



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 3.0

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## Regional Coordinating Committee

DRAFT Minutes

Wednesday, January 8, 2014

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

### Committee Members

#### Present:

Elliott Hartstein, Chair (CMAP Board), Frank Beal (City of Chicago- CMAP Board), Pat Carey (Cook County-Economic Development Cmte.), Allison Clement (Metropolitan Mayors Caucus- Housing Committee), Sheri Cohen (Chicago Dept. Public Health-Human & Community Services Cmte.), Michael Connelly (CTA- Transportation Committee), Jack Darin (Sierra Club- Environment and Natural Resources Cmte.), Al Larson (Northwest Cook County- CMAP Board), Andrew Madigan (City of Chicago- CMAP Board), Ed Paesel (South Suburban Mayors & Managers Assoc.-Land Use Cmte.), Thomas Weisner (Kane/Kendall Counties- CMAP Board)

#### Members Absent:

Roger Claar (Will County- CMAP Board), Leanne Redden (RTA- CMAP Board), Peter Silvestri (Cook County- CMAP Board)

#### Others Present:

Bruce Carmitchel- IDOT, Reggie Arkell- FTA, Bruce Christensen- Lake County, Chris Staron- NWMC, Brian Hacker- Metra, Jennifer Becker- Kane/Kendall Council of Mayors, Deb Spencer- Metropolitan Planning Council

#### Staff Present:

Randy Blankenhorn, Jill Leary, Matt Maloney, Jesse Elam, Don Kopec, Jacki Murdock, Brian Peterson, Lindsay Hollander, Simone Weil, Gordon Smith, Patricia Berry, Elizabeth Schuh, Alex Beata, Ylda Capriccioso, Jason Navota

### 1.0 Call to Order

Elliott Hartstein-Chair, called the meeting to order at 8:10 a.m., and asked committee members to introduce themselves.

### 2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

### **3.0 Approval of Minutes – October 9, 2013**

A motion was made to approve the minutes of the October 9, 2013 meeting as presented. All in favor, the motion carried.

### **4.0 Transportation Alternatives Program**

CMAP staff Jesse Elam presented the FY 13/14 Transportation Alternatives program. This is a new program under MAP-21 for funding non-motorized transportation, and MPOs have the responsibility for programming the funds. In all, eight projects were selected for funding for a total of \$17.4 million, and CMAP staff used performance based criteria for making the evaluations. A question was posed about the continuation of this program after this funding cycle. Staff replied that while there will likely be a continuing resolution of MAP-21, the future status of this program is unknown.

A motion was made to recommend approval of the FFY 2013/14 Transportation Alternatives Program to the CMAP Board. All in favor, the motion carried.

### **5.0 Reorienting State and Regional Economic Development- Lessons Learned from National Examples**

CMAP staff Simone Weil delivered a presentation of this new staff report—the first installment of a two part series—that explores some of the states and metropolitan regions that have developed innovative strategies to reorient economic development practices. Some of these examples could prove instructive for Illinois and metropolitan Chicago. The examples include broad-based state policies; the implementation of regional collaboration and cluster support; and improvements to transparency and accountability. Based on this research, CMAP envisions opportunities for the State of Illinois and metropolitan Chicago to improve upon current economic development practices. This research will be undertaken in the next phase of this effort.

Chairman Hartstein led the committee through a brief discussion of the report, specifically related to the major challenges the region faces in attracting and retaining economic development. The members discussed the relevance of this report given the IL General Assembly's recent discussions around reforming tax incentives. Publicly, members of the business community have stated that tax incentives are not critical to their location decisions, but privately, these deals remain pervasive with questionable economic benefit to the region or state. Uncoordinated job training programs and workers compensation laws were also cited as overall detriments to the region's economic future. The importance of local control versus a more regional approach was also addressed. A question was posed to staff about other national examples to draw from. Staff responded that the most relevant examples are showcased in the report.

### **6.0 GO TO 2040 Update— Financial Plan for Transportation**

CMAP staff Lindsay Hollander presented detailed information on the updated Financial Plan for Transportation as part of the GO TO 2040 Plan Update process. The plan update is scheduled for approval in October of this year. Staff provided an update on final forecasted transportation revenues and expenditures. These include core transportation revenues as well as "reasonably expected revenues", which are new revenues the region

will require if it is to be able to maintain, modernize, and expand the existing system. CMAP staff estimates the following: 1) the expenditures for operating and maintaining the transportation system will exceed the core revenues forecasted to be available over the planning horizon of 2015-40 by approximately \$4.5 billion. Moreover, the expected funding will not allow for additional modernization, enhancements, or expansions to the system. 2) In order to fiscally constrain modernization and expansion activities within the long-range planning context, numerous new sources of reasonably expected revenues should be advanced as major transportation policy priorities in the GO TO 2040 update.

A number of questions were posed to staff about the financial plan document. Committee members asked how the forecasts might affect major capital projects (staff replied that the major capital project list would be provided in the spring), how the state capital bond program was being addressed in the forecasts (staff replied that CMAP had assumed two new major bond programs over the planning horizon), how public private partnerships were being addressed (staff replied that these would be considered on a project-by-project basis with implementers, with relevant assumptions about cost efficiencies), and whether there exists the political will to move forward on some of the reasonably expected revenues (staff replied that an “action plan” would be provided for the next meeting which would clarify some of these issues.)

#### **7.0 2014 State Legislative Agenda**

CMAP staff Gordon Smith provided a summary of CMAP’s 2014 state legislative agenda, which includes a number of specific items regarding transportation revenues, performance-based funding, innovative transportation financing, transparency, and more. Committee members asked about CMAP’s overall leadership role with legislation, specifically about reasonably expected revenues and public transit issues. Staff responded that CMAP has not directly led legislative campaigns in the past, but remains directly engaged in the conversations about these important priorities.

#### **8.0 Other Business**

There was no other business.

#### **9.0 Public Comment**

There was no public comment.

#### **10.0 Next Meeting**

The Regional Coordinating Committee meets next on March 12, 2014.

#### **11.0 Adjournment**

At 9:30 a.m., a motion to adjourn was made and seconded. All in favor, the motion carried.