



Chicago Metropolitan Agency for Planning

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Transportation Committee

September 20, 2013 - 9:30 a.m.

MINUTES

Cook County Conference Room

233 S. Wacker Drive, Suite 800, Willis Tower

Chicago Illinois

Members Present: Vice Chair Michael Connelly – CTA, Charles Abraham – IDOT DPIT, Reggie Arkell – FTA, Patricia Berry – CMAP, Brian Carlson – IDOT District One, Bruce Carmitchel – IDOT OP&P, John Donovan – FHWA, Tara Fifer – Cook County, Kevin Garcia – NIPRC, Scott Gryder – Kendall County, Alicia Hanlon – Will County, Emily Karry – Lake County, David Kralik – Metra, Jason Osborn – McHenry County, Mark Pitstick – RTA, Tom Rickert – Kane County, Mike Rogers – IEPA, David Seglin – CDOT, Peter Skosey – MPC, Kyle Smith – CNT, Lorraine Snorden – Pace, Chris Snyder – DuPage County, Eugene Williams – Council of Mayors, Rocco Zucchero – ISTHA.

Members Absent: Robert Hann – Private Providers, Wes Lujan – Class 1 Railroads, Randy Neufeld – Bicycle and Pedestrian Task Force, Steve Schlickman – Academic & Research, Joe Schofer – Academic & Research, Ken Yunker – SEWRPC.

Others Present: Frank Acevedo, Tom Agema, Mike Albin, Mike Archey, Andrew Armstrong, Garland Armstrong, Heather Armstrong, Jennifer Becker, Max Bosso, Len Cannata, Bruce Christensen, Jay Ciavarella, Chalen Daigle, K. Duffy, Tim Egan, Heidi Files, Bud Fleming, Mike Gulias, Pete Harmet, Scott Hennings, Dan Johnson, Al Kindle, Mike Klemens, Patrick Knapp, Valbona Kokoshi, Katie Kukielka, Christina Kupkowski, Ed Leonard, Tim Milburn, B. Nicoletti, Chris Schmidt, Mike Piskur, Brian Plum, Chad Riddle, Adam Rod, Victor Roman, Chris Schmidt, Deb Spencer, Chris Staron, Mike Sullivan, Brian Urbaszewski, Thomas VanderWoude, Mike Walczak, Mark Walsten, Tammy Wierciak, Don Wittmer, Barbara Zubek.

Staff Present: Erin Aleman, Alex Beata, Bob Dean, Teri Dixon, Kama Dobbs, Jesse Elam, Doug Ferguson, Lindsay Hollander, Tom Murtha, John O'Neal, Holly Ostdick, Ross Patronskey, Todd Schmidt, Liz Schuh, Gordon Smith, Drew Williams-Clark.

1.0 Call to Order and Introductions

Committee Vice Chair Michael Connelly called the meeting to order at 9:31 a.m.

2.0 Agenda Changes and Announcements

Ms. Dixon announced that Federal Certification on-site interviews will be held on October 7 and October 8, 2013 at CMAP.

3.0 Approval of Minutes – August 2, 2013

On a motion by Mr. Carmitchel and a second by Mr. Rogers, the minutes of August 2, 2013 were approved as presented.

4.0 Coordinating Committee Reports

Mr. Connelly reported that the Local Coordinating Committee met on August 14 and received updates on current LTA projects and a summary of new project applications. The committee also received a presentation on the regional Fair Housing and Equity Assessment report required by HUD's Sustainable Communities Regional Planning Grant. He noted that the Regional Coordinating Committee had not met since the last Transportation Committee meeting.

5.0 FFY 10-15 Transportation Improvement Program (TIP)

5.1 FFY 10-15 TIP Amendments and Administrative Modifications

Ms. Ostdick stated that TIP revisions that exceed financial amendment thresholds have been requested. Ms. Berry made a motion, seconded by Mr. Pitstick, to approve the FFY 10-15 TIP Amendments. The motion carried.

5.2 GO TO 2040/TIP Amendment & Conformity Analysis

Ms. Ostdick reviewed the two comments received and the disposition of those comments and noted that consideration of this item will occur at the October 4, 2013 Transportation Committee meeting.

5.3 Congestion Mitigation and Air Quality Improvement (CMAQ) Program Development and Monitoring

Mr. Ferguson provided an overview of the proposed FFY 2014-2018 CMAQ Program recommended by the Project Selection Committee (PSC). He summarized the public comments received and staff responses. Mr. Pitstick made a motion, seconded by Mr. Rickert, to concur in staff response to comments received and recommend approval of the FFY 2014-2018 CMAQ program to the Regional Coordinating Committee and MPO Policy Committee. The motion carried.

Mr. Ferguson also reported that as shown in the CMAQ Obligation Report, the region has exceeded the FY 2013 apportionment, and so is spending into the unobligated balance. The region is within \$14 million of meeting the FFY 13 obligation goal set by the Transportation Committee.

6.0 National Highway System (Thomas Murtha)

Mr. Murtha provided background and an overview of National Highway System revisions requested in Kane, DuPage, and Cook Counties, including the City of Chicago. He stated the revisions include route deletions and modifications to reflect current conditions, coordination with routes added to the National Highway System by MAP-21, and current highway planning. Mr. Rickert made a motion, seconded by Mr. Kralik to recommend approval of the proposed National Highway System revisions to the MPO Policy Committee. The motion carried.

7.0 Section 5310

7.1 Human Services Transportation Plan (HSTP)

Mr. Ciavarella provided an overview of the process followed to update the region's Human Services Transportation Plan (HSTP) and a summary of the updates. The updated plan will be considered by the MPO Policy Committee at its October 9 meeting and by the RTA Board at its October 16 meeting.

Committee members complimented the RTA on the process and results of the update. Ms. Snorden made a motion, seconded by Ms. Hanlon, to recommend endorsement of the updated Human Services Transportation Plan to the MPO Policy Committee. The motion carried.

7.2 Sub-Allocation between northeastern Illinois, Indiana and Wisconsin

The committee was informed that the Federal Transit Administration's 5310 funds for FFY 2013 have been appropriated by Congress. For FFY 2013, using the percentage splits endorsed by the MPO Policy Committee in March, \$6,167,654 will be available for northeastern Illinois, \$443,387 for northwestern Indiana and \$16,042 for southeastern Wisconsin.

8.0 Local Technical Assistance (LTA) Program Selection

Mr. Dean presented recommendations for selection of Local Technical Assistance (LTA) projects. In response to questions from Mr. Snyder and Mr. Rickert, Mr. Dean explained that the LTA projects consist of direct grants to local agencies and staff assistance, and that no matching funds are required from those agencies. He explained that transportation focused projects are funded via the Unified Work Program and that to date CMAP has secured \$600,000 in external funding for non-transportation projects. He also noted that some of the recommended projects are contingent on securing additional external funding resources. Ms. Berry made a motion, seconded by Mr. Rickert to recommend approval of the LTA Program to the MPO Policy Committee. The motion carried with one dissenting vote.

9.0 GO TO 2040 Update

Mr. Williams-Clark provided an overview of the steps and schedule for updating GO TO 2040 by October 2014. Members asked about whether a review of the performance of completed Major Capital Projects would be undertaken and how the completion of projects currently in the plan will affect fiscal constraint.

9.1 Major Capital Projects Overview

Mr. Schmidt provided an overview of the process and schedule for updating the fiscally constrained and unconstrained major capital projects in the GO TO 2040 update.

9.2 Implementation Actions Overview

Mr. Beata provided an overview of the process and schedule for review of the implementation action tables at the end of each of the twelve chapters in GO TO 2040.

9.3 Financial Plan Update Scope and Revenue Trends

Ms. Hollander provided a summary of the major components of the financial plan update process as well as an overview of recent policy changes and actions undertaken by federal, state, and local entities that may affect transportation revenue trends during the planning period. She stated that draft revenue and expenditure estimates would be available in November and finalized in January and that draft funding allocations for different project categories (maintenance, modernization and expansion) would be available in January and finalized in March. She stated that GO TO 2040 assumed annual growth in Motor Fuel Tax (MFT) revenue but it has actually declined since the adoption of the plan. She also noted that since the adoption of GO TO 2040, there have been toll rate increases and transit fare increases, and federal funding has remained stable. Mr. Seglin suggested that even if MFT is not used as a revenue source, it would be reasonable to assume that there will be an equivalent replacement within the life of the plan. Ms. Hollander said CMAP appreciates the feedback and is looking to the Transportation Committee for input. The current financial plan includes the GO TO 2040 recommended 8 cents/gallon increase. She noted that other regions are assuming a VMT tax, and assuming a zero sum game. Mr. Seglin suggested that while the source of transportation funding may change, the total amount available will be relatively unchanged. Mr. Osborn noted that in the McHenry experience, it was necessary to change assumptions because of MFT revenues trending down. Mr. Snyder suggested that CMAP reach out to the collar counties for information about RTA sales tax receipt trends. He also asked about assumptions regarding managed lanes. Ms. Hollander stated that GO TO 2040 assumed some managed lanes. Mr. Skosey added that MPC is working with AECOM to research a range of managed lanes and tolling of all existing and future expressways and that a range of possible revenues would be identified from that research and shared with CMAP. Mr. Donovan noted that GO TO 2040 assumed 2% of lanes last time, but the region should look at a range of possibilities. Ms. Hollander concluded, noting that all alternatives are on the table, that CMAP welcomes feedback and that she will be back to discuss progress with the Committee at its November meeting.

10.0 Transportation Alternatives Program Update

Mr. Elam stated that CMAP received 11 applications from its call for projects this summer and had an additional 28 potential projects from the CMAQ call earlier in the year. He explained the proposed evaluation criteria for project selection. Mr. Kyle Smith stated that population and employment density are good criteria and suggested consideration of the extent to which projects can leverage investments. He asked how the call for projects was communicated given that only eleven proposals were received. Mr. Elam said the normal CMAP process was used and given the recent call for CMAQ projects and the requirement that Phase 1 be complete, a good pool of projects have been received. Mr. Kyle Smith suggested that CMAP should look at how these improvements funded by TAP can leverage investment given the increased real estate value. Mr. Snyder stated that density is less important than transportation need. Mr. Skosey suggested bonus points for increased local participation. Mr. Rickert noted

that given the short time frame, this process is acceptable and suggested that more involvement from implementers to better understand projects would be desirable in future cycles. He said that for the next call, CMAP should spend time on a more holistic evaluation as the point criteria may not provide a real understanding of the context of the project. Mr. Elam noted that sunsets imposed by MAP-21 have led to an accelerated schedule and that three fourths of the projects had been reviewed by the Bicycle and Pedestrian Task Force as part of the CMAQ project evaluation process. Mr. Carmitchel complimented the criteria and noted that there were two TMAs in Illinois that have not even started on their TAP process. In response to a question from Mr. Snyder, Mr. Elam stated that there are strict Active Program Management milestones included in the program. Mr. Seglin stated that the focus on transportation and use of density as a proxy for usage is good. Ms. Hanlon stated that transportation and recreation are related to GO TO 2040. Mr. Elam stated that a transportation purpose is required by MAP-21 and that the Parks and Open Spaces recommendations from GO TO 2040 call for this program to assist with the implementation of the Regional Greenways and Trail Plan. Mr. Rickert noted that linkages are important and missing links and barriers exist throughout the region. Mr. Seglin agreed, noting that regional equity is important. Mr. Riddle said that the scoring related to ROW or Phase 2 Engineering should be stated as ROW and Phase 2 Engineering, not or; Mr. Rickert agreed, saying phase 2 engineering could be complete with years still to go in acquiring ROW. Mr. Elam thanked the committee for their input and concluded his report, noting that it is anticipated that the MPO Policy Committee would consider a program of projects in January.

11.0 Status of Local Technical Assistance (LTA Program) and Major Capital Projects

Mr. Connelly noted that the LTA program status report and quarterly GO TO 2040 Major Capital Project update were included in the agenda.

12.0 Illiana Corridor

Ms. Aleman provided a summary of public comment received for the proposed amendment to include the Illiana Corridor Project as a fiscally constrained major capital project in GO TO 2040.

13.0 Other Business

None.

14.0 Public Comment

Ms. Heather Armstrong stated that the proposed Illiana Corridor is a waste of taxpayer dollars. She stated that nobody uses the Skyway because of the toll. She stated the Illiana Corridor is too close to I-80 and people should use that. She also stated that RTA funding should come from casinos.

Mr. Garland Armstrong requested an update on progress on Tinley Park sidewalks, particularly Grand Avenue eastbound from Pulaski Blvd. Mr. Connelly stated that an update would be provided.

Mr. Max Bosso, Public Works Director for the Village of Elwood stated that the Village is concerned that IDOT has not considered the impacts of the proposed Illiana interchange with IL 53 in Elwood. He introduced Dr. Gulias, a multi-modal expert from the University of Memphis, who stated that questions from the Village were not answered by IDOT and that the model used by IDOT does not properly capture the impacts. Mr. Bosso stated that the logistics park development has generated ten times the traffic projected when it was built. He stated that an average of 25 funerals per day are held at the Lincoln National Cemetery, and the local police have to intervene to prevent truck traffic from disrupting funeral processions. He stated that IDOT has failed to establish the need for the Illiana Corridor and to address the impacts and that therefore the Village of Elwood requests that GO TO 2040 not be amended to include the Illiana Corridor.

Mr. Harmet of IDOT stated that everyone, whether opposed to or in favor of the Illiana Corridor, acknowledges that there is a truck problem in the area of the proposed corridor. He stated that options with and without interchanges are being considered for the corridor.

15.0 Next Meeting

Mr. Connelly reminded the committee that the next meeting is scheduled for October 4, 2013 to consider the CMAP staff recommendation for the proposed GO TO 2040 Illiana Corridor Project Plan Amendment and to discuss recommending the project to the Regional Coordinating Committee and MPO Policy Committee as an amendment to the GO TO 2040 plan's list of fiscally constrained projects.

16.0 Adjournment

On a motion by Mayor Williams, seconded by Mr. Carmitchel, the meeting adjourned at 10:57 a.m.

Transportation Committee Members:

_____ Charles Abraham	_____ Robert Hann	_____ Leon Rockingham
_____ Reggie Arkell***	_____ Emily Karry	_____ Mike Rogers
_____ Michael Bolton	_____ Jennifer (Sis) Killen	_____ Steve Schlickman
_____ Bruce Carmitchel	_____ Fran Klaas	_____ Joe Schofer
_____ Lynnette Ciavarella	_____ Don Kopec	_____ Peter Skosey
_____ Michael Connelly**	_____ Wes Lujan	_____ Kyle Smith
_____ John Donovan***	_____ Randy Neufeld	_____ Chris Snyder
_____ John Fortmann	_____ Jason Osborn	_____ Steve Strains
_____ Luann Hamilton	_____ Leanne Redden*	_____ Ken Yunker
_____ Alicia Hanlon	_____ Tom Rickert	_____ Rocco Zucchero

*Chair

**Vice-Chair

***Non-voting