



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 3.0

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

### Minutes

January 19, 2018

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 One, Kevin Carrier – Lake County, Lynette Ciavarella – Metra, Michael Connelly – CTA , John Donovan – FHWA, Doug Ferguson – CMAP, Tony Greep – FTA, David Seglin – CDOT, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, Christina Kupkowski – Will County, Randy Neufeld – Bicycle and Pedestrian Task Force, Chris Snyder – DuPage County, Tom Rickert – Kane County, Lorraine Snorden – Pace, Trey Wadsworth – NIRPC, Audrey Wennink – MPC, Rocco Zucchero – Illinois Tollway

**Absent:** Darwin Burkhart – IEPA, Jacky Grimshaw – CNT, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Beth McCluskey – IDOT OIPI, Mayor Leon Rockingham – Council of Mayors, Joe Schofer – Academic and Research, P.S. Sriraj – Academic and Research

**Others Present:** Ryan Bigbie, Elaine Bottomley, Len Cannata, Jack Cruikshank, Jackie Forbes, Tamara Freihat, Mike Fricano, Emily Karry, Mike Klemens, Leah Mooney, Kelsey Mulhausen, Brian Pigeon, Chad Riddle, Adam Rod, Adam Rolstad, Cody Sheriff, Alvaro Villagran, Mike Walczak, Sarah Wilkinson

**Staff Present:** Claire Bozic, Anthony Cefali, Diana Cooke, Teri Dixon, Austen Edwards, Jesse Elam, Kelwin Harris, Erin Kenney, Leroy Kos, Tom Murtha, Arthur Nicholas, Dan Olson, Kevin Peralta, Todd Schmidt, Gordon Smith, Aseal Tineh, Simone Weil, Barbara Zubek

### 1.0 Call to Order/Introductions

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

## **2.0 Agenda Changes and Announcements**

Chairman Killen stated that there are no agenda changes or announcements.

## **3.0 Approval of Minutes – November 17, 2017**

Ms. Wennink requested clarification of her comments regarding item 8.2. Mr. Rickert made a motion, seconded by Mr. Seglin, to approve the minutes, as corrected. The motion carried.

## **4.0 Coordinating Committee Reports**

Chairman Killen noted that the Planning Committee is scheduled to meet on February 14, 2018; she also provided an update from the Programming Committee meeting held on January 10, 2018 where state and federal legislative agendas were discussed. She reported that the Committee was supportive of what was presented as well as the revised document format. An update on the status of changes to the local STP programming was provided. The 2018 Highway Safety Targets were recommended for approval to the CMAP Board. The status of the LTA program was discussed and it was suggested that other Committees be afforded the same opportunity to receive LTA presentations on projects as they move forward for implementation. The next meeting is March 14, 2018.

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

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

Mr. Kos reported that formal amendment 18-02 to the Federal Fiscal Year 2014-2019 TIP was published to the eTIP website on January 12, 2018 for committee review and public comment. Administrative amendments 18-02.1 and 18-02.2 were posted for information. A memo was provided that summarized the formal and administrative changes. A motion to approve TIP amendment 18-02, made by Mr. Rickert and seconded by Mr. Connelly, carried.

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

Mr. Kos reported that semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendment 18-04 have been prepared for release for a 30-day public comment period. The analysis amendment 18-04 is subject to a 30-day period for public comment. A motion to release the semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendment 18-04 for public comment between January 19 and February 19, 2018 made by Mr. Snyder and seconded by Mr. Connelly carried.

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

Mr. Olson provided an overview of the Unified Work Program development process. He reported that the call for projects was released on January 2, 2018 with all proposals due on January 29, 2018. The expected funding of \$17.9M in federal funds and \$4.4M in matching funds, for a total of \$22.4M for Federal Fiscal Year (FFY) 2019 is an estimated increase of \$660,000 from the previous FFY. Presentations on core and competitive proposals will be provided to the UWP Committee on February 14, 2018. Committee members will score and rank proposals by March 2, 2018, and a final meeting will be held on March 14, 2018 for UWP Committee to provide FFY 19 recommendations. Those recommendations will be

brought to the Transportation Committee in April, followed by approval from the Programming Committee in May, and CMAP Board and Policy Committees in June.

Ms. Wennink requested an explanation of the difference between core and competitive proposals. Mr. Olson stated that traditionally the core program consists of activities that fulfill federal or state planning requirements, and the competitive program includes additional “good planning” projects that supplement core requirements. In response to a question from Ms. Wennink, Mr. Olson provided a brief explanation about the criteria used to score projects. Mr. Snyder asked if the increased funding was normal. Mr. Olson stated that funding estimates are provided by FHWA and FTA through IDOT, and that they do fluctuate from year to year. Mr. Kelso added that a percentage increase in funding was built into the FAST Act. Mr. Donovan confirmed that increases are built into the FAST Act but noted that a federal budget will be needed to achieve that increase. Mr. Connelly noted that in the past, if additional funding became available, it was allocated to the highest ranked un-or under-funded projects.

## **7.0 ON TO 2050**

### **7.1 Update on Regionally Significant Projects Benefit Report**

Ms. Bozic reported that staff is continuing to update the draft Regionally Significant Projects Benefits Report that was discussed in November. She stated that meetings have been scheduled with project implementers to review comments.

### **7.2 Traffic Safety Paper**

Mr. Schmidt presented an overview of the draft Traffic Safety paper which focuses on serious injury and fatal crashes. He reported that key safety themes that were prevalent in discussions with partners and data analyses were included in the paper, as well as regional emphasis areas and the role that CMAP can play to reduce serious injury and fatality crashes. He added that the recommendations provided revolve around the key themes—namely the implementation of complete streets policies where “right-sized roads” and shifts in modal hierarchy are implemented.

Mr. Neufeld commented that automated enforcement could have been written 20 years ago and that human behavior is not a cause, but rather a context for traffic safety, and that crashes are systemic. He recommended a look at a vision zero approach that focuses primarily on speed management. Mr. Seglin commented on a study done by Northwestern University on red light cameras regarding improved safety.

Mr. Carlson commented that the incorporation of safety with regular programming has been an ongoing attempt and noted that capturing the full benefits of those efforts as part of programming is difficult. Ms. Dobbs stated that CMAP is currently working to enhance the TIP database to capture safety improvement data for all TIP projects.

Chairman Killen commented that HSIP eligibility criteria currently restricts projects that intersect state routes. She added that improved criteria for programming and scoring is a goal that can be achieved collectively by CMAP and other governmental entities.

Mr. Zuccherro asked if there was a statewide vision zero initiative and if any entity had taken steps to lead the effort. Mr. Kelso replied by stating that a Bureau of Safety Engineering exists with a vision zero goal in mind. Mr. Zuccherro stated that the Tollway has been working on a path to vision zero and had asked if there is a possibility of creating a statewide vision. Mr. Zuccherro also addressed the missing work zone safety component. Mr. Seglin commented on the matter by mentioning HB 4056 which authorizes state police and the Tollway to use automated enforcement in work zones.

Ms. Wennink added that she is pleased to hear that the state is working to integrate safety in its projects. She stated that the Committee should consider having the Strategic Highway Safety Plan team make a presentation at a future meeting. Mr. Neufeld added that crashes are the number one cause of congestion, and that not looking at crash prevention approaches is a missed opportunity. Mr. Kelso added that a representative from the Safety group will be scheduled to present at a future meeting.

Mr. Snyder asked about the document's direction and whether it is a supplementation of other documents, legislation or other initiatives. Mr. Schmidt responded by saying the document is intended to set the groundwork and will inform ON TO 2050, future CMAP work plans, and future legislative agendas. Mr. Snyder added that he agrees with Mr. Neufeld where behavioral change, rather than enforcement, will work best to improve safety; he added that DuPage County has incorporated safety into design. Ms. Wennink commented that following guidelines in projects is different than fully incorporating safety and that reliance on data and literature is necessary to improve safety.

Mr. Carlson addressed the integration of safety in regular and routine maintenance projects. Mr. Schmidt added that there is a limited ability to call out safety projects in the TIP. Mr. Carrier added that education of younger and older drivers should be a focus as well. Chairman Killen requested detailed comments be sent to Mr. Schmidt by February 2, 2018. Mr. Schmidt added that a Word document can be provided by Ms. Dobbs for convenience when making comments.

### **7.3 Asset Management**

Mr. Murtha presented a brief summary of the ON TO 2050 Transportation Asset Management (TAM) recommendations. He reported that during the development of ON TO 2050, staff investigated TAM to determine its applicability to transportation planning in the CMAP region. The recommendations include: supporting IDOT and transit agencies in development and implementation of TAM, facilitating new and expanded improved TAM for local agencies, exploring ways to get uniformed data collection and analysis procedures.

Mr. Snyder asked for clarification on the request for qualifications (RFQ) for pavement management. Mr. Murtha replied that it will be consistent with TAM recommendations and includes the collection of data for the federal-aid system in support of the local STP program and the development of a pilot program for local communities to improve pavement management. Mr. Ferguson added that a call for local projects for the pilot program is to be released today. Mr. Snyder mentioned it would be helpful to look at

maintenance strategies being used in northeast Illinois to do the right project at the right time, as well as finding the right preventative maintenance strategy. He added that everyone has different rating systems, and is hoping to find one single methodology for everyone. He also commented that exploring mix design flexibility would be helpful.

Mr. Rickert commented that educating mayors, councils, and boards would be essential to becoming more efficient because some agencies may do asset management but revert to “worst first” approach due to high costs. Mr. Seglin asked if IDOT was still involved with the SMART program. Mr. Carlson answered that SMART was no longer in use because of long wait times in programming. He noted that a higher state of good repair is needed before devoting resources for asset management. He added that education on low cost options for maintenance of structures is necessary. Chairman Killen added that performance based criteria is one strategy to avoid reverting to “worst first.” Mr. Rickert continued that it is easy for counties to apply asset management techniques, but would be difficult for municipalities to implement. Mr. Carlson added that applying TAM to the entire system would be useful.

#### **8.0 Status of the Local Technical Assistance (LTA) Program**

Chairman Killen stated that an update was included in the agenda materials

#### **9.0 Legislative Update**

Chairman Killen stated that the federal and state legislative agendas were included in the agenda materials.

#### **10.0 Other Business**

Ms. Hector-Hsu was pleased to report that the RTA Board had adopted the Invest in Transit Regional Strategic Plan the day prior. She reported that there were two components to the document, one being the plan and the other being the priority projects.

Ms. Ciavarella reported that there will be a series of open house meetings during the month of February regarding Metra’s fare structure. A series of suggestions and a full schedule of meetings will be posted on the Metra website.

Chairman Killen announced that Cook County has released its 2018 call for Invest in Cook projects. All information is available online.

#### **11.0 Public Comment**

There were no comments from the public.

#### **12.0 Next Meeting**

The next Transportation Committee meeting will be February 23, 2018.

#### **13.0 Adjournment**

On a motion by Mr. Connelly, seconded by Mr. Seglin, the meeting adjourned at 10:47 a.m.

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