



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Chicago Metropolitan Agency for Planning (CMAP)

Board Meeting Minutes

November 18, 2015

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, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Franco Coladipietro-representing DuPage County (via tele-conference), Elliott Hartstein-representing Lake County, Al Larson-representing Northwest Cook County, Lisa Laws-representing the City of Chicago, John Noak-representing Will County, Rick Reinbold-representing South Cook County, Carolyn Schofield-representing McHenry County, Peter Silvestri-representing Cook County (via tele-conference) Peter Skosey-representing the City of Chicago, and Leanne Redden-representing the MPO Policy Committee.

Staff Present:

Joe Szabo, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, and Sherry Kane

Others Present:

Mike Albin-DMMC, Heather & Garland Armstrong-Access Living, Greg Bales-Sen. Durbin's Office, Elaine Bottomley-WCGL, Leonard Cannata-WCMC, Fred Cappeller, Bruce Carmitchel-IDOT, Bruce Christensen-Lake County Council, Jackie Forbes-Kane/ Kendall Council of Mayors, Janell Jensen-McHenry Council of Mayors, Mike Klemens-WCGL, Patrick Knapp- Kane/Kendall Council of Mayors, Aaron Maertins-Metra, Brian Pigeon-NWMC, Mark Pitstick-RTA, Andy Plummer-RTA, Vicky Smith-SW Conference, Mike Walczak-NWMC, Tammy Wierciak-WCMC, and Barbara Zubek-Southwest Conference

1.0 Call to Order and Introductions

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:33 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes.

3.0 Approval of Minutes

A minor correction was reported in the minutes of the joint meeting of the CMAP Board and MPO Policy Committee of October under Other Business related to an event hosted by MPC, and a motion to approve (with the correction) was made by Peter Skosey and seconded by Frank Beal. All in favor, the motion carried.

4.0 Executive Director's Report

Executive Director Joe Szabo reported that CMAP had reached agreement with U.S. DOT and IDOT for FHWA to make us a direct payee and had received \$2.7 million this past Monday. Szabo went on to say that conversations are underway with the Federal Transit Administration (FTA) to set up the same approach. Szabo expressed his thanks to IDOT and FHWA for the unprecedented action. CMAP Board Chair Mayor Gerald Bennett, on behalf of the Board, also thanked all who had been involved (staffs from IDOT, especially Secretary Blankenhorn, CMAP Executive Director Szabo and the FHWA) in having successfully directed federal funding directly to CMAP. Moving forward on a temporary basis, Szabo reported, it is anticipated that at some point funding would return to traditional protocol—it was a fix for all the state's MPOs. Szabo explained that this is only 80% of CMAP's traditional revenues and that the 20% match from the state is not expected until a state budget is passed. It was also reported the state is still on notice by FHWA that they are not in compliance with federal regulations.

Szabo made several other short reports. He reported that the Local Technical Assistance (LTA) program update had been included in the board materials, that the next plan launch event is scheduled for February 24 (or March 2, as an alternate date), and that Hollingsworth & Associates had been selected to facilitate a two-day executive staff strategic planning session, presently scheduled for the end of January. Szabo also reported results of a recent survey of the Board regarding priorities, gave an update on the position announcement for a new Chief of Staff (responded to a question raised about the ideal candidate), stated that CMAP had convened a meeting with CDOT, IDOT, and Cook County to coordinate public efforts on CREATE, and distributed a copy of the letter to the Association of American Railroads requesting more performance data from the industry to better measure public benefits. Finally, Szabo asked that Board members let us know of any conflicts with the 2016 meeting schedule that had been included in the board materials.

5.0 Procurements and Contract Approvals

The following contract approvals were submitted for approval: a contract in the amount of \$124,871 with Louis Berger Group, Inc., to perform the Chicago Region Socioeconomic Forecast; and a contract with S.B. Friedman, not to exceed \$200,000 (maximum two years), to provide market analysis and development advisory services on a task order basis. A motion by Commissioner Peter Silvestri was seconded by Mayor Al Larson to approve the contract awards as had been presented. When queried as to whether Louis Berger, a national firm, had included travel expenses in their costs, staff reported that the firm had worked successfully with MPOs nationwide and that any travel expenses would have been included in the proposal. All in favor, the motion carried.

6.0 Committee Reports

Neither of the Coordinating Committees had met prior to the Board meeting. A written summary of the working committees and the Citizens' Advisory Committee was provided.

7.0 Long-Term Funding Outlook

Executive Director Joe Szabo reported that while immediate funding concerns had been addressed, long-term funding remains a critical threat. Bob Dean stated that the report today was meant as an introduction, and suggested additional discussion in January. Dean reported that federal funding makes up 80% of CMAP revenue, the remaining 20% is a non-federal local match. This is particularly significant since without this match, the federal funding becomes uncertain. CMAP has historically relied on state for the local match. Based on recent and ongoing events, Dean continued, even once the current political stalemate is solved there are long-term financial issues with the state that may make it unlikely for them to continue to provide the local match at the level they have in the past. Funding remains a concern of management and the Board and it is time to look for alternative sources beyond the state to make up the local match.

Staff will continue to research and investigate options during the coming weeks with more discussion in January. Between now and then, staff will look at how other MPOs (both within the state and nationally) are funded, explore other sources for local match, and present some alternatives that would reduce our reliance on the state local match. In response to a question, Dean stated that the 20% match from the state has historically been at \$3 to \$3.5 million. While FUND 2040 would provide an approximate \$5 million to CMAP, it would require a significant capital bill or other legislation, and the likelihood of that is questionable. Staff suggests also looking at options that do not require state action. It was also pointed out that the legislation that created CMAP included a provision for funding that has never really taken place.

8.0 State Legislative Update

Gordon Smith, CMAP staff reported that five months into the current fiscal year, there is still no state operating budget. There have been recent successes and movement, Smith continued, on issues such as state subsidized child care. The Governor also announced contract agreements with several trade unions and support for HB 4305 (Rep. Moylan) that includes passing through local MFT and gaming revenues to municipalities, which was shut down by a parliamentary procedure and is not moving. There is a meeting scheduled between the Governor and the legislative leaders on December 1, that will hopefully begin some dialogue in earnest to resolve the situation. Smith went on to say that Executive Director Joe Szabo and he had met with key members of the General Assembly that have been supportive of CMAP and meetings are scheduled with President Cullerton, Leaders Radogno and Durkin. A request has been made to meet with Speaker Madigan to discuss CMAP funding concerns, and the impact the budget impasse has had on the agency, reinforcing the importance of the agency to the state of Illinois and the region. Chairman Bennett asked that they be reminded of their obligation to fund the agency, reported that HB 4305 had passed last week by a 113-1 vote, and stated that there is concern about sweeping of funds for local governments, as well as distribution of pass-

through funding. Finally, Smith reported that he would caution against optimism about HB 4305 since it still has to go through the Senate process, which requires three days of session and nothing is scheduled through year's end.

9.0 Federal Legislative Update

CMAP staff, Tom Kotarac, reported that with the resignation of Speaker Boehner, legislation began to move and Congress reached a budget deal that took off the table the debt ceiling, a government shutdown, sequestration issues, and other issues with Social Security and Medicare. Long-term transportation bills have passed both the Senate and House, both with overwhelming votes in the Senate (both Senators Kirk and Durbin voted yes) and House (Congressman Roskam and Congresswoman Schakowsky voted no). A conference committee was formed and was scheduled to meet today. Three members from Illinois (Senator Durbin and Congressman Lipinski for all matters in the bill and LaHood for just those issues dealing with provisions in the jurisdiction of Energy & Natural Resources Committee) are on the conference. Three major priorities for the region, Kotarac continued, include: size of the bill (House wants a flat bill for 6 years; Senate looking for a shorter bill with increased funding); mass transit; and, freight. Kotarac drew comparisons from each of the bills related to mass transit (last year at \$565 million—the senate bill suggests \$640 million on average, the House bill \$562 million). Also troubling on the transit side is related to New Starts, in that the House would severely limit how much other federal money could be used to match local funds and would include, by statute, a 50/50 match for some New Starts projects. On the new freight program in each bill, Kotarac reported, these programs would be the first major new federal highway programs since 1992; the last two were CMAQ and transportation enhancements or alternatives. One hang-up is what would be eligible for projects—both the Senate and House have suggested multi-modal and rail eligibility for federal highway funds, but the House driven by outside road-centric interests, want the new freight programs limited to just highway projects. The Chairman wants this on the fast track, signed by November 30, and passed both Chambers and signed by December 4. When asked where additional funding would come from (to align House and Senate levels), Kotarac reported that \$60 billion had come from the Federal Reserve into the General Fund, and that, along with other offsets from the Senate could possibly fund the 6-year bill and again, the House would be looking at keeping funding flat. No new revenue is coming from transportation sources and, while the Highway Fund will grow, it will be infused with revenue from the General Fund. An increase in the gas tax, although introduced, never made it past the rules committee. Kotarac also responded to a question regarding freight funding, reporting that the Senate had considerably a larger amount of money dedicated to freight (about \$1.9 billion in a formula per year, with a competitive grant at \$350 million, for a total of \$2.1 billion)—the House approach is based solely on a competitive program at \$750 million per year. The House competitive program limited the eligibility of intermodal or rail projects to be directly impact the highway network. Kotarac mentioned that Rep. Lipinski has been a strong advocate of making rail highway grade crossings not be counted towards cap for multi-modal projects, a good thing for the region.

10.0 Other Business

There was no other business before the CMAP Board.

11.0 Public Comment

Fred Cappeller questioned the "55/45" split, with Chairman Bennett suggesting that a change to that may come with a capital bill or a general philosophical change by the new Secretary of Transportation. Cappeller also questioned the collection of fuel tax in District 1, and was asked to continue the conversation at the conclusion of the meeting.

Bruce Carmitchel-IDOT office of Planning and Programming, for the record added that it was absolutely because the Secretary of Transportation believed it was the right thing to do that the funding breakthrough became a reality. He recognized the knowledge and hard work of CMAP Executive Director Joe Szabo, the persistence of Tom Kotarac and the Illinois office of FHWA—Kay Batey, Jon-Paul Kohler and John Donovan—who took the conversation to Washington. Chairman Bennett asked that a letter be sent on behalf of the board thanking them for their assistance.

Heather Armstrong-Access Living, expressed concerns about the budget and funding for over and under passes at railroad crossings.

Garland Armstrong-Access Living, asked that the CMAP Board do what it could to see that signage for the hard of hearing and vision impaired at the airport be implemented.

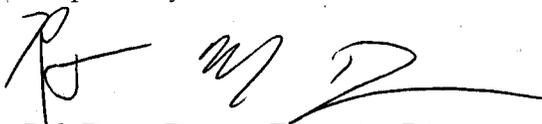
12.0 Next Meeting

The December meeting of the Board was cancelled; the Board is scheduled to meet next on January 13, 2016.

13.0 Adjournment

A motion by President Rick Reinbold was seconded by Elliott Hartstein to adjourn the regular meeting at 10:33 a.m. All in favor, the motion carried.

Respectfully submitted,



Bob Dean, Deputy Executive Director
for Planning

12-30-2015
/stk

Approved as presented, by unanimous vote, January 13, 2016.