



## Environment and Natural Resources Committee

### DRAFT Minutes

February 5, 2014

**Members Present:** Jon Grosshans – U.S. EPA, Joe Schuessler – MWRD, Mike Sullivan – Kane / Kendall Council of Mayors, Sean Weidel-Chicago Department of Transportation, Jack Darin – Illinois Sierra Club, Stacy Meyers – Openlands

**Staff Present:** Alex Beata, Emily Plagman, Simone Weil, Elizabeth Shuh, Jacquelyn Murdock, Nora Beck

**Others Present:** Gerardo Garcia – CDOT, Janet Attarian – CDOT

### 1.0 Call to Order

Sean Weidel called the meeting to order at 9:32.

### 2.0 Agenda Changes and Announcements

- New CMAP Website: Staff alerted the committee to the new CMAP website and new webpage for committee meeting materials
- 2014 Meeting schedule: The committee will continue to meet on the first Wednesday of the month, the dates are on the ENR webpage.
- Update of the Conservation Design Resource Manual: Staff will be updating the NIPC and Chicago Wilderness 2003 Manual to reflect current practices and will use the ENR committee as the steering committee. The March meeting will include more details.
- Jon Grosshans congratulated CMAP for winning the [EPA's Smart Growth Award](#) yesterday for the GO TO 2040 Plan.

### 3.0 CMAP State Legislative Agenda and Framework – Emily Plagman and Simone Weil, CMAP Staff

Simone Weil explained that with the departure of Ylda Capriccioso (City of Evanston), Emily Plagman and Simone Weil will be working on the State Legislative Agenda and Framework. Staff have revised CMAP's Legislative Agenda and Framework for 2014 to reflect policy priorities based on research developed at CMAP and issues that remain important to the implementation of GO TO 2040. CMAP intends to use the framework and agenda to inform the Governor, legislators, and other state policy makers during the upcoming legislative session. Weil stepped through the main points of the agenda, referencing the seven priority areas:

- Sustainable funding for comprehensive regional planning;
- Steady and reliable capital investments for transportation;

- Performance-based transportation funding;
- Innovative strategies to manage congestion and to fund capital projects;
- State tax policy;
- Water supply planning and management;
- Transparency and Accountability

Simone explained that she and Emily will be coming back to periodically talk with committee members' about legislative priorities impacting the implementation of GO TO 2040. Outside of meetings, send ideas and thoughts to Nora Beck. Jon Grosshans asked two questions:

- Other MPOs fund stormwater work through transportation funding sources given the connection between streets and stormwater. Has CMAP investigated how other MPOs are doing this and if this could work here?
- Has CMAP considered the Hardest Hit Fund as a source of funding? For example, Indiana is using \$70 million for demolition.

#### 4.0 **Chicago's Sustainable Urban Infrastructure Guidelines** – Janet Attarian, CDOT

The City of Chicago released a new set of guidelines that establish a citywide approach for integrating environmental performance goals into infrastructure design. Using a PowerPoint presentation, Janet Attarian provided an overview of the guidelines which were released last year.

In order to create great streets, CDOT is creating three different documents (Complete Streets, Sustainable Urban Infrastructure, and Placemaking – forthcoming) and one central process to ensure that different projects in the public right-of-way meet the objectives from each of the three documents. Attarian explained that most cities have combined environmental performance objectives into their Complete Streets policy, so the way CDOT is organizing things is a bit different.

The goal of the Sustainable Urban Infrastructure Guidelines is to provide simple, pointed design, construction, and maintenance guidance. Attarian stressed that the guidelines were specific to Chicago and the Region – they are based on the lessons CDOT has learned from past pilot projects and are relevant to our regional conditions. The guidelines set benchmarks in a phased manner in order to get more of the principles implemented on all the work CDOT does.

Attarian described the overall structure of the document, organized by categories, which each have their own objectives. The objectives have their own requirements and then strategies are presented for the requirements. Performance metrics are connected to the specific strategies. The guidelines also present some policies, which were not quite ready to be set as requirements given existing data gaps. Attarian described the commissioning category, which is something that is used a lot in the building industry but not so much in the infrastructure world. It's about monitoring the project to ensure the environmental benefits. For example, if the project was designed to divert 85% of the rainwater, there needs to be a maintenance plan to ensure that that is in fact what happens after construction. The document has a number of diagrams that highlight how the public right-of-way could include strategies to meet the requirements; but the diagrams are not exhaustive and do not attempt to cover all the different scenarios in the street.

The guidelines are set up by CDOT project type, so the requirements are tailored to what the project actually is. Attarian described the Project Delivery Process, which is an electronic system, commonly referred to as the notebook. Project managers provide the project details and the requirements from the complete streets document and the sustainable urban infrastructure guidelines populate the worksheet and enter into the timeline at the critical steps.

CDOT has looked into the cost impacts of the guidelines. Attarian stressed that cost evaluation for this emerging field is not extensive, so they had to look at the building world. They are predicting some savings in construction and maintenance. For the Cermak-Blue Island project, they saw a 21% cost savings by block compared to the city average.

CDOT is working on a cost-benefit analysis and are trying to use regional data. The Tollway has done impressive work on this front with their life cycle assessment (LCA), where they have collected detailed information about their material sources and, while maintaining confidentiality, can get a good sense of the environmental impacts.

Attarian reviewed the implementation timeline. In July 2013, through executive order, the requirements were added to RFPs and Bids. CDOT has been conducting internal training and now external training (contractors). The requirements are now in commodity contracts, which is a very important step. Right now, the guidelines are currently focused on CDOT projects, but the ultimate goal is that any department, utility, or private developer has their projects included. However, more pilot projects are needed to verify potential requirements or strategies. Attarian also discussed the feedback mechanisms and the compliance committee's role in addressing variance requests.

Jack Darin asked about IDOTs process and how this system will work with their requirements. Attarian explained that IDOT has been very involved in the process. The two sets of requirements are at odds at times and will need to be figured out for projects that involve IDOT funds. The differences could be different cost estimates as well as the differences in the regional markets for different materials and products. IDOT is setting standards for the whole state, which may not be accessible in some areas which could raise costs. Joe Schuessler asked about the integration of these efforts with the Green Stormwater Infrastructure strategy, which the city committed to fund at \$10 million per year for five years. The Chicago Department of Water Management is figuring out how to implement that program. CDOT will be partnering with them on a sewer main replacement which will replace the road with a fully-permeable road.

Attarian discussed how when people think of environmental performance in the public ROW, they often only think about stormwater. But the guidelines cover more than that, so they are doing a lot of education within their sister agencies about the other aspects of the requirements.

The committee discussed the regional implications of the guidelines and how Chicago suburbs will find them applicable. Chicago's requirements will likely change the market and help lower prices for other municipalities. But the more communities that demand these features will lower the price for everyone. Jon Grosshans mentioned that other regions are also referencing CDOTs work, like Milwaukee and Cincinnati. Grosshans

discussed how Detroit's SEMCOG is connecting the construction timing of different agencies to help gain efficiencies and wondered if CMAP, as the MPO, could assist in convening these different groups to get more of the objectives, requirements, and strategies implemented throughout the region. Sean Weidel and Attarian cited how CDOT is working on this internally to coordinate the capital improvement projects between sister agencies.

## 5.0 GO TO 2040 Update - Alex Beata, CMAP staff

Federal regulations mandate the update of GO TO 2040 by October of 2014. CMAP Staff are updating the financial plan, major capital projects, indicators, and implementation actions to inform the plan update. These components are expected to be complete in the early spring so that the plan can be drafted for public comment release at the June, 2014 meetings of the CMAP Board and MPO Policy Committee. Alex Beata provided an update with the process and then covered the Implementation Actions.

- **Indicators.** CMAP Staff have presented an overview of the modifications we plan to make to the GO TO 2040 indicators (November 2013 meeting). We've received detailed comments from working committees and partners and now staff are internally reviewing a draft set of updated targets for these indicators that we expect to discuss at working committees next month. It will be brought to the CMAP board in March.
- **Financial Plan.** CMAP Staff presented draft forecasts of core revenues and costs required to maintain the region's transportation system at a safe and adequate level for discussion at the November transportation committee meeting. Those forecasts showed a shortfall upwards of \$4 Billion, which means that the region will depend on reasonably expected revenues to maintain the region's transportation system at a safe and adequate level, modernize and build systematic enhancements, and build major capital projects. CMAP staff provided a detailed overview of the options available for reasonably expected revenues, including State Motor Fuel Tax (MFT) increase, Long term MFT replacement, Regionally imposed transportation user fee, Congestion pricing on the existing system, Performance-based funding, Variable Parking Pricing. [Updated forecasts and allocations](#) were presented at CMAP's Regional Coordinating Committee and the Transportation Committee. CMAP Staff will be asking project implementers and local governments within the region to make an increased commitment to implement reasonably expected revenues as part of the update process.
- **Major Capital Projects.** CMAP staff worked with project implementers beginning in October to develop the universe of major capital projects for evaluation as part of the GO TO 2040 update. After several iterations involving feedback with those partners, the universe was released as a [memo](#) to the CMAP Transportation Committee in mid-December. CMAP Staff presented a [framework](#) for evaluating major capital projects to the transportation committee at their January meeting for discussion.
- **Implementation Actions.** As part of the GO TO 2040 plan update, the FY 2014 work plan calls for a review of the implementation action tables at the end of each of the twelve chapters in GO TO 2040. Specifically, the work plan calls for these actions to be updated to reflect their implementation status. Beata presented the final updated implementation action text and pointed a few changes in the [Manage and Conserve Water and Energy Resources](#); [Expand and Improve Parks and Open Space](#); and [Promote Sustainable Local Food](#) sections. The ENR committee was

asked to provide feedback in late 2013 as well as in mid-January (over email given cancellation of that meeting due to the weather). CMAP staff have assessed the status of each implementation action and have completed a final draft revision. If ENR committee members have further thoughts, please send them to Nora as soon as possible.

Jack Darin asked if CMAP staff will be presenting to the ENR committee on the financial plan and/or the major capital projects update. Beata will check on the schedule. Mike Sullivan pointed out the Transportation Committee would be discussing these two topics at their meeting tomorrow, Thursday, February 7 and that a webinar was available.

**6.0 Approval of Minutes—November 6, 2013**

Motion to approve by Sean Weidel, seconded by Jon Grosshans. All in favor, the motion carried.

**7.0 Public Comment:** There were no public comments.

**8.0 Next Meeting**

The next meeting will be March 5, 2014 at 9:30 am.

**Adjournment**

Respectfully submitted, Nora June Beck  
CMAP staff liaison