



Chicago Metropolitan Agency for Planning

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Human and Community Development Committee

Minutes

Monday, August 12, 2013

10:00 a.m.

DuPage County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

Committee Members Present:

Jennifer Becker (Kane/Kendall Council of Mayors); Jay Ciavarella* (Regional Transportation Authority); Wesley Epplin for Margie Schaps (Health and Medicine Policy Research Group); Thomas Galassini* (United Way of Metropolitan Chicago); Joanna Greene for Karin Norington-Reaves (Chicago Cook Workforce Partnership); Mary Keating* (DuPage County); Gina Massuda Barnett (CCDPH); Walter Meyers (Northeastern Illinois Area on Aging); Greg Polman* (The Chicago Lighthouse); Jay Readey (CLCCRUL); Laura Schneider* (Lake County Health Department); Tammy Wierciak (West Central Municipal Conference)

** indicates attended by phone/webinar*

Staff Present:

Erin Aleman, Samantha Robinson (Liaison), Elizabeth Schuh, Jessica Simoncelli

Others Present:

Bruce Carmichael (IDOT), John Donovan (FHWA), Lillian Lahr (CTA), Steve Schilke (IDOT), RTA Representative

1.0 Call to Order/Introductions

The meeting was called to order at 10:05 a.m. Samantha Robinson, Staff Liaison, announced two new members who will attend committee meetings on behalf of their respective organizations already represented on the committee: Joanna Greene will stand in for Karin Norington-Reaves of the Chicago Cook Workforce Partnership; and Wesley Epplin will stand in for Margie Schaps of the Health and Medicine Policy Research Group.

2.0 Agenda Changes and Announcements

There were no changes to the agenda or announcements.

3.0 Approval of Minutes—July 8, 2013

The minutes for July 8, 2013 were approved.

4.0 Review Analysis of Proposed Amendment to Add Illiana Expressway to GO TO 2040 Comprehensive Regional Plan

Jesse Elam, CMAP staff, presented the agency's analysis of the proposed amendment to add the Illiana Expressway to the GO TO 2040 comprehensive regional plan. The proposed Illiana Corridor would extend for 47 miles from I-55 in Illinois to I-65 in Indiana, starting at I-55 north of Wilmington, Illinois, touching the southern edge of the Midewin National Tallgrass Prairie, passing south of the proposed South Suburban Airport, and connecting with I-65 north of Lowell, Indiana. The Illinois Department of Transportation (IDOT) has made a formal request to CMAP to consider including the proposed facility as a fiscally constrained major capital project (MCP) in the GO TO 2040 comprehensive regional plan. Federal regulation requires that the Illiana Expressway be included in GO TO 2040 in order to complete the upcoming Tier Two Environmental Impact Statement (EIS). Like other MCPs that were analyzed prior to GO TO 2040's approval, CMAP is evaluating the Illiana against a set of various performance criteria, including consistency with GO TO 2040-adopted policies.

Elam provided an overview of CMAP's analysis of the proposed amendment. First, he gave some background information about GO TO 2040 and its recommendations about the Illiana Expressway. GO TO 2040 recommends funding for preliminary engineering for the Illiana. Staff went on to point out that the basic concept for the Illiana corridor route has been chosen as part of Tier One of the Environmental Impact Statement (EIS). This facility will undergo Tier Two EIS in 2014 and more precise issues will be identified. In addition to mentioning details about the GO TO 2040 financial plan for transportation, Elam highlighted points outlined in the [staff analysis memo](#), including project description, status, costs and financing; other highway expansion costs; financing based on public-private partnerships; project evaluation based on various forecasts (population, employment, freight, tolling, etc.); impact on regional transportation performance; comparison to GO TO 2040 fiscally constrained MCPs; impact on impervious surface, regional green infrastructure, water use, and greenhouse gases; and impacts on local planning.

Following Elam's presentation, committee members raised questions about the following topics. Steve Schilke of IDOT responded.

Cost-effectiveness: IDOT has measured projected expressway construction costs against a national database of pay. IDOT has found the Illiana Expressway construction costs to

be less than expressway construction costs in other IDOT districts. Construction costs are also based upon bid tabs and quantities, and are within 2-3% of estimates.

Environmental justice: Environmental justice is addressed in Tier One EIS. Also, Tier Two EIS will include a chapter on environmental justice. More information about environmental justice can be found [here](#).

P3s: IDOT has to remain confidential about P3 possibilities.

Public Hearing Process: Tier One EIS had extensive public outreach. Tier Two EIS will also include several meetings. For details about meeting results, visit <http://www.illianacorridor.org/>.

Elam also answered a question about toll road development. He responded that CMAP is learning from toll road development. There is a need to be cautious about growth projections, as these endeavors are inherently risky.

Wierciak pointed out that this amendment could be presented as a move from unconstrained projects to the fiscally-constrained projects. That way when the amendment is presented, it does not sound like it was never included in GO TO 2040. Also, there was concern about the prioritization of fiscally-constrained projects: If the Illiana Expressway is added as a fiscally-constrained MCP, there would be concern about the priority of fiscally-constrained MCPs already included in GO TO 2040. Councils of government, specifically Kane/Kendall Council of Mayors and West Central Municipal Conference expressed concern about projects they would like to see happen in their respective areas.

Public comments about the Illiana Expressway were taken until September 3rd. Please refer to this staff analysis memo for more detail about CMAP's review analysis of the proposed amendment. CMAP will present the results of this evaluation, a summary of the public comments received, and a staff recommendation to the CMAP Board and MPO Policy Committee in October 2013, at which point those committees will make a decision about whether or not to amend the region's plan with this project.

The committee will reach consensus about their position on the amendment to add the Illiana Expressway to GO TO 2040 on Monday, September 9, 2013. This discussion will prepare the HCD co-chairwoman and representative to the Regional Coordinating Committee, Sheri Cohen, to vote on this item on October 9th.

5.0 Review of Local Technical Assistance (LTA) program Applications

Erin Aleman, CMAP staff, provided an overview of the 66 applications received for this year's call for projects for the LTA program. A summary of the applications can be found [here](#). The full applications can be found [here](#). This discussion was an

opportunity for the HCD Committee to ask questions and provide feedback about specific applications. CMAP estimates that less than half of the applicants will receive assistance.

Committee members inquired about how CMAP interacts with various jurisdictions during an LTA project. Aleman explained that staff is in touch with various jurisdictions like the Forest Preserve District of Cook County and Pace to gather their feedback on various plans. Meyers pointed out that he was pleased to see zoning update requests, where the aging in place concept could be implemented. Readey inquired about how equity is involved in determination process. Aleman responded that staff seeks distribution across the region, there is a follow-up call to every applicant, and high consideration is given to those areas that have low capacity to create plans. Also, staff works closely with LTA communities to develop and refine the scope of their projects.

6.0 GO TO 2040 Comprehensive Regional Plan Update

Jessica Simoncelli, CMAP staff, presented an overview of the GO TO 2040 update process. Adopted by the CMAP Board in October of 2010, GO TO 2040 serves as the metropolitan transportation plan for the seven-county Chicago region. The Moving Ahead for Progress in the 21st Century (MAP 21) Act was signed into law in 2012, funding surface transportation programs through June of 2014. The law requires that GO TO 2040 be updated by October of 2014. The update will not involve revising the policy recommendations of the existing plan. The financial plan, major capital projects, and implementation action areas will be updated. For more information about the update process, please review this [memo](#).

7.0 Draft Coordinated Public Transit-Human Services Transportation Plan (HSTP) 2013 Update

Committee member Jay Ciavarella of the Regional Transportation Authority (RTA) explained that RTA has released the Draft Coordinated Public Transit-Human Services Transportation Plan (HSTP) 2013 Update for public comment. As authorized by Moving Ahead for Progress in the 21st Century (MAP-21), the updated HSTP will allow Northeastern Illinois to access federal Section 5310 transportation funding. MAP-21 is designed to continue the goals and eligible activities of the previous programs including supporting capital projects that are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. It may also be used for public transportation projects that exceed the requirements of ADA that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit, and for alternatives to public transportation that assist seniors and individuals with disabilities. The Draft HSTP is available at <http://rtachicago.com/comment>. A public comment period was open from August 1-30, 2013.

8.0 Health, Land Use and Transportation Planning Workshop Update

Samantha Robinson, CMAP staff, provided the committee with an update about the workshop. Robinson mentioned that workshop invitees will receive a survey prior to the workshop to access whether health is incorporated into local land use and/or transportation plans. The survey will also help shape workshop content by asking respondents to identify what topics they would like to see at the workshop.

To be held in the fall or winter of 2013, this workshop will bring together representatives throughout the region, who work in health, land use and transportation departments. The goal of this workshop is to determine how to integrate health into local land use and transportation plans pursued through the LTA program. The HCD Committee will be instrumental in planning the logistics for the workshop.

9.0 Other Business

There was no other business.

10.0 Public Comment

There were no public comments.

11.0 Next Meeting – Monday, September 9, 2013

12.0 Adjournment

The meeting was adjourned at 11:50 a.m.