



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAA)

Board Meeting Minutes

June 12, 2013

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

Board Members

Present:

Gerald Bennett, CMAA Board Chair-representing southwest Cook County, Susan Campbell-representing the City of Chicago, Roger Claar-representing Will County, Michael Gorman-representing Cook County, Elliott Hartstein-representing Lake County, Andrew Madigan-representing the City of Chicago, Marilyn Michelini-representing Kane and Kendall Counties, Heather Niehoff-representing the City of Chicago, Raul Raymundo-representing the City of Chicago (via tele-conference), Rick Reinbold-representing South Suburban Cook County, Rae Rupp Srch-representing DuPage County, Dan Shea-representing McHenry County, Peter Silvestri-representing Cook County, and non-voting members Sean O'Shea -representing the Governor's office.

Staff Present:

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Patricia Berry, Kermit Wies, Jesse Elam, Andrew Williams-Clark, Ylda Capriccioso, Randy Deshazo and Sherry Kane

Others Present:

Mike Albin-DMMC, Jennifer Becker-Kane/Kendall Council of Mayors, Len Cannata-WCMC, Bruce Camitchel-IDOT, Chalen Daigle-McHenry County Council of Mayors, John Donovan-FHWA, Yonan Freemark-MPC, Pete Harmet-IDOT, Katie Kukielka-IDOT/AECOM, Stacy Meyers-Openlands, Hugh O'Hara-Will County Governmental League, Ed Paesel-SSMMA, Mark Pitstick-RTA, Chris Schmidt-IDOT, David Seglin-CDOT, Ron Shimizu-Parsons Brinckerhoff, Vicky Smith-SW Conference, Deb Spencer-MPC, Mike Walczak-NWMC, and Tammy Wierczak-WCMC

1.0 Call to Order and Introductions

CMAA Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:30 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes. Board Chair Mayor Bennett announced that Dan Shea, representing McHenry County, who had served as a CMAP board member since the beginning of CMAP, would be leaving the Board. Bennett, on behalf of all the Board thanked him for the time and energy he gave to the agency and wished him well. Shea stated that he was honored to serve and it had been a very special pleasure to work with CMAP.

Bennett also introduced Carolyn Schofield, who will serve as the newly-appointed member representing McHenry County.

3.0 Approval of Minutes

A motion to approve the minutes of the May 8, 2013 meeting of the CMAP Board as presented was made by Dan Shea and seconded by Mayor Marilyn Michelini. All in favor, the motion carried.

4.0 Executive Director's Report

Executive Director Randy Blankenhorn reported on the following topics. The Local Technical Assistance (LTA) program update was included in the Board's materials. Applications for the next call for projects are due June 26. The performance-based funding pamphlet had been completed and had been forwarded to regional members of the General Assembly. A demonstration of the agency's web with a new design that will make the site more user-friendly, with content organized in four main areas of Livability, Economy, Mobility and Data, Blankenhorn continued, will be given in October. Finally, Blankenhorn reported that CMAP had been the recipient of the Urban Land Institute (ULI) Vision Award for GO TO 2040.

5.0 Procurements and Contract Approvals

The following procurements were presented for approval. Camiros, Gensler, HLA, Lakota, Sam Schwartz, SCB and Teska, were pre-qualified to provide consulting assistance with the Local Technical Assistance (LTA) projects, funding for which will not exceed limits allocated in the UWP for FY 2013 and FY 2014. A number of one-year renewals for purchases of commercial data (as itemized in the Board memo included in the packet) in the total amount of \$340,000 were also presented for approval. A motion to approve the contract awards and purchases, as presented was made by Rae Rupp Srch, seconded by Mayor Marilyn Michelini, and with all in favor carried.

6.0 Committee Reports

Elliott Hartstein, chair of the Regional Coordinating Committee reported the following from the meeting that occurred earlier in the morning. First, the committee recommended approval of the FY 2014 Unified Work Program, totaling \$21.8 million. These are federal planning funds that support the majority of CMAP's operations as well as transportation planning by other entities throughout the region. The committee recommended approval of the Developments of Regional Importance (DRI) process. The DRI process was adopted by the Board in 2009, and no modifications had been made to the existing process. A status update on the CREATE program was given by staff from the Chicago Department of Transportation. The presentation focused primarily on the status of projects, funding

issues, and next steps. A presentation from CMAP staff about regional housing trends was also given. Over the last year, staff has been presenting analysis of these issues on the CMAP policy blog. Finally, Hartstein concluded, staff reported on the GO TO 2040 plan update. A state legislative update was also given.

7.0 Resolution Authorizing Local Match for U.S. Department of Commerce, Economic Development Administration (EDA) Grant

Executive Director Randy Blankenhorn reported that CMAP had been notified that its Economic Development Local Technical Assistance (ED-LTA) grant proposal was being considered pending an Economic Development Administration (EDA) allocation of funding in its Economic Adjustment program. A resolution authorizing \$200,000, from the FY 2013 state planning fund, for the local match to a U.S. Department of Commerce, Economic Development Administration (EDA) grant, should that grant be awarded, was recommended for adoption. A motion by Mayor Marilyn Michelini, to adopt the resolution authorizing the local match was seconded by Commissioner Peter Silvestri and with all in favor, carried.

8.0 Appointing a Nominating Committee

Board Chair Mayor Bennett appointed the following to serve as the nominating committee to make a recommendation to the Board at its next meeting naming officers and members to the Executive Committee: Andrew Madigan, representing the City of Chicago; President Rich Reinbold, representing suburban Cook County; and Mayor Roger Claar, representing the collar counties. Bennett also reminded of the following new procedure that had been approved earlier this year. Staff will work with the nominating committee contacting all board members to gauge interest in remaining on or becoming a member of the Executive Committee. The nominating committee will convene their respective subregional caucus to discuss and determine their subregion recommendation. The nominating committee would then convene and make its recommendation for the full board's consideration. Bennett thanked everyone in advance for their service.

9.0 Developments of Regional Importance (DRI) Renewal

Executive Director Randy Blankenhorn gave a brief background of the Developments of Regional Importance (DRI) process for reviewing and evaluating large-scale projects that was adopted by the Board as a pilot program in 2009. CMAP has not received or considered a single DRI and staff recommends continuing the existing process until such time as the Board directs a re-examination. A motion by Dan Shea, to continue the DRI process as it exists today, was seconded by Rae Rupp Srch and with all in favor, carried.

10.0 City-Suburban Surface Transportation Program (STP) Split

Executive Director Randy Blankenhorn reported that the current Memorandum of Agreement between the City of Chicago and the suburban Council of Mayors which describes the allocation of federal Surface Transportation Program funds for northeastern Illinois specifies that participating parties will determine whether a new agreement is warranted upon passage of new federal transportation authorization legislation. Given that funding levels have remained constant and the length of the federal legislation is only

two years, the MAP-21 Committee has recommended that a new agreement is not necessary. A motion by President Michael Gorman to continue the agreement as it exists was seconded by Rae Rupp Srch and with all in favor, carried.

11.0 Proposed Approach for the New Federal Transportation Alternatives Program (TAP)

CMAP staff Jesse Elam reported that the current transportation bill, MAP-21, created a new program called Transportation Alternatives by combining several other programs: Transportation Enhancements, Safe Routes to School, and the Regional Trails Program. It also gave larger metropolitan planning organizations like CMAP the responsibility to select projects to fund with the Transportation Alternatives money. While there is a longer list of eligible projects in the law, for a couple of reasons, staff recommends focusing CMAP's funding on bicycle and pedestrian projects. Expecting a little more than \$8.5 million per year over two years, staff feels it can do important things with the funding, and proposes to focus the program so it has a meaningful impact. Since funds will only be available for three years after they are authorized, there are a number of bike/ped projects that could proceed quickly under the Transportation Alternatives program, there always seems to be a lot more demand for bike/ped projects than there is funding, and since this Board has previously directed staff to use a performance-based approach to programming, the evaluations we do for bike/ped projects are already fairly robust. Elam also reported that IDOT is also running a statewide Transportation Enhancement program that will contain a broader range of eligible project types other than a bike or pedestrian project. Finally, staff is proposing a call for bicycle and pedestrian projects starting in mid-July and running to August 20 to be timed with IDOT's call for projects. Project selection criteria would be discussed at the working committee level in early fall, with the draft program of projects going to the Board and Policy Committee in January with an intervening stop at the Transportation Committee. A motion by Commissioner Peter Silvestri was seconded by President Michael Gorman concurring with the staff recommendation for CMAP's focused funding of Federal Transportation Alternatives (TAP) to bike/ped projects, as had been presented. All in favor, the motion carried.

12.0 FY 2014 Unified Work Program

Deputy Executive Director Dolores Dowdle reported that in March the Unified Work Program (UWP) committee approved its proposed FY 2014 Unified Work Program totaling \$21,801,019 and includes \$16,837,254 in FHWA and FTA regional planning funds as well as \$4,963,764 in local match. A total of 15 projects, as were outlined in the Board's material, and associated funding had been considered by CMAP's Transportation Committee, who gave its recommendation to the Coordinating Committee that likewise recommends approval by the full Board, as well as the MPO Policy Committee. A motion by Rae Rupp Srch was seconded by President Marilyn Michelini to approve the FY2014 Unified Work Program (UWP) as had been presented. All in favor the motion carried.

13.0 Draft FY 2014 Budget and Work Plan

Having been presented last month, Executive Director Randy Blankenhorn reported that no concerns had been raised nor had any changes been made to CMAP's Draft FY 2014

Budget and Work Plan. A motion by Commissioner Peter Silvestri, was seconded by Rae Rupp Srch to approve the FY 2014 Budget and Work Plan as was presented. All in favor, the motion carried.

14.0 Regional Freight Leadership Task Force Proposed Membership

Following up on a previous staff report to the Board in March to name a task force to look at opportunities to improve freight mobility, coordination and revenue development, CMAP staff Randy Deshazo returned with a proposed list of task force members. Chaired by President Gorman, the task force is comprised of 14 members representing both public and private stakeholders in freight. Deshazo continued, by approving the proposed membership outlined in the memo contained in the Board's material, staff will prepare to hold the first meeting of the task force in September. A motion by Rae Rupp Srch was seconded by President Michael Gorman to approve the proposed slate of Regional Freight Leadership Task Force members. All in favor, the motion carried.

15.0 State Legislative Update

CMAP staff Ylda Capriccioso presented a recap of the activities of the Illinois General Assembly that adjourned on May 31, but are scheduled to return to Springfield on June 19 to address the unfinished business of pension reform. Capriccioso drew attention to the following: the Illinois General Assembly passed a general revenue budget of \$35.4 billion. IDOT's budget was also approved that includes a \$6 million appropriation from the road fund for metropolitan planning organizations. CMAP typically receives \$3.5 million from that funding source. A few days before the end of session, Capriccioso continued, two identical bills surfaced that would take a new approach in funding transportation. HB 3637 and SB 2589 propose to replace the existing motor fuel tax with a 9.5% wholesale tax on gasoline, as well as increases to various fees and vehicle registrations. CMAP policy staff is currently analyzing the bill, its fiscal impact and its application to the performance based funding and capital bill principles. Finally, letters had been addressed to our delegation pointing to the Performance-Based Funding microsite. It is staff's intention to follow-up over the summer with our reps about this policy effort.

16.0 IDOT Illiana Presentation

Deputy Executive Director Kermit Wies gave a brief overview of the material that had been included in the Board packet, indicating that CMAP's evaluation of IDOT's request to amend GO TO 2040 to include the Illiana Corridor project would be complete and released for public comment in August.

A presentation was given by IDOT's Steve Shilke that supported the request to amend the GO TO 2040 plan to include this project. Shilke gave an overview that covered the history of the project dating back to 2008-2010 feasibility studies, Tier One and Ttier Two study processes, the status of the project related to inclusion in GO TO 2040, while reporting consistency with four (4) GO TO 2040 key principles, including: Regional Mobility, Livable Communities, Human Capital and Efficient Governance. Shilke also described next steps that include continued coordination with CMAP, continuing the NEPA process and Advancing P3 procurement, ultimately with a formal request in

October to move the project from a fiscally unconstrained to a fiscally constrained project in GO TO 2040.

A lengthy discussion ensued, with many of the Board members voicing concerns over financing and economic impacts of the project.

In conclusion, Executive Director Randy Blankenhorn reported that CMAP's staff analysis would be completed and released for public comment through the end of August, with staff recommendations to the CMAP Board and Policy Committee at the joint meeting in October.

17.0 GO TO 2040 Update Process

CMAP staff Andrew Williams-Clark gave an overview of the GO TO 2040 update process that is already underway. GO TO 2040 serves, Williams-Clark stated, as the region's metropolitan transportation plan and therefore must be updated next year, per MAP-21 requirements. No new policy changes to the plan are anticipated, meaning that the plan's policy recommendations will remain unchanged. GO TO 2040 indicators will be updated, however, with the most recent data in coordination with the nearer term Plan Implementation Report project. The implementation action areas (matrices) at the end of each chapter will also be updated to reflect the evolution of plan implementation. The update will include new elements required by MAP-21 and other necessary updates, Williams-Clark continued, and the financial plan and major capital projects will be updated with the original list serving as a baseline. Socioeconomic forecasts will be based on the GO TO 2040 preferred scenario, but updated to reflect the current recession. The project will begin with the new fiscal year in July and the final update is due October 2014.

18.0 Other Business

There was no other business before the CMAP Board.

19.0 Public Comment

Mark Pitstick, on behalf of the Regional Transportation Authority (RTA) announced the availability of RTA's draft Regional Transit Strategic Plan for public comment and provided a handout summarizing plan recommendations and opportunities for providing public comment on the plan, including submitting comments on-line and attendance at public hearings throughout the region.

Peter Skosey, Metropolitan Planning Council (MPC), on the topic of Illiana, offered that MPC is a very strong proponent of performance-based funding, and that at a cost of \$1 billion, this is extremely important for the region and the state. Skosey went on to say that MPC had developed a list of questions for IDOT as well and would be happy to share those with the CMAP Board.

Stacy Meyers, Openlands also addressed the Board on the topic of Illiana stating that the project undermines GO TO 2040 in preserving openspace, affects agriculture, does not have consensus, there are comprehensive problems that the Illiana project will not solve, and the vision that was created by GO TO 2040 should be upheld.

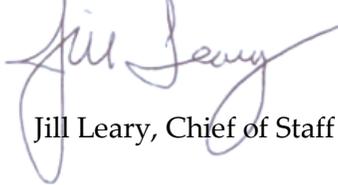
20.0 Next Meeting

The Board is on call for July and August. It is anticipated that the Board will not need to meet again before the September 11, 2013, meeting.

21.0 Adjournment

At 11:03 a.m., a motion to adjourn by Dan Shea was seconded by Mayor Marilyn Michelini. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Jill Leary". The signature is fluid and cursive, with a large loop at the end.

Jill Leary, Chief of Staff

06-13-2013
/stk

Approved, as presented, by unanimous vote, September 11, 2013