



DRAFT
POLICY COMMITTEE MEETING
MINUTES
JANUARY 13, 2005

The meeting was held at the Chicago Area Transportation Study, Cunningham-Williams Conference Room, 300 West Adams Street, Chicago, Illinois. Chairman Martin called the meeting to order at 10:20 a.m. following recognition of the services of recently retired Executive Director Aristide Biciunas. Those present at the meeting were:

POLICY COMMITTEE

Tim Martin (Chairman)
Marty Buehler

Tom Cuculich
Joel Ettinger
Paul Fish

Bruce Gould

Jack Groner

Ken Koehler
Wally Kos

John McCarthy
Mike Payette
Leann Redden
Thomas Rickert

T. J. Ross

Jeff Schielke
David C. Seglin
Rae Rupp-Srch
Norman R. Stoner
Paula Thibeault

Illinois Department of Transportation
Lake County
(Representing Suzi Schmidt)

DuPage County
Federal Transit Administration
Chicago Transit Authority
(Representing Frank Kruesi)

Will County
(Representing Sheldon C. Latz)

Metra
(Representing Jeffrey Ladd)

McHenry County
Cook County
(Representing James Eldridge, Jr.)

Private Transportation Providers
Class One Railroads
Illinois State Toll Highway Authority

Kane County
(Representing Karen McConnaughay)

Pace
(Representing John Case)

Council of Mayors
Chicago Department of Transportation
Northeastern Illinois Planning Comm.
Federal Highway Administration
Regional Transportation Authority

Transportation Operators, Planning Officials and Municipal Staff

Vanessa Adams	FTA
Randy Blankenhorn	IDOT/OP&P
Linda Bolte	NIPC
Larry Bury	NWMC
John DeLaurentiis	RTA
Joe DiJohn	UIC
Neil D. Ferrari	IDOT/DPT
Brian Gebhardt	SSMMA
Natashia Holmes	Metropolitan Planning Council
Jon-Paul Kohler	FHWA
Joe Korpalski	McHenry County
Shamus Misek	UIC
Les Nunes	IDOT/OP&P
Hugh O'Hara	WCML
Greg Picard	FHWA
Bob Pilat	Village of Niles
Mark Pitstick	RTA
Andrew Plummer	RTA
Mike Rogers	IEPA
Dick Smith	IDOT/OP&P
Gordon Smith	IDOT/OP&P
Steven Strains	NIRPC
Jason Tai	IDOT/DPT
Mike Walczak	Northwest Municipal Conference
Kevin Ward	FHWA

Others

Frank Beal	Chicago Metropolis 2020
Aristide E. Biciunas	
Jim LaBelle	Chicago Metropolis 2020
Melissa Haeffner	CNT
Jan Metzger	CNT
Peter Skosey	MPC

Staff

Patricia Berry, Janet Bright, Craig Heither,
Ryan Herren, Bill Kiley, Don Kopec, Tom Murtha, Mark Thomas,
Patricia Tinnelle, Thomas Vick, Kermit Wies

OLD BUSINESS

A. Approval of Minutes for the October 14, 2004 Meeting

The minutes of the October 14, 2004 meeting were approved on a motion by President Rupp Srch, seconded by Mr. Rickert.

B. Council of Mayors' Report

Mayor Schielke noted that this spring as many as 75% of the mayors would be up for re-election. Membership of many councils and committees will be changing soon. At the last Executive Committee meeting there were significant discussions on the STP formula, the need to spend down current balances, and the usage of advanced funding and the impact of the federal train horn legislation.

C. Executive Director's Report

Mr. Kopec began by thanking Mr. Biciunas for his contributions to the agency and the members of the committee for the opportunity to serve as the Acting Executive Director. He then noted the projects that will be addressed by the agency in the coming year. Included are the conformity analysis for the 8-hour ozone standard; developing a new 5-year Transportation Improvement Program; continuing public outreach, focusing on faith-based organizations; the triennial federal certification review; a conformity analysis for the PM2.5 standard; and continuing work on the update of the 2030 RTP.

Patricia Berry and Kermit Wies were introduced as Acting Deputy Directors for Programming and Planning, respectively. Mr. Kopec noted that he has worked many years with these two individuals and is confident they will provide the agency with the leadership it needs to address the tasks ahead.

Mr. Kopec closed by noting that January 26th marked the 50th Anniversary of CATS. A memorandum of agreement among the City of Chicago, the State of Illinois and Cook County signed on January 26, 1955 established the Transportation Survey Committee which was soon to become the Chicago Area Transportation Study.

NEW BUSINESS

A. CATS Metropolitan Planning Area Boundaries

Ms. Berry reviewed the discussions that have been held regarding the expansion of the CATS Metropolitan Planning Area (MPA) Boundary. Grundy County has decided to participate at the minimum level: the one urbanized township (Aux Sable) in Grundy County will become part of the MPA. Kendall County has considered a range of options from minimum involvement with only the urbanized portion of the County being included in the boundary to expanding the MPA to cover the entire County. Recent meetings held at Kendall County included the participation of Mr. Rickert of Kane County and representatives of IEPA and USEPA, IDOT and the subregional planning staff who have all provided useful information to assist Kendall County

officials in their decision-making. The County Board will discuss the issue again at its February meeting. IDOT has agreed that the distribution of STP funds will not change. Other issues addressed include the role of the CATS Policy Committee and staff, the “bottoms-up” type of consensus planning happening at CATS, the boundaries of the RTA and NIPC, the non-attainment boundary, the 2030 RTP and the programming of projects.

If the Kendall County Board decides that all of Kendall should be included in the MPA, it is anticipated that the Policy Committee would consider Kendall County’s membership at the Policy Committee’s March meeting. Such membership would require a change in the CATS bylaws. So that the deliberation on the bylaws can occur prior to the next Policy Committee meeting, the bylaws subcommittee was activated on a motion by Mr. Rickert, seconded by Mayor Rupp Srch. A proposal to amend the bylaws to include Kendall County on the Policy Committee will be developed by a panel of 5 members including IDOT, CDOT, the RTA, the Council of Mayors, and a representative from the Counties. The proposal can then be considered, if appropriate, at the March Policy Committee meeting. Ms. Metzger expressed a need to communicate the new MPA boundary and its associated implications to the residents of the region. Ms. Berry said that the MPA will continue to be discussed at Councils of Mayors meetings. Mr. Martin suggested that information could be distributed after a recommendation is made at the March Policy Committee meeting. Mr. Kopec agreed, adding that the bylaws require a 90 day notice period on changes to the bylaws and the CATS mail list will be used in distributing a post card to provide notification of the proposed addition of Kendall County.

B. Northeastern Illinois Regional Task Force Issues

Mr. Blankenhorn presented two issues that have resulted from the work of the Regional Transportation Task Force. The first is described in the CATS Policy Committee resolution 05-01 which urges the General Assembly to address funding for transit operations in the region. Mr. Buehler moved and Mr. Schielke seconded approval of the Resolution. Ms. Thibeault suggested that capital funding needs must also be addressed. She said that reverse commute and suburb to suburb commuting must be recognized in regional transit service goals. Ms. Thibeault expressed hope that any new legislation will address long term needs, and will not just resolve immediate needs. The resolution was passed with Mr. Martin abstaining.

Mr. Blankenhorn then introduced Resolution 05-02, forming a Transportation/Land Use Coordinating Committee to facilitate the integration of transportation and land use planning in northeastern Illinois. The proposed Coordinating Committee would include leadership from NIPC, CATS and the Council of Mayors Executive Committee. Focus issues would include co-locating CATS and NIPC, governance, organizational and implementation policies concerning the integration of comprehensive and transportation planning and reviewing the Interagency Agreement among NIPC, CATS, the RTA and IDOT.

There was a general concern regarding the proposed Committee addressing governance issues. Mr. Cuculich stated that County representation is critical if governance issues are to be discussed. Mr. Blankenhorn agreed that County participation is critical to the process and that all meetings would be held in accordance with the Open Meetings Act. Ms. Thibeault said the RTA should participate as it is a signatory of the Interagency Agreement. Mr. Kopec said the Coordinating Committee would develop recommendations and that a larger group, similar to the joint ad hoc committee, would be convened to participate in the discussions.

Mr. Blankenhorn said that merger and co-location discussions would naturally lead to other issues including budgets and eventually to policy discussions. Mayor Schielke suggested that the new Committee would act as a “think tank” and have ideas forwarded to agencies for consensus building, then follow with the development of recommended language for legislation, if needed. President Rupp Srch described the resolution as “informational” and that the proposed committee would prepare a report in a year’s time. Mr. Beal suggested that the proposed committee should consider financing issues and should move the time table forward so that the work could be used to support the efforts of Representative Julie Hamos in developing legislation.

Mr. Martin suggested striking the phrase “all governance” (1 location) and “governance structure” (2 locations) from the resolution, adding a “be it further resolved” phrase suggesting inclusive participation by counties, municipalities and other transportation agencies and adding a phrase that would include full engagement as necessary of all signatories on agreements. Governance will be addressed by the larger group described by Mr. Kopec. Mr. Rickert moved approval of the Resolution as amended with a second by President Rupp Srch. The Committee unanimously approved the amended resolution.

C. Vehicle Inspection Maintenance Program

Mr. Martin provided an update on the status of identifying funding to replace CMAQ funding, which has already been used to the maximum extent for the vehicle inspection and maintenance program operating cost. Based on discussions with individuals in the legislature and in the Governor’s office, the current climate in Springfield is not conducive to implementing a new license fee or testing fee to pay for the program. IDOT is preparing a budget which will use \$16 million from the road fund to make up for the loss of CMAQ funding for the inspection program. He noted it will be important to show in IDOT’s multi-year program that the use of road fund money for this purpose will not represent a transfer of funds from areas not required to have an inspection program to the Chicago and East St. Louis areas.

D. TIP Update and Conformity Schedule

Ms. Berry said that the work for the conformity of the 2030 RTP and the FY 04-09 TIP for the eight-hour ozone standard is complete. Staff recommends moving the schedule forward to allow for Policy Committee approval in March rather than the scheduled June date. Moving the conformity schedule forward will require that the Policy Committee authorize the Work Program Committee to release the document for public comment. Given the volatility of transit funding for the region, the approval schedule for the proposed FY 05-09 TIP will remain as is. This conformity-neutral TIP will be ready for release for public comment by the Policy Committee at its next meeting. On a motion by Mr. Groner, seconded by Mr. Koehler, the Committee authorized the Work Program Committee to release the 2030 RTP and FY 04-09 TIP conformity for the eight-hour ozone standard for public comment.

E. Reauthorization of TEA-21

Mr. Seglin described a conversation between Commission d'Escoto and USDOT administrators Dorn and Peters. It was consistent with Speaker Hastert's statement that reauthorization will be a priority and that a bill can be expected in late April or early May of 2005. He said the bill will span 5 years and will be retroactive to FY 2004 taking it through FY 2008. Members are pushing for expansion to include FY 2009. The issues of private funding for public transportation projects will be addressed to recognize that the government builds infrastructure and the private sector reaps the benefits. President Rupp Srch concurred with this summary based on her recent participation at the annual meeting of the Transportation Research Board.

F. Unified Work Program for Fiscal Year 2006

Mr. Smith described five emphasis areas the UWP Committee is developing to serve as a framework for project selection in the FY 2006 program. Two areas focus on operations improvements and the other three areas focus on providing transportation choices. The proposed emphasis areas were presented to the Committee for informational purposes and to obtain member comments.

Mr. Martin inquired how safety considerations are addressed in the UWP. Mr. Smith responded safety is incorporated into the process but the UWP Committee is looking at how to enhance safety planning. Mr. Martin wondered about an overall management plan for all of the coordinated signal systems in the region and whether optimizing the systems should be a goal for the region. Mr. Kopec stated CATS has an inventory of the coordinated systems but there is no management plan for the region. There are several studies underway for optimizing signals in specific areas. Mr. Ross noted that the RTA has a Transit Signal Priority Workgroup addressing some of these issues. He also stated emergency vehicle signal pre-emption systems are scattered throughout the region. President Rupp Srch stated DuPage County is studying regional traffic signal coordination. Mr. Buehler stated that Lake County is

working on a project that will allow different brands of signal equipment to communicate with each other as part of its countywide Traffic Management Center.

Ms. Metzger commented that she felt pedestrian safety was being left out of the discussion. Mr. Martin stated safety is a very important issue to IDOT and a Comprehensive Highway Safety Plan is being developed in cooperation with FHWA, which will be available for public comment in the coming months. Mr. Stoner stated FHWA has been focusing on the area of safety and they would like to bring more focus to pedestrian safety issues. Mr. Smith noted safety is included in the first UWP emphasis area he mentioned. Mr. Groner mentioned that the emphasis areas are dynamic and can change annually. Mr. LaBelle supported the use of emphasis areas for the UWP that are established upfront. Mr. Smith will relay comments from the Policy Committee to the UWP Committee at its January 14th meeting.

G. Soles and Spokes Plan

Mr. Murtha reviewed the process to develop *Soles and Spokes: Pedestrian and Bicycle Plan for Chicago Area Transportation*, noting that a steering group and consulting team are assisting with the effort. He said that the focus of the plan would be on transportation. Emphasis areas include pedestrian transportation, bicycle transportation, safety, and access to transit. Four tasks were described, including public involvement, a report on conditions and trends, a report on best practices, and policy development and adoption. Mr. Murtha described public involvement activities and the best practices report, emphasizing that best practices would be materials like ordinances and adopted policies that municipalities and other governments will be able to use directly.

Mr. Murtha also discussed the policy development portion of the plan, to be considered together with the best practices. The policy document will consider separate ideas, each of which will include a policy overview; goals; recommended short-term actions; other strategic recommendations; performance measures (objectives); Soles and Spokes Leadership Community benchmarks (to provide recognition for supportive communities); and policy support. As these discussions are now underway, Committee members were encouraged to keep in touch with their steering group representatives.

Mr. Murtha then turned to the Task 2 (Existing Conditions and Regional Trends) Report, providing the Policy Committee with details about the contents of the report, which includes material regarding public health and safety, travel data, walkability and bikability data, funding and programs. Mr. Murtha noted that the Task 2 report would inform the Steering Group about conditions, as well as provide benchmarks for future progress. The full report is posted and can be accessed at the Soles and Spokes website: http://www.solesandspokes.com/current_home.html.

OTHER BUSINESS

Secretary Martin introduced Mr. Dick Smith, the Director of the Office of Planning and Programming of IDOT. Mr. Smith explained the situation the State has with growing balances in the STP, HPP and bridge programs. The Department will be instituting a policy that will require programming agencies to spend down their balances over the next 3 to 4 years. Once that is achieved, carryover from one fiscal year to the next will not be permitted.

DATE OF NEXT MEETING

The next regularly scheduled meeting is March 10, 2005

ADJOURNMENT

The meeting was adjourned at 12:15 p.m.

Respectfully Submitted,

Donald P. Kopec
Secretary