



Chicago Metropolitan Agency for Planning

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Transportation Committee

January 17, 2014 - 9:30 a.m.

MINUTES

Cook County Conference Room

233 S. Wacker Drive, Suite 800, Willis Tower

Chicago Illinois

Members Present: Chair Michael Connelly – CTA, Reggie Arkell – FTA, Brian Carlson – IDOT District One, Bruce Carmitchel – IDOT OP&P, John Donovan – FHWA, Tara Fifer – Cook County, Scott Gryder – Kendall County, Henry Guerriero – ISTHA, Luann Hamilton – CDOT, Alicia Hanlon – Will County, Emily Karry – Lake County, Don Kopec – CMAP, David Kralik–Metra, John Loper – DuPage County, Randy Neufeld – Bicycle and Pedestrian Task Force, Jason Osborn – McHenry County, Mark Pitstick – RTA, Tom Rickert - Kane County, Peter Skosey – MPC, Steve Strains – NIPRC, Dave Tomzik – Pace, Mayor Eugene Williams – Council of Mayors (via phone).

Members Absent: Charles Abraham – IDOT DPIT, Robert Hann – Private Providers, Wes Lujan – Class 1 Railroads, Mike Rogers – IEPA, Steve Schlickman – Academic & Research, Joe Schofer – Academic & Research, Kyle Smith – CNT, Ken Yunker – SEWRPC.

Others Present: Mike Albin, Garland Armstrong, Heather Armstrong, Jennifer Becker, Len Cannata, Bruce Christensen, Chalen Daigle, Yonah Freemark, Tony Greep, Jessica Hector-Hsu, Mike Klemens, Patrick Knapp, Valbona Kokoshi, Christina Kupkowski, Aimee Lee, Jim Mitchell, Ed Paks, Brian Plum, Chad Riddle, David Seglin, Deb Spencer, Chris Staron, Thomas VanderWoude, Mike Walczak, Barbara Zubek.

Staff Present: Alex Beata, Patricia Berry, Randy Blankenhorn, Teri Dixon, Kama Dobbs, Doug Ferguson, Jessica Gershman, Lindsay Hollander, Leroy Kos, Jill Leary, Matthew Maloney, Jackie Murdock, Holly Osttick, Ross Patronsky, Todd Schmidt, Liz Schuh, Gordon Smith, Drew Williams-Clark.

1.0 Call to Order and Introductions

Committee Chair Michael Connelly called the meeting to order at 9:32 a.m.

2.0 Agenda Changes and Announcements

None.

3.0 Approval of Minutes – November 15, 2013

On a motion by Mr. Carmitchel and a second by Ms. Hamilton, the minutes of November 15, 2013 were approved as presented.

4.0 Coordinating Committee Reports

Mr. Connelly reported that the Regional Coordinating Committee met on January 8, 2014 and recommended approval of the Transportation Alternatives Program (TAP). The committee also received a presentation on CMAPs report on reorienting State and Regional Economic development, CMAP's 2014 State legislative framework and agenda and GO TO 2040 updates and had a discussion regarding GO TO 2040 Financial Plan updates. The Local Coordinating Committee will meet on February 12, 2014.

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. Mr. Rickert made a motion, seconded by Mr. Loper, to approve the FFY 10-15 TIP amendments. The motion carried.

5.2 Semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendment

Mr. Kos reported that the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment has been prepared and requested release for a 30 day public comment period. Mr. Osborn made a motion, seconded by Mr. Gryder to release the semi-annual GO TO 2040/TIP conformity analysis & TIP amendment for a public comment period from January 17 to February 17, 2014. The motion carried.

6.0 Urbanized Area Smoothing

Mr. Jim Mitchell of Gewalt Hamilton, representing IDOT District 1 provided an overview of the need to smooth the Urbanized Area Boundary and coordination that occurred between District 1 and District 3. In response to questions from Mr. Gryder and Mr. Rickert, Mr. Mitchell noted that there is are no direct financial impacts from the smoothing, but that minor collectors previously located outside the boundary would now be eligible for federal funding. Ms. Berry added that that the smoothing follows the recent changes to the Metropolitan Planning Area (MPA) boundary and that communities added to the MPA will participate in the Council of Mayors to compete for federal funding. Previous balances of STP-L funding from those communities will be available to those communities although future allotments will not occur. In response to a question from Mr. Kralik, Mr. Arkell confirmed that the smoothing does not affect urbanized area reporting for FTA. Mr. Rickert made a motion, seconded by Mr. Kopec to recommend approval of the smoothed urbanized area boundaries to the Regional Coordinating Committee and MPO Policy Committee.

7.0 GO TO 2040 Update

Mr. Williams-Clark introduced the four update topics to be discussed by the committee and noted that these components are expected to be complete in the early spring so that the draft plan update can be released for public comment at the June, 2014 meetings of the CMAP Board and MPO Policy Committee.

7.1 Financial Plan for Transportation

Ms. Hollander reviewed the financial plan memo contained in the packet and noted that projected expenditures for operating and maintaining safe and adequate facilities exceed projected core revenues by \$4.5 billion. She provided an overview of reasonably expected revenues beyond the core revenues. In response to questions from Mr. Skosey she clarified that staff assumed a motor fuel tax increase in 2016 and a replacement in 2025 and clarified that staff utilized 20 years of VMT data to project revenues to ensure that a longer history of historical data was used to perform the long-range forecast.

In response to a question from Mr. Carmitchel regarding a higher forecast for performance-based funding revenues, she clarified that a 5 percentage point increase is assumed, instead of a 5% increase. Mr. Skosey asked if both regional and corridor level benefits will be measured for both highway and transit modes and Mr. Williams-Clark stated they would and this would be discussed in the Major Capital Projects update section of the agenda.

Mr. Loper requested data on current revenues tied up in debt service and asked if debt service is accounted for. Ms. Hollander will provide that information and stated that it is accounted for in the forecasts. Mr. Neufeld requested that a section be added to each reasonably expected revenue source to address the major challenges for implementing the strategies, such as legislative opposition, and how those challenges could be overcome. Mr. Donovan added that with no evidence of support for the policies, the plan must explain how they are reasonably expected. Ms. Hollander responded that additional information would be provided in the action plan for reasonably expected revenues.

Mr. Rickert and Mr. Osborn requested that staff meet with county representatives to review the details of the revenue forecasts and discuss how the region has adapted to dwindling revenues while continuing construction and maintenance activities. Ms. Hollander agreed to do so.

In response to a question from Mr. Skosey, Ms. Hollander noted that value capture for transit and other innovative financing approaches were being considered at the project level as reduction in public cost of projects, rather than as regional revenue sources. In response to a request for clarification from Mr. Donovan, Ms. Hollander noted that "safe and adequate" does not mean that there will not be facilities in "poor" condition and that maintenance would continue on a regular schedule. Mr. Carlson added that for IDOT, the primary goal is public safety and the secondary goals are for 93% of bridges and 90% of roadways to be in "good" condition. Mr. Connelly closed by stating that balancing revenues and expenditures is a challenge and that all of the regional agencies have an influence on performance rates and projection rates.

7.2 Treatment of BRT Projects on Arterials

Ms. Schuh provided an overview of staff's proposed text changes to address BRT projects in the updated plan. She noted that projects implemented on existing arterials that do not expand those facilities are being treated as part of modernizing the system and the cost of doing so is included in operating and safe and adequate capital expenditures estimates. She added that BRT elements included in Major Capital Projects are included in the total cost of those projects. Mr. Arkell and Mr. Connelly expressed concern about meeting the FTA requirement that projects seeking New Starts or Small Starts funding must be "listed in the fiscally constrained plan". In response to those concerns and questions and comments from other members, staff stated that using the new text, BRT projects on arterials are fiscally constrained as systematic enhancements and believe the proposed language to be included in the update satisfies the FTA requirement. Staff also noted that New Starts funding is incorporated in the core revenue projections.

7.3 Major Capital Projects

Mr. Schmidt provided an overview of the process and measures that will be used to evaluate proposed Major Capital Projects in the GO TO 2040 plan update. He reported that the evaluation measures used in GO TO 2040 will remain mostly intact for the plan update. Highway and transit facilities will be evaluated using the same evaluation measures, but with more mode-specific calculations for each of the measures.

Mr. Schmidt reported that staff has added a freight measure and an economic impact measure to the quantitative evaluation and that major capital projects will also be evaluated at the regional and corridor level. Mr. Skosey suggested that for the infill and reinvestment measure, trips originating within municipalities versus those originating outside should be evaluated. Mr. Loper suggested that for the long term economic development measure, jobs and the effect on the gross regional product be modeled.

In response to a question from Ms. Hanlon, Mr. Schmidt reported heavy truck congested VMT and vehicle hours of travel would be determined for the freight evaluation measure. Mr. Schmidt noted that projects selected as priorities in the GO TO 2040 update will meet requirements for financial constraint, air quality conformity and environmental justice. He stated that staff has requested more details from project sponsors on the cost of expansion versus maintenance and reconstruction as well as project-specific annual operations and maintenance costs.

Staff is requesting information on financing strategies that would reduce the public investment on a project-by-project basis. In response to a question from Mr. Donovan, Mr. Schmidt noted that if sponsors do not provide this information, staff would estimate based on recent trends. In response to a question from Mr. Skosey, Mr. Williams-Clark noted that both construction and annual maintenance costs to determine the life-cycle cost of projects will be evaluated. Mr. Carlson added that it is not possible for IDOT to provide maintenance and operations costs for segments of interstates because those costs are district-wide. Ms. Hamilton asked

if they could be pro-rated. Mr. Donovan stated that the estimates per project will be useful and cited the recent plan amendment for the Circle Interchange, where consideration of the relatively small share of expansion was precluded by prior practice, as an example.

7.4 Updated Implementation Actions

Mr. Beata reviewed staff updates to the implementation action tables for the Invest Strategically in Transportation, Increase Commitment to Public Transit, and Create a More Efficient Freight Network sections of the plan.

8.0 State Legislative Agenda & Framework- 2014

Mr. Smith reviewed the state legislative framework, legislative agenda, and policy priorities for CMAP for the 2014 legislative session adopted by the CMAP Board last week. He noted that the legislative framework is used to inform the legislature and guide staff and that the legislative agenda details specific policies and initiatives that CMAP supports. In response to a question from Mr. Skosey, Mr. Smith noted that comprehensive reforms to the state tax policy are focused on reduction of the sales tax rate to be equitable across the state and region to allow the region to be more competitive in attracting and retaining businesses. In response to a question from Ms. Hanlon, Mr. Smith and Mr. Beata noted that innovative finance strategies were included in both the implementation action areas and the general text of the plan. In response to a question from Mr. Rickert, Mr. Smith noted that CMAP is encouraging transparency at all levels of government, but is specifically concerned about data sharing from IDOT.

9.0 Status of Local Technical Assistance (LTA) Program

Mr. Connelly noted that an LTA program status report was included in the agenda packet.

10.0 Other Business

Mr. Skosey announced that MPC and the Metropolitan Mayors Caucus would be holding a forum for local governments on February 21, 2014 to provide one-on-one technical assistance to match capital needs with innovative financing strategies.

11.0 Public Comment

Ms. Heather Armstrong stated that Ashland Avenue is narrow north of Fullerton and therefore bus rapid transit (BRT) on that corridor is not a good idea. She stated that Western, Cicero, Pulaski or Milwaukee would be better corridors.

Mr. Garland Armstrong stated that he is concerned about a new year of construction, with Grand Ave. from Pulaski to Division still in rocky condition. He stated that local lawmakers need to get in touch with the US capital to take a look at what is happening so that there is not further deterioration of roads here and throughout the country.

12.0 Next Meeting

The next meeting is scheduled for March 7, 2014 at 9:30 a.m.

13.0 Adjournment

On a motion by Ms. Hanlon, seconded by Mr. Loper, the meeting adjourned at 11:27 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