



## Regional Coordinating Committee

### Minutes

Wednesday, June 10, 2015

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

#### Committee Members

##### Present:

Elliott Hartstein, Chair (CMAP Board), Frank Beal (CMAP Board), Pat Carey (Cook County Department of Development-Economic Development Cmte.), Allison Clement (Metropolitan Mayors Caucus-Housing Committee), Michael Connelly (CTA-Transportation Committee), Sheri Cohen (Human & Community Development Committee), Al Larson (Village of Schaumburg-CMAP Board), Andrew Madigan (Mesirow Financial-CMAP Board), John Noak (Village of Romeoville-CMAP Board), Leanne Redden (RTA-CMAP Board) Ed Paesel (South Suburban Mayors & Managers Assoc.-Land Use Cmte.), Jack Darin (Illinois Sierra Club-Environment and Natural Resources Committee)

##### Others Present:

Kristen Andersen-Metra, Mike Klemens-WCGL, Jennifer Becker-Kane/Kendall Council of Mayors, Garland Armstrong-Access Living, Heather Armstrong-Access Living

##### Staff Present:

Jill Leary, Tom Kotarac, Joe Szabo, Gordon Smith, Jesse Elam, Jacquelyn Murdock

#### 1.0 Call to Order

Elliot Hartstein called the meeting to order at approximately 8:10 a.m. and asked committee members to introduce themselves.

#### 2.0 Agenda Changes and Announcements

There were no changes to the Agenda or announcements.

#### 3.0 Approval of Minutes

A motion made by Ed Paesel to approve the minutes of the March 11, 2015 meeting was seconded by Sheri Cohen. All in favor, the motion carried.

#### **4.0 Alternatives to the Illinois Motor Fuel Tax**

CMAP staff, Jacquelyn Murdock gave a presentation related to the evaluation of alternatives to the Illinois Motor Fuel Tax (MFT). Murdock summarized the analysis, while not providing any specific recommendations, was meant to evaluate various revenue options. Currently at \$0.19 per gallon, the state MFT has not been increased since 1991 and has failed to keep pace with inflation, while fuel consumption has declined because increased fuel efficiency and stagnated vehicle travel. GO TO 2040, Murdock reported, recommends new and enhanced sources of transportation revenue that includes long-term replacement of the MFT, but also recommends the MFT be increased by \$0.08 and pegged to inflation in the short term. Options evaluated, Murdock continued, included a mileage based user fee (i.e. a vehicle miles traveled fee), a motor fuel sales tax, and vehicle registration fees. Revenue metrics (sufficiency, stability, and growth potential) were explained related to each of the options and Murdock then summarized economic metrics (benefit principle and equity) as well as feasibility metrics (implementation and administration). Mileage based user fees appear relatively positive, although implementation and administration would be significant hurdles. A VMT fee would involve significant start up costs in technology to track mileage and privacy concerns about sharing the data remain. For tolling, the Federal government would need to lift restrictions on tolling interstate facilities that are presently un-tolled. The motor fuel sales tax, although unstable and hampered by growth potential, can be implemented under existing conditions. Motor vehicle registration fees are problematic, and are unlikely to be implemented at a level that would replace the MFT. CMAP will continue to evaluate ways to provide sustainable revenue for its transportation system. Murdock fielded questions related to occasions where states had successfully implemented one or more of these options and which of the options would be more public-friendly (i.e., writing a check for vehicle licensing versus paying at the pump), as well as a general sales tax increase on gasoline (Virginia) and development of policy at the federal level (reauthorization principles).

#### **5.0 Fiscal Year 2016 Unified Work Program (UWP)**

Deputy Executive Director Dolores Dowdle reported that the FY 2016 Unified Work Program (UWP) the federal transportation planning program that funds CMAP and the planning activities in the region was being presented for Board approval. Nine (9) core proposals were approved, fourteen (14) competitive proposals were received, but only three (3) are funded. Those include CMAP's LTA program administered jointly with the RTA for projects with a heavy transit focus, CDOT South Lakefront and Museum Campus study, and CTA Brown Line Core Capacity study. A motion by Mayor Al Larson was seconded by Ed Paesel to recommend approval of the UWP program as presented to the CMAP Board. All in favor, the motion carried.

#### **6.0 Legislative Update**

6.1 CMAP staff Gordon Smith reported that while the General Assembly concluded its spring session on May 31, they continue to meet almost weekly and have agreed, by resolution, to continue to meet. A budget was passed, although it was \$3-4 billion out of balance. One appropriation bill, SB 2033, that includes the majority of IDOT's budget

contains a line item for “Metropolitan Planning and Research” that has historically been the source of CMAP funding. All budget bills that have passed have reconsideration motions attached, Smith continued. Former CMAP Executive Director Randy Blankenhorn was confirmed as Secretary of Transportation, Smith also reported, and most of the bills that staff had been tracking failed to pass. Exceptions included HB 2685, the RTA Working Cash Notes bill and Senate Resolution 607 directing IDOT to conduct a study on the feasibility of a mileage based user fee to replace the Motor Fuel Tax. CMAP will offer IDOT its assistance on the topic and access to the information that has already been collected. Staff will continue to monitor activity.

6.2 CMAP staff Tom Kotarac gave a Federal Transportation Reauthorization update reporting that Congress gave an extension to MAP-21 that expires on July 31, the longest amount of time before the trust fund faces insolvency (August 1). New money will need to be brought into the highway trust fund after that date. Kotarac reported that the Congressional Budget Office offered that any further extension beyond July 31, to the end of the fiscal year would require \$3 billion in new revenue, to the end of the calendar year, \$8 billion and a 6-year bill will require \$85-\$90 billion. Just over 52 days (31 legislative days) remain when this extension will expire, Kotarac continued, and the Environment & Public Works (EPW) Committee is scheduling a markup for June 24, of their portion of the bill. It is rumored this will be a six-year bill, bi-partisan, with some likely inflationary growth over current levels. From the region, all the County Board Chairs or Executives, the City of Chicago and CMAP Board Chair sent a letter to the EPW Committee, documenting the importance of freight and the new bill is hoped to include a new well-defined freight program that builds on MAP-21. Kotarac also reported that the House Ways and Means Committee announced a first hearing on the highway trust fund this Congress is expected soon.

## 7.0 Next Long Range Plan

CMAP staff Elizabeth Schuh gave a presentation on CMAP’s next regional comprehensive plan. Required by federal regulations, the region’s long range transportation plan must be updated every four years. The update only just completed was considered a minor, technical update. The next plan is considered to be a much more substantive revisiting of the plan and while introducing new policies, will also seek to expand upon the policies of GO TO 2040. The board met about a year ago, talked about strategic direction with a decision to build on GO TO 2040 that already provides a very strong foundation considering transportation and land use for the region, Schuh continued, and the update will build up on and complement GO TO 2040, while considering new policy areas that support responsibilities while being more specific with implementation. Completion in October 2018, meeting the federal requirement of the new plan, Schuh described the focus of this year’s work in the preparation of background research and analysis to support the development of the new plan through the evaluation of existing conditions in transportation, land use, the regional economy, housing and socio-economic forecasts projecting population, household and employment. Technical elements of the plan will be considered in the coming years, with 2017 seeing scenario planning, beginning elements of the transportation plan—including the financial plan—and a call for regionally significant

transportation projects, evaluation and eventual prioritization and a draft plan for approval in 2018. Schuh also touched on likely concentrated outward pushes related to public engagement with stakeholders, through the working committee structure, during the coming year as well as throughout the plan development process. Resource groups will be used too, Schuh continued, bringing together stakeholders from multiple committees, or bringing in outside experts to discuss topics that may be out of our current expertise. Products this year will include as many as 5 snapshot reports: Regional economic clusters and trends; infill and TOD trends; demographic trends; transportation network and trends; and freight system trends. There are also 13 strategy papers planned for FY 2016, Schuh concluded. Asked to look into innovative financing related to public private partnerships, Schuh reported that conversations regarding ways to best incorporate innovative financing are currently underway. Implementation and financing were also noted as critical to the development process.

#### **8.0 Other Business**

There was no other business.

#### **9.0 Public Comment**

There was no public comment.

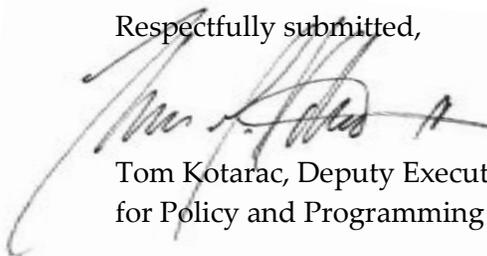
#### **10.0 Next Meeting**

The Regional Coordinating Committee meets next on October 14, 2015.

#### **11.0 Adjournment**

At 8:58 a.m., a motion to adjourn made by Ed Paesel was seconded by Mike Connelly, and with all in favor, carried.

Respectfully submitted,



Tom Kotarac, Deputy Executive Director  
for Policy and Programming

/stk  
10-02-2015

*Approved as presented, by unanimous vote, October 14, 2015*