



Chicago Metropolitan Agency for Planning

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Transportation Committee

March 7, 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, Chalen Daigle – McHenry County (via phone), John Donovan – FHWA, Tara Fifer – Cook County, Scott Gryder – Kendall County, Emily Karry – Lake County, Don Kopec – CMAP, David Kralik – Metra, Christina Kupkowski – Will County, Randy Neufeld – Bicycle and Pedestrian Task Force, Mark Pitstick – RTA, Tom Rickert – Kane County, Mayor Leon Rockingham – Council of Mayors, David Seglin – CDOT, Peter Skosey – MPC, Kyle Smith – CNT, Lorraine Snorden – Pace, Chris Snyder – DuPage County, P.S. Sriraj – Academic & Research, Rocco Zucchero – ISTHA.

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

Others Present: Mike Albin, Garland Armstrong, Heather Armstrong, Jennifer Becker, Mitch Bright, Len Cannata, Jay Ciavarella, Heidi Files, Jessica Hector-Hsu, Jason Hyde, Dan Johnson, Patrick Knapp, Valbona Kokoshi, Aimee Lee, Jim Mitchell, Ed Parks, Brian Plum, Chad Riddle, Chris Staron, Mike Sullivan, Thomas VanderWoude, Mike Walczak, Barbara Zubek.

Staff Present: Erin Aleman, John Allen, Patricia Berry, Randy Blankenhorn, Teri Dixon, Kama Dobbs, Jessica Gershman, Craig Heither, Lindsay Hollander, Leroy Kos, Kristin Ihnchak, Jill Leary, Holly Ostidick, Ross Patronskey, Justine Reisinger, Samantha Robinson, Liz Schuh, Jake Seid, 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

Ms. Dixon announced that Item 5.3 would be changed to “Concurrence with Designated Recipient and Direct Recipients of Federal Transit Administration Section 5307/5340 funding”, and that an additional item, 5.5, would be added to consider FHWA Urbanized Area Adjustments to District 1/ CMAP Region.

3.0 Approval of Minutes – January 17, 2014

On a motion by Mr. Skosey and a second by Mr. Rickert, the minutes of January 17, 2014 were approved as presented.

4.0 Coordinating Committee Reports

Mr. Kralik reported that the Local Coordinating Committee met on February 12, 2014 and received an overview of the Berwyn Zoning Ordinance project. The committee discussed the types of future LTA projects that are desired to fill local needs and make use of CMAP's expertise. He reported the next call for LTA project will be issued in May, with project selection approval expected in October. The Regional Coordinating Committee will meet on March 12, 2014.

5.0 FFY 10-15 Transportation Improvement Program (TIP)

5.1 FFY 10-15 TIP Amendments and Administrative Modifications

Mr. Kos reported that TIP amendments and modifications, updated March 4, 2014, were attached to the agenda. He stated that one project change was included in the report on Wednesday March 5 and updated on the website. Mr. Carmitchel made a motion, seconded by Mr. Seglin, 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 public comment period closed on February 18, 2014 and no comments were received. Mr. Skosey made a motion, seconded by Mr. Rickert to recommend the semi-annual GO TO 2040/TIP conformity analysis & TIP amendment for approval to the Regional Coordinating Committee and MPO Policy Committee. The motion carried.

5.3 Concurrence with Designated Recipient and Direct Recipients of Federal Transit Administration Section 5307/5340

Ms. Berry reported that program guidance for the Urbanized Area Formula program was issued by the Federal Transit Administration on January 16, 2014. This guidance (Circular 9030.1E) establishes rules for Designated Recipients among other changes. While FTA encourages designation of a single Designated Recipient for each large Urbanized Area, nothing precludes the designation of multiple Designated Recipients. RTA, CTA, Metra and Pace have been the designated recipients of FTA Urbanized Area Formula program funds in prior years. Ms. Snorden made a motion, seconded by Mr. Rickert, to recommend that the MPO Policy Committee and the Regional Coordinating Committee concur that RTA, CTA, Metra, and Pace be designated as Designated Recipients for the Section 5307/5340 Urbanized Area Formula program funds. Mr. Pitstick offered a friendly amendment to the motion to include recommending that the agreement between the MPO, state and transit operators be updated. The amendment was accepted and the motion, as amended, carried. Mr. Arkell stated that the designation can be a one-time action, and so years and amounts should be left out of the designation letter.

5.4 Section 5310 Proposed Program of Projects - Continuation Projects

Mr. Ciavarella reported that the federal Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is designed to improve mobility by removing barriers to transportation services and expanding the transportation mobility options available. Following up on the recently updated Human Services Transportation Plan (HSTP) for northeastern Illinois, the RTA released a call for existing operating and mobility management projects that previously received funding under the SAFETEA-LU JARC/New Freedom programs. Mr. Ciavarella said the proposed projects, totaling \$4.2 million, are available for public comment until March 30, 2014. The RTA Board will consider adoption of the proposed projects at their April 19 meeting. He reported that an open call for new projects to be funded with Section 5310 funds will be issued in May, for consideration by the RTA Board in October. An update on the recommended program will be provided to the transportation committee prior to the RTA Board consideration. Mr. Rickert and Ms. Snorden thanked the RTA for their outreach efforts.

5.5 FHWA Urbanized Area Adjustments to District 1/CMAP Region (Item Added)

Mr. Jim Mitchell of Gewalt Hamilton, representing IDOT District 1 reported that, based on conversations between the IDOT Central Office and FHWA, IDOT District 1 is seeking concurrence to modify the previously considered urban area boundaries to define Somonauk and Lake Holiday as a separate urban cluster independent of the Chicago urbanized area and to define Coal City, Braidwood, Wilmington and Godley as a separate urban cluster independent of the Chicago urbanized area. The recommendation does not affect the metropolitan planning area boundary that is currently awaiting approval by the Governor's office. Mr. Carmitchel made a motion, seconded by Mr. Seglin to recommend the proposed modifications to the urban area boundaries for approval to the MPO Policy Committee. The motion carried.

6.0 Health, Land Use and Transportation Workshop Outcomes

Ms. Robinson reported that with the help of CMAP's Human and Community Development Working Committee, CMAP held its first Making the Connection: Community Health, Land Use, and Transportation Planning Workshop on Monday, December 9, 2013. An overview and detailed summary of the Workshop was included in the committee's packet. The audience for the workshop included nearly 50 representatives from Counties and the City of Chicago—large jurisdictions that are active in public health, land use, and transportation planning. The workshop focused on discussing coordination between public health, land use and transportation, as well as understanding how CMAP can work with Counties and the City of Chicago to integrate these three areas into Local Technical Assistance (LTA) work.

7.0 GO TO 2040 Update

Mr. Williams-Clark reported that staff is updating the implementation action areas, the financial plan, the indicators, and the major capital projects to inform the GO TO 2040 plan update. These components are expected to be complete in the early spring so that the plan update can be drafted for public comment release at the June, 2014 meetings

of the CMAP Board and MPO Policy Committee. Mr. Williams-Clark said the status of the updates to the financial plan, indicators and major capital projects will be reviewed in detail by staff leading those efforts. He concluded his portion of the report, saying that final draft text of the Regional Mobility implementation actions areas, based on numerous comments from the transportation committee, is available for download on the committee website. The goal of the implementation actions is to move the policies of GO TO 2040, including those in the financial plan, forward.

7.1 Plan Indicator Targets

Mr. Heither reviewed the revised indicators that will serve as benchmarks for monitoring the progress of plan implementation and presented an overview of the process CMAP used to develop short- and long-term target values for the indicators. He stated there are 28 total indicators, including 8 related to transportation.

Mr. Neufeld asked why “walk scores” was not selected as a data source. Mr. Kyle Smith stated that he likes density and that “walk scores” are based on amenities and the conditions of the walking environment. Mr. Pitstick asked why the region cannot commit to completing a sidewalk inventory. Mr. Neufeld noted that while important, such an effort is not easy.

In response to a question from Ms. Snorden, Mr. Heither stated that vanpools, ADA trips and call-and-ride service are not included in transit measures. Mr. Heither further noted that a continuing dialogue with RTA and CDOT is occurring, sensitivity testing is underway and all are working to assure that it is a meaningful measure.

Mr. Kyle Smith noted that CNT is very interested in the jobs measure and will follow up with CMAP staff.

Mr. Carlson questioned whether the goal of 90% of the NHS system in a state of good repair was realistic for non-interstate facilities. Mr. Heither noted that this is one of the adopted goals of GO TO 2040 and that the measure is an aggregate. Mr. Williams-Clark added that the goal represents where we would like to be and the indicators will measure how far we progress toward that goal. Mr. Carmitchel stated that if the goal is not realistic, it should not be tied to the financial plan allocation of resources. Mr. Rickert added that he understands the goal, but is concerned about throwing money after a goal when the system really is adequate. Mr. Carlson cautioned that the FHWA definition of “structurally deficient” bridges includes all bridges that can carry less than 40 tons. He noted that many bridges are purposely designed for lower weights, and are structurally sound. He stated he is concerned that this interpretation of “structurally deficient” could impact the level of resources directed towards bridges. Mr. Connelly suggested that a different definition that accounts for these “under designed” but structurally sound bridges should be considered. Mr. Heither said

the indicators are not specifically tied to the financial plan. Mr. Carlson asked if it is realistic to have the goal of having arterials in as good a shape as the interstate system. Mr. Williams-Clark said that the plan update to be considered in 2018 will include a more robust evaluation of the arterials. Ms. Fifer added that the language is aspirational.

Mr. Heither noted that work continues on data gathering and in response to a question from Mr. Snyder, Mr. Heither explained that seasonal variations in the “congested hours” indicator are accounted for by using second quarter data from FHWA’s urban congestion reports.

Mr. Skosey noted that there is a tradeoff between data availability and the usefulness of the indicators. Mr. Heither said the transportation data archive, when fully functional, will give the region better data.

7.2 Financial Plan

Ms. Hollander provided an update on the Financial Plan and the actions that will be required to carry out policy changes that will be necessary to generate the assumed reasonably expected revenues during the planning period. She stated that the next step in development of the plan will be the allocation of resources to achieving a state of good repair, completing systematic enhancements, and completing major capital projects.

Mr. Seglin asked why an increase in federal motor fuel tax (MFT) was not included, along with the proposed increase in state MFT and stated that 2016 seems unrealistic for implementing a state MFT increase. Ms. Hollander explained that an increase in Highway Trust Fund revenue is assumed as part of the core revenues and that the specifics of that increase, whether from MFT or other sources, are not included. Mr. Seglin stated that the plan assumes an increase in revenue to the region from performance-based funding, but at the recent workshop held at CMAP, other regions that have implemented performance-based funding reported little to no change in the distribution of funds.

Mr. Neufeld stated that politics affects the amount of funding available for strategies such as MFT increases and variable parking pricing, where the local business district may be promised a portion of the revenue generated. Ms. Hollander noted that for variable parking pricing, the financial plan assumes only 50% of the additional revenue generated would be available for transportation.

Mr. Skosey noted that the financial plan seems to be focusing on only transportation related revenues but that there is discussion in the state legislature about expanding other bases such as sales tax. Ms. Hollander noted that GO TO 2040 supports an expanded sales tax base, with lower rates, but that is not being considered as a transportation revenue source.

In response to a question from Mr. Rickert, Ms. Hollander explained that the proposed regional user fee would be a flat fee applied to vehicle registrations in the Chicago region only. Mr. Rickert noted that increased expenditure estimates seem high. Ms. Hollander noted that most of the increase is for operating expenditures from including debt service and implementer data on higher costs.

Mr. Kopec stated that it is important to realize the impact of reasonably expected revenues on the ability to allocate resources beyond maintaining a safe and adequate system. He stated that if the region is not serious about implementing the policies that will generate the reasonably expected revenues, there will be no capital program.

Mr. Carmitchel noted that IDOT has concerns about maintenance and operations cost assumptions and is working with CMAP staff to address those concerns. A meeting is scheduled for March 19. Mr. Rickert agreed that more flexibility on expenditure assumptions is needed.

In response to a question from Mr. Skosey, Ms. Hollander explained that while certain fund sources, such as tolls, are restricted in their use, the financial plan assumes that all sources as a whole are flexible enough to be treated as available region-wide.

Mr. Snyder asked whether the stated highway expenditures over 26 years, expected to total \$200 billion, which equates to \$7-8 billion per year, is consistent with what we are experiencing now. Ms. Hollander explained that all assumptions are required to be in "year of expenditure" dollars and that staff applied a 3% per year inflation rate for capital costs and a varying inflation rate on operating costs based on unit cost and life cycle information provided by various groups of implementers.

Mr. Rickert stated that as Mr. Kopec had noted earlier, if our reasonably expected revenues are not realistic, we may lock ourselves out of funding any major capital projects.

7.3 Major Capital Projects (Jesse Elam)

Mr. Elam reported that CMAP is evaluating the benefits and costs of proposed capital projects to help prioritize them for inclusion within the plan's fiscal constraint. He said that for GO TO 2040, a major capital project is defined as one that adds new capacity on expressways or similar capacity additions for transit. He reviewed the year-of-expenditure costs for the major capital projects, including both capital and operations and maintenance costs provided by implementers. He explained that only new capital costs are included in the constraint determination for major capital projects and that any revenue generated by the project would reduce the capital cost.

Mr. Elam reviewed the results of performance measure evaluation for the projects. In response to a question from Mr. Kyle Smith, Mr. Elam stated that the Gold Line was not evaluated because it was not recommended by the phase 1 study. In response to questions from Mr. Carlson, Mr. Elam stated that the next step will be for staff to recommend priorities and that the performance measures, costs and consideration of the construction already underway on projects will be considered. Mr. Arkell noted that USDOT has guidance for conducting benefit-cost analyses and asked if CMAP would be taking that step. Mr. Elam stated that a full benefit-cost analysis was not anticipated.

In response to a question from Mr. Seglin, Mr. Elam stated that the 53% offset in cost of the Illiana Expressway is from toll revenue only and that private funding contributed to the project is not considered a source of revenue.

In response to several questions, Mr. Williams-Clark stated that the MPO Policy Committee would be discussing all of these items at their next meeting on March 13.

8.0 Status of Local Technical Assistance (LTA) Program

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

9.0 Other Business

Mr. Kyle Smith said that the Active Transportation Alliance would be hosting a brown bag to launch the “Transit Future” campaign led by CNT and ATA on April 3 from 12:00 – 1:30 p.m. at CMAP and encouraged the committee members to attend.

Mr. Rickert requested that CMAP staff not schedule the Regional Freight Leadership Task Force at the same time as the Transportation Committee.

10.0 Public Comment

Heather Armstrong stated that there is no room for an additional merge lane on I-290 in the Oak Park and Forest Park areas. Mr. Carlson stated that reconstruction of I-290 is still in the preliminary engineering phase and provided the project website information to Ms. Armstrong.

Garland Armstrong stated that the policies are complex and that the region needs to figure out how to get together on the policies so costs don’t go overboard.

Rick Harnish of Midwest High Speed Rail stated that there are a number of major capital projects that would be stronger if linked with a rail connection, known as the “16th Street Connector”, between Union Station and McCormick Place. He stated that right-of-way owned by the CN, BNSF and UP railroads exists for the connection and that the rail needs to be reconstructed. In response to a question from Mr. Skosey, he stated that Metra or IDOT should sponsor the project for inclusion in GO TO 2040.

11.0 Next Meeting

The next Transportation Committee Meeting is scheduled for April 25, 2014.

12.0 Adjournment

On a motion by Mr. Skosey, and a second by Mr. Seglin, the meeting adjourned at 11:46 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