



# Chicago Metropolitan Agency for Planning

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## Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee Draft Minutes April 28, 2017

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

**Committee Members Present:** Jennifer Killen – Cook County, Chair, Jennifer Becker– Kendall County, Brian Carlson – IDOT District 1, Michael Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMAP, Tony Greep – FTA, Luanne Hamilton – CDOT, Chris Hiebert – SEWRPC, Scott Hennings – McHenry County, Emily Karry – Lake County, Tom Kelso – IDOT Central Office, David Kralik – Metra, Christina Kupkowski – Will County, John Loper – DuPage County, Randy Neufeld – Bicycle and Pedestrian Task Force, Mark Pitstick – RTA, Tom Rickert – Kane County, Leon Rockingham – Council of Mayors, Lorraine Snorden – Pace, Audrey Wennink – MPC, Rocco Zuccherro – Illinois Tollway

**Absent:** Gabrielle Biciunas – NIRPC, Darwin Burkhart – IEPA, Adrian Guerrero – Class 1 Railroads, Jacky Grimshaw – CNT, Robert Hann – Private Providers, Beth McCluskey – IDOT OIPI, Joe Schofer – Academic and Research, P.S. Sriraj – Academic and Research

**Others Present:** Mike Albin, Garland Armstrong, Heather Armstrong, Len Cannata, Bruce Christensen, Mike Fricano, Jessica Hector Hsu, Janell Jensen, Mike Klemens, Dennis Latto, Leah Mooney, Kelsey Mulhausen, Brian Pigeon, Adam Rod, David Seglin, Kyle Smith, Mike Walczak

**Staff Present:** Alex Beata, Anthony Cefali, Teri Dixon, Kama Dobbs, Jesse Elam, Lindsay Hollander, Elizabeth Irvin, Tom Kotarac, Jen Maddux, Angela Manning-Hardimon, Tony Manno, Tim McMahon, Tom Murtha, Ross Patronsky, Melissa Porter, Liz Schuh, Gordon Smith, Alvaro Villagran, Barbara Zubek

### 1.0 Call to Order

Chairman Killen called the meeting to order at 9:31 a.m.

## **2.0 Agenda Changes and Announcements**

Mr. Manno announced that the LTA and RTA Community Planning call for projects will open on May 5 and all project submittals are due on June 29 by noon. He added that the Technical Assistance Symposium is on Tuesday, May 16 at Roosevelt University.

## **3.0 Approval of Minutes – March 3, 2017**

A motion to approve the minutes as presented made by Ms. Snorden, seconded by Mr. Pitstick carried.

## **4.0 Coordinating Committee Reports**

Ms. Killen reported that the Programming Committee met on March 8, 2017. At the meeting, there was an update on state legislative activities. The committee also heard information about the upcoming LTA call for projects and the Technical Assistance Symposium. She stated that the committee was pleased with the level of outreach and commitment demonstrated by CMAP staff and the dedication to LTA project implementation. There was a presentation by Pace on the I-90 express bus project and a presentation by CMAP on a data analysis strategy which can be used as a planning tool for storm water management and urban flooding. The committee recommended approval of the GO TO 2040 TIP Conformity Analysis and TIP amendment 17-04 to the CMAP Board and MPO Policy Committee. The next Planning Committee meeting is scheduled for June 14, 2017.

Mr. Zucchero reported that the Planning Committee met on April 12, 2017. CMAP staff presented an overview of the public engagement for the ON TO 2050 Plan Development, the Constrained Resources Alternative Future, and the reinvestment, lands in transition, and tax policy strategy papers. The next Planning Committee meeting is scheduled for June 14, 2017

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

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

Ms. Dobbs reported that formal amendment 17-05 to the FFY 2014-19 TIP consisted of scope, schedule, and budget revisions that require committee approval. The amendment report was published to the eTIP website on April 21 for committee review and public comment. Administrative amendments 17-05.1 and 17-05.2 were also posted for information. A memo summarizing the formal and administrative changes was included in the meeting packet. A motion to approve amendment 17-05 made by Mr. Rickert, seconded by Mr. Connelly, carried.

### **5.2 Special Conformity Amendment**

Ms. Dobbs reported IDOT is approaching completion of the Environmental Impact Statement for the I-290 project and is seeking a Record of Decision by June 30, 2017. The Tier II Consultation Team met on April 20 to discuss the appropriate treatment of the project in the Plan and TIP and determined that a conformity amendment and analysis

to modify the scope of the project to reflect the preferred alternative documented in the EIS is required. The TIP amendment replaces the HOV work type with a high occupancy toll (HOT 3+) work type and adds additional exempt work types to reflect the full scope of the project, including work on the I-290 pump station at the Des Plaines River that was previously a separate TIP project. Additionally, the project description, schedule, and budget were updated to reflect the preferred alternative. A memo summarizing the conformity analysis is in the packet. A motion to approve the release of the special GO TO 2040/TIP conformity analysis and TIP amendment 17-06 for a 30-day public comment period from April 28, 2017 to May 30, 2017 made by Mr. Connelly, seconded by Mr. Loper, carried.

### **5.3 Self-certification**

Ms. Dobbs stated that every four years the state and MPO are required to certify that the planning process is being implemented in accordance with applicable federal requirements. The certification statement is included in the packet. A motion to recommend approval of the self-certification to the MPO Policy Committee made by Mr. Loper, seconded by Mr. Rickert, carried.

### **6.0 2018 Unified Work Program (UWP)**

Ms. Manning-Hardimon reported that the UWP Committee approved a proposed FY 2018 Unified Work Program totaling \$21,529,195. This includes \$17,222,286 in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regional planning funds and \$4,513,908 in state and local matching funds. A motion to recommend the FY 18 UWP program to the MPO Policy for approval made by Mr. Pitstick, seconded by Mr. Hennings, carried.

### **7.0 Regional Expressway Vision**

Mr. Murtha explained that IDOT and the Tollway requested that CMAP lead a project to develop a multijurisdictional vision to guide future capital investments, coordinate transportation operations, and recommend policy and management strategies for the northeastern Illinois expressway network. Mr. Murtha stated that the vision only includes existing expressways and will be multi-modal in its approach, including an emphasis on freight and transit.

Ms. Hamilton stated that she would like to hear more about what the reduced impacts on neighborhoods entails. Mr. Murtha replied that it could be many things such as storm water management, noise, and air quality. Ms. Hamilton added that it is important to address complete streets issues because expressways are often places where people go to access transit but they can also be barriers to this access. Mr. Carlson added that it is important to highlight the positive impacts on neighborhoods such as access to jobs and economic development. Mr. Loper added that this should include more efficient access for trucks to reduce out-of-direction travel. Mr. Neufeld stated that long term impacts of expressways as barriers in communities are huge and any opportunities to increase the

permeability of expressway corridors for bicycles and pedestrians, including transit access, should be considered.

Mr. Connelly asked if adjacent facilities will be in the vision and added that there are many freight rail corridors that can be looked at. Mr. Murtha responded that the project has a multi-modal perspective and transit along the corridors will be taken into consideration in the improvement of operations within the corridors. Mr. Pitstick supported the region's goal of game-changing improvements for transit, such as managed lanes and accessibility. Mr. Zucchero said that the Tollway is excited about the opportunity to further align their goals with IDOT and the ON TO 2050 plan.

In response to a question from Mr. Carlson, Mr. Murtha indicated that condition will be a consideration. Mr. Rickert suggested considering some expansion; Mr. Elam noted that expansion will be considered in ON TO 2050.

## **8.0 Regional Strategic Freight Direction**

Mr. Beata presented draft major freight facility development principles, which are being developed as part of the Regional Strategic Freight Direction. The principles are meant to guide stakeholders and future CMAP staff analysis in understanding the impacts of major freight developments, including their impacts on the transportation system, land use patterns, economy, environment, and equity.

Ms. Killen thanked CMAP and said that the principles will be a great benefit to the implementing agencies. Mr. Neufeld stated that trucks have serious impacts on traffic safety; some municipalities, such as London, are implementing safety regulations. Ms. Killen stated that is important to look at regional access to facilities because populations that are currently unemployed often do not have adequate access to jobs. Ms. Kupkowski stated that Will County has found through interviews that companies have determined that an ideal employee has a thirty minute commute. As part of the development of its Community Friendly Freight Plan, Will County is hosting its second workforce forum on May 9.

## **9.0 ON TO 2050**

### **9.1 Financial Plan for Transportation**

Ms. Hollander presented the five reasonably expected revenue sources for the ON TO 2050 financial plan, which included an increased state MFT that would be eventually be replaced with a VMT fee, expanding the sales tax base, a sales tax on the cost of shipping freight, a regional revenue source such as a vehicle registration fee, and expansion of priced parking. She concluded by saying that the region must work collaboratively to protect and enhance its transportation assets.

Mr. Neufeld asked to what extent congestion pricing is being considered and stated that the time to put a VMT charge on autonomous cars is now. Ms. Hollander said that

congestion pricing will be incorporated in the regionally significant projects evaluation process and staff will look into the autonomous vehicle point. Ms. Hamilton stated that a regional revenue source is a great idea and that a non-binding referendum would be a good way to gauge support. Mr. Carlson said for the regional fund source there should be identification of regional distribution because suburban areas may not be fully supportive if a majority of funds go to urban transportation projects. He added that the same goes for the freight service fee and said that there should be a discussion about how the funds will be distributed. Mr. Kralik applauded the efforts of the analysis. He said he would like to see other options and more aggressive options because only a small portion of the expected revenue is left for expansion projects. Mr. Connelly stated that there is still a funding gap because some of the revenue sources go toward specific projects. Ms. Wennink stated that tolling existing capacities should be looked at as an option.

### **9.2 Alternative Futures: Smarter Mobility**

Ms. Irvin gave an update on the development of the “Innovative Transportation” alternative future, focusing on the strategies that can help the region respond to changes in transportation technologies. CMAP staff will continue developing this future and will present a memo to the committee for review at the June meeting.

Ms. Wennink asked if the scenarios will be run through the travel demand model so that they can be compared. Ms. Irvin replied that the scenarios were intentionally designed to be mostly qualitative and not quantitative. She added that at the end of the process there will be a memo that includes details of all of the alternative futures. Mr. Connelly stated that currently road users are not adequately charged and it is important early on to put a VMT fee on autonomous cars. Ms. Irvin said that staff is working on a transportation technology strategy paper that will go into more detail about what steps should be taken in modeling and quantitative analysis.

Ms. Irvin announced that anyone interested in hosting an alternative future workshop or knows of a place for a kiosk contact Jane Grover. The next alternative future forum, “Harnessing Technology for Future Mobility,” is on June 22, 2017 at the Illinois Institute of Technology. “The Future of Economic Opportunity” is on July 19, 2017, and “Doing More with Less in 2050,” is on August 15, 2017.

### **10.0 Regional Transit Asset Condition Targets for 2017**

Mr. Elam presented the draft regional transit asset condition targets for the end of the calendar year 2017. He explained that the MPO targets are identical to those established by the service boards. Mr. Elam stated that the targets should be meaningful and connected to decision making. He added that the performance measures will eventually be documented in the TIP.

Ms. Snorden asked if Pace has the ability to modify the numbers that were provided. Mr. Elam replied that it is possible and there is time to do that. Mr. Connelly stated that it is early in the process and that all the agencies have struggled with it. He added that all the agencies have done a good job putting the targets together and that he intends to work with CMAP staff to improve the targets. Mr. Kralik said that he applauds CMAP's willingness to work with Metra. He stated that it is a relatively new process for Metra and they are hoping to get clarity in the next couple of months. Mr. Pitstick asked what the timeline is for setting goals that are 5 or 10 years out. Mr. Elam replied that it is up to the group to find something that makes sense. Mr. Greep stated that he knows there is not a lot of guidance on how to develop the targets but that it is encouraging to see the cooperation in the region as this is being developed. A motion to recommend approval of the 2017 targets to the MPO Policy Committee made by Mr. Connelly, seconded by Ms. Snorden, carried.

#### **11.0 State Legislative Update**

Mr. Smith reported that there were no updates from the state legislature. He gave a federal update and announced that the House voted 417-3 to repeal the U.S. DOT MPO Coordination and Planning Area Reform rule.

#### **12.0 Status of the Local Technical Assistance Program**

Ms. Killen stated that there an update was included in the packet.

#### **13.0 Other Business**

Mr. Zucchero gave an update on the I-294 Tri-State Tollway project, indicating that the Tollway Board had voted to proceed with an expansion plan.

#### **14.0 Public Comment**

Mr. Armstrong asked when the Grand Avenue construction will be completed. Ms. Hamilton replied that she would get back to him with an update on the project. He also asked if there will be a designated ADA arrival section at O'Hare airport.

Ms. Armstrong stated she was concerned that houses will be demolished for the I-290 project. Mr. Carlson stated that there will be no impacts to any houses or businesses, as the project will be completed within the current right of way.

#### **15.0 Next meeting**

The next Transportation Committee meeting will be June 16, 2017.

#### **16.0 Adjournment**

On a motion by Mr. Neufeld, seconded by Ms. Karry, the meeting adjourned at 11:29 a.m.