



Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee

Minutes

November 18, 2016

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

- Committee Members Present:** Gabrielle Biciunas - NIRPC, Jennifer Becker – Kendall County, Lynette Ciavarella – Metra, Mike Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMAP, Tony Greep – FTA, Henry Guerriero – Illinois Tollway, Scott Hennings – McHenry County, Emily Karry – Lake County, Tom Kelso – IDOT Central Office, Kevin Muhs – SEWRPC, Christina Kupkowski – Will County, Randy Neufeld – Bicycle and Pedestrian Task Force (via phone), Mark Pitstick – RTA, Tom Rickert – Kane County, Chad Riddle – IDOT District One, Leon Rockingham – Council of Mayors (via phone), Madeline Shepherd – MPC, Lorraine Snorden – Pace, Chris Snyder – DuPage County
- Absent:** Darwin Burkhart – IEPA, Jacky Grimshaw – CNT, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Jennifer Sis Killen – Cook County, Joe Schofer – Academic and Research, P.S. Siraj - Academic and Research
- Others Present:** Mike Albin, Ashley Lucas, Elaine Bottomley, Len Cannata, Bruce Christensen, Peter Fahrenwald, Mike Fricano, Jessica Hector-Hsu, Janell Jensen, Mike Klemens, Patrick Knapp, David Kralik, Philip Lewis, David Mahler, Kelsey Mulhausen, Dean Nelson, Brian Pigeon, David Spacek, Chris Strom, Megan Szubert, David Tomzik, Mike Walczak
- Staff Present:** Claire Bozic, Kama Dobbs, Jesse Elam, Craig Heither, Lindsay Hollander, Leroy Kos, Tom Kotarac, Jen Maddux, Martin Menninger, Tom Murtha, Arthur Nicholas, Ross Patronsky, Russel Pietrowiak, Todd Schmidt, Liz Schuh, Joe Szabo, Simone Weil, Barbara Zubek

1.0 Call to Order and Introductions

In the absence of both the Chairman and Vice Chairman, Mr. Connelly, serving as Chairman, called the meeting to order at 9:32 a.m.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

A motion to approve the minutes made by Mr. Pitstick, seconded by Mr. Rickert, carried.

4.0 Coordinating Committee Reports

Mr. Connelly stated that the MPO Policy Committee and the CMAP Board approved a revised Coordinating Committee structure. The revised committees – the Planning and Programming Committees – have not yet met and will meet in early 2017.

5.0 FFY 14-10 Transportation Improvement Program (TIP)

5.1 Federal Fiscal Year 2017-2021 State/Regional Resource Table and Update to Selected Years of the TIP

Mr. Pietrowiak gave an overview of the 2017-2021 State/Regional Resource Table. He stated that the table includes funding levels that can be reasonably expected to be available from FHWA and FTA for federal fiscal years 2017-2021.

These reasonably expected revenues, along with unobligated funds carried over from prior fiscal years are used to constrain programming within the TIP. Prior years' funds have been carried over for use in FFY 2017, so the selected year will be updated and documented in Attachment A of the TIP, to 2017.

A motion to accept the State/Regional Resources table and to concur with the updated selected year of federal fiscal year 2017 made by Mr. Pitstick, seconded by Mr. Rickert, carried.

5.2 TIP Amendments and Administrative Modifications

Mr. Kos reported the FFY14-19 TIP Amendment Report consists of revisions exceeding financial amendment thresholds. The administrative modifications, 17-01.1 and the formal amendment 17-01 were published to the eTIP web site on November 10th for committee review and public comment. A memo summarizing these changes was included in the packet.

A motion to approve the formal TIP amendment 17-01 made by Ms. Karry, seconded by Ms. Snorden, carried.

5.3 Proposed Meeting Dates for 2017

The proposed meeting dates for the Transportation Committee for 2017 were presented in the agenda.

A motion to approve the meeting dates for 2017 made by Mr. Rickert, seconded by Ms. Karry, carried.

Mr. Kos gave a reminder that the semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendment changes are due by December 2, 2016. The Committee will be asked to release the analysis and amendment for public comment at the January 2017 Transportation Committee meeting.

6.0 ON TO 2050

6.1 Financial Plan Development – Investment Trends

Mr. Ferguson gave an overview of the Transportation Obligation and Award Trends memo included in the packet. The memo documents trends in how the region has chosen to invest its funds in comparison to the recommendations in GO TO 2040, with the purpose of providing background to help guide the CMAP committees' discussion of the allocation categories to be included in the financial plan. Based on this analysis, the region's investment decisions have generally been trending in the direction set out in GO TO 2040. However, the investment recommendations in GO TO 2040 are broad. ON TO 2050 is expected to have somewhat more detailed transportation expenditure categories or "allocations" in its financial plan.

Mr. Snyder asked if the expenditure reports reflect locally let projects such as MFT. Mr. Ferguson replied that the reports do not reflect locally let projects. Mr. Rickert asked if ITS projects, which will be a significant part of future expenditures, would be considered modernization; Mr. Ferguson replied that they will be considered modernization.

6.2 Highway Performance Trends Snapshot

Mr. Elam gave an overview of the Highway Performance Trends Snapshot report. He stated that the report will be final in the spring of next year. He gave a summary of the performance indicator categories in the report: pavement condition, bridge condition, safety performance, and congestion. He stated that CMAP staff is exploring other topics to include in the report such as congestion reduction as a result of the highway capacity additions and accessibility.

Ms. Shepherd asked if the pavement condition data shown is by municipality or by road mileage. Mr. Elam replied that it is by road mileage and added that there is not much road condition information on local routes. Mr. Snyder added that he assumes that a large percentage of the minor arterials and collectors are on the county highway systems and offered to share DuPage County data. Mr. Murtha added that it would be more

helpful to get the cooperation from the counties and the municipalities to share the information with IDOT so the information is included in the Illinois Roadway Information System (IRIS). The Tollway did that within the last couple of years and it has been a helpful change. Mr. Riddle noted that further discussion with IDOT is needed before proposing adding information to their database system. Mr. Elam said there are different ways to get the information needed.

6.3 Asset Management Paper Key Directions

Mr. Murtha explained that Transportation Asset Management is a process to minimize the life-cycle asset costs necessary to attain performance goals. He stated that MAP-21 and the FAST Act required the implementation of asset management by transit agencies and IDOT for the National Highway System. He said that earlier in the year CMAP surveyed municipalities and found that only a minority of communities have instituted asset management programs. Mr. Murtha gave examples of basic asset management implementation in other metropolitan regions.

Mr. Murtha gave three possible ways to encourage transportation asset management for local agencies. The first option is to provide technical and financial assistance directly to municipalities. The second option is for the local Council of Mayors or counties to pilot subregional pavement management system implementation among municipalities. The third option is to implement a regional program.

Mr. Murtha gave an overview of the recent federal rules on transportation asset management. He stated that each public transportation provider must develop and implement its own transportation asset management (TAM) plan and the rule requires an initial plan to be completed by October 1, 2018. He stated that IDOT is required to establish a TAM plan for National Highway System (NHS) pavements and bridges, regardless of jurisdiction. He stated that CMAP's role in this is coordination.

Mr. Snyder stated that if CMAP wants to start at the county level, DuPage County would welcome the opportunity to take the lead. Ms. Shepherd asked if goals are set by the rules. Mr. Murtha replied that the goals are established by the local agencies. Mr. Connolly stated transit agencies are currently going through their own processes for goal setting and ultimately the information will be in the National Transit Database. Ms. Ciavarella suggested contacting Cleveland regarding their experience. Mr. Murtha commented that the initial targets do not need to be in the National Transit Database but the targets need to be updated every year, and the TAM plan every four years.

6.4 Transit Ridership Growth Study

Mr. Menninger gave a presentation on the Public Transit Ridership Growth Study. He explained the purpose of the study is to understand the transit ridership impacts of various potential strategies and guide the goals of ON TO 2050. The study found that policies such as land use changes have a larger impact on transit ridership than capital

investments by transit agencies. Locating jobs near transit and charging for parking were strategies that resulted in the largest impact on ridership. Combining several strategies resulted in a greater change than the total of individual strategies. The GO TO 2040 goal of doubling ridership was then compared to peer cities.

Ms. Shepherd stated that the MPC is doing a study on infill stations and said she is happy to talk to Mr. Menninger about the findings. Mr. Snyder asked if bike/ped users are counted toward transit. Mr. Menninger responded that they are not. Mr. Pitstick stated that it is important to have a path to get to the goal of doubling ridership. Mr. Connelly said that the focus should be on what could be achieved. He added that there is a huge investment in taking transit to where the jobs are, but it would be better to move the jobs to where the transit already exists. Mr. Rickert concurred that a pathway needs to be strategized because land use and job decisions are happening independently at the local level, but there needs to be a regional strategy. Mr. Snyder asserted that last mile strategies have a big impact for the investment.

6.5 Regionally Significant Projects Update

Mr. Ferguson reported that after developing an initial list of potential regionally significant projects earlier this fall based on submissions by project sponsors, a 45-day public comment period was held to solicit additional projects to consider for inclusion in ON TO 2050. A total of 18 projects were submitted by the public. He stated that the full list of projects is in the packet.

Mr. Guerriero asked what the threshold was for including a public comment project and stated that he is particularly interested in the Cross Town Tollway project. He said that project would have a significant impact and the Tollway is not proposing the project. Mr. Ferguson clarified that the Proposed Implementer column reflects the agency proposed to implement projects, not the agency that submitted. The final column of the table indicates the submittal status. "N" indicates implementer submittals and "NS" indicates public comment submittals. Mr. Connelly added that this list is the result of a public comment process and is not the final list of projects to be included in the plan. Mr. Rickert asked why there are no District 3 projects in the list. Mr. Ferguson replied by saying the District 3 project proposed did not meet the minimum thresholds for inclusion. Mr. Pitstick suggested that there might be a better way to show projects submitted by implementers versus the public. Ms. Ciaveralla added that there are quite a few projects listing Metra as the proposed implementer and added that these are things that need to be studied. She stated she is surprised by the number of additional projects that have Metra as the implementer. Mr. Ferguson stated that CMAP will figure out how to show what projects were submitted by the public.

6.6 Highway Operations Draft Strategy Paper

Ms. Bozic started out by saying that members had a copy of the draft Highway Operations Strategy Paper, and that it was available on the meeting materials website.

She stated that there are no surprises in the paper, since agency representatives provided input and reviewed the paper as it was developed. She reviewed the main topical areas in the paper: The region should expand traffic management center coverage and capabilities; Traffic signal systems should be modernized, optimized and included in central traffic signal management systems; The region's communication system should be expanded and redundancy ensured to reduce communications failures; The region should improve incident management and use of quick clearance policies, and support communication between 911 centers and traffic management centers; The region should develop the ability for active traffic management on arterials and interstates, and integrate corridor management so multiple roadways can be optimized as a system.

The report ends with a number of recommended activities CMAP can undertake to support improved highway operations including collecting data on the region's signal systems, researching locations that might be candidates for active traffic management and integrated corridor management, working on developing operations objectives for incident management as part of the highway safety strategy paper, researching the region's performance and impacts in utility relocation, working with municipalities and private entities to improve collection of special events information, and supporting agency operations efforts by funding studies and projects through the UWP and CMAQ processes.

Mr. Snyder said the region does a lot on the operations side and thinks that there should be a way to summarize what is happening in the region. He added that when it comes to snow and ice, it is jurisdictionally driven. He stated that agencies should look at what is the most economical and convenient for the agencies and the public.

6.7 Introduction to Highway Safety Strategy Paper

Mr. Schmidt provided an introduction to the highway safety strategy paper. The highway safety strategy paper will identify strategies and policies for CMAP to consider in ON TO 2050 and provide analysis to support the development of regional safety targets. Mr. Schmidt stated that CMAP staff will review how other peer MPOs are addressing safety and will be conducting stakeholder interviews to help inform the development of potential strategies and policies to include in the paper. He also stated that the strategy paper will explore setting safety targets for the region per the final rules for the national performance management measures for the Highway Safety Improvement Program (HSIP), requiring state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to establish annual targets on all public roads for five safety measures. Mr. Schmidt reviewed a few potential focus areas staff are considering including in the safety strategy paper.

Mr. Snyder asked if there was any analysis at the local level. Mr. Schmidt replied that initial analysis found that there is a high number of late night accidents occurring with

younger drivers and a possible recommendation is to have outreach to local municipalities to set a curfew or enforce curfews that have already been set. Mr. Riddle commented that IDOT is trying to be proactive with the HSIP program and with the last call, IDOT recommended projects that are viable.

7.0 Travel Survey Update

Mr. Heither reported that CMAP is preparing to begin its next regional household travel and activity survey, the largest scale data collection effort undertaken by the MPO, and gave a brief overview of the process. Information is collected from a sample of households in the region so that a comprehensive snapshot of travel choices made by the region's residents can be developed. The specific information collected focuses on attributes of the households sampled and the individuals living in the households, as well as the travel activities that each household member completes. The last survey (Travel Tracker) was conducted in 2007-08 with nearly 10,600 households completing the survey. MPOs conduct these household travel surveys to provide relevant data to calibrate their travel demand models to reflect current travel patterns and to meet federal regulations. Mr. Heither concluded with a timeline for the project: responses to the Request for Proposals for the project are due November 21st and staff expects to seek contract approval from the CMAP Board in January 2017. The completed survey database should be available for use in early 2019. CMAP staff will begin talking to partner agencies about topics or questions they would be interested in seeing included in the survey.

8.0 Legislative Update

Ms. Weil provided an update regarding recent state legislative activity. The veto session convened November 15 and 16, with a second week scheduled November 29-December 1. Staff are monitoring bills and committee activity. The most pressing issue under consideration is the remainder of the FY 2017 budget. Ms. Weil also shared that the constitutional amendment restricting spending of transportation-related revenues passed by a wide margin. CMAP and stakeholders throughout the state are working to understand how the measure will be implemented and whether any legislative or regulatory follow-up is needed. Additionally, CMAP is in the process of developing its 2017 state and federal agendas; those documents will be shared with the committee early next year. Finally, Ms. Weil provided a recap of the General Election. Most races were uncontested but the region will be sending one new state senator and six new state representatives to Springfield next session. Local voters also considered, and largely passed, numerous consolidation measures including consolidation of road districts. Voters across the country considered, and passed, numerous transportation-related ballot initiatives, primarily benefitting transit. A CMAP policy update provides a recap. Mr. Snyder asked what steps will be taken to implement the lockbox amendment and inquired about who CMAP has been consulting with regarding implementation. Ms. Weil responded that CMAP staff has talked with a variety of

proponents and other stakeholders, but that it is not yet clear how the measure will be applied to the wide variety of transportation-related activities underway across the state.

9.0 Status of Local Technical Assistance Program

Mr. Connelly stated that there is an update in the packet.

10.0 ON TO 2050 Bi-Monthly Report

Mr. Connelly stated that there is an update in the packet.

11.0 Other Business

There was no other business.

12.0 Public Comment

Ms. Szubert stated that she is from IIT and together with her colleagues they proposed a 100-mile-long monorail for consideration as a regionally significant project. She explained it is an expansion of Daniel Burnham's wheel and spoke idea. She stated that the project is a supplement and extension to everything the CTA, Pace, Metra, and highways are trying to accomplish. She explained the monorail project is a result of an entire semester of work and they plan on analyzing the project in another way, rather than just an academic exercise. She said that the project can connect the city to the suburbs and eliminate economic disparity.

13.0 Next Meeting

The next Transportation Committee meeting will be on January 20, 2017.

14.0 Adjournment

On a motion by Mr. Snyder, seconded by Mr. Guerriero, the meeting adjourned at 11:42 a.m.