



Regional Coordinating Committee

Minutes

Wednesday, March 12, 2014

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

Committee Members

Present:

Elliott Hartstein, Chair (CMAP Board), Frank Beal (City of Chicago- CMAP Board), Pat Carey (Cook County-Economic Development Cmte.), Sheri Cohen (Human & Community Development Committee), Andrew Madigan (City of Chicago-CMAP Board), Ed Paesel (South Suburban Mayors & Managers Assoc.-Land Use Cmte.), and Thomas Weisner (Kane/Kendall Counties- CMAP Board)

Members Absent:

Roger Claar (Will County- CMAP Board), Peter Silvestri (Cook County- CMAP Board), Al Larson (Northwest Cook County-CMAP Board), Jack Darin – Sierra Club

Others Present:

Chris Staron – Northwest Municipal Conference, Mark Pitstick – Regional Transportation Authority, David Kralik - Metra, Cindy Skrukrud – Sierra Club, Ryan Richter - Metra

Staff Present:

Randy Blankenhorn, Jill Leary, Matt Maloney, Jesse Elam, Don Kopec, Jacki Murdock, Brian Peterson, Lindsay Hollander, Simone Weil, Gordon Smith, Patricia Berry, Elizabeth Schuh, Alex Beata, Jason Navota, Ross Patronskey

1.0 Call to Order

Elliott Hartstein called the meeting to order 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 – January 8, 2014

A motion was made to approve the minutes of the January 8, 2014 meeting as presented. All in favor, the motion carried.

4.0 GO TO 2040 Plan Update

4.1 Plan Indicator Targets

Craig Heither of CMAP presented the process of selecting the indicators and developing the target values for the GO TO 2040 plan update. While there are several indicators for each of GO TO 2040's twelve recommendation areas, Craig concentrated on only a few for the Regional Coordinating Committee presentation. He briefly described the indicators for Improve Education and Workforce Development (Population Age 25 and Over with an Associate's Degree or Higher, and Workforce Participation) and for Support Economic Innovation (Venture Capital Funding, Private Sector Employment in Research and Development, and Number of Patents Issued Annually). A member provided a suggestion that the measure of workforce development may be more useful if it also looks at the number of professional licenses/certifications rather than just Associates Degrees and higher. Staff indicated that that would be worthwhile to investigate but offered caution about the availability of the data across all sectors and the reproducibility of such a measure.

4.2 Major Capital Projects

CMAP staff Jesse Elam presented on the major capital projects being considered in the GO TO 2040 update. He explained that project performance together with cost data were being used to set priorities for including projects under the plan's fiscal constraint. Costs and construction timeframe were collected from the project sponsors through discussions with them in fall and early winter. Sponsors were also asked to provide information about the portion of each project that would be new capacity versus reconstruction since many projects do both. Jesse explained that outside of projects included in the Tollway capital program any revenue a project generates drives down its constrained cost. He then discussed staff's estimates of the revenues generated by several of the projects.

Jesse briefly presented a planning-level comparison of the benefits of the projects, indicating that more detailed work done on a project study may yield different numbers. He said that that the roadway and transit extensions tend to have the largest positive and negative impacts. The Illinois 53/120 extension would do the most for regional congestion of any of the projects studied, while the Elgin-O'Hare Western Access project does the most for job accessibility. The transit extensions tend to have their biggest positive impacts on job accessibility. The road extensions have fairly large environmental impacts, which were measured as impervious surface and potential impact on green infrastructure. He indicated that the material was being provided for discussion prior to staff recommendation in April.

One member asked about the performance information in the memo and whether projects could be ranked on that basis. Jesse indicated that the projects could be ranked by one metric at a time, but no formula had been developed to convert all the metrics into a priority rank. It was pointed out that the year of construction on one of

the projects was at odds with other information; Jesse said he would have it double-checked, but that that mistake would not affect the analysis.

5.0 Freight Policy Update

Mr. Beata updated the committee on a number of recent staff efforts related to freight policy.

5.1 Regional Freight Leadership Task Force.

The Task Force was convened by the CMAP Board in June 2013 to explore the potential benefits of creating a Regional Freight Authority to address institutional and funding barriers affecting the freight system in northeastern Illinois. First meeting in October, the Task Force has considered the economic importance of freight to the region, relevant case studies, institutional models for freight governance, revenue sources and programming, and an illustrative scenario. Its final report the CMAP Board is due in June 2014.

5.2 CMAP's comment on the draft Primary Freight Network.

MAP-21 requires the U.S. DOT to designate 27,000 miles of highway as the nation's Primary Freight Network. U.S. DOT issued a draft network in November 2013. Over the past few months, CMAP worked with stakeholders to develop comments on the draft network in northeastern Illinois. In its official comment to the federal government, CMAP notes the need to develop a truly multimodal freight network and the need to better reflect first- and last-mile movements in metropolitan areas. CMAP also developed potential revisions and additions to the Primary Freight Network, developing primary comments as well as an illustrative scenario in which all expressway mileage is transferred to arterial roads and NHS intermodal connectors.

5.3 Coordination with Major MPOs.

CMAP worked with staff from some of the nation's largest MPOs to develop a joint comment on the draft Primary Freight Network. These comments are broadly consistent with CMAP's individual comments, but include broader policy observations such as the need to develop an urban route designation process and suggestions for the use of the National Freight Network. With the same group, CMAP staff also led an effort to develop freight reauthorization principles. A white paper was completed in February 2014 and shared with U.S. DOT and congressional staff. The major MPOs identify three common principles: (1) integrate metropolitan regions into the freight investment decision-making process, (2) dedicate a range of funding sources and authorize a minimum of \$2 billion funding per year for freight improvements, (3) redefine the national freight network to comprise a multimodal transportation system.

6.0 Transportation Consent Agenda: Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendment

Patricia Berry from CMAP staff summarized this item for the committee. Twice a year CMAP considers an amendment to the Transportation Improvement Program for

projects affecting air quality. The committee reviewed the TIP amendment and accompanying air quality conformity analysis. All in favor, in the motion carried.

7.0 2014 State Legislative Agenda

CMAP staff Gordon Smith presented the March Legislative report in which staff recommended the board consider supporting five bills that assist in the implementation of GO TO 2040 by promoting coordinated investment, expanding transit options, improving water conservation, and supporting local food production. Staff also recommended the board consider opposing three bills that diminish the state and region's ability to invest strategically in transportation.

A member commented that there are a number of bills that restrict local governments' ability to manage their assets and resources, referring to HB 4418 regarding municipal fire department dissolution. Another member mentioned local opposition to SB 2696 (the Fox Waterway dissolution bill) and suggested that the staff should consider recommending the board oppose the bill. Staff responded that they would share the discussion with the board in the following board meeting.

8.0 Community Health, Land Use and Transportation Planning Workshop Update

Samantha Robinson of CMAP presented a brief overview about the community health, land use, and transportation planning workshop which was held in December. The workshop focused on how CMAP can work with Counties and the City of Chicago to integrate these areas into CMAP's ongoing LTA work.

9.0 Other Business

There was no other business.

10.0 Public Comment

There was no public comment.

11.0 Next Meeting

The Regional Coordinating Committee meets next on June 11, 2014.

12.0 Adjournment

A motion was made to adjourn was made and seconded. All in favor, the motion carried.

Approved with corrections to members present section, by unanimous vote, June 11, 2014