



# Chicago Metropolitan Agency for Planning

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## Chicago Metropolitan Agency for Planning (CMA) Transportation Committee Minutes July 22, 2016

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

**Committee Members Present:** Chair – Sis Killen, Gabrielle Biciunas – NIRPC, Brian Carlson – IDOT District One, Mike Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMA, Yonah Freemark – MPC, Tony Greep – FTA, Jacky Grimshaw - CNT, Luann Hamilton – CDOT, Scott Hennings – McHenry County, Emily Karry – Lake County, Patrick Knapp - Kendall County, David Kralik – Metra, Christina Kupkowski – Will County, Aimee Lee – Illinois Tollway, John Loper – DuPage County, Beth McCluskey - IDOT OIPI, Kevin Muhs – SEWRPC, Randy Neufeld – Bicycle and Pedestrian Task Force, Mark Pitstick – RTA, Jackie Forbes – Kane County, Christopher Schmidt – IDOT OP&P, P.S. Sriraj – Academic & Research, Lorraine Snorden – Pace

**Absent:** Darwin Burkhart – IEPA, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Joe Schofer – Academic & Research, Mayor Leon Rockingham – Council of Mayors

**Others Present:** Charles Abraham , Mike Albin, Donna Anderson, Garland Armstrong, Heather Armstrong, Bruce Carmitchel, Evan Craig, Bruce Christensen, Jackie Forbes, Nicholas Holen, Janell Jensen, Sidney Kenyon, Mike Klemens, Ashley Lucas, Jesse Rodcats, Dave Seglin, Madeline Shepherd, Emily Tapia Lopez, Brad Thompson, Mike Walczak, Barbara Zubek

**Staff Present:** Alex Beata, Lindsay Bayley, Jordan Brooks, Anthony Cefali, Teri Dixon, Kama Dobbs, Jesse Elam, Jane Grover, Kristin Ihnchak, Elizabeth Irvin, Paige Kaliski, Kara Komp, Leroy Kos, Tom Kotarac, Jen Maddux, Martin Menninger, Ross Patronskey, Russell Pietrowiak, Melissa Porter, Liz Schuh, Alvaro Villagran

### 1.0 Call to Order and Introductions

Committee Chair Sis Killen called the meeting to order at 9:35 a.m.

## **2.0 Agenda Changes and Announcements**

Ms. Killen noted a speaker change for item 8.0.

## **3.0 Approval of Minutes – May 20, 2016**

A motion to approve the minutes of the May 20, 2016 meeting, as presented, made by Ms. Hamilton, seconded by Mr. Connelly, carried.

## **4.0 Coordinating Committee Reports**

Ms. Killen reported that the Regional Coordinating Committee met on June 8, 2016. The committee recommended approval of the FY 17 UWP to the CMAP Board and the MPO Policy Committee. CMAP staff gave three presentations on work developing ON TO 2050, including priorities for the plan, an overview of the region's demographics, and an overview of the economic clusters in the region. As CMAP develops ON TO 2050, the Regional Coordinating Committee will continue to focus on the research, analysis, and recommendations of the next plan. Ms. Killen noted that the Local Coordinating Committee has not met since the last Transportation Committee meeting.

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

### **5.1 TIP Amendments and Administrative Modifications**

Mr. Kos reported that TIP amendments exceeding financial thresholds were posted for public comment as formal amendment 16-04 and administrative changes were posted for information as 16-04.1. A memo summarizing the changes was included in the meeting materials. Mr. Carlson made a motion, seconded by Ms. Snorden, to approve the formal TIP amendment 16-04. The motion carried.

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

Mr. Kos reported that the conformity analysis and TIP amendment 16-02 were completed. Mr. Connelly made a motion, seconded by Mr. Loper, to release the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment for a public comment period from July 22 to August 22, 2016. The motion carried.

## **6.0 ON TO 2050**

### **6.1 Introduction to Alternative Futures Scenario Planning**

Ms. Irvin provided an overview of the concept of scenario planning and how CMAP will use this tool to help stakeholders determine preferred planning approaches, understand trends for the region, and assess different land use, economic, and transportation policies during the development of ON TO 2050. She noted that currently staff is in the early stages of identifying trends and constructing scenarios and that the draft list of scenarios will be presented to committees for feedback at upcoming meetings. Mr. Freemark asked for clarification on how scenarios relate to the regional vision and regional priorities. Ms. Irvin explained that each scenario will focus on one trend and its impact on key regional priorities. Strategies will be identified that can help the region respond to the trend, and strategies are common across multiple trends will be

emphasized. A member of the audience requested that committee members utilize their microphones so that they can be heard by those in the audience.

## **6.2 Regional Priorities Report**

Ms. Schuh reported that a draft Regional Priorities Report, developed in response to feedback received at numerous public meetings and forums throughout the region is available for public comment through August 15, 2016. She reviewed the eleven emerging priorities that are discussed in the report. Ms. Killen thanked CMAP staff for continuing to keep the Transportation Committee in the loop during the development process. Mr. Craig of the Sierra Club commented from the audience that a draft report should not have been released while public meetings were still going on and questioned how comments received after the release of the draft would be addressed. Ms. Schuh stated that comments received at meetings and those submitted during the public comment period would be incorporated into the final report.

## **6.3 Regionally Significant Projects Update**

Mr. Elam gave an update on the process for soliciting and evaluating regionally significant projects for ON TO 2050. In late July, staff will begin coordinating with implementers to ensure that the initial list of projects that would meet the revised regionally significant project thresholds, reflects all projects that should be considered. With cooperation from the implementers, staff proposes bringing the draft list of projects to the committee in September. After committee review of the initial list, a 45 day public comment period will begin, during which time the public and implementers may suggest new or additional projects for inclusion in the universe of projects to be evaluated for inclusion in ON TO 2050.

Concurrently, the committee and other stakeholders should discuss the types of measures and other information needed in order to evaluate projects. That discussion began with the forum held prior to this meeting that was focused on highway projects. Another forum, focused on transit projects, will be held immediately prior to the September Transportation Committee meeting. Mr. Freemark thanked CMAP staff for including the public in the process. Ms. Killen stated on behalf of the committee members that they would all work with CMAP staff within the timeframe presented.

## **6.4 Follow-up from Spring Transportation Forums**

Mr. Elam shared the takeaways from the Financial Planning and Bridge Condition forums held in April and May. At the Financial Planning forum there was discussion and presentations regarding the lack of substantial growth in existing fund sources and how to accurately forecast new revenue. Staff suggests that the process for ON TO 2050 should begin by comparing past financial plan recommendations and forecasts to actual results. Staff will also continue to research options for engaging the public in financial planning and will consider linking performance outcomes with financial outlays to the maximum extent

possible. At the Bridge Condition forum, Mr. Elam reported, implementers shared their methods for determining bridge condition and goals for improving conditions. Staff suggests that it will not be possible to estimate whether adequate investment is being made in bridges if projects are missing from the TIP database, therefore staff will be working with implementers to ensure that all bridge projects, particularly those on the NHS, are included in the TIP database, regardless of fund source. He stated that staff will continue to develop the bridge condition forecasting model and to meet with implementers to refine bridge improvement project types and cost estimates. Mr. Carlson noted that staff may have missed a significant number of bridge projects if those in "MYB" in the TIP database were not considered. IDOT is focusing heavily on structurally deficient NHS bridges in the new multi-year program, but those projects are generally in MYB in the TIP. Mr. Elam stated that staff analyses so far have considered only those projects funded through 2020.

#### **7.0 USDOT MPO Coordination and Planning Area Reform Rule**

Mr. Kotarac provided an overview of the USDOT proposed rule requiring unified planning products for each urbanized area (UZA). He explained that the proposed rule requires that metropolitan planning areas (MPA) include, at a minimum, the entire UZA and the area expected to become urbanized in the next 20 years, regardless of state boundaries. After MPAs are redrawn to meet this requirement, if more than one MPO exists within the same MPA, MPOs have two choices. He noted two options for the CMAP region. Option A is for all MPOs to merge into one MPO, which requires agreement between the Governor(s) and units of general purpose local government that together represent at least 75% of the affected population. In the CMAP region, Option A is a merger of CMAP and NIRPC, and possibly SEWRPC. Option B is for all MPOs to remain separate, which requires agreement between the Governor(s) and MPOs and determination that the size and complexity of the MPA makes the designation of multiple MPOs appropriate. If separate MPOs exist, DOT will require unified planning documents for the entire UZA including one Long Range Plan, TIP, and set of performance targets, in addition to written agreements and procedures for joint decision-making. He reported that the joint planning products and approval of such required by MPOs and Governors are a concern. He continued that CMAP and NIRPC submitted a joint letter requesting an extension of the comment period, which ends August 25, 2016.

Mr. Neufeld asked if there was a specific problem that was being addressed by this proposed rule. Mr. Kotarac noted that current rules allowing for cooperation and collaboration work well in our region, but the US DOT Secretary comes from a region where cooperation is lacking. In response to a question from Ms. Killen, Mr. Kotarac explained that the 142 affected MPOs were identified by examining the UZAs designated by the Census Bureau, which do not consider state lines. Mr. Freemark asked how the rule, and option B, would affect federal funding distributions. Mr. Kotarac stated that it is unclear, but there are currently 40 bi-state MPOs that address

funding distributions in a variety of ways. In response to a question from Ms. Hamilton, Mr. Kotarac explained that because Round Lake Beach is a separately designated UZA by the Census Bureau, a separate MPO would be allowed, although the rule strongly encourages adjacent UZAs to merge as a single MPO. In response to a question from Mr. Connelly, Mr. Kotarac stated that under the proposed rule, because the Chicago UZA extends into Indiana, we must merge MPOs or if all parties, including both governors agree, must have a single Long Range Plan, TIP, and performance targets. With the Round Lake Beach UZA, we could potentially include Wisconsin in the merger or joint plan development. He added that a redesignation process, in which governance is determined would be a part of the process and if it fails to be complete prior to deadlines for compliance with the new rules, federal funds for the region could be held up. In response to a question from Mr. Loper, Mr. Kotarac stated that the rule is being proposed by the Transportation Secretary and if it goes would be in effect two years from May. Since ON TO 2050 will not be approved before the deadline, CMAP could fall out of certification and no federal funding would be available to the region.

Mr. Kotarac requested letters from members and noted that CMAP will be preparing substantial comments. He also encouraged members to reach out to their congressional delegation. In response to a question from Mr. Freemark, Mr. Kotarac confirmed that essentially either governor would hold veto power over TIP changes in both states and that if either governor disagreed with pursuing an exception to the rule, the default action is for the MPOs to merge. He also clarified that if the MPOs do not merge, they will still be required to produce a single transportation plan, a single TIP, and a single set of performance targets. Mr. Kotarac stated that materials regarding the proposed rule will be posted on the committee webpage. Mr. Donovan noted that as of yesterday, over 4,000 comments had been submitted to the docket.

## **8.0 Legislative Update**

Mr. Cefali reported that the General Assembly passed legislation to provide stopgap appropriations and corresponding budget implementation legislation. The budget provides operations funding to IDOT for FY16 and FY17 and funding for transit at prior year levels. Mr. Cefali also reported that the "Lock Box Referendum", which restricts the use of transportation revenues to various transportation purposes, will be on the ballot in November. Finally, Mr. Cefali reported that SB2562 passed both chambers and awaits the Governor's signature. The value-capture bill that creates transit TIF districts with a boundary up to a half mile around Chicago Union Station and CTA's Red and Purple lines, proposed Red line south extension, and Blue line Congress branch modernization.

## **9.0 Status of Local Technical Assistance Program**

Ms. Killen stated that a memo on the status of the Local Technical Assistance Program is available in the packet.

## **10.0 Other Business**

Ms. Killen announced that Mr. Freemark will be leaving the committee and the MPC to pursue a PhD at MIT. She thanked him for his service to the committee and the region.

Ms. Killen reported that county board approval of Cook County's Transportation Plan is anticipated in August and that once approved, the county will provide a report to the Transportation Committee.

Mr. Schmidt reiterated that as Mr. Cefali reported, IDOT has received a full twelve months of funding for fiscal years 2016 and 2017. He also announced that as a result of having a full budget restored, the annual Fall Planning Conference will be held in the Quad Cities area October 6<sup>th</sup> and 7<sup>th</sup>. A formal announcement will be forthcoming.

#### **11.0 Public Comment**

Mr. Armstrong asked about the progress of sidewalks in Tinley Park at 159<sup>th</sup> St and Oak Park Ave because it is difficult for residents to access bus stops, businesses and churches without sidewalks in the unincorporated area. Mr. Carlson replied he will have an update for Mr. Armstrong at the next meeting.

Mr. Craig, a volunteer with the Sierra Club, commented that the Sierra Club was pleased to participate in the GO TO 2040 process and with the plan recommendations regarding land use and transportation investment. He also stated that he is disappointed that the Route 53 extension was in the plan without, in the view of the Sierra Club, proper justification. He again noted that public comment was given after the draft Regional Priorities report was issued and commented that CMAP is not receptive to what it seems to be asking. Mr. Craig stated that the Sierra Club is making recommendations to USDOT about the proposed performance measures for the National Highway System, noting that the performance measures perpetuate investment in roads over people. He added that the Sierra Club believes the performance measures should be based on a set of goals for the system and must be more robust than those listed in the rule, such as access to transportation, increased safety, increased health activity, increased affordability, reduced emissions, and mass transit improvements. Ms. Killen encouraged Mr. Craig to submit his comments to CMAP as part of the ON TO 2050 outreach, as CMAP wants to be inclusive of all opinions and recommendations.

#### **12.0 Next Meeting**

Ms. Killen stated that the next meeting will be on September 16, 2016.

#### **13.0 Adjournment**

On a motion by Mr. Freemark, seconded by Mr. Connelly, the meeting adjourned at 10:39 a.m.