



Chicago Metropolitan Agency for Planning

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Environment and Natural Resources Committee

DRAFT Minutes

June 1, 2011 —9:30 a.m.

Members Present: Patty Werner - Lake County SMC, Sean Weidel – City of Chicago, Joe Schuessler – Metropolitan Water Reclamation District, Ashley Craig – Environmental Law and Policy Center, Anne McKibbin – Center for Neighborhood Technology, Kate Agasie – Metropolitan Mayors Caucus, Martha Dooley – Village of Schaumburg, Kindy Kruller – Delta Institute, Marty Jaffe – University of Illinois at Chicago, Lenore Beyer-Clow – Openlands, Pete Harmet – IDOT, Harlan Spiroff – DuPage Mayors and Managers Conference, Frank Coconate – Cook County Department of Environmental Control

Staff Present: Jesse Elam, Ylda Capriccioso, Doug Ferguson

Others Present: Ron Shmizu – PB, Tina Seaman – Openlands, Kesti Susinkas – AECOM, Larry Martin – CH2M Hill

1.0 Call to Order

Lenore called the meeting to order at 9:35 am. A round of introductions followed.

2.0 Agenda Changes and Announcements

None.

3.0 Approval of Minutes from May 4, 2011

A member noted that the minutes regarding the discussion of the Illinois DNR coastal management program should show that expanding the budget for the program is a welcome change after several years of DNR budget cuts. The minutes were approved as amended.

4.0 Coordinating Committees Update

Jesse reported on the Regional Coordinating Committee meeting; the main item on the agenda was an overview of the Elgin O'Hare West Bypass process, which would be part of the June ENR agenda. The Local Coordinating Committee did not meet in May.

5.0 Illiana Expressway and Elgin O'Hare West Bypass project briefing – Pete Harmet, IDOT and Larry Martin, CH2M Hill

Pete provided an overview of the Illiana Expressway project study, referring to a PowerPoint. He indicated that the study is being conducted in partnership with Indiana DOT, which is responsible for 75% of the effort, with IDOT providing the remainder. A

Corridor Planning Group and Corridor Planning Group and a Technical Task Force are being formed, with the first meetings held jointly on June 14 in Joliet for the Illinois portion and on June 21 in Crown Point for the Indiana portion. It was inquired who would be represented on the technical task force; Pete said that invitations had been sent out, but that the project sponsors were open to having as many interested stakeholders involved as possible. A question was asked about how the conclusions of previous feasibility studies would be brought into the current project study; Pete indicated that NEPA requires starting with a “blank slate.” It was suggested that IDOT apply the I-LAST manual checklist to the Illiana Expressway. Pete responded that once an alignment and basic facility characteristics were determined, then more-specific materials specifications and so forth from I-LAST could be considered. A member asked how the proposed Peotone airport came into play. The forecasts associated with GO TO 2040 include a “starter airport,” he said, and those forecasts would be used in the project study. A member suggested that the big natural resource concerns in the conservation community would be impacts to Midewin and to Prairie Parklands. Finally, a member asked about private side of the public-private partnership. Pete indicated that IDOT would have to go through a procurement process before private partners were brought on board.

Referring to a PowerPoint presentation, Larry Martin provided an overview of the Elgin O’Hare West Bypass EIS process, for which IDOT is the lead agency. It has been going on about four years and is the first example of a tiered EIS process in Illinois. Tier 1 supplied a preferred concept plan and a basis for right-of-way protection. Tier 2 is now underway and will result in a more detailed design, a financing plan, etc. Governor Quinn also established an advisory council for the project that parallels the IDOT Tier 2 process. The council delivered a draft report in February 2011, and the final report is expected in June 2011. It had four sub-groups with recommendations for four areas: financing, economic impact, sustainability, and workforce diversity. The highlights of the sustainability recommendations include appointing a sustainability czar, going beyond regulatory requirements for wetland mitigation, LEED certification for any associated buildings, use of new deicing strategies, etc. The point was made that while stormwater detention is being required on the project, it has to drain within 48 hours to avoid attracting birds into the O’Hare flight path; for that reason, the detention provided may be unconventional. A member suggested that while LEED for buildings is desirable, most of the environmental impacts would be from the roadway; spending money on BMPs is probably better. Another member suggested that taxpayers might not find some of the sustainability practices especially valuable and might be opposed to spending money on them. Larry noted that while many practices are new and do not have a long record yet, many are expected to save money over the long term.

7.0 Transportation/environment collaborative – Kindy Kruller, Delta Institute

Kindy provided an overview of the transportation/environment collaborative effort that Delta Institute has been working on to encourage early involvement in transportation planning and project development by the environmental community. Delta has held a number of workshops with environmental stakeholders on the topic. Kindy reviewed the process that the Route 120 Advisory Council and the Lake County Division of Transportation used to identify sensitive areas, then suggested that this would be a good

approach to use ahead of transportation planning. This was the approach Delta took in a map of natural resource value in McHenry County; Delta is going to ask the county department of transportation to adopt the map. A member felt that, in her experience, roadbuilders see environmental protection as a low priority; she wondered if efforts like developing maps really matter. Kindy responded that she hoped to help make sure the environment is protected by training people from the environmental community to be involved in transportation planning. She also said she had established many contacts on the transportation side. Finally, Kindy showed a map of natural resource importance in northwest Indiana.

8.0 CMAP program updates

8.1 GO TO 2040 Focused Transportation Programming

Doug Ferguson explained that CMAP is trying to use the Congestion Mitigation and Air Quality (CMAQ) program to help implement GO TO 2040. One of the criticisms of CMAQ is that it is disjointed and spread among many different kinds of projects, so the new approach is meant to help channel funding toward priorities from the comprehensive plan. Still, CMAQ is a federal program, so program eligibilities and priorities are still strongly shaped by the federal government.

5.0 Legislative update

The legislative update was moved as Ylda needed to come in later. She gave a brief summary of the end of the session in the General Assembly. HB 248 passed, allowing the North Shore Sanitary District to sell treated wastewater. HB 1558 established a Wind Energy Advisory Council. SB 2081 would have allowed the use of a portion of the NPDES fees collected by the Illinois EPA to finance projects recommended by the DuPage River Salt Creek Workgroup (DRSCW); it was re-referred to Rules Committee. The rainwater harvesting bill died in committee because the discussion over the bill moved away from the desirability of rainwater harvesting to focus on which group would get what. A member noted that the DNR budget went through, and that the conservation community could be fairly happy with it. She noted that casino revenue could support Chicago parks, and OSLAD funds – about \$11 million – were awarded.

9.0 Other Business

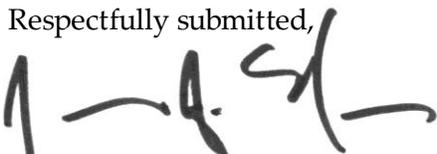
None.

10.0 Public comment

None.

11.0 Adjournment.

Respectfully submitted,



Jesse Elam, CMAP staff liaison