



Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee

Draft Minutes

March 3, 2017

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

Committee Members Present: Michael Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMAP, Jackie Forbes – Kane County, Tony Greep – FTA, Scott Hennings – McHenry County, Emily Karry – Lake County, Tom Kelso – IDOT Central Office, Patrick Knapp – Kendall County, David Kralik – Metra, Christina Kupkowski – Will County, John Loper – DuPage County, Beth McCluskey – IDOT OIPI, Randy Neufeld – Bicycle and Pedestrian Task Force, Mark Pitstick – RTA, Chad Riddle – IDOT District 1, Dave Seglin – CDOT, Lorraine Snorden – Pace, Audrey Wennink – MPC, Eugene Williams – Council of Mayors, Rocco Zucchero – Illinois Tollway

Absent: Gabrielle Biciunas – NIRPC, Darwin Burkhart – IEPA, Jacky Grimshaw – CNT, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Jennifer Killen – Cook County, Kevin Muhs – SEWRPC, Joe Schofer – Academic and Research, P.S. Sriraj – Academic and Research

Others Present: Mike Albin, Garland Armstrong, Heather Armstrong, Jennifer Becker, Susan Borucki, Elaine Bottomley, Mitch Bright, Len Cannata, Bruce Christensen, Lauren Fine, Michael Fitzsimons, Michael Fricano, Jessica Hector-Hsu, Tatiana Jane, Janell Jensen, Mike Klemens, Tom Kelso, Janet Kuhn, Dennis Latto, Tara O'Malley, Jie Pan, Brian Pigeon, David Spacek, Moses Timlin, Mike Walczak, Holly Waters

Staff Present: Noah Boggess, Anthony Cefali, Teri Dixon, Kama Dobbs, Austin Edwards, Jesse Elam, Lindsay Hollander, Leroy Kos, Tom Kotarac, Jen Maddux, Martin Menninger, Tom Murtha, Liz Oo, Ross Patronskey,

Jarrold Patton, Todd Schmidt, Liz Schuh, Aseal Tineh, Alvaro Villagran
Simone Weil, Barbara Zubek

1.0 Call to Order/Introductions

Vice Chairman Zucchero called the meeting to order at 9:37

2.0 Agenda Changes and Announcements

Mr. Riddle announced that effective February 1, the new District Engineer is Anthony Quigley. Mr. Zucchero welcomed Audrey Wennink as the new Metropolitan Planning Council committee member.

3.0 Approval of Minutes – January 20, 2017

A motion to approve the minutes made by Mr. Seglin, seconded by Mr. Loper, carried.

4.0 Coordinating Committee Reports

Mr. Zucchero reported that the Planning Coordinating Committee met on February 8. It was the initial meeting of the Planning Coordinating Committee and upcoming priorities and the status of ON TO 2050 Plan development were discussed. The Programming Coordinating Committee is scheduled to meet March 8.

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 TIP Amendments and Administrative Modifications

Mr. Kos stated that reports for formal amendment 17-03 and administrative modifications 17-03.1 and 1703.2 are included in the packet. Formal amendment 17-03 was published to the eTIP website on February 24 for committee review and public comment. A memo summarizing the changes is included in the packet. A motion to approve formal amendment 17-03 made by Mr. Connelly, seconded by Mr. Seglin, carried.

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment

Mr. Kos reported that the public comment period of the semi-annual GO TO 2040/TIP conformity analysis & TIP amendment 17-04 ended on February 20, 2017.

No comments were received during the 30-day period. A motion to recommend approval of GO TO 2040/TIP Conformity Analysis and TIP amendment 17-04 to the Programming Committee and MPO Policy Committee, made by Mr. Loper, seconded by Mr. Riddle, carried.

5.3 FY 2017 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

Mr. Kos reported that the January 19, 2017 Federal Register included partial-year allocations for FY 2017 §5307/§5310, §5337, and §5339 funds. Based on these allocations, RTA staff has negotiated percentage splits of all funding with northwestern Indiana and southeastern Wisconsin. He stated that the actual splits are included in the packet. The RTA Board is expected to approve the splits on March 16, 2017. A motion to

recommend approval of the subarea allocations between Northwestern Indiana-Northeastern Illinois and Southeastern Wisconsin-Northeastern Illinois and concurrence with the financial calculations for CTA, Pace, and Metra to the MPO Policy Committee, contingent on RTA Board approval on March 16, 2017 made by Ms. McCluskey, seconded by Mr. Connelly, carried. Mr. Connelly thanked the RTA, service boards, CMAP, and the FTA for facilitating making the funding available for projects through this process.

6.0 Service Boards – Chicago Transit Authority (CTA), Metra, and Pace Capital Program Development

Ms. Waters of Metra, Mr. Fitzsimons of CTA, and Ms. Kuhn of Pace presented their 2017 annual programs and 2017-2021 capital programs. Included in the presentations were capital program funding sources, capital fund uses, and general highlights of the five-year programs, including continuing and upcoming initiatives.

Ms. McCluskey asked if Metra plans to issue their own bonds to make up for the short falls. Ms. Waters responded that it is still under discussion. Mr. Zucchero congratulated the CTA for their work getting the TIF district for transit legislation enacted. Ms. McCluskey asked if Pace is planning to use any of their bond capacity in their five-year program. Ms. Kuhn replied saying that it is indicated in the program that in 2020 and 2021 bonds will be issued for the Northwest Cook garage.

7.0 MAP-21 Performance Measures Update

Mr. Murtha gave an overview of the final rule makings for the National Performance Management measures required under MAP-21. He explained that the state DOTs and MPOs will establish highway performance targets and transit agencies and MPOs will set target for transit asset condition. He stated that over the next year, CMAP will be working on background calculations to figure out what the basic performance targets will be. He added that CMAP is working on a highway safety strategy paper that will support targets that are in development.

Mr. Seglin asked if crashes with no injuries were counted anywhere. Mr. Murtha said that non-injury crashes are often viewed as a system reliability measure. He added that expanding the extensive list of safety measures could be discussed but is probably not desirable. Mr. Seglin asked if there is a definition for serious injury. Mr. Murtha replied that typically CMAP has been using category A crashes, which means incapacitated. Mr. Connelly asked about the goals for CMAQ and the specific measures included in the memo. He stated these are not the same measures used for the current CMAQ program and asked if this would open up the program for changes. Mr. Murtha said it has not been discussed but it will be something to consider as the program is developed in the next cycle. Mr. Neufeld said there should be a regional discussion about highway safety measures. Mr. Murtha said CMAP staff is developing a safety strategy paper that will

discuss measures, targets, and actions. Mr. Neufeld suggested a forum and Mr. Elam agreed that an ad hoc forum may make sense.

8.0 ON TO 2050

8.1 Financial Plan expenditure forecasts

Ms. Hollander presented an update to the ON TO 2050 financial plan development process. Forecasts of operations, administration, and maintenance expenditures have been drafted. In order to keep the transportation system in its current state of repair across the 2019-50 planning period, \$505 billion will be required to maintain and operate the region's transportation system. This draft forecast is \$45 billion more than the core revenue forecast. While adding in reasonably expected revenues would likely cover this full amount of this forecast, little would be left for enhancing and expanding the system within the plan's fiscal constraint. Ms. Hollander asked for thoughts on what approach the region should take to prioritizing investments in the system.

Mr. Zucchero stated that there a legislative limitation on where toll revenues can go and it always has been a concern of the Tollway because toll revenues are such a large amount of the revenues. Mr. Connelly noted that the rate of deterioration of assets on the transit side is included and asked if that is provided for highways. Ms. Hollander said that it is more difficult to determine current investment practices for roadways. Mr. Connelly added that it is a good idea to have a discussion on the forecasts. Mr. Seglin suggested putting the implementation date for new revenue sources further in the future.

8.2 Alternative Futures – Smarter Mobility

Mr. Menninger explained that the snapshot will provide an overview of existing conditions and trends in transit performance in the region. Some of the major points to be included in the report were shared. Indicators from GO TO 2040 such as ridership and transit access will receive updates. New indicators of transit access to jobs will be used to understand transit needs. The density of transit riders and capacity constraints will help to create a full picture of the system.

Mr. Kralik asked if this future was looking at more of a shared model or an ownership model. Mr. Menninger replied that the model represents everyone who can afford their own vehicles similar to who can own a car today. Mr. Zucchero stated that the Tollway plans to do a connected vehicle pilot program on I-90. They are using some of their own fleet vehicle to see what kind of data they can collect. Mr. Zucchero added that it is surprising how many freight carriers who are using antiquated technologies to get their data. He stated that it is important to see where the industry is driving technology and to put the onus for research and development on the private sector. Mr. Connelly stated that one of the issues is the shift in how the region raises revenue based on

transportation. He added that an issue that will come up will be the affordability of transportation since not all people will be able to afford a tax on VMT.

8.3 Transit snapshot

Mr. Menninger discussed the ON TO 2050 Alternative Futures process and more details on the “Innovative Transportation” future. Key drivers of this potential future include more information, connected infrastructure, new transit modes, autonomous vehicles, and alternative fuels. These key drivers could have both positive and negative impacts such as increased VMT and less need for parking. CMAP is working to understand what these impacts are and who would be most impacted. Ultimately, strategies to respond to these trends will help inform the next plan.

8.4 ON TO 2050 Development Update

Mr. Zucchero stated that the report is on the website.

9.0 State Legislative Update

Mr. Cefali reported that the CMAP Board approved the 2017 state legislative principles and agenda, as well as federal legislative principles at the last Board meeting. He explained that the priorities remained largely unchanged from 2016’s priorities. CMAP is tracking the following legislation: HB662 – EV and Hybrid Vehicle fee increase, HB 3136 – Gas tax increase, HB 2802 – Transit benefits program, SJR7 and HJR12 – I-55 Managed lanes, and HB3004 – RTA working cash notes. He also noted a bill was introduced to require live streaming of CMAP Board meetings.

10.0 Status of Local Technical Assistance Program

Mr. Zucchero stated that there is an update in the packet.

11.0 Other Business

There was no other business

12.0 Public Comment

There were no public comments.

13.0 Next Meeting

The next Transportation Committee meeting is scheduled for April 28, 2017.

14.0 Adjournment

On a motion by Ms. Karry, seconded by Mr. Kelso, the meeting adjourned at 11:23.