



Regional Coordinating Committee

Minutes

Wednesday, October 10, 2012

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

Committee Members

Present:

Elliott Hartstein, Chair (CMAP Board), Frank Beal (Metropolis Strategies-CMAP Board), Pat Carey (Cook County-Economic Development Cmte.), Sheri Cohen (Chicago Dept. Public Health-Human & Community Services Cmte.), Jack Darin (Sierra Club-Environment and Natural Resources Cmte.), Michael Gorman (President, Village of Riverside- CMAP Board), Al Larson (President, Village of Schaumburg-CMAP Board), Andrew Madigan (Mesirow-CMAP Board), Ed Paesel (South Suburban Mayors & Managers Assoc.-Land Use Cmte.), Leanne Redden (RTA-Transportation Cmte.), Rae Rupp Srch (DuPage County-CMAP Board)

Members Absent:

Roger Claar (Mayor-Village of Bolingbrook-CMAP Board), and Christine Kolb (ULI-Housing Cmte.)

Others Present:

Bea Reyna-Hickey-RTA, Mark Pitstick-RTA

Staff Present:

Randy Blankenhorn, Matt Maloney, Jill Leary, Patricia Berry, Ylda Capriccioso, Annie Byrne and Sherry Kane

1.0 Call to Order

Elliott Hartstein-Chair, called the meeting to order at 8:07 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 – June 13, 2012

A motion to approve the minutes of the June 13, 2012 meeting as presented, made by Rae Rupp Srch was seconded by Ed Paesel. All in favor, the motion carried.

4.0 Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendments

Patricia Berry, CMAP staff, reported that the GO TO 2040/TIP Conformity Analysis & TIP Amendments are considered twice annually because of its dynamic and changing programming. Having already been reviewed by the Transportation Committee who recommended approval, Berry continued, a recommendation is sought by the Regional Coordinating Committee for approval ultimately from the CMAP Board and MPO Policy Committee. A motion by Rae Rupp Srch was seconded by President Michael Gorman to recommend approval of the semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments, as presented, to the CMAP Board and MPO Policy Committee. All in favor, the motion carried.

5.0 Performance Based Evaluation Criteria and Transportation Funding

Matt Maloney, CMAP staff, gave an update on this matter, reporting that over the past year CMAP had been advocating moving away from arbitrary formula splits to a more transparent process for allocating transportation funding. Maloney recalled the joint meeting last October of the CMAP Board and Policy Committee where preliminary discussion took place and the significant events that followed. Recommended next steps, Maloney continued, would include a request to IDOT by the CMAP Board and MPO Policy Committee to convene a state Technical Advisory Group for implementing performance based funding, and directing staff to develop a methodology to prioritize projects as a region. Maloney fielded questions about specific results of the peer groups related to rating systems and cited North Carolina as a comparable example. Other questions included STP funding changes with the Councils of Governments (for which there would be no change), how and when to implement (begin in 2014), is there legislation being considered (not yet), outreach to other MPOs in the state (State MPO President Steve Ernst attended the peer exchange), relevance related to highway/transit federal funding investment as a whole (N.C. awarded extra points in those cases), how would this interface with the Illinois Tollway (they'd not yet been drawn into the conversation), is there a sense of buy-in from IDOT and if they are unwilling to act, can CMAP continue its advocacy (legislative leaders and Governor have an impact on what IDOT does or does not do, the Nekritz-sponsored Transportation Accounting Act could make a come-back). Wrapping up the discussion, Maloney suggested that all these questions be raised at the joint meeting immediately following the committee meeting.

6.0 Regional Transportation Authority (RTA) \$2.5 Billion System Renewal Bond Program

Bea Reyna-Hickey, CFO for the RTA, gave a presentation on the RTA's proposed \$2.5 billion capital bond program that would bring the system to a state of good repair while reducing operating and maintenance costs. Bonding is desirable, Hickey reported, to close the gap primarily because of insufficient federal funding and the lag in the state's capital plan, with no new plan anticipated. Hickey discussed the current allocation of public transportation funding to the service boards and proposed allocation of 2014 public funding and the bonding timeline that would result in proceeds becoming available in the Winter/Spring season of 2014. Hickey also reported the breakdown of allocation to the service boards resulting from bond revenue. Hickey wrapped up

fielding questions related to RTA Board consensus, and the extent to which the RTA taken on performance-based allocation funding. While certainly consensus is hoped for, Hickey was able to report that performance measures are a part of discretionary funding and that each agency has key valued-added measures that are a part of proposals that are considered. Further, Leanne Redden reported that the RTA is developing a capital prioritization tool to augment their objective analytical tool to identify a base list of recommended projects.

7.0 Re-establishing State/Regional Water Supply Planning and Management

CMAP staff Ylda Capriccioso reported on legislation that had been introduced during the regular spring session (which is still pending in Senate) that hopefully would have included funding for water supply planning and management, and described work that had been conducted over the summer, during which the state suffered extreme drought. The Governor convened the Illinois Drought Taskforce (that reported drought conditions without providing solutions to address water supply challenges), and new legislation was introduced that would allow the Governor to exercise emergency powers to IDNR to regulate and permit all water use, Capriccioso continued. CMAP recognized the need to develop a policy document (included in the committee's packet) to better respond and react to policy discussions and concluded that in order to proceed forward with implementation of Water 2050 (or any other water plan) *new, sustainable funding* is needed (both statewide and regionally). Furthermore, there will be the need for an administrative framework for where and how the money should be spent. CMAP believes that it needs to broaden the discussion with stakeholders in our region and with the Metropolitan Planning Council (MPC) proposing a coalition of interested parties to improve coordination and develop funding for water planning in metropolitan Chicago, have offered to coordinate this effort. Staff is recommending that the Regional Coordinating Committee support this effort to move this issue forward with the intention of securing sustainable funding for our regional (and statewide) water supply and management work that had been recommended in *Water 2050* and reaffirmed in GO TO 2040.

8.0 Industry Cluster Drill Down Report and MetroPulse Jobs

CMAP staff Annie Byrne presented an overview of the Freight Cluster Drill-Down report, published in June. The report is a GO TO 2040 implementation action; the purpose is to identify and research the industries that make up the region's freight clusters, explore challenges and opportunities to grow these industries, and recommend strategies to strengthen the cluster and ensure it continues to be an economic driver for the region, Byrne reported. Implementation actions organized into three themes: infrastructure, innovation, and workforce. Byrne went on to say that this is the first in a series of cluster drill-down reports, with manufacturing being the next due in early 2013. Byrne also described the recently launched MetroPulse Jobs website, which improves access to workforce and education data, another implementation action of GO TO 2040. The data portal organizes data by industry cluster—the first cluster featured is freight with manufacturing scheduled to be added in the spring of 2013.

9.0 Other Business

There was no other business before the Regional Coordinating Committee.

10.0 Public Comment

There were no comments from the public.

11.0 Next Meeting

The Regional Coordinating Committee meets next December 12, 2012.

12.0 Adjournment

At 9:32 a.m., a motion to adjourn made by Rae Rupp Srch was seconded by Ed Paesel.
All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "J. M. S.", is written over a light gray rectangular background.

12-21-2012

/stk

Approved as presented, by unanimous vote, January 9, 2013