



**Tier II Consultation Meeting**  
**Draft Minutes – December 12, 2013**

**Participants:**

Reggie Arkell	FTA – via phone
Patricia Berry	CMAP
Claire Bozic	CMAP
Brian Carlson	IDOT District 1 – via phone
Kama Dobbs	CMAP
John Donovan	FHWA
Lindsay Hollander	CMAP
Tony Maietta	USEPA
Jim Mitchell	IDOT District 1/Gewalt Hamilton Assoc.
Tom Murtha	CMAP
Mark Pitstick	RTA
Mike Rogers	IEPA
Chris Schmidt	IDOT – Office of Planning & Programming
Kermit Wies	CMAP
Drew Williams-Clark	CMAP

**1.0 Call to Order and Introductions**

The meeting was called to order at 10:30 a.m. All participants introduced themselves.

**2.0 Agenda Changes and Announcements**

None.

**3.0 Approval of Minutes – November 15, 2013**

On a motion by Mr. Schmidt and a second by Mr. Rogers the minutes were approved as presented.

**4.0 Semi-Annual GO TO 2040 and TIP Conformity Amendment**

Ms. Berry reported that analysis for the GO TO 2040 and TIP conformity amendment to be approved by the CMAP Board and MPO Policy Committee is underway. She stated that vehicle age distribution data are being updated; the current data are from 2008. On a motion by Mr. Rogers seconded by Mr. Maietta, the team concurred on the use of 2008 vehicle age distribution data for this conformity amendment.

## 5.0 GO TO 2040 Financial Plan for Transportation Update: Draft Forecasts

Ms. Hollander reviewed the memo contained in the agenda on the financial plan update. She noted that revenues and expenditures were forecast and the result is a \$4.2 billion shortfall between core revenues and total operating and safe and adequate capital expenditures, resulting in a need for the identification of revenue sources beyond the core revenues. She reviewed some potential scenarios, including a state motor fuel tax (MFT) increase, a regionally-imposed transportation user fee, congestion pricing on the existing system, long term MFT replacement, performance-based funding and variable parking pricing. She requested comments on the memo and methodology tables by December 25, 2013 and stated that final forecasts will be presented to the Transportation Committee on January 17, 2014.

Mr. Donovan asked what level of support from the region is needed to move forward with these revenue sources. Ms. Hollander stated that CMAP wants our partners to not only support the assumptions in the financial plan but to also support policy changes going forward that will be needed to bring the assumptions to reality. Mr. Donovan noted that a strategy is needed to get these policies implemented in order to put reasonably expected revenue sources in the plan. He added as an example that we have not seen support for a drastic increase in congestion pricing that would support the assumed revenue being reasonably expected.

Mr. Schmidt asked why public-private partnerships (P3) were not included as reasonably expected revenue. Ms. Hollander noted that P3 will be incorporated in the Major Capital Projects analysis as a reduction in the public cost of specific projects, rather than as a source of revenue available to the entire region. Mr. Williams-Clark added that staff has discussed project costs at length with implementers. No additional project-specific revenues derived from public-private partnerships have been identified from those discussions so far, but implementers will be asked to provide those for project evaluation.

Mr. Pitstick noted that the RTA is verifying forecasts and asked if the revenues and expenditures were analyzed by mode, leading to a larger shortfall in one mode verses another. Ms. Hollander stated that CMAP looks at overall revenues and expenditures because we assume there will be flexibility in the use of the revenues across modes. She added that there is no analysis of when in the planning period the shortfall would actually occur because the forecasts are cumulative over the planning horizon. Mr. Pitstick expressed concern regarding the growth in vehicle miles travelled. Mr. Pistick also noted that comments on the indicators have been sent to CMAP staff.

Mr. Donovan reiterated his concern that partners will not support the policies in the reasonably expected revenues and stated that consensus on the policies is needed to ensure acceptance of the update in October, because with no advancement of the implementation of the policies having occurred in the last four years, it will be difficult to accept the revenues as reasonably expected. He noted that lack of opposition is not the

same as support. Mr. Donovan added that with the projected shortfall, the region needs to talk about trade-offs between “safe and adequate” and the implementation of major capital projects.

#### **6.0 Urban Area Smoothing**

Mr. Mitchell provided an overview of the smoothing of the boundaries of the 2010 Census Urbanized area taking the new Metropolitan Planning Area into consideration. He noted that the biggest effect of the boundary is the classification of roadways as urban or rural. CMAP staff has reviewed and plan on taking the proposed smoothed urban boundaries to the Transportation Committee on January 17, 2014 and MPO Policy Committee on March 13, 2014 for consideration.

#### **7.0 Tracking Projects of Air Quality Concern (PAQC)**

Ms. Berry noted that have been no changes to the current list of projects since the last meeting.

#### **8.0 Major Capital Project Updates**

Ms. Berry noted that a brief update on the status of Major Capital Projects is available on the Transportation Committee minutes page.

#### **9.0 Other Business**

Ms. Berry reported that the development of the 2015-2020 TIP is following the same cycle as the GO TO 2040 update and will be considered for adoption in October 2014.

#### **10.0 Public Comment**

None.

#### **11.0 Next Meeting**

The next meeting is on call.

#### **12.0 Adjournment**

The meeting adjourned at 11:16 a.m.

#### **Tier II Consultation Team Members:**

	CMAP		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		