



**Chicago Metropolitan Agency for Planning (CMAP)
Transportation Committee**

Minutes

June 6, 2014

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

- Committee Members Present:** Chair Michael Connelly – CTA, Reggie Arkell – FTA, Brian Carlson – IDOT District One, Lynette Ciavarella – Metra, Scott Gryder – Kendall County, Alicia Hanlon – Will County, Vice Chair Sis Killen – Cook County, Emily Karry – Lake County, Don Kopec – CMAP, Aimee Lee – ISTHA, Randy Neufeld – Bicycle and Pedestrian Task Force (via phone), Jason Osborn – McHenry County, Mark Pitstick – RTA, Tom Rickert - Kane County, Mayor Leon Rockingham – Council of Mayors, Chris Schmidt – IDOT OP&P, David Seglin – CDOT, P.S. Sriraj – Academic & Research, Peter Skosey – MPC, Kyle Smith – CNT, Lorraine Snorden – Pace, Chris Snyder – DuPage County.
- Absent:** Charles Abraham – IDOT DPIT, John Donovan – FHWA, Robert Hann – Private Providers, Wes Lujan – Class 1 Railroads, Mike Rogers – IEPA, Steve Schlickman – Academic & Research, Steve Strains – NIRPC, Ken Yunker – SEWRPC.
- Others Present:** Mike Albin, Garland Armstrong, Heather Armstrong, Jennifer Becker, Bruce Christensen, Chalen Daigle, Rick Harnish, Mike Klemens, Christina Kupkowski, Sharon Lowhim, Chad Riddle, Chris Staron, Tammy Wierciak, Tom VanderWoude, Mike Walczak, Barbara Zubek.
- Staff Present:** Patricia Berry, Bob Dean, Kama Dobbs, Akshali Gandhi, Jessica Gershman, Ben Gilbertson, Lindsay Hollander, Leroy Kos, Holly Ostdick, Ross Patronsky, Emily Plagman, Gordon Smith, Kyle Syers, Drew Williams-Clark.

1.0 Call to Order and Introductions

Committee Chair Michael Connelly called the meeting to order at 9:30 a.m.

2.0 Agenda Changes and Announcements

Mr. Connelly encouraged members to review the GO TO 2040 Update materials, including the summary report and appendices and the FY 2014-19 TIP document on the CMAP website, in lieu of requesting printed copies. He announced that an additional committee

meeting will be scheduled for October 3, 2014. He reported that a Notice of Proposed Rule Making for the Metropolitan Planning process has been posted in the Federal Register for comment. He announced that agenda item 6.0 will be deferred. He announced that this would be Don Kopec's final committee meeting and thanked him for his years of service to the committee, CATS, and CMAP.

3.0 Approval of Minutes – April 25, 2014

A motion to approve the minutes of the April 25, 2014 meeting as presented made by Mr. Skosey, seconded by Mayor Rockingham, carried.

4.0 Coordinating Committee Reports

Ms. Killen reported that the Local Coordinating Committee met on May 14, 2014. They received a presentation from the Chicago Department of Planning and Development about their Neighborhood Now program. They received an update on recently completed and upcoming model toolkits and ordinances, the call for Local Technical Assistance (LTA) projects and the status of active LTA projects.

The Regional Coordinating Committee will meet on June 11, 2014.

5.0 FFY 10-15 TIP Amendments and Administrative Modifications

Mr. Kos reported that TIP amendments and modifications were attached to the agenda. He stated that new Transportation Enhancement projects are included in the amendments. He reported that the State/Regional Resources table was revised to account for recent RTA Board action. Ms. Killen made a motion, seconded by Mr. Seglin, to approve the FFY 10-15 TIP amendments and accept the resources table. The motion carried.

6.0 US DOT Certification

Deferred.

7.0 Local Technical Assistance (LTA) Program

Mr. Dean reported that over the next several months, CMAP will engage its working committees and other partners in an evaluation of the first three years of the LTA program, with the intent of using the results to focus future resources most effectively. This will be a multi-part discussion, held over a series of committee meetings. For the initial discussion, Bob presented an overview of the program to date including the background of the program, statistics on the progress of individual projects, and results of post-project surveys. He reported that the survey results show that over 90% of LTA recipients are satisfied with the program and the results in their communities. He explained that staff will be preparing quarterly report on the progress of the implementation of the plans developed through the LTA program, with a final report completed two years after each plan is complete.

Mr. Dean said the evaluation will inform the future direction of the LTA program in a number of ways. It will help determine the types of projects that are most successful, the characteristics of communities that sponsor successful projects, and the most effective use of CMAP staff and consultants. It may identify topical or geographic gaps in the program that need to be addressed. Ultimately, the evaluation of the LTA program will be used to

focus future resources most effectively. He then invited committee feedback.

Mr. Kyle Smith stated that he is impressed with the number of projects that have been completed and the geographic distribution of those projects. He added that CNT has been encouraging local agencies to participate in the program and noted that sponsors that have completed plans are now seeking ITEP, CMAQ and STP funds to implement the transportation elements of the plans. He stated that the LTA program is a national success story; other areas make plans, but this region is implementing the plans we are making.

Mr. Rickert stated that the LTA program is not a required or mandated program; it is a way that CMAP stays connected with local concerns, using professional staff to address the needs of smaller and disadvantaged communities. He added that the program is a way to get Best Management Practices to local governments. Mr. Rickert said there are cost savings for the region with the development of plans and toolkits; each community does not need to start from square one with their planning activities. CMAP needs to continue developing ways to assess community commitment to implementing plans; involvement in implementation should be undertaken by locals, not CMAP. He suggested that other resources, such as the planning liaisons, can step up to facilitate implementation. Mr. Dean noted that there will be further discussion regarding the implementation of plans at the next meeting and that the number one driver of success is local commitment. He stated CMAP would like to have more substantive discussions with counties, councils and COGs about local commitment when reviewing applications.

Mr. Seglin stated that the program has been a success; however he is concerned about decisions to provide funding verses staff assistance on specific projects. He noted that Chicago had a project selected for assistance, but due to changes in project scope, CMAP has determined that the project is no longer a good fit for LTA assistance. Mr. Dean stated that CMAP has been discussing the project scope with Chicago and that occasionally situations like this occur. Mr. Dean noted that CMAP works out the details of how assistance will be provided with individual sponsors, based on sponsor needs and resource allocations. Mr. Osborn noted that with a new program, there are bound to be different expectations, which may be related to the size of an agency, and that the few dissatisfied participants do not indicate an unsuccessful program.

Mayor Rockingham noted that the program helps underfunded communities to work through local and regional goals. He noted that we need to get the word out about the program in the North part of the region. Ms. Killen added that the program is not just about the end product. There is also an educational component for the local agency allowing their staff to become more self-sufficient in the future. In response to a question from Mr. Snyder, Mr. Dean noted that the post-implementation analysis will look for trends and adjustments to the program may be made based on those findings.

Mr. Rickert stated that he believes that input from the members, through the working committees is necessary to vet projects and that the recommend program should not just be a staff decision. He also stated that there are hundreds of other plans being developed in the region, and that those plans developed through the LTA program should not be given a higher priority for targeted infrastructure funding in the future. Mr. Dean stated

that CMAP thinks that a good plan, regardless of who developed it, should drive investments. Mr. Carlson stated that IDOT wants to be more involved in the implementation of planning recommendations impacting the state system. He stated that implementation of the plans is an excellent opportunity for IDOT to enhance outreach to communities. Mr. Smith noted that among the hundreds of plans that Mr. Rickert mentioned, the RTA Community Planning program should be considered equally with the LTA program. Mr. Dean noted that the two programs share a single application process and that CMAP and RTA staff decide which program is the best fit for each project. Mr. Pitstick added that RTA administered projects become a part of the UWP. In response to a question from Ms. Snorden, Mr. Dean explained that now that HUD funding is no longer available for the program, CMAP has secured approximately \$900,000 from other external sources. He stated that the TIGER application submitted by CMAP would not fund the LTA program; those funds, if received would be used to fund phase 1 engineering for projects seeking CMAQ or TAP funds.

8.0 Draft GO TO 2040 plan update

Mr. Williams-Clark provided an update on the progress of the GO TO 2040 plan update and noted that a summary was posted in May for committee feedback. He added that revisions were made to the summary based on committee comments and invited additional comments during the public comment period which will begin on June 13 and end on August 1. He also reported that a schedule of public meetings to be held throughout the region was included in the agenda and encouraged members to spread the word about those meetings. Mr. Rickert complemented staff on pulling together and addressing comments throughout the update process and for responding to requests for additional information.

9.0 FFY 2014-19 Transportation Improvement Program

Ms. Ostdick reported that the TIP must be updated along with GO TO 2040 and will undergo public comment concurrent with the plan update. In addition to a list of projects, she stated, the TIP contains five chapters. The chapters include a discussion of:

- How the TIP coincides with the metropolitan transportation planning process and the implementation of GO TO 2040,
- Explanation of the agencies involved in the TIP development and project implementation,
- The fund sources used,
- The expected revenues and expenditures for the time frame of the TIP,
- Responses to federal regulations,
- An overview of the TIP database,
- Appendices that include TIP change procedures,
- Agreements,
- MPO endorsement documentation.

She reported that the proposed list of projects for FFY 2014-19 TIP includes over \$12 billion for more than 2,300 line items, including over \$100 million for I-90 access and capacity improvements, over \$100 million for Metra bridges, construction of the Navy Pier flyover and Major Capital Projects included in GO TO 2040 and described in chapter one of the TIP document. Mr. Rickert stated he had questions about chapters three and four

that he would discuss with Ms. Ostdick. In response to a question from Mr. Snyder, Ms. Ostdick noted that although there is information from GO TO 2040 that is repeated in the TIP, the TIP must fully explain how GO TO 2040 will be implemented in the short term.

10.0 RTA Capital Program Development Process

Ms. McCluskey presented an overview of the Capital Program components of the RTA's Business Plan process, including the 2015 development calendar. She reported that preliminary federal funding has been posted and programming marks will be developed in cooperation with the service boards over the summer. The capital program will be released for public hearings in October/November of 2014. In response to a question from Mr. Snyder, Ms. McCluskey stated that any local initiative ideas can be discussed with both the RTA and the service boards, as appropriate for the project, for inclusion in the capital program. In response to questions from Mr. Skosey and Mr. Arkell, Ms. McCluskey stated that the forecasts are simply forecasts and that it is too early to commit to specific figures with the operators. She stated the RTA is using the Capital Optimization Support Tool (COST) to analyze progress toward achieving a state of good repair. She noted that the RTA Board just took action in March on last year's allocations to the states of Wisconsin and Indiana and that the RTA is collaborating with the service boards to develop sub-allocations.

11.0 State Legislative Update

Mr. Gordon Smith provided an updated report on the spring state legislative session. He reported that the IDOT budget included a \$3 million appropriation for Metropolitan Planning and Research Purposes at CMAP, which will partially cover the local match for federal planning funds. He reported that the Pace Bus on Shoulders bill passed both houses. A \$1.1 billion capital bill also passed both houses. In response to a question from Mr. Snyder, Mr. Carlson explained that the bill included \$1 billion to advance shovel ready state projects and \$100 million for local projects, which is the fifth and final installment of the Illinois Jobs Now program. Mr. Riddle added that the \$100 million is not new, but that the bill will allow the funds to be distributed to local agencies sooner. In response to a question from Ms. Lee, Mr. Smith stated that CMAP is tracking federal legislation through the Policy Updates section of the CMAP website.

12.0 Status of Local Technical Assistance Program and Major Capital Projects

Mr. Connelly noted that an updated LTA status report was provided with the agenda.

13.0 Other Business

In response to a question from Mr. Rickert, Mr. Kopec stated that the CMAP FY 2015 Work Program will be considered by the CMAP Board on June 11, 2014 and comments or questions should be directed to Dolores Dowdle.

Mr. Skosey reported that MPC's annual luncheon featuring the gubernatorial candidates will be held on August 28. He stated the location and time have not yet been determined and encouraged members to save the date.

14.0 Public Comment

Mr. Garland Armstrong asked how the construction on Grand Ave. from Pulaski to Division is progressing. Mr. Seglin stated that Mr. Armstrong should call him at his office for an update. Mr. Armstrong stated that there are no sidewalks in Tinley Park by 159th Street and Oak Park Avenue and the area is unsafe for pedestrians. He asked Mr. Connelly how the introduction of the 5000 new rail cars is coming along. Mr. Connelly stated that 4 or 5 cars are being put into service each week.

Mr. Rick Harnish, Executive Director of the Midwest High Speed Rail Association, stated that he appreciates the reference to CrossRail Chicago in GO TO 2040. He submitted an overview of CrossRail Chicago and three resolutions to the committee which encourage CMAP to include CrossRail Chicago in the fiscally unconstrained project list in GO TO 2040 from the Illinois House, Illinois Senate, and the South Suburban Mayors and Managers Association Transportation Committee. He stated that the projects contained in CrossRail Chicago are not new, and that similar to the CREATE program, when connected into a program, the value of the individual projects is increased. He stated that there is a significant gap in consistent and reliable rail service to O'Hare and encouraged CMAP to embrace the concept of linked projects and rail service through Chicago to O'Hare airport.

15.0 Next Meeting

The Transportation Committee is scheduled to meet next on August 1, 2014. Mr. Connelly stated that as mentioned earlier, an additional meeting to consider the GO TO 2040 update and FFY 14-19 TIP has been scheduled for Friday, October 3. Meetings are scheduled for August 1, September 19, October 3, and November 14.

12.0 Adjournment

A motion to adjourn at 10:50 am, made by Mr. Pitstick, seconded by Mr. Snyder, carried.