



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Jeffery Schielke, Chairman
Mayor, City of Batavia
Kane/Kendall Council

Leon Rockingham, Jr., 1st Vice Chair
Mayor, City of North Chicago
Lake Council

Eugene Williams, 2nd Vice Chair
Mayor, Village of Lynwood
South Council

Sandy Frum
President, Village of Northbrook
North Shore Council

George Van Dusen
Mayor, Village of Skokie
North Shore Council

Karen Darch
President, Village of Barrington
Northwest Council

Al Larson
President, Village of Schaumburg
Northwest Council

Jeffrey Sherwin
Mayor, City of Northlake
North Central Council

Joseph Tamburino
Mayor, Village of Hillside
North Central Council

James Discipio
President, Village of LaGrange Park
Central Council

Alice Gallagher
President, Village of Western Springs
Central Council

Dave Brady
President, Village of Bedford Park
Southwest Council

John Mahoney
Mayor, Village of Palos Park
Southwest Council

Michael Einhorn
President, Village of Crete
South Council

Len Austin
President, Village of Clarendon Hills
DuPage Council

Eric Spande
President, Village of Winfield
DuPage Council

Vacant
Kane/Kendall Council

Glenn Ryback
President, Village of Wadsworth
Lake Council

Richard Mack
President, Village of Ringwood
McHenry Council

Robert Nunamaker
President, Village of Fox River Grove
McHenry Council

Roger Claar
Mayor, Village of Bolingbrook
Will Council

Jim Holland
Mayor, Village of Frankfort
Will Council

Council of Mayors Executive Committee

Draft Minutes – May 23, 2017

9:30 a.m.

CMAP Offices – Cook County Conference Room

Executive Committee and Elected Officials Present

Mayor Jeffrey Schielke, Chairman, Mayor Leon Rockingham Jr., 1st Vice Chair, Mayor Eugene Williams, 2nd Vice Chair, President Karen Darch, President Michael Einhorn, President Alice Gallagher, Mayor Jim Holland, President Glenn Ryback, Mayor Jeffrey Sherwin, President John Skillman, President Erik Spande, Mayor George Van Dusen, President Mary Werner

Others Present

Pat Barker, Jennifer Becker, Susan Borucki, Bruce Christensen, John Donovan, Jackie Forbes, Mike Fricano, Pat Higgins, Tom Kelso, Mike Klemens, Dennis Latto, Kelsey Mulhausen, Ed Paesel, Brian Pigeon, Chad Riddle, Mike Walczak

CMAP Staff Present

Alex Beata, John Carlisle, Anthony Cefali, Kama Dobbs, Jesse Elam, Leroy Kos, Tom Kotarac, Tim McMahan, Tom Murtha, Ross Patronskey, Kevin Peralta, Russell Pietrowiak, Gordon Smith, Joe Szabo, Barbara Zubek

1.0 Call to Order and Introductions

Mayor Schielke called the meeting to order at 9:34 a.m.

2.0 Agenda Changes and Announcements

Mayor Schielke welcomed President John Skillman of the Village of Carpentersville and President Mary Werner of the Village of Worth. He announced that Bruce Christensen is retiring at the end of June and thanked him for his many years of service and dedication to the planning liaison program.

Mayor Schielke announced the US DOT MPO Coordination and Planning Area Reform rule was repealed. He thanked all of the councils and municipalities that lobbied Congress on the region's behalf and Senator Duckworth, Representative Lipinski, and the entire Illinois delegation for their bi-partisan leadership on the passage of the law to repeal the rule.

3.0 Approval of Minutes – January 10, 2017

President Ryback made a motion, seconded by President Einhorn, to approve the minutes of the January 10, 2017 meeting. With all in favor, the motion carried.

4.0 Transportation Programming Updates/Action Items

4.1 IDOT Bureau of Local Roads Update

Mr. Riddle stated distributed a summary of the lettings. He announced that John Baczek is the new Program Development Engineer in District 1. He announced the IDOT District 1 Local Roads Letting Schedule and the Project Programming Information Form have been updated. He gave a quick overview of the Local Roads Project Administration Seminar that was held on May 16 and 17 and stated that the PowerPoint slides and handouts are available of the IDOT website. Of particular note, quality-based selection of engineering firms is now required.

4.2 Grant Accountability and Transparency Act (GATA)

Mr. Riddle announced that Grant Accountability and Transparency Act (GATA) requirements will be in place for construction projects targeting the September 22, 2017 state letting and for any new agreements for engineering and right of way effective July 1, 2017. He stated that the processing of GATA agreements will follow the same submittal and review procedures as the BLR 5310.

4.3 Surface Transportation Program – Locally Programmed (STP-L) Expenditure Report

Mr. Pietrowiak announced that the suburban councils have obligated about \$51 million in STP-L funds in federal fiscal year 2017. If all projects go as planned, the amount obligated at the end of the federal fiscal year will be about \$81 million. He explained that the suburban councils are allotted about \$69 million every year and the unobligated balance would be going down for the third year in a row.

4.4 Advanced Funding Requests

Mr. Pietrowiak provided a summary of the advanced funding requests and reported that due to updated letting information provided by IDOT, the Will Council needs to amend item c to request additional advance funding.

a) Mr. Pigeon requested advanced funding on behalf of the North Shore Council for three projects totaling \$292,907. The North Shore Council will have a positive balance in Federal Fiscal Year (FFY) 2018. President Ryback made a motion to approve the request, seconded by Mayor Sherwin; the motion carried.

b) Mr. Latto requested advanced funding on behalf of the South Council for twelve projects totaling \$5,276,984. The South Council will have a positive balance in FFY 2018. Mayor Van Dusen made a motion to approve the request, seconded by Mayor Sherwin; the motion carried.

c) Mr. Klemens stated the packet contained an informational letter about projects that were granted advanced funding at the January meeting. He explained two project phases are moving out of the current fiscal year and into FFY 2018 and three project phases are moving into FFY 2017. He added that there is a new request based on updated information from IDOT for \$1 million in advanced funding for the Weber Road at I-55 interchange construction project. He explained there are two contracts, one

under IDOT Local Roads that is moving forward, and one under the IDOT Division of Highways, that total around \$140 million. The \$5.5 million in STP funding for both contracts is leveraging a larger project for the region. The Will Council will have a positive balance in FFY 2019. Mayor Van Dusen made a motion to approve the request, seconded by President Darch; the motion carried.

5.0 Surface Transportation Program (STP) Agreement

Mr. Kotarac gave an update on the history of the STP agreement between the city of Chicago and the suburban councils, the need to revisit the agreement, the schedule for having a new agreement in place, and the composition of the working group discussing the agreement.

Mr. Elam provided an overview of the progress of the working group, noting that the group has agreed on Principles for Programming. He reported that the working group heard about the programming practices of peer MPOs and briefly discussed that likely options for our region range from a regional program, similar to CMAQ, to replacing the negotiated city-suburban split and sub-allocation by council population with a more performance-based allocation method. At the working group's next meeting in June, staff will present a proposal for discussion based on comments and ideas from the working group and those heard today.

Mayor Sherwin stated that the CMAQ model for selecting projects is not a good idea and that the local councils should select projects. President Spande commented that needs-based allocation could be a reverse incentive, since locations that successfully maintain their facilities will receive less funding. In response to a question from President Spande, Mr. Elam noted that a CMAQ-like regional program would likely include strong participation from the councils in the selection of projects. Mayor Van Dusen stated that he agrees with Mayor Sherwin that local control is desired. In response to a question from President Einhorn, Mr. Elam explained that the current agreement calls for 5% of the approximately \$135 million allocated to the region to be programmed by the City of Chicago for projects benefiting both the City and suburbs, and for 55% of the remaining funds to be allocated to the councils and 45% to the City of Chicago. Mayor Schielke noted that at one time the City/suburban split was reversed. Mayor Rockingham stated that although regional projects are necessary, they shouldn't take funding from locals, especially smaller municipalities that have maintenance needs.

Mr. Kotarac stated that as much as this process is a challenge it is also an opportunity because the federal highway program sees growth in STP funding, which could bring more STP funds to metropolitan regions. He also noted that this process provides an opportunity to establish an agreement with IDOT on the true balance of funds for the region.

President Darch agreed with the other mayors about the importance of the local councils. She stated the councils have refined their own methods to ensure that local projects that benefit the entire sub-region are considered. She stated that the local programming element should be maintained in the process. Mayor Van Dusen asked if there would be a meeting in September before the agreement is finalized. Mayor

Schielke replied that there is not currently a meeting scheduled, but one could be added.

President Einhorn asked about the status of functional classification changes by IDOT and if the eligibility of projects for STP funding can be narrowed. Mr. Riddle replied that functional classification changes are independent of this process and that all routes classified as collectors or higher are eligible for funding but that currently each individual council can determine specific eligibilities. President Einhorn stated that STP funding should be used exclusively for roads, not for lighting and landscaping. He added that considering pavement conditions when programming is a good idea because roads that actually need work will be addressed. Mr. Riddle noted that all surface transportation modes are eligible for federal funding and that some sources, like the Transportation Alternatives Program, are specifically targeting enhancements, such as lighting and landscaping. Mayor Sherwin added that these enhancements should not use STP funding, and that local matching funds should pay the differential cost for upgrades such as brick pavers in place of concrete.

6.0 LTA Project Profile

Mr. Carlisle gave a presentation about the ongoing Local Technical Assistance (LTA) project to develop a comprehensive plan in Franklin Park. He highlighted the transportation aspects of the project and explained how the LTA program can assist with planning and implementation. He announced the LTA call for projects is currently open and applications are due June 29. He noted that staff is available to discuss project ideas before applications are submitted.

7.0 ON TO 2050: Financial Plan for Transportation Update

Mr. Beata provided an update on the development of the financial plan. He stated the current forecast draft indicates that the region faces a \$45.2 billion shortfall between the forecasted core revenues and the forecasted cost to operate and maintain the system in the current state over the planning period. As such, he discussed five proposals for reasonably expected revenue sources for the ON TO 2050 financial plan, which include increasing the state Motor Fuel Tax (MFT), indexing the rate to an inflationary measure, and later replacing it with a vehicle miles traveled (VMT) fee; expanding the sales tax base to include additional services; introducing a cost of freight service fee, developing a regional revenue source such as a vehicle registration fee; and expansion of priced parking.

President Einhorn asked how a VMT fee could be implemented and how out-of-state drivers would pay for using Illinois facilities. Mr. Beata talked about the pilot program in Oregon which uses a combination of strategies including transponders, manually tracking and entering mileage, and a flat fee in lieu of tracking. He stated that a VMT fee would benefit from a national approach, but transponders would be able to detect location and charge accordingly.

8.0 Regional Expressway Vision

Mr. Murtha explained that IDOT and the Tollway requested that CMAP lead a project to develop a multi-jurisdictional vision to guide future capital investments, coordinate

transportation operations, and recommend policy and management strategies for the existing expressway system in northeastern Illinois. Mr. Murtha stated that the vision only includes existing expressways and will be multi-modal in its approach, including an emphasis on freight and transit. Mr. Murtha presented draft vision goal statements and stated that staff will be coming out to the individual councils seeking feedback this summer and fall. He welcomed additional feedback.

9.0 Other Business

There was no other business.

10.0 Public Comment

There was no public comment

11.0 Next Meeting

The next meeting is scheduled for July 18, 2017.

12.0 Adjournment

On a motion by Mayor Van Dusen, seconded by President Ryback, the meeting adjourned at 11:17 a.m.

Council of Mayors Executive Committee Members:

___ President Len Austin	___ Mayor Jim Holland	___ Mayor Jeffrey Sherwin
___ President Dave Brady	___ President Al Larson	___ President Erik Spande
___ Mayor Roger Claar	___ President Richard Mack	___ Mayor Joseph Tamburino
___ President Karen Darch	___ Mayor John Mahoney	___ Mayor George Van Dusen
___ President Jim Discipio	___ President Robert Nunamaker	___ Mayor Eugene Williams**
___ President Mike Einhorn	___ Mayor Leon Rockingham, Jr.**	___ Vacant (Kane/Kendall)
___ President Sandy Frum	___ Mayor Glenn Ryback	* Chairman
___ President Alice Gallagher	___ Mayor Jeffery Schielke*	** Vice-Chairman