



Chicago Metropolitan Agency for Planning

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Transportation Committee Minutes

November 20, 2009

Cook County Conference Room

233 S. Wacker Drive, Suite 800, Sears Tower

Chicago, Illinois

Members Present: Chair - Luann Hamilton – CDOT, Chris Snyder – DuPage County, Chuck Abraham – IDOT- DPIT, John Biessel – Cook County, Brian Carlson - IDOT District One, Maria Choca-Urban – CNT, Chalen Daigle- McHenry County, John Donovan – FHWA, Jack Groner- Metra, Henry Guerriero – Tollway, Robert Haan – Private Providers, Don Kopec - CMAP, Jamy Lyne– Will County, Arlene J. Mulder – Council of Mayors, Leann Redden-RTA, Thomas Rickert – Kane, David Simmons – CTA, Peter Skosey – Metropolitan Planning Council, Lorraine Snorden - Pace, Mike Sullivan – Kendall County, Paula Trigg– Lake County, David Werner – FTA

Members Absent: Bill Brown – NIRPC, Mike Rogers - IEPA, Sarah Lutz - McHenry County, Joe Schofer - Northwestern University, Randy Neufeld - Bicycle and Pedestrian Task Force, Les Nunes – IDOT - OP&P, Vonu Thakuriah - UIC-UTC, Ken Yunker – SEWRPC, Tom Zapler – Class 1 Railroad Companies

Others Present: Kristen Bennett, Glen Campbell, Len Cannata, Bruce Christensen, Michael Connelly, Kama Dobbs, Henry Guerriero, Christina Kupkowski, Alex Oreschal, Marta Perales, Tom Rickert, Chad Riddle, David Seglin, Brian Shaw, Vicky Smith, Chris Staron, Emily Tapia, James Tigue, Mike Walczak, Jan Ward, Sid Weseman, Tammy Wierciak

Staff Present: Shana Alford, Patricia Berry, Janet Bright, Bob Dean, Teri Dixon, Leroy Kos, Matt Maloney, Holly Ostdick, Ross Patronsky, Joy Schaad

1.0 Call to Order and Introductions

Luann Hamilton, Committee Chair, called the meeting to order.

2.0 Agenda Changes and Announcements

Luann Hamilton spoke briefly about the rescission for the locally programmed STP funds. The amount identified for the northeastern Illinois TMAs is approximately \$15 million. The SAFETEA-LU subcommittee may be activated to discuss the rescission so that a recommendation may be made at the January MPO Policy committee meeting.

3.0 Approval of Minutes

Teri Dixon reviewed revised language for the public comment portion of the October 23rd meeting minutes. There were no other corrections. On a motion by Mr. Groner, seconded by Ms. Trigg minutes from September 18, 2009 meeting and the revised October 23, 2009 minutes were approved. Vote: All ayes.

4.0 Coordinating Committee Reports

Chris Snyder gave a report from the Programming Committee which met on October 14th. The committee was presented with a revised 2009 Northeastern Greenway Trails Plan which included changes made to the language on transit; the plan was recommended for approval. There was also discussion about the Interagency Partnership for Sustainable Communities, a partnership represented by the White House Office of Urban Affairs, U.S. Environmental Protection Agency, U.S. Department of Transportation, and the U.S. Housing and Urban Development. Finally, the FFY 2010-2011 CMAQ program was presented and recommended for approval.

Luann Hamilton gave a report from the Planning Coordinating Committee which met on November 18, 2009. Ms. Hamilton highlighted three key topics that were discussed at the meeting.

Preferred scenario development – The committee discussed the development process for the preferred scenario, which will form the basis of GO TO 2040's recommendations. The preferred scenario is scheduled to be brought to the Transportation Committee for a recommendation for endorsement in January 2010, and is currently being presented to stakeholder groups for comments. The committee discussed the contents of the preferred scenario and the comments received to date.

Board discussion of GO TO 2040 recommendations – Potential recommendations of GO TO 2040 will be brought to the Board for discussion over the next several

months. These recommendations are consistent with the priorities of the preferred scenario. The Board will be asked to discuss the proposed direction for each of these recommendations and provide feedback to staff. Recommendations related to transportation will also be discussed at the Transportation Committee over the next several months; the discussion of freight today is part of this process.

Plan production and promotion – The committee discussed the production and promotion of GO TO 2040. Having materials that effectively communicate the plan’s recommendations is important to its success. Staff is currently in the process of selecting a consulting firm to assist with this.

Ms. Hamilton announced that the CMAP board is scheduled to review the individual topics of the plan during 2010 and will likely review a few topics at each meeting. Currently CMAP is searching for an independent contractor who has expertise in media planning to lead the promotion of the *GO TO 2040* plan in 2010. CMAP is interviewing a short list of consultants and a decision will be made in December.

5.0 Transportation Improvement Program (TIP)

Mr. Kos explained that revisions for FFY09 line items to be awarded, moved into other years, or deleted were requested for this set of TIP changes. These changes were in conjunction with the beginning of the federal fiscal year 2010, October 1st, 2009. Mr. Kos stated that there were no public comments on the non-exempt and exempt TIP amendment and modification reports. Mr. Kos also explained that Attachment A is a list of TIP fund categories and the selected years of the TIP. Mr. Kos requested approval of the TIP revisions and Attachment A with both FFY 09 and FFY 10 as selected years. On a motion by Mr. Kopec, seconded by Mr. Rickert, the TIP revisions and Attachment A were approved. Vote: All ayes.

6.0 Preliminary Meeting Dates – Shana Alford

Ms. Alford reminded the committee that selected calendar dates for the year 2010 were sent out several times for comments. The revised agreed to dates are listed below. Ms. Alford requested final approval of the dates.

Final Meeting Dates for Calendar Year 2010

- January 6
- March 5
- April 23
- May 21
- June 4
- July 30
- August 20
- September 17

November 19

On a motion by Mr. Groner, seconded by Ms. Trigg the dates for the 2010 Transportation Committee meetings were approved. Vote: All ayes.

7.0 CMAQ Rescission

Holly Ostdick announced that there is an \$83 million rescission to the CMAQ program. The CMAQ Project Selection Committee (PSC) met on 10/30/09 and 11/17/09 to consider options for implementing the rescission. Staff provided six options to the CMAQ PSC for implementing the rescission. The CMAQ PSC directed staff to develop a strategy to move all projects with 100% unobligated funding onto a CMAQ A list and effectively out of the Transportation Improvement Program (TIP) in order to meet fiscal constraint and to assist in active program management. Ms. Ostdick talked through the memorandum that was given to the committee in advance for review.

Key points of the presentation were:

- The 100% unobligated projects will be moved out of the TIP and onto the CMAQ A-list. The CMAP Transportation or MPO Policy Committee can take action to move a project back into the TIP. Project sponsors will be required to notify CMAP staff that a project is ready for obligation in order for the project to be moved back into the TIP. Staff will work with IDOT and RTA to ensure the project is ready for obligation prior to TIP changes proceeding for these projects.
- This option for implementing the rescission puts the onus on project sponsors to closely monitor projects, to move forward with projects, and to be aware of the status of their projects. The projects, as all CMAQ projects, are subject to the programming policies approved in March by the MPO Policy Committee and CMAP Board

Jack Groner requested clarification of the process, if a project is ready for implementation and needs to get back into the TIP. Ms. Ostdick reiterated that the project sponsor will have to request that the project be moved back into the TIP and show proof that their project is ready for obligation. CMAP staff will then confirm with the RTA and IDOT that in fact the project is ready for obligation. Once confirmation is received a TIP change will occur. Currently the CMAQ A list is a little under \$200 million. This will allow funding to be available for projects that are moving forward. Mr. Groner wanted to confirm that it would only take a letter and justification to be sent to CMAP for a project to be re-programmed, which Ms. Ostdick confirmed, subject to RTA or IDOT concurrence.

Ms. Ostdick made the committee aware that RTA will consider the service boards' programs in December and the MPO Policy Committee will not consider moving

projects out of the TIP until January. Given this timing, projects that are part of the 2010 approved program will have an opportunity to be obligated prior to the January Policy Committee meeting.

Jamy Lyne asked if a list of 100% unobligated projects is available. Ms. Ostdick stated that the list will not be final until it is adopted by the MPO Policy Committee in January, and a draft list is available now on the CMAP website. This list includes information on the year in which the project was programmed so it is apparent how long the projects have been dormant. Peter Skosey asked whether or not the rescission's impact on the CMAQ program was a result of having an unobligated balance in the program and Ms. Ostdick stated that this was indeed the case. Mr. Skosey also asked if there is potential for another rescission. Ms. Ostdick replied affirmatively and reiterated that actions are being taken to actively manage projects in an attempt to avoid future rescissions to CMAQ. The current programming policies are to spend down unobligated balances and get these projects moving to avoid further rescissions as well as lapsing of federal funds.

Peter Skosey asked why \$194 million of CMAQ funding was moved out of the TIP instead of just the \$83 million rescission amount. Luann Hamilton explained that a pool of available resources has to be created so that staff is able to move projects that are anticipating obligation and that moving all of the projects that are 100% unobligated will hopefully motivate sponsors to make progress with their projects. Ms. Ostdick added that the Transportation Committee schedule takes into account the IDOT letting schedule and FTA grant schedule so no projects delays will occur once a project is ready for obligation and a request is received.

Chris Snyder wanted to know if one or all phases of a project will be moved from the CMAQ A-list into the TIP. Ms. Ostdick responded that the PSC had determined that all phases should be moved at once into the TIP if a request is made. Ms. Ostdick informed the committee that if a project is on the A-list then it will be treated as if it is in the TIP which means that projects will be subject to the programming policies that were adopted by the MPO Policy Committee and CMAP Board in March of 2009 and will have the opportunity for a one time move into another fiscal year and if an obligation does not occur within the year that the project was moved to the project would be considered for withdrawal. These policies were created to address the challenge of dormant projects.

It was asked whether this form of programming would be the way new projects would be programmed in future years. Don Kopec reminded the committee that there is no call for new projects until federal fiscal year 2012 which will hopefully allow for CMAQ projects to get moving. Dave Seglin inquired if the fact that we are moving more than the \$83 million required for CMAQ could handle the STP rescission as well. Mr. Donovan stated it is a program specific rescission. Ross

Patronsky reiterated that the goal of moving projects with 100% unobligated balances to a CMAQ A list identifies the projects that are dormant. Staff is hoping for a self-selection process for cancelling projects that will amount to \$83 million. However, if this does not happen then program management tools will also identify dormant projects. One option the CMAQ PSC considered was to move projects to future years of the TIP, however it was determined that this would just postpone the problem. Mr. Patronsky said that the CMAQ PSC just approved one time moves due to the status updates due at the end of the Federal Fiscal Year and anticipates that in October 2010 the CMAQ PSC will have a lot of choices to make since of the 150 projects with phases in 2009, 108 projects used their one time move, and 81 projects moved into the next Federal Fiscal Year.

Luann Hamilton mentioned the IDOT appropriation for State Fiscal Year (SFY) 2010 is \$21 M. If there is a flood of projects moving forward using state appropriation the region might run into the issue of no appropriation remaining. Ms. Ostdick stated CMAP staff and the state are working together to try and identify an appropriate appropriation. Ms. Ostdick reminded the committee that last year the STP program had a similar issue. In 2009, suburban councils used 140% of the state appropriation and the state was accommodating.

On a motion by Mr. Rickert, seconded by Mr. Neufeld, the rescission implementation plan described within the memo to the Programming Coordinating Committee, CMAP Board, and MPO Policy Committee was recommended. Vote: All Ayes

8.0 GO TO 2040

8.1 Preferred Scenario, Financial plan, Major Capital Projects

Bob Dean updated the committee on the *GO TO 2040* process. He stated that an updated draft of the preferred Regional Scenario was included in the meeting materials, and the committee would be asked to recommend endorsement of the final document at their January meeting. He also stated that the schedule for major capital project evaluation had been delayed for several months to allow more time for technical work, stakeholder coordination, and public engagement, and a recommended fiscally constrained project list was now expected to be finalized by June 2010, rather than March 2010. Mr. Dean added that at the January meeting, the initial project evaluations would be complete, and an initial estimate of fiscal constraint would also be presented for discussion.

Peter Skosey suggested using the term “coordinate” instead of “unsiloing” when describing the effort being made to better cross-reference scenarios.

8.2 Strategy Report: Travel Demand Management

Tom Murtha presented on the results of the Travel Demand Management (TDM) strategy paper completed early in 2009. Mr. Murtha emphasized managing travel demand is aimed to reduce congestion and increase mobility. Strategies that were suggested in the paper would be implemented by local businesses, universities, hospitals and communities, and state government.

Mr. Murtha said that the paper's review of TDM mechanisms included traveler information, employer/campus travel demand management, auxiliary transit services, and market incentives. For example, the paper suggested that a 511 system could be a regional or state-wide system to provide a "one-stop shop" for travel information; this type of system has been effective in places like San Francisco. Another strategy reviewed included individualized marketing. Research shows that individualized and targeted marketing for TDM has a better chance at changing behavior of drivers and passengers than mass-market techniques, since individualized marketing can be targeted to individuals ready to change behavior and who live in areas conducive to such behavioral change.

New and innovative programs like the Auxiliary Transit Services- Regional Rideshare Programs, along with market and financial incentives are other ways to get people to participate in multi-modal travel was discussed. Also, employers and campus demand management strategies have been used too, to encourage alternative travel to driving.

Staff completed data analysis to find out what the travel behavior is across the region and it was found that few people drive many miles per car per year. Most auto travel is local, and might be subject to travel demand management. Also, the annual miles driven per vehicle are remarkably consistent across the region, though vehicle ownership varies dramatically. Thus, affecting vehicle ownership is an important travel demand management strategy. Staff used the annual miles data to test various alternatives to raising additional funds for Illinois with a gas tax. Staff also determined how much fees would have to be raised to replace the state gas tax. While the revenue from a VMT fee might be important one day, Mr. Murtha stated that VMT fees only at the levels necessary to replace the gas tax will not be substantial or decisive in managing travel demand.

Staff also looked at equity issues associated with market mechanisms. From a consumer expenditure survey staff found that people in the lowest 20 percentile income bracket are spending \$3000 per year on transportation, a higher proportion of income than people in higher income brackets. Because people with higher incomes drive more, a VMT fee to replace the gas tax might not be inequitable, but it might still be burdensome. However, converting insurance premiums to be VMT-based would increase equity, since they are large and are currently collected on a flat basis regardless of income. VMT-based insurance premiums could

present the opportunity for people to control substantial costs by reducing travel demand. Thus, VMT-based auto insurance, available in other states, might have the double benefit of increasing equity and helping to manage travel demand.

Peter Skosey asked Mr. Murtha why VMT fees as an alternative to the gas tax did not impact behavior and whether or not the transportation model used variable or flat VMT. Mr. Murtha explained that the model looked at flat fees, variable fees and numerous other options. Dave Seglin referenced pg. 22 of the strategy paper and stated that it is likely that fuel prices would impact land use over time and felt this was an important point to note in the analysis. Luann Hamilton explained that fluctuations in gas prices won't affect where you live unless it is sustained over a long period of time.

The TDM strategy paper is [online](#).

8.3 Regional Freight System Planning Recommendations

Tom Murtha presented a process to develop planning recommendations for the regional freight system. The planning recommendations considered the economic impact of investments in the freight system as well as the changes in the freight flows forecast to 2040.

By 2040 traffic is expected to grow substantially. The goal of the recommendations is to put in place policies and projects that will make the system work no matter what changes happen in industries over time. Currently CMAP has a contract with Cambridge Systematics to prepare the freight planning recommendations. The project is fully integrated into the *GO TO 2040* process. It is expected that the work by Cambridge Systematics will be completed in January. The analysis includes a series of themes on economics, logistics, freight infrastructure, organization, public policy, environment and community impact.

Mr. Murtha thanked committee members for their cooperation to date, which has included both the provision of data and staff assistance in the development of projects and policies.

Mr. Murtha pointed out that the CREATE model of public-private partnership with mutual benefits is a good example for the region. There is substantial public benefit to gain from this program. The consultants are working with stakeholders to identify ways for the region to move forward with such win-win programs, ensuring both public and private-sector support. Such win-win solutions will strengthen both Chicago-region industries needing better access to markets and will reduce transportation system congestion.

Mr. Murtha made note of a few findings for the project. First, much of the freight traffic in the region is through traffic. This traffic will need to be accommodated somehow, since the industrial base of our neighboring Midwest states, with whom we share strong economic links, depends greatly on the ability to move their products through Chicago. Mr. Murtha also pointed out that for shippers, system reliability was critical.

Mr. Murtha finished the presentation by pointing out some design solutions, such as roundabouts and turning roadways that work both for the freight industry and for other users, including walkers and cyclists.

9.0 RTA Update

The RTA is working through a series of detailed studies, conditions assessments, market assessments, and a long term financial outlook. The RTA plans to talk about key findings and their meanings. The RTA would like to collaborate with CMAP on the *GO TO 2040* planning process in the near future.

10.0 Public Comment

There were no public comments.

11.0 Other Business

Chris Snyder congratulated Luann Hamilton for the work she has accomplished as the Committee Chair. Friday, November 20th, was the official last day for Ms. Hamilton as Chair of the Transportation Committee. Ms. Hamilton will continue to be involved as the liaison between the Transportation Committee and the Planning Coordinating Committee.

12.0 Next Meeting

The next meeting will be held on January 6, 2010.

Adjournment

Meeting adjourned at 10:38 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