



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.2

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Chicago Metropolitan Agency for Planning (CMAP)

Board Meeting Minutes

January 9, 2013

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, Frank Beal-representing the City of Chicago, Susan Campbell-representing the City of Chicago, Roger Claar-representing Will County (via tele-conference), Michael Gorman-representing Cook County, Elliott Hartstein-representing Lake County, Al Larson-representing northwest Cook County, Heather Weed Niehoff-representing the City of Chicago, Raul Raymundo-representing the City of Chicago, Rae Rupp Srch-representing DuPage County, Dan Shea-representing McHenry County, Peter Silvestri-representing suburban Cook County and non-voting members Leanne Redden-representing the MPO Policy Committee and and Andre' Ashmore and Sean O'Shea-representing the Governor's office (via tele-conference).

Staff Present:

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Erin Aleman, Lorrie Kovac, Gordon Smith and Sherry Kane

Others Present:

Mike Albin-DMMC, Kristin Andersen-Metra, Jennifer Becker-Kane/Kendall Council of Mayors, Allison Bos-SW Conference, Len Cannata-WCMC, Bruce Carmitchel-IDOT, Chalen Daigle-McHenry Council of Mayors, Michael Forti-IDOT, Mark Pitstick-RTA, Jim Savio-Sikich LLP, David Seglin-CDOT, Vicky Smith-SW Conference, Chris Staron-NWMC, Mike Sullivan-Kane/Kendall Council of Mayors, Tom Vander Woude-SSMMA and Tammy Wierciak-WCMC

1.0 Call to Order and Introductions

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:34 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

Chairman Bennett announced that two new board members had been appointed by the Governor's office, and welcomed Andre' Ashmore, Deputy Secretary Illinois Department of Transportation (IDOT) and Sean O'Shea, Deputy Chief of Staff for Governor Quinn. Bennett also introduced and welcomed Commissioner Peter Silvestri, Cook County Board and President of the Village of Elmwood Park, appointed by Cook County Board President, Toni Preckwinkle.

3.0 Approval of Minutes – January 9, 2013

A motion to approve the minutes of the January 9, 2013 meeting of the CMAP Board as presented, was made by Dan Shea, seconded by Rae Rupp Srch and with all in favor, carried.

4.0 Executive Director's Report

Executive Director Randy Blankenhorn reported that the Local Technical Assistance (LTA) program update had been included in the board packet. Blankenhorn also reported highlights from the GO TO 2040 2012 Implementation Report, asking that the board confirm that staff is tracking matters of importance. The Implementation Report poster is scheduled for release in February. Blankenhorn also announced that the American Planning Association (APA) had awarded its National Planning Excellence Award for a planning agency to CMAP, for GO TO 2040. The award will be presented at the annual conference being held in Chicago in April.

5.0 Annual Financial Report for the Year Ended June 30, 2012

Jim Savio of the accounting firm Sikich LLP presented CMAP's Annual Financial Report for the Year Ended June 30, 2012. Savio thanked CMAP staff for their assistance in what was considered a very smooth audit that resulted in a clean, unqualified opinion. Savio suggested that the Management Discussion and Analysis was a very good summary of the audit results, drew attention to the Balance Sheet reflecting a \$290,000 increase in assets, the income statement showing cash in and out, schedule of funding of IMRF, grant activity schedule, and the report on internal control in accordance with Government Auditing Standards that showed no material weaknesses nor any issue of non-compliance. Finally, Savio reported on the Schedule of Expenditures of Federal Awards from U.S. Department of Energy, Housing and Urban Development and U.S. Department of Transportation and the Management Letter to the Board that included future accounting announcements. A motion by Dan Shea was seconded by Elliott Hartstein to accept the Annual Financial Report for the Year Ending June 30, 2012. All in favor, the motion carried.

6.0 Procurements and Contract Approvals

A motion by Susan Campbell was seconded by President Michael Gorman to approve the procurements and contract awards as presented. These included: (a) the adoption of a resolution for an intergovernmental agreement with the Cook County's Assessor's Office for 2011 assessment data; (b) the contract award for two years with options for three one year renewals with Geosyntec Consultants (as a primary consultant) and Wills Burke Kelsey (as a secondary consultant) totaling \$50,000 each fiscal year, the maximum of the five year contracts not to exceed \$250,000 to provide engineering technical assistance in advancing water resources objectives; and (c) the contract award with Metropolitan

Planning Council (MPC) in the amount of \$40,000 to support the DuPage Water Commission, a CMAP Local Technical Assistance (LTA) project. All in favor, the motion carried.

7.0 Committee Reports

Elliott Hartstein, Chair of the Regional Coordinating Committee reported that the committee had met earlier in the morning and considered the following topics. Staff reported on discussions regarding the revision of the CMAP metropolitan planning area, which would include not only the land that is urbanized now, but land that is expected to be urbanized over the next 20 years. An update of performance based funding was given, Hartstein continued, and moving forward, staff will continue to pursue a more visible campaign. Following the Regional Tax Policy Task Force's work, staff developed a "regional revenues for transportation capital infrastructure," report that explored capital funding sources the metropolitan region could raise on its own, rather than continuing to rely on solutions from Washington and Springfield. Staff presented findings that focused on examples from other parts of the U.S., and provided revenue estimates from the imposition of a variety of new revenues as well as more project specific sources like value capture and congestion pricing strategies. A presentation was given on the region's manufacturing industry cluster. This report, the second in the cluster drill-down series, is scheduled to be launched in February. Included in the report were analysis of manufacturing industries with a specific focus on advanced manufacturing and a series of challenges and opportunities in the areas of infrastructure, workforce, and innovation. Finally, staff presented the state legislative framework and state agenda for the upcoming 2013 legislative session.

8.0 Public Participation Plan

CMAP staff Erin Aleman reported that over the past year CMAP had worked with its Citizens' Advisory Committee, the Transportation Working Committee, and the RTA to develop an updated Public Participation Plan (PPP). The PPP serves two important functions, Aleman continued. First, it is important that the public understand CMAP's commitment to public engagement and that CMAP is transparent in its efforts to engage the region. Second, it is vital that CMAP staff have a relevant tool to help guide outreach efforts. There were a number of changes that were made to the PPP that included striking outdated references to CATS and NIPC, folding in new language to reflect GO TO 2040 principles in the overview section and updating language to reflect MAP-21 legislation, Aleman concluded. A motion by Rae Rupp Srch was seconded by Mayor Al Larson to adopt the Draft Plan as presented. All in favor, the motion carried.

9.0 Nominating Procedures

As had been requested by the Board, CMAP's Nominating Committee considered options for a potential rotational policy for membership on the Executive Committee. Reporting on behalf of the Nominating Committee, President Michael Gorman advised that CMAP's enabling legislation and bylaws were silent on rotational policies for board leadership and that the make-up of the Executive Committee as well as the selection of the Board's Chair and Vice Chairs had historically been chosen considering the geographic balance of the board composition (one-third City of Chicago, one-third suburban Cook County and one-third from the collar counties). Gorman went on to say that the current past practice

provides flexibility to change, if necessary and stability in leadership. The Nominating Committee would not be recommending any formal change in the rotational policy. Rather, Gorman continued, when the Chairman appoints the Nominating Committee, staff will work with the committee, contacting all members [of the Board] gauging interest in either remaining on or becoming a new member of the Executive Committee. Additionally, the Nominating Committee would convene their respective subregional caucus, developing recommendations for their respective subregion and finally the Nominating Committee would convene and make its recommendation to the full Board. A motion by Dan Shea was seconded by Elliott Hartstein to adopt the procedures as had been reported by the Nominating Committee. All in favor, the motion carried.

10.0 Performance-Based Evaluation Criteria and Transportation Funding

CMAP staff, Matt Maloney updated the Board reporting that this important issue moving away from arbitrary formulas in terms of making transportation decisions continues to be discussed at the Regional Coordinating Committee, as had been reported by Vice-Chair Elliott Hartstein. Maloney went on to say that last October, the Board having met jointly with the MPO Policy Committee asked staff to move forward with two approval items, one of which was directed to IDOT, the second more internally to CMAP. A letter was sent to IDOT requesting the formation of an advisory group to move towards implementation of performance-based funding. Maloney acknowledged that the department is moving forward on a process of performance measures to be used throughout the state, adding that CMAP sees that program falling short of making links to the allocation of nearly \$9 billion over a five year period since we believe that a link to actual investment decisions is necessary. CMAP considers this a priority for the agency and is moving forward with the development of a web-based micro-site to educate the public and explain the matter both on the state level and with policy makers and the general public. CMAP will also be following and considering state legislation and, Maloney continued, that as the region's MPO there is more to do internally, albeit small, through the Congestion Mitigation & Air Quality Program (CMAQ). Maloney fielded questions related to IDOT being on board with this matter and the possibility of legislation being involved to which Maloney responded there is a lot of work to do when considering doing business differently and we will continue to work towards implementing performance-based funding.

11.0 CMAP's State Legislative Framework and Agenda

CMAP staff Gordon Smith reported on CMAP's 2013 State Legislative Framework document and State Agenda indicating that the focus of the documents relate to policy issues with a regional or statewide impact or those that could serve as precursors to broader issues and legislation. The principal change over last year's Framework document, Smith continued is the reordering of principles of the core issues of transportation, transit and freight. Smith went on to say that the Framework document is a useful tool for staff to respond and inform the General Assembly, the Governor, our partners of our priorities and includes 12 policy statements from GO TO 2040

recommendations to focus regionally and state-wide on the broad policy issues that are important to CMAP. Taken from the Framework document, Smith described specific issues related to the following initiatives that staff is or will be pursuing in 2013. Those include: CMAP funding; state fiscal health and tax policies; transportation investments and revenues; performance-based transportation funding; state/regional water planning and management; and transparency and accountability. Board Chair Mayor Bennett suggested that staff contact the Governor's office suggesting a state-wide commission of legislative leaders or members along with the MPOs to study state-wide transportation funding. A motion by Rae Rupp Srch was seconded by President Peter Silvestri to approve the 2013 Legislative Framework and State Agenda as was presented. All in favor, the motion carried.

12.0 Fiscal Year 2014 Unified Work Program (UWP) Process

Briefly, Deputy Director for Finance and Administration Dolores Dowdle reported that the FY 14 UWP priorities are those set by the Board after GO TO 2040 was adopted. The call for proposals for the FY 14 program were issued on January 3 and proposals are due on January 31. The UWP committee will consider the core and competitive proposals during the months of February and March and will make a recommendation of the final FY 14 program at the Board's June 12 meeting, Dowdle continued. In FY 14, there is a total of \$16,837,253 new federal funds available for the UWP program. Last year, the FY 13 program allocated \$14,847,734 in new funds and \$2,499,000 in unallocated FY 12 federal funds, for a total of \$17,346,734, Dowdle reported.

13.0 Potential GO TO 2040 Amendment: Circle Interchange

Meant as an informational item, Executive Director Randy Blankenhorn reported that the Circle Interchange is being proposed by IDOT with major reconstruction and additional capacity and because it involves additional capacity, it becomes a major project under GO TO 2040 and needs to be evaluated and amended into the Plan. In general, CMAP recognizes that the Circle Interchange is a problem and should be resolved, so it is likely the Board will get a request in March to amend the GO TO 2040 plan adding the project. This has led to process concerns as the construction was not budgeted in the state's current five-year highway plan and not considered at all, even on the fiscally unconstrained list, in GO TO 2040. Other CMAP concerns, Blankenhorn went on to say, include: (1) IDOT had only identified \$24 million for preliminary engineering work of the project's total \$410 million cost; (2) the advancement of the project further illustrates the need to implement performance-based funding; and (3) by accommodating this project, other regional priorities will be crowded out. Discussions should take place with IDOT and the Tollway to address the long-term needs of the expressway system. Governor's appointee Sean O'Shea reported that the Governor's office is in conversation not only with IDOT and the Tollway but also with Department of Commerce and Economic Opportunity and taking a closer look at how the expressway conditions impact the region. It is important O'Shea continued, to the region's exports, moving people and goods and some of those structures are nearing the end of their useful life. Blankenhorn added that a good portion of the funding relates to repair and understands that mobility should also be considered, which is what kicked the project into the major capital category. The philosophy in GO TO 2040 remains unchanged, but again CMAP has concerns about how it slipped through the long range planning process.

14.0 Proposed CMAP and RTA Merger

Following up from the last meeting, Executive Director Randy Blankenhorn reiterated a CMAP principal that the region needs a successful, reliable transit system and consideration must be given as to how to provide that service. Since the last meeting, Blankenhorn suggested that the focus has shifted away from the proposed solution, a possible CMAP-RTA merger, to the problem of how to provide better, efficient service to the region. CMAP continues to stay peripherally engaged in this conversation and would like to hear from the Board on how to manage that. Board Chair Mayor Bennett stated that after having seeing the presentation last month, it is clear that the structure of the RTA Board was intentional in the RTA Act, and shifting that onto CMAP may not create the desired solution. Bennett suggested continuing the conversation, but with those problems suggested the same outcome will result whether it is managed by the RTA or CMAP. Speaking on behalf of Chicago Metropolis, Frank Beal added that the fundamental structure does need to be addressed and that maintaining a system with outdated formulas (this is no different than the 55/45 split) for another 30 years seems to violate what the plan promotes relative to the growth and importance of transit in 2040. Can the RTA go downstate and report that the formula is not working and outline a recommendation for change? It may be a conversation for the two boards to have. Developing a change from within is likely a better route, Bennett concluded.

15.0 Other Business

RTA Deputy Executive Director Leanne Redden asked that the board and members of the audience complete an on-line survey related to a strategic planning process currently underway at the RTA.

Raul Raymundo reported that SB 957 was signed by the Governor the previous day. The Safety Roads Initiative gets drivers' licenses in the hands of immigrants and thanked everyone for their support.

16.0 Public Comment

There were no comments from the public.

17.0 Executive Director Performance Review

At 10:50 a.m., a motion to adjourn the regular CMAP Board meeting to an executive session to discuss the Executive Director's performance review was made by Dan Shea and seconded by Mayor Al Larson. All in favor, the motion carried.

Having concluded the discussion of the Executive Director's employment agreement at 11:10 a.m., a motion to adjourn the executive session was made by President Peter Silvestri and seconded by Mayor Marilyn Michelini. All in favor, the motion carried.

Board Chair Mayor Bennett reported that the Board supported a new three year contract with its Executive Director Randy Blankenhorn with a 5% salary increase each year. A motion by Rae Rupp Srch was seconded by Susan Campbell to approve the action.

Bennett went on to report that research indicated that CMAP's Executive Director currently earns considerably less than others at this level, that when he was brought on board he started at the low end of the salary range which was meant to be reviewed by the Board at some point, Bennett went on to say that after seven years, Blankenhorn had received only cost of living increases and that the Board believes the action would bring the director's salary in line with a higher grade level. All in favor, the motion carried.

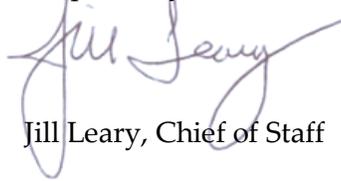
18.0 Next Meeting

The CMAP Board meets next on February 13, 2013.

19.0 Adjournment

At 11:15 a.m., a motion to adjourn was made by Susan Campbell and seconded by Elliott Hartstein. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Jill Leary", written in a cursive style.

Jill Leary, Chief of Staff

01-30-2013
/stk

Approved as presented by unanimous vote, February 13, 2013