



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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MPO Policy Committee Minutes

January 12, 2017

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

Policy Committee Members Present:

Randy Blankenhorn, MPO Policy Committee Chair, Frank Beal-representing the CMAP Board, Adrian Guerrero-representing Railroads, Scott Gryder-Representing Kendall County, Robert Hahn-representing Private Providers, Elliott Hartstein-representing the CMAP Board, Janell Jensen-representing McHenry County, Jill Leary-representing the RTA, Michael McLaughlin-representing the CTA, Don Orseno-representing Metra, Tom Rickert-representing Kane County, T.J. Ross-representing PACE, Rebekah Scheinfeld-representing CDOT, Chris Snyder-representing DuPage County, Paula Trigg-representing Lake County, Thak-representing Will County, John Yonan-representing Cook County, Rocco Zucchero-representing the Tollway, and non-voting member Kay Batey-representing FHWA.

Staff Present:

Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Jesse Elam, Elizabeth Oo and Sherry Kane

Others Present:

Erin Aleman-IDOT, Garland & Heather Armstrong-Access Living, Len Cannata-WCMC, Lynnette Ciavarella-Metra, John Donovan-FHWA, Jackie Forbes-Kane Kendall Council, Mike Fricano-WCMC, Tom Kelso-IDOT, Bobby Kellman-UBER, Mike Klemens-WCGL, Jon-Paul Kohler-FHWA, Brian Pigeon-NWMC, Mark Pitstick-RTA, David Seglin-CDOT, and Mike Walczak-NWMC.

1.0 Call to Order and Introductions

MPO Policy Committee Chair, Randy Blankenhorn called the meeting to order at 9:34 a.m., and asked members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no Agenda changes. Policy Committee Chair Randy Blankenhorn congratulated the CTA on its recent grant award and reported that the lawsuit, under which the Policy Committee had been named regarding the relationship between the Policy Committee and the CMAP Board and specifically related to the Illiana project vote,

had been resolved. Blankenhorn went on to say that the court had ruled in the Policy Committee's favor and had issued summary judgement for the defendants—the Policy Committee, the CMAP Board, and the Illinois Department of Transportation—validating the Memorandum of Understanding between the Board and the Policy Committee.

3.0 Approval of Minutes

A motion to approve the minutes of the October 12, 2017, meeting of the MPO Policy Committee as presented was made by Don Orseno and seconded by Frank Beal. All in favor, the motion carried.

4.0 Agency Reports

4.1 On behalf of CMAP Executive Director Joe Szabo, Deputy Executive Director Tom Kotarac reported that discussions have begun to revisit the current agreement between the City of Chicago, the Council of Mayors and the Policy Committee regarding the distribution of funds under the Surface Transportation Program (STP). The agreement, Kotarac continued, last updated in 2008, has historically been considered after a new transportation bill has been passed. The U.S. Department of Transportation also recently finalization several planning and performance-measurement regulations that warrant re-examination of the agreement. Lastly, FHWA has called on the region to revisit the STP program and respond to the certification review finding regarding suballocation and performance-based programming techniques. Conversations will begin in February, and should correspond with the annual recertification review that will take place in the summer. Questioned about the distribution of allocations to all the entities or how the funds get programmed and if historical distributions will be maintained, Kotarac reported that the FHWA and IDOT will also be involved in the conversations and that while they continue to seek performance-based programming, the first conversation will be around high-level themes.

4.2 On behalf of Leanne Redden and for the CMAP Board, John Yonan reported that the board had met the day before, that a number of matters considered at that meeting would also be considered by the Policy Committee and that CMAP Executive Director Joe Szabo had received high marks in his annual performance evaluation.

4.3 Also reporting for Mayor Jeffrey Schielke, Deputy Executive Director Tom Kotarac reported that the Council of Mayors, had met in January, had considered and approved their request for Unified Work Program (UWP) funding, had discussed STP allocations, made changes in their own allocation funding (all of which had been approved), and presentations were given on the Regional Truck Permitting Study and the U.S. DOT MPO Coordination Rule.

Chairman Secretary Randy Blankenhorn also reported that the Department of Transportation had seen changes in its Department of Planning and Programming and introduced Erin Aleman (a former CMAP staff member), who had recently been named to the role [of Director].

5.0 Unified Work Program (UWP) Update

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon, reported that the schedule of the FY 2018 Unified Work Program (UWP) process is as

follows: A call for projects was issued on January 3, 2017, with all proposals, core and competitive, due on January 30. Presentations on the proposals will be given to the UWP committee on February 15, 2017, ranking of competitive proposals is due late February with adoption of the UWP program being considered by the committee on March 8. The program will be considered in April by the Transportation Committee, and in June by the Programming Committee, the CMAP Board, and the MPO Policy Committee. The final UWP document will also be released in June.

6.0 Updates on Federal Rulemakings Affecting MPOs

6.1 CMAP staff Jesse Elam, regarding the national performance measurement system, reported that MAP-21 passed in 2012 and brought a shift toward measuring the outcomes of transportation investments. Federal rulemakings were finalized shortly after the memo for this agenda item was posted, so Elam noted that the final details may be different and it is likely an update will have to be given at a future meeting. Elam explained the basics of the program including: the federal measures and the state DOTs and MPOs set targets for the measures; transit measures are quantitative and established by the feds with the targets set by a state and local decision; and, the MPOs can either choose to set their own quantitative targets or they can commit to helping the state meet its targets through planning and programming. Elam covered the four categories of measures: highway safety, transit asset condition, pavement and bridge condition and system performance in context of GO TO 2040 which was strongly in favor of performance measures and that formalizes the measurements we already do. The measures, however, set up a new reporting system with its own timelines and without connection to the long-range planning and transportation improvement program we already have in place, which will likely require additional resources. Next steps, Elam concluded, include establishing new targets for transit asset condition (requiring Board and Policy Committee approval in June), the next round of target setting on highway safety targets probably by next January, and with some of the rules only just being finalized additional reporting in March or June.

Elam's report sparked conversation with the Policy Committee particularly related to the transit measures, i.e., the reporting that is done by each of the service boards (Metra, Pace and the CTA) is done differently, resources are needed to conduct reporting, and technology to use right from the start. Also to be considered is the actual meeting the targets, that safety on all public roads will be considered (not just the National Highway System system), and a plan being introduced for the City of Chicago regarding safety awareness may present an opportunity for other partners to create momentum around public awareness.

6.2 Deputy Executive Director for Policy and Programming Tom Kotarac gave a presentation on the final U.S. DOT MPO Consolidation Rule. Kotarac thanked everyone for weighing in with DOT so heavily about the consequences of this rule (660 comments to the docket, with over 50 from our region, almost the entire Illinois Congressional Delegation, and only 16 comments in favor of the rule). The final rule was released in December and takes effect January 19. Kotarac covered the basics of the rule while presenting maps of the surrounding urbanized areas and planning

areas in the tristate region. Kotarac also explained how the rule could force a merger of our urbanized area into one mega metropolitan planning area with 21 counties, 520 municipalities, 11.25 million people, a 100-person board, and 8300 square miles of geography. The biggest concern, Kotarac continued, is the requirement of a unified plan, a unified TIP, and unified performance targets, the rule would require that any TIP changes be agreed upon by every governor and every MPO. Two changes in the rule that offer a glimmer of hope, Kotarac went to say, first, the effective date for compliance was pushed to 2024. The second change included an exception option which would require all the governors and MPOs involved to sign onto a letter that makes a clear and convincing argument that : (a) the merged MPO would be too large and have too many governments involved; (b) the rule would produce adverse results that would interfere with effective planning; (c) the existing MPOs are already coordinating well; and (d) are current practices are in line with what the rule requires. The exception option would have to be approved by the Secretary of Transportation. Kotarac also described a 4-track approach consisting of the exception request, legislation, administrative action, and legal action.

Questions and comments raised by the Policy Committee consisted of: the possibility of the rule becoming effective before 2024 and that minimally an attempt should be made to show progress which would be documented during the certification review process; the group discussed the difficulty of getting each governor together for an exception request, since there is a new governor in Indiana and there are two new state transportation commissioners in Wisconsin and Indiana; there is no specific timeline with the rule for the exemption request.

7.0 State Legislative Update

CMAP staff Gordon Smith reported that the State Legislative Update had been included on the Agenda primarily as a place holder, that the General Assembly had, during the lame duck session, convened one day and adjourned the next. Smith also reported that the State Legislative Agenda, prepared annually by staff was presented to the Programming Committee and would next go to the CMAP Board for approval. Briefly, Chairman Secretary Randy Blankenhorn also reported that conversations were underway regarding the lockbox amendment and implementation efforts and while trailer legislation is fine, administrative rules are good and that constitutional amendments take lawmaking out of the hands of legislators and this will ultimately be decided in court—transportation-related will be broadly interpreted and uses of money will be liberal.

8.0 ON TO 2050 Alternative Futures Engagement

CMAP staff Elizabeth Oo gave a presentation on Alternative Futures, explaining what are Alternative Futures and their relation to ON TO 2050. Oo also covered the ON TO 2050 timeline showing the development of the alternative futures process that began late 2016 and continues with an intensive outreach effort during summer 2017. Oo reported the five alternative futures are: climate change impacts intensified; economic restructuring continues; public resources are further depleted; technology-enabled greater mobility; and, more people opting for mixed-use, walkable neighborhoods. In all futures, Oo continued, CMAP anticipates an older move diverse population, increased access to data

and advanced technology and disproportionate impacts to specific populations. Oo went on to report “what would happen if” scenarios related to each of the futures, the associated impacts to the region and how the region might prepare for the future. Oo also gave background on the MetroQuest tool that CMAP has used since 2008 and the relationship to the ON TO 2050 I-pad kiosks (15 free-standing, 10 tabletop) that will be loaded with five interactive apps, the first of which will be rolled out in April and one each month through August. A comment related to the impact of local manufacturing through advanced technology and the associated bearing on the freight network, and when queried about how the scenarios come together at the end, Oo stated one way to wrap it all up is that common strategies will evolve that will help us prepare across multiple futures. Finally, an ask was made that policy committee members get in touch with ideas for locations of the kiosks, and that staffs be engaged in the process.

9.0 Transportation Innovation Roundtable Discussion

- 9.1 Continuing the Innovation Roundtable Discussion series, Policy Committee Chairman Secretary Randy Blankenhorn introduced Michael McLaughlin of the CTA who gave a presentation of the Red Purple Line Modernization project. McLaughlin reported that the CTA had been awarded a \$1 billion grant, thanked those who had worked on the project, gave historical information on the project that began in 2009 and got a big boost in 2011-2012 to the present day as well as future phases. McLaughlin also reported the need for the local match on the \$956.6 million grant and one innovative financing option that was developed through a Transit TIF. McLaughlin thanked several people in attendance for their help in securing the grant, including Tom Kotarac who worked on Core Capacity legislation as a staff member in Congress, Liz Schuh who had been instrumental in analyzing the revenue that could be generated from the Transit TIF, and Peter Skosey who helped draft the legislation that passed the General Assembly and was signed by the Governor late last summer. McLaughlin went on to explain how the Transit TIF works, which funded the gap and allowed the CTA to secure the federal grant.
- 9.2 A second presentation illustrating innovation by the private sector was given by Bobby Kellman who manages public policy issues across the Midwest for UBER. Meant as a glimpse into how UBER views the future of urban mobility, Kellman reported that the future of transportation can actually cut congestion, pollution and parking while increasing access to transportation to those than need it most. Through its app, UBER feels it has created reliable and affordable alternatives to individual car use. Access to reliable transportation, Kellman continued, is reportedly the single biggest factor as to whether someone can escape poverty. UBER can be there for that first and last mile in coordination with public transportation. Kellman discussed affordability, the creation of the UBER pool and the associated reduction in miles travelled—312 million miles, saving 6.2 million gallons of fuel and a reduction of over 55,000 metric tons of CO₂. Kellman also discussed UBER freight, an answer to local manufacturing and the utilization of the truck, with 70% of freight moving less than 40 miles, and the development of an app that can be used by those that have freight can be matched with a driver who has space in his truck for cargo. UBER also has a new set of data, UBER movement, Kellman reported, that is available for sharing by cities, planning agencies, and others. Available now only as

historical, the data may become available as a forecasting tool. Questions and comments included: the number of trips by commuters versus those of the discretionary user (only available in the aggregate); when would data be available for the Chicago region (parts are available now); how the suburban user might benefit from the service (seen as an extension of the city in first and last mile that might increase from 5 minutes in the city to 10-11 minutes in the suburbs); driverless cars (a bit of a ways away); Metra's partnership with UBER and mobility issues (Uber Access for those who may need help with groceries, etc. and Uber Wave for accessibility); legal and regulatory hurdles related to driver shortages (most would like to see driverless vehicles introduced, tested and built); and ADA and Pace working with UBER to get accessibility to those that need it (the federal rules that govern the driver and the vehicle that have to be followed are tough—advisory committees are not very supportive either)

10.0 Other Business

Some Pace retirements were announced: Terry Brannon will retire with Rocky Donahue taking over external and internal services and Mike Bolton will retire with Lorraine Snorden taking over all strategic services planning.

11.0 Public Comment

Garland Armstrong hopes that UBER will support those in wheelchairs, asked about follow up with the FAA about the signage for the visually impaired relating to the use of Metra and Pace buses at O'Hare and complimented the work that had been done at the Rosemont transit center.

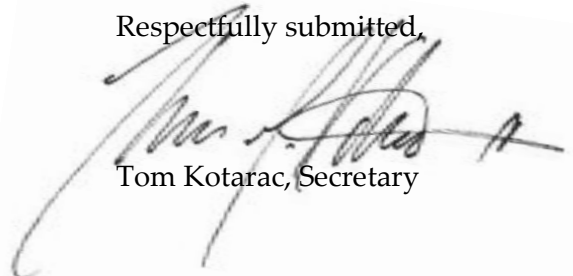
12.0 Next Meeting

The MPO Policy Committee is scheduled to meet next on March 9, 2017.

13.0 Adjournment

At 11:16 a.m., a motion to adjourn by Chris Synder was seconded by Don Orseno. All in favor, the motion carried.

Respectfully submitted,



Tom Kotarac, Secretary

02-21-2017
/stk

Approved as presented, by unanimous vote, March 9, 2017