

TRANSPORTATION COMMITTEE
DRAFT MINUTES
Thursday, March 26, 2009
9:00 a.m.
NWMC Offices
1616 East Golf Road
Des Plaines, IL 60016

Members Present:

Kerry Cummings, Co-Chair, President, Village of Glenview
Ken Nelson, Co-Chair, Mayor, City of Rolling Meadows
Al Larson, President, Village of Schaumburg
Jim Wallace, Deputy Village Manager, Village of Barrington
Arlene J. Mulder, President, Village of Arlington Heights
Tim Oakley, Director of Engineering, City of Des Plaines
Louella Preston, Trustee, Village of Niles

Others Present:

Mike Hankey, Village of Hoffman Estates
Bunny Anderson, Illinois Tollway
Janet Bright, CMAP
Rick Mack, Metra
Steve Mastny, IDOT
Thomas Ponsot, Village of Arlington Heights
Andy Plummer, RTA
Bruce Christensen, Lake County DOT
Emily Tapia, Metropolitan Planning Council
Jim Yuratorac, ESI Consultants Ltd.
Chris Staron, NWMC
Mike Walczak, NWMC
Larry Widmer, NWMC

I. Call to Order

Chair Cummings called the meeting to order at 9:00 a.m.

II. Approval of the January 29, 2009 meeting minutes

The January 29, 2009 meeting minutes were unanimously approved on a motion from President Mulder, seconded by President Larson.

III. HB 2359: Transportation Investment Accountability Act (Ryg)

Chair Cummings asked Mr. Walczak to provide an overview of House Bill 2359. She said it would be helpful if staff provided the current method of transportation planning. Mr. Walczak reported that currently the MPOs have their planning processes and the state has its planning process. He noted that currently the State Transportation Improvement Program (STIP) is a collection of MPO and state projects. He said that HB 2359 would create a State Transportation Policy Committee to coordinate the funding, planning, and project selection. He reported that this statewide committee would establish criteria for funding and project prioritization. He said that the

committee would be composed of three members from the CMAP Board, three members from downstate MPOs, one rural representative and the Secretary of IDOT. He further said that majority and minority leaders in the General Assembly and an Illinois Tollway representative would serve on the committee as non-voting members.

Mr. Oakley asked if the Tollway's projects would be subject to this committee. Ms. Tapia reported that the Tollway's projects would be ranked, but she noted that their project planning is separate from the state process. President Larson asked what CMAP's role would be if this new statewide committee is created. Ms. Tapia reported that CMAP's role would not change, but the State Transportation Policy Committee would review the TIP. President Larson said the proposal sounds like adding another layer into the system. Mr. Walczak said he was curious if the legislation met federal standards since the MPO is designated as the programming body. Ms. Tapia said that the legislation is supposed to streamline the planning and project selection process and make it more efficient. Mayor Nelson noted that the proposal did not appear to streamline the process because there is another level of review and approval. Chair Cummings asked what problem this legislation is trying to address. Mr. Walczak responded that the IDOT's program does not clearly prioritize projects. Mr. Oakley said that IDOT has a ranking and prioritization process based on roadway condition, AADT, and other measures. Mr. Mastny affirmed that IDOT does have criteria for project selection, but perhaps this law aims to include additional criteria. Ms. Tapia said that the percent of roads and bridges in acceptable condition is an important measure in the legislation. Mr. Allison said the legislation could expand criteria for project prioritization. Mr. Walczak noted that staff had additional questions about the distribution of federal funds, such as STP funds, and the impact of the legislation on transit funding. Chair Cummings said that the legislation seems to permanently open the funding distribution question. Mr. Christensen said that by requiring an acceptable condition on roads and bridges, the legislation appears to be a roundabout way of preventing diversions from the road fund. Ms. Tapia said that the legislation aims at providing more strategic investments in transportation. Mr. Christensen said that preventing diversion as a goal of the legislation is not clearly stated. Chair Cummings said that if determining funding distributions is the intent of the legislation, then perhaps a task force is more appropriate than a permanent committee. She said that a task force could make recommendations for funding moving forward, while having a permanent debate about funding distribution may be unworkable year to year. Mayor Mulder said that it appears to be another hoop to jump through. Mr. Walczak said that the legislation may not affect programming, but there will be an effect on funding. He said that he wanted to touch base with FHWA to see what it thought about the legislation. Trustee Preston asked why there are areas outside of MPOs. Ms. Tapia said that MPOs contain 78% of the population, but a majority of the land outside urbanized areas is outside MPOs. She said that IDOT programs in these areas. Ms. Bright said that CMAP is working with the sponsors of this bill. She said that CMAP supports the accountability and transparency in the bill.

IV. Illinois Capital Program

A. Governor Quinn's Proposed Capital Program

Mr. Staron reported that Governor Quinn proposed a capital budget last week. He said that the capital budget totals \$26 billion with roughly \$19 billion in transportation spending; however, he noted that the transportation funding

includes the existing multiyear road program, the American Recovery and Reinvestment Act funding, and other existing federal funding. He reported that the Transportation for Illinois Coalition (TFIC) estimates that the capital budget actually includes only \$2.1 to \$2.3 billion in new state road funding. He informed the committee that there is no new funding for local roads in the capital budget. He said that the operating budget proposes lower Motor Fuel Tax (MFT) distributions to local governments, which reflects the decline in vehicle miles traveled. In addition, he said that operating assistance to RTA is lowered in the operating budget. He noted that new revenue to pay for the capital budget is supposed to come from a \$20 increase on license plates and a \$10 increase on driver's license fees.

Mayor Mulder asked what kind of transparency and accountability requirements are included in the capital budget proposal. Mr. Staron reported that the capital budget does not include information about new transparency or accountability measures. Mr. Hankey asked how the Grow Illinois Fund in House Bill 1 is defined. Mr. Plummer and Mr. Walczak responded that the Grow Illinois Fund appears to be the catch all for all capital improvements, including those outside of transportation. Mr. Staron said that State Representative Bradley is holding capital program hearings throughout the state and that there is one being held on the evening of April 6 at the Northbrook Public Library. He said that local government officials are encouraged to attend and testify. The committee expressed their concern that the meeting is being held the day before municipal elections.

B. RTA Capital Needs

Mr. Plummer reported that *Moving Beyond Congestion*, which was released two years ago, stated that the RTA system needs \$16.1 billion to be maintained, enhanced and expanded. He said that RTA's strategic plan that roughly \$6 billion will come from the federal government. Consequently, he reported that \$10 billion in state or local capital funding is needed to maintain, enhance and expand the RTA system. He said that \$7 billion is for bringing the current system into a state of good repair. He said that these are big numbers that the Governor's capital bill does not approach. He informed the committee that RTA estimates that there is only \$1.5 billion in new state spending on transit in the Governor's capital proposal. Mr. Plummer reported that Illinois First provided roughly \$3 billion in state transit spending in 2009 dollars. He told the committee that RTA has been dependent on federal formula funds since 2004. President Larson asked what the private railroads pay for maintenance of their tracks. Mr. Mack responded that Metra pays for most of the maintenance, but the cost sharing depends on the amount of freight traffic on a line. President Larson said that Metra is maintaining the tracks for the railroads.

Mr. Plummer said that RTA is reaching out to state legislators. He said that RTA will testify at the capital program hearings and RTA has sample testimony to share with local government officials.

Trustee Preston asked if there was a group collecting information on the proposed capital plan. Mr. Staron reported that the Transportation for Illinois

Coalition (TFIC) provided an analysis of the Governor's proposed capital budget. Trustee Preston asked how the proposed 2016 Chicago Olympics will affect the capital program. Concerns were raised that capital funding could be steered towards preparation for the Olympics.

V. American Recovery and Reinvestment Act (ARRA)

Mr. Walczak reported that the Northwest Council of Mayors had a call for projects related to the ARRA, and that the Northwest Technical Committee recommended nine projects for funding. He said that the projects will go before the Northwest Council at the NWMC Board meeting on April 15. He said that some funding went to new projects, but a majority of the funding went to existing STP projects with large local shares. Mr. Staron said that the North Shore Council of Mayors went through a similar process and the North Shore Technical Committee recommended funding for eleven projects. He said that the majority are resurfacing or Local Agency Pavement Preservation (LAPP) projects, with a couple of bridge deck repairs. Mr. Christensen reported that the majority of Lake County's funding is going towards the next STP projects in the queue and that a call for LAPP projects has been issued for the remaining available funding. He reported that Lake County will distribute the money at their traditional 70/30 split. Mr. Walczak reported that ARRA funds in the Northwest Council will be 100 percent federal with no local match. Mr. Staron said that the North Shore Technical Committee recommended an 80/20 split in order to bring more projects into the program.

VI. CMAP Issues

A. Developments of Regional Importance (DRI) Comments

B. HB 270: Increase CMAP Board Members (Hoffman)

President Larson said the bill disrupts the balance of the current CMAP Board. He also said that CMAP has been trying to establish its role and not threaten local governments, and this bill will raise new issues. Ms. Bright said that due to a past funding agreement CMAP is not opposed to the legislation. President Larson said that individual CMAP Board members are opposed.

A motion to send a letter of opposition to NWMC area legislators was unanimously approved on a motion from Mayor Nelson, seconded by President Mulder.

C. CMAP Report

Ms. Bright thanked the NWMC for having Laura Berman, from the FLIP program; attend the Conference's March board meeting. She distributed an invitation to the FLIP final presentation. A committee member asked if the FLIP program is going to be repeated. Ms. Bright said it will depend on funding.

Mr. Walczak reported that NWMC submitted three Full Circle grant applications on behalf of Carpentersville, Evanston and Barrington. He said that the CMAP Board will approve the grant recipients at its April meeting.

VIII. Other Business

IX. Next Meeting

Chair Cummings reported that the next meeting is scheduled for April 30, 2009. She noted that this is the fifth Thursday of the month because some committee members and staff will be traveling back from legislative days in Springfield.

X. Adjournment

A motion to adjourn was unanimously approved on a motion from President Larson, seconded by President Mulder.