



Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning Transportation Committee Minutes Draft Minutes September 18, 2009

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
Chicago, Illinois

Members Present: Chair- Luann Hamilton-CDOT, Michael Bolton-Pace, Bill Brown-NIRPC, Maria Choca-Urban-CNT, John Donovan-FHWA, John Fortmann-IDOT, Rupert Graham-Cook County, Jack Groner-Metra, Robert Haan-Private Providers, Don Kopec-CMAP, Christina Kupkowski-Will County, Jason Osborn-McHenry County, Randy Neufeld-Bicycle and Pedestrian Task Force, Leanne Redden-RTA, Tom Rickert-Kane County, David Simmons-CTA, Peter Skosey-Metropolitan Planning Council, Chris Snyder-DuPage County, Mike Sullivan-Kendall County, Paula Trigg-Lake County, David Werner-FTA, Rocco Zuccherro-Illinois Tollway

Members Absent: Chuck Abraham-IDOT, DPIT, Arlene J. Mulder-Council of Mayors, Les Nunes-IDOT, OP&P, Mike Rogers-IEPA, Joe Schofer-Northwestern University, Vonu Thakuriah-UIC-UTC, Ken Yunker-SEWRPC, Tom Zapler-Class 1 Railroad Companies

Others Present: Josh Anderson, Len Cannata, Jay Ciavarella, Chalen Daigle, Jackie Diaz, Kama Dobbs, Jack Gallagher, Bud Fleming, Colleen Gannon, K. Geurtavski, Mike Klemens, Ragu Kowshik, John Loper, Jamy Lyne, Tim Martin, Paul Metaxatos, Brian Plum, Chad Riddle, David Seglin, Sarah Sherburn, Vicky Smith, Chris Staron, Nancy Sweeney, Karl Sturm, Emily Tapia, Brian Urbanszewski, Suriya Vallamsundar, Bill Vassilakas, Mike Walczak, Jan Ward, Tammy Wierciak

Staff Present: Randy Blankenhorn, Erin Aleman, Shana Alford, Patricia Berry, Janet Bright, Ylda Capriccioso, Bob Dean, Teri Dixon, Doug

Ferguson, George Johnson, Lori Heringa, Leroy Kos, Jill Leary, Matt Maloney, Tom Murtha, John O'Neal, Ross Patronsky, Jose Rodriguez, Joy Schaad, Todd Schmitt, Matt Stratton, Gordon Smith, Diana Torres

1.0 Call to Order and Introductions

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

2.0 Agenda Changes and Announcements

Illinois DOT will host its 2009 Fall Planning Conference on October 14-16 at the Allerton Hotel in Chicago. A special CMAP transportation committee meeting is scheduled for October 23rd at 9:30 a.m. in the Cook County Room. The meeting's sole agenda item will be *GO TO 2040* and will focus on scenario planning, the financial plan, and the approach to major capital projects. The meeting has been scheduled to allow ample time for discussion because several important decision points related to *GO TO 2040* are approaching. Everyone is encouraged to attend and participate. This meeting will be offered online for anyone interested in participating but who cannot attend in person. Finally, the state recently updated its regulations on nitrogen oxide and submitted a State Implementation Plan (SIP), which is a combination of documents demonstrating how air quality standards will be met. The U.S. EPA has received the SIP documents, which has stopped the previous threat of sanction on the state.

3.0 Approval of Minutes

Two corrections were made to the July 31, 2009 minutes. The date for the MPC annual luncheon date was corrected to September 17 and Mr. Zuccherio's attendance was noted. On a motion by Mr. Groner, seconded by Mr. Fortmann the July 31, 2009 minutes were approved as corrected. All ayes.

4.0 Transportation Improvement Program (TIP)

4.1 TIP Revisions – Leroy Kos

Mr. Kos stated that there were no public comments on the non-exempt and exempt TIP amendments and modification. Mr. Kos described the majority of TIP changes as financial. Additionally, many Safe Routes to School projects were added. Mr. Kos stated that the TIP database will be offline beginning on Thursday, October 1st until Monday, October 5th for system updates and upgrades. Mr. Kos also reminded committee members that it is time to either award, move or delete FFY09 line items from the TIP for the November meeting.

On a motion by Mr. Neufeld, seconded by Ms. Trigg, the TIP modifications and amendments were approved. All ayes.

4.2 Semiannual RTP/TIP Conformity Analysis and TIP Amendments - Ross Patronsky

Mr. Patronsky explained that conformity analysis, which is completed only for selected program years, occurs semi-annually in the spring and fall. For this period, there were a total of 98 projects requiring conformity. The new conformity analysis was completed and the results indicated that the budget was met for ozone conformity and the baseline test for fine particulate matter.

On a motion by Mr. Fortmann, seconded by Mr. Kopec, the semiannual RTP/TIP conformity analysis and TIP amendment is recommended to the Policy Committee and CMAP Board for approval. All ayes.

5.0 Preliminary Meeting Dates – Shana Alford

Ms. Alford reviewed the revised proposed 2010 transportation committee meeting dates for the transportation committee. Ms. Berry explained that these dates were not final, only proposed, and provided to the committee now so that the committee would have time to review the dates for conflicts and she asked that any concerns be relayed to committee liaison Teri Dixon. She further explained that the proposed meeting dates for calendar year 2010 reflected the schedules for the *GO TO 2040* plan, the MPO Policy Committee meetings, FTA grant submittals and IDOT lettings. Approval will be requested at the November 20th meeting. Mr. Osborn stated that it would be better to have a consistent monthly meeting date. FHWA and IDOT requested that the meeting date be at least one week prior to federal authorization dates, which are not consistent on a monthly basis. Based on these comments and after consideration of any other members' conflicts, a revised proposed schedule will be distributed for review prior to the November meeting.

6.0 FFY 2010/2011 Congestion Mitigation and Air Quality Improvement Program (CMAQ) – Ross Patronsky

Mr. Patronsky informed the committee that the public comment period for the FFY10-11 CMAQ Multi-Year program closed in late August. A number of comments were received and considered during by the Project Selection Committee. The comments, along with proposed responses, were included in the packet.

Mr. Patronsky reminded the Committee of the large unobligated balance for the CMAQ program. To address this issue, a B-list of projects was developed. The B-list projects would be considered as replacement projects in May of 2010 if currently programmed projects fall behind schedule or drop out. Mr. Patronsky was asked if the B-List projects were selected using a reasonable cost benefit ratio and Mr. Patronsky replied that they were. Mr. Snyder asked if there was a separate procedure to decide on B-list project priorities. Mr. Patronsky stated that the criteria would likely be to look at projects within existing program categories (FFY 2010/11) to identify similar projects on the B-list. Also, projects scheduled for 2011 could move up, while other projects receiving only partial funding could receive additional funding. The CMAQ Project Selection Committee will make a recommendation on which projects should move into the TIP. Mr. Patronsky asked for concurrence in the responses to public comment and recommendation of the B-list and the 2010-2011 proposed program recommended to the CMAP Board and MPO Policy Committee.

On a motion by Mr. Groner, seconded by Mr. Fortmann the committee concurred with the responses to the comments and recommended approval of the revised proposed FFY2010-2011 Multi-Year CMAQ program and MYB list to the MPO Policy Committee and the CMAP Board. All ayes.

7.0 GO TO 2040

7.1 Financial Plan – Matt Maloney

Mr. Maloney discussed FWHA and FTA guidance for the preparation of fiscal constraint of the long range transportation plan. Mr. Maloney stated that the core revenue forecasts identify \$315 billion over the planning period of 30 years. In this forecasting exercise, expenditure dollars are expressed in year of expenditure, rather than in constant dollars which were used in previous plans. Also, the revenue sources included local sources and other non-state and non-federal government funding. More detail on revenue assumptions was provided in a table within the memo.

Mr. Maloney mentioned that in researching revenue sources, there was coordination with partners and the analysis included information directly from the RTA, the Tollway, and IDOT regarding assumptions for federal aid forecasts. Although Mr. Maloney was not looking for an endorsement by the committee at this time, he opened the floor for further discussion. He also told the committee that more detail on the financial plan would be shared at the upcoming Transportation Committee meeting in October that will focus exclusively on *GO TO 2040*.

Ms. Choca-Urban asked about the resources for High Speed Rail. Mr. Maloney stated this might be considered as a reasonably expected revenue source, not a core revenue source. He further emphasized that projected revenue sources are based on current streams of revenue. Ms. Choca-Urban also asked whether tollway revenue was included in greenway trail planning. Mr. Maloney responded that tollway revenue does not include greenway trail planning. A member asked if the STP program could include a phrase that indicated that STP funds can be flexed to other programs. Mr. Maloney said that CMAP could indicate that in the description of the revenue source. Mr. Snyder asked if total revenue included interest income. Mr. Maloney stated that interest income may not be included and this should be further investigated. Mr. Snyder also asked whether impact fees were included and Mr. Maloney verified that impact fees were included in other local revenue sources. Mr. Fortmann asked whether core revenue anticipated state line item revenue. Mr. Maloney discussed that Illinois Now, a state line revenue program, is funding that covers a five year period and is disbursed every 10 years.

Another attendee asked whether Illinois toll revenue is intended to pay off the existing debt on programs that are being built now. Currently debt is estimated at \$5 billion. Mr. Maloney stated that this could be added as line item for debt service.

7.2 Major Capital Program Evaluation Update– Ross Patronsky

Mr. Patronsky told the committee that CMAP is midway through the process of Capital Program Evaluation. The evaluation criteria were considered in the spring and adopted at the CMAP Board meeting in June. At that time, a preliminary list of major capital projects was posted to the *GO TO 2040* web site. Several additions to the capital projects list were received from private citizens over the summer, which were variations on existing recommendations. Mr. Patronsky referred to the narrative within the memo that described individual projects and their quantitative evaluation measures. The evaluation also incorporates qualitative measures such as safety, security, consistency with regional and sub-regional plans, and bicycle/pedestrian accommodations. Project costs are also included. Mr. Patronsky mentioned that specific capital projects would benefit from more information and requested that the committee members submit additional data if available.

Mr. Patronsky explained that the economic impact of the capital projects has been incorporated in the evaluation, as well as congestion measures, travel time

savings, and jobs/ housing access. The evaluation includes mapping projects and utilizing the travel demand model to determine the scope of where people are traveling to which can show broad or narrow impact. The capital evaluation will finish at the end of the fall and the results are expected to be discussed at the November Transportation Committee meeting.

Ms. Hamilton sought confirmation that the CMAP preferred scenario would be adopted by the CMAP Board in January 2010. In response, Mr. Patrosky explained that capital projects and the preferred scenario are being developed in parallel and confirmed that it is anticipated the CMAP Board would approve a preferred scenario in January. Mr. Skosey asked whether any modeling would be completed to show how capital projects will support the preferred scenario. Mr. Patrosky stated that the evaluation outcomes are currently based on the reference or baseline scenario. However, selected projects must mutually support each other as well as the preferred scenario. When a preferred scenario is endorsed, CMAP staff will identify supporting projects, including multi-modal considerations.

Mr. Skosey asked about life cycle costs. Mr. Maloney responded that the financial plan includes life cycle costs (maintenance costs). Ms. Choca-Urban requested a way to compare projects side by side. Mr. Patrosky replied that a table like this is being developed.

Mr. Osborn asked about the criteria for determining what is a major project. Mr. Patrosky referred to the memo describing major capital projects and stated that arterial projects and bus-only projects are not considered major projects. The memo lists sixty projects in total that are major. Mr. Bolton asked for the accepted definition of a major capital project. Mr. Patrosky stated that the current definition is guided by the federal government and was adopted in June by the CMAP board. Mr. Bolton highlighted that there haven't been any major pedestrian projects in the last five years. Mr. Bolton emphasized that there should be more clarification on major projects that link to solutions for transporting people since most of the capital investments are for roads. He further stressed that the long range plan should include people living and aging in place and more pedestrian projects need attention. Mr. Dean highlighted that the pedestrian system is being approached in scenarios but major capital projects are not inclusive of pedestrian projects like sidewalks because of their scale.

Ms. Redden asked about the schedule of approval. Mr. Dean stated that a recommended set of capital projects will be introduced in January and endorsed in March 2010.

Ms. Choca-Urban mentioned that there seemed to be overlap in projects on the Gold Line. Ms. Hamilton explained that there is some overlap in specific cases regarding capital projects but usually projects are covering independent upgrades. There was a request made by Mr. Osborn to identify agencies that are taking ownership of capital projects. Ms. Choca-Urban asked if the Grey Line was the same as Gold Line. Ms. Hamilton stated that they are similar. Ms. Hamilton also mentioned that recently the City of Chicago applied for funding for the Gold Line. Mr. Werner asked about the Illinois Spider transit project. Mr. Patronsky stated that this project, proposed by a private citizen, could be discussed more after the meeting.

7.3 Preferred Scenario Development – Bob Dean

Mr. Dean reiterated that a special meeting at CMAP offices will be scheduled for October 23, 2009 at 9:30 a.m. to discuss the development of *GO TO 2040* recommendations for the comprehensive plan. Mr. Dean encouraged the committee members to attend and stated that there will be an online meeting capability provided in case people cannot attend in person. At this time there is no action item on this meeting.

Ms. Aleman gave a brief summary covering the results of the *GO TO 2040* public engagement process that took place over the summer. Some of the highlights from the summary include: Approximately 1500 people attended in-person workshops. Several hundred people attended abbreviated presentations.

- The average attendance was 25 people for the workshops.
- Thousands of people participated in the online scenario option and at kiosks made available at several selected sites and county fairs.
- There was a lot of media coverage on major television networks but also through social media such as Twitter and Facebook.
- Common themes across the region were more transit options, walkable communities, educational opportunities, and workforce development. The biggest surprise from the program was that no matter how different communities were from one another, there were many similarities in what communities preferred for the region in the future.

8.0 Northeastern Illinois Regional Greenways and Trails Plan – 2009 Update

Mr. Murtha stated that the development process of the Regional Greenways and Trails Plan started around 2006. The update under consideration incorporates recent updates in subregional plans, including several that were adopted in 2007 and 2008. On June 12, 2009 the Transportation Committee released a draft plan for a public comment period that ended on June 26, 2009 but was extended until July 24. The Transportation Committee recommended approval of the plan at its July meeting. However, at its September meeting, the CMAP Programming Committee suggested revision of text and these changes were highlighted in the plan which was made available to the Transportation Committee for review. Mr. Murtha noted that his request of the Transportation Committee was for approval on the revised text. The changes to the plan reflected conversion of abandoned corridors to another transit use, and more multi-modal corridors.

There was extensive discussion by the committee about the revised text on the Regional Greenways and Trail Plan. One key concern expressed was the fact that the Federal Rails to Trails Act supporting the plan is directed to trail use and not transit. The Federal Rail to Trails Act protects corridors for resumption of rail use if in demand. However, Ms. Redden and Mr. Groner emphasized that the Regional Plan should accommodate as many uses as possible, which should be better described in the plan. They both stressed that multi-modal use, especially transit, should be more explicitly stated in the language of the plan. Ms. Hamilton made the point that if trails were eventually used for transit, the federal government may expect payment for the conversion of corridors from their federally designated usage, if not in compliance with the Federal Act.

Several committee members suggested that the text should be edited. Mr. Murtha stated that the direction from the programming committee was to leave the door open for other uses outside of trails. Some committee members felt that the language was not explicit enough around multi-modal use, while other committee members felt that there wasn't a need to be more explicit because the region would be forced to follow federal law. Also some committee members felt that it was understood that the region would need to make the best use of rails and railway corridors in the face of economic and community development.

In conclusion, the committee came to a consensus that transit has a place in the conversation and that transit corridors have potential for change. There was a suggestion to take these issues back to CMAP Programming Committee for further discussion. A suggestion was also made that the language be eliminated and that proactive action be provided in the *GOTO 2040 Plan* or another avenue.

On a motion by Mr. Neufeld, seconded by Ms. Choca-Urban, the recommendation of the elimination of the revised text in the Northeastern Illinois Regional Greenways and Trails Plan was approved. RTA and Metra voted nay, IDOT Abstained, All Other member voted aye.

9.0 Federal Surface Transportation Reauthorization – Doug Ferguson

Mr. Ferguson presented the CMAP reauthorization policy goals based on the current status of the reauthorization bill (expiration on September 30, 2009), and the position of other organizations on the current bill. Mr. Ferguson informed the committee that the CMAP Board endorsed these reauthorization goals and went on to present highlights from the policy memo.

Mr. Snyder asked if there were common themes among the positions of other organizations. Mr. Ferguson stated that there are common themes and the ambition of reviewing the position of other organizations is to formulate a national vision for transportation. One target of a national vision could be to streamline and condense federal programs. Another goal could be to improve freight movement. Mr. Ferguson is working with the Los Angeles MPO in putting together a coalition of larger MPOs to further discuss these goals and policy recommendations.

10.0 Congestion Pricing Study - Peter Skosey and Rocco Zucchero

Mr. Skosey presented the survey results of the MPC Congestion Pricing Study, which surveyed transportation committee members. Mr. Skosey started the discussion by stating that congestion pricing has worked in other regions. The top goal of all respondents to the survey is to reduce congestion. Mr. Skosey continued to refer to the survey results summary included in the Transportation Committee meeting packet to highlight specific outcomes.

There are remaining resources to do more in-depth analysis and Mr. Skosey stated that MPC will complete these results by the end of the year. Mr. Zucchero informed the committee that the Tollway did not participate in the survey. Mr. Bolton informed the committee that Pace did not participate because it is in the middle of completing independent studies on corridors. Mr. Fortmann explained that IDOT is in the early phase of studying I-290 and studying the Elgin/O'Hare Expressway with a multi-modal approach. There will be an IDOT public hearing about the Elgin/O'Hare Expressway on Wednesday, October 14th. Mr. Fortmann stated that there may be significant diversions from the Kennedy which create concerns for residents, schools, religious institutions, and

businesses in adjacent neighborhoods. Mr. Fortmann emphasized that there is concern about the spillover of congestion onto these roads and the study does not appear to be looking closely at these effects. Finally, Mr. Fortmann stated that with the planned I-55 lane addition, I-55 would be a better candidate than the Kennedy Expressway where an existing lane would be used as the priced facility. The response was that the level of service for arterial intersections in the study area would not be measured. The level or impact of diversion will not be studied. An assumed level of diversion will be used.

There was considerable discussion about whether or not the Stevenson between I-355 and I-294 should replace the Kennedy as a corridor for study. Some committee members felt that this could be a more beneficial study and agreed with Mr. Fortmann that this would have more impact and less spillover into neighborhoods. Other committee members felt it was best to keep the top three corridors selected by the survey (Kennedy Reversibles between Edens and Ohio, I-90 Jane Adams between I-290 and I-294, and I-55 between I-294 and I-90/94). Mr. Blankenhorn stressed that the goal of the congestion study was to learn from each of the corridor evaluations rather than to serve as a way to prioritize projects across the region. Ms. Hamilton reiterated that it is important that anyone reviewing the congestion pricing study and the survey results should understand its purpose and not misuse it as a way to dictate projects. The final decision by the committee was to go with top three corridors supported in the survey. Mr. Kowshik of Wilbur Smith who is working on the study explained that upon further implementation, the study will evaluate operational impact.

11.0 Rescissions

Mr. Donovan reminded the committee that the SAFETEA-LU bill includes a \$9 billion rescission that would begin on September 30, 2009. \$300 million is expected to be rescinded from Illinois programs. The rescission will take back federal funding from unobligated balances across 16 different federal programs.

A proposal for a fix for the rescission is being reviewed. Ms. Berry mentioned that talking points were sent out as agreed to at the Council of Mayors Executive meeting and the area mayors have been contacting legislators. Mr. Fortmann said the projects on the November letting will be authorized one week before the impending rescission. The committee began open discussion about the rescission. One main concern was the potential of losing projects that have cost millions of dollars to complete preparatory stages before obligation. However, further discussion was delayed because it was agreed that until the rescission is completed, the amounts from selected programs will not be known.

12.0 Preliminary RTA Funding Programs of Projects – Jay Ciavarella

Mr. Ciavarella explained there was a call for projects in April and the deadline was at the end of July. Public comments will be accepted until the end of September. The RTA Committee will take a final recommendation to the Board on October 15, 2009. RTA Board meeting approvals will take place for projects but not for funding. In December the Board will decide on funding as part of the normal budget process. RTA will work with applicants to get projects ready.

A strategic plan update will include regional market analysis and system analysis. For the 2010 budget, marks were set and the budget will be adopted in December.

13.0 RTA Update

All updates were covered in prior agenda items.

14.0 Coordinating Committee Reports

Ms. Hamilton stated the agenda for the Planning Committee on September 9, 2009 was very similar to the current agenda for the transportation committee meeting. The committee discussed the main results of public engagement, preferred scenario development, the framework for the plan's preferred scenarios. Also, the Planning Committee focused on 10 key points for the plan. The committee endorsed the schedule for adopting the *GO TO 2040* Plan in October 2010.

15.0 Public Comment

There was no public comment.

16.0 Other Business

Ms. Berry explained that the Policy Committee designates the Chair and Vice Chair of the Transportation Committee on an annual basis. She requested the Transportation Committee's consensus on supporting Ms. Hamilton to represent the TC through October 2010 on the Planning Committee. While Ms. Hamilton will no longer be an officer of the Transportation Committee, for continuity, it may be best during the very critical time left to develop the *GO TO 2040* Plan, to have her continue in her role as liaison to the Planning Coordinating Committee. The Committee unanimously and whole heartedly gave support to having Ms. Hamilton continue as the Planning Coordinating Committee representative.

Mr. Groner announced that Metra has launched a new website. On the new website there is an e-commerce section to purchase a card for ten rides. Also, users

are able to register and receive notifications about Metra service changes. Finally, Mr. Fortmann reminded the committee about the Elgin/O'Hare public meeting being held on October 14th.

17.0 Next Meeting

The Special *GOTO 2040* meeting is scheduled for October 23, 2009 at 9:30 a.m. in the Cook County Room.

Adjournment

Meeting adjourned at 11:45 a.m.

_____ Charles Abraham	_____ Jan Metzger	_____ Steve Strains
_____ Rocky Donahue	_____ Arlene J. Mulder	_____ Chris Snyder**
_____ John Donovan***	_____ Randy Neufeld	_____ Vonu Thakuriah
_____ John Fortmann	_____ Jason Osborn	_____ Paula Trigg
_____ Bruce Gould	_____ Leanne Redden	_____ David Werner***
_____ Rupert Graham, Jr	_____ Tom Rickert	_____ Ken Yunker
_____ Jack Groner	_____ Mike Rogers	_____ Tom Zapler
_____ Luann Hamilton*	_____ Joe Schofer	_____ Rocco Zucchero
_____ Robert Hann	_____ Peter Skosey	
_____ Fran Klaas	_____ Dick Smith	
_____ Don Kopec	_____ David Simmons	
 *Chair	 **Vice-Chair	 ***Non-voting