



Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee

Minutes

September 16, 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:** Chair – Sis Killen, Jennifer Becker–Kane County, Brian Carlson–IDOT District One, Mike Connelly–CTA, John Donovan–FHWA, Doug Ferguson–CMAP, Tony Greep–FTA, Jacky Grimshaw–CNT, Scott Hennings–McHenry County, Emily Karry–Lake County, Patrick Knapp–Kendall County, Christina Kupkowski–Will County, Beth McCluskey–IDOT OIPI, Randy Neufeld–Bicycle and Pedestrian Task Force, Jason Osborn–Metra, Holly Ostidick–IDOT OP&P, Mark Pitstick–RTA, Dave Seglin–CDOT, Madeline Shepherd–MPC, Lorraine Snorden–Pace, Chris Snyder–DuPage County, P.S. Sriraj–Academic & Research, Mayor Eugene Williams–Council of Mayors, Rocco Zucchero–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, Donna Anderson, Garland Armstrong, Heather Armstrong, Philip Banea, Elaine Bottomley, Bruce Christenson, Jackie Forbes, Marlise Fratinardo, Michael Fricano, Jessica Hector–Hsu, Janell Jensen, Tom Kelso, Sid Kenyon, , Dennis Latto, Aimee Lee, Brian Pigeon, Albert Racciatti, Ben Redding, Chad Riddle, Adam Rod, Crispina Ojeda Simmons, Steve Simmons, Peter Skosey, Jordan Snow, David Tomzik, Tammy Wierciak, Sarah Wilkinson, Kiavanne Williams
- Staff Present:** Lindsay Bayley, Anthony Cefali, Dave Clark, Brian Daly, Bob Dean, Teri Dixon, Kama Dobbs, Jesse Elam, Jane Grover, Lindsay Hollander,

Kristen Ihnchak, Elizabeth Irvin, Paige Kaliski, Leroy Kos, Tom Kotarac, Jen Maddux, Angela Manning-Hardimon, Jackie Murdock, Tom Murtha, Jason Navota, Dan Olson, Ross Patronsky, Russell Pietrowiak, Melissa Porter, Stanley Ryniewski, Liz Schuh, Gordon Smith, Joe Szabo, Alvaro Villagran, Simone Weil, Barbara Zubek

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. Ostdick introduced Tom Kelso as the new OP&P representative, who has worked at IDOT for 14 years. He is now the Senior Metropolitan Planning Manager for the CMAP region. Ms. Ostdick announced that the IDOT Fall Planning Conference is on October 6-7 and reminded people to register. Mr. Snyder announced that the [John Noel Public Transit Conference](#), co-sponsored by the RTA, Choose DuPage and the Shared Use Mobility Center, will be held on September 21. The conference will focus on providing "last mile" service.

3.0 Approval of Minutes – July 22, 2016

A motion to approve the minutes, with the correction that Michael Connelly was present at the last meeting, made by Mr. Snyder, seconded by Mr. Zuccherro, carried.

4.0 Coordinating Committee Structure

Mr. Dean explained the history of the coordinating committees' purpose and structure and reported that the CMAP Board is re-naming the committees. There will be a Planning Coordinating Committee, which will oversee development of ON TO 2050, and a Programming Coordinating Committee, which will oversee shorter term planning activities, including transportation programming. Ms. Killen asked if the previous structure of the coordinating committees will be used again after the plan is completed. Mr. Dean responded that it is likely that upon adoption of ON TO 2050, the roles of the committees will be evaluated, and adjusted if needed. He stated that the intent is to make the structure focus on plan development in the upcoming years and to adjust once the plan is completed. In response to a question from Mr. Snyder, Mr. Dean explained that CMAP's by-laws call for two coordinating committees, but the names and focus of those committees are not defined.

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 16-05 and administrative changes were posted for information as 16-05.1. A memo summarizing the changes was included in the meeting materials. Mr. Kos also informed the committee that a cost change to add \$68,000 in federal CMAQ funds for construction to the \$1.6 million authorized in federal

fiscal year 2009 for CDOT's River North Streeterville Transit Alternatives Study, TIP ID 01-04-0004 was included in this amendment. The request for additional funding was submitted after the deadline for CMAQ Project Selection Committee consideration; therefore it was included in formal amendment 16-05. Mr. Carlson made a motion, seconded by Mr. Connelly, to approve the formal TIP amendment 16-05, including the increase in CMAQ funds, for CDOT project 01-04-0004. The motion carried. Mr. Kos noted that staff is not planning to present TIP changes at the committee's October meeting.

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 16-02 had been released for a 30-day public comment period, with no comments received. Ms. McCluskey made a motion, seconded by Mr. Carlson to recommend approval of the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment to the Regional Coordinating Committee and MPO Policy Committee.

6.0 Unified Work Program

Ms. Manning-Hardimon reported that with the recent approval of a state stop-gap budget, CMAP will receive additional state matching funds which will allow UWP funds previously allocated to CMAP to be programmed to other projects that were submitted in January and ranked, scored, and provisionally approved by the UWP committee. Approximately \$1.4 million dollars has become available for the following projects: CTA/Pace – South Halsted Corridor Project for \$640,000, CMAP/RTA – Community Planning for \$400,000, Lake County - Transit Study for \$200,000, and CDOT - Multi-Modal Crash Analysis for \$197,000. Mr. Connelly stated that he is appreciative of the leadership of the UWP committee and CMAP staff in providing for this contingency and the good news that funding became available for this year. He added that this was a great path for CMAP to take. A motion to approve the revised UWP budget made by Ms. Ostdick, seconded by Mr. Seglin, carried.

7.0 RTA Regional Capital Funding for 2017-2021 Capital Program and Development Process

Ms. Anderson presented the development process and schedule for the 2017-2021 RTA Capital Program. Public hearings for the capital program will occur in October and November. The budget will be presented to the RTA board in November and adopted in December. Ms. Killen thanked the RTA, and stated that the Transportation Committee wants to keep being briefed on how key agencies, including service boards, counties, and others, go about their planning and budgeting processes.

8.0 Proposed Section 5310 Program of Continuation Projects

Mr. Voccia announced that the RTA released a program of projects utilizing FTA Section 5310 funding for seniors and people with disabilities. Ten projects that were previously funded were chosen for the program of continuation projects. The projects will receive

\$4.2 million in funding. After the 30-day comment period ending on October 14, the RTA board will consider the program for approval at the October 20 RTA Board meeting.

9.0 ON TO 2050

9.1 Financial Plan Process

Ms. Hollander provided an overview of the financial plan process. She explained that all expected revenue sources for the planning period need to be included in the financial plan. She stated that CMAP staff will perform financial analyses and research to develop revenue and expenditure forecasts. She stated that CMAP staff will be working in consultation with the Transportation Committee, other committees, stakeholders, and experts in the area. She stated that for the capital maintenance of bridges and national highway system roadways, CMAP is planning to use models for the forecasts. This will be used to forecast what resources are needed to maintain the facilities based on their condition. CMAP hopes to use a similar method for transit capital maintenance. CMAP is also looking at expenditure allocations and are looking to further define what the categories for ON TO 2050 will be. Ms. Hollander stated a draft revenue forecast and draft allocation definitions will be presented to the committee in January.

9.2 Transportation Revenue Trends

Ms. Hollander gave an overview of historical revenue trends and how they compare to the GO TO 2040 forecast. She stated that data from the past few years indicates that core revenue growth has been lower than assumed in the GO TO 2040 forecast for several revenue sources. She also stated that in addition to funding sources the region currently receives, new or increased revenues that were reasonably expected which total more than \$500 million have not been implemented. Mr. Donovan asked if the \$500 million is to date or over the entire plan. Ms. Hollander replied that it is from just over the last two years so that number does not include congestion pricing, which was forecast to start in 2021. Mr. Zuchero asked for clarification regarding toll revenues that were reported as down 1.75% in 2015. He said Tollway data shows they are up 0.2% over projection. Ms. Hollander said she will take a look at the numbers and said it might be a difference in forecasts between agencies and that GO TO 2040 might have an older projection. Ms. Killen said it is important to have consistent trends. Mr. Snyder stated that he wanted to remind everyone that there was a sweep of MFT funds. He stated that he presumes that CMAP's projection didn't assume that would happen. Ms. Grimshaw asked for a report from the legislative staff on the legislative changes for the forecasts. Ms. Ostdick state that IDOT is looking forward to working with CMAP. Mr. Donovan stated that the forecasts last time were very solid and said that CMAP staff has demonstrated the ability to bring the best assumptions to the committee. Mr. Snyder asked if congestion pricing is

synonymous with managed lanes. Ms. Hollander replied that congestion pricing means managed lanes or express toll lanes.

9.3 Regional Forecast Final Totals

Mr. Racciatti gave a presentation on the regional socioeconomic forecast and presented the initial totals. He discussed how these totals affect transportation and education investments, and the methods they used. Allocation of the forecasts will be presented at a future meeting.

9.4 Revised Emerging Priorities Report

Ms. Schuh gave a summary of the draft report public comments. She stated that mostly positive comments in support of the report were received during the public comment period and there were also requests for clarification and additions. She stated that the report typically goes for approval by the Transportation Committee but since it is undergoing final working committee review, the report will go to the Board and MPO Policy Committee for approval in October. Ms. Killen stated that the Transportation Committee has had extensive discussion on the report.

9.5 Critical Urban Freight Corridors

Mr. Murtha provided an update on the status of the corridors proposed. He stated that there are now many miles proposed in excess of the 168 available state wide. CMAP is working with IDOT to finalize the proposal by providing data and information. He expects to have a final recommendation soon. Ms. Ostdick stated that IDOT appreciates CMAP taking a leadership role in this effort. Ms. Killen thanked the committee members for providing input on this topic. Mr. Snyder asked about the MPO Policy Committee input. Mr. Murtha replied that the biggest change that occurred was that the earlier versions relied on the truck volume estimates; later versions considered congestion, so there were additions and adjustments made to the corridors. He stated that the County Executive from Will County noted problems with Wilmington Peotone Road. Mr. Murtha stated that CMAP is recommending a proposal for critical rural freight corridors. Mr. Connelly stated that there were more corridors that were identified than can be designated as an urban freight corridor and asked what happens to those corridors that are not included in the designation. Mr. Murtha said that CMAP is thinking about that. He stated that this list has two purposes. The first is planning for ON TO 2050. The second purpose is for actual programming. There may be a differentiation between the planning list and the programming list. Ms. Ostdick stated that IDOT is working on a freight plan that will be part of their long range transportation plan. IDOT plans to have a network that is greater than what can put on this list. Mr. Donovan stated that there is not a process to amend the list and he is not sure how something would advance from the planning list to the programming list. Mr. Snyder asked if it is essential for projects to be designated as critical urban freight corridors to get

freight funding for the FAST program. Mr. Murtha stated that there are a few things that make a project eligible and that is one of them. For the state program, the project needs to be on the national highway network.

9.6 Regional Greenways and Trails Plan Update

Mr. Daly stated that CMAP has been working on an update to the Regional Greenways and Trails plan, which was last updated in 2009. The plan has been an important part of the programming process for the Transportation Alternatives Program since 2013. The 2009 plan had about 2,700 miles of trail across the region; 1,100 miles have been implemented as of 2015. He stated that there have been numerous meetings with local partners such as the counties, subregional councils, the City of Chicago, the CMAP Bike/Ped Task Force, and the forest preserve districts to review proposed additions, realignments, and deletions. The draft plan map was presented and the Transportation Committee will consider approval later in the fall. Ms. Killen stated she appreciates CMAP's efforts in calling to attention the need to update the map and she reminded everyone that the next call for TAP projects will be in January of 2017. Mr. Snyder asked how TAP funding is tied into the plan and if the next call will have the same local element as the last call. Mr. Ferguson replied that the last call was also tied to the Regional Greenways and Trails plan and that has been the focus since the sub-allocation of TAP funding has been made to the region. Mr. Neufeld requested that specific names of CMAP staff involved in the project be added to the committee memo so that members can contact those staff directly. Ms. Dixon stated that staff plans to add specific staff contacts on the bottom of memos in the future.

9.7 Regionally Significant Projects

Mr. Ferguson gave an overview of regionally significant projects submitted for consideration in ON TO 2050. He stated that the project list will be posted for public comment for 45 days to solicit additional ideas. One error in the list has been corrected; the limits for the south Halsted BRT should be 79th Street Red Line station to the Harvey Transportation Center. Mr. Ferguson stated that there were a total of 81 projects. A few projects that were submitted were not included because they did not meet the thresholds. Ms. Killen stated that the last day to submit projects for consideration is October 31. Mr. Ferguson added that any additional projects will be presented at the November Transportation Committee meeting.

9.8 Evaluation Approach for Regionally Significant Projects in ON TO 2050-Forum Follow-Up

Mr. Elam gave a summary of the discussion that was held before the July Transportation Committee meeting. He stated that notes and slides from the

forum are located on the CMAP website on the Transportation Committee webpage. He added that he is planning a similar forum for transit. At the forum there was discussion that one of the major things that CMAP is trying to do with the evaluation is to score the projects partially based on the severity of the transportation need they address. He stated there was good discussion about project prioritization as a way to evaluate the benefits and costs of the projects as information rather than trying to develop a weighted prioritization scheme for the projects. There was also a discussion about CMAP staff identifying needs beyond what was submitted and a discussion about economic impact analysis.

10.0 Legislative Update

10.1 USDOT MPO Coordination and Planning Area Reform Rule

Mr. Kotarac gave an overview of the proposed rule and comments received. He stated that the public comment period was 60 days. There were a total of 525 comments; almost all were against the rule. He stated that the comment period was not extended. He stated that the rule could be final in October and that a letter is being drafted that requests the Office of Management and Budget (OMB) slow down the rule-making process. If that is unsuccessful, a fallback option is to pursue a legislative provision in an appropriations bill to stop the rule. Mr. Kotarac told the committee that advocacy against the rule has been good and to not let up. Mr. Snyder stated the county executives got together and cosigned a letter with the mayor of Chicago. He asked staff to summarize the transportation meeting report for the county executive group. Mr. Kotarac stated that was the second time that group came together to address a federal policy issue, and thanked Mr. Snyder for his efforts to get the group to work together.

10.2 Constitutional Lockbox Amendment

Mr. Kotarac gave an overview of House Joint Resolution Constitutional Amendment (HJRCA) 36 that is on the ballot in November. He stated that CMAP has done a preliminary analysis of the amendment and gave an overview to the Committee. He stated that the language in the amendment is very broad and elastic. The concerns that CMAP has are: planning is not explicitly eligible, it is not clear how this will affect the local level and home rule communities, the highway-centric language lacks language for other forms of transportation such as transit, there is a lack of clarification for support for related activities, and the campaign for the amendment states that there has been \$6 billion in diversions of funds in the last ten years, whereas CMAP has found that there has only been \$525 million in sweeps. The last concern is how this amendment will be implemented – via legislation, the Joint Committee on Administrative Rules, or litigation.

Ms. Grimshaw asked if it is possible to change the amendment before November. Mr. Kotarac said early voting starts in a few weeks and the language approved

by the General Assembly cannot be changed. However, should the amendment be approved, the General Assembly can clarify “purposes of transportation.” Mr. Kotarac stated that it is important to figure out if the language in the amendment is what we need and if not there needs to be a plan to handle it. Mr. Neufeld asked what will happen to the local governments who have bonded against future parking fees. Mr. Kotarac said that was a great question and stated that is the type of questions that need to be raised. Ms. Killen stated that the memo on this issue will be presented at the October Transportation Committee meeting.

11.0 Status of Local Technical Assistance Program

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

12.0 ON TO 2050 Bi-Monthly Report

Ms. Killen stated that the ON TO 2050 Bi-Monthly Report is available in the packet.

13.0 Other Business

There was no other business.

14.0 Public Comment

Ms. Armstrong asked when the Rosemont Transit Center would be finished. Ms. Killen replied that construction is currently underway and it is scheduled to be finished this year.

Mr. Armstrong stated that the doors at Union Station Transit Center do not have a push button and he had a hard time getting to the elevator because the door was heavy. He stated people with disabilities might have a hard time getting through. He also asked when the O’Hare Kiss and Fly Pace 350 and 250 bus detours would be over and when there will be signs directing people to the buses. Mr. Connelly replied that the Union Station Transit Center has an electric eye and that people need to stand in front of it for the doors to open but it might need better signage for people to know how it works. Ms. Killen thanked Mr. Armstrong for bringing the issue to the committee’s attention.

15.0 Next Meeting

Ms. Killen stated that the next meeting will be on October 21, 2016 and reminded the committee that the date was not originally included in the meeting schedule.

16.0 Adjournment

On a motion by Ms. Grimshaw, seconded by Mr. Snyder, the meeting adjourned at 11:22 a.m.