



## Regional Coordinating Committee

### Minutes

Wednesday, October 14, 2015

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

**Committee Members Present:** Michael Connelly (CTA–Transportation Committee), Ed Paesel (South Suburban Mayors & Managers Assoc.-Land Use Cmte.), Jack Darin (Illinois Sierra Club-Environment and Natural Resources Committee) and Mayor Tom Weisner (CMAP Board)

**Others Present:** Jennifer Becker-Kane/Kendall Council of Mayors, Bruce Christensen-Lake County DOT, and Jonathan Tremper-Metra

**Staff Present:** Tom Kotarac, Joe Szabo, Gordon Smith, Jesse Elam, Ross Patronsky, Doug Ferguson, Brian Peterson, Simone Weil and Sherry Kane

### 1.0 Call to Order

In Chairman Elliott Hartstein’s absence, Mayor Tom Weisner called the meeting to order at approximately 8:10 a.m. and asked committee members to introduce themselves.

### 2.0 Agenda Changes and Announcements

There were no changes to the Agenda or announcements.

### 3.0 Approval of Minutes

A motion made by Ed Paesel to approve the minutes of the June 10, 2015, meeting as presented was seconded by Jack Darin. All in favor, the motion carried.

### 4.0 Approval of GO TO 2040/TIP Conformity Analysis and TIP Amendments

CMAP staff Ross Patronsky presented the semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendments for committee consideration, explaining that part of the adoption of the plan/program is ensuring the air quality requirements are met, which is known as “conformity.” Patronsky went on to say that certain plan/program projects affect air quality. These are “non-exempt” projects. If there’s a change to a non-exempt project, the plan/program must be re-conformed. We limit the conformity analysis/

amendment process to twice a year due to the analysis/public comment/committee decision-making process. There were 5 projects in the Transportation Improvement Program (TIP) that affect the analysis; two are new, two were moved back, and one project had its limits changed. The analysis indicated that we do still meet air quality requirements. The analysis and amendment were released for public comment and no comments were received, Patronsky continued. The Transportation Committee considered the analysis and amendments at its September meeting and recommended approval. Patronsky concluded that staff is asking that the Regional Coordinating Committee recommend that the Board make a finding of conformity for GO TO 2040 and the TIP as amended, and adopt the TIP amendments. A motion by Mike Connelly was seconded by Ed Paesel to recommend approval of the GO TO 2040/TIP Conformity Analysis and TIP Amendments by the CMAP Board. All in favor, the motion carried.

#### **5.0 Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Transportation Alternative Program (TAP-L)**

CMAP staff Doug Ferguson presented the Federal Fiscal Year (FFY) 2016-2020 CMAQ program and the FFY 2015-2017 local TAP proposed program for committee consideration. Both had been considered by the Transportation Committee, which recommended approval. Ferguson reported that CMAQ funds can be used on a variety of different surface transportation projects, including traffic flow, transit, non-motorized and vehicle and fuel technologies, that the CMAQ program consists of 42 projects with a federal dollar amount of \$274 million and that, when combined with existing programmed projects, renders a five-year program of \$548 million. Projects were ranked by cost effectiveness of the emission reductions within each project category Ferguson went on to say that staff used additional transportation impact criteria and regional priorities when developing the proposed program. The local TAP program, Ferguson continued, is used for bicycle facilities projects which help to complete the Regional Greenways and Trails Plans. It consists of 18 projects with a federal dollar amount of just over \$28 million. Three criteria measures—ability of the project to help complete the Plan, the population and employment density around a project, and the improvement of safety and attractiveness of the bicycling environment--were used to evaluate the project proposals. Staff is requesting that the committee recommend approval by the CMAP Board and MPO Policy Committee. Once approved, the projects are forwarded to FHWA and FTA for an eligibility determination. Finally, project sponsors are notified to begin implementation. Ferguson fielded questions related to the City of Chicago having only 10% of their funds obligated and 45 of their projects moved to the deferred list. He introduced a current status expenditure report for the federal fiscal year that ended September 30 and noted that, while the City was low in its obligation for FFY 2015, it had several large transit projects that were obligated at the end of FFY 2014. Ferguson went on to say that the obligation goal for FFY 2015 was \$162 million; the program came in a little short, obligating \$140 million, which was still considered a success. In response to the question related to the allocation being subject to state interference, Ferguson explained that while these are federal funds, they require state allocation since federal transportation funding is apportioned to the state, so yes, there could potentially be a problem. This prompted a bit of discussion by the committee. Finally, a motion by Ed Paesel was

seconded by Mike Connelly to recommend approval of the CMAQ and Local TAP programs, as had been presented, to the CMAP Board and MPO Policy Committee. All in favor, the motion carried.

## **6.0 Regional Clusters: Traded and Local**

CMAP staff Brian Peterson gave an overview on the industry cluster work that CMAP had completed since the development of GO TO 2040. Peterson cited GO TO 2040 recommendations related to increased accountability and the questions raised about our region's economy to which staff had responded with the development of CMAP's regional economy website and in-depth policy quarterly updates, which will likely inform development of the next long range comprehensive plan. Another GO TO 2040 recommendation called on CMAP to research the region's key industry clusters, Peterson continued, that included an analysis of the region's freight and manufacturing clusters. The nexus between the two clusters was also examined, the most recent of which was in the O'Hare subregion that has a high concentration of both freight and manufacturing employment. Peterson discussed the benefits of clustering that help us understand our economy and the factors that contribute to growth as well as new cluster research since the development of GO TO 2040 that provides additional insight into understanding clusters in metropolitan areas and a new classification and identification system that has been adopted by other regions. Peterson explained the differentiation we make between traded and local clusters, discussed the strengths of traded clusters, explained inter-related clusters, the new understanding we now have of local clusters (and types), and finally, the industry cluster role in the economy. Peterson fielded questions related to: population as it relates to mobility and workforce and ethnic background (yes, workforce development needs would be considered in the development of the demographic snapshot); while we look at indicators on a regional level, is it possible to look at those by county or specific subregion, i.e., the southern suburbs have significant manufacturing compared to that of the O'Hare subregion (yes, data is available on zip code level and definitely something that CMAP is looking into updating ); and newer industries, i.e., Amazon distribution warehouses and how that fits into clustering—business to consumer, but not traditional retail—there's also a transportation component involved (may not be able to look at this with economic data—online purchasing is affecting retail developments—it is difficult to identify trends with industry data and we may look to land use and some of the development trends in the region that may not be driven by economic data and make anecdotal conclusions about those trends).

## **7.0 Other Business**

Staff suggested that the committee may be asked to consider a fewer number of meetings in 2016.

## **8.0 Public Comment**

There was no public comment.

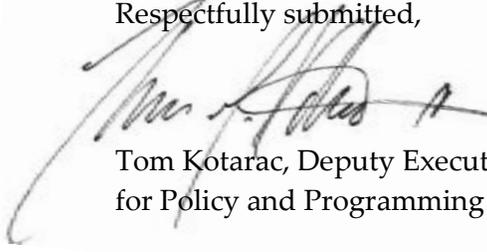
## **9.0 Next Meeting**

The Regional Coordinating Committee is tentatively scheduled to meet next on January 13, 2016.

## 10.0 Adjournment

At 8:45 a.m., a motion to adjourn made by Ed Paesel was seconded by Jack Darin, and with all in favor, carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Tom Kotarac", is written over a light blue rectangular background.

Tom Kotarac, Deputy Executive Director  
for Policy and Programming

/stk  
12-31-2015

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