



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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MPO Policy Committee Minutes

March 9, 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, Michael Connelly-representing the CTA, Tom Cuculich-representing DuPage County, Joe Gottemoller-representing McHenry County, Adrian Guerrero-representing the Class I Railroads, Scott Gryder-Representing Kendall County, John McCarthy-representing Private Providers, Don Orseno-representing Metra, Tom Rickert-representing Kane County, Leanne Redden-representing the RTA, T.J. Ross-representing PACE, Rebekah Scheinfeld-representing CDOT, Jeffrey Schielke-representing the Council of Mayors, Carolyn Schofield-representing the CMAP Board (via tele-conference), Chris Snyder-representing DuPage County, Paula Trigg-representing Lake County, Dave Thak-representing Will County, John Yonan-representing Cook County, Rocco Zucchero-representing the Tollway, and non-voting members John Donovan-representing the FHWA and Tony Greep-representing the FTA

Staff Present:

Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Ross Patronsky, Simone Weil, Lindsay Hollander and Sherry Kane

Others Present:

Mike Albin-DMMC, Erin Aleman-IDOT, Garland & Heather Armstrong-Access Living, Len Cannata-WCMC, Lynnette Ciavarella-Metra, Jim Derwinski-Metra, Mike Fricano-WCMC, Janell Jensen-McHenry Council of Mayors, Tom Kelso-IDOT, Jon-Paul Kohler-FHWA, Brian Pigeon-NWMC, Mark Pitstick-RTA, David Seglin-CDOT, Dave Spacek-RTA, Mike Walczak-NWMC, and Gene Williams-Village of Lynwood.

1.0 Call to Order and Introductions

MPO Policy Committee Chair, Randy Blankenhorn called the meeting to order at 9:35 a.m., and asked members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes.

3.0 Approval of Minutes

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

4.0 Agency Reports

4.1 CMAP Executive Director Joe Szabo reported that the Local Technical Assistance (LTA) program update had been included in the Policy Committee packet and that the STP program discussions would kick off a little later in the day. Szabo also reported that legislation introduced by Senator Tammy Duckworth had unanimously passed the Senate that would essentially render the MPO Consolidation Rule moot, and that Congressman Dan Lipinski had introduced a comparable bill in the House that had also received broad bi-partisan support.

4.2 Mayor Jeffrey Schielke, for the Council of Mayors, reported that the Council of Mayors had reached out and connected with Congressmen related to the legislation Szabo mentioned.

4.3 John Yonan, reporting for Leanne Redden on behalf of the CMAP Board, stated that the Board had met in February and again on March 8. At its February meeting, Yonan continued, the board approved a \$2.5 million contract to perform the regional household travel and activity survey, approved the 2017 state and federal legislative agenda and a briefing on the expected transportation revenue forecasts for the ON TO 2050 financial plan was given. At yesterday's meeting, Yonan went on to say, the Board discussed how to incorporate project implementation into the Local Technical Assistance (LTA) program, an update on external resources development to broaden the agency's funding beyond transportation was given, and learned that IDOT and the Tollway had asked CMAP to lead the development of a multi-jurisdictional vision for the region's expressways.

5.0 Transportation Consent Agenda: Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendment

CMAP staff Ross Patronsky covered a review of conformity--ensuring national air quality standards are met, types of projects including non-exempt, and limits to considering twice each year--reported the following highlights: adding 6 new, changing limits on 1 project, changing the completion year on 1 project, and 1 project that had been delayed was removed. Patronsky went on to say that the analysis shows conformity, there were no comments received during the 30-day comment period, the Transportation Committee had considered the matter at its last meeting (as did CMAP's Programming Committee), and recommended approval. Patronsky responded to a question regarding bumping up VOCs in 2025, and reported that was an artifact of the updated emissions model, which shows higher emissions in a near-term year and drop more in the outer years. Assuming the project mix we have today, there are no long-term concerns. A motion by Joseph Gottemoller was seconded by Paula Trigg to approve the semi-annual GO TO 2040/TIP conformity analysis and TIP amendments, as presented. All in favor, the motion carried.

6.0 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois of Section 5307/5340 Capital and Planning Funds, 5337 State of Good Repair Funds, and 5339 Bus Funds

CMAP staff Ross Patronsky reported that on January 19, the FTA published partial fiscal year 2017 apportionments allocations and program information in the Federal Register. At its March 16 meeting, the RTA Board will consider the splits of this FTA funding with the urbanized areas of northwest Indiana and southeastern Wisconsin. The funds being split, Patronsky continued, are section 5307/5340 capital and planning funds, section 5337 state of good repair funds and section 5339 bus funds. The RTA will also consider distribution of these funds among the service boards at that meeting. The actual splits between Indiana Illinois and Wisconsin Illinois, for the partial allocation and any subsequent allocations have been negotiated with the respective agencies. At its March 3 meeting, the Transportation Committee recommended approval of the percentage splits, contingent upon the RTA Board approval. When updated allocations for the full fiscal year are released, both the Transportation Committee and MPO Policy Committee will be informed. Approval of the two resolutions, 17-01 and 17-02 endorsing the subarea allocations between northwestern Indiana, northeastern Illinois and southeastern Wisconsin, and northeastern Illinois, is requested. Allowing the service boards to go out for grants more quickly putting capital dollars to work, both the RTA and CMAP were thanked for facilitating this process in a timely manner. A motion to adopt the two resolutions, as presented, made by Mayor Jeffrey Schielke was seconded by Paula Trigg and with all in favor, carried.

7.0 State Legislative Update

CMAP staff Simone Weil reported that in February, the CMAP Board approved the 2017 State Legislative Agenda and Principles and staff has already begun making the rounds in Springfield and using the material to discuss our regional priorities for implementing GO TO 2040. Staff continues to monitor the development of a state budget. Legislative deadlines are approaching, Weil continued, and substantive bills need to be out of the Senate at week's end, with a similar deadline in the House at March 31. Weil highlighted HB 2538 which will require CMAP to live-stream its board meetings promoting transparency. In March, the CMAP Board moved to support eight pieces of legislature that included the following transportation-related bills. HB 662 increases the state's electric vehicle and the plug-in hybrid registration fees that enhances transportation revenue through user fees. HB 3136 increases the motor fuel tax with an amendment that would eliminate a number of breakdowns between state and local revenue sharing. CMAP stayed neutral on this bill, hoping to discuss it further to better understand and align it with policy related to GO TO 2040. The board moved to support SJR 7 and HJR 12, Weil continued, authorizes IDOT to begin a procurement process pursuant to public-private-partnerships (P3) for Transportation Act. CMAP has and continues to support P3 projects that are developed in a manner that protects the public's interest. Finally, two bills increasing support to public transit are HB 2802 would require all business with more than 20 employees to offer the federal pre-tax transportation benefit or something substantially similar. HB 3004 allows the RTA to sell additional working cash notes to cover operating expenses. Asked if the CMAP Board was trending toward support of HB

3136, Weil suggested it is still early in the session and more information would be needed. Staff was also asked to follow up on appropriate pricing for electric versus gas vehicles.

Policy Committee members were asked to report on any other legislative initiatives that could use support from other members of the Policy Committee. There are some bills that do open the door for MFT (uses with rigid rules) for transit and other transportation alternatives was mentioned as one such initiative. The lack of a state budget is certainly a huge concern and high priority for the Council of Mayors and the individual Councils of Governments have visits scheduled in Springfield to try to help this along.

8.0 ON TO 2050: Financial Plan Expenditure Forecasts

The financial plan for transportation that is currently in development for ON TO 2050, CMAP staff Lindsay Hollander reported that revenue expected across the 2019-2050 planning period as well as all the transportation system needs over the period in terms of forecasting maintenance and operations and prioritizing any enhancement or expansion activities are being examined. Staff has drafted the revenue forecast, as well as the operating and administration expenditure forecast and a capital maintenance forecast. Moving forward, Hollander added, staff is working on the reasonably expected revenue forecast while looking at the allocations for meeting performance targets and providing regionally significant projects and other improvements. Briefly, Hollander continued, the analysis shows that the ON TO 2050 forecast is more constrained than that of GO TO 2040, with core revenues not meeting the needs of maintaining and operating the system, and the draft forecast indicates a shortfall of \$45.2 billion over the planning period. Hollander also explained why the forecast is more constrained, and reported that if we are to keep the system in its current condition throughout the planning period, the region will need about \$45 billion more than is currently forecast in core revenues. Once the reasonably expected revenue is complete, Hollander continued, the \$45 billion and possibly a bit more, would be available, but it would leave little to allocate toward enhancing the system and expanding the system. Some options to consider would be: (a) allow the system to decline; (b) allow certain assets to decline, while prioritizing others; (c) allocate less funding to enhancing and expanding the system; or (d) find other ways to reduce operating or maintenance costs.

The options sparked a discussion among members, resulting in a consensus that none are particularly attractive and there's a need for some type of sustainable funding. No one wants more taxes, fees or fare increases. Would a public education program about what is needed—maybe a list in a brochure—to the politicians, press and the public be the way to go? Transportation is something that touches everyone, every day. The situation is bleak and perhaps the messaging is key. Real revenue is needed, not just tax credits or more borrowing. This may also be a great opportunity to come together—we have had the same message for over 10 years, fighting to keep it as bad as it is—maybe a more crisis-oriented messaging would be more effective.

Finally, Hollander suggested that the GO TO 2040 update saw revenue forecasted in the \$38-40 billion range and that you could expect a higher amount necessary for ON TO 2050, assuming a similar proportionate scheme, which would leave a minimal amount available for new projects. Hollander was also asked to clarify assumptions regarding public private partnerships or major rehabs that might free up some constraints, as well as what

it might take, at the level of current investment, to reach the current bad state of good repair, which may help to answer the question of which assets to invest. In conclusion, it is believed that option 2 (above) is and will continue to happen, unless the revenue gaps can be filled and less will be allocated to expansion and enhancing the systems, and the question back is “is that acceptable” and if it is not, then what to do. While dire, it could still get worse; this is not the end of the discussion. Given the advances that have been made in the past 2 decades, innovation should also be considered in the messaging; the transportation system may not look anything like it does today in 2050.

9.0 Transportation Innovation Roundtable Discussion

- 9.1 Erin Aleman, Director of Planning and Programming for IDOT, gave a presentation on performance measures at IDOT and plans for implementation. Needing to find ways to address its aging infrastructure and to make wiser decisions with funding and limited resources, IDOT looked at its internal structure to transform and add value to the programming processes, Aleman reported, and focused on existing assets. This required performance measures (now a federal government requirement) with both the state DOTs and MPOs being required to set targets. Broad-based goals, tangible to local communities, the performance measures needed to be easy to understand. Wanting to be prepared to select the best projects (should funding become available), the following goals were developed: improving operations and congestion; safety; economic development; livability; and regional input, each with a series of measures that can be calculated and adjusted based on regional preferences. Not waiting for perfect, Aleman continued, the measures may change over time. Some older projects have already been evaluated working with the tool, not only here in district 1 (CMAP region), but in other parts of the state. Aleman also covered timelines and next steps: the goals were set, the measures identified, the work developing the tool (which was tested and evaluated over the winter) was completed, and the scoring process finalized. Refinement will continue as necessary, Aleman concluded. Secretary Blankenhorn added that this was based on work that CMAP had done, and asked for feedback on how to implement on a program-development basis.
- 9.2 Jim Derwinski, Chief Mechanical Officer of Metra gave a presentation on its rolling stock train cars and engines. Derwinski covered age and type of equipment (engines versus cab cars), the impacts on operations, rehabbing [engines] versus remanufactured (\$2.2 million), the number to be done each year (should be 60; 43 this year) and compared those costs to the purchase of new (\$6.5-7 million). Derwinski also covered capital rehab program to get back to a state of good repair (cars—39 this year at 49th Street shop), trying to enhance the in-house program with limited funding (i.e., HEP conversions). Derwinski gave background on the 49th Street shop, talked about innovation that had taken place there over the past 3-5 years and changes that were made beginning in 2010 to do more to rehab the cars rather than purchase new. The “Build-it-in-the-Station” concept was put into play with 4 stations, showing greater efficiencies, reallocating manpower, challenging the norm and looking at new technologies. First at 10 days per station, now is at 7 per -- 28 days to take a car down and back up. Anticipating an expansion of the 49th Street building, Derwinski also reported, the goal is to rehab 60 cars per year (from this year’s high of 43). New product is being used and efficiencies in the movement of workers is being seen, along with better and more efficient use of equipment to

move the cars. Technical guidances were initiated that made workers more proficient. Expansion of the building would include a training center, new locker rooms, expansion of the store house and rehab of the "tin barn" through which millions of dollars of capital move. Finally, Derwinski summarized the costs associated with rehabbing the oldest cars (25 from the 1950s, 128 from the 1960s, 166 from the 1970s and 52 from the 1980s) at a cost of \$1.3 billion.

Derwinski's presentation sparked a discussion to package this up for presentation to state and federal legislators, even the public (since most don't know just how expensive it is to maintain only the stock), that led to the suggestion of assembling a small working group to message the best way possible. Something similar to last year's MPC "Accelerate Illinois" initiative to get legislators to care and why legislative action is needed perhaps through the business constituency that has a stronger voice and can speak to the negative impacts lack of funding.

10.0 Other Business

There was no other business before the MPO Policy Committee. Secretary Chairman Randy Blankenhorn did report that Springfield still feels a capital program is important, it just cannot happen until the state budget situation is solved and urged members to work with whomever they can to help.

11.0 Public Comment

There were no comments from the public.

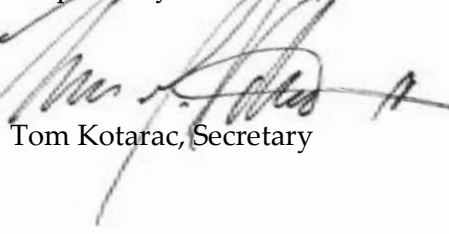
12.0 Next Meeting

The MPO Policy Committee is scheduled to meet next on June 8, 2017.

13.0 Adjournment

At 11:36 a.m., a motion to adjourn by Mayor Jeffrey Schielke was seconded by Tom Cuculich. All in favor, the motion carried.

Respectfully submitted,



Tom Kotarac, Secretary

05-16-2017

/stk

Approved as presented by unanimous vote, June 8, 2017