Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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Chicago Metropolitan Agency for Planning
Transportation Committee Agenda
December 8, 2011

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

Conference Call Number: (800) 747-5150
Passcode: 3868836

1.0 Call to Order and Introductions **9:30 AM**
Chris Snyder, Committee Chair

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – November 18, 2011
ACTION REQUESTED: Approval

4.0 Approval of the GO TO 2040/TIP Conformity Analysis and associated Transportation Improvement Program (TIP) Amendment
The public comment period for the GO TO 2040/TIP conformity analysis and associated TIP Amendment adding a non-exempt project to the TIP closes December 2, 2011. No comments were received as of the date of the posting of this agenda.
ACTION REQUESTED: Recommendation of the approval of the proposed conformity analysis and TIP Amendment to the MPO Policy Committee

5.0 Other Business

6.0 Public Comment
This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

7.0 Next Meeting
The next meeting is scheduled for January 20, 2012.

8.0 Adjournment

Transportation Committee Members:

_____	Charles Abraham	_____	Robert Hann	_____	Steve Schlickman
_____	Reggie Arkell***	_____	Fran Klaas	_____	Joe Schofer
_____	John Beissel	_____	Don Kopec	_____	Peter Skosey
_____	Michael Bolton	_____	Wes Lujan	_____	Chris Snyder*
_____	Maria Choca Urban	_____	Arlene J. Mulder	_____	Susan Stitt
_____	Lynnette Ciavarella	_____	Randy Neufeld	_____	Steve Strains
_____	Michael Connelly	_____	Jason Osborn	_____	Paula Trigg
_____	John Donovan***	_____	Leanne Redden**	_____	Larry Walsh
_____	John Fortmann	_____	Tom Rickert	_____	Ken Yunker
_____	Luann Hamilton	_____	Mike Rogers	_____	Rocco Zucchero

*Chair **Vice-Chair ***Non-voting

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Chicago Metropolitan Agency for Planning

Transportation Committee Minutes

DRAFT MINUTES

November 18, 2011

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

Members Present: Chair Chris Snyder-DuPage County, Chuck Abraham – IDOT DPIT, Reggie Arkell-FTA, Patricia Berry-CMAP, Michael Bolton-Pace, Michael Connelly-CTA, John Donovan–FHWA, Henry Guerriero-ISTHA, David Kralik- Metra, Arlene Mulder-Council of Mayors, Randy Neufeld-Bicycle and Pedestrian Task Force, Jason Osborn-McHenry County, Leanne Redden-RTA, Chad Riddle-IDOT/District One, David Seglin-CDOT, Kyle Smith-CNT, Susan Stitt-IDOT Office of Planning and Programming, Steve Schlickmann-UIC/UTC, Peter Skosey-MPC, Steve Strains-NIRPC, Mike Sullivan–Kendall County, Paula Trigg –Lake County, Jan Ward-Kane County,

Members Absent: John Beissel-Cook County, Robert Hann-Private Providers, Jamy Lyne–Will County, Wes Lujan-Railroads, Mike Rogers-IEPA, Joe Schofer-Northwestern University, Ken Yunker-SEWRPC

Others Present: Mike Albin, Brian Plum, Garland Armstrong, Allison Bos, Len Cannata, Bruce Carmitchel, Bruce Christensen, Sheena Freve, Christina Kupkowski, Mike Walczak, Jan Ward, Tammy Wierciak

Staff Present: Alex Beata, Claire Bozic, Bob Dean, Teri Dixon, Kama Dobbs, Doug Ferguson, Leroy Kos, Holly Ostdick, Ross Patronsky, Gordon Smith

1.0 Call to Order and Introductions

Committee Chair Chris Snyder called the meeting to order at 9:30 a.m.

2.0 Agenda Changes and Announcements

Mr. Riddle announced that the FHWA is soliciting candidate projects for 2012 discretionary grant programs. Local agencies interested in applying must coordinate with

IDOT District One. A question was raised regarding whether or not Chicago could apply directly. Applications are due to IDOT by December 16, 2011.

3.0 Approval of Minutes – September 30, 2011

On a motion by Mayor Mulder and a second by Mr. Connelly, the minutes were approved as presented.

4.0 Coordinating Committee Reports

Chairman Snyder reported on the Regional Coordinating Committee's October 12 meeting. Performance based evaluation criteria were discussed with specific emphasis on how such criteria can support the discussion about the current 45/55 transportation funding split with rest of the state. While northeastern Illinois has a smaller percentage of infrastructure, this region has a huge impact on the economic and fiscal strength of the state. The GO TO 2040/TIP semi-annual conformity and TIP amendments and the FY2012-2016 CMAQ program and MYB list were recommended for approval. An overview of a draft CMAP Legislative Framework was also provided at the meeting.

Ms. Redden reported that at the November 9 meeting of the Local Coordinating Committee, the Metropolitan Mayors Caucus gave a presentation on Homes for a Changing Region. Discussions of the funding outlook for the federal Sustainable Communities Initiative and an update of the CMAP Local Technical Assistance program were also presented at the meeting.

5.0 Transportation Improvement Program (TIP)

5.1 FY 10-15 TIP Amendments and Administrative Modifications

Mr. Kos reported that the TIP amendments were released for a 7 day public comment period with no comments received. Mr. Kos stated that the Chicago Department of Transportation is requesting that one of its CMAQ projects, TIP ID 01-12-0003 Chicago Bike Sharing Program-Startup be added to FFY 12 of the TIP. Mr. Kos requested committee approval of revisions to the TIP including the addition of the Chicago Bike Sharing Program-Startup. On a motion by Ms. Berry and a second by Mr. Connelly, the TIP revisions were approved unanimously. Mr. Kos also reminded the committee that changes for the upcoming semi-annual GO TO 2040/TIP conformity analysis and TIP amendments are due on December 9. The conformity determination and TIP amendments will be considered for approval in March 2012.

5.2 Special GO TO 2040/TIP conformity analysis to allow for a TIP amendment adding lanes on IL47 between Caton Farm Road in Kendall County and I-80 in Grundy County

After consultation with the Transportation Committee Chair and Vice-Chair, staff released the conformity analysis and the proposed amendment for public comment on Thursday, November 3. The comment period will end on December 2. The committee decided to

convene a special meeting of the Transportation Committee at 9:30 am on December 8, 2011 prior to the special MPO Policy Committee to consider recommendation.

5.3 Proposed Dates for 2012 meetings

On a motion by Ms. Redden and a second by Mr. Connelly, the committee unanimously approved 2012 meeting dates.

6.0 Congestion Mitigation and Air Quality Improvement CMAQ (Holly Ostdick)

6.1 CMAQ MYB list

The CMAQ Project Selection Committee (PSC) discussed MYB list procedures at its last meeting. The PSC agreed to examine projects on a case by case basis depending on circumstances of the project. The strong preference of all members of the PSC is that the A list projects move forward expeditiously. The PSC is using a first ready-first funded process for CMAQ A list projects.

6.2 October 2011 Status Updates

Ms. Ostdick reported that of the 184 line items for which status reports were provided, 104 had experienced prior delays and that 45% of these, representing $90 million in CMAQ funds, were requesting an additional 'one time move'. 48 line items, representing approximately $71 million in CMAQ funds, are requesting their first 'one time move'. These 48 moves were approved by the CMAQ Project Selection Committee (PSC). The PSC took no action on the requests for additional moves and requested that staff make a recommendation at a special meeting to be scheduled for late November or early December.

The Transportation Committee (TC) discussed the particulars of the history of CMAQ program management and the effectiveness thereof, including the quandary of making a determination about whether a 'one time move' is within or without of the sponsor's control. Smaller communities and the tight economy were discussed, and TC members acknowledged that every project has its own story. The TC discussed the difficult position of the PSC in making recommendations to remove line items, projects and dollars from the CMAQ program given that they are also the sponsors.

The PSC has been wrestling with this for several years but the unobligated balance has remained stubbornly high. It was suggested that direction from the TC to the PSC may be helpful. The fact that removing projects may impede the progress in obligating funds was discussed as was a capacity issue ("funnel effect") at IDOT whereby only so many projects can be processed in any given time period.

Various TC members asked for copies of current program management policies and previously conducted research on the program management procedures of other MPOs. A new program management framework was requested with one possibility being a two years and out policy. It was also suggested that staff evaluate the impact of the framework(s) proposed on the current CMAQ program. A summary of the annual

CMAQ apportionment to the region, annual obligations and annual rescissions for the past ten years was also requested.

Some TC members suggested that we continue to muddle through until a new federal authorization is in place. Other TC members suggested that to do so could result in loss of funding for the region and that because of the history of the timetable for reauthorization we could be muddling for a long time.

The TC discussed the transfer of federal funds from FHWA to FTA and the fact that IDOT would be better able to allocate obligation authority if CMAQ project obligations were more accurately programmed. IDOT will most likely be able to accommodate the transfers anticipated for 2012. The TC discussed the use of obligation authority. It was reiterated that IDOT insures that all available obligation authority is used each year. The TC acknowledged IDOT's need for accurate programming information to effectively use the obligation authority each year. It was suggested that all programs subject to the federal annual obligation limitation be addressed.

There is a four year window for obligating federal CMAQ funds – after four years the apportionment lapses. The only reason CMAQ funds have not lapsed is because of Congressional rescissions. TC members asked whether payback of federal funds is required if a project that has already expended funds is removed from the CMAQ program. Payback could be required unless no build is determined to be the best option for a project. For other projects, there may be a significant time period before payback is demanded. TC members commented that priority projects that made no progress could be removed from the program and then reapply for funding when the project is ready. A suggestion was made that not funding phase one would impact what is requested, and could improve project completion.

After ninety minutes, the Chair brought the discussion to a close and reviewed the information requested by the TC:

- a table illustrating apportionments, expenditures and rescissions for the last ten years
- a framework with various options for moving forward with more rigor in CMAQ management
- a summary of current management policies.

7.0 GO TO 2040 Updates – Action Area Update

Mr. Dean thanked everyone for contributing their ideas about projects that promote the implementation of the GO TO 2040 Plan. The annual report is still being written and a draft will be out sent out to all committees in December. A member asked about whether the report might indicate that activities are going on all over the region and that just because a particular entity is not highlighted, it does not mean that they are not engaged in implementing the Plan.

8.0 Local Technical Assistance Program (LTA)

Mr. Dean gave a brief update of the activities of LTA program.

9.0 Major Capital Project Updates

Ms. Bozic noted that a hard copy of the most current major capital project update was at their places and reminded the committee to let staff know about progress on major capital projects so that the annual report may properly reflect information.

10.0 State Agenda

Mr. Smith stated that staff was in the process of developing CMAP's state legislative agenda based on the principles of GO TO 2040. He asked the members to provide comments on the Framework document to staff by November 30, 2011.

11.0 Reauthorization

Mr. Ferguson provided a status update on the draft bill, Moving Ahead for Progress in the 21st Century (MAP-21), that was approved by the U.S. Senate Environment and Public Works Committee on November 9. He advised the committee to visit the CMAP Policy Updates blog (http://www.cmap.illinois.gov/policy-updates) for an overview of the bill and an analysis of the bill in relation to each established CMAP policy objective for federal surface transportation reauthorization. Members were encouraged to subscribe to the blog.

12.0 2012 Chair/Vice Chair Announcement

Ms. Redden and Mr. Connelly were welcomed as the 2012 Chair and Vice Chair of the Transportation Committee. The Committee and CMAP staff thanked Mr. Snyder for his service to the committee as Chair.

13.0 Other Business

IDOT is developing a Statewide Rail Plan and will begin public outreach in January. Everyone is encouraged to participate.

14.0 Public Comment

Mr. Armstrong inquired about the rerouting of Pace Route 747, a traffic light in Park Ridge near the library and construction on Grand Ave/Pulaski.

15.0 Adjournment

On a motion by Ms. Redden, seconded by Mr. Guerriero, the meeting adjourned at 10:40 a.m.

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MEMORANDUM

To: **Transportation Committee**

Date: **December 1, 2011**

From: **CMAP Staff**

Re: **09-11-0034 GO TO 2040/TIP Conformity Analysis & TIP Amendment**

IDOT has requested a special GO TO 2040/TIP Conformity Analysis & TIP Amendment for 09-11-0034, IL 47 from Caton Farm Rd to I-80 in Kendall and Grundy Counties. The amendment was released for public comment from November 3, 2011 to December 2, 2011. At this time, no comments have been received. If any comments are received before the end of the comment period, the committee will be informed.

The project consists of adding lanes, adding signals and improving intersections along the highway.

The 2020, 2030 and 2040 highway networks were coded to include the project. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by speed and facility type for eight vehicle classes was expanded to the twenty-eight vehicle types needed for use with USEPA's MOBILE model. The on-road emission estimates are the sum of those emissions for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit, Clean Fuel Fleet Program or activities that can't be included in the travel demand model have not been claimed.

For ozone precursors, the resulting emissions estimates fell below the applicable attainment demonstration SIP budgets.

Since there are no SIP budgets for annual direct $PM_{2.5}$ (fine particulates) and NOx (nitrogen oxide) emissions, these estimates were combined with estimates from northwest Indiana, which is also part of the nonattainment area. The combined direct $PM_{2.5}$ and NOx emissions remain below emissions estimates for 2002, the baseline year.

Northeastern Illinois Transportation Improvement Program
TIP Amendment 09-11-0034 IL 47 from Caton Farm Rd to I-80
Conformity Analysis Summary Results

Direct $PM_{2.5}$ and NOx Emissions in Tons per Year for $PM_{2.5}$ Conformity

	Fine Particulate Matter			Nitrogen Oxide		
Year	Northeastern Illinois	Northwest Indiana	Nonattainment area Total	Northeastern Illinois	Northwest Indiana	Nonattainment area Total
2002	3,070.78	562.64	3,633.42	167,630.81	30,397.97	198,028.78
2016	1,073.93	112.28	1,186.21	40,800.91	3,931.12	44,732.03
2020	969.63	104.73	1,074.36	27,729.34	2,733.80	30,463.14
2030	957.11	109.53	1,066.64	19,098.53	1,964.01	21,062.54
2040	1,004.53	122.52	1,127.05	19,324.23	2,111.42	21,435.65

conformity is demonstrated by comparison of analysis year emissions to the baseline year (2002)

VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

	Volatile Organic Compounds		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2016	61.31	133.78	110.13	284.65
2020	52.50	73.68	74.08	88.17
2030	51.97	73.68	49.47	88.17
2040	55.67	73.68	49.67	88.17

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes

Off-model benefits are not included in the total emissions estimates
NIRPC emissions from (pending) December 8, 2011 conformity analysis, assuming construction of Cline Avenue Bridge

Conformity Analysis Summary TIP Amendment 09-11-0034 IL 47 from Caton Farm Rd to I-80.xls October 28, 2011 10/27/2011 2:37 PM

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: Transportation Committee and MPO Policy Committee

From: CMAP Staff

Date: December 5, 2011

Re: Public Comment on TIP amendment for project 09-11-0034 adding lanes on IL 47 between Caton Farm Road in Kendall County and I-80 in Grundy County

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The attached comment letter was received on the proposed TIP amendment adding lanes on IL 47 between Caton Farm Road in Kendall County and I-80 in Grundy County. IDOT has provided the below draft response.

> Ms. Urban's objection in her letter is based on the population forecasts for the area and that the improvement is inconsistent with the GO TO 2040's goals.
>
> Her point concerning population forecasts is based on her review of the Prairie Parkway study which used population forecasts as a basis for developing regional transportation needs. In the Prairie Parkway Draft Environmental Impact Statement (DEIS) the widening of this portion of IL 47 is actually identified as completion of the Strategic Regional Arterial (SRA) IL 47 corridor from I-88 to I-80. Currently IDOT has started phase one engineering and let a construction contract for the widening of IL 47 from Caton Farm Road to the current four lane section of IL 47 in Sugar Grove. The section of IL 47 in question will complete the corridor to tie into the existing four lane section north of I-80 in Morris.
>
> A more appropriate indicator to determine whether the additional lanes are warranted is the Average Daily Traffic (ADT) of the roadway. The existing ADT over the project length is currently 8300. The ADT north of I-80 in Morris is 14,300 and in Yorkville it varies from 11,400 to 22,000. The forecasted ADT for the subject portion of IL 47 exceeds the Department's four lane warrants (12,500) within 20 years based on traffic projects averaged over the last 20 years. The Department recently received CMAP's traffic projections for IL 47 north of Yorkville and the 2040 volumes exceed the Department's six lane warrants.

Draft

As for the GO TO 2040 goals this improvement is an efficient use of transportation funds by improving the existing corridor to a SRA level facility. In this area IL 47 is the only primary north-south roadway for both Grundy and Kendall Counties. IL Route 47 extends north through Kane County where it provides a north-south route for the Metro west communities in the Fox Valley Area. To the south, IL 47 extends to Champaign County near the Champaign/Urbana metropolitan area. Unlike the Chicago metropolitan area, there are few alternate routes for traffic in this region and no routes that are maintained (snow removal) to this level for the travelling public. Also, the proposed roadway and much of the IL 47 corridor will also provide bicycle accommodations to increase the area's "Livability".

Draft

December 2, 2011

Christopher Snyder
Chairman, Transportation Committee
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Snyder:

I am writing in my capacity as the Director of the Transportation and Community Development Program at the Center for Neighborhood Technology to object to the TIP Amendment adding lanes on IL 47 between Caton Farm Road in Kendall County and I-80 in Grundy County. Having reviewed the public information available on the Prairie Parkway website (http://prairie-parkway.com/faqs/default.asp#4), it would appear that the justification for this improvement is based in part on population forecasts for Kane and Will counties, two areas with much larger populations that will experience greater growth than Kendall's growth which is only forecasted to be 93,000 between 2010 and 2040 according to CMAP's estimates.

My objection is based both on the fact that it would appear that population forecasts for the area of the improvement do not appear to warrant the additional lanes and that the proposed arterial improvement is inconsistent with the GO TO 2040's goals. Adding lanes to IL 47 in this furthest corner of the region creates further incentive for unsustainable growth by increasing transportation capacity through an area that today is largely farmland and where the nearest town is Yorkville to the north with a population of just over 18,500.

I am not at all surprised that the conformity analysis shows that resulting emissions fall below the applicable attainment demonstration SIP budgets given how remote this area is and how small the population. It seems to me better to return the Prairie Parkway earmark to the Federal Highway Administration than to spend it in such a location.

Sincerely,

María Choca Urban
Director, Transportation and Community Development
Center for Neighborhood Technology