



## Regional Coordinating Committee

### Minutes

Wednesday March 9, 2011

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

#### Committee Members

##### Present:

Joe Deal (City of Chicago-CMAP Board) Chair, Frank Beal (Metropolis Strategies-CMAP Board), Roger Claar (Mayor-Village of Bolingbrook-CMAP Board) Sheri Cohen (Chicago Dept. Public Health-Human & Community Services Cmte.), Michael Gorman (President, Village of Riverside-CMAP Board), Al Larson (President, Village of Schaumburg-CMAP Board), Ed Paesel (South Suburban Mayors & Managers Assoc.-Land Use Cmte.), Lance Pressl (Chicagoland Chamber-Economic Development Cmte.), Christopher Synder (DuPage County-Transportation Cmte.), Rae Rupp Srch (DuPage County-CMAP Board),

##### Members Absent:

Jack Darin (Sierra Club, IL Chapter-Environment Natural Resources Cmte.) and Nigel Telman (Proskauer-CMAP Board).

##### Others Present:

Greg Hummel-Bryan Cave LLP, Steve Friedman-S.B. Friedman & Co., and Paul Shadle-DLA Piper LLP all representing ULI Chicago, Bruce Christensen-Lake County DOT, John Donovan-FHWA, Catherine Kannenberg-Metra, Hugh O'Hara-WCGL, Mark Pitstick-RTA, Chris Staron-NWMC, Jan Ward-Kane Kendall Council of Mayors

##### Staff Present:

Matt Maloney-Deputy Chief of Staff, Jill Leary-Chief of Staff, Kermit Wies, Patricia Berry and Ylda Capriccioso

#### 1.0 Call to Order

8:00 a.m.

Joe Deal, Chair, called the meeting to order just after 8:00 a.m.

#### 2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

### **3.0 Committee Member Introductions**

This being the first meeting of the Regional Coordinating Committee, members were asked both to introduce themselves and to briefly describe their backgrounds. Deputy Chief of Staff Matt Maloney reported that CMAP's Housing Committee had not yet named a rep to the Coordinating Committee.

### **4.0 Committee Responsibilities and Meeting Schedule**

Matt Maloney described the contents of an enclosed memo describing the expected responsibilities of the committee, scope of work and types of issues to be considered moving forward. Implementation actions that are larger in geographic scale, such as state or federal legislative activities or prioritization of regional infrastructure investments will be brought before this committee along with the implementation of GO TO 2040's major capital projects and moving the recommendation of certain transportation programming actions to the CMAP Board for approval. Today's agenda, Maloney continued, is fairly representative of the types of issues the committee will see. The Committee is scheduled to meet a maximum of five more times during 2011, including: May 11, July 13, September 14, October 12 and December 14.

Maloney fielded questions related to taking a proactive role with our legislators and the manner in which the group relates to the CMAP Board and the MPO Policy Committee.

### **5.0 Urban Land Institute (ULI) Chicago Regional Infrastructure Report**

Greg Hummel from Bryan Cave LLP along with Steve Friedman from S.B. Friedman & Company and Paul Shadle from DLA Piper LLP serve as co-chairs to ULI Chicago's Infrastructure Committee. The following is a very brief summary of the lengthy presentation. ULI Chicago developed an Infrastructure Game Changers process to select and evaluate nine regionally significant infrastructure projects and their associated land use effects. Similarly, ULI used its Game Changers process to identify thirteen projects in the bi-state Lakeshore Industrial Heritage Corridor of Illinois and Indiana. More information on all the projects can be found at <http://tinyurl.com/5sxn9rg>. These projects align very closely to CMAP's list of fiscally constrained major capital projects in GO TO 2040.

The co-chairs fielded questions regarding the interconnectedness of the projects, how much collaboration was done with CMAP staff related to the evaluation of projects, governance issues that might arise in crossing borders, institutional barriers to high speed rail or major transportation improvements, and the advancement of value capture strategies as a way to support project implementation.

### **6.0 Update on CMAP Research and Analysis Activities**

CMAP staff Kermit Wies provided an overview of progress toward implementing CMAP's Strategic Plan for Advanced Model Development. Wies described the features of new analysis tools intended to provide improved information about the benefits of GO TO 2040 recommendations in the areas of highway pricing and freight. Wies also reported progress toward supplementing CMAP's Travel Tracker Survey with additional information about the travel habits of Latino households. Finally, Wies summarized the

proceedings of two public events on these subjects held in February that included independent expert panels to provide comment and feedback on CMAP's model development work.

#### **7.0 Transportation Consent Agenda**

CMAP staff Patricia Berry reported that CMAP is regularly required to demonstrate that the transportation projects in the region will not impede capacity to reach non-attainment area ambient air quality standards. Included in the action of adopting the GO TO 2040 and the short term projects in the Transportation Improvement Program (TIP) in October 2010, was a determination that air quality would not be impeded by the projects we are pursuing. Twice each year, all implementing agencies are offered an opportunity to make changes to their projects and in the months of March and October those changes are presented for approval. Berry presented several projects that have either changed analyses or added or deleted work types. Having been provided a list of the actual projects a motion by Rae Rupp Srch was seconded by Mayor Al Larson to recommend to the CMAP Board approval of the TIP and associated conformity analysis. All in favor, the motion carried.

#### **8.0 CMAP's State Agenda and Outreach Strategy**

CMAP Staff Ylda Capriccioso reviewed the materials that had been distributed in the committee packet, including a draft Legislative Outreach Strategy and Rollout, the State Agenda that had been presented to and endorsed by the CMAP Board in February, and an Issue Brief regarding the first major policy issue of GO TO 2040, the 55/45 split. Recognizing this is a multi-year approach, CMAP will be working toward the elimination of the arbitrary split and to create fairer allocations based upon performance-based criteria. Capriccioso fielded questions related to a possible legislative solution that staff may be proposing, meetings with other MPOs throughout the state, and discussions with IDOT.

One matter for follow-up related to the public private partnership legislation that is being presented by IDOT and the Tollway and if CMAP would try to get the transit agencies involved in that legislation as well or if CMAP had considered expanding public private partnership authority to include municipalities that may not be home-rule.

#### **9.0 Other Business**

There was no other business before the Regional Coordinating Committee.

#### **10.0 Public Comment**

There was no public comment

#### **11.0 Next Meeting**

The Regional Coordinating Committee meets next on May 11, 2011.

**12.0 Adjournment**

At 9:28 a.m., a motion to adjourn made by President Michael Gorman was seconded by Mayor Roger Claar. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Michael Gorman", with a long horizontal flourish extending to the right.

03-22-2011

/stk

*Approved as presented, May 11, 2011*