



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 3.0

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## MPO Policy Committee Minutes

January 11, 2018

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

### **Policy Committee Members Present:**

Randy Blankenhorn-MPO Policy Committee Chair, Frank Beal-representing the CMAP Board, Michael Connelly-representing the CTA, Tom Cuculich-representing DuPage County, Jim Derwinski-representing Metra, Elliott Hartstein-representing the CMAP Board, Richard Kwasneski-representing Pace, Jill Leary-representing the RTA, Aimee Lee-representing the Illinois Tollway, Tom Rickert-representing Kane County, Rebekah Scheinfeld-representing CDOT, Jeffrey Schielke-representing the Council of Mayors, Shane Schneider-representing Lake County Larry Walsh-representing Will County, John Yonan-representing Cook County, and non-voting members Kay Batey-representing the FHWA and Tony Greep-representing the FTA

### **Staff Present:**

Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Tom Garritano, Jesse Elam, Gordon Smith, Elizabeth Schuh, Kama Dobbs, and Todd Schmidt.

### **Others Present:**

John Greuling-Will County, John Donovan-FHWA, Rick Harnish-MHSRA, Tom Kelso-IDOT, Mike Klemens-Lake County, Jon-Paul Kohler-FHWA, Brian Pigeon-NWMC, Ann Schneider-Will County, David Seglin-CDOT, Cody Sheriff-McHenry County, Chris Strom-DMMC, Mike Vanderhoof-IDOT, and Mike Walczak-NWMC

### **1.0 Call to Order and Introductions**

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

### **2.0 Agenda Changes and Announcements**

There were no agenda changes.

### **3.0 Approval of Minutes**

A motion to approve the minutes of the October 11, 2017, joint meeting of the MPO Policy Committee and CMAP Board, as presented was made by Elliott Hartstein and seconded by Commissioner Rebekah Scheinfeld. All in favor, the motion carried.

#### **4.0 Agency Reports**

- 4.1 CMAP Executive Director Joe Szabo gave an update on the following topics: ON TO 2050 Launch (scheduled for October 10, 2018, which will be a Joint Meeting of the CMAP Board and MPO Policy Committee); the Federal Certification Review by the FHWA & FTA (a draft report is due late winter, with a final report to the Policy Committee in June); CMAP's dues/contributions Program (collection is at roughly 61% at \$539,000); and the testimony given to an Illinois General Assembly House Transportation Committee hearing (alongside Secretary Blankenhorn and Tollway Executive Director, Greg Bedalov).
- 4.2 For the CMAP Board, and on behalf of Leanne Redden, Executive Director Joe Szabo reported that the CMAP Board had in November (report by the ED included an update on the biannual event with the Illinois General Assembly; members were named to the Transportation Revenues Subcommittee; and a presentation was given on CMAP's water resources work). The Board also met on January 10 (the auditors presented the annual financial statements for the year ending June 30, 2017; and a number of items—UWP, highway safety targets, and regional strategic freight direction—would also be presented to the Policy Committee today).
- 4.3 Mayor Jeffrey Schielke reported that the Council of Mayors met in October and considered the following: the region obligated approximately \$121 million in federal STP-L in FY 2017; the RTA presented an overview of the its 2018-2023 strategic plan; next steps for implementing the STP agreement between the councils and the City of Chicago were discussed. Schielke went on to say that the STP Project Selection Committee held its inaugural meeting in December and the committee's charge, methodology for a shared fund and committee procedures (membership, voting and format) were considered. The selection committee (scheduled for the 4<sup>th</sup> Wednesday of each month) meets next on January 24. The Council of Mayors Executive Committee is scheduled to meet next on January 23.

#### **5.0 Unified Work Program (UWP)**

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon reported that the Unified Work Program (UWP) provides federal funding for transportation planning projects. It is anticipated that federal funding of approximately \$17.9 million, with matching funds of approximately \$4.5 million, will provide total project cost available for UWP projects of \$22.4 million. FY 2019 funding reflects an increase of approximately 4%, or \$904,858, of federal and local match dollars as compared to FY 2018, Manning-Hardimon went on to say. Similar to last year the process for review and approval of the FY 2019 UWP program began with a call for projects issued on January 2, 2018 with both Core and Competitive proposals due on January 29. The proposals will be presented to the UWP Committee meeting on February 14, and the Committee is scheduled to meet on March 14 to adopt the FY 2019 program. The recommendations of the committee will be submitted to the Transportation Committee in April, the Programming Committee in May, and considered for approval by the CMAP Board and MPO Policy Committee in June, with the FY 2019 program scheduled to be released by June 30.

## **6.0 Cooperative Agreement for Coordination of Land Use – Transportation Planning in the Round Lake Beach-McHenry-Grayslake IL-WI Urbanized Area**

CMPA staff Kama Dobbs presented the Cooperative Agreement for Coordination of Land Use and Transportation Planning in the Round Lake Beach-McHenry-Grayslake, Illinois-Wisconsin Urbanized Area for approval. Dobbs report the federal regulations require MPOs to have agreement in place ensuring those agencies responsible for planning in a region coordinate their planning efforts. Last updated in 2009, it is common to update with a new transportation bill. The agreement outlines responsibilities for carrying out the transportation planning process and ensures and acknowledges that public transit operators are represented on the Policy Committees of each of the MPOs. This agreement assures a coordinated planning process producing consistent plans and Transportation Improvement Programs across metropolitan planning area boundaries. Dobbs also reported that additions to the agreement include language attesting that each MPO has an agreement with their transit providers concerning mutual responsibilities in the transportation planning process, and acknowledges that each MPO will coordinate performance targets in accordance with federal requirements. Finally, the agreements set a time frame in which FTA formula funds that are not used in Wisconsin within the federally allotted time frame will be reallocated to the RTA for use at least twelve months prior to their lapse date. Responding to a question raised over the delay in bringing this for approval, Dobbs reported that it took additional time to come to consensus around some of the language related to transit. A motion by Elliott Hartstein was seconded by Tom Rickert to approve the agreement as presented. All in favor, the motion carried.

## **7.0 Appointment of the Chair and Vice-Chair of the CMAP Transportation Committee**

MPO Policy Committee Chair Secretary Randy Blankenhorn reported that staff had recommended that Jennifer (Sis) Killen, representing Cook County and Rocco Zucherro, representing the Illinois Tollway, continue as chair and vice chair, respectively, to the Transportation Committee for 2018. A motion by Elliott Hartstein was seconded by Mayor Jeffery Schielke to accept the staff recommendation. All in favor, the motion carried.

## **8.0 2018 Highway Safety Targets**

CMAP staff Todd Schmidt presented the staff recommended 2018 safety targets, which state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to set annually according to the FAST Act. The CMAP Board and MPO Policy Committee have the option to set quantitative regional targets or support the statewide targets. Schmidt reviewed the different options for setting the 2018 safety targets and concluded with the CMAP staff recommendation that the CMAP Board and MPO Policy Committee support the state's targets. By supporting the state's targets the MPO is responsible to plan and program projects to help achieve the state's targets. Both the Transportation Committee and the Regional Transportation Operations Coalition (RTOC) have reviewed this position favorable, but because of timing, the Transportation Committee could not formally vote to recommend it to the Policy Committee. A motion to approve the recommendation to support the state's 2018 safety targets, and with all in favor, carried.

## **9.0 Regional Strategic Freight Direction (RSFD)**

CMAP staff Liz Schuh presented the recommendations for the draft Regional Strategic Freight Direction, which provides strategic recommendations to forward CMAP's freight policy recommendations in the near term. The document focus on policies and programmatic recommendations, leaving project assessment to the developing ON TO 2050 plan. Liz explained the recommendations in the six major areas of the document: freight facility development principles, a holistic approach to truck movement, rail policy, municipal support for freight development and infrastructure, environmental justice, and the use of federal freight funds. The Policy Committee discussed the need to advocate for new data, if what is available does not allow a full understanding of public benefits or needed improvements to the system. Local access benefits that freight infrastructure can provide was also discussed.

## **10.0 State Legislative Update**

CMAP Director Gordon Smith reported that the Federal and State Agenda and Principles documents that are used as guides for legislators, the Governor and their staffs, our partners and others developing and considering legislation that impacts the region and CMAP's work, are presented for discussion. Smith walked through the State Legislative Agenda and Principles highlighting the reorganization of language in the material related to the following topics: secure, sustainable and adequate transportation funding, promotion of performance-based transportation investments, and reform of the state's tax policy. Federal Agenda changes, Smith went on to say, related to the following: building on the FAST Act, investing strategically in transportation, managing and conserving water and energy resources, and improved access to information. The material having just been seen the previous day by the CMAP Board will undergo slight revision before being approved at its next meeting.

## **11.0 Will County Community Friendly Freight Mobility Plan**

Ann Schneider, on behalf of Will County Executive Larry Walsh, presented high-level results of the Will County Community Friendly Freight Mobility Plan and thanked the Illinois Department of Transportation for providing funding and technical support and CMAP for its technical support in the development of the plan. Schneider covered key findings, the importance of freight in Will County, freight flows in the county, and the importance of the freight workforce to Will County's economy. Schneider also discussed analyses that included regional freight movements, and freight assets and clusters, and highlighted programs and policies that Will County can adopt to improve freight and quality of life, and associated recommendations. Results of evaluations of key freight projects to improve the National Freight Network were reported and Schneider concluded the presentation detailing implementation that includes eight action categories that contain more than fifty action items.

## **12.0 Illinois State Freight Plan**

Mike Vanderhoof, Bureau Chief-Office of Planning and Programming, Illinois Department of Transportation gave an overview of the Illinois State Freight Plan, submitted to the FHWA in October and out for public comment in November (comments can still be made). The purpose of the plan, while meeting federal requirements, identifies needs and isolates and solves problems. The FAST Act, Vanderhoof reported, did include formula-based and discretionary freight funding, with the state getting on average about \$45

million per year for use on a primary freight network. Vanderhoof described the National Highway Freight Network (NHFN) in Illinois and discussed 2014 modal share comparisons, commodities breakdown, commodities mode share, state freight flows (inbound and outbound, and in tons and value--\$3 trillion-- moving in and out of the state), and projected annual growth rates for the period 2014-2045. A coordinated process, the Freight Plan is being developed in conjunction with the 2017 Long Range Transportation Plan, Vanderhoof continued, that will comprise the individual components of a freight, rail, and asset management plans. Existing--infrastructure and workforce trends—were identified, and emerging trends—autonomous vehicles, truck platooning, etc.—were also discussed. Both in region and state-wide bottlenecks were identified and reported in the plan. Vanderhoof touched on the freight plan elements--strategies and goals and performance measures--and the freight investment plan, stating that a competitive program is in development that would be geared towards bottleneck reduction, safety, intermodal connection and technology. The competitive program, once drafted, would correspond with the Illinois State Freight Advisory Committee (ISFAC) meetings, the next of which is in Springfield on January 25.

### **13.0 Other Business**

There was no other business before the MPO Policy Committee.

### **14.0 Public Comment**

There were no comments from the public.

### **15.0 Next Meeting**

The MPO Policy Committee is scheduled to meet next March 8, 2018.

### **16.0 Adjournment**

At 11:44 a.m., a motion to adjourn by Mayor Jeffrey Schielke was seconded by Mike Connelly. All in favor, the motion carried.

Respectfully submitted,



Tom Kotarac, Secretary

02-26-2018

/stk

*Approved as presented, by unanimous vote, March 8, 2018*