



**MPO Policy Committee
Minutes**

January 10, 2019

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:**

John Yonan-MPO Policy Committee Vice-Chair, Frank Beal-representing the CMAP Board, Matthew Brolley-representing the CMAP Board, Michael Connelly-representing the CTA, Jim Derwinski-representing Metra, Jill Leary-representing the RTA, John Loper-representing DuPage County, Holly Ostdick-representing IDOT, Matthew Prochaska-representing Kendall County, Tom Rickert-representing Kane County, Rebekah Scheinfeld-representing CDOT, Jeffrey Schielke-representing the Council of Mayors, Shane Schneider-representing Lake County Lorraine Snorden-representing Pace, Rocco Zucchero-representing the Illinois Tollway, and non-voting members Glenn Fulkerson-representing the FHWA and Tony Greep-representing the FTA

Staff Present:

Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Jesse Elam, Gordon Smith, Todd Schmidt, Liz Schuh, and Sherry Kane

Others Present:

Garland Armstrong-Access Living, Tom Budesco-Chicago Infrastructure Trust, Dan Burke-CDOT, Lynnette Ciavarella-Metra, Jack Cruikshank-WCGL, John Donovan-FHWA, Jackie Forbes-Kane/Kendall Council of Mayors, Cole Jackson-NWMC, Emily Karry and Mike Klemens-Lake County Council, Josh Klingenstein-NWMC, Jon-Paul Kohler-FHWA, Michelle Ryan-Metro Strategies, Inc., David Seglin-CDOT, and Cody Sheriff-McHenry County

1.0 Call to Order and Introductions

MPO Policy Committee Vice-Chair, John Yonan called the meeting to order at 9:33 a.m., and asked members (and audience) to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes. It was announced that Arlene Kocher had been named as Division Administrator-Federal Highway Administration, Illinois Division, filling a vacancy resulting from the retirement of Kay Batey.

3.0 Approval of Minutes

A motion to approve the minutes of the October 10, 2018, joint meeting of the MPO Policy Committee and CMAP Board, was made by Mayor Jeffery Schielke and seconded by Commissioner Mike Connelly. A typo was noted on page 2, under the Council of Mayors Report “the Project Selection Committee”. All in favor, the motion carried.

4.0 Agency Reports

- 4.1 CMAP Executive Director Joe Szabo reported on the following topics. A public memorial service had been scheduled for Mayor Tom Weisner (former mayor of Aurora and CMAP Board member) for January 14, at 11:00 a.m. in Aurora. Szabo also gave an update on CMAP dues collections, reported that he had joined several suburban mayors, transit leaders, and Mayor Emanuel (calling for an increase in the state’s motor fuel tax) on December 11, that CMAP had signed a 15-year lease (beginning September 2020) for office space at the Old Post Office, 433 West Van Buren-4th floor, and of his plans to retire in 2019, as early as the end of the fiscal year or at least by December 31. Announcing that he might not otherwise have an opportunity to do so, Vice-Chair Yonan thanked Szabo for his accomplishments and service to the agency.
- 4.2 For the CMAP Board (normally given by Leanne Redden), Frank Beal reported that the board had met in November and another the day before. In November the Board agreed to change the committee structure of CMAP, naming a single coordinating committee comprised of 6 members of the CMAP Board and the chairs of CMAP’s working committees. Yesterday’s meeting had the Board considering staff presentations on the Expressway Vision and review and approval for considering Regionally Significant Projects and the process for amending the plan. The auditors presented the FY 2018, audit again with an unqualified opinion-the highest level given. Finally, the Board had granted financial, legal, banking, and administrative authority to CMAP’s Executive Director to complete the transaction for new space in the Old Post Office.
- 4.3 Mayor Jeffrey Schielke reported that the Council of Mayors Executive Committee met in November with staff giving updates on the STP Project Selection Committee and legislative activity. Staff also presented an overview of the FFY 2018 STP-L expenditures which are at a record level highs for the program. CMAP, IDOT, and the Council of Mayors Planning Liaison staffs have been working hard to see that council projects are moving through implementation, Schielke continued. Overviews of both the 2018 Municipal Survey and the Downtown Aurora Master Plan (an LTA project) were also presented by CMAP staff. The council is scheduled to meet next on January 15. Mayor Schielke also reported that the Council of Mayors would like to go on record as having acknowledged the career of former IDOT Secretary Randy Blankenhorn, who diligently worked with the Mayors to develop strong implementation enhancements that made our highways safer than they had been previously. Blankenhorn understood the system perhaps better than any other Secretary of Transportation and had played such a key part in the consolidation of CATS and NIPC. Finally, Schielke also acknowledged the leadership role of CMAP Executive Director Joe Szabo as well.

5.0 Unified Work Program (UWP)

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon gave an update on the FY 2020 Unified Work Program (UWP) reporting the following. This year we are anticipating federal funding of \$18.1 million plus a \$4.6 million match for a total of about \$22.7 million, a 1% increase (\$238,103) over FY 2019. The program incorporates the following five regional priorities from ON TO 2050 and projects will need to address one or more the these priorities: Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use; Local Technical Assistance and the Formation of Collaborative Planning Efforts; Modernization of the Public Transit System; Leveraging the Transportation System to Promote Inclusive Growth; and Harnessing Technology to Improve Travel and Anticipating Future Impacts. The call for projects, Manning-Hardimon continued, was released on January 2, 2019, with Core and Competitive proposals due on January 30, 2019. The UWP Committee is scheduled to meet on February 13, 2019, to consider presentations, and again on March 13, 2019, to adopt the FY 2020 program. April will see both the Transportation Committee and the Coordinating Committee considering the program for approval, with the CMAP Board and MPO Policy Committee considering approval at their June meetings. The final document will be released in late June. A question regarding the additional requirement this year to address performance measures had Manning-Hardimon reporting that IDOT had introduced performance measures and deliverables as part of their reporting requirements, describing spend plans, using CREATE as an example, and explaining the role GATA (that became effective for all contracts effective July 1, 2018) plays in the performance measures arena.

6.0 Appointment of the Chair and Vice-Chair of the CMAP Transportation Committee

MPO Policy Committee Vice-Chair John Yonan reported that the Memorandum of Understanding between the CMAP Board and the MPO Policy Committee states that the Policy Committee will appoint the chair and vice-chair of the Transportation Committee. Staff recommends the appointment Rocco Zucherro-representing the Illinois Tollway-who had previously served as Vice-Chair, move up to the position of Chair and Chris Snyder-representing DuPage County- serve as Vice-Chair, of the Transportation Committee for 2019. A motion by Mayor Jeffery Schielke was seconded by John Loper to accept the staff recommendation. All in favor, the motion carried.

7.0 2018 Highway Safety Targets

CMAP staff Todd Schmidt reported that staff recommends approval of IDOT's 2019 Highway Safety Targets as outlined in a memo that was included in the meeting materials. Schmidt went on to say that each year state DOTs and MPOs are required to establish safety targets as five-year rolling averages on all public roads for the number of fatalities, the rate of fatalities per 100 million vehicle miles traveled (VMT), the number of serious injuries, the rate of serious injuries per 100 million VMT, and the number of non-motorized serious injuries and fatalities. Schmidt explained IDOT's policy driven 2019 safety targets that reflects the need for and commitment to reducing traffic fatalities and serious injury. Schmidt gave examples of how CMAP has incorporated highway safety into its programming decisions and planning work and is currently moving forward with a number of recommendations on how to incorporate highway safety into CMAP's

planning activities in this year's work plan. The Regional Transportation Operations Committee reviewed staff's recommendations favorably, Schmidt continued, and the CMAP Board and Transportation Committee approved staff's recommendation to support IDOT's 2019 targets. Given the targets are set annually, CMAP can revisit target selection each year, Schmidt concluded. Following discussion and approval by the MPO Policy Committee, staff will inform IDOT that the CMAP MPO agrees to support the 2019 statewide safety targets.

A motion by Mayor Jeffery Schielke was seconded by Tom Rickert to approve the 2019 Highway Safety Targets, as recommended by staff. All in favor, the motion carried.

8.0 ON TO 2050 Plan Amendments

- 8.1 CMAP staff Liz Schuh presented the ON TO 2050 Regionally Significant Projects (RSP) proposed amendment process first by defining an RSP as was outlined in the memo included in the meeting materials. The summary of the overall process contained two main take-a ways, Schuh continued, a qualitative as well as quantitative evaluation. Schuh covered necessary data and information transmittals (forecasts, modeling, environmental and financial evaluations), as well as the evaluation timeline (data and information gathering, evaluation, and public comment) for the different projects (transit or expressway projects, and arterial projects) that would conclude with Transportation Committee, CMAP Board, and MPO Policy Committee approvals. Schuh also reported that two proposed amendments presented today--the O'Hare Express Service and Roadway Improvements to Support the Update to the South Lakefront Framework Plan—would likely go out for public comment on January 25, concluding February 24.
- 8.2 Commissioner Rebekah Scheinfeld, accompanied by Chief Engineer and Deputy Commissioner Dan Burke, acknowledged Tom Budesco-Chicago Infrastructure Trust who has been a partner with the City on the procurement for the O'Hare Express System project. Scheinfeld announced that the City is proposing 2 projects to amend-to include in the plan. The O'Hare Express System, is triggering a plan amendment because it is exceeding \$250 million in its estimated value. The project is privately funded, Commissioner went on to say, and would not have a fiscal impact on other projects. Commissioner gave an overview of the project, covering underground alignment, anticipated trip time and capacity, and project funding and went on to describe the proposed project termini (at ORD and Block 37), project features and opportunity, projected demand by transportation mode, and environmental benefits. Commissioner explained how the project supports ON TO 2050's guiding principles related to Inclusive Growth, Resilience, and Prioritized Investment.
- 8.3 Nathan Roseberry, CDOT Project Engineering presented Roadway Improvements to Support the Update to the South Lakefront Framework Plan highlighting the combination of improvements proposed in and around Jackson Park to improve mobility and safety and details requested for CMAP plan amendment. Roseberry reviewed proposed roadway closures, improvement overview, South Lake Shore Drive-South Hayes Drive-South Stony Island Avenue (both existing and proposed), and bike-ped and transit improvements. Roseberry summarized public involvement, and covered project justification (supporting ON TO 2050's guiding principles related

to Inclusive Growth, Resilience, and Prioritized Investment) and project funding (estimated at \$179 million).

Comments by members included the following. Both projects are visionary and would have long-term regional impact, particularly the South Lakefront Framework Plan and its influence on the near-south and southwest suburbs, strengthening the whole region. Great projects, question to CMAP, if this is going to be the RSP amendment process, appreciate that others who may have plan amendments come to present so that members have some interaction/understanding of the projects. A lot of work had gone into this, and CDOT has always been dedicated to making this a complete streets project, not only to bus and transit, but also to bike ped in that area. It's an important recreational asset adjacent to important transportation assets. It's important to look at both sides of that and make sure we have the right mix.

9.0 Expressway Vision Update

Deputy Executive Director of Policy and Programming Jesse Elam gave an update on the Expressway Vision project. A study by CMAP and a consulting firm, jointly funded by the Illinois Department of Transportation (IDOT) and the Illinois Tollway to reimagine the expressway system in Northeastern Illinois. Elam described how the study came about and that it was originally intended as source material for ON TO 2050. The financial analysis was not completed in time to do so. The study being wrapped up now is consistent with ON TO 2050, while adding more detail on the topic of expressways. Elam reported that the vision contains the following three themes: 1) modernizing the system—the expressways carry about a quarter of the traffic in the region so a lot of people and commerce depend on it, and parts of it are getting in worse shape each year; 2) making sure the system works for the different needs of its users—that it serves truckers' needs, that it's not too much of a barrier to getting around by biking and walking, that it serves transit trips, that it has better safety and environmental performance; and 3) to have a system that is financially sustainable—our business model for part of the system is not financially sustainable. Elam described each theme in detail, its respective challenges, and measures that could be taken to alleviate the challenges. Elam concluded the presentation reporting that staff will be meeting with its governing boards this month followed by meetings with stakeholders, producing an executive summary of in mid-spring, followed by a full report late spring or early summer.

Comments included the following. Had wanted an independent analysis from the beginning, and it will be interesting to see what comes out of it. While there are concerns, there are also opportunities. The tollway was very fortunate to have legislation in place that allowed continued rebuild of the system. Emphasis on transit is great, planning for investments in transit, and the importance of investing in transit at the beginning of a project so that people have an option in the future state in terms of an equity perspective. Asked to clarify funding projections and which roadways would be prioritized had Elam explaining the recommendations--tolling the entire highway system and variable tolling--and the associated financial philosophy to fund the entire system with users fees and found that would not be possible, so in the near term there should be a cash contribution.

10.0 State Legislative Update

CMAP Director Gordon Smith introduced a one-page principles for a capital bill developed following the adoption of ON TO 2050 to inform legislators, the Governor's office, Congress, and others of what this region believes are the principles that should guide any infrastructure program. The need is still great, any plan should be sustainable--sufficient enough to enhance, maintain, and expand the system; it should be fair—that that benefit from the use should provide the funding; it should be equitable and flexible—supporting all modes of travel. The CMAP Board had approved that material at their meeting yesterday, Smith continued. He also presented the Framework document, and State and Federal Legislative Agendas that have been developed for 2019 based on the three principles, the five chapters, and the fourteen goal statements from ON TO 2050. These too were presented to the CMAP Board yesterday for discussion, brought back in February for approval, and in March to the Policy Committee.

Smith went on to say that the 101st General Assembly had convened and prior to the adjournment of the 100th General Assembly, SB 1298 was passed. The bill essentially abolishes the terms of all the Tollway Board members. It is likely the incoming Governor will sign the bill. Staff has been in contact with the Governor's transition team introducing CMAP and ON TO 2050 and will continue to build those new relationships. The Governor, it was reported, has until February 28 to either reappoint or appoint new Tollway Board members.

11.0 Other Business

Briefly it was reported that the Government shutdown would not affect highway funding—the FHWA is open for business, and FTA offices are closed.

12.0 Public Comment

Garland Armstrong-Access Living reported that those with disabilities want to hear about planning because they want to know how it will affect them, how they can prepare, and how they can become involved.

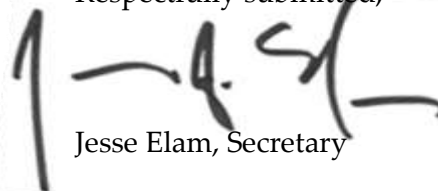
13.0 Next Meeting

The MPO Policy Committee is scheduled to meet next March 14, 2019.

14.0 Adjournment

At 11:32 a.m., a motion to adjourn by Matthew Prochaska was seconded by Mike Connelly. All in favor, the motion carried.

Respectfully submitted,



Jesse Elam, Secretary

02-28-2019
/stk

Approved as presented by unanimous vote, March 14, 2019