



CUUATS Technical Committee Meeting

- Date:** Wednesday, June 13, 2018
- Time:** 10:30 a.m.
- Place:** John Dimit Conference Room
Brookens Administrative Center
1776 E. Washington St., Urbana
- Members Present:** Dalitso Sulamoyo, Amy Snyder (Proxy), Jay Rank (Proxy), Rob Kowalski, Chris Sokolowski (Proxy), Craig Shonkwiler (Proxy), Kevin Garcia (Proxy), Jeannie Bland (Proxy), Stacey DeLorenzo, Ted Christy, Dick Helton
- Members Absent:** Jeff Blue, Karl Gnadt, Andrew Johnson, Dave Clark, Bill Gray, Lorrie Pearson, Robert Nelson, Daniel Magee, Levi Kopmann
- Staff Present:** Rita Morocoima-Black, Ashlee McLaughlin, Shuake Wuzhati, Kristen Gisondi, Debbie Peterik
- Others Present:** Tom Caldwell, Holly Ostdick, Matt McAnarney, Rojan Thomas Joseph, Mike Carlson, Maurey Williamson

MEETING MINUTES

Approved As Distributed

- I. Call to Order
Mr. Helton, Acting Chair, called the meeting to order at 10:30 a.m.
- II. Roll Call
The roll was taken by written record and a quorum was declared present.
- III. Audience Participation
None
- IV. Approval of Agenda
Mr. Shonkwiler made a motion to approve the agenda. Mr. Sokolowski seconded. Upon vote, the motion to approve the agenda was unanimously carried.
- V. Approval of Minutes
Ms. Bland made a motion to approve the CUUATS Technical Minutes of May 2, 2018. Mr. Sulamoyo seconded. Upon vote, the motion to approve the minutes was unanimously carried.
- VI. New Business
Mr. Helton commented that the order of the New Business items has changed.
 - A. Discussion of Grant Opportunity for Surface Transportation System Funding Alternatives – Holly Ostdick
Below are highlights of Ms. Ostdick’s presentation:
 - The draft IDOT Long Range Transportation Plan that was out for public comment identified 11 strategies for making smarter decisions in the future. Strategies include asset management, more





data driven decisions, performance based project selections to insure IDOT is getting the best rate of return on their investments, and initiate a search for new revenue resources.

- In addition to revenues decreasing, vehicles are becoming more efficient because of the miles per gallon, some mode shift is occurring, vehicle miles traveled (VMT) is decreasing, and transportation funding is limited. Therefore, IDOT is looking for new revenue resources. One of the new revenue options is to explore a mileage-based user fee which would be a replacement of the motor fuel tax.
- State legislation posed to conduct a new pilot on the mileage-based user fee within the state of Illinois, but it was not received well by the public.
- Congress entered the Surface Transportation System Funding Alternative Program. \$20 million is available every year within the FAST Act for states to look at alternatives for increasing revenues. This is the third year that a call for projects has occurred. IDOT is looking at applying for the grant in order to do public outreach to understand why the mileage-based user fee is not very well accepted. Outreach will be completed to educate stakeholders in the public on what road usage charges are and why they are a valid replacement for the motor fuel tax.
- There are questions that need to be answered on what a pilot would look like, who the partners would be, and whether it would include the entire state or a certain number of people, i.e. 5,000 people or 200 people.
- IDOT has been working with the Chicago Metropolitan Agency for Planning to define a scope of what the pilot would look like and what they perceive as issues that may arise. As a downstate MPO, IDOT wanted to approach the staff at the Champaign-Urbana MPO as they have very innovative planning initiatives.
- Applications are due mid-July. There is a consultant on board to help IDOT with preparing the application. IDOT has also been in contact with a mileage-based user fee alliance that is focused on using the grant program for the pilot program.
- Mr. Sulamoyo asked for confirmation that the pilot is to do outreach on an alternative motor fuel tax. Ms. Ostdick confirmed that outreach is what is being applied for initially to complete outreach education, marketing, as well as create focus groups to understand what issues there might be once the public is informed.
- Ms. Ostdick used the state of Oregon as an example. Oregon is 1.6 cents per mile. Oregon is the only state that is implementing this program at this time, after many years of pilots. It would be hard to determine what would be a reasonable charge to replace the motor fuel tax. The Oregon residents that participate still pay for the motor fuel tax at the gas station and then get a credit when they file their taxes.
- Mr. Helton inquired if this outreach program directed towards the public or public bodies? Ms. Ostdick commented that she wasn't sure that IDOT knew that piece yet, but she would say that the outreach program will be comprehensive. Motor fuel revenues are declining and will continue to decline. It is important to understand not only how you pay for roads now, but how much they cost, what the cost will be in the future, and what funds will be used to pay for the roads. Mr. Shonkwiler inquired what would be considered "our role" in this program. Ms. Morocoima-Black commented that it is unclear at

this time, but she wanted the agencies to be aware so that if IDOT gets the funding, the agencies would be part of the pilot projects.

- Mr. Helton inquired that if IDOT is awarded the grant, and the agencies are asked to help with educating people, who pays for the time, effort and materials. Ms. Ostdick commented that IDOT would receive 50% federal and 50% state funds.

B. Presentation of Pavement and Bridge (PM2) and System Performance (PM3) Performance Targets – Shuake Wuzhati

Following are highlights of Ms. Wuzhati's presentation:

- In 2017 and 2018, FHWA assigned new rules requiring State DOTs and MPOs to establish three sets of performance measures. The first set of targets for the Safety Performance Measures (PM1) were approved by the CUUATS Technical and Policy Committees at the December 2017 committee meetings.
- Recently, IDOT presented the new targets that were set on May 18, 2018. MPOs have until November 14, 2018 to decide if they will accept the IDOT targets or set their own targets.
- Ms. Wuzhati presented a brief overview of the targets that IDOT has set. More data and analysis will be presented at the September CUUATS Technical meeting.
- Performance Measure Two (PM2) measures the pavement and bridge conditions on the Interstate System, National Highway System, and the bridges carrying the National Highway System. Ms. Wuzhati presented the performance measures that IDOT has set. IDOT looked at statewide trends over the last three years, major construction projects occurring over the next couple of years, and developed projections following a research that they completed. The CUUATS staff is still in the process of finalizing the baseline numbers for their Metropolitan Planning Area (MPA), and IDOT will be providing CUUATS with data and methodology for setting targets. At this time, the staff does not have baseline numbers for Champaign-Urbana MPA, but will update the agencies once that information is available.
- Performance Measure Three (PM3) measures the performance of the interstate system on freight movement, traffic congestion, and on-road mobile source emissions. Since the Champaign-Urbana MPA is not a non-attainment area, the on-road mobile source emission element of this performance measure does not apply. In terms of traffic congestion, this performance measure uses percentages of person-miles traveled on the Interstates and the National Highway Systems as the indicators. Using the NPMRDS Analytics database developed by FHWA, the baseline numbers for the Champaign-Urbana MPA are well below the IL baselines and above the IDOT 2022 targets. In terms of freight movement, this performance measure uses Truck Travel Time Reliability Index as the indicator. The NPMRDS Analytics database shows that the baseline number for the Champaign-Urbana MPA indicates higher truck travel time reliability than the IL baseline and the IDOT 2022 targets.
- It is hopeful that the staff will learn more on PM2 baselines for the MPA and the methodology of setting the targets for PM2 and PM3 from IDOT, and further discussion will occur at the September meeting.

C. Approval of FINAL LRTP: Sustainable Choices 2040 Report Card – Shuake Wuzhati

Ms. Wuzhati provided the following background:

- The draft 2017 LRTP Report Card was presented at the last Technical Committee meeting. Since that time, the staff received new data sets, and were able to update the performance measures rating.
- There are still two performance measures that are not available for ratings as yet. However, the staff is at the final stage of the sidewalk data collection process, and is asking for approval without waiting for those two performance measures.
- Ms. Wuzhati discussed the 2017 performance measure summary. Details of the summary can be found on the CUUATS website: [2017 LRTP Report Card Summary](#).

Mr. Sulamoyo made a motion to approve the FINAL LRTP: Sustainable Choices 2040 Report Card. Mr. Sokolowski seconded. Upon vote, the motion was unanimously carried.

D. Presentation of Transportation Improvement Program (TIP) FY 2018-2021 Modifications – Ashlee McLaughlin

Background: The Illinois Department of Transportation has submitted four administrative modifications to the Transportation Improvement Program FY 2018-2021. The following describes the modifications:

State of Illinois Project H631

This is an existing state project for culvert replacement at three locations on US 150/FAP 719 SE of Mahomet and NW of Champaign. According to the Illinois Department of Transportation, this project is in “Advanced Construction” status due to the specific apportionment or state contact ceiling being insufficient to meet project specifications. This project is in FY 18.

State of Illinois Project H353

This is an existing state project for I-74 bridge work at ICRR and TR 158. According to the Illinois Department of Transportation, this project is in “Advanced Construction” status due to the specific apportionment or state contact ceiling being insufficient to meet project specifications. This project includes preliminary engineering in FY 18 and bridge rehabilitation in FY 20.

State of Illinois Project BP2018-4

This is an existing state project for bridge painting on TR 225/Old Church Road over I-57 west of Savoy. According to the Illinois Department of Transportation, this project is in “Advanced Construction” status due to the specific apportionment or state contact ceiling being insufficient to meet project specifications. This project is in FY 18.

State of Illinois Project N019

This is a state project for resurfacing and ADA improvements on US45/Cunningham Avenue from north of I-74 to University Avenue in Urbana. According to the Illinois Department of Transportation, this project is no longer in “Advanced Construction” status due to the specific apportionment or state contact ceiling being sufficient to meet project specifications and the project being financially active. This project is in FY 18.

E. Approval of FINAL Transportation Improvement Program (TIP) FY 2019-2022 – Ashlee McLaughlin

Ms. McLaughlin made the following comments:

- The document is on the RPC website.
- The draft TIP was out for a 30-day public comment period at six locations around the community. One comment was received, but it was not relevant to any of the projects in particular. The comment concerned a specific bus service and will be passed along to MTD.
- The only difference between the draft and final document is that the state program was released on May 29 and was added to the TIP as of June 4, 2018
- The Programmed Federal Funding FY 2019-2022 was added to the Introduction and Background text.
- The Administrative Amendment and Modification procedures were slightly revised to include major shifts in federal/state/local funding proportions as Amendments.
- The annual MPO Self-Certification was updated in conjunction with the final TIP FY 2019-2022. The self-certification is a listing of all of the requirements that MPOs are responsible for on a yearly basis, clarifying they are being met and where to locate required documents.
- The 2019-2022 TIP will be in effect starting July 1, 2018.

Mr. Kowalski made a motion to approve the FINAL Transportation Improvement Program (TIP) FY 2019-2022. Ms. Bland seconded. Upon vote, the motion was unanimously carried.

F. Approval of FINAL Champaign-Urbana Human Service Transportation Plan (HSTP) – Kristen Gisondi

Ms. Gisondi provided the following comments on the plan:

- The draft document was placed at five locations during the 30-day public comment period: Illinois Terminal, MTD, Brookens Administrative Center, Champaign Public Library and the Urban Public Library.
- There were no public comments. No changes were made to the document.

Mr. Sulamoyo made a motion to approve the FINAL Champaign-Urbana Human Services Transportation Plan. Mr. Sokolowski seconded. Upon vote, the motion was unanimously carried.

G. Endorsement of Consolidated Vehicle Procurement (CVP) Application – Kristen Gisondi

Ms. Gisondi provided the following background on the CVP Application:

- Each year, IDOT-OIPI provides an opportunity for non-profit human service agencies and public transportation providers to request rolling stock to replace aging vehicles.
- Ms. Gisondi is requesting that CUUATS Technical Committee endorse the Developmental Services Center (DSC) application.
- DSC is a non-profit organization that provides training, education and rehabilitation services to persons who are developmentally disabled and/or have physical disabilities.
- DSC provided nearly 100,000 trips in 2017.
- The application is for the replacement of a 26-passenger vehicle which has surpassed its useful life (180,000 miles is IDOT standards). The current vehicle has 185,822 miles.

- The cost of the replacement vehicle is \$100,000 which will be 80% federal funds and 20% local fund match.

Mr. Sokolowski made a motion to endorse the Consolidated Vehicle Procurement Application for DSC. Mr. Shonkwiler seconded. Upon vote, the motion carried unanimously.

H. Presentation of IDOT Automated Vehicle Testing Program – Matt McAnarney

Following are highlights of the presentation given by Mr. McAnarney:

- An informal interagency working group was created which included the following agencies:
 - Illinois Department of Transportation
 - Illinois State Police
 - Illinois Department of Innovation and Technology
 - Illinois Department of Insurance
 - Illinois Department of Commerce and Economic Opportunity
 - Illinois Toll Highway Authority
- The group created the following vision statement in order to determine where they would like to see the state of Illinois in 5-10 years with autonomously connected transportation technology:
“The State of Illinois will foster a safe, innovative environment for the seamless deployment of connected and automated vehicle (CAV) technologies.”
- IDOT determined what the vision in practice would look like:
 - Have vehicles with various degrees of connection and automation working together cohesively in the transportation network.
 - Proactively recruit companies to come to the state of Illinois to develop, test and eventually deploy their technology.
 - Anticipate the change in the workforce, do whatever is necessary to update curriculum and update workforce training opportunities to be ready for this change.
- IDOT determined what the state would be responsible for:
 - Safety performance and design of these vehicles.
 - Continue to regulate vehicle licensing and registration.
 - Establish and enforce traffic laws.
 - Maintain the network; improve state roads, bridges and toll roads.
 - Oversee vehicle insurance and liability.
 - Provide economic opportunities.
 - Provide information technology and telecommunication services for state agencies.
 - Coordination; getting out and letting people know what we are doing; what opportunities are out there, and what different communities are looking for; if there are ways IDOT can help local agencies strategize and plan it out.
- Activities IDOT has completed and what is planned in the future:
 - IDOT is closely monitoring Federal and State legislative activities. There has been a bill passed in the House, but not in the Senate. It is undetermined what the prospects are. Issues are being



worked through, inquiries, questions and letters are being sent out to some of the larger companies and larger players in this industry. IDOT is getting some general ideas of some of the company processes and procedures so they can better educate themselves so the bill can be passed.

- o Creating a safe, innovation-friendly regulatory environment to reduce the fatality numbers.
- o External Partner and Education engagement with different groups and organizations, some MPOs, law enforcement, municipal leagues, and municipal entities.
- o Determine opportunities with freight and prepare for changing workforce.
- It is the hope that the testing program will roll out in July. The following reasons are given for the testing program:
 - o Timelines for certain CAV use cases have accelerated.
 - o Looked at the existing Illinois Vehicle Code to see what can be allowed and what can be changed.
 - o Challenging legislative in process. It does not appear that an AV bill will be passed in the near future.
 - o There is benefit to gaining some experience, knowledge and understanding of CAVs in a more controlled environment. Tesla is looking to do a software update that would in some way, shape or form make their system fully autonomous.
 - o Testing the program will help foster the necessary partnerships for successful planning and eventual implementation of CAVs.
 - o There are approximately 25 states that enacted laws or executive orders.
- Background information:
 - o The current Illinois law allows for testing as long as there is a licensed driver in the car capable of assuming control of the vehicle.
 - o The state passed HB 791 in the last session which preempts local authorities from enacting or enforcing ordinances that prohibit autonomous vehicle use.
 - o IDOT has the ability to implement this voluntary program without legislative action; just through IDOT administratively.
- Three Key testing recommendations:
 - o Driver's License required to certify that persons testing are capable of operating a motor vehicle. Driver monitored CAVs, by definition are required to have a licensed human driver behind the wheel, and ready to take control, should the need arise.
 - o Standard vehicle registration required to ensure that entities testing have met the full requirements to operate a vehicle in Illinois.
 - o Vehicle insurance required to protect the policyholder, other motorists and the public from financial loss or hardship in the event of a motor vehicle accident. Entities wishing to test in Illinois must submit to the Secretary of State an instrument of insurance, surety bond, or proof of self-insurance in the amount of \$5 million.
- Additional Certification Clauses recommended:
 - o Drivers that are operating vehicles have been trained, understand the vehicles, and are either an employee, contractor of the company.

- o The operator will be in the driver’s seat at all times ready to take control of the vehicle.
- o The autonomous vehicle meets all the Federal Motor Vehicle Safety Standards which means every vehicle that is on the road will be as safe or more safe that is on the road already.
- o The autonomous vehicle can operate in compliance with all provisions of the Illinois Vehicle Code and all state, federal and local laws.
- o Unique to the state of Illinois, participating vehicles in the program would be issued a testing program specific decal to help law enforcement be able to identify vehicles that are participating in the program.
- Questions and Comments following the presentation:
 - o What role would the communities, cities and counties like the state to play if they are interested? Not everyone will be interested. For those communities that are interested, what can the state do to help? If a company comes to the state to want to test to find a community, the state wants to identify those communities that are interested.

Mr. Sulamoyo inquired how much public opinion was affected as a result of the Uber accident that occurred in March of this year. Mr. McAnarney commented in the three months prior, 11-15% dip in public opinion. Approximately 63% of people, at that time were skeptical. That percentage jumped to 75% three months later. Mr. Sulamoyo inquired if there was an actual driver in the driver seat. Mr. McAnarney commented that there was a driver. The initial report was that the driver was on her phone, but she was actually monitoring the system as was required. Final report is pending.

- o Mr. Rank inquired about what the state’s role in terms of paying for the service; how is it funded, is it state or local municipality, and if there is an opportunity to charge more or less for empty vehicles vs. multiple passengers in the vehicles. Mr. McAnarney commented that there is an opportunity, but it is uncertain if it will be a state issue, definitely at the local level might be an incentive for more people in the vehicle.
 - o Ms. Morocoima-Black inquired if there would be a call for projects. Mr. McAnarney commented that there would be a call for projects. He further commented that the most important thing from a community standpoint, is to identify where there is a need, identify where the gaps are, and where this can help to reduce congestion and fatalities.
- I. Presentation about “Scenario Planning framework for addressing the advent of connected and autonomous vehicles (CAVs) in the Champaign-Urbana region” – Rojan Thomas Joseph
Following is some background information and highlights of the presentation:
- Rojan has been working with the CUUATS staff for the last year evaluating the possibility of implementing autonomous vehicles in Champaign-Urbana as part of the LRTP assessing different kinds of scenarios for the LRTP.
 - There were four main steps in the project:
 1. Literature Review provided the information for creating questions for the stakeholder interviews.



2. Interviews with local agencies were conducted to understand organizational capacity, regional roles, decision-making processes, triggers for planning efforts, and institutional perspectives on the advent of CAVs in the region.
 3. Stakeholder Profiles were developed for the purpose of gauging how each of the institutions would respond to exogenous forces that can affect the roll-out of CAVs in the region.
 4. Scenario Building resulted in four scenarios (a copy of the handout describing each scenario in detail is attached to these minutes):
 - o Shared Mobility Revolution
 - o Robo-Transit Utopia
 - o Freewheeling Owned Autonomy
 - o Technology Change, but we don't!
- There are four phases in the prospective timeline:
 1. Connectivity and Sharing
 2. Introduction of CAVs for public transit
 3. Electrification and private use of CAVs
 4. Most of the vehicles on the road will be fully autonomous, have an urban utopia where there is public open space and very few private cars
 - Potential benefits:
 1. Improved Road Safety
 2. Increased Traffic Efficiency
 3. Freed-up space
 4. Decrease in Pollution
 5. Lower transportation costs
 6. Better Service
 7. Equitable Access to Mobility
 - Major uncertainties include:
 1. Safety for Pedestrian and Bikers – as an example, the Uber accident that occurred
 2. Urban Form – living within the cores or more urbanization
 3. Environmental Impact – number of cars on the road
 4. Equity – privatization
 5. Consumer Preference
 6. Public Policy and Finance – where are the funds coming from
 - The Champaign-Urbana region is an optimal test-bed for pilot projects and on-road testing of CAVs in Illinois.
 - The key focus areas in planning will be:
 1. Planning Strategies and Design Standards
 2. Infrastructure and Parking
 3. Funding and Pricing
 4. Health and Safety
 5. Equity

6. Environment
7. Jobs & Economy
8. Policies for Ride/Vehicle Sharing and CAV Fleets

- Mr. Sulamoyo inquired if there were any current efforts in the Champaign-Urbana related to this topic as far as testing or piloting. Mr. McAnarney commented that right now IDOT submitted an RFI in conjunction with the University, Northwestern University and UIUC to potentially create a closed environment test facility on the Chanute Air Force Base in Rantoul. There are 250 acres and there would be a two-mile track.
- Mr. Kowalski inquired how the speed limit factor would work in a CAV.
- Mr. Sulamoyo commented on how autonomous vehicles will impact employment. Truck drivers were given as an example. Also, Uber will have an impact. Affordability will be a consideration.

VII. Old Business

In the interest of time, discussion of old business items from the agencies was postponed until the Policy Committee meeting on Wednesday, June 20.

VIII. Announcements

None

IX. Audience Participation

None

X. Adjournment

There being no further business, Mr. Helton adjourned the meeting at 12:10 p.m.