



## MINUTES

May 21, 2009 – 1:00 p.m.

Maldaner's Restaurant, 222 S. 6<sup>th</sup> Street, Springfield, Illinois 62702

### I. ROLL CALL

*Board:* Terry Kohlbuss, Tri-County Regional Planning Commission, Norm Sims, Springfield Area Transportation Study; Cameron Moore, Champaign County Regional Planning Commission; Jerry Blair, East-West Gateway Council of Governments; Brian Dickson, DeKalb-Sycamore Area Transportation Study; Jennifer Sicks, McLean County Regional Planning; Denise Bulat, Bi-State Regional Commission; and Mike Lammey, Kankakee Area Transportation Study. *Teleconference:* Randy Blankenhorn, Chicago Metropolitan Agency for Planning; Steve Ernst, Rockford Metropolitan Agency for Planning. *Others:* FHWA: John Donovan, John Paul Kohler and JD Stevenson; IDOT: Mary Sue Collins, Darrell Fortae, and Les Nunes; CMAP: Bola Delano, and Doug Ferguson; Deborah Orr, US EPA, Deb Spencer, Tri-County Regional Planning Commission and Marta Perales, Illinois MPO Advisory Council.

### II. APPROVAL OF MINUTES

Mr. Moore entertained a motion to approve the minutes of February 26, 2009. Ms. Sims motioned to accept the minutes, seconded by Mr. Lammey. All voted aye.

### V. TREASURER'S REPORT

Mr. Kohlbuss informed the board with two months left in the fiscal year, there are reasonable projections for the remainder of the year. The Advisory Council will have \$18,800 left in the grant and \$2600 in local match, with \$12,000 left for training. Mr. Moore indicated the grant that is in place goes on for another year; there would be an amendment to current contract with additional funds. Mr. Nunes informed members that there will be a statewide membership for the Illinois MPOs for one more year for both NARC and AMPO. Mr. Bulat motioned to accept the financial papers. Mr. Sims seconded the motion. All members voting aye.

### III. CHAIRPERSON'S REPORT

Mr. Moore reported that the nominating committee recommended incumbent members serve for one more term. No members indicated an interest in serving as either the president or secretary/treasurer position. Mr. Moore motioned to open the floor for any other nominations. Mr. Soltau motioned to close the nomination. The motion was seconded by Ms. Bulat. All members voting aye. Mr. Moore has a motion to move the election by acclamation. All members voting aye. Mr. Moore asked members to consider an officer position for 2010-2011.

### IV. STAFF REPORT

#### COMPREHENSIVE REGIONAL PLANNING FUNDS

Ms. Perales stated there are two bills to restore the comprehensive regional planning funds; one in the Senate and the House. MPOs have been asking for their legislators to become a sponsor on the legislation. Mr. Moore asked members about feedback from their legislators on this issue. Mr. Kohlbuss indicated that there is support from his local legislators. Mr. Moore indicated there is a one page drop sheet provided to legislators about the need to restore the funds and the comprehensive regional planning funds report which highlights the use of these funds statewide. He went on further to state that Mr. Blankenhorn felt cautiously optimistic about getting the funds restored. Mr. Soltau asked about the response from the Senate and House leadership. Mr. Moore indicated that the Senate President is in favor

of restoring the funds. However, in the current budget proposal, the state is looking to balance the budget. Mr. Nunes followed up that there still may be a 3% reserve if the funds are restored.

Mr. Nunes indicated the dilemma may be Chicago and their local match. Ms. Perales stated that the IDOT Secretary has twice testified in committee hearings the need for CMAP to find their own local match. Mr. Sims stated the cost of not doing effective planning might be misinterpreted by the larger political picture as it relates to the local match.

#### TRANSPORTATION & HOUSING AFFORDABILITY INDEX

Ms. Grimshaw informed members the H&T affordability index is a tool to measure the two largest household costs – housing and transportation – by neighborhood. Looking at the cost of transportation made a difference; it was a significant finding for CNT. By measuring these costs, the H+T Affordability Index is also measuring the quality, attractiveness, and convenience of the neighborhood. Transportation costs are driven more by neighborhood characteristics than by household size or income. SB0414 has been introduced to put the H&T affordability index in the policy discussion for transportation planning. Mr. Nunes stated IDOT is neutral on the bill and it follows their context sensitive solutions policy. Ms. Grimshaw informed members there were several meetings with various agencies and labor unions to address their concerns over the bill.

### **V. NEW BUSINESS**

#### TRANSPORTATION & ACCOUNTABILITY LEGISLATION (HB2359)

Ms. Perales informed members, in a brief meeting with State Representative Kathy Ryg that Metropolis 2020 and IDOT were close to an agreement on the bill. Mr. Nunes presented the flow chart on the transportation planning process. The flow chart shows the current process, followed by HB2359 proposed changes and a third proposed MPO outreach plan. The third alternative has been signed off on by District 1 and would bring the MPOs input earlier to the state transportation plan process. The proposed outreach plan is still in consideration. Mr. Soltau stated it was a significant outreach and welcomed the proposed MPO outreach plan. Mr. Nunes indicated that it was somewhat based on HB2359 without creating the Transportation Policy Committee. Ms. Bulat asked about the fall discussion/input from the MPOs and than in April a final draft. Mr. Nunes affirmed that they would bring the MPOs in September or October; perhaps bringing the MPOs in urban clusters and the IDOT district develops a report to the central office about the regional needs of the MPOs. Mr. Nunes suggested involving the county engineers, urban clusters or perhaps having smaller groups. Mr. Moore indicated that this is still a proposed process and outreach plan. He further indicated that with his experience in other states, that the proposed outreach plan is much simpler process.

#### U.S. EPA OFFICE – BROWNSFIELD COORDINATOR

Mrs. Belano stated CMAP is partnering with USEPA to address the brownfield agenda. The State of Illinois has under achieved in terms of the take down down of federal funds for brownfields. In their findings, most of the brownfield sights in the CMAP region are near main transportation routes. Their planning efforts deals with infill and sustainability to ensure they work closely with their mayors to access the resources available. Recently, CMAP received one of the biggest grant awards. CMAP wanted to share this information with the other MPOs in Illinois. The process entails bringing about more local support to tackle brownfield sites.

Ms. Orr stated the USEPA-CMAP partnership began about 18 months ago. She is the Brownfield Coordinator for Region V and handles six Midwest states. She urged MPOs to include brownfields in their comprehensive plans because it is one of their ranking criteria to be eligible for federal funds. Last year, there was \$72 million awarded to Region V. There are grants available where for communities can inventory their brownfields. There are also funds for AAI and they are not responsible for the cleanup but

may be eligible for cleanup funding at \$200,000 with a 10% match. The match is very flexible. The State of Indiana provides the local match for brownfields and they are automatically giving their area an advantage over other entities.

Another advantage is a revolving loan at \$1 million. The State of Illinois has \$3.5 million available through the loan. Any community can apply. For the green jobs phenomena; the EPA responsibility and role is try to capture, your health and safety and we set up a program that clean up technologies and air monitoring and that addresses people in the community from a brownfield site. Legislation provided EPA to set up a targeted brownfields assessment. Any community can call EPA and it is a very simple process and designed for people new to the process. What is the dynamics here? We are trying to figure out how and why other MPOs are not taking advantage of this in Illinois. We are looking for one community to step forward and take the leadership role in their region to apply for these funds.

Mrs. Belano stated that this is an opportunity to inform your mayors. We look at the trends across the region, we are promoting transportation and promoting development along transportation corridors. We may not all have contaminated land but we do have communities in Northeast Illinois who are not taking advantage of the USEPA resources. There is an article in the MPO newsletter that highlights the CMAP/USEPA partnership.

Ms. Bulat stated that they tried twice to get an R11 and was refused. Ms. Orr asked if they asked they were able to address the application concerns. Ms. Bulat indicated that they tried twice. Ms. Orr states it can be competitive but to keep trying. She went on further to state that 40% of the applicants are approved and no other agency can say that. The USEPA wants to see some progress and movement to sustainability. Ms. Belano stated that prior to receiving the revolving loan, they had to demonstrate they understood the process. Ms. Orr also stated that as it relates to the ARRA reporting, the focus is not on environmental cleanup but on economic development and the reason why there is a focus on job training is that they report each and every job. It is sort of a prototype of where the federal government is going right now. She urged members to call with any questions and our office is allowed to go out and counsel communities on strategies.

UPDATE OF REPORTING FOR ARRA -  
BOTH THE USDOT AND US HOUSE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE

Ms. Collins introduced the economic stimulus web application using test data. Mr. Fortae is the developer of the application and indicated the primary purpose of the application is to collect data and report to the federal authorities regarding the use of stimulus funds. Information will be submitted by IDOT and contractors on a monthly basis. Primary contractors will only see the information that inputted using their tax identification number. Ms. Collins indicated that all of the data sets are dictated by the federal reporting requirements. She further stated projects are entered only after they are authorized by the federal government. Mr. Kohlbuss asked if the application will also meet Oberstar's request for accountability. Ms. Collins confirmed that Table II is utilized to meet the Transportation & Infrastructure Committee reporting requirements.

Mr. Nunes stated any local let projects will have an extra step. Ms. Collins indicated there is an agreement between the local let; that certain information needs to be reporting from the primary as well as the subcontractor on a monthly basis. She indicated there is a special provision on the contract and on the proposal for the bids about the reporting requirements. Mr. Fortae stated contractors must acknowledge that the information presented is true and complete.

Administrators can access the information, as well as reporting access. Ms. Collins stated there will be various portals made available to the Governor's Office, FHWA with GIS accessibility and IDOT. The FTA will distribute their reporting requirements soon. IDOT has been reporting to the FHWA for the

past two months for stimulus funds. They are required to list the projects on the 10<sup>th</sup> of each month and on the 20<sup>th</sup> of each month, a monthly employment data. Mr. Nunes indicated that MPOs will have access to their own region.

Mr. Moore asked members if they have a handle on what the reporting requirements are. Ms. Sicks indicated she is concerned about the FTA reporting requirements. Mr. Kohlbus stated they are fairly close to the edge on attainment status. He went on further to state, there needs to be coordination from the congestion in the region from these spikes in construction; both at IDOT and local roads. The additional burden includes using their travel demand model to predict congestion and the added layer of air quality that they would like to mitigate. Mr. Nunes indicated that St. Louis was able to dedicate CMAQ funding to ensure transit was readily available when I-64 was shut down. Mr. Blair went on further to state there was also concern for coordination of traffic signal and emergency response vehicles.

Mr. Blankenhorn indicated they have thousands of projects; but coordinating the 1200 construction projects through the summer will be difficult since some are only a week long. CMAP is likely to take a monitoring role instead of a coordinating role. Mr. Moore indicated that the requirements may be less than was initially proposed. Mr. Nunes stated in some instances smaller MPOs the need for a consultant to monitor one project may not be necessary. Mr. Sims foresees two frictional costs to reporting. The first one is responding to constituent requests for information and the second one is how well the application runs. He expects a lot of phone calls from the mayors about the system.

Ms. Collins stated in the user manual, it specifically states they need to contact their local IDOT district office with any concern of the reporting requirements, and not the MPOs. Mr. Moore asked staff to follow up to find out exactly what their needs will be and do those needs justify additional staff support. If there is enough need, than they will follow up with IDOT. Mr. Lamme asked who enforcement agency on reporting. Mr. Nunes indicated there will be field engineers, the Bureau of Local Roads and Streets. In order to get reimbursed, the contractor will have to turn in the correct documentation.

Ms. Collins have monthly reports highlighting which projects are active, which ones have not reporting, or half way reported based on the status, etc. Mr. Kohlbus asked if the people who have to handle the pay estimates from contractors have been briefed on the system. Ms. Collins confirmed they have been briefed. Mr. Nunes indicated that IDOT that their bureau of local roads and streets is dedicated to monitoring local projects. Mr. Blair indicated they are monitoring it so closely is because they can pull the plug if they cannot get obligated. Mr. Blankenhorn asked if has been additional resources for local roads to actually move the paperwork to get these projects obligated. Mr. Nunes responded that IDOT has hired nearly 20 people throughout the state to help move these projects in an expediate manner. He will follow up with CMAP.

## **IX. CALENDAR**

Ms. Bulat indicated that the next ILARC meeting is an annual meeting scheduled for late August or early September in Bloomington. Their goal is to have an MPO meeting one day, and the ILARC meeting the following day. Mr. Orr asked if the USEPA could attend the next ILARC meeting. Mr. Moore indicated that Denise is the President of ILARC and there are some regional councils that are not MPOs.

Mr. Nunes indicated that IDOT has submitted its recessions. The national rescission was \$3.15 billion and Illinois' share was \$109 million taking equally across all programs. The impact to the enhancement program is at a little over \$10 million this round. Be prepared at the end of SAFETEA-LU which is close to \$30 million in unobligated balances. The interstate maintenance program was hit to a tune of \$25 million in 2009 dollars. Mr. Sims indicated about PL dollars. Mr. Nunes indicated that PL was not touched in Illinois.

Mr. Nunes discussed the JARC/New Freedom applications and no funds were lapsed this year. Springfield received \$700,000 out of \$940,000. They are getting match from toll revenue credits. IDOT is working hard to get smaller MPOs to apply for these funds. Small urban MPO population thresholds are 50,000 to 100,000. Nobody that applied was rejected this year. Danville got two, Springfield got two. Ms. Bulat indicated that it does have to do with existing capacity for the system to take on that project. Part of the issue is finding the resources/time to do the work in our MPO area of over 200,000. Mr. Nunes indicated that for the rural areas, it is effective. Ms. Bulat indicated that if they can do it for the TMA's it would be beneficial. IDOT is considering getting an urban coordinator to help the outreach. IDOT hopes it wasn't because MPOs couldn't find a local match. Mr. Soltau indicated that step down funding over three years can make people kind of nervous in applying.

**X. ADJOURNMENT**

Mr. Moore adjourned the meeting at 2:50 p.m.

Minutes submitted by Marta Perales