



Chicago Metropolitan Agency for Planning

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MPO Policy Committee

Minutes

January 10, 2013

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

MPO Policy Committee Members Present:

Reggie Arkell – Federal Transit Administration, Susan Campbell - Chicago Metropolitan Agency for Planning, Lynette Ciavarella - Metra, Michael Connelly - Chicago Transit Authority, Alicia Hanlon – Will County, Elliott Hartstein - Chicago Metropolitan Agency for Planning, Gabe Klein - Chicago Department of Transportation, Wes Lujan - Class I Railroads, Jason Osborn - McHenry County, Leanne Redden - Regional Transportation Authority, Tom Rickert - Kane County, T. J. Ross – Pace, Jeffery Schielke - Council of Mayors, Secretary Ann Schneider - Illinois Department of Transportation, John Shaw – Kendall County (by phone), Chris Snyder - DuPage County, Norm Stoner - Federal Highway Administration, Paula Trigg - Lake County, John Yonan - Cook County, Rocco Zucchero - Illinois Tollway

MPO Policy Committee Members Absent:

John McCarthy – Private Providers

Staff Present:

Erin Aleman, Patricia Berry, Randy Blankenhorn, Teri Dixon, Kama Dobbs, Dolores Dowdle, Don Kopec, Jill Leary, Ross Patronskey, Gordon Smith

Others Present:

Mike Albin-DuPage Mayors and Managers Conference, Andre B. Ashmore – Illinois Department of Transportation, Len Cannata – West Central Municipal Conference, Brian Carlson – Illinois Department of Transportation, Bruce Carmitchel-Illinois Department of Transportation, Chalen Daigle-McHenry County Council of Mayors, Bola Delano – Illinois Department of Transportation, Jackie Diaz – Chicago Transit Authority, John Donovan – Federal Highway Administration, John Fortmann – Illinois Department of Transportation, Adrian Guerrero, Union Pacific Railroad, Charles Ingersoll - Illinois Department of Transportation, Jon-Paul Kohler – Federal Highway Administration, Valbona Kokoshi – Lake County Department of Transportation, Josh McClusky – Illinois Department of Transportation, Mark Pitstick-Regional Transportation Authority, David Seglin - Chicago Department of Transportation, Ron Shimizu – Parsons Brinckerhoff, Karen Shoup – Illinois Department of Transportation, Chris Staron – Northwest Municipal Conference, Mike

Sullivan – Kane-Kendall Council of Mayors, tom VanderWoude – South Suburban Mayors and Managers Association, Mike Walczak-Northwest Municipal Conference

1.0 Call to Order and Introductions

Secretary Schneider called the meeting to order at 10:10 a.m.

2.0 Agenda Changes and Announcements

Secretary Schneider announced some personnel changes at IDOT. Andre Ashmore is the new Deputy Secretary. He had previously worked in the Governor's Office and at the Department of Commerce and Economic Opportunity. The new Director of Highways is Omer Osman who has been a longtime IDOT employee. The new Chief Counsel is Michael Forti who came to IDOT from the City of Chicago.

3.0 Approval of Minutes – October 10, 2012

On a motion by Mayor Schielke, seconded by Michael Connelly, the minutes of the October 10, 2012 joint meeting with the CMAP Board were approved.

4.0 Agency Reports

4.1 Council of Mayors Report

Mayor Schielke reported that the Council of Mayors last met on November 13, 2012. The Committee approved Surface Transportation Program marks for each council and the City of Chicago. This year the region's mark is \$184 million dollars. In 2012, the Council of Mayors approved over \$18 million in advanced funding. According to the agreement with the City of Chicago, the mayors need to concur with the Chicago Department of Transportation's proposed project which will receive 5% of the total 2013 STP funding. This year the project is the Wells Street Bridge and the mayors concurred. The next meeting of the Executive Committee is on January 29th.

4.2 CMAP Board Report

Ms. Redden reported on the CMAP Board meeting. The board released the GO TO 2040 Plan Implementation Report and acknowledged CMAP earning the American Planning Association's 2013 National Planning Excellence Award for a Planning Agency. CMAP's Annual Financial Report was completed for end year June 2012 and no deficiencies were noted. The CMAP Board approved the updated the Public Participation Plan which included revisions to address Section 5307 requirements related to development of the RTA Capital Program.

IDOT reported progress implementing performance measure and is meeting with all Illinois MPOs. CMAP recommended that IDOT form a statewide technical advisory group to implement performance based funding. CMAP's State Legislative Framework and Agenda were presented. CMAP will be advocating for broadened sales and income tax bases to keep rates low, increasing the existing gas tax and indexing it to inflation with a portion of proceeds devoted to transit, and enabling the creation of value-capture districts to increase region-wide flexibility to finance all modes of transportation. CMAP staff updated the Board on the process for developing next year's Unified Planning Work Program (UWP). Project proposals for UWP are due to CMAP by January 31, 2013.

Amending the GO TO 2040 plan to include the Circle Interchange was discussed. Reconstruction of the Circle Interchange (50+ years old) is needed and some added capacity is also needed – perhaps for managed lanes. The capacity increase makes this a Major Capital Project. Therefore, CMAP must amend the GO TO 2040 Plan to include this project if the agency feels the project should be implemented. The proposed CMAP and RTA Merger was also on the table. The board continued their discussion of the Metropolis Strategies proposal to merge the RTA with CMAP. CMAP staff requested direction from the board, but there was no clear consensus on the next steps.

4.3 CMAP Report

Don Kopec provided highlights from the 2012 GO TO 2040 Implementation Report provided to the committee. He announced that CMAP will receive the 2013 National Planning Excellence Award for a Planning Agency from the American Planning Association at the APA Conference to be held in Chicago this Spring and thanked members for their contributions to the planning process. Further, he announced that this will be Norm Stoner's last meeting of the Policy Committee. Norm will be taking a position within FHWA at the Resource Center in Matteson. Mr. Kopec thanked Mr. Stoner for his years of service in Illinois and his strong support for metropolitan planning. Secretary Schneider also offered her thanks to Mr. Stoner, noting that his presence will be missed.

5.0 Unified Work Program (UWP)

Dolores Dowdle announced that a call for transportation planning projects for the FY 2014 Unified Work Program was issued on January 3, with proposals due January 31. She stated that the call emphasizes projects which address the priorities of GO TO 2040 and noted that \$16.8 million was available. Last year there was \$14.8 million available with an additional carryover of \$2.5 million, meaning there will be a slight decrease in the amount of funds available for FY 2014. Recommendations will be released at the end of March, with Board and MPO Policy Committee approval in June.

6.0 Public Participation Plan

Erin Aleman provided an overview of updates to the CMAP Public Participation Plan. She noted that over the past year CMAP worked with the Citizens' Advisory Committee, the Transportation Committee, and the RTA to develop an updated Public Participation Plan. The Plan serves two important functions. First, it is important that the public understand CMAP's commitment to public engagement and that CMAP is transparent in its efforts to engage the region. Second, it is vital that CMAP staff have a relevant tool to help guide outreach efforts. There were a number of changes that were made to the PPP. We removed outdated references to CATS and NIPC; folded in new language to reflect GO TO 2040 principles in the overview section; and lastly, staff updated language to reflect MAP-21 legislation. A motion to approve the updated Public Participation Plan was made by Mayor Jeff Schielke, seconded by Chris Snyder and with all in favor, the motion carried.

7.0 MAP-21 Implementation

Patricia Berry reported that traditionally following the adoption of new federal transportation legislation, the MPO Policy Committee designates a subcommittee to meet

to discuss the implications of the new law and recommend procedural changes for the MPO to accommodate the new legislation. She requested that the Policy Committee establish a MAP-21 subcommittee with members from the Council of Mayors, the City of Chicago, the Illinois Department of Transportation, the Regional Transportation Authority, a representative of the counties and a member of the CMAP Board. CMAP staff will provide the staffing and support for the Committee. T.J. Ross requested that in light of the significant changes to transit funding and programs in MAP-21 the service boards should also serve as members of the subcommittee. Secretary Schneider expressed her support for the inclusion of the transit service boards. A motion to establish the MAP-21 subcommittee was made by Paula Trigg, seconded by Leanne Redden and with all in favor, carried.

8.0 Designated Recipients of Section 5310 Formula Funds for the Mobility of Seniors and Individuals with Disabilities

Patricia Berry requested approval of Resolution 13-01 establishing IDOT and the RTA as designated recipients of Section 5310 Formula Funds. Ms. Berry noted that RTA held a meeting in early December with the three service boards, the counties, CMAP and IDOT to discuss how best to move forward with these funds in light of MAP-21. The meeting summary and subsequent follow up from RTA indicated all were in agreement on how to proceed.

TJ Ross requested that further discussions occur with the service boards prior to the consideration of the resolution. He informed the Committee that he first learned of the intention to name the RTA and IDOT as Designated Recipients of Section 5310 Formula Funds when the agenda was distributed. He asked that this item be tabled until the next meeting.

Leanne Redden noted that several conversations had already occurred with all the Service Boards present and at which no concerns were raised. She asked if there were specific concerns about this direction. Ms. Redden also noted that there would be no harm to the program in delaying the designation until the March meeting. Mike Connelly stated that the real concerns are tied to the previous item – the implementation of MAP-21. He felt that a more comprehensive look at the changes brought about by MAP-21 was necessary and that a fuller discussion was needed.

Secretary Schneider thanked the RTA for the work they have already put in on this but felt that it would be best to take a couple of more months to review the issue and bring it back to the March Policy Committee meeting. TJ Ross made a motion to table the item, seconded by Mike Connelly and with all in favor, carried.

9.0 Potential GO TO 2040 Amendment: Circle Interchange

Randy Blankenhorn provided an overview of IDOT's request to amend GO TO 2040 to include improvements to the Circle Interchange. He noted that IDOT provided complete and comprehensive data to allow this project to be evaluated against performance measures used to evaluate GO TO 2040 Major Capital Projects and to determine fiscal constraint. He stated that the project makes sense for the region to be able to better

manage traffic through a critical location. He explained that IDOT had identified this location for major rehabilitation and that the work would include added through lane capacity, which would elevate the project from maintenance to a Major Capital Project.

Further, he stated that CMAP has some concerns about the planning process, particularly how this project was left out of the development of GO TO 2040. He also noted that the GO TO 2040 process had failed to include a comprehensive examination of expressway needs. He expressed an interest in working with IDOT and the Tollway to conduct such an examination.

Alicia Hanlon asked how IDOT had demonstrated fiscal constraint. Randy Blankenhorn responded that due to the age of our system and the maintenance/rehabilitation component of most major capital projects, we built in a significant amount of maintenance costs in our fiscal constraint assumptions for major capital projects. This covers the major portion of the cost. Furthermore, two major capital projects (I-80 Add Lanes and I-94 Add Lanes) had been implemented and came in under the estimates included in GO TO 2040. Finally, there was a reduction in the cost estimate for the I-55 Managed Lanes project.

Mr. Connelly commented that transit infrastructure was constructed in 1958 at the same time the Circle Interchange was constructed and that any expressway improvement should consider reconstructing accompanying transit facilities with the roadway reconstruction. Leanne Redden echoed Mr. Connelly's comments and noted that holistic view of the area is important, including pedestrians, freight and transit.

Secretary Schneider made the point that IDOT is more multi-modally driven and committed to working with the transit agencies and accommodating bicycle and pedestrian needs. She noted that the interchange was constructed between 1958 and 1962 and is comprised of 14 structures. It is time to rebuild this facility and while doing so, they need to consider the possibility of introducing managed lanes in the future and make accommodations for that.

Mayor Schielke noted that the operation of the Circle Interchange has an impact on the entire region, including the far suburban areas. Elliott Hartstein inquired about performance based decision making by IDOT. Secretary Schneider responded that IDOT already does performance based funding and uses a matrix of performance criteria to define which projects are chosen for funding.

10.0 CMAP's State Legislative Framework & Agenda

Gordon Smith provided a brief overview of CMAP's State Legislative Framework and agenda and stated that the framework is intended to provide partners with information about what is important to CMAP. Alicia Hanlon noted that a new source of revenue for freight should be included. Mr. Smith noted that local tax initiatives were being explored as a result of Tax Policy Task Force recommendation. Secretary Schneider noted that IDOT will be looking to CMAP to support their initiatives, including a supplemental appropriation for IDOT, the next capital bill and pension reforms.

11.0 MPA Revision

Patricia Berry provided an overview of the need to expand the Metropolitan Planning Area (MPA) boundary based on the 2010 census changes to the Urbanized Area and recapped coordination activities that have occurred with FHWA, affected local mayors, Kane and DeKalb counties, and IDOT District 3 and Central Office. She noted that a revised boundary would be presented to the Policy Committee for approval in March.

12.0 Other Business

Leanne Redden stated that RTA is in the process of completing a Strategic Plan Update and that a survey is ongoing on their website.

Elliott Hartstein remarked that the pension crisis is extreme and that everyone needs to contact their legislators to get them to deal with this issue immediately.

Secretary Schneider thanked members for helping with the development of the State's Long Range Transportation Plan. She also announced that FHWA and FTA would be conducting a TIFIA training workshop at CMAP on January 23.

13.0 Public Comment

There was no public comment offered.

14.0 Next Meeting – Thursday, March 14, 2013 at 10:00 a.m.

15.0 Adjournment

The meeting was adjourned by Secretary Schneider at 11:25 a. m. on a motion by Chris Snyder, seconded by Michael Connelly.