



# Chicago Metropolitan Agency for Planning

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

### Minutes

September 7, 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 (Sis) Killen – Cook County, Chairman, Rocco Zucchero – Illinois Tollway, Vice Chairman, Darwin Burkhart – IEPA (via phone), Brian Carlson – IDOT D1, Michael Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMAP, Jackie Forbes – Kendall County, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, Mike Klemens – Lake County, David Kralik – Metra, Christina Kupkowski – Will County, Kevin Muhs – SEWRPC, Tom Rickert – Kane County, David Seglin – CDOT, Lorraine Snorden – Pace, Chris Snyder – DuPage County, Trey Wadsworth – NIRPC, Audrey Wennink – MPC, Eugene Williams – Council of Mayors

**Absent:**

Jackie Grimshaw – CNT, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Beth McCluskey – IDOT OIPI, Randy Neufeld – Bicycle & Pedestrian Task Force, Joe Schofer – Academic & Research, P.S. Sriraj – Academic & Research

**Others Present:**

Garland Armstrong, Jason Biernat, Elaine Bottomley, Aileen Comer, Jack Cruikshank, Mike Fricano, Tim Gustafson, Jon Hensley, Cole Jackson, Josh Klingenstein, Christina Kupkowski, Aimee Lee, Kelsey Mulhausen, Dan Persky, Ryan Peterson, Leslie Phemister, Lauren Platt, Chad Riddle, Adam Rod, Emily Ryou, Cody Sheriff

**Staff Present:**

Lindsay Bayley, Anthony Cefali, Diana Cooke, Teri Dixon, Kama Dobbs, Jane Grover, Craig Heither, Elizabeth Irvin, Erin Kenney, Leroy Kos, Stephanie Levine, Jen Maddux, Martin Menninger, Noel Peterson, Stephane Phifer, Russell Pietrowiak, Melissa Porter, Jeff Schnobrich, Liz Schuh, Gordon Smith, Joe Szabo, 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 – August 3, 2018**

Mr. Zuccherro requested a correction of the spelling of “BNSF” on page 2 of the draft minutes. A motion to approve the minutes of the August 3, 2018 meeting, as corrected, made by Ms. Snordon, seconded by Mayor Williams, carried.

**4.0 Coordinating Committee Reports**

Chairman Killen reported that neither coordinating committee met since the previous Transportation Committee meeting. The Planning Committee is scheduled to meet on September 12. The Programming and Planning Committees are scheduled to meet on October 3.

**5.0 FFY 2014-19 Transportation Improvement Program (TIP)**

Mr. Kos reported that formal amendment 18-08 was published to the eTIP website on August 31 for committee review and public comment. Administrative amendment 18-08.1 was posted for information. A memo that summarized the formal and administrative changes was included in the packet. A motion to approve formal TIP amendment 18-08, made by Mr. Rickert and seconded by Mr. Snyder, carried.

**6.0 FFY 2019-24 Transportation Improvement Program (TIP) and ON TO 2050/TIP Conformity Amendment Public Comment Update**

Ms. Dobbs reported that two unique comments were received related to the status of the Illiana Expressway and the Tri-County Expressway projects as “unconstrained” and “not conformed”. The comments were submitted along with a large group of plan comments and are included in the plan comment log. In response, staff is planning to make a slight modification to the text of the conformity memo to clarify the status of these projects. No changes to the FFY 2019-2024 are proposed in response to comments. Links throughout the document will be updated, and data that was unavailable at the time the draft was published will be inserted.

**7.0 Transportation Conformity Process Overview**

Mr. Pietrowiak presented an overview of the transportation conformity process, including various challenges and issues facing the region. Ms. Killen asked about the

distinction between moderate and marginal and wondered how the region can be marginal for the 2015 standard and serious for the 2008 standard. Mr. Pietrowiak explained that the different classifications impact the required rate of emissions reduction and stated that typically older standards are revoked when new standards are issued, but due to the pending lawsuit he mentioned in his presentation, the 2008 standard cannot be revoked. Mr. Connelly asked if the region needs to meet both the 2008 and 2015 standards and if there will be two tables in future conformity memos. Mr. Pietrowiak responded that both standards need to be met. The same SIP budget is used for both standards, but the emissions calculations will be different because McHenry County is not included in the non-attainment area for the 2015 standard. Ms. Hector-Hsu asked what, besides reducing the number of capacity-adding projects, can be done to improve emissions reduction. Mr. Pietrowiak responded that the region will improve through technological improvements such as increased fuel economy in vehicles and noted that the weather also plays a large role. Mr. Seglin and Mr. Snyder asked how this affects the region's allocation and use of CMAQ funds. Mr. Pietrowiak stated that even if the region were to attain maintenance status, we would remain eligible for CMAQ funding to assist with maintaining that status. Mr. Ferguson added that the state no longer has a PM requirement for the region, but that we still target projects that reduce particulate matter. He added that because McHenry County was once a non-attainment area, CMAQ funds can continue to be utilized there. Mr. Connelly asked if changes in VMT have affected the model. Mr. Pietrowiak stated that the average speed of vehicles has more influence than VMT. Mr. Connelly expressed his concern with ride-hailing services increasing VMT and slowing the operation of CTA buses and overall traffic. Mr. Pietrowiak stated that due to the regional nature of modeling, the effects of these services in downtown Chicago are filtered a bit. Mr. Kralik asked how much the technological improvements affect conformity. Mr. Pietrowiak clarified that the technological improvements are regulatory such as upgrading to tier four engines and that while technology has a significant impact on future emissions the level of emissions reductions that can be attributed to technological advances is somewhat unknown. Ms. Hector-Hsu asked if meeting plan targets is assumed in the model. Mr. Pietrowiak replied that the policies of the plan do influence the assumptions within the travel demand model. Chairman Killen asked if a penalty (related to the failure to submit finding) could mean that certain projects could be deferred to achieve conformity. Mr. Pietrowiak stated that it is too early to tell but it could be possible. He stated that if there was a penalty related to the finding of failure to submit, no new capacity adding projects would allowed in the TIP.

## 8.0 ON TO 2050

### 8.1 Walkability Indicator

Mr. Peterson provided an update on the proposed ON TO 2050 walkability indicator and targets. He explained that the proposed walkability indicator – titled “population and jobs located in at least somewhat walkable areas” in the draft plan – was added late in the indicator refinement process, so staff were not ready to propose targets at that time. Since then, staff have received additional stakeholder feedback and propose to modify both the underlying walkability layer and the indicator itself to reflect the recommendations of the plan. Mr. Seglin asked how sidewalk data is collected. Mr. Peterson explained that IDOT’s IRIS data is used along with visual inspection of the most up to date aerial imagery. Vice Chairman Zucchero asked how trails are factored into the inventory. Mr. Peterson replied that trails are not currently included, as they are not likely to have a measureable influence on the indicator. Ms. Wennink thanked CMAP for including the walkability indicator, but stated concern that the sidewalk data is not included in the indicator. She suggested that that the indicator should be named “population and jobs located in areas with high walkability potential.” and added that walkability should be a mobility indicator, not a community indicator. Mr. Peterson replied that there were concerns that there would be communication challenges related to the word “potential”. He stated staff is satisfied with the performance of the indicator based on analysis of the completed portions of the sidewalk inventory within DuPage county. He added that the indicator will be mentioned and linked in both the mobility and community chapters. Mr. Rickert asked how the serious and fatal bicycle and pedestrian crashes impact the scoring. Ms. Bayley explained that the walkability score is lowered as a result of crashes. She explained there was no strong pattern found for fatalities as related to density and there is a regional distribution so the density is the same throughout. With serious crashes, staff scored subzones with fewer than 1,000 people differently that subzones with over 1,000 people, which made the reduction in the score larger if fewer people live in a subzone and there are a lot serious crashes.

### 8.2 Public Comment Summary

Ms. Schuh provided a summary of comments received and changes made to the plan in response to those comments. Chairman Killen stated that CMAP did a great job with documentation and careful consideration of the comments received and that the process has been very engaging.

## **9.0 Status of 2019 Safety Targets**

Ms. Dobbs reported that IDOT adopted 2019 safety targets in August. These targets will be discussed by CMAP's Regional Transportation Operations Coalition (RTOC) on September 20<sup>th</sup>. Recommended targets will be presented to the Transportation Committee in November for recommendation for approval to the CMAP Board and MPO Policy Committee.

## **10.0 Safe Routes to Schools (SRTS) Funding Notification**

Mr. Kelso announced IDOT will accept applications for the SRTS Funding Cycle 2019 from Monday, September 24, 2018 through Monday, November 19, 2018. Federal participation for this funding cycle will be 100% and there will be a \$200,000 cap per project. The announcement of selected projects will occur in March 2019. Mr. Snyder asked if a \$300,000 project can apply for the maximum amount and pay the rest with local funds. Mr. Kelso replied that is possible.

## **11.0 Local Technical Assistance (LTA) Program Update**

Information about the status of the LTA program was included in the meeting materials.

## **12.0 Other Business**

There was no other business.

## **13.0 Public Comment**

Mr. Armstrong stated that people in the disability community need to be aware of the air quality issues in the region because many have breathing problems. He asked about the progress on sidewalks in Tinley Park. He also asked when the O'Hare kiss and fly project will be completed. Mr. Rod replied that there is a lot going on at the new facility but it is still targeting the end of October. He stated he does not have exact details yet and information will be posted on the city's website when available.

## **14.0 Next Meeting**

The Transportation Committee is scheduled to meet next on September 28, 2018 to consider recommendation of approval of the ON TO 2050 plan to the CMAP Board and MPO Policy Committee.

## **15.0 Adjournment**

On a motion by Mr. Rickert, seconded by Mr. Snyder, the meeting adjourned at 10:51 a.m.