



Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning (CMA)P Transportation Committee

Minutes

January 22, 2016

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

- Committee Members Present:** Chair Sis Killen – Cook County, Charles Abraham - IDOT DPIT, Jennifer Becker - Kendall County, Michael Bolton – Pace, Brian Carlson – IDOT District One, Bruce Carmitchel – IDOT OP&P, Michael Connelly – CTA, John Donovan – FHWA, Yonah Freemark – MPC, Tony Greep – FTA, Luann Hamilton – CDOT, Scott Hennings – McHenry County, Emily Karry – Lake County, David Kralik – Metra, Christina Kupkowski – Will County, Randy Neufeld – Bicycle and Pedestrian Task Force, Holly Osttick – CMA)P, Mark Pitstick – RTA, Tom Rickert – Kane County, Kyle Smith - CNT, Chris Snyder – DuPage County, P.S. Sriraj – Academic & Research, Mayor Eugene Williams – Council of Mayors, Vice Chair Rocco Zuccherro – Illinois Tollway
- Absent:** Darwin Burkhart – IEPA, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Joe Schofer – Academic & Research, Steve Strains – NIRPC, Ken Yunker – SEWRPC
- Others Present:** Mike Albin, Erin Aleman, Garland Armstrong, Heather Armstrong, Elaine Bottomley, Len Cannata, Bruce Christensen, Vicky Czuprynski, Jackie Forbes, Henry Guerriero, Jill Hayes, Jessica Hector-Hsu, Mike Klemens, Dennis Latto, Ashley Lucas, Brian Pigeon, Issam Rayyan, Chad Riddle, Adam Rod, David Seglin, Judy Shanley, Emily Tapia-Lopez, Mike Walczak, Tammy Wierciak, John Yonan, Barbara Zubek
- Staff Present:** Lindsay Bayley, Alex Beata, Claire Bozic, Teri Dixon, Kama Dobbs, Jesse Elam, Doug Ferguson, Jane Grover, Kristen Ihnchak, Elizabeth Irvin, Leroy Kos, Tom Kotarac, Jennifer Maddux, Martin Menninger, Jacki Murdock, Dan Olson, Ross Patronskey, Russell Pietrowiak, Liz Schuh, Gordon Smith, Joe Szabo

1.0 Call to Order and Introductions

Committee Chair Sis Killen called the meeting to order at 9:36 a.m.

2.0 Agenda Changes and Announcements

None.

3.0 Approval of Minutes – November 20, 2015

A motion to approve the minutes of the November 20, 2015 meeting as presented, made by Ms. Hamilton and seconded by Mr. Carmitchel, carried.

4.0 Coordinating Committee Reports

Ms. Killen reported that the Regional Coordinating Committee met on January 13, 2016 and received updates on the State Legislative Agenda, CMAP's operating budget, and the interim products of the next long range plan. The committee also discussed "place-based approach" alternatives for the next plan and census data analysis due to the release of American Community Survey 5-year estimates. She reported that the Local Coordinating Committee will meet on February 10, 2016 and that Rocco Zucchero will be the Transportation Committee representative on that committee.

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 Amendments and Administrative Modifications and Update of Selected Year

Mr. Kos reported that TIP revisions exceeding financial amendment thresholds have been requested. Among the requested amendments, on page 12 of the report is a TAP-L funded project in the Village of Bensenville which was approved in the last programming cycle. At the time of approval, the project sponsor indicated right-of-way would not be needed to complete the project. Since that time, during the design process it was discovered that right-of-way will be needed. That phase has been added to the TIP using local funds. The project will now be subject to milestone provisions for projects requiring right-of-way. Mr. Kos also reported that the selected year of the TIP is FFY 16 and will be updated in Attachment A and that administrative modifications, including line items that have been awarded, moved, or deleted, were provided for the committee's information. Mr. Rickert made a motion, seconded by Mr. Connelly, to approve the FFY 2014-19 TIP Amendments. The motion carried.

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment

Mr. Kos reported that the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment has been prepared for release for a 30-day public comment period. He noted that after the draft analysis was posted, the emissions inventories were updated. The updates do not affect the finding of conformity. The updated memo was posted to the committee web page, and copies were available for review. Mr. Freemark asked why emissions declined until 2030 and then started rising. Mr. Patronsky explained that the model used, MOVES 2010b, only includes vehicle emission controls in place at the time the model was released. Those controls are fully propagated through the fleet by 2030. In the fall, CMAP will be using

MOVES 2014a, which will include additional vehicle emission controls. Mr. Freemark asked if the model accounts for transition to electric vehicles. Mr. Patronsky stated that CMAP does not assume this transition. Mr. Zucchero made a motion, seconded by Mr. Connelly to release the semi-annual GO TO 2040/TIP conformity analysis & TIP amendment for a public comment period from January 22 to February 22, 2016. The motion carried.

6.0 Unified Work Program (UWP)

Mr. Olson reported that CMAP as the MPO has the primary responsibility for preparing the Unified Work Program (UWP) each year. The UWP Committee serves as the project selection body for the program, and met in October to set the process for FY17. CMAP initiated the FY17 Call for Projects for both Core and Competitive proposals. All proposals are due back to CMAP on Friday, January 29th. Similar to previous years, the UWP Committee has aligned its regional priorities in approving projects to those that were adopted were adopted in the GO TO 2040 Plan and the recent update. Mr. Olson also reviewed the UWP development schedule.

Mr. Carmitchel advised the committee that FY 2016 projects that are not completed by the end of FY 2016 will have to be represented in the FY 2017 UWP.

7.0 The Next Long-Range Plan

7.1 Highway Management and Operations Strategy Paper

Ms. Bozic reviewed the three themes that will be addressed in the Highway Management and Operations Strategy paper that is being developed by staff in consultation with the Regional Transportation Operations Coalition (RTOC) and Advanced Technology Task Force. She also reviewed work to date and began discussion by asking the committee if they see active traffic management and integrated corridor management as significant opportunities for the region and if there are barriers to these concepts. Mr. Zucchero stated that the Tollway is developing active management in the 19 mile section of I-90 between Barrington Road and the Kennedy Expressway, installing gantries every half mile and dynamic message signs every mile that will allow the tollway to inform motorists of lane closures and to shift traffic accordingly. He noted that coordination with Pace for Bus on Shoulders operations is a big part of active management and that the Tollway is also having conversations with IDOT to implement similar treatments on I-55. Mr. Rickert stated this is a great opportunity and that the region needs to head this way, but he is concerned about continual advances in technology that make it difficult to stay on top of the latest developments. He is also concerned about having an ample supply of qualified staff to maintain and operate these technologies and suggested small, incremental steps for implementation. Mr. Bolton stated that there is a tremendous opportunity to integrate highway and transit on corridors of regional and national significance and that Pace views the highways as the running bed for Pace. He noted that I-290 presents an opportunity for active management. He stated

the region should go aggressively in this direction and should monitor and be involved in the activities of the Society of Automotive Engineers (SAE), the Institute of Electrical and Electronics Engineers (IEEE), and ITS America. Mr. Neufeld stated that in the early 1990's the issue of bicycle impacts on regional arterials was the start of changes and cautioned that the region should not go back to focusing on technologies for a single mode. The technologies need to be sensitive to bicycle and pedestrian modes, especially on arterials. Speed management is a golden goal that can solve a lot of problems with an attention to safety. Incidents are what cause problems and while the national focus has been on reducing the impacts of crashes, crash prevention; to avoid incidents that lead to congestion should receive more focus. Ms. Hamilton stated that active traffic management is a no brainer but she is concerned about integrated corridor management. Corridor management has been successful during construction projects, but on-the-fly diversion of traffic from interstates to local arterials, for example, could have significant community impacts, particularly in high density communities. Mr. Sriraj stated that the Urban Transportation Center is currently wrapping up a study for IDOT on integration of modes that may inform the strategy paper. Mr. Zuccherro noted that the Tampa-Hillsborough Expressway Authority was recently awarded an FHWA grant to study connected vehicles that may also inform the strategy paper. Ms. Killen suggested that RTOC should take a deeper dive into the results of these studies. Mr. Pitstick noted that multi-modal participation in RTOC is critical. Mr. Bolton added that CMAP should also look into the integration of bike routes adjacent to highways by the Michigan DOT in southeastern Michigan.

Ms. Bozic next asked the committee if a regional concept of operations planning document would be valuable and if the region should pursue dedicated funding for operations improvements. In response to a question from Ms. Hamilton, Ms. Bozic stated that the fund source could be STP, CMAQ, safety funds, or other state, federal or local sources. Ms. Bozic stated that in the past, when the region was pursuing more arterial expansion, those projects became de facto signal modernization projects. She stated that recently, projects for Transit Signal Priority (TSP) have also taken on that role, since implementing TSP often requires modernization of signal systems. Ms. Hamilton added that a set aside of funding would not be a good thing because it reduces programming flexibility. Mr. Snyder stated that in the 1980's and 90's, Operation Green Light served as a strategy, but not a plan, for updating the region's systems. He stated that counties have accepted that active management squeezes more capacity out of the system. Lake County's PASSAGE system is a good example showing that integrated systems are beneficial. He noted that there are private providers who are doing a good job in collecting and distributing real time travel information and that they will continue to be players in any regional implementation. Arterials must supplement highways and currently everyone is doing their own thing. The region needs to start discussion of combining efforts for a regional traffic management system. Ms. Killen agreed that a traffic management

system has to be regional. Mr. Rickert stated that more exploration is needed. He has reservations about the specifics of regional management and how expensive it may be. He stated that the CMAQ program has done a good job in moving us forward and he is not sure that a new pot of money is needed yet. Ms. Killen added that more strategy development is needed before discussing dedicated funding.

Ms. Bozic asked if CMAP should study the magnitude of recurring versus non-recurring congestion within the region. Ms. Hamilton suggested that there might be other sources for that information. Mr. Bolton suggested that CMAP should look at Houston and Dallas as examples for approaching the problem as one of how the region can be competitive and should make the case to the business community that control centers and other technologies are a good investment. Mr. Snyder stated that several years ago, Cook County examined the Lake Cook Corridor and found that, like the national findings suggest, about 40% of congestion was recurring and 60% was due to non-recurring incidents. He questioned the need for additional study. Ms. Hamilton agreed that non-recurring congestion due to incidents should be the focus. Mr. Snyder noted that another element of incident management is legislative. For example moving crash vehicles off of the roadway, or proceeding to a parking lot or other area outside of the roadway for traffic violations. Ms. Bozic noted that CMAP plans to work with municipalities on more uniform incident response and educational programs. She thanked the committee for their feedback.

7.2 Transit Ridership Growth Study

Mr. Elam reviewed the approach and strategies being considered for the transit ridership growth study. He noted that the GO TO 2040 target of doubling transit ridership by 2040 is widely understood to be aspirational. While the next plan is also anticipated to contain ambitious transit usage targets, this study will help spur discussion about the appropriate targets and ground them in an achievable set of strategies. It may also help shed light on whether other indicators of transit usage would be appropriate. He also noted that the study will be coordinated with RTA's strategic planning that is currently underway and asked for feedback on whether the strategies proposed are right for CMAP to research.

Mr. Freemark stated that this is an exciting topic and asked if ridership was being looked at as absolute ridership or mode share. Mr. Elam stated that GO TO 2040 used mode share, which is less affected by growth. Mr. Freemark suggested that the question of whether or not there is capacity to accept increased ridership must also be examined. He noted that at some point we cannot increase service any more, and capacity will constrain ridership.

Mr. Neufeld noted that in the past service cuts have often been fiscally motivated and wondered if there has been any study on the impacts of service cuts on ridership. Mr. Pitstick stated that the RTA strategic plan is market based, while CMAP will be conducting policy based research. Mr. Bolton stated that Pace has data on the impacts to ridership from service cuts. He suggested that the rise of on-demand ride sharing services must also be studied and noted that Pace wants to partner with these services, particularly in un- or underserved areas. He also noted that Uber grew from 48,000 rides to over one million in less time that it took to complete the NEPA study for Washington D.C.'s Silver Line.

Ms. Hamilton stated that CDOT has done a lot of work, such as the Central Area Plan, to examine system capacity and how better, safer environments influence ridership. She stated CDOT would like to be involved in this study to share that information. Mr. Kralik echoed Ms. Hamilton's idea that other entities with a direct impact should be involved in the study and stated he was disappointed to learn of this study only when the agenda for this meeting was posted. He stated that more realistic goals are good and that the assumptions needed to also be grounded in reality. For example, he stated, the willingness of entities responsible for policy changes to support the policies needed to increase ridership must be known. Mr. Elam stated that CMAP's Land Use planning helps with this side of the equation.

Mr. Kyle Smith stated he is pleased to see policy changes as a part of the study. He asked if CMAP had given any thought to the issues of the supply of land and land owners' feelings of entitlement. He stated that places with a lot of developable land such as southern and western Chicago and western Cook County are also distressed markets. Mr. Elam stated that these issues need to be discussed but they may not change the model.

Mr. Snyder stated that in the suburbs, the "last mile" is critical to transit use. He noted that parking and congestion pricing may be linked to financially forcing people out of their cars, but doing so before transit service exists is not a good idea. He suggested that CMAP look at the successful TMAs and business parks.

Ms. Karry asked if the study will look at increased ridership due to the extension of transit lines. Mr. Elam stated that CMAP is just considering the expansions that are GO TO 2040 constrained projects but that increased service on the whole will be studied. Mr. Pitstick noted that the RTA's Setting the Stage for Transit report that is referenced in the CMAP memo does not recommend any densities (residential or employment) for particular geographic places in the region. It merely references some

national best practices regarding densities that are appropriate for various levels/types of transit service and any recommendations used in the CMAP transit ridership growth study regarding densities for particular places should be attributed to CMAP staff.

Mr. Abraham noted that DPIT has seventeen years of ridership reports. They are also working with RTA and Pace on a "non-ridership" survey to ask people why they don't use transit. They are also considering a survey of millennials, to determine how their behavior, which favors transit use, may change in the future.

Mr. Bolton asked if there will be coordination between this study and place based alternatives. Mr. Elam stated that both are extremely important and there will be close coordination. Mr. Freemark wondered whether increasing capacity depends on whether or not that would result in ridership increases. He stated that another strategy for affecting ridership is fare policies across the different systems. Finally he wondered if investment in highways had a positive or negative effect on ridership growth.

Ms. Karry stated that there is a balance and that highway capacity is needed for transit to be effective. Mr. Bolton stated that in the past the focus has been on moving people to Chicago for work and that we need to watch the suburbs where there needs to be room, time, and funding to grow.

7.3 Major Engagement and Voting Opportunities

Ms. Schuh reviewed major engagement and voting opportunities that will be part of the plan development, leading to adoption in the fall of 2018. Mr. Snyder noted that staff should make sure that there are enough meetings to fully vet issues, and that decisions should not be driven by the schedule.

7.4 Place-Based Approach Alternatives

Ms. Ihnchak presented an overview of place-based approaches, defined as a spatial framework for providing locally appropriate recommendations within the context of a regional plan. She reported that a primary goal of the next plan's development is to provide actionable guidance for implementers by including more detailed policy recommendations and greater geographic specificity. Staff is recommending moving forward with a layers approach that would provide guidance to areas of the region affected by various policy recommendations of the plan through data layers, mapping, and sub-regional recommendations. Staff will be developing two sample layers through June 2016 and will seek additional feedback at that time. She asked the committee to review the discussion questions contained in the memo provided with the agenda and to provide feedback to staff.

Mr. Freemark stated this is an exciting approach and asked if it is possible to classify sub-regional areas, such as urban, suburban, and rural contexts, within layers to provide more targeted guidance. Ms. Ihnchak stated that staff is considering this.

Mr. Rickert asked if this approach will be focused on data and information to assist implementers with planning, or if it is intended to direct policy. He stated if it is the latter, he is concerned. Ms. Ihnchak noted that a regional plan has to be broad with a need for local interpretation of policies. The plan must also be mindful of local land planning authority and be suggestive rather than prescriptive, but is intended to shape local policy.

Mr. Kyle Smith stated this is an exciting development and is very important not just as a planning or mapping exercise. He stated it needs to be a tool to target investment to places identified in the layers. He suggested that RTA community plans would make an interesting layer. In response to a question from Mr. Kyle Smith, Ms. Ihnchak stated the mechanics and data to be used would be discussed in further detail after sample layers are prepared and discussed in June. Mr. Connelly suggested air quality as a potential layer.

8.0 Legislative update

8.1 Federal

Mr. Beata provided a summary of the Fixing America's Surface Transportation (FAST) Act, including new highlights of freight provisions, transit, and highway funding levels and noted that a CMAP Policy Update on the FAST Act is available on CMAP's website. He also reported on the Canadian Pacific (CP) Railway's proposed merger with the Norfolk Southern (NS) Railway. He stated that CP has argued that a merger would increase capacity through more efficient routing and use of equipment. CMAP is concerned about the effects of a merger on the economic impacts to the region if rail operations in the region are significantly reduced. CMAP is also concerned about impacts on the CREATE program. NS has been a major partner in CREATE, while CP has been a relatively minor partner. Additionally, CP is no longer actively participating in the Chicago Transportation Coordination Office (CTCO). Finally, the merger of any two large railroads, with different operating systems and safety cultures, raises concerns about overall rail safety. In response to a question from Ms. Hamilton, Mr. Beata noted that no formal proceeding related to the merger is currently before the Surface Transportation Board. Mr. Zuccherro added that the Tollway is monitoring the situation closely due to potential impacts to the southern leg of the Elgin-O'Hare Western Access project near the Bensenville yard. A CMAP Policy Update on the merger is available on CMAP's website.

8.2 State

Mr. Gordon Smith reported that although the Senate was in session last week and both chambers would be in session next week there has been no progress on addressing the state budget impasse. He reported that CMAP is currently exploring ways to reduce our dependence on the state for our operating budget. Legislatively, CMAP will be pursuing reinstatement of the Comprehensive Regional Planning Fund and continuing appropriations of federal pass through funding. The final legislative agenda is not expected to include any other major changes. Fund 2040 will be included. The agenda will be presented to the Transportation Committee at their next meeting.

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

Ms. Killen noted that the current status report on the LTA program and Major Capital projects were provided for information.

10.0 Other Business

None.

11.0 Public Comment

Mr. Garland Armstrong expressed concerns about the impact of the Loop Link on pick-up and drop-off locations for the visually impaired. Ms. Hamilton and Mr. Connelly assured him that all buildings on the Loop Link route have pick-up/drop-off locations identified, and that drivers have been given information on those locations.

Mr. Armstrong also expressed concern about the ability to access the Pace ADA Advisory Committee meeting on Tuesday, January 26, and being held in the CMAP office.

12.0 Next meeting

The next meeting is scheduled for March 4, 2016.

13.0 Adjournment

On a motion by Mr. Connelly, seconded by Ms. Karry, the meeting adjourned at 11:30 a.m.