



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 4.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## MPO Policy Committee

### Meeting Minutes

June 9, 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, Greg Bedalov-representing Illinois State Toll Highway Authority, Mike Connelly-representing the CTA, Tom Cuculich-representing DuPage County, Joe Gottemoller-representing McHenry County, Scott Gryder-representing Kendall County, Luann Hamilton-representing CDOT, Elliott Hartstein-representing the CMAP Board, Richard Kwasneski-representing PACE, Chris Lauzen-representing Kane County, John McCarthy-representing Private Providers, Don Orseno-representing Metra, Leanne Redden-representing the RTA, Jeffery Schielke-representing the Council of Mayors, Liisa Stark-representing Class 1 Railroads, Paula Trigg-representing Lake County, Larry Walsh-representing Will County, John Yonan-representing Cook County, and non-voting members Kay Batey-representing FHWA, and Tony Greep-FTA.

**Staff Present:** Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Jesse Elam, Tom Murtha, Ross Patronsky, Simone Weil and Sherry Kane

**Others Present:** Mike Albin-DMMC, Erin Aleman-IDOT, Garland Armstrong and Heather Armstrong-Access Living, Bruce Carmitchel-IDOT, John Donovan-FHWA, Janell Jensen-McHenry County Council of Mayors, Dan Johnson-Midwest High Speed Rail, Mike Klemens-WCGL, Jon-Paul Kohler-FHWA, David Kralik-Metra, Robert Kwasneski-Citgo, Aimee Lee-Tollway, Mark Pitstick-RTA, Justine Reisinger-IDOT, Tom Rickert-Kane County, Chris Schmidt-IDOT, David Seglin-CDOT, Tammy Wierciak-Metro Strategies, Inc. and Rocco Zuccherro-Tollway

#### 1.0 Call to Order and Introductions

IDOT Secretary, Policy Committee Chair Randy Blankenhorn called the meeting to order at 9:31 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-March 10, 2016**

A motion to approve the minutes of the March 10, 2016 meeting of the MPO Policy Committee 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 For the Council of Mayors, Mayor Jeffrey Schielke reported that the Executive Committee met on April 12. An update was given on IDOT Local Roads and Locally-Programmed Surface Transportation Program funded projects and expenditures in the region. The committee discussed a potential capital bill for the state, acknowledging that the state budget impasse is one of the hurdles to having a new capital bill. CMAP staff reported on the progress of the public outreach and engagement process of ON TO 2050 and encouraged participation and partnership with CMAP in sponsoring workshop and discussion opportunities. An update was also given on Federal and State legislative matters including a federal proposed rulemaking on safety and train crew staffing and a draft template for a resolution on this matter was made available. Strategies to secure long term funding for CMAP by reinstating the Comprehensive Regional Planning Fund (HB6286 and SB2966) on the State legislative front were also discussed. The committee was briefed on CMAP's proposed agency funding action which may be pursued in absence of state legislation that was presented to the CMAP Board on April 13. Finally, Schielke reported, the Council of Mayors Executive Committee is scheduled to meet next on July 12, 2016.
- 4.2 For the CMAP Board, Leanne Redden, reported that the Board had met in April and considered alternative long-term funding and setting local dues and that MPC had given a presentation entitled, "The Third Deficit: Illinois' Transportation Crisis." At its May meeting, Redden continued, the Board endorsed three bills (HB 4501, SB 388 and SB 389) and the FY 2017 Draft Budget and Work Plan was presented. Finally, at its June meeting, Redden concluded, the Board adopted the FY 2017 Budget and Work Plan and approved an update to the Memorandum of Understanding between the Board and the MPO Policy Committee.
- 4.4 CMAP Executive Director Joe Szabo gave an update on agency activities reporting that CMAP had been given approval to use toll credits as a match for federal planning dollars (for FY 2016), and that CMAP is still being cautious with its cash until complete resolution of funding issues are seen. Szabo also gave an update on the FHWA and FTA regulations concerning the development of metropolitan transportation plans, long-range statewide transportation plans and programs, and the congestion mitigation process, changes from both MAP-21 and FAST Act, and staff will be participating in a webinar hosted by FHWA and FTA to get more information. Finally, regarding a recent visit to Springfield (with Mayors Jerry Bennett and John Noak), Szabo also reported that the agency's funding concerns and the Comprehensive Regional Planning Fund bills (SB2966 and HT6286) were emphasized in meetings with leaders in the General Assembly and that the message continues to be well received and most have a good understanding of the need and value of CMAP.

## **5.0 Nominating Committee for the Office of Vice Chair**

Policy Committee Chair, Secretary Randy Blankenhorn reported that in June of each year, a nominating committee is appointed to recommend filling 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), Greg Bedalov (representing road administration), Tom Cuculich (representing County government) and Dorval Carter (representing public transit), for agreeing to serve. The nominating committee will bring their recommendation to the meeting in October.

## **6.0 Fiscal Year 2017 Unified Work Program (UWP)**

CMAP Deputy Executive Director for Finance and Administration, Angela Manning-Hardimon reported that the UWP Committee approved a proposed FY2017 Unified Work Program (UWP) budget totaling \$18,103,933 which includes \$17,104,664 in federal funding and \$999,269 in local match. Also considered by the Transportation Committee and the Regional Coordinating Committee, both had recommended approval by the CMAP Board and the MPO Policy Committee. Unique to the FY 2017 budget, Manning-Hardimon went on to say, is that the local match required by CMAP had not yet been determined and was not reflected in the total local match amount. Also unique is that the UWP committee awarded a higher share of the funding to CMAP to remain operational, rather than fund competitive projects. Manning-Hardimon also suggested that were CMAP to secure the use of toll credits for the FY 2017 budget, a determination would then be made to reconsider the competitive UWP applications. A motion by Tom Cuculich to adopt the FY 2017 UWP program as presented was seconded by Frank Beal and, with all in favor, carried.

## **7.0 CMAP & MPO Memorandum of Understanding (annual review)**

Policy Committee Chair, Secretary Randy Blankenhorn reported that, approved on an annual basis between the CMAP Board and the MPO Policy Committee, the Memorandum of Understanding includes additional language to reflect the commitment to collecting local dues, which satisfies an issue flagged by the FHWA in the last certification review and CMAP's over reliance on the State for its matching funds. Approved by the CMAP Board yesterday, Executive Director Joe Szabo confirmed, the MOU was being presented for Policy Committee approval.

A question was raised regarding the increase in local dues and the contributions made by the Private Providers who receive grant funding and hold a seat on the Policy Committee, sparking discussion related to work that continues with two entities, and the idea that the private entities pay taxes as part of their business operations. A motion to approve the Memorandum of Understanding as presented was made by Elliott Hartstein and seconded by Tom Cuculich, followed by a discussion related to the cross-committee membership. Specifically, that the representation of the Policy Committee on the CMAP Board happens to be a non-voting member (statutory) and the membership of the CMAP Board on the Policy Committee is believed to be voting. There was disappointment that the clarification this year in the voting had not been addressed. For instance, when a CMAP Board member casts a vote on the Policy Committee it is unclear in what capacity they were voting, i.e., individual members representing their entities or representing the

CMAP Board consensus. The motion was amended by Tom Cuculich that the members representing the CMAP Board be designated as non-voting. The motion was seconded by Chris Lauzen. A revisit of the language within a reasonable amount of time, with passage as was presented was suggested. Chairman Blankenhorn suggested in response that the MOU be brought back to the Policy Committee at its next meeting (which is a joint meeting with the CMAP Board) in October. The original and amended motions were withdrawn. A motion by Tom Cuculich was seconded by Leanne Redden to table the approval of the Memorandum of Understanding to the next meeting of the Policy Committee which is a joint meeting with the CMAP Board. With all in favor, the motion carried.

#### **8.0 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 Ross Patronsky reported that on February 16, 2016, the FTA published its fiscal 2016 proportionate allocation and program information and at its April 21 meeting, the Regional Transit Authority (RTA) Board approved splits of the funding with the urbanized areas of northwest Indiana and southeastern Wisconsin. The funds being split are capital and planning funds, section 5307 and 5340, state of good repair funds Section 5337, and Section 5339 bus funds. The RTA also adopted the distribution of these funds among the service boards. The actual splits, Patronsky continued, that is the dollar amounts between Indiana/Illinois and Illinois/Wisconsin, were included in the committee's material. The Transportation Committee considered the matter and recommended approval at its May 20 meeting. Staff is seeking approval of Resolutions 16-01 and 16-02, endorsing the sub-area allocation between northeastern Illinois and northwestern Indiana and between northeastern Illinois and southeastern Wisconsin. A motion to adopt the resolutions as presented was made by Greg Bedalov and seconded by Paula Trigg. All in favor, the motion carried.

#### **9.0 Designated Recipients of Section 5310 Formula Funds for the Mobility of Seniors and Individuals with Disabilities**

CMAP staff Ross Patronsky reported that with the passage of the FAST Act, the Resolution that confirms the Illinois Department of Transportation and Regional Transportation Authority as "Designated Recipients" of 5310 funding requires updating. The previous resolution was in effect for the life of MAP-21. Accordingly, Patronsky continued, staff is seeking approval of resolution 16-03 endorsing the RTA and IDOT as designated recipients of Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities. A motion by Richard Kwasneski was seconded by Greg Bedalov to adopt the resolution as presented, and with all in favor, carried.

#### **10.0 Transportation Innovation Roundtable Discussion**

Policy Committee Chair, Secretary Randy Blankenhorn, had asked this item be placed on the agenda to allow the agencies to showcase innovations and changes that are taking place in transportation in the region and the MPO is the place where decision makers and leaders come together to talk about the future of transportation. A goal is to show this as a regular agenda item and it is hoped that presentations will be made by both public as well as private members.

On behalf of IDOT, Deputy Chief of Staff Justine Reisinger gave a presentation covering Modernizing IDOT Air Operations. Reisinger covered existing conditions at the Division of Aeronautics, discussed data collections with today's technologies and how to upgrade to the 21<sup>st</sup> Century, reviewed the use of drones at IDOT and the associated task force that had been established. While the Division of Aeronautics may have been on the cusp of losing focus in air operations it is now poised to move forward with new technologies, Reisinger concluded. Others were able to report how they plan to use the drone technology as well.

Executive Director Greg Bedalov highlighted innovation and technology underway at the Tollway with its first all-electric toll road on the Elgin-O'Hare (390). A short video explained that cash would no longer be taken and tolls collected via I-pass would receive a 50% reduction. Meant to encourage the use of the I-pass, the video instructed locations for purchase, how drivers with unpaid tolls could pay, and illustrated safety measures, efficiencies and environmental benefits that are realized with the new cashless tolling. Bedalov reported that a 30-day grace period would exist (beginning July 5) for paying missed tolls, explained "back-office" upgrades that show missed tolls and discussed automatic toll payment machines that could be available later this year, and partnership opportunities with IDOT and other transportation agencies for third-party tolling. Finally, Bedalov reported on drones, connected and autonomous vehicles, and fiber and sensor installations in the roads to adapt to what may become a driverless world.

For CMAP, Jesse Elam reported that GO TO 2040 laid out a commitment to doubling transit ridership and for the development of the next long-range plan, we wanted to get an idea on what it would take to actually do this and what the transit agencies themselves can do. Elam reported on a study that had been conducted that was meant to first determine the impact on ridership of different investments and policies and second to put together some initial ideas on the mix of strategies for ON TO 2050. Elam gave examples of the variety of investments and policies considered and other factors that influence transit usage, and discussed high and low gains in mode share resulting from high and low implementations of different strategies. Preliminary findings were reported, and capital projects were discussed. Elam also reported that next steps would include results sharing with the service boards (maybe more than once) and CMAP's Transportation Committee and work will continue on refining the strategies. A similar study may also be conducted for highway congestion.

### **11.0 Critical Urban Freight Corridors**

A presentation on Critical Urban Freight Corridors was made by CMAP staff, Tom Murtha. Murtha reported that the Federal Highway Administration (FHWA), now operating under the new FAST Act, has established a system, the National Highways Freight Network, that includes the primary highway freight system, other interstate highways (both already designated by FHWA), critical rural freight corridors (CRFCs) and critical urban freight corridors (CUFCs). The MPO is given the designation authority for the CUFCs in areas with populations greater than 500,000. A preliminary staff recommendation, Murtha continued, was based primarily on gaps in access to intermodal freight facilities, serving industrial land/freight generators, and freight bottlenecks. The recommendation also included forward-looking corridors (i.e., Elgin-O'Hare, the O'Hare Cargo Center, Central Avenue in Bedford Park, and Houbolt Road in Will County).

Explaining the freight bottlenecks, Murtha referred to a map that tracked roads with more than 6 hours of truck congestion per day and industrial land use. Additional data from the American Transportation Research Institute (ATRI) tracked truck positions and speeds every minute for two 2-week periods shown on another map indicated truck origins in the freight core of the region. All this data was pulled together to show the “really important roads” in the region that were not already identified by FHWA. Staff’s recommendation, Murtha concluded, shows 161.4 miles. Staff will continue to work with IDOT. Having already received feedback, it’s good to hear from users. Will County would like to see attention given to Wilmington-Peotone road which is being used more by both trucks and farm equipment and Kendall County happy to see the Orchard Road corridor, reported that Orchard Road is intended to go to Route 80 and at some point perhaps connecting Route 80 to 88. Murtha also suggested the designation is not locked in and that miles can be taken out or added in as the region’s priorities shift. Designation helps prioritize freight investments throughout the state. Nothing yet has been reported for the areas around Peoria, Decatur or Springfield.

#### **12.0 ON TO 2050 Regionally Significant Projects Update**

CMAP staff Jesse Elam gave an update related to the ON TO 2050 Regionally Significant Projects citing background information from the last MPO certification review and the CMAP Board’s direction related to priorities, that resulted in a proposed threshold of \$100 million for highway capacity projects on the highway system and certain transit projects, with a second threshold of \$250 million for non-capacity improvements meant to identify state of good repair projects. Today reporting is related to outreach to implementers during the spring, overall it is believed the thresholds make sense and staff suggests moving forward with those. Elam went on to explain another way of considering the \$250 million threshold--that it covers state of good repair improvements to particular lines and stations, rather than system-wide programs. The system-wide programs would instead be captured as line programmatic line items in the financial plan. This then results in a total of 106 projects to consider in the plan, nearly double of GO TO 2040. Elam went on to discuss the evaluation process, the schedule, and public involvement, followed by a report on the benefits and costs of the projects to be done next summer with project selection taking place in fall of 2017. A regular plan amendment process might also be considered. Staff was asked to make the [project] list available to the Policy Committee and CMAP Board. Also, public involvement is meant to address an “outside call”, and those details just haven’t been worked out yet. The financial plan will be developed at about the same time as the evaluation process takes place, Elam concluded, and likely the two products will emerge simultaneously.

#### **13.0 State Legislative Update**

CMAP staff Simone Weil gave the Legislative Update and reported that the CMAP Board had moved to support the following: HB 229 expanded the DuPage Consolidation pilot to McHenry and Lake Counties; SB 2994 would require counties to report on which local governments and local boards receive county board appointments; and SB 2271 extended the Comprehensive Housing Planning to 2026. Weil also reported that HJR 36 would amend the state Constitution to restrict the use of highway-related revenues for transportation purposes only requiring dedicated funding for any future appropriation for transportation, and would prohibit fund sweeps. The proposed resolution, having passed both houses and on the November ballot, is now being analyzed by CMAP staff. HB 6286

and SB 2966 would reinstate the state-wide Comprehensive Regional Planning Fund, Weil continued, and while the House bill was re-referred to the Rules Committee, the Senate bill remains in Appropriations II. Finally, Weil reported, HJR 125 and SJR 40 authorizing IDOT to commence a procurement process for a public private partnership for the I-55 project, remain in committee. Staff will also continue to monitor state budget negotiations.

More information was available as a handout on the Comprehensive Regional Planning Fund that included a list of supporters. Still seeking bipartisan support in the House, Executive Director Joe Szabo asked that policy committee members, who have not already, reach out to their respective legislators explaining why this is so important to the region as well as the other MPOs in the state.

Members did weigh in on the Lock Box legislation, but cautioned that it's not a solution in and of itself, since it provides no new funding for transportation. CMAP staff will analyze further and share findings at the committee's next meeting.

#### **14.0 Other Business**

When queried, Executive Director Joe Szabo reported that a Freight Roundtable conducted by FHWA is actually being hosted by CMAP on September 13. There was no other business before the MPO Policy Committee.

#### **15.0 Public Comment**

Garland Armstrong complimented and thanked the Policy Committee for its support of funding to the disabled community. Armstrong also talked about truck traffic on Central Avenue and the need for public hearings in the area around Midway Airport. Finally, Armstrong suggested that if more people will be working in the Will County area, additional parking is going to be needed for public transit riders.

Dan Johnson, Midwest High Speed Rail Association, related to innovation suggested that the use of the tax-free benefit program for transit pricing is sadly very small in our region at only 7 or 8%. HB 1383 requires all employers to offer their employees the opportunity to enroll in the transit benefit program and the impact that might have on the pricing transit scenario. Regarding the 106 projects that are part of the ON TO 2050, Johnson asked if the process would be opened up to non-implementer initiated projects, inherently multi-jurisdictional like CrossRail Chicago and how to have conversations early on in the process, while still conceptual as a request to consider.

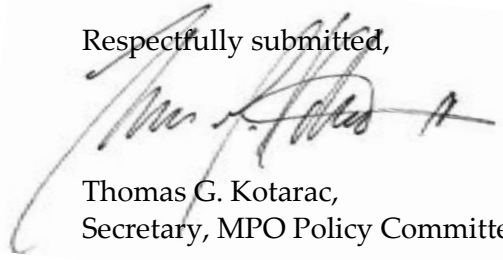
#### **16.0 Next Meeting**

The MPO Policy Committee meets next jointly with the CMAP Board on Wednesday, October 12, 2016. Regarding the innovation roundtable, Blankenhorn asked if it was a good idea and those that are interested in presenting should contact him.

#### **17.0 Adjournment**

At 11:29 a.m., a motion to adjourn by Mayor Jeffery Schielke was seconded by Don Orseno. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Tom Kotarac", written over a light-colored rectangular background.

Thomas G. Kotarac,  
Secretary, MPO Policy Committee

09-28-2016

/stk

*Approved as presented, by unanimous vote, October 12, 2016*