



Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning Transportation Committee Minutes Draft MINUTES July 30, 2010

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

- Members Present:** Chair Chris Snyder-DuPage County, Vice Chair Leanne Redden-RTA, Chuck Abraham-IDOT DPIT, John Beissel-Cook County, Brian Carlson-IDOT District One, Michael Connelly-CTA, John Donovan-FHWA, Jack Groner-Metra, Luann Hamilton-CDOT, Don Kopec-CMAP, Jamy Lyne-Will County, Arlene Mulder-Council of Mayors, Chalen Daigle-McHenry County, Jan Ward-Kane County, Charles Ingersoll-IDOT OP&P, Peter Skosey-MPC, Lorraine Snorden-Pace, Simm Sööt-UIC, Mike Sullivan-Kendall County, Paula Trigg-Lake County, David Werner-FTA, Rocco Zuccherro-Tollway
- Members Absent:** Maria Choca-Urban-CNT, Kevin Garcia-NIRPC, Robert Hann-Private Providers, Randy Neufeld-Bicycle and Pedestrian Task Force, Mike Rogers-IEPA, Joe Schofer-Northwestern, Ken Yunker-SEWRPC, Tom Zapler-Class 1 Railroads
- Others Present:** Garland Armstrong, Heather Armstrong, Glen Campbell, Lenny Cannata, Bruce Christensen, Lynette Ciavarella, Kama Dobbs, Bud Fleming, Colleen Gannon, Preston Keefe, Valbona Kokoshi, Christina Kupkowski, Marta Perales, Chad Riddle, Adam Rod, David Seglin, Susan Stitt, Emily Tapia Lopez, Mike Walczak, Tammy Wierciak
- Staff:** Randy Blankenhorn, Patricia Berry, Bob Dean, Parry Frank, George Johnson, Jill Leary, Matt Maloney, Tom Murtha, John O'Neal, Holly Ostdick, Ross Patronsky, Joy Schaad

1.0 Call to Order and Introductions

Committee Chair Chris Snyder called the meeting to order at 10:05 and asked committee and audience members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes. Erin Aleman announced the *GO TO 2040* Partnership Program. CMAP is trying to enlist a broad group of stakeholders and partners for the implementation of the Plan. To be successful in making the Regional Vision and the preferred Regional Scenario a reality, we will need the collaboration of communities, leaders, and institutions. Ms. Aleman said that over 200 have signed on so far. She asked member agencies to see the *GO TO 2040* Website for more information.

3.0 Approval of the Minutes-June 4, 2010

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

4.0 Coordinating Committee Reports

There were no Coordinating Committee reports as neither the Planning Coordinating Committee nor the Programming Coordinating Committee had met since the June 4 Transportation Committee meeting.

5.0 Transportation Improvement Program

5.1 FY 2007-12 TIP Amendments and Administrative Modifications

Leroy Kos drew the Committee's attention to the four listings provided with the agenda for exempt and non-exempt amendments and modifications. Mr. Kos mentioned that a new work type for roundabouts would be added to the TIP and that other innovative work types will be added as needed. On a motion by Paula Trigg and a second by Mike Connelly, the TIP revisions were approved.

5.2 Congestion Mitigation and Air Quality (CMAQ) Improvement Program (TIP)

Ross Patronsky reported on actions recommended by the CMAQ Project Selection committee including the removal of two projects from the CMAQ program because they failed to submit their Job Number Request Form by the end of May, as stated in the 2009 Programming Policies:

- 1.) Bensenville's Jefferson St Sidewalk Improvements (08-10-0002) as the sponsor did not submit a May status update or respond to multiple requests for the information and
- 2.) Oak Forest - 158th St and 155th St Sidewalk Project (07-10-0002) as the sponsor did not submit a May status update and volunteered to remove the project from the program. On a motion by Jamy Lyne and a second by Don Kopec, the committee voted to recommend both removals to the MPO Policy Committee who has the authority to remove projects.

Mr. Patronsky reported on several suggested changes to the March 2009 adopted CMAQ Programming Policies. He said that the CMAQ Committee would like to add the consequence "consideration of removal" for not submitting semiannual progress updates. One third of projects requested to submit a May status update did not submit an update, yet the programming policies give no consequence for not submitting an

update. Additionally the committee requested recommendation to add a requirement for quarterly obligation updates from transit sponsors that have received their grant awards from FTA, so that we can track progress on the projects. The CMAQ Committee has also asked staff to clean up the policies and delete any obsolete language. Mr. Patronsky reported that the CMAQ Committee has recommended a two year call for projects, rather than an annual call, until SAFETEA-LU is re-authorized, at which time the issue will be revisited. Ross explained that, pending the Transportation Committee's recommendations, the new language will be presented to the MPO Policy Committee on September 9th for action. After some discussion on the willingness of the transit sponsors to submit the quarterly reports, as long as they are similar to the quarterly status reports they already submit to the RTA and are not cumbersome, Mayor Mulder offered a motion, which was seconded by Paula Trigg, and the committee unanimously voted to recommend the changes to the Programming Policies and the move to a two-year call for projects for MPO Policy Committee consideration.

6.0 GO TO 2040 Update

Bob Dean reported on the status and next steps of the *GO TO 2040* Plan, as the public comment period will end on August 6. He said that a summary of comments and recommended changes will be presented at the next meeting. He noted that the August 20th Transportation Committee (TC) meeting will be the last TC meeting with significant discussion on the *GO TO 2040* Plan, but that any issues arising after date that can be discussed at the MPO Policy Committee meeting on September 9th. CMAP is planning a joint CMAP Board/MPO Policy meeting on October 13 for a final vote on *GO TO 2040*.

Mr. Dean also reported that the MPO Policy Committee had asked staff to work with their SAFETEA-LU Subcommittee to resolve several concerns. That meeting took place on July 23rd. The Subcommittee recommended that both text and map of the unconstrained list of major capital projects be included in the plan document (as opposed to an appendix), with an explanation that these are also important projects, but they cannot be accommodated within the region's currently projected fiscal resources. The Subcommittee also recommended that the plan further emphasize public-private partnerships, innovative financing strategies, and the need for more revenue targeted to transportation. Finally, the Subcommittee agreed that the level of funding for major capital projects and the list of fiscally constrained projects were appropriate. Mr. Dean noted that initial descriptions of the unconstrained projects were enclosed with the agenda and asked for comments on those write ups by August 13th.

Mayor Mulder remarked that a *GO TO 2040* public meeting was held in the northwest suburbs the previous evening and it was very good, however one criticism she heard was that while most of the plan seems very global in scope, the transportation section was very dry. Mr. Dean explained that staff is already working on graphics and photos to insert in the final version of the plan and that some text will be reformatted and cleaned up.

7.0 Update on TIGER II Grants, Challenge Grants and HUD Regional Planning Grants

Bob Dean reported that \$600 million is available nationwide for transportation capital investments through the TIGER II Discretionary Grant Program. Applications are due August 23rd and in response to a member's question about competitiveness of the program, John Donovan told the group that USDOT had received 2,000 applications already. Mr. Dean then reported that HUD and the US DOT are working together and accepting applications from local governments for TIGER II Planning Grants and HUD Challenge Grants; housing, land use and transportation items are eligible. The pre-applications were due one week ago. Mr. Dean pointed out that CMAP staff is available to help local governments if regional data is needed, etc. in their final applications. Lastly, Mr. Dean reported that HUD has funding for regional agencies to develop and implement long range plans. The intention is for CMAP to apply for funding for the implementation of *GO TO 2040* and if successful, to make technical assistance resources available to local governments.

8.0 Regional Transportation Data Analyses

Parry Frank provided highlights of the 2008 Chicago Regional Household Travel Inventory Survey, comparing data to a similar survey done in 1990, and also a brief overview of regional crash data. The presentation is posted on the CMAP website at: <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=21090>. After his presentation, a committee member asked why traffic fatalities have gone down. Mr. Frank explained it is due to a combination of better enforcement, safer vehicles, less travel, improved design of roads, the graduated drivers' license program and education for new drivers. In answer to a question concerning how children travel to school, Mr. Frank pointed out that grade school children in Chicago have a slightly higher rate of being driven to school compared to the suburbs, but by high school this trend is reversed. Of the other students, Chicago children take CTA buses frequently whereas suburban children use school buses. Overall, Chicago children are much more likely to walk to school compared to the suburban children. Siim Sööt asked if travel time data was included in the analysis. Mr. Frank stated that this analysis focused on locations and distances in part because travel time information from the household survey is difficult use since respondents tend to estimate times in round numbers and it has other shortcomings.

9.0 Congestion Pricing Study

Peter Skosey of the MPC and Rocco Zuccherro of the Tollway Authority reported on the results of the Congestion Pricing study which looked at the potential travel demand and travel times associated with pricing three expressway segments in northeast Illinois. The report is posted on the web at: <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=20996>. There was discussion on the potential for problems associated with diversion of traffic onto the local street network if new lanes were not added to the expressway segment, and the need for adequate public transit both near the congestion priced facility and throughout the region in order for such a pricing scheme to be equitable. There was a question on whether state

legislation would be needed to implement congestion pricing and Rocco Zucchero responded not for the Tollways' system – they have that authority already. There was a question about the amount of money that would be raised and it was explained that further study is needed and the revenue impacts would be different under various pricing scenarios.

8 Public Comment

Garland Armstrong commented that he and his wife Heather have noticed the area around the Pace bus stop at 159th St. and Oak Park Ave., does not have sidewalks or other pedestrian amenities. He also recounted that near the six corners areas of Chicago (Irving Park Rd. / Cicero Ave. /Milwaukee Ave.) they have been having issues boarding a CTA bus. The Armstrongs were advised that these questions can be addressed directly by contacting IDOT, Pace and the CTA. The agencies' staff offered to speak with the Armstrongs after the meeting.

9 Next Meeting

The next meeting was scheduled for August 20, 2010.

10 Adjournment

Meeting adjourned at 11:15 a.m.