



# Chicago Metropolitan Agency for Planning

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## Chicago Metropolitan Agency for Planning (CMA)P) Transportation Committee

### Minutes

March 30, 2018

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:** Jennifer (Sis) Killen – Cook County, Chair, Rocco Zuccherro – Illinois Tollway, Vice Chair, Jennifer Becker – Kane County, Brian Carlson – IDOT, Kevin Carrier – Lake County, Mike Connelly – CTA, Luann Hamilton – CDOT, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, John Loper – DuPage County, Kevin Muhs – SEWRPC, Jason Osborn – Metra, Leon Rockingham (via phone) – Council of Mayors, Dave Tomzik – Pace, Audrey Wennink – MPC

**Absent:** Gabrielle Biciunas – NIRPC, Darwin Burkhart – IEPA, John Donovan – FHWA, Doug Ferguson – CMA)P), Tony Greep – FTA, Jacky Grimshaw – CNT, Adrian Guerrero – Class One Railroads, Robert Hann – Private Providers, Fran Klass – Kendall County, Christina Kupkowski – Will County, Beth McCluskey – IDOT OIPI, Randy Neufeld – Bicycle & Pedestrian Task Force, Joe Schofer – Academic & Research, P.S. Sriraj – Academic & Research

**Others Present:** Garland Armstrong, Heather Armstrong, Omari Bektemba, Scott Figved, Michael Fricano, Mike Klemens, Carolina Martinez, Molly Monserud, Leah Mooney, Kelsey Mulhausen, Kevin Peralta, David Seglin, Judy Shanley, Cody Sheriff, Mike Vanderhoof

**Staff Present:** Patrick Day, Teri Dixon, Kama Dobbs, Jesse Elam, Jane Grover, Elizabeth Irvin, Erin Kenney, Leroy Kos, Art Nicholas, Melissa Porter, Liz Schuh, Aseal Tineh, 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**

There were no agenda changes or announcements

## **3.0 Approval of Minutes – February 23, 2018**

A motion to approve the minutes of the February 23, 2018 meeting, with the correction of one spelling error, made by Mr. Connelly and seconded by Mr. Loper, carried

## **4.0 Coordinating Committee Reports**

Vice Chairman Zucchero reported the Planning Committee met on March 14 to discuss the draft ON TO 2050 Environment, Economy, and Governance recommendations. The committee's next meeting is on April 11. Chairman Killen reported the Programming Committee also met on March 14 and received an overview of the ON TO 2050 draft process and discussed proposed Land Use recommendations. Staff updated the committee on the new pavement management pilot program. Staff also presented a plan to shift the LTA call for project to coincide with the release of ON TO 2050 in October 2018. The committee's next meeting is on June 13.

## **5.0 ON TO 2050**

### **5.1 Draft Land Use Recommendations**

Ms. Schuh presented the proposed ON TO 2050 Land Use recommendations, underlying strategies, and selected action steps to achieve the recommendations. She explained the chapter has a series of recommendations to help promote reinvestment in the region and careful expansion. The recommendations are sorted into three broad goals: directed investments to encourage sustainable development patterns, reinvestment to build vibrant communities, and improving the interaction of development, economic, and fiscal goals.

Chairman Killen requested discussion on the recommendation to develop a program to identify Target Reinvestment Areas. She opened the discussion by asking how broad the definition of economic centers would be. Ms. Schuh stated that the goal of the plan it is to define a program for the region to develop. Ms. Hamilton stated that in addition to counties, municipalities should be listed as partners for targeted reinvestment areas. Mr. Connelly stated that one thing that is missing is transit reinvestment and said that more density requires more transit. He added that transit should be included in the development of walkable communities. Ms. Hamilton stated the chapter should include multi-modal transportation and the need for having choices. Mr. Zucchero commented that compatible reinvestment areas beyond mixed use transit areas, such as along interstates, should be considered and included in the chapter. Chairman Killen noted that as we widen interstates, we're not just adding lanes for cars, we're accommodating buses as well. Ms. Hamilton commented that the recommendation that infrastructure investment through CMAQ, TAP, and STP should be directed toward designated TRAs sounds like CMAP is proposing limiting those programs. Ms. Schuh stated that the intent was direct more points in project

selection to TRAs, not to change the eligibility of these programs. Mr. Tomzik stated that a stronger correlation between transit and land use should be encouraged earlier in development processes, so that transit is incorporated into developments, rather than being an afterthought. Ms. Wennink commented that when business development occurs it should be transit supportive and that asking for service after development occurs can be a struggle. Ms. Schuh noted that several of the concepts being discussed are recognized in the Mobility chapter. In response to comments from Mr. Tomzik, Ms. Hamilton, and Mr. Connelly, Ms. Schuh explained that staff is working on the navigation scheme to refer readers to related recommendations in the web-based plan.

Regarding the recommendation to target key conservation and agricultural areas for preservation and stewardship, Chairman Killen stated that the strategy could be stronger if it focused on stopping sprawl rather than reacting when it happens.

Regarding the recommendation to support development of compact, walkable communities, Ms. Hamilton stated that the funding agencies, such as IDOT, have outdated standards and regulations about accommodating all users on the roadway that don't reflect current views and practices and suggest that the plan address this disconnect between regulations and normal practice.

Chairman Killen stated that the recommendation that municipalities should recoup the public costs of supporting new development may work against the recommendations for disinvested and low capacity areas.

Several committee members commented on the tone of the chapter and the use of "will" verses "should" in the recommendations. Ms. Schuh stated that review is ongoing and that CMAP generally tries to be careful about directing the actions of others.

## 5.2 Draft Governance Recommendations

Mr. Day presented the draft ON TO 2050 Governance recommendations, underlying strategies, and selected action steps to achieve those recommendations. He explained the governance chapter recommendations are framed by three goals: collaboration at all levels of government, greater capacity to achieve local and regional goals, and data driven and transparent investment decisions.

Chairman Killen stated the order in which the strategies appear should be changed to create a better flow of information. Mr. Zucchero stated looking through the eyes of an implementer, the overall content is good but noted there should be a focus on training or workshops for permitting and plan reviews, specifically the timelines for reviews, which can be lengthy. Mr. Loper agreed that permitting and fees should be coordinated between agencies. He stated fee differences can lead to competition that

drives development locations. Ha also added that interagency coordination is needed for getting things through IDOT efficiently. Chairman Killen said there should be a recommendation for collaboration in the processing of permits to reduce the potential for conflicting requirements and comments from multiple agencies. Mayor Rockingham stated that standardizing helps get things done quicker. Mr. Tomzik noted that regional agencies often get treated as a business rather than a partner with trying new things and better agency to agency coordination is needed.

Mr. Carrier said there should be training for the local municipalities on how to deliver projects. Mr. Day noted that staff is exploring all of these through the supplemental staffing recommendation. Ms. Hamilton noted that more education of local officials about the opportunities available and the processes is a good role for CMAP.

Mr. Zucchero stated shared maintenance yards should be considered for shared services because these are large facilities that take significant property off of the tax rolls. Mr. Tomzik added that bus garages are another opportunity for co-location of shared services. Mr. Day stated that CMAP is currently conducting a shared services study with McHenry County and the McHenry Council of Governments looking at asset mapping and locations of facilities. The LTA project for Oswego, Yorkville, and Montgomery includes a post plan implementation item to study shared fleet maintenance.

Mr. Carrier asked if the intention of the recommendation to provide funding for sharing or consolidating services and consolidating local governments was to identify areas where consolidation is feasible. Mr. Day acknowledged that consolidation won't make sense in some areas and the recommendation is for funding to study feasibility.

Chairman Killen commented that the statement "CMAP and partners should develop a process to develop, coordinate, and prioritize responses to federal freight opportunities such as INFRA" is too narrow.

Mr. Loper commented that the recommendation to pursue annexation of developed unincorporated areas is a difficult path and more discussion on the implications of the recommendation on township and municipal services is needed. Chairman Killen noted that Cook County has tried to incentivize annexations. Ms. Hector-Hsu stated that there is a lot of regional variation in the services provided in unincorporated areas, for example township bus services, and suggested CMAP should work on how to be consistent and equitable across the region.

### 5.3 Inclusive Growth Indicators

Ms. Tineh presented the proposed ON TO 2050 inclusive growth indicators, highlighting the transportation related kindred indicators. She reviewed the average journey to work by race and ethnicity and percent of income spent on housing and transportation by moderate- and low-income households by race and ethnicity.

Chairman Killen asked if it would make sense to have an indicator that measures the access to transit, for health care, for example. Ms. Tineh explained that access to transit does not necessarily facilitate connections for people and looking at access on its own would not help evaluate progress in inclusive growth. In response to a question from Ms. Becker, Ms. Tineh stated that the memo presented was also sent to the Human and Community Development Committee. Mr. Carrier suggested that a “heat map” of the indicator results would be helpful for implementers.

### 5.4 Mobility Draft Update

Ms. Irvin gave an update on the draft mobility chapter. She stated that the portion of the chapter discussing two of the three goals, “a modern multimodal system that adapts to changing travel demands” and “a system that works for everyone”, has been posted for review and comment. The text addressing the third goal, “making transformative investments”, will be added on April 9. This section of the chapter will include the Regionally Significant Project (RSP) recommendations. The full chapter will be discussed at the next committee meeting on April 27 and the deadline for committee comments for this draft is April 30. In particular, staff is seeking feedback on the tone, should verses will, of the recommended actions, and any additional current work that should be highlighted.

Mr. Elam stated that the financial plan, and a discussion of user fees, including tolling existing lanes, will be part of the mobility chapter. He explained that the regionally significant project evaluation relied on estimating toll revenues, and removing those projected revenues from project costs, in order to develop a fiscally constrained list of projects. He explained the recommendation in ON TO 2050 is more precise than GO TO 2040 because it recommends that tolls are applied on the full cross section, including existing lanes, at the time of rebuilding. He stated that the recent work on the Elgin-O’Hare Expressway is an example of this strategy. In response to a question from Ms. Hamilton, Mr. Elam confirmed that FHWA has indicated this is a reasonable assumption.

## 6.0 Intergovernmental Agreements – Performance Measures

Ms. Dixon informed the committee that staff is in the process of negotiating the details of an agreement which ensures that IDOT, CMAP, and providers of public transportation will jointly agree upon and develop written provisions for cooperatively developing and sharing information related to the collection of performance data, as required by 23 CRF

450.314(h). She explained that the MPO Policy Committee was asked to consider the agreement in March, but due to limited review time and the requirement for the agreement to be in place prior to May 27, delegated approval authority to the Transportation Committee. The agreement will be presented for approval at the committee's April 27 meeting.

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

The status of the LTA program was included in the meeting materials.

#### **8.0 Other Business**

Mr. Kelso announced that IDOT is planning to release a solicitation for projects to be funded through the federal State Planning and Research (SPR) program on April 13. The amount of funding available is significant and will be awarded at an 80/20 match ratio. Eligible projects are similar to those eligible for funding through the Unified Work Program (UWP). An informational webinar is planned for April 16. Selected projects will be announced by July 1, 2018.

#### **9.0 Public Comment**

Mr. Armstrong commented that he is concerned about railroad safety and said the public needs to be better educated about the danger of trying to beat trains at crossings with the gates down. He suggested materials in multiple languages are needed. Mr. Osborn stated Metra has several programs addressing safety, but will continue to work with communities on these programs. He stated he appreciates Mr. Armstrong's comments.

Mr. Figved commented that the recent death on the Metra tracks in Barrington has brought awareness to the public and Metra should use this heightened awareness due to the tragedy as an opportunity to educate people on safety and the resources available, such as the suicide prevention hotline. He also commented that, although he notified his conductor prior to his stop, he was left on a Metra train recently. Being left on trains can be hazardous to people with disabilities, as they may not be able to successfully navigate back to their intended stop, where they may have a ride or other assistance waiting, when it is missed. Plans should be in place to help disabled people get off trains at the proper stop, and to ensure someone is to assist or wait with a person for a return train when their stop is missed. He also noted that road and sidewalk conditions become hazardous after winter and communities need to get out and survey and fix any damages.

Mr. Bektemba asked if CMAP has considered working with rideshare companies to fill transit service gaps. He stated the most interesting thing about working with rideshare companies would be the access to data. Mr. Elam responded there has been a lot discussion about this and the mobility chapter delves into it. He also noted that Metra has partnered with rideshares on marketing. Ms. Irvin added that the Transportation Technology strategy paper discusses how rideshare companies can complement transit

and provide service where it is hard to reach. The RTA Strategic Plan also addresses rideshares.

**10.0 Next meeting**

The next Transportation Committee meeting is scheduled for April 27, 2018.

**11.0 Adjournment**

On a motion by Mr. Connelly, seconded by Mr. Loper, the meeting adjourned at 11:19 a.m.