



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

Draft Transportation Committee Minutes January 18, 2008

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room

Transportation Committee Members Present:

Luann Hamilton, Chairman, CDOT
Thomas Cuculich, Vice-Chairman, DuPage County
Patricia Berry, CMAP
George Catalano, Will County
Lynnette Ciavarella, Metra
Bruce Christensen, Lake County
Chris DiPalma, FHWA, Metro Office
Heidi Files, Kane County
John Fortmann, IDOT-District One
Ted Georgas, Cook County
Robert Hann, Private Transportation Providers
Mike McLaughlin, BLT
Arlene J. Mulder, Council of Mayors
Randy Neufeld, Bicycle and Pedestrian Task Force
Jason Osborn, McHenry County
Leanne Redden, RTA
Mike Rogers, IEPA
David Simmons, CTA
Dick Smith, IDOT-OP&P
Holly Smith, Kendall County
Steve Strains, NIRPC
Mary Wells, Illinois Tollway
Tom Zapler, Railroad Companies

Transportation Members Absent:

Vanessa Adams, FTA, USDOT Chicago Metro Office
Joe Schofer, Northwestern University
Vonu Thakuria, UIC-UTC
Ken Yunker, SEWRPC

Others Present

Leonard Cannata
Kama Dobbs
Bud Fleming
Chalen Hunter
Jim LaBelle
Clarita Lao
Jamy Lyne
Steve Miskowicz
Les Nunes
Hugh O'Hara
Nick Pappas

Ed Paesel
Chad Riddle
David Seglin
Peter Skosey
Chris Staron
Emily Tapia
Mike Walczak
Tammy Wierciak

CMAP Staff
Claire Bozic
Teri Dixon
Tom Murtha

Holly Ostdick
Dan Rice
Jose Rodriguez
Joy Schaad

1.0 Call to Order and Introductions

Ms. Luann Hamilton, Committee Chairman, called the meeting to order at 9:35 a.m. Members and all present introduced themselves.

2.0 Agenda Changes and Announcements

Ms. Hamilton announced that the Jobs/Housing Balance presentation would not be made due to the presenter being sick. Additionally the state/resource table would be informational only due to further changes required.

3.0 Approval of Minutes

Mayor Mulder made a motion to approve the minutes of November 15, 2007. Mr. Cuculich seconded. Vote: All Ayes. Motion Carried.

4.0 Coordinating Committee Reports

Ms. Hamilton stated the committee heard many presentations including:

- Chicago Community Trust partnership
- Regional vision
- Regional Snapshot report on jobs-housing balance

Mr. Cuculich stated that the Programming Coordinating Committee did not meet in December or January but that there was a meeting following directly after the Transportation Committee regarding CN / EJ&E sale. Mr. Cuculich

stated that the meeting was to discuss CMAP's role in the acquisition and it is not a meeting of the Developments of Regional Importance sub-committee.

5.0 Transportation Improvement Program (TIP)

5.1 Attachment A

Ms. Ostdick stated that a draft attachment A was distributed in the Transportation Committee packet. She continued to state that attachment A is a list of funding sources and an indication of the selected year of the TIP. She stated that for the Chicago region, the selected year of the TIP is now FY08. A motion was made and seconded to approve attachment A. Vote: All Ayes. Motion carries.

5.2 TIP Changes

Ms. Ostdick thanked the committee and requested a suspension of the rules to include a CDOT project in the TIP change attachment. Ms. Ostdick stated the project – Solidarity Drive (TIP # 01-07-0018) – is currently in the TIP with HPP money in FFY09 for implementation in the amount of total cost of \$2,000,000. The requested change is to move HPP money from FFY09 to FFY08.

Mr. DiPalma of FHWA stated he had concerns regarding the entire TIP change attachment being handled as a public comment that was only released for seven days. CMAP staff stated that due to the transition to revised TIP procedures that it they would err on the side of caution and handle the entire TIP change attachment as an amendment with seven day public comment. CMAP staff continued to state that there are no changes that are adding construction or engineering II into not – exempt/ not – conformed projects (which require air quality conformity determination). Mr. Osborn made a motion to approve the TIP change attachment and the additional change of Solidarity Drive as described earlier. Mr. Catalano seconded the motion. Vote: All Ayes. Motion carries.

5.3 Update to Regional Transportation Plan (RTP), TIP amendment, and Conformity Analysis

Ms. Ostdick stated that the MPO Policy Committee has authorized the Transportation Committee to release the TIP amendment and RTP update and conformity analysis for a 30 day public comment.

A TIP amendment resulting in a conformity analysis and RTP update is requested for I-355 from 75th Street to I-88. An RTP update is requested

for this project because adding an extra lane within these limits is not included in the RTP.

As for the Prairie Parkway, IDOT is requesting that a section of the entire Prairie Parkway be split into a new TIP number and moved into completion year 2012. To clarify, only the section of the Prairie Parkway from IL 71 to US 34 is being moved into completion year 2012 where as the rest of the Prairie Parkway is still in analysis year 2030.

The attached conformity analysis shows that the results fell below State Implementation Plan emission budgets for each analysis year and were very similar to emission estimates from the current conformity analysis documentation for the 2030 RTP and TIP.

A motion was made and seconded to release the TIP amendment, RTP update, and conformity analysis for a 30 day public comment.

5.4 State/Regional Table

Ms. Ostdick stated that enclosed in the committee's packet is a revised state resources table. This table has been created by CMAP staff using the most recent apportionment bills to develop the highway fund sources and using the RTA's approved estimates as of September 2007. The RTA Board's approval of a Five-Year Capital Program is contingent on subsequent action being taken by the RTA Board to revise such capital program marks and/or the Service Boards taking action to adjust their capital programs to conform with the capital program marks adopted by the RTA Board. Therefore, this will be revised contingent on the passage of the transit bill and the final apportionments for 2008 regarding FTA and is for informational purposes only. She stated that this item will be included at the next Transportation Committee for approval.

6.0 Reauthorization of SAFETEA-LU

Ms. Berry stated that the Reauthorization of the SAFETEA-LU is quickly approaching and is looking to the Transportation Committee to give insight into CMAP's role in assisting the region in providing information during the reauthorization. Additionally, Ms. Berry stated that the National Surface Transportation and Revenue Study Commission's report to Congress was distributed and discusses different strategies for replenishing the Highway Trust Fund. Mr. DiPalma of the FHWA gave some insight into what the FHWA has

deduced from this report. He stated that the report calls for transportation funding at \$250 Billion per year for possibly 50 years. As well as:

- Differing opinions on federal role in transportation; majority looks for an increased federal agency role in oversight of projects of national interest, minority report calls for reduced federal role with states taking primary responsibility
- Federal focus should be on projects of national significance, not locally-focused earmarks
- Projects currently take too long to implement (average: 14 years); that timeframe should be reduced to 5 years to save money on reduced cost inflation during project timeline
- Reduce 100+ federal transportation programs to 10. Each of 10 programs should be subject based, not modal-based as they currently are. The 10 program areas should be:
 - State of Good repair
 - Freight
 - Congestion Relief and Metropolitan Mobility
 - Safety
 - Connect America
 - Intercity rail
 - Environment
 - Energy Security
 - Federal Lands
 - Research, Development and Technology
- All programs need to be performance based, not equity based. i.e. the amount of funding should be tied to measurable performance standards, not geographic or population-based minimums. Performance measures should be approved by USDOT

The committee stated they would like a presentation regarding proposed changes and simplifications.

7.0 Federal Energy Bill

Ms. Berry explained that the Federal Energy Bill includes rescissions for all funding sources except for safety and was signed first. Ms. Berry continued to state that the appropriation bill that holds local programs safe from rescissions was signed last and there is a misunderstanding regarding which bill has precedence over the other. Mr. Neufeld stated he understands that there is no conflict between the energy and appropriation bill, but a conflict on congressional intent. Mr. McLaughlin agreed with Mr. Neufeld.

8.0 Agreements

Ms. Berry continued to state that the MPO Policy Committee has several agreements in place under their previous name of CATS and stated that CMAP staff is looking into these agreements and federal regulations to determine if new agreements are necessary. Ms. Berry gave a brief description of each of these agreements.

9.0 Updated Regional Intelligent Transportation System (ITS) Architecture

Ms. Bozic reported that the Regional ITS Architecture is a 5-15 year plan for the deployment of electronic technology throughout a region with a focus on integration of systems within the region. It catalogues what's already out there, what is in the planning stages, and desired potential projects.

The FHWA requires that federally funded ITS projects or ITS components of projects are consistent with a Regional ITS Architecture. The architecture identifies stakeholders, systems or elements as they operate, and the information to be exchanged between stakeholder elements – as well as the agreements necessary to make the projects and systems work.

The ATTF guided the initial development of our regional ITS architecture in 2002, and oversaw the update of the architecture over the last year -- with assistance from the consultants at TriChord and Edwards and Kelcey. The ATTF includes members representing all of your organizations.

The update process included a number of tasks.

1. Existing Documents were reviewed for potential changes to the architecture. This included the GCM Corridor reports,
 - Gateway preliminary architecture,
 - Strategic Early Deployment Plan for ITS in Northeastern Illinois and its 2005 update,
 - RTA Regional Transit ITS Plan (RTIP), the
 - Chicago Traffic Management Center Project Development Report (Draft),
 - ITS studies from county transportation agencies,
 - and the Illinois Statewide ITS Architecture.

- 2) We also used Outreach and Stakeholder Participation – we held 4 half-day meetings covering transit management, arterial Management,

expressway management, and emergency management and security resulting in about 200 changes to stakeholders, inventory of equipment, market packages, requirements, and agreements. Individual contacts followed the meetings when necessary

- 3) Following the collection of information for the update, the existing regional ITS architecture was updated. The architecture is represented as a Turbo Architecture database file. If any of you are familiar with it, the database can be rather inaccessible, so we have also developed a website based on the database presenting the information in a different way. This update also resulted in an updated website which we are working on getting posted to our new CMAP website. The consultant has agreed to host the updated website until we accomplish that. However, we think the database should be also used more, so CMAP is hosting turbo architecture training in February which should help implementers used the database for project development.

Because regional stakeholders will have ongoing ITS-related activities, the regional ITS architecture will continually change. This dynamic nature creates the need for a plan to maintain the architecture so an architecture maintenance plan was also produced. It describes how changes should be identified and the process to make them.

The "Sausage Diagram" you have in front of you shows the existing, programmed and future ITS systems and primary interconnects in the region. The categories shown are based on the National ITS Architecture. This is an overview of what the database includes in much more detail.

On December 13th meeting the ATTF agreed that the update was complete and that the regional architecture should be recommended for approval and sent to the transportation committee. On a motion by Dick Smith, seconded by Mayor Mulder the committee unanimously recommended approval the Programming Coordinating committee and the MPO Policy Committee.

10.0 Regional Comprehensive Plan

10.1 Job Housing Balance Snapshot

Ms. Deuben was unable to attend the meeting and this item is delayed until the next Transportation Committee meeting.

10.2 Indicators

Mr. Dean introduced the topic of indicators, which will be used as part of the Regional Comprehensive Plan development process. He stated that indicators would be used to judge the effectiveness of alternative policies, strategies, or investments, and would help to make recommendations. Indicators were used in a similar way in the Envision Utah regional planning process. Mr. Dean showed the committee a website for the Boston Indicators project, which is another example of how indicators can be measured and tracked in an engaging way. Although the Boston Indicators project primarily focuses on the city, Mr. Dean clarified that CMAP's indicators would cover the entire region.

Mr. Cuculich noted that the Boston Indicators site did not track land use, and Mr. Dean stated that CMAP's indicators would be customized to cover issues that are important to CMAP, including land use and freight. Mr. DiPalma stated that many of the indicators useful for tracking transportation system performance are already tracked by CMAP, so little work would need to be done to measure these. Mr. Dean agreed, and stated that the identification of indicators would be more difficult in other fields where CMAP does not already track data, such as public health or economic development.

11.0 National Highway System Intermodal Connectors

Mr. Murtha explained that CMAP is proposing that certain routes be designated as intermodal connectors to the National Highway System (NHS), and proposes to include the proposed additions in a forthcoming update of the 2030 Regional Transportation Plan. These connector routes will connect the Burlington Northern Santa Fe Railway's Logistics Park Chicago to the NHS. Mr. Murtha explained that the connectors are consistent with local plans and with intermodal terminal operations. A Logistics Park designated NHS connector to I-55 is proposed at a relocated Arsenal Road interchange via Baseline Road. A second NHS intermodal connector to I-80 is proposed via Strawn Road and IL 53. Mr. Murtha pointed out a map provided with meeting materials, but noted that an additional study route to the south, not in the current proposal, would not be included in future maps.

Mr. Murtha explained that the primary purpose of the National Highway System is to identify roads of national importance within a federal context. A secondary benefit is that the NHS connectors are eligible for NHS funding, but Mr. Murtha added that such funding is not planned for these connectors, and is not typically programmed for such projects. Mr. Smith added that the NHS system is large

compared to the funds available, so projects are programmed based on demonstrated need, rather than simply eligibility.

Mr. Murtha stated that additional community consultation regarding the connectors is necessary. Mr. Catalano asked about coordination with Wilmington, but it was pointed out that the no new NHS routes are proposed through Wilmington. Mr. Murtha said the connector proposal is expected to return to the Transportation Committee at a later date.

12.0 Congestion Reduction Demonstration

On behalf of the Illinois Tollway, IDOT, RTA and Pace, CMAP has submitted the region's application to the U.S. Department of Transportation for consideration in its Congestion Reduction Demonstration. Mr. Murtha explained that the proposal employs direct highway pricing, technology, and transit for a proposal to substantially reduce highway traffic congestion in the Northwest Corridor. He stated that USDOT has not responded to the proposal, and also pointed out that there may not be any funds available from USDOT for implementation of alternatives to congestion-priced toll roads. Without federal funding for these alternatives, Mr. Murtha stated that the congestion-pricing proposal would not move forward.

Mayor Mulder requested coordination with local communities if the proposal moves forward. Ms. Ciavarella asked about STAR Line coordination. Mr. Murtha responded that the STAR Line is still included in the 2030 Regional Transportation Plan, as is a project for additional lanes on I-90. He pointed out that the 2030 RTP specifically endorses interim improvements like the Congestion Reduction Demonstration proposal. He added that moving forward with interim improvements may be prudent if funding is available, since funding has not been committed for the STAR Line. Mayor Mulder said that it was important to develop funding for the STAR Line within a new capital funding plan, since it is difficult to explain interim improvements. Several people, including Mr. Blankenhorn, acknowledged the need for such a capital plan.

13.0 Next Meeting

14.0 Adjournment

A motion was made by Ms. Hamilton and seconded by Mr. Christensen to adjourn the meeting. Vote: All Ayes. Motion Carries.

Transportation Committee Members

___ Vanessa Adams ***	___ Paul Losos	___ Jeffrey Sriver
___ Chris DiPalma ***	___ Mike McLaughlin	___ Steve Strains
___ Rocky Donahue	___ Jan Metzger	___ Vonu Thakuriah
___ Neil Ferrari	___ Arlene Mulder	___ Chuck Tokarski
___ Bruce Gould	___ Randy Neufeld	___ Paula Trigg
___ Rupert Graham Jr	___ Jason Osborn	___ Mary Wells
___ Jack Groner *	___ Leanne Redden	___ Ken Yunker
___ Luann Hamilton**	___ Thomas Rickert	___ Tom Zapler
___ Fran Klaas	___ Mike Rogers	
___ Don Kopec	___ Joe Schofer	
___ Clarita Lao	___ Dick Smith	
*Chair	**Vice-Chair	***Non-voting