



Chicago Metropolitan Agency for Planning

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Transportation Committee

November 15, 2013 - 9:30 a.m.

MINUTES

Cook County Conference Room

233 S. Wacker Drive, Suite 800, Willis Tower

Chicago Illinois

Members Present: Chair Leanne Redden – RTA, Reggie Arkell – FTA, Jennifer Becker – Kendall County, Michael Bolton – Pace, Brian Carlson – IDOT District One, Bruce Carmitchel – IDOT OP&P, Michael Connelly – CTA, Chalen Daigle – McHenry County, John Donovan – FHWA, Henry Guerriero– ISTHA, Luann Hamilton – CDOT, Emily Karry – Lake County, Jennifer Killen – Cook County, Don Kopec – CMAP, David Kralik– Metra, John Loper – DuPage County, Randy Neufeld – Bicycle and Pedestrian Task Force, Tom Rickert - Kane County, Steve Schlickman – Academic & Research,

Members Absent: Charles Abraham – IDOT DPIT, Alicia Hanlon – Will County, Robert Hann – Private Providers, Wes Lujan – Class 1 Railroads, Leon Rockingham – Council of Mayors, Mike Rogers – IEPA, Joe Schofer – Academic & Research, Peter Skosey – MPC, Kyle Smith – CNT, Steve Strains – NIPRC, Ken Yunker – SEWRPC.

Others Present: Ning Ai, Mike Albin, Garland Armstrong, Heather Armstrong, Pat Barker, Tom Bothen, Edward Bury, Len Cannata, Bruce Christensen, Mary Clumpner, Lise Dirks, Heidi Files, Brian Hacker, Mike Klemens, Patrick Knapp, Valbona Kokoshi, Christina Kupkowski, Cody McChane, Paul Metaxatos, Mark Pitstick, Chad Riddle, Chris Schmidt, David Seglin, Jordan Snow, Deb Spencer, P. S. Sriraj, Chris Staron, Havan Surat, Nebiyou Tilahun, Thomas VanderWoude, Mike Walczak, Tammy Wierciak, Bo Zou, Barbara Zubek.

Staff Present: Patricia Berry, Teri Dixon, Kama Dobbs, Jesse Elam, Doug Ferguson, Craig Heither, Lindsay Hollander, Leroy Kos, Matthew Maloney, Holly Ostdick, Ross Patronsky, Russell Pietrowiak, Todd Schmidt, Gordon Smith, Drew Williams-Clark.

1.0 Call to Order and Introductions

Committee Chair Leanne Redden called the meeting to order at 9:35 a.m.

2.0 Agenda Changes and Announcements

Ms. Karry stated that former Lake County staff member Dusty Powell, known by many on the committee, passed away this week. Services will be held on Saturday.

3.0 Approval of Minutes – October 4, 2013

On a motion by Mr. Loper and a second by Mr. Rickert, the minutes of October 4, 2013 were approved as presented.

4.0 Coordinating Committee Reports

Ms. Redden reported that the Regional Coordinating Committee met on October 9, 2013 and recommended approval of the FY 2014-2018 CMAQ Program and recommended support of the staff recommendation regarding the Illiana Corridor GO TO 2040 Amendment. Mr. Connelly reported that the Local Coordinating Committee also met on October 9, 2013 and received an update on the LTA program.

5.0 FFY 10-15 Transportation Improvement Program (TIP)

5.1 FFY 10-15 TIP Amendments and Administrative Modifications and Updates to Attachment A

Mr. Kos reported that TIP amendments and modifications were attached to the agenda. He also reported that all FFY 2013 line items must be awarded, moved to a later year or deleted from the TIP. To accommodate this process, the selected year of the TIP in Attachment A must be updated to include both FFY 13 and 14. He reminded the committee that project changes that are conformity amendments are due December 6 for consideration for release for public comment in January, 2014. Mr. Rickert made a motion, seconded by Mr. Kopec, to approve the FFY 10-15 TIP amendments and concur with the update of Attachment A. The motion carried.

5.2 Federal Fiscal Year 2014-2018 State/Regional Resources Table

Mr. Kos reported that the State/Regional resources table developed for FFY 2014-2018 reflects the funding levels for the TIP and is used to determine fiscal constraint. He continued by stating that IDOT and the RTA have concurred in the information provided in the table. Mr. Connelly made a motion, seconded by Mr. Bolton to accept the FFY 2014 – 2018 State/Regional resources table. The motion carried.

5.3 Proposed Meeting Dates for Calendar Year 2014

Ms. Redden requested approval of the Calendar Year 2014 meeting dates. On a motion by Mr. Carmitchel, seconded by Mr. Rickert, the 2014 meeting dates were approved.

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

Ms. Dobbs reported that for Federal Fiscal Year 2013 the region exceeded the Obligation Goal of \$123 million – obligating a total of just over \$140 million in federal CMAQ funds and reducing the unobligated balance by about \$35 million. The obligation goal set for federal fiscal year 2014 is \$139 million. She stated that in October the CMAP Board and MPO Policy Committee approved the FY 2014 – 2018 program. FHWA and FTA found all included projects to be eligible to receive CMAQ funds. She stated that sponsors of projects included in the recently approved program are required to attend an initiation meeting scheduled for 10:00 a.m. on Friday, December 6 at IDOT's District 1 office in Schaumburg. An additional meeting for transit project sponsors processing projects through the

FTA will be held at CMAP earlier that week. She noted that sponsors of projects included in the program prior to this cycle are also welcome to attend the meetings. She also reported that CMAP staff is currently undergoing a review of the CMAQ project selection and management process and that effort would be discussed with the committee in the coming months.

6.0 Urban Transportation Center

Mr. Schlickman provided an overview of the Urban Transportation Center's research and education program, including the Center's participation in three US DOT designated research centers and the projects that result from those endeavors. He invited the committee to provide thoughts and ideas on transportation research. In response to a question from Ms. Redden, he reported that the Center operates on a dollar for dollar match of federal funds. Ms. Hamilton offered to share recent CDOT studies and Ms. Redden suggested that the Center offer opportunities for partnerships and collaborations. In response to a question from Mr. Kopec, Mr. Schlickman stated that the Center has applied for National Cooperative Highway Research Program funding, but has not been successful with those applications. In response to additional questions, he noted that the Center can be a sub-consultant on projects and can bid for projects or, as a public agency, can enter into IGAs with other public agencies to complete projects.

7.0 GO TO 2040 Update

7.1 Implementation Actions (Drew Williams-Clark)

Mr. Williams-Clark reported that a review of the implementation action area tables found at the end of each of the twelve chapters in GO TO 2040 is underway. He reported CMAP staff has worked to identify implementation examples, and requested that committee members provide additional examples for inclusion. He reported that staff has conducted an internal review to make a high-level determination of the status of each implementation action – classifying each as “retain”, “revise”, “complete”, or “delete.” He requested feedback on both staff-identified examples and those classifications. Ms. Redden stated that RTA has comments, including the need to reconcile inconsistencies between chapters of the plan. Mr. Neufeld suggested developing an “implementation map” to illustrate how processes and criteria feed the TIP and the actions of this committee. Mr. Rickert asked for more information about local STP metrics research and suggested more regional priority be given to ensuring the sustainability of paratransit services. Mr. Bolton and Ms. Redden expressed agreement with the need for more priority to be given to paratransit.

7.2 Plan Indicators (Craig Heither)

Mr. Heither reviewed proposed changes to the indicators used in GO TO 2040 that serve as benchmarks for monitoring the progress of plan implementation. He stated that a revised set of performance measures has been developed for the Plan Update which better matches the agency's policy needs and the data available. Mr. Bolton expressed concern that the transit connectivity indicator is measuring progress against a baseline that is deficient due to historic disinvestment in

transit. Mr. Connelly added that the region has developed a large capital backlog as well as a service backlog in transit. Mr. Rickert noted that for the freight system, there is a focus on congestion and completion. There is much the region does not understand about the impact of the freight system and we may need to consider additional factors, particularly to address the economic growth associated with freight investment. Mr. Heither noted that availability of freight data is an issue. Mr. Guerriero stated that hours of delay should remain as an indicator. Mr. Carlson cautioned that functional obsolescence should not be discounted as suggested, especially as related to freight mobility restricted by load restrictions and clearances on functionally obsolete structures.

7.3 Financial Plan for Transportation Update: Draft Forecasts

Ms. Hollander presented an overview of core revenue, operating expenditure, and capital maintenance expenditure forecasts for the GO TO 2040 update, as well as possibilities for reasonably expected revenues for inclusion in the financial plan and requested feedback from the committee. She stated the final forecasts and draft funding allocations for operations, capital maintenance, systematic enhancements and major capital projects would be presented at the committee's January meeting. Ms. Redden stated that a key component of the plan update is to have complimentary policies and action plans; if the financial forecasts include increased MFT for example, there should be a complimentary action plan to seek that increase. Mr. Donovan added that is one of the challenges of an update; if there hasn't been action on policies to support new or increased revenues, it is harder to agree that those revenues are reasonably expected. Ms. Redden noted that there is an underlying political piece to the equation. Mr. Neufeld agreed and added that politically it is difficult separating the revenue from specific projects; legislators and the public want to know specifically what will be completed with increased funding or what will not be completed if funding isn't secured. Mr. Rickert stated that performance-based funding is more realistic than an MFT increase. He also noted that expenditures were shown to increase and asked where the increase was occurring. Ms. Hollander clarified that the primary difference was that debt service was included in the assumptions and that other expenditure categories had ups and downs that balanced out. Mr. Donovan noted that an underlying assumption that the region can attain 100% safe and adequate facilities over the life of the plan is a struggle and in fact the state plans for achieving 90%. He added that if 100% is the goal, no funding is left for major capital projects and the group should discuss this.

7.4 Major Capital Projects

Mr. Schmidt provided an update on the development of the universe of the major capital projects to be considered in the plan update. Staff met with the region's transportation implementers to update project information for projects already identified in GO TO 2040, including costs, schedules and sponsor priorities. Mr. Donovan stated that GO TO 2040 assumed 50% of the cost of major capital projects was for maintenance elements. He said that this assumption has been grossly misrepresented over the last four years and clarification of the assumption

and methodology is needed. In response to a question from Mr. Arkell, Mr. Schmidt stated that Bus Rapid Transit (BRT) or Arterial Rapid Transit (ART) projects are considered major capital projects only if a dedicated lane is added to the expressway system. He said that BRT and ART will be discussed in the plan, and known projects will be called out. Mr. Bolton added that Pace plans to implement at least 20 BRT or ART routes through 2040 and consideration should be given to including the network of routes as a major capital project. Mr. Arkell stated that FTA has concerns about the magnitude of these projects, such as the Ashland Ave. BRT, and stated that the criteria for including them as major capital projects should be revisited and perhaps related to New Starts or Small Starts criteria. Mr. Connelly added that under the current definition they are not major capital projects and that in suburban locations in particular, the addition of lanes is unlikely.

8.0 Transportation Alternatives Program

Mr. Elam provided an overview of the application evaluation procedures and presented a proposed program of projects for release for public comment. Mr. Rickert stated that staff did a good job of evaluating and recommending projects in a short time frame, but that over the next few months the process should be reviewed to consider additional committee involvement. Mr. Riddle stated that the phase 2 deadlines may be a little optimistic if kickoff meetings are not held right away. Mr. Rickert added that if inclusion of projects in the Regional Greenway & Trails plan is going to continue to be one of the criteria for funding, that plan should be updated. Mr. Connolly made a motion, seconded by Mr. Rickert to release the Proposed Transportation Alternatives Program for public comment from November 15 to December 16, 2013. The motion carried.

9.0 State Legislative Agenda & Framework- 2014

Mr. Smith reported that CMAP staff seeks committee input updating the state legislative framework, legislative agenda, and policy priorities for CMAP during the 2014 legislative session. He encouraged members to review the 2013 information included in the packet and to contact staff with comments to be considered.

10.0 Status of Local Technical Assistance (LTA) Program

Ms. Redden announced that the LTA program status report was included in the agenda packet.

11.0 Other Business

Mr. Donovan reminded the committee that the site visit and public meeting for the USDOT certification of CMAP would take place on Monday and Tuesday (November 18 and 19).

12.0 Public Comment

Ms. Heather Armstrong stated that she has experienced difficulty using her existing ADA Paratransit card with the new Ventra system and has received conflicting answers from Ventra and CTA regarding when issues with the old cards will be

resolved. Ms. Redden stated that 100% of the new ADA Paratransit cards will be distributed before Thanksgiving and she thanked Ms. Armstrong for her patience during the transition process.

Mr. Garland Armstrong stated he had heard rumors of an overpass planned to be constructed in Elmwood Park at the Grand Avenue at Milwaukee District railroad crossing where there are a lot of freight trains and Metra trains. He stated Village Trustees could not confirm the project. Ms. Redden stated that it sounded like an IDOT CREATE projects and staff would look into his question and provide that information to him.

13.0 Next Meeting

The next meeting is scheduled for January 17, 2014 at 9:30 a.m.

14.0 Adjournment

On a motion by Mr. Rickert, seconded by Mr. Carmitchel, the meeting adjourned at 11:30 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