



Chicago Metropolitan Agency for Planning

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Planning Coordinating Meeting Minutes

January 13, 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, Frank Beal-CMAP Board, Bill Browne-Economic and Community Development (alternate), Sheri Cohen-Human Services, Ingrid Danler-Environment and Natural Resources, Al Larson-CMAP Board, Ed Paesel-Land Use, Rick Reinbold-CMAP Board, Andre Rice-CMAP Board, Rae Rupp Srch-CMAP Board, Chris Snyder-Transportation (alternate)

Staff Present: Lindsay Banks, Randy Blankenhorn, Ylda Capriccioso, Bob Dean, Jesse Elam, Sean Glowacz, Don Kopec, Jill Leary, Matt Maloney, Ross Patronsky, Gordon Smith

Others Present: Len Cannata-WCMC, Maria Choca Urban-CNT, Rich Hazlett-CDOT, Catherine Kannenberg-Metra, Tam Kutzmark-DMMC, Dennis Marino-City of Evanston, Mark Pitstick-RTA, Mike Sullivan-KKCOM, Mike Walczak-NWMC, Jan Ward-KKCOM

1.0 Call to Order and Introductions

The meeting was called to order at 8:05 a.m. by Rae Rupp Srch, who served as chair until Elliott Hartstein arrived.

2.0 Agenda Changes and Announcements

Bob Dean announced that the committee had several new members, including CMAP Board member Rick Reinbold and Housing Committee co-chair Joanna Trotter. Dean also announced that Chris Snyder, representing the Transportation Committee, was filling in for Luann Hamilton and that Bill Browne, on behalf of Robin Kelly and representing the Economic and Community Development Committee would be regularly attending.

3.0 Approval of Meeting Minutes

A motion by Frank Beal was seconded by Al Larson to approve the minutes of November 18, 2009 as presented.

4.0 Preferred Regional Scenario Development

Bob Dean described the preferred Regional Scenario report and requested that the committee consider recommending its endorsement to the CMAP Board. Elliott Hartstein noted that he appreciated the report's emphasis on reinvestment in existing communities and its support for continued local control of land use. Ingrid Danler stated that the latest version of report adequately addressed suggestions that had been made by the Environment and Natural Resources Committee at their meeting the previous week. Ed Paesel suggested that as staff refined the plan's approach to service coordination and consolidation, they work with the Metropolitan Mayors Caucus, who was addressing this issue. Several committee members noted that the preferred Regional Scenario report was a good starting point for the completion of *GO TO 2040*.

A motion by Rae Rupp Srch was seconded by Ingrid Danler to recommend the endorsement of the preferred Regional Scenario report for approval by the CMAP Board.

5.0 Regional Freight Recommendations

Tom Murtha provided a presentation on an ongoing study of freight designed to produce recommendations for *GO TO 2040*. He explained the study process and reviewed the areas in which recommendations were expected to be developed. Ed Paesel advised that the study should include the most recent freight forecasts for the South Suburban Airport.

6.0 Transportation Financial Plan and Major Capital projects

Bob Dean explained that *GO TO 2040*, as the region's long-range transportation plan, was required to include a detailed transportation financial plan and a fiscally constrained list of major capital projects to be pursued.

Several committee members asked about public-private financing and how it would be addressed. Mr. Dean responded that the federal government did allow regions to consider public-private financing, and that it was best approached on a project-by-project basis. In other words, private financing would be identified for individual, appropriate projects, rather than assumed to occur systematically. He also stated that user fees, such as tolls, were also addressed project-by-project.

Al Larson noted that public-public partnerships, such as those involving a local government contributing funding for an interchange improvement or transit service, should be considered as well. Elliott Hartstein asked whether there were other parts of the nation that had used innovative financing techniques. Matt Maloney responded that there were, and stated that staff would provide a report on these examples at a future meeting.

Andre Rice asked what the total need for funding was estimated to be, and Mr. Dean stated that the need was far greater than available resources. Bill Browne asked whether the plan set aside a specific amount of funding to recover from major disasters. Mr. Dean stated that it covered routine maintenance and improvements, and that transportation

security would be covered as an issue in the plan, but that it did not reserve funding specifically for disaster recovery.

Sheri Cohen noted that the prioritization of major capital projects should reflect the support for transit of the preferred Regional Scenario. Tam Kutzmark expressed a concern with the description of “future corridor” projects, which stated that some projects would not be recommended to be pursued within the plan’s time frame; she suggested that these could instead be identified as projects that could be pursued by others.

7.0 Other Business

No other business was raised.

8.0 Public Comment

There was no public comment.

9.0 Next Meeting

The next meeting of the committee was scheduled for March 10, 2010.

10.0 Adjournment

At approximately 9:00 a.m., a motion to adjourn by Rae Rupp Srch was seconded by Al Larson.

Respectfully submitted,

Approved as presented by unanimous vote, March 10, 2010