



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

Planning Coordinating Meeting Minutes

March 10, 2010--8:00 a.m.

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

Members Present: Elliott Hartstein, Chair-CMAP Board, Bill Browne-Economic and Community Development, Roger Claar-CMAP Board, Sheri Cohen-Human Services, Luann Hamilton-Transportation, Al Larson-CMAP Board, Ed Paesel-Land Use, Rick Reinbold-CMAP Board, Rae Rupp Srch-CMAP Board, Joanna Trotter-Housing

Staff Present: Erin Aleman, Lindsay Banks, Randy Blankenhorn, Bob Dean, Lee Deuben, Dolores Dowdle, Jesse Elam, Doug Ferguson, Tom Garritano, Sean Glowacz, Don Kopec, Jill Leary, Matt Maloney, Ross Patronsky, Joy Schaad

Others Present: Kama Dobbs-DMMC, Bud Fleming-SSMMA, Mark O'Donnell-Metra, Mark Pitstick-RTA, Thomas Snyder-UIC, Susan Stitt-IDOT, Mike Sullivan-KKCOM

1.0 Call to Order and Introductions

The meeting was called to order at 8:05 a.m. by Elliott Hartstein.

2.0 Agenda Changes and Announcements

There were no agenda changes.

3.0 Approval of Minutes

A motion by Frank Beal was seconded by Al Larson to approve the minutes of January 13, 2010, as presented.

4.0 GO TO 2040 Outline and Organization

Bob Dean described the expected outline and organization of *GO TO 2040*, noting that it would include a version that would be accessible to the general public, a longer version with detailed recommendations, customized "action sheets" directed to different groups, and an interactive website. He stated that drafts of some of these elements would be

released in June, while others, like the fully interactive website, would not be complete until the final plan adoption.

Rae Rupp Srch asked about the intended audience for different versions. Mr. Dean stated that the general public version was geared toward elected officials and other decision-makers, and the detailed version would be geared toward implementers, planners, and policy professionals. Joanna Trotter suggested that the general public version should present implementation ideas at a high level, and Mr. Hartstein added that the general public version should have links to the more detailed recommendations in the longer version. Ms. Rupp Srch noted that the “action sheets” would be helpful to have for communication with state and federal legislators.

5.0 Plan Promotion and Production

Erin Aleman described the stakeholder outreach elements of *GO TO 2040*. She stated that promotion of the plan would continue after its adoption, involving stakeholder targeting, creating a unified website and using social media, and building on past efforts like the Burnham Centennial. Mr. Hartstein emphasized the use of social media, and Ms. Aleman responded that CMAP was active in using Facebook, Twitter, and other online communication methods. Ms. Trotter noted that using tangible, actual examples was helpful in communicating complex planning concepts.

6.0 Transportation Financial Plan

Matt Maloney described the conclusions of the transportation financial plan, which assessed the available revenues and expected costs of the region’s transportation system between now and 2040. He explained that \$385 billion was expected to be available in revenues, which includes an increase in the state gas tax as well as the application of congestion pricing on some expressways. The vast majority of these revenues were expected to be used for maintaining and operating the existing system, with the remainder used to improve the condition of the system, modernize and improve it, and pursue a limited number of major capital projects. Ed Paesel noted that public-private partnerships represented a new source of funding that could be used for transportation improvements, and that legislation related to this was moving through the state legislature.

7.0 Major Transportation Capital Projects

Don Kopec described the plan’s approach to major transportation capital projects. By federal law, the plan was required to include a list of major capital projects that is fiscally constrained, or fundable within the revenues identified in the transportation financial plan. He noted that limited funding was expected to be available for major new projects, so prioritization of potential projects is necessary. Mr. Kopec reviewed the initial proposal for the fiscally constrained list of major capital projects.

Bill Browne and Al Larson asked for explanations of what it meant for projects to be on the fiscally unconstrained list. Luann Hamilton also asked that the process for moving from the unconstrained to the constrained list be clarified. Mr. Kopec responded that planning could continue to occur for all projects on the unconstrained list, and Phase I

engineering could be initiated for highway projects. Both transit and highway projects are required to be on the fiscally constrained list to complete preliminary engineering and receive federal authorization begin design engineering. He also stated that the fiscally constrained list could be modified by the CMAP Board and MPO Policy Committee at any time.

Roger Claar stated that the Illiana Expressway was a high priority and should be included on the fiscally constrained list. He expressed concern that it would not be perceived to be a regional priority unless it was supported by CMAP. Ed Paesel echoed these statements and noted that this project was likely to be partially funded through private revenue. Mr. Paesel also noted that several Metra projects were likely to complete their planning work soon and begin preliminary engineering, and that they would need to be on the fiscally constrained list to enter this next stage.

8.0 Sustainable Communities Initiative

Jill Leary informed the committee that a new federal program, the Sustainable Communities Initiative, appeared to have potential to advance the implementation of the plan. She stated that funding had been set aside for preparing and implementing plans that support federal livability principles, and CMAP intended to apply for this once it became available. Ms. Hamilton asked what the match requirement would be, and Ms. Leary responded that it was not firm yet. Ms. Rupp Srch advised that CMAP should make communities aware of this grant opportunity.

9.0 Other Business

There was no other business.

10.0 Public Comment

There was no public comment.

11.0 Next Meeting

The next meeting of the committee was scheduled for May 12, 2010.

12.0 Adjournment

At approximately 9:15 a.m., a motion to adjourn by Roger Claar was seconded by Al Larson.

Respectfully submitted,

Approved as presented by unanimous vote, May 12, 2010