



CHICAGO AREA TRANSPORTATION STUDY

MEETING OF THE POLICY COMMITTEE

to be held at the

CHICAGO AREA TRANSPORTATION STUDY
300 West Adams Street, Chicago, Illinois

Cunningham-Williams Conference Room

Thursday, October 9, 2003

10:00 A.M.

A G E N D A

I. CALL TO ORDER

II. OLD BUSINESS

**A. Approval of Minutes for
June 12, 2003 Meeting**
ACTION REQUESTED
Approval by Policy Committee

The minutes were previously mailed.

B. Council of Mayors' Report

C. Executive Director's Report

III. NEW BUSINESS

- A. Nominating Committee for the office of Vice Chairman**
ACTION REQUESTED
Election of Vice-Chairman of the Policy Committee

The report from the Nominating Committee appointed at the last meeting will be given and the election of a vice-chairman will be made.

- B. Air Quality Conformity Determination of the Plan and Program**

The analysis of the proposed *2030 RTP* and *FY 04-09 TIP* found them to meet all applicable requirements for conformity to the *State Implementation Plan (SIP)*. Projects included in the analysis are listed in the *Air Quality Conformity Analysis Documentation* (summary enclosed). After the FHWA and the FTA find the *TIP* and *RTP* to be in conformance with the *SIP* and approve the *TIP*'s amendment into the *Statewide Transportation Improvement Program (STIP)*, the projects may proceed.

The 2005 VOC motor vehicle emissions estimate of 139.71 tons per day is less than the budget of 151.11 tons. For 2007, the VOC emissions budget is 127.42 tons per day and the NOx emissions budget 280.40 tons per day. The final VOC and NOx emissions estimates for 2007 and every subsequent analysis year (2012, 2020 and 2030) are lower than the corresponding budget amounts.

ACTION REQUESTED:
Approval of Resolution 03-08 finding the proposed plan and program in conformity to the SIP

Therefore, the conformity analysis conducted by CATS concludes that the *2030 RTP* and the *FY 2004 - 2009 TIP* meet all applicable requirements for conformity to the *SIP* and should be approved by USDOT.

The Work Program Committee recommends that the Policy Committee find the proposed plan and program in conformity to the *SIP*.

- C. Regional Transportation Plan**

At their September 19, 2003 meeting, the Work Program Committee (WPC) approved the draft *2030 Regional Transportation Plan (RTP) for northeastern Illinois*. The RTP Committee, following consideration of public comments received by CATS and NIPC during August and early September, forwarded this draft to the WPC.

The 2030 RTP is the product of a two-year planning effort called *Shared Path 2030*. Participants included representatives from federal, state and local government, regional planning and transportation agencies, public interest groups and interested citizens. *Shared Path 2030* was overseen by CATS' Regional Transportation Plan Committee.

The timetable for RTP development is driven by federal regulations requiring the region to prepare a long-range transportation plan with a horizon year at least 20 years in advance. The RTP must also be updated triennially. The current 2020 RTP, endorsed by the Policy Committee in October 2000, is scheduled to lapse in November 2003.

Shared Path 2030 included an extensive public outreach effort that included two sets of community meetings held throughout the region and an expanded media presence on radio, television, and the World Wide Web. Frequent consultation with federal, state and regional transportation and planning agencies as well as the City of Chicago and the sub-regional Councils of Mayors ensured that Policy Committee agencies were well-informed of plan development activities.

The *2030 RTP* includes a set of regional transportation strategies that are expected to improve management and operation of the entire transportation system as well as promote efficient and desirable community development and environmental stewardship. The 2030 RTP also includes a set of strategic planning guidance for transportation agencies and operators that promote the efficient integration and operation of the highway, transit, bicycle, pedestrian and freight systems. The 2030 RTP concludes with a set of major capital proposals that will benefit the region in the coming decades.

The *2030 RTP* includes an estimate of the financial resources that will be available during the plan's time frame. *Shared Path 2030* estimated that approximately \$47 billion would be needed to keep the region's capital infrastructure in good repair. An estimated \$5 billion will allow for improved integration of the region's "shared-use" system of arterial, bus, bicycle, pedestrian and truck facilities. Only \$9 billion, however, is expected to be available to implement major capital recommendations. Because an estimated \$20 billion would be required to construct all of the plan's major capital recommendations, the RTP allocates the recommended capital proposals to various fiscal categories based on their function within the transportation system and their on-going project planning status.

ACTION REQUESTED
Approval of Resolution 03-09

The Work Program Committee recommends that the Policy Committee approve *Shared Path 2030* as the region's long range transportation plan.

D. FY 2004-2009 Transportation Improvement Program

ACTION REQUESTED

Approval of Resolution 03-10 approving the FY 2004-2009 TIP for northeastern Illinois

The proposed FY 2004-2009 TIP, the region 's prioritized agenda of surface transportation projects, is available at the CATS Web site, www.catsmpo.com. The TIP includes twelve hundred projects totaling more than \$11 billion. A summary brochure is included with the mailing. A listing of the major projects programmed in the FY 04-09 TIP is on pages 9 and 10 of the summary.

The Work Program Committee recommends approval of the proposed FY 04-09 TIP.

E. Proposed FY 2004 CMAQ Program

ACTION REQUESTED

Approval by Policy Committee

The CMAQ Project Selection Committee developed a proposed FY 2004 CMAQ program comprised of 66 projects totaling \$60.1 million. There are 17 transit projects, 28 highway or road projects, 11 pedestrian/bicycle projects and 10 projects in the other and demonstration categories. Approximately equal funds are programmed for the City of Chicago and for suburban areas. Region-wide projects comprise 16% of total funding. Approximately 7,389 pounds of VOC emissions are eliminated daily by the projects in the program; 1,043 pounds excluding Inspection and Maintenance. The proposed program is enclosed. This program, like others in the proposed FY 04-09 TIP, depends on federal reauthorization of surface transportation legislation for funding.

At its September 19, 2003 meeting, the Work Program Committee recommended the enclosed program to the Policy Committee for adoption.

F. Self-Certification Of The Planning Process

ACTION REQUESTED

Recommendation that the Policy Committee certify the Planning process by approving Resolution 03-11

On an annual basis, the MPO is required to certify that the planning process is addressing major issues facing the area and is being conducted in accordance with federal laws and regulations. Northeastern Illinois' transportation planning process is documented in the Unified Work Program, the Transportation Improvement Program and the Regional Transportation Plan.

The Work Program Committee has recommended Policy Committee certification of the planning process.

G. Regional Transportation Task Force

On August 1, 2003, Governor Rod Blagojevich signed into law Public Act 93-0405 creating The Regional Transportation Task Force. The task force is charged with making recommendations to the Governor and General Assembly. These recommendations include without limitation: 1) examining the feasibility of merging the Chicago Area Transportation Study (CATS), the Northeastern Illinois Planning Commission (NIPC), the Regional Transportation Authority (RTA), and the Illinois State Toll Highway Authority (ISTHA) into a single agency; 2) identifying areas where functions of these and other agencies are redundant or unnecessary; 3) identifying methods to promote cost effectiveness, efficiency, and equality in meeting area transportation needs; and 4) examining regional and economic impact as it relates to potential policy implementation.

The Task Force shall consist of 11 voting members, as follows: 3 members appointed by the Governor, one of whom shall be designated as chair of the task force at the time of appointment; 2 members appointed by the President of the Senate; 2 members appointed by the Senate Minority Leader; 2 members appointed by the Speaker of the House of Representatives; and 2 members appointed by the House Minority Leader.

There are also eleven non-voting members: the Secretary of Transportation; one member designated by CATS; one member designated by NIPC; one member designated by the RTA; one member designated by ISTHA; 2 members of Congress representing Illinois from different political parties, as designated by the Governor; and 4 members designated by the Metropolitan Mayors Caucus.

ACTION REQUESTED
*Appointment of the CATS
Representative to the Regional
Transportation Task Force*

At the June Policy Committee meeting, a subcommittee was appointed to consider the nomination of the member designated by CATS. The Committee will be updated on the status of the Regional Transportation Task Force and consider the appointment of the CATS member.

H. Reauthorization of the Transportation Equity Act for the 21st Century (TEA-21)

The current legislation authorizing surface transportation programs and planning activities expired September 30, 2003. Congress has not been able to pass a six-year bill reauthorizing TEA-21. In order to maintain funding, Congress passed a five-month extension of TEA-21 authorizing \$14.73 billion for highways, \$3.04 billion for transit and \$266.32 million for motor carrier safety and the National Highway Traffic Safety Administration. This represents 5/12ths of the fiscal year 2004 budget resolution. The President is expected to sign this extension which will end on February 29, 2003.

With Congress also unable to approve an annual appropriations bill necessary to keep federal agencies operating, both Houses approved a one-month continuing resolution at current FY 2003 funding levels. Because these funding levels are less than that authorized in the five-month extension, actual funding levels will depend upon which bill the President signs last. However, even with a final appropriations bill, spending will be limited by the amount authorized in the TEA-21 extension.

The leadership of the House Committee on Transportation and Infrastructure is committed to having a six-year bill passed during this session of Congress. Funding levels continue to be the major obstacle to having a six-year bill.

IV. OTHER BUSINESS

V. DATE OF NEXT MEETING

The next regularly scheduled meeting is January 8, 2004.

VI. ADJOURNMENT