



POLICY COMMITTEE MEETING MINUTES

March 10, 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 10:00 a.m. Those present at the meeting were:

POLICY COMMITTEE

Tim Martin (Chairman)

Mark Avery

Marty Buehler

Joel Ettinger

Paul Fish

Bruce Gould

Jack Groner

Luann Hamilton

Ken Koehler

John McCarthy

Ed Paesel

Mark Pitstick

Leann Redden

Thomas Rickert

T. J. Ross

Jeff Schielke

Chris Snyder

Norman R. Stoner

Illinois Department of Transportation

DuPage County

(Representing Tom Cuculich)

Lake County

(Representing Suzi Schmidt)

Federal Transit Administration

Chicago Transit Authority

(Representing Frank Kruesi)

Will County

(Representing Sheldon C. Latz)

Metra

(Representing Jeffrey Ladd)

Chicago Department of Transportation

(Representing Miguel d'Escoto)

McHenry County

Private Transportation Providers

Northeastern Illinois Planning Commission

(Representing Rae Rupp Srch)

Regional Transportation Authority

(Representing Paula Thibeault)

Illinois State Toll Highway Authority

Kane County

(Representing Karen McConnaughay)

PACE

(Representing John Case)

Council of Mayors

Cook County

(Representing James Eldridge, Jr.)

Federal Highway Administration

Transportation Operators, Planning Officials and Municipal Staff

Randy Blankenhorn	IDOT-OP&P
Linda Bolte	NIPC
John Church	Kendall County
Bob Dean	DMMC
Edward Doty	USEPA-Region 5
Brian Gebhardt	SSMMA
Jill Leary	WCMC
Les Nunes	IDOT-OP&P
Chad Riddle	IDOT-Dist. 1
Mike Rogers	IEPA
Patricia Schroeder	McHenry County
David Seglin	CDOT
Gordon Smith	IDOT-OP&P
Kevin Ward	FHWA
Sidney Weseman	RTA

Other

Jan Metzger	CNT
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Staff

Patricia Berry, Claire Bozic, Teri Dixon, Jon Hallas, Jock Hardy, Ryan Herren, Patrick Hill, Bill Kiley, Don Kopec, Mark Thomas, Tom Murtha, Tom Palzer, Matt Rogus, Joy Schaad, Patricia Tinnelle, Thomas Vick, Kermit Wies

I. CALL TO ORDER

The meeting was called to order at 10:00 am by Chairman Martin.

II. OLD BUSINESS

A. Approval of Minutes for January 13, 2005

On a motion by Mayor Schielke, seconded by Mr. Fish, the minutes of the meeting on January 13, 2005 were approved.

B. Council of Mayor's Report

Mayor Schielke reported that the Executive Committee met on February 28th. A brief update on the status of a new federal transportation reauthorization was given after which there was a considerable amount of discussion on STP Program issues. Mayor Schielke said that the topics were the payback of previously unobligated balances, the future policy of not allowing the region to carryover any unspent STP funds and delays to council projects that are ready

for March and April lettings due to state appropriations shortfalls. He further stated that there were three items on the subregional planning (PL) Program which were all approved: two UWP proposals, the PL funding distribution formula to the councils, and the PLs' Scope of Services.

The Mayors approved sending a letter to US DOT to express dissatisfaction on FRA's train horn rulemaking. The Executive Committee discussed the likely addition of all of Kendall County as well as Aux Sable Township in Grundy County to the CATS planning area. Mayor Schielke noted that the Executive Committee's jurisdictional transfer subcommittee reported that they were continuing work on issues surrounding transferring roads from the state to the municipalities. Mayor Schielke concluded his report, stating that the next Executive Committee meeting, the Hail and Farewell event, is being planned for the week of April 25, 2005 and that the Policy Committee members will be receiving invitations. He encouraged all to participate.

Secretary Martin informed the Mayor that IDOT was very cognizant of concerns about the new policy requiring use of all funds in the same year they are allocated and that IDOT would work closely with the Council of Mayors to make sure that the transition goes smoothly. Mr. Martin said that IDOT's multi-year program indicates that this policy will be implemented over a four year period, so the new requirements would not have to be met before FY 2009. There will be considerable pre-planning. Mayor Schielke thanked Mr. Martin for his leadership. Mr. Martin emphasized that a good appropriation level for IDOT would be helpful in alleviating the unspent balances.

C. Executive Director's Report

Mr. Kopec reported on the development of the FY 2006 Unified Work Program. Ninety proposals were submitted from participating agencies, using the guidelines discussed at the January Policy Committee meeting. The projects total over \$22 million in federal funds although not quite \$11 million will be available.

Mr. Kopec reported on the status of the agency's signal system database noting that it was time for a complete update of the database. He hoped that all agencies with signal system responsibility would participate in the update effort.

The agency is soon to begin a strategic planning effort to help employees and member agencies focus more directly on accomplishing the agency's mission. Participation from CATS member agencies will be critical to this effort.

Mr. Kopec closed by noting that he recently attended an Illinois Safety Summit which is an effort being led by the Illinois Department of Transportation to develop a Comprehensive Highway Safety Plan for Illinois. The goal of this plan is to reduce the number of traffic related deaths from the 1,454 that

occurred in 2003 to 1,000 by 2008. It is a multi-agency process to improve the attributes of roads, drivers and vehicles.

Mr. Martin added that part of IDOT's Comprehensive Highway Safety Plan is an emphasis on bicyclist fatalities. He noted that Priscilla Tobias and John Webber are involved in this effort.

III. NEW BUSINESS

A. Pedestrian Safety Initiative

Mr. Murtha briefly reviewed plans for a pedestrian safety initiative in the Chicago area. He explained that he had worked with local, state, and federal agencies to develop an initiative to undertake pedestrian safety improvements. A work group had been established that devised a program. One of the recommendations was to join the American Association of State Highway and Transportation Officials' (AASHTO's) Lead City program for pedestrian safety. This recommendation was subsequently recommended by the Bicycle and Pedestrian Task Force and Work Program Committee for Policy Committee approval. Mr. Murtha further explained that the Lead City program would facilitate the provision of technical assistance in improving pedestrian safety to CATS and its member agencies. He asked for Policy Committee endorsement of CATS participation as an AASHTO "Lead City" in pedestrian safety. Mr. Martin lauded these efforts, and inquired regarding CATS cooperation with federal staff. On a motion by Mr. Rickert, seconded by Mr. Groner, the request for endorsement was unanimously approved.

B. FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois and Designated Recipients of Section 5307 Capital and Planning Funds

Ms. Dixon presented five resolutions recommended to the Policy Committee by the Work Program Committee. The resolutions were: Resolution 05-03 endorsing the northeastern Illinois/northwestern Indiana subarea allocation, Resolutions 05-04, 05-05 and 05-06 endorsing CTA, Metra and Pace as designated recipients for FY 05, and Resolution 05-07 endorsing the northeastern Illinois/southeastern Wisconsin subarea allocation. Ms. Dixon noted that the RTA Board has approved the splits and the designated recipient amounts. The resolutions were approved on a motion by Mr. Groner, seconded by Ms. Hamilton.

C. Supplement to FY 05 Congestion Mitigation and Air Quality Improvement Program

Mr. Patrosky introduced the proposed additions to the FY 2005 CMAQ program. Following a review of public comments last September, the CMAQ Project Selection Committee chose these four projects for consideration for

addition to the CMAQ program should sufficient funds become available. At its February meeting, the Project Selection Committee determined that adequate funds were available and recommended programming the following projects:

- TI02052391, Skokie, Oakton New Station on Yellow Line, (engineering only), \$417,000 federal
- CP13052392, CATS, Rideshare/Carpool Lots at Area Interchanges, (phase 1 engineering only), \$350,000 federal
- II12052357, Romeoville, IL 53/Independence Blvd. at University Pwy, ENG/CONST, \$542,000 federal
- OT01052396, CDOT, Purchase Automobiles for I-GO Carsharing Program, IMPL, \$419,024 federal

The Work Program Committee has recommended Policy Committee approval of the four projects. Mr. Martin asked about the I-GO project. Ms. Hamilton said that CATS has provided three years of operating funds through CMAQ and now is buying cars to aid in making the program self-sustaining. Mr. Martin asked how many cars it would take to reach that level. Mr. Patrosky said that the amount approved will fund fifteen cars and the number necessary to make the program self-sustaining is seventy five. Ms. Hamilton said that I-GO will now be able to get bank loans for additional vehicles. Mr. Paesel asked if the specific locations for the park and pool lots have been identified. Mr. Patrosky said they had and Mr. Vick reviewed the locations. Mr. Ross said he would like to see a cumulative total of the air pollution benefits brought about by the CMAQ program. Mr. Kopec said staff would provide that and noted that the program averages about four tenths of a ton per year exclusive of the Inspection & Maintenance program. He further noted that benefits continue to accrue over the life of the projects and congestion mitigation is also part of the benefit.

There being no further questions, Mr. Martin called the question. On a motion by Mr. Buehler, seconded by Mayor Schielke, the proposed additions to the FY 2005 CMAQ program were approved.

D. Proposed FY 05-09 Transportation Improvement Program

Ms. Berry described the proposed FY 05-09 TIP as an update to the currently approved FY 04-09 TIP. Federal regulations require that the TIP be updated at least every two years. The implementers worked with CATS staff at the end of calendar 2003 to move FY 04 projects to the award file, to other years or to take them out of the TIP as appropriate. The Public Comment period is proposed to run from March 14 through April 13. In addition to mailing post cards to those included on the CATS mail lists, the RTP list serve will be employed to get the word out regarding the comment period on the proposed TIP. A public meeting will be held on March 29 from 3-7 p.m. at CATS. The schedule calls for Work Program Committee (WPC) consideration of any comments received at their April 29 meeting. It is anticipated that the Policy Committee will be asked to consider approval of the updated TIP at its next meeting in June. Ms. Berry

noted that while TIP changes will be limited, all recognize that the programming process is dynamic and that the TIP is revised at each meeting of the WPC. Mr. Groner said that at this time programming is particularly in flux because of the uncertainties at the federal, state and regional levels. He summed up, saying the projects to be programmed have been identified, but the funding stream remains unclear.

On a motion by Mr. Groner, seconded by Mr. Rickert, the conformity determination and the proposed FY05-09 TIP were released for public comment.

E. Regional Transportation Plan

Mr. Wies presented the RTP Committee's response to the "executive debriefing" of the *Shared Path 2030* process. The response included an historical overview of how long-range financial and capital priorities have been established in previous CATS plans. The RTP Committee also proposed new approaches to establishing financial scenarios and capital priorities in the RTP. Committee members discussed the earmarking that occurs in Washington and the need to retain flexibility in the RTP. The possibility of new tools for establishing financial scenarios was also discussed. Consultant funding through the UWP process may occur, and it will be important to provide the consultant with direction from the region's policy makers. The NIPC framework plan will be another important tool. The Policy Committee directed the RTP Committee to proceed with refining its financial and capital prioritization methods as proposed and concurred with the Work Program Committee that the RTP should continue to allow flexibility in the TIP development process. This flexibility is viewed as the key to ensuring that the plan's recommendations are implemented smoothly and in a timely fashion.

F. Bylaws Committee Report and Metropolitan Planning Area

Mr. Buehler reported on the deliberations and recommendations of the bylaws committee. The Grundy County Board has recommended that only the urbanized portion of the County, Aux Sable township, be included in the CATS area. The Kendall County Board has recommended that all of Kendall County be included in the CATS metropolitan planning area. A letter from Kendall County Board Chairman John Church formally requesting a position on the Policy Committee has been received.

Mr. Buehler said that the bylaws subcommittee proposes changes to the CATS bylaws to incorporate the changes to the metropolitan planning area and to add a Kendall County representative on the Policy Committee. He noted that the revisions also include corrections of typographical errors in the bylaws.

One other change has been recommended by the subcommittee: to specify that the CATS representative on the Work Program Committee shall be the Executive Director. While this has long been the practice, the bylaws

subcommittee felt that it should be spelled out in the bylaws. Mr. Buehler said that if the Policy Committee approves, the 90 day written notice on these amendments will begin today so that the changes may be considered at their June meeting.

A public comment period on the expansion of the Metropolitan Planning Area is recommended for March 14 through April 13, concurrent with the public comment period on the proposed FY 05-09 TIP. The Work Program Committee will review and consider any comments received on the expansion of the planning area at its April 29 meeting.

Mr. Buehler made a motion, seconded by Mayor Schielke, recommending that notice of the proposed amendments to the bylaws be sent to the Policy Committee membership and that the proposed expansion of the Metropolitan Planning Area be released for a thirty-one day public comment period.

He thanked Kendall County Board Chair John Church for participating in today's meeting. Mr. Church expressed appreciation to the CATS staff and Policy Committee members Jeff Schielke and Ed Paesel for their assistance in providing information as the County Board and municipalities deliberated. Mr. Paesel said that the CATS/NIPC coordinating committee should discuss the fact that CATS and NIPC will have different boundaries. Ms. Metzger said the proposed addition of Kendall County re-opens the question of proportional representation. Mr. Buehler noted that the process the region works by is one of consensus. Ms. Metzger asked why the comment period is being limited to thirty one days, noting that the Policy Committee will not consider the planning area expansion until June. Mr. Martin said that the length of the comment period is reasonable and will allow for Work Program Committee consideration and discussion of any comments so that they can make an informed recommendation to the Policy Committee.

There being no further discussion, the question was called. The recommendation was approved unanimously.

G. Transportation Conformity to the Eight-Hour Ozone Standard

Ms. Berry presented the Supplemental Conformity Analysis and the comment received. She said that the consultation team reviewed the one letter received, that most of the assertions in the letter pertained to the air quality planning process, and that two assertions were related to the conformity analysis itself. Ms. Berry reviewed the CATS staff response, the March 3 letter included with the mailing, which addressed the two analysis-related questions. Ms. Berry then reviewed responses developed by the consultation team to the remaining points. Mr. Martin thanked the consultation team for its work and suggested that a letter be prepared addressing all of the points in the comment.

On a motion by Mr. Groner, seconded by Mr. Buehler, Resolution 05-08, endorsing the conformity finding for the 2030 RTP and the FY 04-09 TIP was approved.

H. Illinois Childhood Obesity Prevention (ICOP) Consensus Agenda

Mr. Murtha discussed the Illinois Childhood Obesity Prevention Consensus Agenda (“Agenda”), an effort by the Consortium to Lower Obesity in Chicago Children to develop an early-stage state-wide program to prevent childhood obesity. Mr. Murtha noted that one item on the Agenda addressed Safe Routes to Schools and Parks, an issue in the transportation community. He noted that the Agenda item supported the establishment of a state program for Safe Routes to Schools and Parks. Mr. Murtha explained that the Bicycle and Pedestrian Task Force recommended support for this item on the Agenda, and that the Work Program Committee suggested broader support for a state Safe Routes program and support for federal funding. Thus, Mr. Murtha requested approval of Resolution 05-09, which supported the safe routes Agenda item, endorsed new federal funding for safe routes to school, and encouraged the support of the transportation community for this initiative. Mr. Ross inquired what programs were eligible for federal funding, noting that a big problem for many pedestrians, including Pace customers, is snow removal from existing sidewalks. Mr. Murtha acknowledged this, but noted that the program was for construction grants to local communities. Mr. Rickert emphasized that the Agenda item was for new funding, and that the resolution was consistent with that intent. Mr. Buehler inquired what specific bill before the state legislature addressed this request. Mr. Murtha responded that the bill was HB744, and noted that since the initial recommendation, HB744 had passed the House and was to be considered by the Senate. On a motion by Mr. Buehler, seconded by Mr. Gould, Resolution 05-09 was approved unanimously.

I. CATS/SEWRPC Agreement

Ms. Berry presented Resolution 05-10, documenting the existing cooperative relationship between CATS and the Southeastern Wisconsin Regional Planning Commission (SEWRPC). She said that she had worked with SEWRPC staff in developing the resolution and that the FHWA and FTA had reviewed the wording. SEWRPC’s Deputy Director, Ken Yunker, has indicated that the Resolution will be adopted at their Commission’s March 31 Executive Committee meeting. On a motion by Mr. Groner, seconded by Mr. Schielke, Resolution 05-10 was approved.

J. CATS/NIPC Coordinating Committee

Mr. Blankenhorn reported that the Committee has met twice and that the Government Assistance Program (GAP) at DePaul has been brought in to assist in the Committee’s work. The Committee has been working very closely with the legislators and will be hosting a stakeholders meeting at CATS on Monday, March 14. Mr. Kopec added that the resolution forming the Committee, which

was approved at the January meeting, has since been amended by the Mayors Caucus. He reviewed the changes to the Resolution, most significantly moving the completion date for the Committee's report from January, 2006 to June 2005. The Policy Committee concurred in the revisions to Resolution 05-02.

K. CATS Interactive Web Based Transportation Improvement Program

This presentation was deferred until the next meeting.

L. Comments to US DOT on Recent and Pending Rulemakings

Ms Schaad reported that US DOT is seeking comment on the Rulemaking Processes of its member agencies. She reminded the Committee that over recent years MPO member agencies have expressed a strong lack of satisfaction in two major rulemakings that affect the Chicagoland area significantly. The first was FHWA/FTA's efforts to publish new Metropolitan Planning regulations for TEA-21, which were published as a Proposed Rule in winter of 2000 and then never seen as a Final Rule. The second is the FRA's 10 year effort to regulate the Use of Locomotive Horns, which also has not come to the Final Rule stage. Staff has included a draft letter to U. S. DOT Secretary Mineta outlining our region's concerns with those two rulemaking effort in the agenda packet for the Policy Committee's consideration. Staff relied heavily on the CATS regional rail working group for the sections about the FRA rule making. After Ms. Schaad answered questions about the proposed letter, and a motion and second to send the letter, the Committee voted their approval.

IV. *OTHER BUSINESS*

Secretary Martin noted that this would be the last meeting for Joel Ettinger, Regional Administrator of the Federal Transit Administration. Mr. Ettinger will be moving to New York to become the Executive Director of the New York Metropolitan Planning Organization, the New York Metropolitan Transportation Commission. Mr. Martin thanked Mr. Ettinger for the leadership he has shown in the region.

V. *DATE OF NEXT MEETING*

The next Policy Committee meeting is scheduled for June 9, 2005.

VI. *ADJOURNMENT*

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

Respectfully Submitted,

Donald P. Kopec
Secretary