



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Chicago Metropolitan Agency for Planning (CMAP)

Board Meeting Minutes

June 14, 2017

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

Board Members Present: Gerald Bennett, Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Matthew Brolley-representing Kane and Kendall Counties (via tele-conference), Franco Coladipietro-representing DuPage County, Janel Forde-representing the City of Chicago, Elliott Hartstein-representing Lake County, Andrew Madigan-representing the City of Chicago, John Noak-representing Will County, Rick Reinbold-representing south suburban Cook County, William Rodeghier-representing suburban Cook County, Carolyn Schofield-representing McHenry County, Peter Skosey-representing the City of Chicago, and Leanne Redden-representing the MPO Policy Committee.

Staff Present: Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Jesse Elam, Gordon Smith, Ross Patronsky, Elizabeth Schuh, Lindsay Hollander and Sherry Kane

Others Present: Kristen Andersen-Metra, Garland and Heather Armstrong-Access Living, Ryan Bigble- KaneKendall Council, Jesse Casas-Westat, John Donovan-FHWA, Jackie Forbes-KaneKendall Council, Michael Fricano-WCMC, Tom Kelso-IDOT, Mike Klemens-WCGL, Brian Pigeon-NWMC, Mark Pitstick-RTA, David Seglin-CDOT, Mike Walczak-NWMC, and Jeremy Wilhelm-Westat

1.0 Call to Order and Introductions

CMAP Board Chair Mayor Gerald Bennett called the meeting to order at 9:32 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

A motion to approve the minutes of the CMAP Board meeting of May 10, 2017, as presented made by President William Rodeghier and seconded by Carolyn Schofield, and with all in favor, carried.

4.0 Executive Director's Report

Executive Director Joe Szabo reported that the Local Technical Assistance (LTA) update had been included in the Board materials. Szabo reported that CMAP and the RTA had hosted the 2017 Technical Assistance Symposium on May 16. The Call for Projects opened on May 5 and applications are due June 29. The FLIP program application deadline was June 9, Szabo went on to say, and 32 students from Cook, DuPage, Kane, Lake & McHenry Counties had signed up. The program runs July 24-29. Szabo also reviewed CMAP's contingency financial plan that would mirror last year's in the event the General Assembly does not pass a budget. Szabo gave an update on the STP working group to review alternatives to guide the region's approach to programming. Szabo thanked Board members Elliott Hartstein, Mayor Reinbold and Peter Skosey for attending the CMAP legislative forum in Springfield on May 10. Szabo reported on a CAGTC meeting he attended in D.C., and associated Congressional visits and a peer review he attended at New York MTC. Finally, Szabo announced CMAP's Alternative Futures Forum on Innovative Transportation—Harnessing Technology for Future Mobility—is co-sponsored by the Illinois Institute of Technology and is scheduled for June 22.

5.0 Committee Reports

Committee Chair Elliott Hartstein reported that the Planning Committee had met earlier in the morning. The Tollway and IDOT had asked that CMAP develop a regional expressway vision to look at the existing expressways in the system considering transportation corridors, intermodality, freight bottlenecks, environmental impacts and impacts on various neighborhoods, the goal of which is to improve the flow of operations, with economic constraints and possibly the need for increased tolling. A final report of the study is due May 2018, Hartstein reported. He reported that staff also presented a preview of the draft report of ON TO 2050 that addresses three key issues—resilience, inclusive growth, and prioritized investment. Finally, also related to ON TO 2050 development, he reported that staff gave a presentation covering Highway Operations, Transit Modernization, and Emerging Technology Strategy papers highlighting present key strategies and implementation steps.

A written summary of the working committees and the Council of Mayors Executive Committee was also distributed.

6.0 Procurements and Contract Approvals

The following procurements and contract approvals were presented for approval: 1) a contract amendment covering a \$15,000 increase for the Regional Transportation Data Archive project to Pangaea Information Technologies, Ltd.; 2) a two-year with a one-year renewal task order basis contract with Bondy Studios, MIG, and SCB at a cost of approximately \$50,000 for each fiscal year (and not to exceed \$150,000 over the three-year period) to provide renderings and illustrations for the Local Technical Assistance (LTA) projects; 3) a contract approval for an organization structure review and compensation

study with Springsted, Incorporated at a cost not to exceed \$87,425.00; 4) a one-year renewal to various vendors (as outlined in the memo) for annual commercial dataset purchases totaling \$400,000; and, 5) the purchase of Information Technology software through government contract in the amount of \$43,000.

A motion by Frank Beal was seconded by Rita Athas to approve the contract awards and procurements as presented. Deputy Executive Director of Finance and Administration Angela Manning-Hardimon, when queried, reported that this is a different contract than the previous photography contract the CMAP Board approved. All in favor, the motion carried.

7.0 Special Conformity Analysis and TIP Amendment (I-290)

CMAP staff Ross Patronsky reported that IDOT is completing preliminary engineering work on I-290 project and is seeking a record of decision by FHWA by month's end. CMAP took this to a consult meeting on April 20, 2017, and determined that a special conformity and TIP amendment should be done. Presented to the Transportation Committee on April 28, the analysis, indicating conformity, was approved for release for public comment. No comments were received. Given the meeting schedule (Transportation after Board and Policy Committee meetings) staff brought the matter to the MPO Policy Committee who approved the Special Conformity Analysis and TIP Amendment last week. Staff asked the CMAP Board make a finding of conformity on the GO TO 2040 and the TIP as amended. A motion by Carolyn Schofield, seconded by Rita Athas, and with all in favor, carried.

8.0 Regional Transit Asset Condition Targets for 2017

CMAP staff Jesse Elam presented background on the Regional Transit Asset Targets, a first installment of a big change in the federal transportation program. The US DOT sets national goals for improving bridge conditions, pavement conditions, improving safety and through rulemaking it specifies the exact measures that must be used to track progress of those goals, Elam reported. The FHWA and FTA published rules on national performance management measures over the past year, each with its own deadline and reporting framework. Elam presented asset condition targets and mentioned that he would bring additional measures to the Board as those requirements come into effect. The transit asset measures are for rolling stock, infrastructure, facilities, and equipment. Asked about consequences for not meeting targets, Elam responded no, there are no federal consequences on the transit side, but that it benefits us as a region to set good targets and achieve them. States, MPOs and transit agencies have to set targets, with the transit agencies having set targets at the very end of 2016 and the MPOs setting targets 180 days later. Approved last week by the MPO Policy Committee, the targets presented to the Board are based on the transit agency's own performance targets because of the quick turn around time, Elam stated. The process is expected to evolve to allow for better coordination and so the short term targets can be tied to the long term priorities. Elam also reported what follows next on the highway side that are due in February and will be brought to the Board and MPO Policy Committee in January. Briefly, the Board discussed what might occur should CMAP not agree with the transit agencies targets in the future to which Elam responded that the transit agencies have the data that we would need to develop different targets, so that might be difficult. A motion by Rita Athas to adopt the recommended CY 2017 regional transit asset condition targets as was presented, was seconded by President Franco Coladipietro, and with all in favor, carried.

9.0 FY 2018 Unified Work Program (UWP)

The reporting related to the FY 2018 Unified Work Program (UWP) was given in the presentation by Deputy Executive Director of Finance and Administration Angela Manning-Hardimon of the FY 2018 Budget and Work Plan. A motion to approve the FY 2018 Unified Work Program (UWP) as presented, by Carolyn Schofield was seconded by President William Rodeghier, and with all in favor, carried.

10.0 FY 2018 Budget and Work Plan

Deputy Executive Director of Finance and Administration Angela Manning-Hardimon presented CMAP's FY 2018 comprehensive budget, which includes the FY 2018 Unified Work Program (UWP) Budget. Manning-Hardimon reported that the FY 2018 Budget totaling \$20.3 million shows an increase of nearly \$3 million compared to FY 2017 (a 3% increase in personnel costs and 123% increase in consulting services), due to the Expressway Study (\$2 million) and the Travel Survey (\$1.5 million) in FY 2018. Changes from the draft budget presented last month, Manning-Hardimon continued, included an adjustment of \$83,200 from consulting costs to personnel costs (also for the Expressway Study) reflecting an adjusted indirect cost. Manning-Hardimon also reported that the budget supports the core programming (under the UWP program) for CMAP, CTA, CDOT, Pace, Metra, RTA, McHenry County and the Council of Mayors at \$20.6 million, as well as competitive projects to CMAP/RTA (Community Planning), CDOT (Create Program Planning), and Pace (2040 Plan Update) totaling \$848,000. The total budget is comprised of \$17.2 million in FHWA and FTA funding, and \$4.5 million in state and local match. Should the General Assembly not pass a budget, Manning-Hardimon continued, CMAP would work with FHWA to become a direct recipient and use toll credits as the match.

Chairman Mayor Bennett reported that the budget support to the Councils of Mayors (CoGs) had been frozen in the UWP budget over the past years and it is suggested that staff pass on to the MPO that more be available next year to support additional planning (versus strictly transportation) in the region.

A motion by Carolyn Schofield was seconded by Rita Athas to adopt the FY 2018 Budget and Work Plan as presented, and with all in favor, carried.

Also acknowledged was the support of the cities and villages throughout the region that led to a 99% participation in the FY 2017 Dues program.

11.0 Appointing a Nominating Committee

Chairman Mayor Bennett appointed Janel Forde (representing the City), Commissioner Peter Silvestri (representing Cook County), and Matthew Brolley (representing the Collar Counties) to serve as a nominating committee to name officers and members to the Executive Committee and make a recommendation to the Board at the September meeting.

12.0 CMAP & MPO Memorandum of Understanding Subcommittee

Chairman Mayor Bennett named President Rick Reinbold (representing suburban Cook County), Mayor John Noak (representing the collar Counties) and Frank Beal (representing the City of Chicago) to a subcommittee to review the present Memorandum

of Understanding between the CMAP Board and the MPO Policy Committee. The subcommittee will work with the staff, report its findings, and make recommendations to the Board at its September meeting.

13.0 ON TO 2050 Updates

13.1 ON TO 2050 Preview Report

CMAP staff Elizabeth Schuh presented CMAP's ON TO 2050 preview report, a copy of which was sent on June 2, 2017. The report, released for public comment on June 19, will be presented to all CMAP committees for feedback. Two-thirds of the way through the 3-year development process for ON TO 2050, the preview report is our initial effort to summarize the research, analysis, and outreach that has been done thus far, while outlining major new directions for the plan. The preview report is organized around three principles: resilience, inclusive growth and prioritized investment. Schuh described each of the three principles and three of the corresponding recommendations from the alternative futures series. Resilience: increase capacity of communities; consider climate change; and coordination of limited resources. Inclusive Growth: provide (upward) path to jobs; new solutions for reinvestment; and aligning investments. Prioritized investment: increased transportation funding; prioritize regionally significant projects; and consider emerging technology. Schuh concluded the presentation covering next steps: June 2, release for CMAP working committee review with feedback due by June 16; release for public comment on June 19 through August 3; and first round of committee presentations with a second round expected in September; adoption by the CMAP Board and MPO Policy Committee scheduled for October.

The Board commented that with the public so misinformed, CMAP should step up its data presentation to the public. For example, explaining that revenue for transportation and funding to local governments is decreased. CMAP should think about how to attract attention, perhaps through a "did you know"? campaign. Staff was questioned about the definition of economically disadvantaged communities and whether it is based on salaries or household income. Staff responded that it is based on a high concentration of lower income residents with either a high concentration of minority residents or a high concentration of limited English proficiency.

13.2 ON TO 2050 Financial Plan: Reasonably Expected Revenues

CMAP staff Lindsay Hollander, having previously presented drafts of the core revenue forecasts, and operating and capital maintenance expenditures, gave an overview of the forecast and recommendations for reasonably expected revenues—those revenues we think we can reasonably expect to be available over the planning period. Revenues will not be sufficient, Hollander reported, to operate and maintain the system over the planning period. Work continues on the forecast drafted in late winter to identify additional sources of reasonably expected revenues. Those sources include the following: increasing the Motor Fuel Tax (MFT) and replacing it with a Vehicle Miles Travelled (VMT) fee; expanding the sales tax base; a federal cost of freight services fee; implementing a regional revenue source; and, expanding priced parking. The state MFT is not keeping pace with the growth with construction costs of the system's needs—a near term increase would help with this decline with an index to inflation thus allowing MFT to grow, but a replacement to that in the form of VMT is recommended, Hollander reported. A long-standing recommendation to expand sales tax to additional services,

Hollander continued, would allow the base to be more efficient, reliable and stable, and related to fiscal constraints, would also benefit the RTA sales tax. Approving a federal cost of freight service fee—a federal sales tax on the cost of shipping—would raise a fairly considerable amount. Hollander also described a strategy to implement a regional revenue source that would allow the region to generate dedicated capital infrastructure funding and finally, the effects of expanded priced parking. Questions regarding recommendations included: are these the right sources to recommend in ON TO 2050; are there other sources to consider; and, what source of revenue should be used for the regional revenue source (i.e., a vehicle registration fee)? Questions regarding implementation included: what resources can CMAP provide to ensure these recommendations move forward; and finally, what role should transportation implementers play in ensuring implementation?

Board members indicated that there are political questions that relate to all the reasonably expected revenues and priorities that are most realistic should be set, by providing proper ammunition to policy makers (regional, county or other level). The public should be educated as to why additional new revenues are necessary and present the consequences of not raising the revenues. Additional follow up on VMT might also be warranted, i.e., a graded approach—motorcycle versus Prius versus Hummer. Business leaders want to see some evidence of more efficient use of revenues that already exist (i.e., the number of townships that get MFT dollars is considered an inefficient way to provide roads; the allocation of operating and capital dollars related to transit is a 30-year old formula). Performance-based programming is very attractive to the business community. Consolidation must also still be a consideration. A case for township funding is that some do not have large municipalities and may not be funded by any other source.

14.0 Regional Household Travel and Activity Survey

Jeremy Wilhelm, Senior Study Director at Westat gave a project update on the Regional Household Travel and Activity Survey. Wilhelm offered an overview of the project, typically completed on a ten-year cycle and last conducted by CMAP in 2007, and reported that data from the survey would be used for travel demand modelling and other transportation planning activities. Details about where, when, how and with whom people travel would be collected as well as data about driving, public transit, biking and walking. Information about the cost to travel and employer-based subsidies for transit or parking, along with socio-demographic data would also be collected from 12,000 randomly selected representative households in the region. The project area was explained, and Wilhelm drew comparisons from the 2007 version and mentioned innovations that had taken place in the development of the 2017 version, most notably a smartphone app. Wilhelm explained the operation of the app, the analysis of the smartphone data, and how transit usage data will be collected through an interface with Google's transit data. Public outreach was also explained and targeted face-to-face efforts are planned, conducted by a local company with regional job-training program staff. Social media outreach will also be used. Wilhelm concluded the presentation with a project timeline that begins with a pilot survey starting in late summer 2017, the core survey beginning in 2018 and a final report and data delivery to CMAP mid-summer 2019.

15.0 State Legislative Update

CMAP staff Gordon Smith reported that the spring session of the 100th Illinois General Assembly closed on May 31 with no budget. Smith also mentioned that MPO Policy Committee Chairman Secretary Randy Blankenhorn was preparing for a shutdown of all transportation-related projects absent the full state budget or appropriation, the impact of which could be devastating. Smith also reported that staff had completed a policy update on SB 3 (Local Government Consolidation) and HB 2538 (Live-streaming of CMAP Board meetings) stands at concurrence in the House, was amended in the Senate with a new effective date of January 1, 2018. The bill sponsors were Representative Al Riley and Senator Karen McConnaughay.

16.0 Other Business

There was no other business before the CMAP board.

17.0 Next Meeting

Chairman Mayor Bennett suggested that it is not likely that the Board would need to meet again until September 13, 2017.

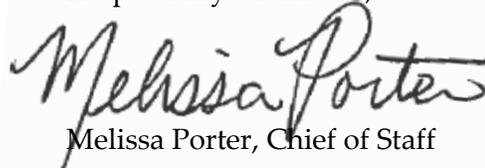
18.0 Public Comment

Garland Armstrong-Access Living announced that the Disability Pride Parade is scheduled for July 22, and asked that CDOT give access to State Street (versus Dearborn) for the parade, as he would like to report back to the June 20, meeting of the Access Living committee.

14.0 Adjournment

A motion to adjourn at 11:19 a.m., by Frank Beal was seconded by Janel Forde. All in favor, the motion carried.

Respectfully submitted,



Melissa Porter, Chief of Staff

08-28-2017

/stk

Approved as presented, by unanimous vote, September 13, 2017.