



**Chicago Metropolitan Agency for Planning (CMAP)  
Transportation Committee  
Minutes  
August 1, 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, Jennifer Becker – Kendall County, Michael Bolton – Pace, Brian Carlson – IDOT District One, Bruce Carmitchel – IDOT OP&P, John Donovan – FHWA, Luann Hamilton – CDOT, Alicia Hanlon – Will County, Vice Chair Sis Killen – Cook County, Emily Karry – Lake County, David Kralik – Metra, Aimee Lee – Illinois Tollway, Randy Neufeld – Bicycle and Pedestrian Task Force (via phone), Holly Ostidick – CMAP, Mark Pitstick – RTA, Peter Skosey – MPC, Kyle Smith – CNT, Chris Snyder – DuPage County, Steve Strains – NIRPC, Mike Sullivan - Kane County.
- Absent:** Charles Abraham – IDOT DPIT, Wally Dittrich – McHenry County, Robert Hann – Private Providers, Wes Lujan – Class 1 Railroads, Mayor Leon Rockingham – Council of Mayors, Mike Rogers – IEPA, Steve Schlickman – Academic & Research, Joe Schofer – Academic & Research, Ken Yunker – SEWRPC.
- Others Present:** Mike Albin, Garland Armstrong, Heather Armstrong, Bruce Christensen, Erin Evenhouse, Colin Fleming, Mike Klemens, Patrick Knapp, Ashley Lucas, Richard Matyas, Chad Riddle, Chris Staron, Tom VanderWoude, Mike Walczak, Tammy Wierciak, Tom Wilson, Barbara Zubek.
- Staff Present:** Alex Beata, Patricia Berry, Randy Blankenhorn, Teri Dixon, Kama Dobbs, Jesse Elam, Doug Ferguson, Leroy Kos, Jacquelyn Murdock, Dan Olson, Ross Patrosky, Arthur Prokosch, Liz Schuh, Stephanie Truchan, Andrew 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 announced that the Federal Certification Review Report was received on July 9, 2014. The report is posted on the CMAP web site and several copies are available on the

side table. Work is underway to address the recommendations included in the report. Mr. Connelly noted that while only the call for LTA projects is on today's agenda, the Transportation Committee's discussion on implementation and evaluation of the LTA program to most effectively focus future resources will continue at the September meeting.

### **3.0 Approval of Minutes – June 6, 2014**

A motion to approve the minutes of the June 6, 2014 meeting as presented made by Mr. Bolton, seconded by Mr. Snyder, carried.

### **4.0 Coordinating Committee Reports**

Mr. Connelly reported that the Regional Coordinating Committee met on June 11, 2014. The committee recommended approval of the FY 2015 UWP to the CMAP Board and received an update on the status of the GO TO 2040 Plan Update. The committee also received reports on the O'Hare Subregional Freight Drill-Down Report and the CMAQ Process Review.

### **5.0 FFY 10-15 TIP Amendments and Administrative Modifications**

Mr. Kos reported that TIP amendments and modifications were included with the meeting materials. Mr. Carmitchel made a motion, seconded by Ms. Hamilton, to approve the FFY 10-15 TIP amendments. The motion carried.

### **6.0 Transportation Alternatives Program (TAP)**

Mr. Elam reported on the background of the TAP program and explained that staff is recommending that the program remain focused on bicycle facilities and that the next call for projects be conducted in conjunction with the next CMAQ call for projects. Staff also recommends two screening criteria for funding consideration: sponsors must have substantially completed Phase I Engineering and projects must be included in at least one formally adopted or approved bike plan, comprehensive plan, or other local or regional plan.

Project evaluation using the same scoring criteria as the last programming cycle is also recommended. Regarding management of the program, Mr. Elam stated that projects will be required to meet established milestones to demonstrate progress toward implementation, based on whether the projects require right of way or not. If projects are failing to meet milestones, those projects will be brought to the Transportation Committee to decide what to do. Given that projects will have substantially completed Phase I Engineering, project scope and cost estimates should be solid and staff is recommending that cost increases using TAP funds not be allowed and that minor scope changes may be submitted to staff for entry into the TIP for consideration at the following Transportation Committee meeting.

In response to questions from Ms. Hamilton, Mr. Elam stated that approximately \$7.5 million is available to program, for a total of \$15 million for two years. Preference will be given to projects implementing the Regional Greenways and Trails Plan, but on-street facilities that make connections to Plan routes will be considered. The density score for a project is based on population and employment together and the level of accommodation

for non-motorized transportation score is based on the change in conditions by subtracting the score before the improvement from the score with the improvement.

Ms. Hamilton noted that cost overruns often occur during construction and asked if other funds, such as STP could be used to fund these overruns. Mr. Elam responded that it is the responsibility of the sponsor to secure non-TAP funds for cost increases. Mr. Riddle added that once a project is federally authorized, a new federal fund source cannot be added under the existing local agency agreement between the sponsor and IDOT. Ms. Karry stated she is concerned about the inability to secure additional funds and asked if the no cost changes policy applies to the current program. Mr. Elam responded that a current Lake County Forest Preserve sponsored project has already received a cost increase, which used up the balance of funds available for the current program.

In response to a question from Mr. Sullivan, Mr. Elam added that the increase that was received was presented to the Transportation Committee as part of the TIP Amendments earlier this year. Mr. Kyle Smith stated that TAP is a good program for our region and noted that if a community wants to connect to a regional trail, they would only get 10 points. Mr. Elam confirmed that statement and added that the maximum number of points in the category is 30, with a range of partial points. Mr. Neufeld added that the Bicycle and Pedestrian Task Force has had many discussions over the last two CMAQ programming cycles and the last TAP cycle regarding the importance of bicycle and pedestrian projects benefiting transit while at the same time ensuring that not all of the funding is spent within the densest urban area. He said the Task Force sees the TAP scoring as a good compromise between density, transit access and opportunities to connect to regional trails.

In response to questions from Mr. Snyder, Mr. Elam confirmed that TAP funds would be programmed at an 80/20 match and that Phase II Engineering, Right of Way and Construction are eligible for funding. An off-road bicycle facility being constructed with a road improvement is eligible. Mr. Elam said staff will consider bicycle facility applications under both the CMAQ and TAP programs. Mr. Neufeld added that the state also has TAP funds available for projects that are more like Transportation Enhancements.

Mr. Snyder said that based on the schedule, the two-year FFY 2015-16 program would not be approved until the beginning of FFY 2016 and asked if consideration should be given to developing a three year program. Mr. Elam replied that staff will look into it. Mr. Snyder noted that there are many parallels between this discussion and those occurring at the CMAQ Project Selection Committee. Mr. Elam agreed that there are parallels, and that although the points being discussed are different, consistent criteria definitions are needed. Mr. Snyder said that while TAP is transportation focused program, his understanding is that the Greenways and Trails plan is more recreational. Mr. Elam said that regional trails are used for recreation and transportation and that while the lines may be blurry in some cases, the TAP program would not fund a loop trail, or other trail that served a primarily recreational purpose.

In response to questions from Mr. Snyder, Mr. Elam said realistic milestones were developed from the IDOT milestones, using the long end of ranges. The milestones are

intended to keep projects on course and judgment would be applied to determine if projects missing three milestones are off course. Mr. Snyder suggested that cost increases be allowed, based on funding availability. Ms. Hanlon suggested allowing consideration of increases up to a set percentage. Mr. Elam stated there are infinite ways to consider allowing for increases, but that with Phase I Engineering complete prior to programming, costs should be stable. Ms. Hamilton added that this is a new program, and the increased engagement and tracking between staff and sponsors from Active Program Management is working.

In response to questions from Ms. Hanlon, Mr. Elam confirmed that the scoring criteria are proposed to remain the same as the previous call and Mr. Neufeld confirmed that the Bicycle and Pedestrian Task Force believes that the program that resulted from the last call achieved a good balance of projects. Mr. Elam noted that the density quartile thresholds depend on the projects submitted and that a map from the last call is posted on the TAP web page. Mr. Connelly concluded the discussion, noting that TAP has been a well-received program. Mr. Pitstick added that achieving a balance of projects with these criteria is good.

#### **7.0 Local Technical Assistance Program (LTA) Call for Projects**

Mr. Olson presented an overview of LTA applications received. He reported that 104 applications from 77 applicants were being reviewed by CMAP and 22 were being reviewed by the RTA. Mr. Olson also reported on the mix of applications by geography and project type. As noted by Chair Connelly, further discussion of the program evaluation will occur at the committee's September meeting. Mr. Olson invited members to submit comments on the applications (posted on the CMAP web site) to Bob Dean by August 22. A final program recommendation will be presented to the Transportation Committee on October 3 and the program will be considered at the joint meeting of the CMAP Board and MPO Policy Committee on October 8.

#### **8.0 Congestion Mitigation and Air Quality (CMAQ) Improvement Process Review Update**

Staff has been reviewing the procedures and project ranking methods with the Project Selection Committee and other stakeholders over the last several months. Mr. Elam stated that there has been much discussion of the definition of substantially complete phase 1 engineering, having comparable criteria for transit and highway projects, and new criteria, such as requiring projects to be included in a planning document have also been discussed. It is anticipated that policy recommendations will come to the Transportation Committee at its September meeting and to the CMAP Board and MPO Policy Committee for consideration at their October meeting.

In addition to the policy review, the ranking methods are also being discussed. Mr. Elam explained that in past application cycles, staff analyzed projects for their air quality benefits and then looked to the focus groups for their expertise. There was a fair amount of variation in how the program focus groups handled their evaluation of projects. Staff is trying to take the good work of the program focus groups to set ranking criteria to meet sponsor expectations and focus on new and good project types for the region. Mr. Elam stated that the criteria being discussed are for ranking projects on technical merit and that professional judgment always applies when developing a program. He added that

although the changes are modest, there has been heated discussion at the Project Selection Committee. Mr. Connelly stated the CMAQ Project Selection committee discussions are ongoing, with the next meeting scheduled for August 21. In response to a question from Mr. Neufeld, Mr. Elam stated that the ranking documents being discussed are available on the CMAQ Project Selection Committee Meeting Materials web page.

Mr. Carmitchel added that Mr. Elam has accurately portrayed the unsettled discussions at the Project Selection Committee, where minute details are being looked at. He added that he looks forward to the Transportation Committee looking at the criteria after August 21.

## **9.0 GO TO 2040 Update**

Mr. Williams-Clark reported that the public comment period for the GO TO 2040 Plan Update concludes today. He stated that a series of open houses were held throughout the region and that a summary of comments received throughout the comment period would be provided to the committee in September in anticipation of CMAP Board and MPO Policy Committee consideration of the update in October. He invited the committee to express any additional questions or concerns before the comment period closes.

In response to a question from Ms. Hanlon, he reported that including form letters, about 600 comments were received. Not including form letters, about 100 were received.

Mr. Strains stated that NIRPC has submitted a comment letter requesting that the West Lake commuter rail project identified by the Northern Indiana Commuter Transportation District be included as an unconstrained project in GO TO 2040. Development of a draft EIS is underway and FTA New Starts funding is being pursued, therefore the project should be on both CMAP and NIRPC's radar.

Ms. Killen applauded CMAP for staying the course and she and Mr. Kyle Smith expressed support for the update.

## **10.0 FFY 2014-19 Transportation Improvement Program**

Ms. Dobbs reported that concurrent with the GO TO 2040 Plan Update, the FY 2014 – 2019 TIP was available for public comment. To date there have been no written comments received that apply directly to the TIP document. She said that questions at the public meetings were generally focused on individual local projects. Staff answered schedule and funding questions based on information included in the TIP and provided project implementer contact information for more detailed project specific questions. The TIP map was well-received at the public meetings. Once staff has reviewed all comments received, if there are any comments specific to the TIP, a summary will be prepared and distributed in September. Consideration of approval of the FY 2014 -19 TIP by the CMAP Board and MPO Policy Committee is anticipated in October, per federal requirements.

## **11.0 Regional Freight Leadership Task Force Report**

Mr. Beata provided an overview of the activities of the Task Force and the final report issued in May 2014. The report has three main recommendations related to regional freight planning, funding, and institutional organization. More specifically, the report calls

for the establishment of a Metropolitan Chicago Freight Fund and calls on existing units of government and freight stakeholders to implement its recommendations.

In response to a question from Mr. Strains, Mr. Beata stated that FedEx, the freight railroads and others participated in what were very robust discussions. In response to a question from Mr. Kyle Smith, Mr. Beata stated that the Task Force did not identify the specific projects that would be funded through the regional freight fund and that identification of projects or project types would be discussed going forward. Mr. Snyder asked if there was any discussion by the Task Force about the spirit of cooperation between public agencies and the railroads. He noted that there are not a lot of highway projects that impact the railroads, and they generally do not see the benefits to the railroads from those that do come up. Mr. Beata said that the intention of being good partners was discussed in the context of allocating costs and benefits of projects to the different participating agencies and the use of public-private partnerships, but the discussions were not as specific as what Mr. Snyder described.

#### **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 meeting materials.

#### **13.0 Other Business**

Mr. Skosey reported that the MPC Commute Options pilot project has been completed with a recommendation that the region institutionalize TDM. He stated that IDOT's Long Range Plan also includes this idea and that an RFP for development of a TDM strategy should be issued by IDOT very soon.

#### **14.0 Public Comment**

Mr. Garland Armstrong stated that freight is a concern in Elmwood Park because freight trains can be in the area at any time, causing uncertainty for motorists due to the length and speed of the trains. He stated that people need options for getting around trains and that they often make illegal turns or other unpredictable movements that are unsafe.

Ms. Heather Armstrong asked if there will be an under or overpass to get freight into O'Hare airport from the freight yard on the south end of the airport.

#### **15.0 Next Meeting**

The next meeting of the Transportation Committee is scheduled for September 19, 2014 and a special meeting has been scheduled for October 3.

#### **12.0 Adjournment**

A motion to adjourn at 10:43 am, made by Mr. Snyder, seconded by Ms. Karry, carried.