



# Chicago Metropolitan Agency for Planning

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

### Minutes

November 20, 2015

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, Charles Abraham - IDOT DPIT, Reggie Arkell – FTA, Brian Carlson – IDOT District One, Bruce Carmitchel – IDOT OP&P, Bruce Christensen – Lake County, Lynnette Ciavarella – Metra, John Donovan – FHWA, Yonah Freemark – MPC, Henry Guerriero– Illinois Tollway, Luann Hamilton – CDOT, Robert Hann – Private Providers, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Patrick Knapp - Kendall County, Vice Chair Sis Killen – Cook County, Christina Kupkowski – Will County, John Loper – DuPage County, Holly Ostdick – CMAP, Tom Rickert – Kane County, Mayor Leon Rockingham – Council of Mayors, Kyle Smith - CNT, Lorraine Snorden – Pace

**Absent:** Darwin Burkhart – IEPA, Adrian Guerrero – Class 1 Railroads, Randy Neufeld – Bicycle and Pedestrian Task Force, Steve Schlickman – Academic & Research Joe Schofer – Academic & Research, Steve Strains – NIRPC, Ken Yunker – SEWRPC

**Others Present:** Mike Albin, Garland Armstrong, Heather Armstrong, Jennifer Becker, Elaine Bottomley, Mitch Bright, Harriet Festing, Jackie Forbes, Tony Greep, Jill Hayes, Janell Jensen, Mike Klemens, Dennis Latto, Ashley Lucas, Brian Pigeon, Chad Riddle, Adam Rod, David Seglin, Mike Walczak, Tammy Wierciak, Barbara Zubek

**Staff Present:** Alex Beata, Claire Bozic, Brian Daly, Teri Dixon, Kama Dobbs, Jesse Elam, Doug Ferguson, Lindsay Hollander, Kristen Ihnchak, Kara Komp, Leroy Kos, Tom Kotarac, Jennifer Maddux, Martin Menninger, Jacki Murdock, Ross Patronskey, Russell Pietrowiak, Liz Schuh, Gordon Smith, Joe Szabo

#### 1.0 Call to Order and Introductions

Committee Chair Michael Connelly called the meeting to order at 9:34 a.m.

#### 2.0 Agenda Changes and Announcements

Ms. Dixon announced that CMAP, IDOT, and FHWA have restored access to FHWA Metropolitan Planning (PL) funds for Illinois' MPOs; discussions continue for restoring access to FTA funds. State matching funds continue to be withheld due to the state budget impasse.

### **3.0 Approval of Minutes – September 18, 2015**

A motion to approve the minutes of the September 18, 2015 meeting, as presented, made by Mayor Rockingham, seconded by Mr. Rickert, carried.

### **4.0 Coordinating Committee Reports**

Ms. Killen reported that the Regional Coordinating Committee and Local Coordinating Committee each met on October 14, 2015 and recommend that the CMAP Board and MPO Policy Committee approve the staff recommended LTA program. The Local Coordinating Committee also received a presentation on the Lower Fox River Partnering Initiative, which is a great example of shared services between Oswego, Montgomery, and Yorkville.

### **5.0 FFY 14-19 Transportation Improvement Program (TIP)**

#### **5.1 Federal Fiscal Year 2016-2020 State/Regional Resources Table and Update to Selected Years of the TIP**

Mr. Kos reported that the State/Regional Resources Table has been developed with IDOT and RTA for use in determining fiscal constraint. Implementers are in the process of awarding, moving, or removing all FFY 2015 line items from the TIP. To assure continuation in programming, the selected years of the TIP specified in Attachment A of the TIP Change Procedures will be updated to include both FFY15 and 16. Mr. Freemark asked if a comparison had been done between funding levels in proposed legislation and the amounts presented in the State/Regional resources table. Ms. Ostdick responded that a comparison will be done. Mr. Freemark continued by asking if New Starts funding is included in this table. Ms. Ostdick stated that federal discretionary programs including New Starts are included after funding awards are announced. Mr. Abraham made a motion, seconded by Mr. Rickert, to accept the FFY 2016-2020 State/Regional Resources Table and to concur with the update of Attachment A of the TIP Change Procedures. The motion carried.

#### **5.2 FFY 14-19 TIP Amendments and Administrative Modifications**

Mr. Kos reported that TIP revisions exceeding financial amendment thresholds have been requested. Administrative modifications, including line items that have been awarded, moved, or deleted, were provided for the committee's information. Ms. Hamilton made a motion, seconded by Mayor Rockingham, to approve the FFY 2014-19 TIP Amendments. The motion carried.

#### **5.3 Proposed Meeting Dates for 2016**

Mr. Kos reported that the proposed meeting dates for 2016 shown in the agenda considered the MPO Policy Committee meetings and the IDOT letting schedule. Mr. Rickert made a motion, seconded by Ms. Snorden to approve the 2016 meeting calendar. The motion carried.

Mr. Kos reminded the committee that TIP changes that may require a conformity analysis are due on December 4, 2015 and that the Transportation Committee will be asked to release the conformity amendments and analysis at its January 22, 2016 meeting.

### **5.3 Congestion Mitigation and Air Quality (CMAQ) Improvement**

Mr. Ferguson reported that the region obligated over \$140 million in CMAQ funds in FFY 2015, carrying over only \$23 million.

### **5.4 Transportation Alternatives Program (TAP-L) Update**

Mr. Ferguson summarized the status of projects within the program. He stated that although three projects have missed milestones specified in the sponsor guidance, staff believes these projects are making progress towards completion and does not recommend removing any projects from the program.

## **6.0 The Next Long-Range Plan**

### **6.1 Regionally Significant Project Thresholds**

Mr. Elam reviewed the proposed thresholds for defining regionally significant projects that have been discussed and refined by the Transportation Committee, CMAP Board, and MPO Policy Committee. Staff recommends moving forward with the thresholds proposed on a trial basis by working with implementers to develop an early list of projects that meet the thresholds and then reporting back to the committee in the spring on the thresholds' appropriateness. Mr. Connelly stated that the CTA has reviewed the projects that would meet the proposed thresholds and that he hopes others have as well. He invited members to share their insights and concerns.

In response to a question from Mr. Loper, Mr. Elam reported that the CMAP Board and MPO Policy Committee discussed the proposed thresholds at a high level, but did not provide any specific guidance. Mr. Connelly noted that the committee had discussed that, to implement proposed thresholds, a simplified process to facilitate plan amendments would be needed. Mr. Elam agreed that the amendment process will need to be considered and stated that plan amendments should not be as routine as TIP amendments, for which approval is delegated by the MPO Policy Committee to the Transportation Committee. Mr. Connelly indicated that the Transportation Committee should have a role in the amendment process; Mr. Elam agreed. He stated that staff will bring ideas to the committee for discussion in the future. Mr. Rickert stated that he continues to be concerned about consideration of full corridors

as regionally significant when smaller segments are added together. Mr. Elam stated staff understands this concern, and hopes that moving forward on a trial basis should help with understanding the magnitude of this concern. In response to questions from Mr. Freemark regarding the fiscal constraint of the plan, Mr. Elam stated that the process for selecting a fiscally constrained package of regionally significant projects would be similar to the process used for GO TO 2040. Potential projects will be evaluated and costs will be determined with attention to not double-counting aspects of project costs that would be funded from different "buckets" of revenue. The size of the respective buckets will be determined in the development of the financial plan. Ms. Hamilton expressed concern that over a 32 year planning horizon, it may be likely that NHS facilities would need to be reconstructed from end to end, requiring a commitment of a large portion of available funds. Mr. Rickert suggested removing from the proposal the suggestion that smaller projects within the same corridor should be considered as a single project to protect from making changes to the individual projects burdensome. Mr. Elam stated that these concerns should be discussed further when staff meetings with implementers to develop an early list of projects for consideration. Mr. Carlson stated he is not too concerned about staging construction within identified corridors. He stated he is more concerned about projects that are not listed in the plan going through engineering and having their cost estimates change in excess of the \$100 million threshold and then needing to be amended into the plan in order to proceed to construction.

Ms. Ciavarella noted that, for Metra and other transit agencies, the on-going purchases of rolling stock, when added together over time, equate to large sums of funding, but that these types of projects probably should not be identified as regionally significant in the plan. She also expressed concern that some high cost projects, such as Positive Train Control, are federally mandated, and therefore should not compete against other regionally significant projects. Mandated projects either should be considered separately, or given funding priority over other projects. Mr. Connelly offered CTA's "Your New Blue" project of another example, where elements of routine, on-going maintenance projects have been pulled out of the system-wide projects and packaged together by geography, rather than by the type of work, primarily for the purpose of applying for TIGER funding and TIFIA loan assistance. For CTA this project is a state of good repair project, not a capacity-adding capital project. However, he stated, although the process of making changes to these projects may be more burdensome if identified as regionally significant, CTA is prepared to deal with that burden because this all gets back to increased transparency and public information to make sure that the plan is revealing to the public the true future of the region.

Mr. Carlson noted that project selection is often driven by facility conditions, not capacity, but that when projects are being implemented to improve conditions, it

makes sense to also add capacity, which means the financial plan has to be amended. Mr. Arkell stated that although some Small Starts projects may be under \$100 million, it makes sense to list those projects. He also noted that rail car rehab projects are not defined as regionally significant per FTA regulations. Mr. Elam stated that federal requirements will be considered. Mr. Elam stated that staff will be holding meetings with individual implementers to try out the criteria for selecting potential projects and will report back to the committee in May. In response to a suggestion from Ms. Killen, Mr. Elam added that if issues are revealed across the board early in the process, staff will return to seek refinements in the process from the committee sooner.

## **6.2 Snapshot Report Development: Transportation Network and Trends**

Mr. Elam reviewed the proposed content of the transportation and network trends snapshot report and requested feedback on the content and data required. Mr. Freemark suggested that spending trends analyses include fees collected, as a basis for comparison. He also asked if there is a strong enough data set on travel patterns. Mr. Elam explained that CMAP will rely on the 2008 travel tracker survey, which is scheduled to be updated in 2020. Ms. Ciavarella asked how changes in behavior would be assessed. Mr. Elam explained that census data would be used, along with the travel model, for high level behavioral changes. Mr. Freemark suggested normalizing census data and the travel tracker survey data. Mr. Kyle Smith stated that CMAP should analyze where spending occurs and how that spending is helping local agencies to implement plans, such as those developed by the LTA program and RTA's community planning program. He added that the CMAQ program and RTA's programs are making some steps, but suggested that locally programmed STP funds are the next logical program for targeted spending.

## **6.3 Strategy Paper Development: Transportation System Funding Concepts**

Mr. Beata reviewed the funding concepts that will be explored in depth during the next plan development, including alternative to the state motor fuel tax (MFT), congestion pricing, public private partnerships, and value capture. He stated that the Transportation Committee will be the main venue for discussion of these topics, but staff is planning a technical forum prior to the committee's January meeting to discuss expenditure efficiencies. In response to a question from Mr. Freemark regarding how broad the non-user fee research would be, Mr. Beata stated that staff would be looking at recent experiences and documenting and comparing those to existing policies. Mr. Freemark suggested adding parking pricing to the concepts to be examined. Mr. Beata noted that this concept is not planned to be a part of this project, but will be a part of the plan update. Ms. Hamilton noted that parking pricing could be considered a congestion pricing strategy. In

response to a question from Mr. Freemark, Mr. Beata noted there is no plan to link this strategy paper to Fund 2040.

#### **6.4 Outcomes from “Setting Pavement Condition Targets” Forum**

Mr. Elam reviewed the outcomes of the September 18, 2015 forum discussion on setting pavement condition targets. He discussed that pavement condition ratings vary among agencies and at the forum the merits of each pavement condition rating were discussed. He stated that the long range plan will include targets for pavement condition and the MPO should document anticipated accomplishment of those targets through the long range plan and TIP. He noted that many attendees stated it would not be possible to estimate whether adequate investment is being made in pavements on the NHS if projects are missing from the TIP database, and therefore implementers will be encouraged to include all pavement projects on the NHS in the TIP database, regardless of fund source. He also noted that staff would like to use the HERS-ST model to determine if pavement preservation techniques and widening and resurfacing projects can be modeled indirectly. Mr. Carmitchel stated that the forum was very useful, allowing folks to learn what is done, and what information is available. Mr. Carlson stated that IDOT does include state-funded resurfacing in the TIP. He also suggested that it is important that the model consider not just the surface pavement condition, but also the number of overlays that have occurred and the deterioration of pavement. Mr. Carlson suggested that IDOT’s engineers should review the model. Mr. Rickert also stated that the forum was great and asked for clarification regarding including local resurfacing projects in the TIP. Mr. Elam stated that only projects on the NHS would need to be included.

#### **6.5 Committee Engagement Schedule**

Mr. Elam reported that an updated fiscal year 2016 schedule of Transportation Committee discussions on major plan development issues that are known or expected at this time was included in the agenda materials. Ms. Hector-Hsu added that the plan update is happening at the same time as the RTA and service boards are developing their strategic plans, and that they are working with CMAP. Mr. Carmitchel added that IDOT is working on its plan as well.

#### **7.0 Rain Ready**

Ms. Harriet Festing of CNT provided an overview of the RainReady community planning process and tools focusing on affordable, tangible solutions to help communities manage urban flooding.

#### **8.0 Legislative update**

### **8.1 Federal**

Mr. Beata provided a summary of the status and highlights of the House Surface Transportation Reform and Reauthorization Act (STRRA) and the Senate Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act. Mr. Rickert commended CMAP and the region on efforts to incorporate freight provisions. In response to a question from Mr. Freemark, Mr. Beata stated that neither bill includes significant changes to provisions to toll existing freeways beyond minor revisions to the pilot program that already exists.

### **8.2 State**

Mr. Gordon Smith reported that no progress has been made on the adoption of a state budget; however implementers are encouraged to consider preparing lists of capital needs for early 2016, should budget discussions also include a capital program. He also reported that legislation to allow MFT funds to be passed through to local agencies appears to be experiencing procedural hold-ups.

### **9.0 Status of the Local Technical Assistance Program and Major Capital Projects**

Mr. Connelly noted that the current status report on the LTA program and Major Capital projects were included in the meeting packet.

### **10.0 Other Business**

Ms. Killen thanked Mr. Connelly for serving as chairman of the Transportation Committee.

Ms. Ciavarella reported that the Ventra application launched on Thursday (November 19, 2015), allowing Metra riders to purchase one-way, ten-ride, and monthly tickets using their smart phones. Existing CTA or Pace Ventra customers can use and manage their existing Ventra accounts within the application. Within hours of the launch, there were over 20,000 downloads of the application. Mr. Freemark added he was a trial user and the application works well.

### **11.0 Public Comment**

Mr. Garland Armstrong stated that he is very concerned about commuters crossing in front of stopped freight trains from Galewood through Elmwood Park, who are rushing to get to the other track to catch a Metra train. He stated this is a very dangerous situation. Ms. Ciavarella stated that she will notify appropriate Metra personnel.

Mr. Carmitchel stated that if not for the courage and hard work of the Illinois Division of FHWA, including John Donovan, Jon-Paul Kohler, and Kay Batey, today the committee would have been talking about closing CMAP. He stated

that the region should be proud that a solution was reached. Mr. Arkell added that the FTA is currently working on de-obligating metropolitan planning funds so that they can be flexed to FHWA and transferred to the state's MPOs. Mr. Donovan added that IDOT was the first at the table, leading the way to getting funding issues resolved for the MPOs.

**12.0 Next meeting**

As approved earlier in the agenda, the next meeting is scheduled for January 22, 2016.

**13.0 Adjournment**

On a motion by Ms. Hamilton, seconded by Ms. Ciavarella, the meeting adjourned at 11:07 a.m.