



Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning Transportation Committee Minutes **DRAFT MINUTES** January 6, 2010

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
Chicago, Illinois

- Members Present:** Chair Chris Snyder-DuPage County, Sid Weseman- RTA, Chuck Abraham-IDOT DPIT, John Beissel- Cook County, Maria Choca-Urban-CNT, Bruce Christensen-Lake County, John Donovan-FHWA, John Fortmann- IDOT District One, Jack Groner-Metra, Robert Haan-Private Providers, Luann Hamilton-CDOT, Don Kopec-CMAP, Arlene J. Mulder-Council of Mayors, Randy Neufeld-Bicycle and Pedestrian Task Force, Jason Osborn-McHenry County, Keith Sherman-IDOT OP&P, David Simmons-CTA, Peter Skosey-MPC, Mike Sullivan-Kendall County, Steve Strains-NIRPC, Sim Soot- UIC, Jan Ward-Kane County, David Werner-FTA, Tom Zapler-Class 1 Railroads, Rocco Zucchero-Illinois State Toll Highway Authority
- Members Absent:** Rocky Donahue-Pace, Mike Rogers-IEPA, Ken Yunker-SEWRPC, Jamy Lyne-Will County
- Others Present:** Kristen Bennett, Glen Campbell, Lenny Cannata, Lynette Ciavarella, Rob Cole, Chalen Daigle, Joe DiJohn, Chris DiPalma, Kama Dobbs, Bud Fleming, Pat Higgins, Tom Kelso, Marta Perales, Mark Pitstick, Brian Plum, Sara Lutz, Chad Riddle, Chris Staron, Vicky Smith, Emily Tapia, Mike Walczak, Tammy Wierciak
- Staff:** Shana Alford, Patricia Berry, Clair Bozic, Janet Bright, Bob Dean, Teri Dixon, Doug Ferguson, Matt Maloney, Tom Murtha, John O'Neal, Holly Ostdick, Ross Patronskey, Dan Rice, Joy Schaad, Todd Schmidt, Gordon Smith, Ylda Capriccioso

1.0 Call to Order and Introductions

9:30 AM

Chris Snyder, Committee Chair, called the meeting to order.

2.0 Agenda Changes and Announcements

There were no changes or announcements.

3.0 Approval of the Minutes- November 20, 2009

Steve Strains motioned for the minutes to be approved, seconded by Don Kopec. All ayes, motion approved.

4.0 Regional Freight System Planning (Tom Murtha)

Tom Murtha presented information on progress of the regional freight system planning effort. Cambridge Systematics, a consulting firm, is completing the analysis and evaluation for the project. The CMAP Freight Committee is serving in an advisory role for the project. The original completion date was scheduled for January 2010 but the timeframe will be extended because further economic analysis is required. This may take approximately two more months. However, recommendations for the freight system will be finished in time for full inclusion in the *GO TO 2040* regional plan.

Tom Murtha told the committee that there are data and reports estimating how the freight flow will change over the next thirty years. The main project themes include the economy, industry logistics, freight infrastructure, traffic flow, organization and public policy, and environmental and community impacts. Mr. Murtha referred the committee to a handout that highlighted the recommendations. Mr. Murtha emphasized that Chicago is still a key manufacturing center, therefore freight is still critical for the region despite the industry downturn and increased shipping efficiency. Additionally, as industry needs change, and more complex technology is used, there will be more demand for workforce development. Mr. Murtha pointed out that for each identified theme there is a policy recommendation. Finally he requested feedback on his presentation. More details on the regional freight system project can be found here:

<http://www.cmap.illinois.gov/cmp/freightsystem.aspx>

Luann Hamilton provided feedback by first stating that the trucking industry is not consolidated, which could present some barriers to industry involvement in freight planning. She then asked whether the trucking industry will play a role in financing projects or just help to prioritize them. Tom Murtha responded that financing needs will need to be worked out within the industry. Currently, clearance is the biggest issue faced by the industry and if clearance is addressed then this may mean savings. Additionally, if freight vehicle miles traveled are reduced, this could also mean cost savings for the industry. Mr. Murtha stated that the plan is still conceptual and how the plan will be implemented is in discussion.

Maria Choca Urban asked if the market demand assessment for freight infrastructure space had been completed. Tom Murtha responded that an assessment had not been completed yet but he was aware that CNT has been doing some work on this issue. Mr. Murtha also stated that examples of how to implement these types of studies will need to be developed.

Jason Osborn asked if there are opportunities to leverage partnerships from this planning process, especially with existing government agencies. Tom Murtha responded that Metropolis 2020 is working on how to protect the public interest in regard to partnerships. However, operational issues in this process will be handled by an operations focused group housed at CMAP.

Arlene Mulder stated that her focus is on environmental and community impacts since environment and health are big issues. She expressed concern that environmental and community concerns are ranked last, and have minimal high priority. Mayor Mulder emphasized that the environment is very important and referred to the Swift Rail Act which passed in 1994. This Act addressed the issue of trains sounding their whistles, which was considered a public disturbance and therefore a matter of public health. However, this public disturbance was countered with the risk of increasing deadly accidents if train whistles were not sounded. The legislation resulted in designating quiet zones in some communities. Mayor Mulder pointed out that the recommendation on economic community impacts listed as #20 shows it as a low priority, which ignores issues that CATS spent a lot of years working on with the federal government. Mayor Mulder requested that this issue be reevaluated.

Peter Skosey inquired whether the study looked at VMT tax on trucks or a truck tolling system, which exists in Germany. Tom Murtha stated that the study did not look at these things but this could be part of future analysis.

Rocco Zuccherro asked if there is an opportunity to encourage utilization for transport facilities during off-peak hours, when there is less traffic. Also, Mr. Zuccherro mentioned that he knows communities have previously resisted this type of effort. Tom Murtha stated that this issue needs to be addressed from an operational point of view. Also, managing truck deliveries should be regionally focused and that delivery destinations should be designed to minimize impact on neighbors. Overall, it is important that freight planning is comprehensive.

Mr. Murtha told the committee that the next freight committee meeting will be on February 18, 2010.

5.0 Regional Transportation Operations Coalition (Todd Schmidt)

Todd Schmidt presented the work plan guiding the regional transportation operations coalition. Mr. Schmidt described operations as day to day management of the

transportation system, in contrast to planning which is considered a longer range analysis and evaluation process. He highlighted a graphic used by the FHWA to describe linkage opportunities between operations management and planning and investment decision making. The main idea behind the coalition is to create an open forum for innovative solutions, to foster partnerships, and to act as a unified voice for operations needs. Mr. Schmidt also mentioned the pre-season construction coordination meeting that met for the first time in 2009. This meeting helped participants to learn what other organizations are doing. There will be another meeting later in 2010.

Staff proposes that the ATTF (Advanced Technology Task Force), Freight Committee, Bike/Pedestrian Committee and the Council of Mayor act together under this coalition. The work program includes a regional data archive, traffic signal improvement and prioritization, freight management, and cooperative funding. The goals of the coalition are to foster collaboration, identify overlapping needs for operations improvements and reduce barriers to operations. The forum will benefit discussion on data needs, guide improvements to operation of the transport system, and promote best practices for operations.

There are resources, staff, agencies, and federal assistance available for this task, but funding is still an issue. Additionally, this coalition will be a new role for the MPO of Chicago. It is important that there is a plan of action that will receive buy-in from the entire region. The proposed schedule for staff to present information about the coalition to CMAP committees is from January through March 2010. April 2010 is the targeted timeframe for implementation of the coalition structure.

Finally, Mr. Schmidt talked about the major sources of congestion which were dominated by bottlenecks and traffic incidents, but some other contributors are bad weather and work zones. Mr. Schmidt emphasized that more enhanced operations could help resolve these issues.

Chris DiPalma complimented Mr. Schmidt's presentation as an innovative proposal for the region. He also stated that this coalition represents a significant shift in the way planning and operations are currently being done.

Luann Hamilton asked how emergency responders in the region would be brought into this plan. She wanted to know the outreach method for recruiting members and whether federal funds are available for this type of activity. Chris DiPalma responded to the topic of federal fund availability. He stated that there is potential for a second ARRA stimulus package. However, the next stimulus would demand that projects are implemented within 90 days. Unfortunately, very few projects can be done in that timeframe. Therefore, the opportunities lie in operational improvements that don't require new ROW (right-of-way). ITS technology is an example of improved operations. Congress is going

to look to MPOs to come up with operational improvements that can be funded; this will put the coalition in a prime position.

Tom Murtha responded that membership must be developed but this likely won't include emergency responders. This coalition requires a time commitment that many emergency responders cannot make. Also, Mr. Murtha added that part of the emphasis of the coalition is having improvements available which put a direct focus on operations. The work will come through existing budgets of partner agencies. The question is whether operations can be managed better and work can be coordinated.

Jack Groner asked how CMAP will incorporate others who are not part of CMAP committees. Tom Murtha responded that some non-committee persons already participate in other forums like the ATTF group. Many personnel working on highway issues are involved, although there is not much involvement by transit thus far. This coalition will be filling an existing gap for engagement.

Chris Snyder explained that the ATTF took the place of a previous group that used to be focused on management and operations. He wanted to know if the new coalition will replace ATTF or will it broaden the scope of ATTF. Tom Murtha stated that the intention is for ATTF to continue to focus on technology. The new operations coalition will broaden the overall discussion about transportation but with a focus on operations. Also the new coalition will most likely meet less often.

Rocco Zucchero mentioned that there are low cost opportunities to maximize existing resources. He emphasized that using technology to communicate is important but asked if any cost-benefit analysis had been completed. He also asked if there was a comparison of cost-effective operations investments compared to other types of investments. Chris DiPalma shared that there are studies on specific improvements. There is a need to bring all of the research together in order to create a concrete focus on the region and try to measure how much impact certain investments will have. The research has to be brought down from an academic level to a more concrete level.

Tom Murtha asked for a recommendation from the committee to establish the regional transportation operations coalition. Rocco Zucchero motioned for an approval and Bruce Christensen seconded this motion. All ayes, motion approved.

6.0 Transportation Improvement Program (Leroy Kos)

Leroy Kos referred the committee to the state/regional resources table (Table 3-1) that was part of the committee packet. The table was recently updated to include the RTA Board approved capital program marks for 2010-2014. Also, Mr. Kos stated that the TIP amendment and modification reports were released for a seven day period for public review. He requested acceptance of the updated table and approval of the TIP revisions.

Acceptance of the updated table and approval of the TIP revisions was moved by Sid Weseman seconded by Luann Hamilton. All ayes, motion approved.

7.0 Semi-annual TIP/RTP Conformity Analysis and TIP Amendments (Leroy Kos)

Leroy Kos informed the committee that the semi-annual TIP/RTP conformity analysis and TIP amendments were ready for release to the public for a forty-five day comment period ending on February 20, 2010. Mr. Kos requested a motion to release the amendments and conformity analysis to public. Release of the amendment and conformity analysis for public comment was moved by Mayor Mulder and seconded by Don Kopec. All ayes, motion approved.

8.0 CMAQ Rescission and Active Program Management (Holly Ostdick)

Holly Ostdick addressed several issues related to the CMAQ rescission. First, Ms. Ostdick highlighted a word change in the previous rescission memo dated November 19, 2009. On the first page, in the first sentence of the second paragraph, the word “arbitrarily” was changed to “prematurely”. Also, she told the committee that the CMAQ Project Selection Committee had addressed the question of whether or not all phases of a project would move together from the CMAQ A-list back into the TIP and had agreed to keep this wording in the memo as it is and handle each project on a case by case basis. Some projects move more swiftly than others, so in some cases it will be appropriate to bring only a single phase into the TIP.

Ms. Ostdick also told the committee that the list of projects affected by the recession is still changing and will be finalized prior to the January meeting of the MPO Policy Committee. Thus far eighteen projects have been moved off of the CMAQ A-list and these projects totaled \$40.7 million. There are still 131 projects on the list totaling \$201.3 million. An email will be sent to all project sponsors to let them know if their projects were moved to the A list and instructions will be provided on how to have projects taken off of the list and moved into the TIP. As previously discussed, the desired result of this facet of active program management is timely realization of the benefits of the programmed CMAQ projects.

9.0 Preferred Scenario (Bob Dean)

Bob Dean stated that the action he was requesting was a recommendation to the MPO Policy Committee to endorse the current draft of the preferred regional scenario. Mr. Dean stressed that an endorsement was needed first and then staff will delve into further detail on developing policies and recommendations for *GO TO 2040*. Since the release of the draft document in November 2009, staff added new graphics on pages # 7 and #12. In the near future, a H&T (housing and transportation) index will be added. Analysis of the economic impact of jobs and wages will also be completed. CMAP staff continues to wordsmith the draft, but is not changing the substance of the content. Mr. Dean asked for any feedback from the committee.

Chris Snyder inquired if the document being presented was the same document that has been shared with other committees. Bob Dean answered that the current version hasn't been sent to other committees yet, but the newer version responds to previous comments.

Mayor Mulder asked for clarification on the difference between the reference and the preferred scenarios. She stated that there seemed to be minor differences based on results in the memo. Mr. Dean explained that the reference scenario is the baseline scenario that considers current conditions. The preferred scenario combines all of the most positive aspects of each of the three theme based scenarios (innovation, preservation, and reinvestment). Mr. Dean stated that the differences in impact will depend on which scenarios are being compared.

Sidney Weseman complimented staff on their hard work and the results completed thus far. He said that the results of this work will serve as a tool for guidance.

A recommendation for endorsement of the preferred Regional Scenario document to the Policy Committee and CMAP Board was motioned by Jack Groner, seconded by Peter Skosey. All ayes, motion carried.

9.2 Financial Plan (Matt Maloney)

Matt Maloney spoke about the memo on reasonably expected revenues. He described these revenues as above and beyond the core revenues. The total amount of core revenue projected by the CMAP analysis totals \$350 billion. The reasonably expected revenue could total approximately 10% of the total or an additional \$35 billion and is badly needed to maintain the system. CMAP believes it is important to advocate for new sources to bring the region's system toward good repair, and to enhance and expand the system. Since staff cannot predict which revenue sources will materialize, the emphasis is on considering the revenues as a whole.

The major item of consideration is an increase in the state motor fuel tax. There is the historical precedent that motor fuel tax may increase; however, a motor tax fuel increase hasn't happened since the 1990's. The forecast for an increase in MFT also includes indexing the tax to inflation. Another item of consideration is congestion pricing which has gathered a considerable amount of discussion and coordination among CMAP, RTA, the Tollway and MPC. CMAP, in coordination with others, submitted an application to the USDOT for congestion pricing along the I-90. Most recently, the Tollway, Wilbur Smith, and MPC are in the final stages of their study. Revenue estimates are conservative ranging from 2% to over 20% of expressway lane miles being priced for congestion.

Public private partnerships are not included in reasonably expected revenue but they are supported as an innovative financing tool. However, partnerships need to be tied to specific capital projects. Other revenue sources could be variable parking pricing, revenues from climate change legislation, and value capture. Like public private

partnerships, value capture should be linked to specific projects. Finally, if there is a shift in the current 55/45 split to 50/50, this could also leverage more funding in the region.

Chris Snyder asked if the motor fuel tax increase includes an 8 cents increase and then an inflationary increase. Matt Maloney responded that this was correct and indexing would be assumed to occur annually following an increase in the per gallon tax from 19 to 27 cents. Peter Skosey inquired if the VMT tax was considered in the short term. Mr. Maloney stated that the VMT tax needs more study and investigation before full consideration. Keith Sherman wanted more specifics on how much revenue would be created by shifting the fund allocation split from 55/45 to 50/50. Mr. Maloney stated that over a thirty year period this shift could create up to \$8 billion for the region.

John Fortmann inquired how realistic the estimated split has to be in the plan since part of the reason for the current split is because the region gets transit dollars. Mr. Fortmann raised the question of whether or not a shift in the funding split that would give more revenue to the region was realistic. John Donovan responded that the split is not realistically expected to change. Matt Maloney emphasized that staff is identifying but not selecting recommendations.

Mayor Mulder was concerned that the current calculation is done by using linear miles vs. lane miles. If the calculation for the funding split for rest of state and the region was done by lane miles then this could shift to a 60/40 split. Keith Sherman stated that the lane miles calculation wouldn't make a huge difference, not enough to create a significant shift in funding. Randy Neufield added that it would be good for CMAP staff to tell more about what the criteria might look like to change the revenue split rather than just replacing it with arbitrary numbers for analysis.

Jason Osborn stated that if we were to encourage an 8 cent per gallon tax increase, this revenue would be subject to state influence. He encouraged the region to find an alternative that could be more locally controlled, like sales tax; this funding would go directly to the County. He stressed the importance of local control of funds. Mayor Mulder stated that there are communities that levy additional taxes. Sidney Weseman asked for commentary from John Donovan on the point of view of the FHWA. John Donovan stated that he will not endorse the reasonably expected revenues at this point but he strongly felt that all of the measures merit robust public discussion.

Chris Snyder asked if there was emphasis on VMT reduction at the federal level. John Donovan stated that changes to the gas tax or VMT are going to have primary input from the federal government. The policy changes for either one will have more significant impact.

Matt Maloney stated that there will be an appendix for further analysis of these policies in the *GO TO 2040* regional plan. Chris Snyder also asked if the 27 cent gas tax could be

increased or fall below the identified threshold, even if tied to inflation. Mr. Maloney stated that significant swings are less likely because forecasts for gas tax include inflation based on historical trends, which are considered reasonable over the long run.

Bob Dean moved on to discuss the housing and transportation calculations and stated that private expenditures are projected at \$1.7 trillion over the next thirty years, which shows how much people spend on transportation and housing. Then Mr. Dean referred to the memo on the financial plan and fiscal constraint. It is anticipated that core and reasonably expected revenue will yield \$385 billion over thirty years. This total includes the revenue assumptions for gas tax, congestion, parking, cap and trade, but not public-private partnerships or revenue linked to a shift in the 55/45 split. The financial estimates represent the year of expenditure dollars.

There has been an update to transit and maintenance costs based on more recent RTA information. It is anticipated that total maintenance and operations costs for a safe and adequate system will amount to \$359 billion over thirty years.

John Donovan asked if construction cost increases were considered. Mr. Dean stated that it is assumed that construction costs would increase in the future, which is tied to the rate of inflation. Rocco Zucchero wanted to better understand why 70% was selected as the acceptable amount of roads deemed safe and adequate, which would imply that 30% of roads are less than adequate. Joy Schaad explained that it was originally assumed that 90% of the roadways would be kept in good and safe condition but then this assumption was reduced to 70% for more conservative estimates. The remaining 30% of roads would be considered in fair, not necessarily poor condition.

Jason Osborn inquired about the difference between 90% and 70% in terms of costs for roadways. Ms. Schaad stated that the difference in costs would be \$125 billion compared to \$96 billion (without inflation), a difference of \$35 billion. Rocco Zucchero expressed concern that there will be additional maintenance and operations costs for the 30% of roads that are not adequate, which affects users and could increase traffic delays.

Bob Dean expressed that there is a need to apply creative ideas and concepts like those mentioned by Mr. Zucchero to create better analysis and graphics for maintenance. He stated that CMAP staff is happy to work with more implementers. Randy Neufield wanted to know if CMAP would be better off to include public private partnerships in the financial estimates. Mr. Dean responded that major capital projects need to be tied to partnerships because partnerships are considered innovative financing that would reduce public costs.

Peter Skosey mentioned that it seems that revenue and expenditures are driven and guided by the preferred scenario but wanted to know if people understand that the preferred scenario will lead to safe and adequate roads for only 70% of roadways. If

people want more return on investment then we could reinvest those funds differently to see if there would be a higher return. Mr. Dean explained that costs and revenues provided are only baseline estimates which don't respond to policies or transit improvements. \$359 billion of operations and maintenance costs keep what the region has but doesn't push the system toward the preferred scenario.

Randy Neufield inquired again if it would help to include public private partnerships but Mr. Dean stated he wasn't sure how to apply partnerships to this cost model however he acknowledged that strategic improvements would be less costly with partnerships.

Sidney Weseman requested the dollar amount tied to the local revenue contribution to roadway operation and maintenance costs. Matt Maloney stated that local revenue contributions would likely come from general funds, sales tax, and property tax and could total up to \$70 billion, which is a much bigger revenue contribution than previous plans. Joy Schaad added that the total share for the local road component was \$9.957 billion and \$3.5 billion was for resurfacing and \$9.9 billion was for reconstruction (estimates do not include inflation). Ms. Schaad stated that further analysis is pending.

Bob Dean reiterated that the financial estimates for the *GO TO 2040* regional plan are higher than prior plans. However, these estimates are in line with comparisons to other large metropolitan regions. The three major reasons why these financial estimates are higher is first because inflation was included, which is a new federal requirement. Secondly, financial estimates used the year of expenditure dollars. Thirdly, local roads were included as part of the road system. Mr. Dean gave the example that the 2020 RTP totaled \$86 billion. However, if that same plan was written today it would cost \$150 billion because of inflation. The actual breakdown uses the same pot of resources. Los Angeles completed a regional plan that totaled \$500 billion and even though they are a larger region, our numbers make sense in comparison.

Chris Snyder explained that he struggled with the magnitude of difference between financial estimates and wanted to know why revenues in 2020 were so much less than the 2040 plan. Mr. Dean explained that inflation and local own source revenues are a big part of the difference.

Keith Sherman asked about the overall rate of inflation and which index was used. Mr. Dean responded that 3% was the rate of inflation and the consumer price index was used. Matt Maloney stressed that some revenue sources will grow faster than others.

Mr. Dean stated that after comparing revenues and costs, \$26 billion would remain for other kinds of improvements. The goal would be to address the backlog through three types of work activity categories. The first category of projects would be aggressive maintenance; the second category would be systematic or strategic improvements such as sidewalks; the third category would include adding capacity and new service. There are

fifty final capital projects being separately evaluated. Mr. Dean expressed that he was interested to find first reactions and get direction from the committee on the first proposal of how the \$26 billion could be spent. Mr. Dean emphasized that \$26 billion is not sufficient to meet the needs of any of the categories and additional efficiencies will be important.

Peter Skosey wanted to know how the remaining amount of \$26 billion would support new projects. Mr. Dean stated that there may not be a lot of funds for new projects. However, many of the projects are performing rehabilitation or reconstruction, and some projects will be incremental improvements. Sidney Weseman reiterated that clearly \$26 billion is not enough for major change especially considering transit. He further explained that trends seem to show that major capital costs generally run three times greater than enhancement costs. Bob Dean answered that this trend may not be the same for highways as compared to transit. Sidney Weseman concluded that it will be important to assume discretionary costs in the forecast for federal funds.

Peter Skosey inquired if the \$359 billion expenditure estimates would go to the county level or municipal streets. Mr. Dean responded that expenditure estimates include municipal streets. Peter Skosey also wanted to know if the same assumptions were made for maintenance of municipal and local streets. Joy Schaad explained that different assumptions were made for each level. The assumptions for local roads are that they will be resurfaced every twenty years and reconstructed every nine years. For expressways resurfacing would happen after fifteen years and every seven years thereafter. Reconstruction will happen after nine years for expressways. Peter Skosey stated that it seemed that one road could see three improvements from reconstruction to resurfacing and that this schedule seemed too tight. Ms. Schaad agreed that the schedule could be revisited and the assumptions could be an overstatement. She took the opportunity to announce that she would like to create a specific group to review these assumptions.

Bob Dean reiterated that staff compared local revenue and costs to make sure that local street costs were not taking away too much federal funding. Local costs and revenue were comparable and fiscally constrained.

Chris Snyder revisited the discussion on the assumption that 70% of the roads will be safe and adequate. He stressed the importance of how to talk about this assumption because we wouldn't want to imply or document that it is acceptable that 30% of roads are bad. Keith Sherman added that it depends on how the terms are defined for what is deemed adequate or good. The selection of roads for improvements may also play a role in determining roadway conditions.

Sim Soot stated that in comparison to the Chicagoland region (\$360 billion), the Los Angeles region (\$500 billion) is not much larger in terms of revenue. He was surprised that the financial impact was not higher. Since the housing market is more expensive in

Los Angeles the region can afford to spend more on transportation. Matt Maloney said that Los Angeles included innovative financing which is why their revenues are higher.

Chris Snyder asked if we need a fourth category for the state of good repair which might include activities like intersection improvements and widening. Bob Dean emphasized that there is a fine line between categories of a state of good repair compared to strategic improvements. Bob Dean explained that he was not asking for approval or consensus but in the March meeting this material will be revisited. Staff continues work on fiscal constraint and reasonable levels for funding estimates.

9.3 Major Capital Projects (Ross Patronsky)

Ross Patronsky provided an update on the major capital projects which were included in the packet. There are a total of fifty-two projects that have been evaluated and eight additional projects that have not been evaluated. There are fifteen projects there were on the initial list but are no longer being considered or have been superseded by related projects. The project evaluations are based on information received from implementing agencies. Each project has an individual write-up which includes quantitative results, qualitative results, and a map of the project showing zones of sensitive lands and infill opportunities affected by the project. The measures included in the write-ups and the summary table of capital projects were adopted last summer. Instead of reporting hours of congestion which depends on the size of a facility, before and after volumes on the facility are reported. The individual write-ups show actual outcomes for each measure. To make it easier to read, the summary table shows the difference between a measure's outcome and the baseline value. Results from modeling with values that are very close to the baseline values are grayed out to show their negligible impacts.

The next step is to identify a set of projects that support the preferred scenario. The set will include fiscally constrained projects. Projects with beneficial results that will require additional funding or future analysis will be included in a list of unconstrained projects. Projects that are beyond the plan horizon, or need extensive analysis will be included in a list for future corridors. There aren't adequate funds to put all projects in the plan but a plan update can be considered if conditions change. Staff will identify these projects and meet with stakeholders again. The staff recommendations will be modified based on those meetings. At the March Transportation Committee meeting a recommendation will be released for public review; adoption of a final set of major capital projects will be sought at the June CMAP Board and Policy Committee meetings. A formal public comment period will be held before October 2010.

Jason Osborn inquired which agencies proposed the fifty two projects and stated that it was important for implementer agencies that sponsored projects to be made transparent in the final document. Ross Patronsky responded that the vast majority of recommendations were developed as part of the previous 2030 RTP plan and that it would be possible to identify sponsors who supported proposals.

10.0 Regional Highway Ride Quality (Dan Rice)

Dan Rice provided a brief summary of the report *Highway Ride Quality in the Chicago Region*. "Acceptable ride quality" is a performance measure defined by the Federal Highway Administration (FHWA) that is based on the International Roughness Index (IRI). State DOTs provide the IRI data to FHWA, who in turn use the data to provide a national perspective on roadway conditions for the biennial Conditions and Performance (C&P) report to Congress. Data sources for the CMAP report included IRI data from 2003 HPMS and 2006 IRIS files, and national ride quality averages from the FY 2006 C&P report were also referenced. Comparison of IRI data over the time period 2003 to 2006, indicated a slight regional improvement in "acceptable ride quality" for Interstate & Urban Expressways (functional classes 10 & 20), and a slight regional deterioration in "acceptable ride quality" for principal arterials (functional class 30). Comparison of regional conditions versus state-wide and national ride quality conditions indicated that expressway conditions in the Chicago region were below statewide condition averages, and slightly above national condition averages; while regional principal arterial conditions were below both statewide and national condition averages. Staff plans to use updated IRI data to continue to monitor the condition and performance of expressways and principal arterials in the Chicago region. The data from this report is intended to provide a baseline for future review, and to provide comparison to national conditions and trends. The full report is available at <http://www.cmap.illinois.gov/cmp/measurement.aspx>.

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12.0 RTA Update (Sid Weseman)

Mr. Weseman updated the committee on recent RTA budget activities. The budget was adopted and incorporates an agreement between the Governor and transit agencies. The agreement will hold transit fares constant for two more years. RTA will issue \$160 million in long term debt and the state will provide two years of debt service. The CTA will transfer federal capital funds into preventative maintenance. This approved budget provides for stable fares but doesn't provide for stable levels of service. Therefore, service reductions will be implemented this year. Overall, sales tax revenue declined by 5% this past fiscal year. However, adjusting for all differences raises the rate of decline in revenue to 10%. The RTA forecasts a rebound in the economy by 2012 but in the meantime the RTA budget is impacted by state difficulties and current financial policies have been suspended.

13.0 State Legislative Update (Ylda Capriccioso)

Ylda Capriccioso spoke specifically about the re-introduction of the regional comprehensive planning fund to state legislation. There is a new fact sheet with details on the status of the regional planning fund. CMAP's main priority for the upcoming general assembly will be to track this fund along with other legislation on issues like water, natural resources, and land. Ms. Capriccioso requested that the committee keep these legislative issues and efforts on their radar. Peter Skosey asked what strategy CMAP would be using

to gain sponsorship for the bill on the regional comprehensive fund. Ms. Capriccioso explained that the strategy being used is to gain funding through budget appropriation.

14.0 Coordinating Committee Reports

Chris Snyder reminded the committee that the next programming coordinating committee meeting is scheduled for Wednesday January 13, 2010.

15.0 Public Comment

There was no public comment.

16.0 Other Business

Peter Skosey informed the committee that MPC recently sponsored legislation to authorize public private partnerships for the transportation act. He encouraged members to review Senate Bill 108 for more detail since it is a similar bill.

17.0 Next Meeting

March 5, 2010

18.0 Adjournment

Meeting adjourned at 11:46 a.m.

Transportation Committee Members

_____ Charles Abraham	_____ Jamy Lyne	_____ David Simmons
_____ Rocky Donahue	_____ Jan Metzger	_____ Peter Skosey
_____ John Donovan***	_____ Arlene J. Mulder	_____ Chris Snyder*
_____ John Fortmann	_____ Randy Neufeld	_____ Steve Strains
_____ Rupert Graham, Jr	_____ Jason Osborn	_____ Vonu Thakuriah
_____ Jack Groner	_____ Leanne Redden**	_____ Paula Trigg
_____ Luann Hamilton	_____ Tom Rickert	_____ David Werner***
_____ Robert Hann	_____ Mike Rogers	_____ Ken Yunker
_____ Fran Klaas	_____ Joe Schofer	_____ Tom Zapler
_____ Don Kopec	_____ Keith Sherman	_____ Rocco Zucchero

*Chair

**Vice-Chair

***Non-voting