



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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MPO Policy Committee

Meeting Minutes

March 10, 2016

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-Chair, Frank Beal-representing the CMAP Board, Lynette Ciavarella-representing Metra, Mike Connelly-representing the CTA, Joe Gottemoller-representing McHenry County, Leanne Redden-representing the RTA, Tom Rickert-representing Kane County, T.J. Ross-representing PACE, Rebekah Scheinfeld-representing CDOT, Jeffery Schielke-representing the Council of Mayors, Chris Snyder-representing DuPage County, Liisa Stark-representing Class 1 Railroads, Paula Trigg-representing Lake County, Larry Walsh-representing Will County, John Yonan-representing Cook County, Rocco Zucchero-representing Illinois State Toll Highway Authority, and non-voting members John Donovan-representing FHWA, and Jay Ciavarella-representing the FTA.

Staff Present: Joe Szabo, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Jesse Elam, Teri Dixon, Russell Pietrowiak and Sherry Kane

Others Present: Mike Albin-DMMC, Erin Aleman-IDOT, Bruce Carmitchel-IDOT, Luann Hamilton-CDOT, Scott Hennings-McHenry County DOT, Janell Jensen-McHenry County Council of Mayors, Sid Kenyon-McHenry County DOT, Brian Pigeon-NWMC, Mark Pitstick-RTA, Chris Schmidt-IDOT, David Seglin-CDOT, Mike Walczak-NWMC

1.0 Call to Order and Introductions

IDOT Secretary, Policy Committee Chair Randy Blankenhorn called the meeting to order at 9:33 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-January 14, 2016

A motion to approve the minutes of the January 14, 2016 meeting of the MPO Policy

Committee and CMAP Board as presented was made by Mayor Jeffery Schielke and seconded by County Executive Larry Walsh. All in favor, the motion carried.

4.0 Agency Reports

- 4.1 CMAP Executive Director Joe Szabo gave an update on agency activities reporting that Melissa Porter had joined CMAP as its new Chief of Staff and because she is a practicing attorney, she will also serve as General Counsel. Szabo went on to say that CMAP continues to manage its day to day operations through direct federal funding which covers about 80% of operating costs, that the agency is cautiously drawing from reserves, prioritizing the paying of bills, and may face serious challenges by July 1. Staff continues its efforts to reinstitute the Comprehensive Regional Planning Fund (CRPF) and examining and revamping its dues structure. Nearly 350 people attended CMAP's ON TO 2050 open house to launch the next plan, Szabo continued, and an ON TO 2050 update—now generated bimonthly--as well as the Local Technical Assistance (LTA) update were included in the committee's materials.
- 4.2 On behalf of the CMAP Board, Leanne Redden, reported that the CMAP Board had met twice, once in February and again just yesterday. At its February meeting, Redden continued, the board approved an intergovernmental agreement with the CTA to conduct their system-wide rail capacity study and the 2016 Legislative Framework and Agenda and discussed the public engagement process for ON TO 2050 and long-term agency funding alternatives. At yesterday's meeting, Redden went on to say, the Board approved the semi-annual TIP conformity analysis and TIP amendment and continued its discussion on long-term funding options.
- 4.3 Under this section, chairman Blankenhorn reported that IDOT is moving forward on the I-55 Managed Lanes project, that advisory group meetings start soon for the EIS process, a hearing on the joint resolution that needs to be passed had taken place and consideration will be given to a Public Private Partnership on this project. Blankenhorn expressed appreciation to all involved, with a special call out to Pace having testified about how bus-on-shoulder is working out. CMAP board and staff supported the effort, adding that caution should be exercised in the implementation of a PPP and stated that transparency (to the extent that is possible under law) is desired. The EIS should be completed in June or July Blankenhorn continued, while acknowledging that the Tollway is an important partner in this endeavor. Asked how the Policy Committee can stay engaged in the process, Blankenhorn cited the recent testimony given by Pace was a good example and suggested there would be other such opportunities for involvement. Also Blankenhorn reported that the FHWA had announced the release of "orphan earmarks" that are more than 10 years old and less than 3% expended, and would allow the reprogram or repurpose those projects that in Illinois could be as much as \$73 million. Some projects will be in the upcoming letting, others simply are not going anywhere (i.e., \$2 million toward a \$15 million project). There is no process in place yet, but it is expected that local governments, transportation agencies will have some input into how these projects would be repurposed, which would need to be in place by September. Finally, Blankenhorn reported that TIGER grants are due within six weeks and you should be

receiving instructions soon from IDOT outlining a new process to ensure that projects have regional and statewide value.

4.4 For the Council of Mayors, Mayor Jeffrey Schielke reported that the Executive Committee is scheduled to meet next in April and at that time will consider strategies to decrease unobligated balance of the local STP program, with the region having spent only 13% of its mark and the federal fiscal year is nearly half over. The council is also expected to hear updates on various strategies, papers and snapshots related to the ON TO 2050 plan and will discuss CMAP's funding situation which is of serious concern to the mayors in the region.

5.0 Transportation Consent Agenda: Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendment

CMAP Staff Russell Pietrowiak gave background on the annual GO TO 2040/TIP Conformity Analysis & TIP Amendment, explained what is meant by "conformity", and "non-exempt" projects and reported that the conformity analysis/amendment process is limited to twice each year. Programmers are asked to make changes, additions or deletions to non-exempt projects and of the changes requested, eight projects required air quality conformity analysis. Details of the changes were included in the Board materials, Pietrowiak went on to say, and there was nothing unusual about the changes. Seven projects were added, and one was moved out of the TIP. The analysis indicated conformity, the analysis and the amendment were released for public comment and no comments were received. The Transportation Committee recommended that the MPO Policy Committee make a finding of conformity for GO TO 2040 and the TIP as amended and adopt the amendment. Pietrowiak responded to one question related to the VOC table and explained the budget cut in 2025 reflects a different model, different advances that will result in reducing outputs and budgets with EPA; these would probably be realized in the fall.

A motion by Chris Snyder was seconded by Mayor Schielke to adopt the Semi-Annual GO TO 2040 Conformity Analysis & TIP Amendment as had been presented. All in favor, the motion carried.

6.0 Federally Required Planning Agreements

CMAP staff Teri Dixon reported that federal regulations require the MPO to have agreements in place to ensure that agencies responsible for planning in a region coordinate their planning efforts. Last updated in 2009, Dixon continued, it is a practice to update the agreements when a new transportation bill is enacted. The agreement between the MPO, the State and the public transportation operators outlines responsibilities for carrying out the transportation planning process and ensures that public transportation operators are represented on the MPO Policy Committee. The cooperative agreement, between Northwestern Indiana Regional Planning Commission, CMAP, the State of Illinois and the State of Indiana is for coordination of land use and transportation planning in the Chicago, IL-IN Urbanized Area and assures a coordinated planning process producing consistent plans and TIPs across metropolitan planning area

boundaries. A motion by Leanne Redden was seconded by Rebekah Scheinfeld to approve each agreement as was presented. All in favor, the motion carried.

7.0 ON TO 2050 Regionally Significant Projects Updates

Regarding Regionally Significant Projects, CMAP staff Jesse Elam reported the following. Last October, staff reported on an effort to rethink the types of projects that are included in CMAP's regional plan and today would be giving an update on where that work stands. For background, Elam stated, previous plans--including GO TO 2040--only included new expressway or new rail capacity projects as major capital projects. Projects below that level still have important impacts on the region and may even have a bigger effect than the currently defined major capital projects. Restricting the plan just to the expressways and rail system also doesn't totally capture the contributions of all the region's transportation implementers. In the last MPO certification review, CMAP was told it should include some non-capacity projects and in general base the threshold for inclusion of projects on their impact rather than their scope. With this in mind, staff went to the Transportation Committee and individual stakeholders to determine what projects should be considered. A proposal for two thresholds, one for capacity projects and one for other projects was developed. The thinking here was that if the national highway system is nationally significant, then it is also regionally significant and a highway project would need to be in the plan if it costs at least \$100 million if capacity on the national highway system is increased. A transit project that adds capacity would need to be in the plan if it has some dedicated right of way and costs \$100 million. Finally, the \$250 million threshold is meant to pick up large state of good repair projects. The Transportation Committee considered this proposal in November and decided to move forward with these thresholds on a trial basis meeting with implementers to determine which projects would meet the thresholds. In May, staff will report back to the transportation committee. Elam also shared a bit of detail as to what was heard at the meetings. For one thing, this isn't going to just massively expand the number of projects to consider. The counties (and IDOT) had only a few projects each, which is good news. On the other hand, questions were raised about refining the threshold. For example, the transit agencies asked about how to handle things like vehicle purchases, which can add up to really large dollar figures, or expenditures on projects that are mandated by law. While there are a few things to think about before going back to transportation committee in May, Elam concluded, there were no huge problems to report either.

8.0 State Legislative Framework and Agenda

CMAP staff Gordon Smith stated that the State Legislative Principles and State Agenda docs were included in the committee's materials, both of which were recently approved by the CMAP Board, are revised on a regular basis in anticipation of the state legislative session, and are used to guide staff, inform legislators, the Governor's office and others about GO TO 2040 policy recommendations. Neither document had undergone extensive revision, Smith went on to say, however one key change meant to ensure CMAP's operations are not imperiled by future state budget crises, this year's agenda includes a section entitled "reliable access to planning funds" highlight CMAP's enabling legislation and the establishment of the Comprehensive Regional Planning Fund which provided funding statewide to provide comprehensive planning functions. Smith also reported that two new bills had been introduced that basically reinstate the CRPF. HB 6286 sponsored by Representative Anna Moeller, as well as SB 2966 sponsored by Senator Biss which

would reestablish the Comprehensive Regional Planning Fund, indexed to the CPI, and allowing for continuing appropriation authority. CMAP, along with other state MPOs are advocating for these bills, believing it is important for the state to have a stake in comprehensive regional planning. Outreach to other planning agencies, partners, and labor, Smith went on to say, is also underway. Other sections of the Agenda having undergone revision related to robust performance-based transportation investments sees the removal of any language related to the term 55/45 and state tax policy, that includes a qualifying statement that “CMAP will support comprehensive reforms of state tax policy to broaden the tax base in a manner that may lower tax rates”. Asked if “55/45” is contained in any piece of legislation, Smith responded no. When queried, Smith also pointed to the legislative principles document adding that CMAP has been involved in the Transform Illinois Coalition (group) that is concerned with consolidation and shared services.

Executive Director Joe Szabo added that all seven counties had signed on to support CMAP’s effort to reinstate the CRPF, as had CMAP sister MPOs Kankakee, Rockford and Springfield and SSMMA, adding that the help of the agencies represented on the Policy Committee would also be welcomed.

9.0 Alternative Long-Term Funding Options

Deputy Executive Director for Planning Bob Dean reported that CMAP’s top priority is the legislative approach to reinstate the CRPF, but with no guarantee of success, CMAP is also developing a backup plan to address our financial issues. Recapping the January report, Dean stated that the primary cause of CMAP’s financial problems is an over-reliance on the state, which covers the entire local match for CMAP. While seeking legislative solutions, CMAP has developed a backup plan composed of three elements: increases in local dues; increases in fees for service; and grants. Following the memo included in the materials, Dean reported that the proposal essentially would cut the state match by half and that the increase in dues would be phased in over a two year period. Dean gave historical detail of dues, dating back to 2006 before CMAP was created, and explained the drop in dues after CMAP was formed because of the promise of local planning funds.

Dean gave details related to expected targets in FY 2017 and FY 2018 and explained the splits between the counties, municipalities and transportation agencies, with each group paying \$500,000. A baseline of \$25,000 was established for each county with the remaining contribution allocated by population. The City of Chicago and other municipalities would make up the next group based on population. Transportation agencies and the Tollway would make up the final group, with the RTA acting on behalf of the transit agencies. IDOT would be asked to contribute \$2 million in dues. Finally, CMAP will look at how to collect dues from the other transportation agencies including private providers and the railroads.

Dean stated that the CMAP Board has indicated that dues should be mandatory, with some consequence for non-payment. While CMAP doesn’t have the authority to force the payment of dues, it could withhold some of its services, such as the Local Technical Assistance (LTA) program and Unified Work Program (UWP), from agencies that do not

pay. Some programming (TIP and CMAQ for example) is bound by federal rules that require making the programs available regardless of contribution. For this to work, Dean continued, CMAP will have to demonstrate its value, especially to municipalities. He called attention to an example that had been developed for DuPage County that shows what is at stake related to CMAP's role in administering federal transportation funding. Additional discussion of fee for service category and external grants would be covered in the future.

Dean added that all these options are considered long term, but considering the agency's immediate cash flow problems, staff is working with IDOT and the FHWA for a short-term solution. The CMAP Board discussed this at its March 9 meeting and took action to support the concept with a vote on the matter expected in April. At that time, this will be built into the agency's budget and modifications would be made to the Memorandum of Understanding between the Board and Policy Committee that would be presented to both in June for approval.

Policy Committee members provided suggestions on various topics, including: some municipalities are in financial trouble and may not be able to pay, and a waiver or reduction should be considered for those; thought should be given to approaching the private sector using a development director; and, a legislative proposal to make dues mandatory could be considered. Committee members also asked about cost-cutting measures that had been applied; the use of base figures and population to calculate dues for counties and municipalities; and the method for approaching railroads and private providers.

10.0 Other Business

There was no other business before the MPO Policy Committee.

11.0 Public Comment

For Garland Armstrong, one member reported a public comment from the Board meeting of March 9, had asked that outreach related to ON TO 2050 include the disabled community, particularly the vision impaired and hard of hearing.

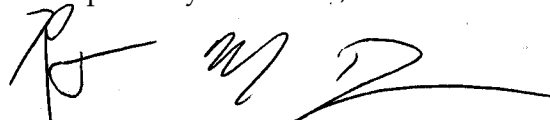
12.0 Next Meeting

The MPO Policy Committee meets next on June 9, 2016.

13.0 Adjournment

At 10:34 a.m., a motion to adjourn by Mayor Jeffery Schielke was seconded by Tom Rickert. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to be 'R M D', written over a horizontal line.

Bob Dean, Deputy Executive Director for Planning

05-24-2016

/stk

Approved as presented by unanimous vote, June 9, 2016