0 Agency Reports

4.1 Mayor Jeffery Schielke reported that the Council of Mayors had met in May and an update was given on the CMAQ calls for projects. Totaling just under \$600 million, 120 applications were received for the federal funds. An update was also given on the status of the STP and CMAQ expenditures for the 2015 federal fiscal year. CMAQ, on track to meet its obligation goal, but the region has only spent 29% of the STP available. The expenditures are lackluster and active program management should be considered, Schielke continued.

Advanced funding was requested and approved for the North Central and South councils totaling \$484,800. A briefing was also given on the next long range plan development and provided recommendations for consideration during the plan development. A presentation on the economic valuation of the Green Infrastructure Vision, an update on State legislative activity, and on the LTA program call for projects were also given.

4.2 Leanne Redden, representing the MPO Policy Committee on the CMAP Board reported that the Board had met twice. In May, the Chairman announced that the Governor had appointed two new members to the CMAP Board (Sean McCarthy and Brian Oszakiewski). Also discussed were CMAP's 2016 work plan and budget, which was approved at yesterday's meeting, Redden continued, and the CMAP Board approved the UWP Program and the 2016 projects within that program. Also as was already reported, the Board appointed its new Executive Director.

4.3 CMAP Interim Executive Director Jill Leary welcomed Joe Szabo to his new position as Executive Director, and reported that CMAP bids farewell to Dolores Dowdle, Deputy Executive Director for Finance and Administration. Complimenting Dowdle on the work she had done at CMAP, Leary wished her well in her retirement. Blankenhorn also commented on Dowdle's integral part to the senior staff at CMAP and her impact on the agency citing numerous audit reports with no findings.

5.0 Nominating Committee for the Office of Vice Chair

Secretary Blankenhorn reported that in June of each year, a nominating committee is appointed to fill the position of Vice Chair to the MPO Policy Committee, and thanked the committee, comprised of Rebekah Scheinfeld (representing municipal government), Frank Beal (representing regional planning), John Yonan (representing road administration), Larry Walsh (representing County government) and Don Orseno (representing public transit), for agreeing to serve.

6.0 Fiscal Year 2016 Unified Work Program (UWP)

Deputy Executive Director for Finance and Administration, Dolores Dowdle reported that since it is not yet known what the full allocation will be, the annual FY 2016 UWP is based on last year's levels. Dowdle went on to say that nine (9) core proposals would be funded

as well as three--the Local Technical Assistance (LTA) that jointly funds both CMAP and RTA projects, CDOT's south lakefront and museum campus planning and CTA's planning to expand the brown line capacity--of fourteen competitive proposals. A motion by Frank Beal was seconded by Rebekah Scheinfeld to approve the FY 2016 Unified Work Program (UWP) as was presented. All in favor, the motion carried.

7.0 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois of Section 5307/5340 Capital and Planning Funds, 5337 State of Good Repair Funds, and 5339 Bus Funds

CMAP staff, Teri Dixon, presented resolutions 15-01 and 15-02 endorsing the sub-area allocation of 2015 FTA 5307/5340, 5337 and 5339 funding between northeastern Illinois and northwestern Indiana and between northeastern Illinois and southeastern Wisconsin. The allocations were approved per annual attachment to the Letters of Understanding between the Regional Transit Authority (RTA) and representatives from northwestern Indiana and southeastern Wisconsin. The allocations and the splits between the service boards (CTA, Metra and Pace) were also approved at the April 16, 2015, meeting of the RTA Board. A motion to adopt the resolutions as presented was made by Richard Kwasneski and seconded by Paula Trigg. All in favor, the motion carried.

8.0 State and regional Coordination and Collaboration

Policy Committee Chair, Secretary Randy Blankenhorn asked this topic be included on the Agenda to discuss how to be better partners. Blankenhorn recapped recent "listening tours" conducted in 39 cities in 23 days to talk about transportation needs from a broad perspective--not about projects--rather why transportation investment matters to the strength of communities, economic growth, families. Non-highway transportation is important, Blankenhorn reported and all want public transit--from ADA paratransit and senior services to college communities interested in potential cuts on Amtrak. Bike-ped is everywhere, and ports--an asset in Illinois that is underutilized (compared to 10-15 years ago related to freight)--are also considered important. Blankenhorn touched on the physical system as well as the way in which transportation is funded--bonding is ok for new big projects, but bonding for maintenance does not make a lot of sense and stressed a pay-as-you-go philosophy. A report had been drafted to the Governor, set to really start discussion with the General Assembly about how to move a capital program and soon; both the Governor and legislative leadership have interest in a capital program, but there can be no discussion on a capital program, Blankenhorn stated, until operating budget is fixed. At tomorrow's letting, Blankenhorn continued, all series A and D bonded projects would be pulled because there is no revenue to pay for them. It's a serious situation, and unless the budget fixed, there will not be enough resources to finish projects that are currently underway, much less start anything new.

Moving forward, Blankenhorn asked how to work together with CMAP, with CMAP staff, and with the Policy Committee, in bigger and different ways. Processes are all under review, and all "end-users" will be asked join in those reviews. In order to make better decisions, Blankenhorn went on to say, we'll not be waiting for the federal government to tell us to use performance measures. It's prudent--there's not enough money and we need to make smarter investments. In a statewide situation, performance measurement is

tough, but we'll figure out how to do that fairly across the state. CMAP staff have already done so much work in this area, and additional pro bono work is being offered from T4America. Finally, transparency in decision making is necessary--not only because it's good government, but because if we don't select or fund your projects, you will know why. Bringing MPOs into the meetings, a practice not done in the past 20 years, as a way to engage local governments and MPOs through the process. We already have wonderful technical resources, we have to find a way to partner better to utilize those resources that

Opened to comments, members weighed in on the following matters: the region, the state has a greatly trained assembly of talent to get us through this troubling time and to do some really creative things for the region; regarding performance measures, many are collecting data, but that data is not uniform—keep in mind that IDOT can collect the data to benefit everyone and deliver that state-wide; glad to see more discussion in the listening sessions related to all forms of transportation (waterway, rail freight, transit, highway, etc.) and the need to schedule multiple (5-10) years for some programs; thanks for taking initiative and time for the schedule of listening sessions, and while addressing quality of life and economic drivers, how also to address issues of traffic safety (while data is being collected, there is not a lot of analyses done on the data); can IDOT be an economic development leader at the state level (absolutely—in the analysis of economic impacts, as a key performance measure); and, finally recognizing the need for ways to fund transportation investment (people may be willing to support an increase in the gas tax if assurances are given that the money will be allocated to transportation) and that economies of scale allow great savings and operating more efficiently by programming that corresponds to funding levels.

Blankenhorn concluded the discussion announcing that the state is creating a state-wide transportation plan that drives investment decisions, similar to CMAP's GO TO 2040 plan.

Prompting a lengthy discussion, a question regarding the Illiana Expressway was raised, with Blankenhorn reporting that the project is on "indefinite suspension", there is no longer any analysis being conducted and funding from this fiscal year, had been removed from the 5-year program.

During process review, Blankenhorn was also asked to review over-weight permit procedures and it was reported that some coordination on permitting had already recently been established between the Tollway and IDOT.

9.0 Next Long Range Plan

CMAP staff, Jesse Elam reported that CMAP is entering a 4-year schedule moving into a new plan. Elam highlighted specific transportation issues associated with the new plan development that were brought up during the recent plan update or during the federal MPO certification review in 2014. Those are: engagement with MPO partners and the possibility of convening periodic forums on specific technical issues; financial planning, including the possibility of bringing in other MPOs or experts to talk about financial planning; performance measures and target setting beyond those we already in the plan; the specific types of projects that would be included in the plan; project evaluation, such

as documenting and addressing the needs on the system and using economic analysis. All of these issues will be considered by the Transportation Committee throughout the coming year, Elam concluded. Elam was asked that while approaching other MPOs for input, the topic of PPPs (transit or highway project) also be considered specifically related to pre-planning or engineering from the public side to leverage private funding. Elam also reported that the schedule to 2018 is still being developed, that the working committees will be first to be contacted, probably over the summer and that the first year will be preparatory.

10.0 Alternatives to the Illinois Motor Fuel Tax

CMAP staff, Jacquelyn Murdock gave a presentation related to the evaluation of alternatives to the Illinois Motor Fuel Tax (MFT). Murdock summarized the analysis, while not providing any specific recommendations, was meant to evaluate various revenue options. Currently at \$0.19 per gallon, the state MFT has not been increased since 1991, has failed to keep pace with inflation, while fuel consumption has declined with the rise of fuel efficiency and vehicle travel has stagnated. GO TO 2040, Murdock reported, recommends new and enhanced sources of transportation revenue that includes long-term replacement of the MFT, but also in the short term that the MFT be increased by \$0.08 and pegged to inflation. Options evaluated, Murdock continued, included a mileage based user fee (i.e. a vehicle miles traveled fee), a motor fuel sales tax, and vehicle registration fees. Revenue metrics (sufficiency, stability, and growth potential) were explained related to each of the options and Murdock summarized the analysis. Mileage based user fees appear relatively positive, although implementation and administration would be significant hurdles. A VMT fee would involve significant startup costs in technology to track mileage and privacy concerns about sharing the data remain. For tolling, the Federal government would need to lift restrictions on tolling interstate facilities that are presently un-tolled. The motor fuel sales tax, although unstable and hampered by growth potential, can be implemented under existing conditions. Motor vehicle registration fees are problematic, and are unlikely to be implemented at a level that would replace the MFT. CMAP will continue to evaluate ways to provide sustainable revenue for its transportation system. Murdock fielded questions related to occasions where states had successfully implemented one or more of these options and which of the options would be more public-friendly (i.e., writing a check for vehicle licensing versus paying at the pump), as well as the general sales tax increase (Virginia) and development of policy at the federal level (reauthorization principles).

11.0 Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAP staff Holly Ostdick gave an update on the status of the CMAQ program call for projects. CMAP received 120 applications requesting just under \$600 million in federal CMAQ and TAP funds to complete just over \$1.1 billion of projects. Staff is in the process of analyzing the projects and discussing them with the focus groups for review. After consideration from the CMAQ project selection committee in two weeks, the Transportation Committee will release the proposed program for public comment in July, with anticipated approval of the CMAQ and TAP program in October 2015. The CMAQ brochure was distributed, and Ostdick reported that as of mid-March the region has

obligated nearly 52% of our \$162 million obligation goal with six months remaining in the fiscal year. CMAQ funds have strict accomplishment deadlines, Ostidick continued, and if a project phase is not accomplished within that deadline, it will be considered deferred and can only move back into the program if milestones have been reached and funding is available. Ostidick thanked all CMAQ project sponsors and especially the Planning Liaisons, for helping collect semi-annual status updates for all CMAQ funded line items, that confirms all projects are meeting accomplishment goals, also determining that funding is available in each future fiscal year for the new program being developed now. When queried, Ostidick stated that there would be approximately \$260 million federal available for programming. Also announced, one project made possible through CMAQ funding, the 606 Bloomingdale Trail, just opened after nearly a decade of work.

12.0 Legislative Update

12.1 CMAP staff Gordon Smith, presented the state legislative update, congratulating the Chair, Randy Blankenhorn, on the Senate confirmation over Memorial Day weekend. Smith went on to say that the General Assembly concluded its regular session at the end of May, while continuing to meet regularly until an agreed upon budget is introduced. Staff will continue to monitor that progress. Smith reported the following highlights: the General Assembly did pass a budget that could be as much as \$3-4 billion out of balance, with a motion to reconsider which means that those bills do not have to be passed along to the governor. One bill (SB 2033) includes the majority of IDOT's funding contains a line item for Metropolitan Planning and Research, which has historically funded CMAP's match for federal funds. Smith went on to say that HB 2685 (RTA working cash notes) passed, the General Assembly is seriously looking at funding needs for transportation through SR 607 that directs IDOT to conduct a feasibility study on implementing a mileage-based user fee program.

12.2 CMAP staff Tom Kotarac gave a Federal Transportation Reauthorization update reporting that Congress gave an extension to MAP-21 that expires on July 31, the longest amount of time before the trust fund faces insolvency (August 1). New money will need to be brought into the highway trust fund after that date. Kotarac reported that the Congressional Budget Office offered that any further extension beyond July 31, to the end of the fiscal year would require \$3 billion in new revenue, to the end of the calendar year, \$8 billion and a 6-year bill will require \$85-\$90 billion. Just over 50 days (30 legislative days) remain when this extension will expire, Kotarac continued, and the Environment & Public Works (EPW) Committee is scheduling a markup for June 24, of their portion of the bill. It has been suggested that this will be a six-year bill, bi-partisan, with some likely inflationary growth over current levels. From the region, all the County Board Chairs or Executives, the City of Chicago and CMAP Board Chair sent a letter to the EPW Committee, documenting the importance of freight and the new bill is hoped to include a new well-defined freight program that builds on MAP-21. Kotarac also reported that the House Ways and Means Committee announced a first hearing on the highway trust fund this Congress, expected on Wednesday. Kotarac fielded a question related to the solvency of the trust fund at the federal level (general fund money is being shifted into the highway trust fund offset by changes in the tax code) and how

freight might be funded (block grant formula programs to states; a competitive program is desired over formula-based). Sparking a lengthy conversation, a suggestion was made that the City, the MPO, the service boards, the counties, and private industry should assemble as advocates to go to D.C. together with one voice to help get the best transportation bill.

13.0 Other Business

From the Illinois Tollway, Rocco Zucchero announced that the Tollway is kicking off a new project, a Central Corridor from Oak Lawn to Rosemont, will be establishing a corridor planning council and some may be asked to join. Zucchero also offered a tour of Tollway projects to those that might be interested.

14.0 Public Comment

Garland Armstrong requested an outreach for those with disabilities; the Garlands were acknowledged and complimented for their advocacy to the disabled community.

15.0 Closed Session – IOMA Section 2(c)11

In light of previous discussion, the Chairman deemed that the Closed Session was unnecessary and therefore stricken from the agenda.

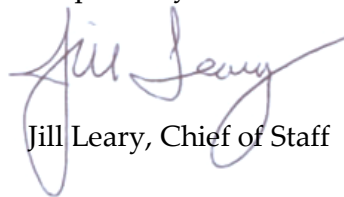
16.0 Next Meeting

The MPO Policy Committee is scheduled to meet next jointly with the CMAP Board on October 14, 2015 at 9:30 a.m.

17.0 Adjournment

A motion by Mike Connelly was seconded by Don Orseno to adjourn the regular meeting at 11:18 a.m. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Jill Leary".

Jill Leary, Chief of Staff

09-28-2015

/stk

Approved as presented, by unanimous vote, October 14, 2015