



# Chicago Metropolitan Agency for Planning

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

### Minutes

April 27, 2018

Offices of the Chicago Metropolitan Agency for Planning (CMA)  
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 – Kendall County, Kevin Carrier – Lake County, Mike Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMA, Tony Greep – FTA, Luann Hamilton – CDOT, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, David Kralik – Metra, Christina Kupkowski – Will County, Beth McCluskey – IDOT OIPI, Kevin Muhs – SEWRPC, Tom Rickert – Kane County, Mayor Leon Rockingham – Council of Mayors, Lorraine Snorden – Pace, Chris Snyder – DuPage County, Trey Wadsworth – NIRPC, Audrey Wennink – MPC
- Absent:** Dawrin Burkhart – IEPA, Jacky Grimshaw – CNT, Adrian Guerrero – Class I Railroads, Robert Hann – Private Providers, Randy Neufeld – Bicycle & Pedestrian Task Force, Anthony Quigley – IDOT District 1, Joe Schofer – Academic & Research, P.S. Sriraj – Academic & Research
- Others Present:** Erin Aleman, Ryan Bigbie, Elaine Bottomley, Len Cannata, Jack Cruikshank, Scott Figved, Jackie Forbes, Brian Hacker, Rick Harnish, Mike Klemens, Ashley Lucas, Kelsey Mulhausen, Dimitrios Nioras, Kevin Peralta, Leslie Phemister, Brian Pigeon, Mark Pitstick, Shane Schneider, David Seglin, Cody Sheriff, Mike Sullivan (via phone), Dave Tomzik, Mike Walczak
- Staff Present:** Lindsey Bayley, Anthony Cefali, Diana Cooke, Teri Dixon, Kama Dobbs, Jesse Elam, Lindsay Hollander, Leroy Kos, Ricardo Lopez, Jen Maddux, Angela Manning-Hardimon, Martin Menninger, Art Nicholas, Russell

Pietrowiak, Stan Ryniewski, Jeffrey Schnobrich, Liz Schuh, Gordon Smith, Joe Szabo, Barbara Zubek

**1.0 Call to Order/Introductions**

Chairman Killen called the meeting to order at 9:30 a.m.

**2.0 Agenda Changes and Announcements**

There were no agenda changes or announcements.

**3.0 Approval of Minutes – March 30, 2018**

A motion to approve the minutes of the March 30, 2018 meeting as presented, made by Mayor Rockingham and seconded by Mr. Connelly, carried.

**4.0 Coordinating Committee Reports**

Vice Chairman Zucchero reported that the Planning Committee met April 11 and received an update on the initiatives planned to engage the general public and corporate sector in ON TO 2050. The committee also had a discussion of the draft recommendations of the ON TO 2050 Mobility chapter. The committee discussed the reasonably expected revenues, particularly VMT and sales tax base expansion. The committee also emphasized the need for highway operations strategies and discussed existing best practices in the region. Both the Planning and Programming Committees are scheduled to meet next on June 13.

**5.0 FFY 14-19 Transportation Improvement Program (TIP) Amendments and Administrative Modifications**

Mr. Kos reported that formal amendment 18-05 was published to the eTIP website on April 20, 2018 for committee review and public comment. A memo was provided that summarized the formal TIP amendment 18-05 and administrative amendments 18-05.1 and 18-05.2. A motion to approve TIP amendment 18-05, made by Ms. Hamilton and seconded by Mr. Rickert, carried.

**6.0 FFY 19-24 Transportation Improvement Program (TIP) Development**

Ms. Dobbs provided a brief update and overview of the FFY 19-24 TIP document development. She reported the document provides information about CMAP, our planning area, and all of the partners involved in the development of the TIP. The document also explains how the TIP is related to the implementation of ON TO 2050, and how projects are selected by CMAP and partners in support of that plan. The resources that the region expects to be available within the TIP's timeframe are explained, along with how CMAP utilizes the eTIP database to ensure that programmed projects don't exceed those available resources in any year. Conformity requirements and procedures are documented, as are the procedures followed to complete the formal amendments approved by this committee and the administrative amendments accepted by staff. Ms. Dobbs

requested committee feedback on the draft by Friday, May 18. The committee will be asked to release an updated draft for public comment with ON TO 2050 and the conformity analysis in June.

**7.0 FY 2019 Unified Work Program (UWP)**

Ms. Manning-Hardimon presented the proposed FY 2019 UWP. The FY 2019 budget reflects efforts to ensure that CMAP remains operational and provides core transportation planning funds for the City of Chicago, the Council of Mayors, Cook County, and the transit agencies. The FY 2019 Budget also reflects efforts to ensure funding for competitive proposals. A motion to recommend approval of the FY 2019 UWP to the MPO Policy Committee made by Ms. Snorden and seconded by Mr. Rickert, carried.

**8.0 Intergovernmental Agreement between IDOT and CMAP Concerning Federal Performance Measures and an Agreement between IDOT, CMAP, RTA, and the Transit Service Boards Concerning Planning and Federal Performance Measures**

Ms. Dixon explained that agreements are necessary to comply with federal rules requiring that the MPO, the state, and transit providers jointly agree upon written provisions for cooperatively developing and sharing information related to the collection of performance data. On March 8, 2018, the MPO Policy Committee delegated approval authority of the agreements to the Transportation Committee.

Mr. Snyder asked for clarification of the role of the county engineers in the agreement relative to item 1.08. Ms. Aleman explained that access to the safety data portal is currently limited, with counties having access. IDOT is working on transitioning the system to an open data portal system. Ms. Killen asked if municipalities will have access to the data portal. Ms. Aleman replied that IDOT is working on making as much data as possible available to municipalities as well. Mr. Snyder wondered why the agreement only requires data for NHS bridge condition when the NBIS collects data for all bridges.

A motion to approve the Intergovernmental Agreement between IDOT and CMAP and the agreement between CMAP, IDOT, RTA, and Service Boards, made by Mr. Connelly and seconded by Ms. Hamilton, carried.

**9.0 US DOT Certification**

Mr. Donovan provided an update on the status of the US DOT certification review report and discussed several emerging themes. He acknowledged the good work CMAP is doing using performance based programming in the CMAQ and TAP programs. He noted that the STP program is moving in the right direction and that FHWA is pleased with the process and discussions

taking place. He stated that although the region is often delayed in producing obligation reports, the regulatory concern is minimized by the use of eTIP, but there is concern that the information is not used to influence the next set of programming discussions. He suggested that the region is doing good planning for freight and emerging technologies, but both areas need focus and direction. Expectations for the Planning Liaison program should also be reviewed. He said the region has approached the financial plan responsibly. Mr. Greep provided a brief update on transit and said transit should continue to progress towards transit asset management.

#### **10.0 Subcommittee on Transportation Revenue Recommendations**

Ms. Hollander provided a brief update of the draft transportation revenue recommendations by the subcommittee appointed by the CMAP Board and MPO Policy Committee. A memo detailing the recommendations was provided. Ms. Hollander stated that the subcommittee requested transportation committee feedback prior to forwarding the recommendations to the CMAP Board and MPO.

Mr. Snyder commented that DuPage County participated in the subcommittee and they remain concerned about the rate of return on local investment. He noted that local governments are being asked to raise MFT and at the same time being asked for more tolling, which hits citizens twice. He stated that a tangible return on investment needs to be presented to DuPage County and the other collar counties because a local component is missing. Mr. Rickert stated he is concerned about equity and the local ability to fund transportation projects. He noted maintenance costs have tripled but revenues have not. He asked if there should be formulas to get funds back into local budgets because the ability to maintain a revenue source for operations and maintenance is a challenge. Ms. Snorden noted the challenges apply to transit too, where funds are needed for safety, speed, and reliability improvements and asked how online sales tax is collected. Ms. Hollander explained that sales taxes for online purchases are not detailed in the memo, but staff would like to look into it more, and her understanding is that there is an issue of sales tax verses use tax, and that a portion of use tax goes to the RTA. Mr. Hennings asked if the sales tax figure takes into account that counties use a lot of the sales tax for public safety. Ms. Hollander stated that it is assumed that the sales tax is going toward transportation even though they are aware it is also used for public safety. Ms. Killen noted, and Mr. Hennings confirmed, that the gap is widening year to year as more revenues are diverted from transportation. She stated a balance is needed.

## 11.0

### ON TO 2050

#### 11.1 Draft Mobility Recommendations and Regionally Significant Projects

Mr. Elam provided an overview of the draft recommendations of the ON TO 2050 Mobility Chapter, including the financial plan and regionally significant projects located in the Making Transformative Investments section. He explained the process for developing the regionally significant projects list and stated the staff recommendation reflects the financial situation, needs, and support for the economically disadvantaged. He explained how ON TO 2050 differs from GO TO 2040. Arterial and bus projects are new, and the recommendation is for spending less on new capacity projects. There are two projects that were previously constrained in GO TO 2040 but are recommended for the unconstrained list in ON TO 2050. First is the Illiana Expressway. Staff recommends focusing on existing facilities by fixing and expanding I-80 instead of pursuing a new facility. Second is the Tri-County Access project, which combines projects on IL 53 and IL 120. While the project has a lot of congestion relief benefits, a new study is underway and the recommendation is to wait for the results of that study. Mr. Elam reviewed project revenue and explained that some projects in the plan have the ability to offset costs. In transit projects via value capture and in highway projects via tolling. The recommendation in the plan is that tolling be implemented to finance the projects when expressway segments need to be reconstructed.

Ms. Hamilton asked if staff looked into the impact of tolling one spoke in a hub and spoke type system and how tolling one impacts the other spokes. Mr. Elam replied that there will be traffic impacts that will need to be managed because of tolling and travel models will be used to plan for the travel impact. Chairman Killen stated that access and equity can cause tolling to also become a social issue. Mr. Elam stated that with all the benefits of a user fee system, there are clear equity challenges. He said there needs to be an equity program that can include discounts or other strategies. Mr. Connelly commented an equity tool that can be considered is to use the tolls for lower cost alternatives such as improving transit in the corridor and noted the region needs to be diligent as legislation evolves. Vice Chairman Zucchero stated that he is anxious to see the results of the Expressway Vision study and noted that there needs to be reality in the discussion because tolling is just the start and does not cover the entire cost of the projects. He added that the tollway has already learned the benefits of integrating transit with the I-90 project. Mr. Elam stated that tolling is described as an offset and it is not assumed it will pay for the entire expressway system. Ms. Kupkowski stated that truck drivers have commented to county staff that if expressways are tolled the drivers will use the County highways as an alternative. Mr. Zucchero

stated that in 2003, when there was sizeable toll increase on trucks, the Tollway monitored what happened. He stated initially there was a diversion of traffic to the arterials, but over time the benefits of reduced travel times far outweighed the cost of tolls and trucks moved back to using the Tollway. He also noted that IL 390 is an interesting case study, going from free to tolled, and that the Tollway is continuing to monitor use. He stated that so far they are observing a diversion of passenger cars, which have more routing choices, but not trucks. Mr. Rickert stated that the collar counties have different challenges and the chapter does not adequately address the priorities of the fringe communities where capacity to address safety and a lack of connections is a priority over transit. He stated he is also concerned about equity for smaller areas and can't imagine how to reach them without formulas to distribute funding. Mr. Elam stated that as a region there is a lot to continue to think about as we implement the plan. Chairman Killen added that continuous evaluation as we implement will be critical to staying on the right path.

#### **11.2 Local Strategy Maps (Layers Approach) Update**

Ms. Bayley gave an update on the layers approach and presented information from the data layers that most directly relate to transportation. Mr. Connelly commented that there is a segment of the population who may not be able to access this information online. Ms. Bayley stated that staff is looking into ways to improve the data accessibility for communities who might not be able to access and use the data as easily as others. Ms. Killen noted the LTA program is a great way to do so, and Mr. Connelly added that perhaps the planning liaisons can also assist as GIS liaisons.

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

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

#### **13.0 Legislative Update**

Mr. Smith reported that the General Assembly is having discussions about President Trump's infrastructure bill and that CMAP had an opportunity to testify. He reported the House will hold a subject matter hearing on May 2 regarding transportation funding needs that CMAP Executive Director Szabo will present at. CMAP will also be hosting an open house for the General Assembly in Springfield to talk about the need for funding. Mr. Zucchero asked if there are any legislators who are taking the lead on transportation discussion. Mr. Smith stated Representatives Marcus Evans and Margot McDermed are leading discussions in the house. Mr. Rickert commented that the vehicle miles traveled (VMT) in 30 minutes is different downstate than in Chicago and asked if there is any discussion on how to address that concern. Mr. Smith stated that

those discussions are going on and opponents of VMT are starting to engage in the discussion.

**14.0 Other Business**

Mr. Kelso reminded the committee that applications for the Statewide Planning and Research program are due on May 16, 2018. Mr. Donovan announced that TIGER has been renewed and rebranded as the Better Utilizing Investments to Leverage Development (BUILD) program and applications are due July 19, 2018.

**15.0 Public Comment**

Mr. Figved commented that the Barrington area is an underserved area and there is no way to get from Metra to the new transit service on I-90. He stated that dial-a-ride services are not helpful because of the times they are available and the qualifications for using them. He added that there are many malls and complexes in the area, including the Arboretum, Deer Park, and Advocate Good Shepherd, which are highly inaccessible to people with needs, except those living in nursing homes that provide private transportation. He added that with large taxing bodies, it would be a good area for a fixed bus route to assist with dial-a-ride service. He also suggested fixed routes to tie up with the Des Plaines route at St. Alexis and with the Sears Center in Hoffman Estates.

**16.0 Next Meeting**

The next Transportation Committee meeting is scheduled for June 8, 2018.

**17.0 Adjournment**

On a motion by Mr. Rickert, seconded by Mr. Snyder, the meeting adjourned at 11:07 a.m.