



**Chicago Metropolitan Agency for Planning (CMAP)
Transportation Committee
Minutes
April 25, 2014**

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
DuPage County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Committee Members Present: Chair Michael Connelly – CTA, Charles Abraham – IDOT DPIT, Jennifer Becker – Kendall County, Gabrielle Biciunas – NIRPC, Brian Carlson – IDOT District One, Bruce Carmitchel – IDOT OP&P, Chalen Daigle – McHenry County, John Donovan – FHWA, Alicia Hanlon – Will County, Vice Chair Sis Killen – Cook County, Valbona Kokoshi – Lake County, Don Kopec – CMAP, David Kralik – Metra, Aimee Lee – ISTHA, Mark Pitstick – RTA, Tom Rickert – Kane County, Mayor Leon Rockingham – Council of Mayors, Steve Schlickman – Academic & Research, David Seglin – CDOT, Peter Skosey – MPC, Kyle Smith – CNT, Lorraine Snorden – Pace, Chris Snyder – DuPage County, David Werner – FTA.

Absent: Robert Hann – Private Providers, Wes Lujan – Class 1 Railroads, Randy Neufeld – Bicycle and Pedestrian Task Force, Mike Rogers – IEPA, P.S. Sriraj – Academic & Research, Ken Yunker – SEWRPC.

Others Present: Mike Albin, Garland Armstrong, Heather Armstrong, Heidi Files, Jessica Hector-Hsu, Patrick Knapp, Christina Kupkowski, Ed Parks, Brian Plum, Chad Riddle, Adam Rod, Chris Schmidt, Chris Staron, Mike Sullivan, Mike Walczak, Barbara Zubek.

Staff Present: Alex Beata, Patricia Berry, Randy Blankenhorn, Bob Dean, Kama Dobbs, Dolores Dowdle, Jesse Elam, Lindsay Hollander, Leroy Kos, Ricardo Lopez, Matt Maloney, John O’Neal, Holly Ostdick, Ross Patronsky, Russell Pietrowiak, Liz Schuh, Gordon Smith, Drew Williams-Clark.

1.0 Call to Order and Introductions

Committee Chair Michael Connelly called the meeting to order at 9:30 a.m.

2.0 Agenda Changes and Announcements

Mr. Lopez reported that CMAP is seeking applications for the 2014-15 Future Leaders in Planning (FLIP) program. Participating high school students from throughout the region meet one Saturday per month to learn about issues that shape our region’s economy and

quality of life. Priority deadline applications must be postmarked or emailed by Friday, May 30, with the final deadline of September 22. For more information, contact Ricardo Lopez (rlopez@cmap.illinois.gov or 312-386-8766).

3.0 Approval of Minutes – March 7, 2014

A motion to approve the minutes of the March 7, 2014 meeting as presented was made by Mr. Schlickman, seconded by Mayor Rockingham, carried.

4.0 Coordinating Committee Reports

Mr. Kralik reported that the Regional Coordinating Committee (RCC) met on March 12, 2014. First, they heard a presentation from staff about a revised set of indicators for the GO TO 2040 plan update. This phase of work has focused on developing short and long term targets for these indicators, for both the years 2020 and 2040. This work enables the region to quantify the specific goals of GO TO 2040.

Second, staff presented information about Major Capital Projects for the Plan Update. This information included year of expenditure costs as well as CMAP's evaluations of all the projects. The Transportation Committee will hear more information about the financial plan and the major capital projects this morning.

The Committee also received a thorough update on CMAP's recent efforts on freight, including the status of the Regional Freight Leadership Task Force, a group approved by the CMAP Board in June. This group has been meeting monthly to examine how the region can improve governance and funding related to this critical issue, and staff provided a run-down of all of the recent meeting discussions. Also on this issue, CMAP has been extremely active on the national level as of late. Most notably, CMAP has led an effort to coordinate with the nation's major metropolitan areas to recommend a set of freight principles for the next federal transportation bill.

Lastly, the RCC heard a brief overview about the community health, land use, and transportation planning workshop which was held in December. The workshop focused on how CMAP can work with Counties and the City of Chicago to integrate these areas into CMAP's ongoing LTA work. The transportation committee was briefed on the workshop at our last meeting in March.

The Local Coordinating Committee will meet on May 14, 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. Included in the amendment report is a cost increase to a recently adopted TAP-L project, TIP ID 10-14-0012, which is the first cost or scope change request received for this program. He reported that staff proposes using the TIP amendment thresholds to determine committee consideration of cost and scope changes in the future and noted that the change included in today's amendment report would not meet those thresholds. Staff also proposes that every scope or cost change to a TAP funded project must make a request of staff,

even if it does not meet the TIP amendment thresholds, in order to avoid over programming or major scope changes that could change the intent of the project. He requested Committee concurrence on the proposed process for considering scope or cost changes for TAP funded projects and approval of the TIP amendments.

Mr. Rickert said he was not ready to provide concurrence on the TAP process. He said he had expressed concerns as had several others over the past few months. The first round of TAP projects was on a very fast track and was a fairly small amount of money (\$8 million), and did not go through any committee other than transportation, but Mr. Rickert would like to see some vetting first. He continued, noting that other regional programs like UWP, CMAQ and STP all go through some other body before coming to the transportation committee. Though Mr. Rickert has not heard a response to the concerns raised over TAP, he suggested that maybe the CMAQ Project Selection Committee should be used for TAP projects so that changes are fully vetted before they come to transportation.

Mr. Elam stated that the TIP Amendment process was viewed by staff as vetting of the proposed changes; however he stated that further discussion would be welcomed. Mr. Seglin agreed that the project selection process for TAP needs to be better understood. Mr. Kopec clarified that the process proposed at this meeting is for changes to already selected projects. Mr. Rickert said he has concerns about both the selection and revision processes.

Mr. Connelly requested a motion on the TIP Amendments and requested that staff look into the stated concerns for discussion at the next committee meeting. Mr. Rickert made a motion, seconded by Mr. Seglin, to approve the FFY 10-15 TIP amendments. The motion carried.

5.2 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois of Section 5307 and Section 5340 Capital and Planning Funds

Ms. Ostdick reported that the RTA Board approved the splits of all funding with northwestern Indiana and southeastern Wisconsin at their April 16, 2104 meeting. As described in the agenda, the recommended split between Indiana and Illinois is 4.627932% of the total amount is to be sub-allocated to northwestern Indiana and 95.372068% is to be sub-allocated to northeastern Illinois. The recommended split between Wisconsin and Illinois is 3.942349% of the total amount is to be sub-allocated to southeastern Wisconsin and 96.057651% of the total amount is to be sub-allocated to northeastern Illinois.

The estimated Section 5307 and 5340 combined capital and planning funds for northeastern Illinois totals \$241,364,054. The recommended distribution to the Service Boards will be: \$125,579,499 to the CTA; \$80,590,151 to Metra; and \$35,194,404 to Pace. Mr. Pitstick made a motion, seconded by Mr. Rickert to recommend approval of the subarea allocation between Indiana-Illinois and Wisconsin-Illinois to the MPO Policy Committee. The motion carried.

5.3 Inactive Projects

Mr. Donovan stated that the FHWA tracks inactive projects, defined as those that have been obligated with no funds expended in the past twelve months. He stated that there is Congressional interest in these inactive obligations and noted that it is difficult to argue that there are inadequate funds available for transportation when there is a large balance of unspent funds.

He stated that two years ago 5.5% of all federal obligations were inactive, but that at the end of March 2014, that number is down to 1.7% nationally. However, he stated, Illinois has over 8% of obligations considered to be inactive and is the worst in the nation in the amount of obligations that are inactive, with nearly two times more than the next state. FHWA is actively working with implementers, including the City of Chicago and IDOT, on their procedures for spending obligated funds. He also warned the committee that FHWA is aggressively pursuing deobligation of inactive funds.

Mr. Carmitchel stated that to some degree implementers are receiving mixed signals by being encouraged to obligate funds to reduce the unobligated balance while also being told to not obligate funds to avoid being placed on the FHWA FIRE report. Mr. Donovan agreed, noting that CMAQ obligations have been very aggressive. He went on, noting that the use of advance construction can also be an issue as the practice can somewhat hide the issue. He added that active billing against obligations is the key. Mr. Donovan suggested that only funds that are needed to be spent in the current year be obligated. In response to a question from Mr. Snyder, Mr. Riddle stated that District 1 staff is working with local agencies to invoice regularly and to quickly close out completed projects.

Mr. Donovan also reported that FHWA estimates that the Highway Trust Fund will reach a critical balance of \$4 billion in July and that when that balance is reached; FHWA can institute cash flow management procedures which would likely result in delayed reimbursements. Committee members need to keep the pressure on Washington for a legislative solution.

6.0 Local Technical Assistance (LTA) Program Call for Projects

Mr. Dean thanked committee members for providing letters of support for CMAP's TIGER planning application for a Phase 1 Engineering program for STP, CMAQ and TAP projects.

He announced that in coordination with the RTA Community Planning Program, a call for LTA projects would be issued on May 2, with applications due on June 26. He stated that CMAP would be presenting information about the program and appropriate projects at the regional councils and the upcoming Greentown Chicago conference. Over the summer and early fall staff intends to have more intensive discussions with the working committees about the direction of the program and steps to implement completed planning projects. The Board has said that the program should moving into implementation activities, like zoning, which is still planning, but we should be moving further along and linking infrastructure to the program.

In response to a question from Mr. Snyder, Mr. Dean stated that the exact amount of funding available this year has not yet been determined.

In response to a question from Mr. Carmitchel, Mr. Dean noted that per CMAP Board discussions the program will continue to consist of planning activities but may concentrate on drilling deeper to follow-up on completed projects.

Mr. Rickert commended CMAP and RTA on a good program and noted that the efforts are appreciated.

7.0 Proposed 2015 UWP

Ms. Dowdle presented an overview of the proposed 2015 UWP. She reported that the UWP Committee recommends funding fifteen projects totaling \$21,305,358, including CMAP's core MPO activities and the Community Planning Program, ongoing planning and programming activities of CTA, CDOT, the Council of Mayors, Metra and Pace, CREATE program planning by CDOT, Automated Special Transit Services by CTA, DuPage County Long Range Transportation Planning, three Pace programs and two RTA projects.

In response to a question from Mr. Kyle Smith, Ms. Dowdle clarified that the CMAP Community Planning project is the CMAP Local Technical Assistance Program and RTA Community Planning Program which are both funded through the CMAP project. Ms. Snorden made a motion, seconded by Ms. Hanlon to recommend approval of the 2015 UWP program to the MPO Policy Committee and Regional Coordinating Committee. The motion carried.

8.0 GO TO 2040 Update

Mr. Williams-Clark provided an update on the progress of the GO TO 2040 plan update and noted that the update is on track to be released for Public Comment in June. He stated that final drafts of the Implementation Action Area and Indicators updates have been produced and that a draft plan update summary report will be produced next month. That draft summary and a series of appendices will be presented to the public for comment. Concurrent with the public comment period, additional input will be sought from the working committees.

8.1 Financial Plan

Ms. Hollander highlighted changes to the Financial Plan that have been made since March. She stated that the capital maintenance forecast is \$8 billion lower than in the previous draft and that the regional vehicle registration fee has been removed from the reasonably expected revenues. She reported that the forecast is for \$371 billion in core and reasonably expected revenues and that the proposed allocations are \$329 billion for operations and maintenance to a safe and adequate level, \$29.5 billion for systematic enhancements and \$12.7 billion, or 3.4% of overall resources, for Major Capital Projects.

In response to a question from Mr. Seglin, Ms. Hollander noted that all adjustments to revenues and expenditures were made prior to developing proposed allocations. In response to another question from Mr. Seglin, Ms. Hollander stated that the regional vehicle registration fee was removed from reasonably expected revenues because it is not a priority that CMAP will be pursuing.

Mr. Schlickman noted that if the region is pursuing an increase in MFT in 2015, the campaign should be starting now. Mr. Donovan noted that he is encouraged by real progress on the MFT issue but cautioned that if the increase is never realized and a large project were submitted to be amended into the plan, the lack of availability of this expected revenue would have to be considered and the financial plan would have to be revisited. Ms. Hollander agreed that to maintain a fiscally constrained plan the revenues would have to be there.

Mr. Donovan reiterated that the region needs to be aware now that if the expected revenues are not realized, projects may well have to be removed from the plan to accommodate additions to the plan. Mr. Connelly said this is a reality check....we have only so much room and if something new comes in something else has to move out. Revenues and expenditures are subject to adjustment over time and we need to be aware that there is not much wiggle room.

Mr. Skosey stated that expansion of the sales tax base should be included due to the direct impact on RTA revenues and the regional sales tax may be more realistic than the gas tax.

In response to a question from Mr. Carlson, Ms. Hollander explained that it is assumed that fund sources for systematic enhancements are flexible, and that no specific projects are identified for estimating expenditures in this category. Mr. Carlson asked why \$29.5 billion was selected for state of good repair/systematic enhancements...perhaps changing that number could give us some wiggle room on the major capital projects. Ms. Hollander noted that the allocations are based on the relative priority of maintenance, enhancements and expansion within the policies of the plan. Mr. Blankenhorn added that systematic enhancements include arterial expansions, and other projects that are neither routine maintenance nor major capital projects.

Mr. Carlson asked whether the implementers could say lower the amount required for arterial expansions because they need to focus on the interstate. Mr. Blankenhorn stated that changes to the priority of project types would require committee input and CMAP Board and MPO Policy Committee approval.

Mr. Carlson asked if all major capital projects should have been identified by now. Mr. Williams-Clark said that was the goal of the meetings between CMAP and the implementers last fall. Mr. Carlson said he didn't want to jump ahead on the agenda, but the IDOT has indicated that they will need federal action on I-80

within two years, and so if it is not included now, it is anticipated that IDOT will be requesting a plan amendment in less than two years.

In response to additional questions from Mr. Carlson regarding debt service contained in the revenue/expenditure forecast, Mr. Blankenhorn stated that assumptions regarding increased debt service include the assumption of a new revenue stream to offset the debt. Mr. Blankenhorn also responded to Mr. Carlson's question as to whether the District's operation costs were used. Mr. Blankenhorn indicated that the that the Comptroller data was used to estimate operating costs because that data also includes administrative costs which must be accounted for, but are not included in IDOT's operation cost estimates. Ms. Hollander added that the double counting of engineering costs was taken care of.

8.2 Major Capital Projects

Mr. Elam provided an overview of the recommended Major Capital Projects. He noted that the projects are the same as those included in GO TO 2040, less three that have been completed and two that have been added via plan amendments. The rationale behind the selection is that the financial plan shows less funding available. In response to a question from Mr. Pitstick, Mr. Elam clarified that the \$8.7 billion in associated reconstruction costs identified in Table 1 are included in the allocation for maintenance and operations in the financial plan.

Ms. Hanlon asked if it would be possible to quantify the expected additional capacity added to the region and to compare that to the expected population growth to determine if the plan will address the region's needs. Mr. Elam stated that meeting the growth projections of GO TO 2040 with policies and projects is the purpose of GO TO 2040.

Mr. Schlickman asked if value capture was applied to other projects in addition to the red and purple line modernization. Mr. Elam stated that innovative finance strategies were examined for all projects and were applied on a case by case basis where appropriate and feasible.

Mr. Seglin stated that evaluating capacity versus growth would be complicated and noted that there are other strategies in addition to increased capacity to address growth, such as service improvements and management of growth, and that the combination of these strategies with additional capacity is what GO TO 2040 is all about. Mr. Skosey said Ms. Hanlon's question is a good one to ask, but given changes in land use, mobility patterns and so on it would be difficult. Mr. Kyle Smith said that there are nuances on capacity and growth and we have underutilized land in suburban Cook and elsewhere. He suggested that we do not lose sight of the fact that we don't necessarily need additional capacity to handle anticipated growth. Ms. Hanlon clarified that she was hoping for an overall assessment, not a project by project assessment, that there should be a look at progress toward the goal of accommodating growth in the region.

Mr. Donovan asked if IDOT is aware now of any projects in addition to I-80 and the proposed Major Capital Projects that could be seeking an environmental determination within the plan update cycle. Mr. Carlson noted that none came to mind other than access to the third airport if that had not been included in the determinations for either the Illiana Expressway or the airport.

9.0 State Legislative Update

Mr. Smith reported that the General Assembly has not been in session the last two weeks and that bills that CMAP is monitoring are detailed in the memo included in the agenda.

10.0 Status of Local Technical Assistance Program and Major Capital Projects

Mr. Connelly noted that an updated LTA status reports was provided with the agenda.

11.0 Other Business

None

12.0 Public Comment

Mr. Garland Armstrong stated that now is the time for all of us to tell lawmakers together where growth needs to be and the need for more funding. He added that lawmakers need to see the reality in their communities and move into the 21st Century.

Ms. Heather Armstrong expressed concern about the railroad crossing on Harlem at Fullerton in Elmwood Park. She stated that people go around the gates, the gates get broken and people turn left on red, causing many accidents. She added that a grade separation is needed there.

13.0 Next Meeting

The Transportation Committee is scheduled to meet next on June 6, 2014.

12.0 Adjournment

A motion to adjourn at 10:47 am, made by Mr. Snyder, seconded by Mr. Seglin, carried.