



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 3.0

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## Chicago Metropolitan Agency for Planning (CMAP)

### Board Meeting Minutes

March 12, 2014

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

#### Board Members

##### Present:

Gerald Bennett, CMAP Board Chair-representing southwest Cook County (via tele-conference), Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Roger Claar-representing Will County (via tele-conference), Elliott Hartstein-representing Lake County, Lisa Laws-representing the City of Chicago (via tele-conference), Andrew Madigan-representing the City of Chicago, Raul Raymundo-representing the City of Chicago, Rick Reinbold-representing South Cook County, William Rodeghier-representing Suburban Cook County, Rae Rupp Srch-representing DuPage County (via tele-conference), Carolyn Schofield-representing McHenry County, Tom Weisner-representing Kane and Kendall Counties and non-voting members Leanne Redden-representing the MPO Policy Committee, Sean O'Shea-representing the Governor's Office.

##### Staff Present:

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Gordon Smith, Patricia Berry, Jesse Elam, Lindsay Hollander and Sherry Kane

##### Others Present:

Mike Albin-DMMC, Jennifer Becker- Kane/Kendall Council of Mayors, Len Cannata-WCMC, Bruce Carmitchel-IDOT, Bola Delano-IDOT, John Donovan-FHWA, Dan Johnson-Midwest High Speed Rail Assoc., Patrick Knapp- Kane/Kendall Council of Mayors, Mark Pitstick-RTA, Cindy Skrukrud-Sierra Club, Deb Spencer-Metropolitan Planning Council, Mariyana Spyropoulos-MWRD, Chris Staron-NWMC, Mike Walczak-NWMC and Barbara Zubek-Southwest Conference of Mayors.

### 1.0 Call to Order and Introductions

CMAP Board Vice-Chair, Elliott Hartstein, called the meeting to order at 9:34 a.m., and asked Board members to introduce themselves.

## 2.0 Agenda Changes and Announcements

There were no agenda changes.

## 3.0 Approval of Minutes

A motion to approve the minutes of the February 12, 2014, meeting of the CMAP Board (as corrected, showing Rae Rupp Srch was present) was made by Rita Athas and seconded by President William Rodeghier. All in favor, the motion carried.

## 4.0 Executive Director's Report

An update of the Local Technical Assistance (LTA) program had been included in the board packet, Blankenhorn reported. Blankenhorn also reported that he had met with members of the Illinois delegation in March in D.C., and that Board Chair Mayor Bennett had been asked to testify to the House Subcommittee on Highways and Transit. Briefly, Chairman Bennett reported that he had been invited to speak on a panel discussing funding for the freight network, that the event had been positive and upbeat and he had specifically targeted his testimony to CMAP and the CREATE program, explaining the successes of the public-private partnership while appealing for additional funding to mitigate the freight's negative impact on local communities. Blankenhorn also reported on the depletion of the highway trust fund and the upcoming expiration of the transportation bill as well as conversations he'd had regarding the Local Technical Assistance (LTA) program. A final report of the energy retrofit program, EI2, had been completed and forwarded to the Department of Energy, and Blankenhorn thanked all who had been involved adding that the difficult program had been met with great success. Blankenhorn turned to CMAP board member Raul Raymundo for a brief update on the Governor's Transit Task Force. Raymundo reported that the final report is due at month's end, that the work is winding down, that the governance subcommittee will meet again and that many, including CMAP and MPC as well as others from around the country had been helpful. Raymundo also stated that the report, in four parts: performance, ethics, funding and finance and governance, is expected to be widely distributed. Representing the Governor's office, Sean O'Shea reported on the governance subcommittee's meeting of the previous day regarding four governance models that had been singled down to two. Finally, Blankenhorn reported that the (redesigned) FLIP application is available for recruiting its 25-35 high-school sophomores and seniors to next year's program.

## 5.0 Procurements and Contract Approvals

One procurement, authorizing staff to proceed under the Tenant/Contractor & Vendor Guidelines for Willis Tower for the construction and installation of life safety equipment, not to exceed \$96,000, enlisted comment and additional clarification regarding the city-required improvements. Executive Director Randy Blankenhorn, attempting to address the concern, explained that it is the responsibility of the tenant, and would be brought up when considering long-term lease issues with the building owners. A motion made by President William Rodeghier to authorize the procurement was seconded by Rita Athas. A roll call vote was requested; the result of which was:

Gerald Bennett–yes	Raul Raymundo–yes
Rita Athas–yes	Rick Reinbold–yes
Frank Beal–yes	William Rodeghier–yes

Roger Claar–no	Carolyn Schofield–yes
Elliott Hartstein–yes	Peter Silvestri–Absent
Al Larson–Absent	Rae Rupp Srch–yes
Lisa Laws–yes	Thomas Weisner–yes
Andrew Madigan–yes	

The motion passed.

## 6.0 Committee Reports

Regional Coordinating Committee Chair Elliott Hartstein reported that the committee had met earlier in the morning, that staff gave a presentation about a revised set of indicators for the GO TO 2040 plan update, and presented information about major capital projects for the Plan Update. An update was given on CMAP's recent efforts related to freight, including the status of the Regional Freight Leadership Task Force, a group approved by the CMAP Board last June that has been meeting monthly to examine how this region can improve governance and funding related to this critical issue. Also on this issue, CMAP has been extremely active on the national level and had led an effort to coordinate with the nation's major metropolitan areas to recommend a set of freight principles for the next federal transportation bill. The Committee reviewed and will recommend approval of the updated conformity analysis as well two minor TIP changes. Finally, a brief overview about a recent community health, land use, and transportation planning workshop held in December was given. The workshop focused on how CMAP can work with Counties and the City of Chicago to integrate these areas into CMAP's ongoing LTA work.

Executive Director Randy Blankenhorn pointed out that a memo outlining CMAP working committee membership and meetings dates had been included in the Board packet.

## 7.0 CMAP & MPO Memorandum of Understanding (annual review)

The CMAP & MPO Memorandum of Understanding (MOU) was presented for annual review, prompted two topics: the return of a joint meeting of the CMAP Board and Policy Committee in October and urging the Policy Committee to revise its voting approach to mirror that of CMAP. Executive Director Randy Blankenhorn suggested that the voting measure be taken up separately since it would not affect approval of the MOU. A motion by Rae Rupp Srch was seconded by Mayor Tom Weisner to reaffirm the MOU. All in favor, the motion carried.

## 8.0 Transportation Consent Agenda: Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendment

CMAP Staff Patricia Berry presented the Transportation Consent Agenda that included the semi-annual GO TO 2040 TIP Conformity Analysis & TIP Amendment, reporting that the review had been considered by earlier in the morning by the Regional Coordinating Committee who recommended approval by the CMAP Board. A motion by Rita Athas was seconded by Rae Rupp Srch to approve the transportation consent agenda as had been presented. All in favor, the motion carried.

## **9.0 State Legislative Update**

CMAP staff Gordon Smith presented the state legislative update reporting that the Regional Coordinating Committee had considered earlier that morning and were recommending the Board take a position on eight pieces of legislation. Smith reported that staff is recommending the board consider supporting HB 5786, HB 5664, HB 5629 and SB 3047 and HB 5907 that assist the implementation of GO TO 2040 and opposing HB 5373, HB 5999 and SB 2790 that reduce the region's ability to invest strategically in transportation. Smith explained the essence of and gave rationale supporting or opposing each of the bills. Suggestions were also made that the board oppose HB 1681, HB 2696 and HB 4418. A motion by Mayor Tom Weisner was seconded by Mayor Claar to add HB 1681, HB 2696 and HB 4418 to the list of bills opposed by the CMAP Board. All in favor the motion carried. Finally, a motion by Raul Raymundo was seconded by Rita Athas to approve the staff report, as amended. All in favor, the motion carried.

## **10.0 GO TO 2040 Plan Update**

Having started work last July and moving towards a release for public comment at the meetings of the Board and MPO Policy Committee in June, Andrew Williams-Clark reported that federal law mandates final approval of the GO TO 2040 Plan Update by October of 2014. The main overarching point of the update has been to carry forward the existing policies of the plan, Williams-Clark continued, and that staff are updating the financial plan and major capital projects sections by prioritizing investments and the strategic choices related to major capital. Regarding indicators, Williams-Clark stated, we are making sure that we are using the right information to track the progress of the plan and setting goals for the next 25 years and finally regarding the implementation action areas, in their final stage of review, considered concluded, are available for download through links in a memo posted on the Board website.

### **10.1 Financial Plan**

CMAP staff Lindsay Hollander provided an overview of the GO TO 2040 financial plan update, explaining core revenue forecasts and forecasts for operating and maintaining the system at a safe and adequate level. Estimated expenditures are expected to exceed forecasted revenues by \$4.5 billion over the planning period. The expected funding will not be sufficient to bring the system to a state of good repair nor allow for additional enhancements or expansions to the system. Hollander also provided an overview of both current reasonably expected revenues and those necessary to provide additional funding beyond core revenues. An action plan for funding the operation, maintenance, enhancement and expansion of the transportation system and the strategies required to implement policy changes in each of the following categories: state motor fuel tax increase and replacement; congestion pricing on the existing system; regionally-imposed vehicle registration fee; performance-based funding; and, variable parking pricing was also forecasted as providing an additional \$43.5 billion. Beyond this, Hollander concluded, GO TO 2040 recommends that the bulk of the region's transportation investments should be allocated to maintaining, improving and

modernizing the infrastructure before pursuing new major capital projects. Concerns regarding cost containment measures, what the Governor's office plans (and associated report on the existing capital program that is nearing its end), being mindful of doubling ridership on transit as an aspirational goal, forecasting disagreements related to expenditures, as well as collar counties' inequities related to motor vehicle supported revenues without access to the interstate or transit, taxes (i.e., services vs. goods) that could be allocated to transportation and how those might be administered.

#### 10.2 Major Capital Projects and Congestion Pricing Policy

CMAP staff, Jesse Elam gave an overview of congestion pricing, why it's important and how it can be implemented, suggesting that the CMAP Board and the Policy Committee consider adopting congestion pricing on new capacity associated with GO TO 2040 major capital projects and that over the longer-term should be implemented on select existing expressways. Elam explained the premise of congestion pricing of charging drivers a higher toll to use a road during peak periods, saying that it helps preserve capacity, improves travel times, offers reliability, and benefits transit riders as well (running buses in express toll lanes). It is recommended that the revenue generated would first be used to the operation and maintenance of the priced lanes, repay upfront construction costs or debt service payments. Elam also discussed project implementation (i.e., relationship of policy to project studies), concerns regarding mitigation of local impacts and equity, and institutional framework, concluding that staff is recommending that the Board and the MPO Policy Committee adopt the Congestion Pricing Policy that highway major capital projects use congestion pricing instituted at the time the facility opens as part of the GO TO 2040 plan update and that over time existing facilities should be priced as well. The agenda item was for discussion to inform the development of the GO TO 2040 update. Clarification was offered regarding the extent to which existing, non-tolled capacity could be congestion-priced under federal policy; staff explained that existing lanes off the interstate system could be tolled as long as the revenue was used for reconstructing the facility. When questioned about failures, Atlanta was given as an example of a poorly-modeled facility, primarily because of being priced too high. Transition from a tollway versus IDOT-controlled tolling might also be a concern to which Elam suggested additional lanes might be added by IDOT at the Cumberland interchange to prevent a bottleneck situation.

#### 11.0 Follow-up on Visioning & Strategic Planning Session

Following up on the visioning and strategic planning session in February, Executive Director Randy Blankenhorn thanked the Board for their direction and input on the previous important issues related to the plan update.

Turning to the board memo and regarding funding, Blankenhorn reported that a couple of options would likely be presented in April that would insure the stability and diversity

(outside of transportation related) of funding amounts. The focus of the next regional plan, (to be started immediately upon the completion of the update) should be built off GO TO 2040, focus on implementation areas where we have the greatest expertise specifically in land use and transportation that will be reflected in the FY15 work plan that is currently being developed. The Local Technical Assistance (LTA) program will be evaluated to consider whether CMAP should work to implement the plans that have already been written that will be illustrated in the work program and changes that may be seen in 2015. While there may be some overlap between the coordinating committees there are likely to be no changes in the Board, working or advisory committee structure. Finally, regarding legislative outreach and analysis, Blankenhorn suggested that in order to move the policy work we are doing into true legislative action, CMAP may need to take a bit more leadership particularly related to tax policy and the Governor's Transit Task Force report.

**12.0 Other Business**

There was no other business before the Board.

**13.0 Public Comment**

There were no comments from the public.

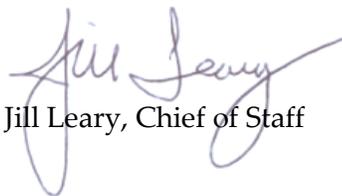
**14.0 Next Meeting**

The CMAP Board is scheduled to meet next on April 9, 2014.

**15.0 Adjournment**

A motion by Rita Athas was seconded by Carolyn Schofield to adjourn the regular meeting at 11:13 a.m. All in favor, the motion carried.

Respectfully submitted,



Jill Leary, Chief of Staff

03-17-2014

/stk

*Approved as presented, by unanimous vote, April 9, 2014*