



Chicago Metropolitan Agency for Planning

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Planning Committee

Minutes

Wednesday, April 11, 2018

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

Members Present: Carolyn Schofield (CMAP Board – McHenry County); Frank Beal (CMAP Board – City of Chicago); Allison Milld Clements (Housing Committee); Michael Davidson (Human and Community Development Committee); Jason Keller (Economic Development Committee); Al Larson (CMAP Board – Northwest Cook County); Richard Reinbold (CMAP Board – South Cook County); Terry Wepler (CMAP Board – Lake County); Sean Wiedel (*for Jack Darin – Environment and Natural Resources Committee)

Members Absent: Franco Coladipietro (CMAP Board – DuPage County); Janel Forde (CMAP Board – Chicago); Leanne Redden (CMAP Board – Regional Transportation Authority); Mark VanKerkhoff (Land Use Committee); Rocco Zuccherro (Transportation Committee)

Staff Present: Jesse Elam, Tom Garritano, Jane Grover, Elizabeth Irvin, Liz Schuh

1.0 Call to Order

Carolyn Schofield, Chair, called the meeting to order at 8:05 a.m., and members introduced themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

The Committee approved the meeting minutes from the March 14, 2018 meeting.

4.0 ON TO 2050: Public Engagement Plan

Tom Garritano discussed CMAP's public engagement efforts related to ON TO 2050. He provided an overview of the planning and outreach process to date, highlighting the alternative futures engagement phase and corporate outreach. CMAP held a media briefing in early April on regionally significant projects in the plan. As part of the public

comment period which begins June 15, 2018, ten open houses are planned throughout the region, as well as a public hearing at CMAP. Jane Grover noted that partners have been very willing to host open houses, and she thanked Mayor Weppeler for agreeing to host in Libertyville. Garritano reminded members of the October 10th plan launch event, with keynote speaker Clarence Anthony of the National League of Cities.

In response to questions from Jason Keller, Garritano and Grover noted that while the official open houses are predominantly in suburban areas, CMAP has conducted significant outreach to Chicago neighborhoods and community organizations. Grover noted that CMAP is willing to add open house locations, though they must be fully open to the public.

5.0 ON TO 2050: Mobility Chapter

Elizabeth Irvin presented the first two categories of mobility recommendations in the ON TO 2050 draft. The first broad category discusses a modern, multimodal system that adapts to changing travel demand; specific recommendations include harnessing technology to improve travel and anticipate future needs, making transit more competitive, and retaining the region's status as North America's freight hub. The second category is a system that works better for everyone; specific recommendations include leveraging the transportation network to promote inclusive growth, improving travel safety, and improving the resilience of the transportation network to weather events and climate change.

Jesse Elam presented the third category, making transformative investments. One specific recommendation is to fully fund the region's transportation system. Elam discussed the \$24 billion gap over the planning period between projected revenues and expenditures needed to maintain the transportation system in its current condition. The planning process has identified five sources of new sustainable revenues: increase the motor fuel tax in the short term and replace it with a vehicle miles travelled (VMT) fee; expand the sales tax base; implement a federal cost of freight service fee; create a regional revenue source; and expand priced parking. Other recommendations in the category are enhancing the region's approach to transportation programming and building regionally significant projects (RSPs). Elam discussed the process used to identify and evaluate RSPs, as well as examples of fiscally constrained projects in the draft plan. Highlighted projects included Eisenhower Expressway (I-290) reconstruction and managed lanes; I-80 projects; Red/Purple Line Modernization; bus rapid transit such as Pace Pulse near-term routes; and arterial projects. Elam drew comparisons between GO TO 2040 and ON TO 2050, reporting that: arterial and bus projects are now included in the plan's fiscal constraint; ON TO 2050 recommends less new capacity; similar to GO TO 2040, new capacity is approximately 60% transit and 40% roadway (by cost); and two previously constrained projects are unconstrained in the ON TO 2050 draft, the Illiana Expressway and Tri County Access (IL 53/120) projects.

In response to committee member questions about new revenues, Schuh and Elam stated that increasing the motor fuel tax (MFT) by 15 cents per gallon, indexing it to inflation, and transitioning to a VMT fee would result in an estimated new \$31 billion. If the transition to VMT is excluded, this estimate would decrease by about \$8 billion.

For sales tax expansion, the plan assumes a 15 percent increase in the sales tax base with a focus on consumer services, but it does not list specific services that would be taxed. Chair Schofield noted that the Subcommittee on Transportation Revenue looked in detail at potential new revenues and is identifying priorities moving forward.

In response to a question about dedicated bus lanes on North Lake Shore Drive, Elam noted the importance of improving the corridor and that a study currently underway will inform future decisions. In response to a question from Jason Keller about the impact of mileage-based fees on disconnected communities with long commutes, Elam noted the potential conflict between user fees and equity, and he discussed the possibility for equity based discounts as well as the importance of transit in these communities. In response to a question from Frank Beal about region wide coordinated traffic management, Elam and Irvin stated that some work in this area is underway and there is emerging interest in the region, though the framework for coordination remains an open question. Funding for improvements could come from CMAQ or state sources. Elam and Beal both noted the low-cost nature of operational improvements relative to capital improvements.

In response to member questions regarding implementation of the plan and ensuring that CMAPs partners are engaged, Irvin and Schuh noted that internal action items have been prioritized and that CMAP has begun conversations with partners on next steps. In the area of performance-based programming, Elam noted that a partnership with IDOT is key, as is working with Councils of Mayors and local communities to implement performance-based approaches in the STP program. Sean Wiedel complimented CMAP staff on emphasizing regional plan priorities in conversations with implementing agencies.

6.0 Other Business

There was no other business presented.

7.0 Public Comment

There was no public comment.

8.0 Next Meeting

The Planning Committee is scheduled to meet next on June 13, 2018.

9.0 Adjournment

The meeting was adjourned at 10:03 a.m.

Respectfully submitted,

Liz Schuh

Approved as presented, by unanimous vote, June 13, 2018