



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Joint Meeting Chicago Metropolitan Agency for Planning (CMAP) Board and MPO Policy Committee Minutes

October 14, 2015

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Board and MPO Policy Committee Members Present:

Gerald Bennett, CMAP Board Chair-representing southwest Cook County, Randy Blankenhorn, MPO Policy Committee Chair, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Mike Connelly-representing the CTA, Tom Cuculich-representing DuPage County, Joe Gottemoller-representing McHenry County, Richard Kwasneski-representing PACE, Aaron Lawlor-representing Lake County, Lisa Laws-representing the City of Chicago, Andrew Madigan-representing the City of Chicago, John McCarthy-representing Private Providers, John Noak-representing Will County, Don Orseno-representing Metra, Leanne Redden-representing the RTA and a non-voting member of the Board, Rick Reinbold-representing south suburban Cook County, Tom Rickert-representing Kane County, William Rodeghier-representing west Cook County, Rebekah Scheinfeld-representing CDOT, Jeffery Schielke-representing the Council of Mayors, Carolyn Schofield-representing McHenry County, Peter Silvestri-representing Cook County, Peter Skosey-representing the City of Chicago, Lawrence Walsh-representing Will County, Tom Weisner-representing Kane and Kendall Counties, John Yonan-representing Cook County, Rocco Zuccherro-representing Illinois Toll Highway Authority, and non-voting members Marisol Simon-representing the FTA and Catherine (Kay) Batey-representing FHWA,

Staff Present:

Joe Szabo, Jill Leary, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Jesse Elam, Elizabeth Schuh, Ross Patronsky, Kristin Ihnchak, Doug Ferguson and Sherry Kane

Others Present:

Mike Albin-DMMC, Kristen Anderson-Metra, Reggie Arkell-FTA Garland & Heather Armstrong-Access Living, Jennifer Becker-Kane County DOT, Elaine Bottomley-WCGL, Chris Byars-FHWA, Bruce Carmitchel-IDOT, Bruce Christensen-Lake County DOT, John

Donovan-FHWA, Jackie Forbes-Kane Kendall Council, Tony Greep-FTA, Scott Hennings-McHenry County DOT, Dan Johnson-Midwest High Speed Rail, Jennifer "Sis" Killen-Cook County Department of Highways, Mike Klemens-WCGL, Jon-Paul Kohler-FHWA, Patrick Knapp-Kane Kendall Council, Dennis Latto-SSMMA, Ashley Lucas-Lake County DOT, Jamy Lyne-Parsons Brinckerhoff, Mike McLaughlin-CTA, Kirsten Mellem-McHenry County DOT, Ed Paesel-SSMMA, Brian Pigeon-NWMC, Mark Pitstick-RTA, David Seglin-CDOT, Vicky Smith-Southwest Council, Paula Trigg-Lake County DOT, Mike Walczak-NWMC, Tammy Wierciak-WCMC, and Barbara Zubek-Southwest Council

1.0 Call to Order and Introductions

CMAQ Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:35 a.m., and asked that Board and MPO Policy Committee members introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of CMAQ Board Meeting Minutes

A motion to approve the minutes of the September 9, 2015, meeting of the CMAQ Board as presented was made by President John Noak and seconded by Rita Athas. All in favor, the motion carried.

4.0 Approval of MPO Policy Committee Meeting Minutes

A motion to approve the minutes of the June 11, 2015, meeting of the MPO Policy Committee as presented was made by Mayor Jeffery Schielke and seconded by County Executive Larry Walsh. All in favor, the motion carried.

5.0 Executive Director's Report

Following an update on the state's budget impasse and its adverse effect on CMAQ's financial condition by Executive Director Joe Szabo, a fairly lengthy discussion ensued. This resulted in a motion by Tom Cuculich, seconded by Leanne Redden, to draft a joint communication to Springfield suggesting an administrative fix that would allow CMAQ to receive federal funding directly and remain open beyond November 30. Szabo continued with his reporting by stating that, in addition to an administrative fix that had already been discussed, CMAQ would pursue other options and will keep the Board and Policy Committee updated accordingly.

Szabo also reported that Chief of Staff Jill Leary would be leaving at month's end, and while she will certainly be missed at CMAQ for all she did to establish the agency as it exists today, in her role at RTA she will be in a good position to help advance GO TO 2040. Both IDOT Secretary Randy Blankenhorn and CMAQ Board Chair Jerry Bennett expressed their gratitude and best wishes as well.

6.0 Procurements and Contract Approvals

Recommended for approval was a contract for activity-based model component estimation and calibration with RSG in the amount of \$124,452 and a contract for an interactive public engagement tool with Envision Sustainability Tools for two years with a one-year option for renewal in a maximum of \$48,000 each fiscal year (the maximum three-year contract would be \$144,000). A motion by County Commissioner Peter Silvestri was seconded by Carolyn Schofield to approve the contract awards as presented. All in favor, the motion carried.

7.0 Committee Reports

Local Coordinating Committee Chair Rita Athas reported that the Committee had met earlier in the morning, that new members were introduced, and that the committee had voted to recommend approval of the Local Technical Assistance (LTA) program. Athas also reported that CMAP staff and the city manager of Yorkville had described the results of an interjurisdictional service sharing study involving Oswego, Montgomery, and Yorkville, and the committee had discussed the potential for doing similar work in other communities.

There was no report of the Regional Coordinating Committee, which had also met earlier in the morning. A written summary of the working committees was distributed.

8.0 Council of Mayors Report

Mayor Jeffery Schielke reported that the Council of Mayors had met on September 1, receiving updates on the status of STP-L expenditures for the 2015 Federal Fiscal Year (FFY) and on the status of the STP program for FFY 2015. Schielke went on to say that the region did a great job spending the new STP-L funding for FFY 2015 but is only slowly chipping away at the large carryover balance, which is the largest it has ever been. If the councils do not start to reduce the large unobligated balance some innovative techniques will need to be discussed to ensure that all funding is effectively spent, Schielke concluded.

9.0 Naming of Transportation Committee Chair and Vice Chair

IDOT Secretary and MPO Policy Committee Chair Randy Blankenhorn reported that the Policy Committee by-laws and the Memorandum of Understanding between the MPO Policy Committee and the CMAP Board allow for the MPO Policy Committee to select the Chair and Vice Chair of CMAP's Transportation Committee, that the terms traditionally are for two years, and that Mike Connelly of the CTA had been Chair for the past two years. Additionally, Blankenhorn suggested that Sis Killen of Cook County who had been Vice Chair for two years begin a two year term as Chair and Rocco Zucchero of the Illinois Tollway serve as Vice Chair. A motion by John Yonan naming Jennifer "Sis" Killen as Chair and Rocco Zucchero as Vice Chair of CMAP's Transportation Committee was seconded by Richard Kwasneski. All in favor, the motion carried.

10.0 Nominating Committee Recommendation for the Office of Vice Chair of the MPO Policy Committee

Nominating Committee Chair John Yonan reported that the nominating committee, consisting of himself (representing Highway administration), Don Orseno (representing a

public transportation agency), Frank Beal (representing the regional planning agency), Larry Walsh (representing county government), and Rebekah Scheinfeld (representing municipal government), recommended that Lake County Board Chair Aaron Lawlor continue to serve as Vice Chair of the MPO Policy Committee for calendar year 2016. A motion by Richard Kwasneski was seconded by County Executive Larry Walsh to approve the recommendation of the nominating committee. All in favor, the motion carried.

11.0 Approval of GO TO 2040/TIP Conformity Analysis and TIP Amendments

CMAP staff Ross Patronsky explained the concept of conformity and reported that with the release of an update ozone standard, the region is expected to be in nonattainment. The project changes, Patronsky continued, at this time are typical—adding 2 projects; moving 2 projects forward to later years; and reducing the limits of 1 project. The analysis, released for public comment (of which none were received), showed conformity. Both CMAP’s Transportation and Regional Coordinating committees had considered and recommended approval of the analysis and amendments as presented. On behalf of the CMAP Board, a motion by Rita Athas was seconded by Peter Skosey to approve the GO TO 2040/TIP Conformity Analysis and TIP Amendments as presented. All in favor, the motion carried. For the MPO Policy Committee, a similar motion made by Mayor Jeffery Schielke was seconded by Tom Rickert and with all in favor, the motion carried.

12.0 Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Transportation Alternative Program (TAP-L)

CMAP staff Doug Ferguson reported that CMAP’s Transportation and Regional Coordinating committees had approved the recommendations of the Project Selection Committee’s proposed CMAQ program consisting of 42 projects with a federal dollar amount of \$274 million. The projects, combined with existing programmed projects, result in a five-year program of \$548 million, Ferguson noted. The proposed TAP program consists of 18 projects totaling \$28 million. Once approved by the Board and MPO Policy Committee, the programs will be forwarded to FHWA/FTA for an eligibility determination, and staff will work with sponsors to begin implementing the projects. For the CMAP Board, a motion by Mayor Tom Weisner was seconded by County Commissioner Peter Silvestri to approve the programs as presented. All in favor the motion carried. Likewise, for the MPO Policy Committee, a motion by Don Orseno was seconded by Leanne Redden and with all in favor, the motion carried.

13.0 Selection of Local Technical Assistance (LTA) Projects

Deputy Executive Director for Planning Bob Dean reported that 22 new LTA projects were recommended to be selected, adding that the project list and a description of the selection process were in the meeting materials. Dean noted that a local match was required this year, with the match amount assessed on a sliding scale, with the goal of continuing to encourage the participation of lower-income and smaller communities. Based on the selection results, Dean suggested that the local match structure appeared to have had its intended effect. Dean reported that both the Transportation committee and Local Coordinating Committee had recommended approval of the LTA program. For the CMAP Board, a motion by Rita Athas was seconded by President Rick Reinbold to approve the Local Technical Assistance (LTA) program as had been presented. Andrew

Madigan abstained from the vote; the motion carried. For the MPO Policy Committee, a motion by County Executive Larry Walsh was seconded by County Board Chair Joe Gottemoller to approve the program as was presented. All in favor, the motion carried.

14.0 New Plan Development

CMAP staff Elizabeth Schuh and Kristin Ihnchak shared the results of an internal charrette that senior staff had conducted in August. An overview of the broad priorities and vision for the next plan, the topics to be addressed, engagement efforts, and the plan development timeline were given. The next plan is slated to build on the strong foundation of GO TO 2040 while striving for greater specificity, both in the plan's policies and in more geographically detailed recommendations to partners for some topic areas. The broad priorities for the next plan include fostering one thriving region, emphasizing reinvestment and infill, addressing funding constraints and the true costs of projects, creating a more resilient and livable region, promoting inclusive economic growth, and providing clear and focused recommendations as well as measurable objectives. Topics to include in the next plan were evaluated based on whether CMAP or its partners have authority to implement recommendations to the topic area, whether the agency could set realistic objectives on the topic, whether the topic is important to the agency's constituents, whether addressing the topic is important to CMAP's credibility, and whether it would be feasible to implement recommendations that could arise from the topic. Topics were grouped into three categories based on their relationship to GO TO 2040: topics where the GO TO 2040 policy direction is expected to be maintained, topics where the policy direction from the last plan is expected to be refined, and new topics that weren't addressed in GO TO 2040. The timeline for plan development was reviewed, along with major points of public engagement. Comments from the Board and Policy Committee members included whether the plan could provide a venue for marketing potential development sites around the region, and encouraging reinvestment on higher-density infill sites as well as small downtown and historic areas. Strategy papers will examine areas within the region where redevelopment and infill should be encouraged, and strategies to revitalize underinvested areas will also be considered.

Meant to further the discussion of the plan's development, Executive Director Joe Szabo asked three questions of the Board and Policy Committee. First, how can the next plan and its development process advance the recommendation to increase transportation revenues and ensure adequate funding for system maintenance and operations, enhancements, and expansions? The Board and Policy Committee discussed options such as FUND 2040, a gas tax increase, a vehicle miles travelled pilot program, and congestion pricing. Second, how can we most effectively provide guidance for transportation programming based on our regional goals? Discussion included education of the General Assembly and other stakeholders and working closely with transportation programmers. Third, how can project evaluation and selection best advance our broader transportation goals? Following this question, CMAP staff Jesse Elam gave a presentation related to defining proposed projects to include in the next long-range plan, explaining that CMAP currently defines "major capital projects" as capacity additions to the expressway or transit system, generally meaning a rail extension. Elam noted that some guidance had already been provided on which types of projects to include in the next regional plan from the Board's 2014 visioning session and also said that the USDOT made recommendations on project types in its 2014 MPO certification review. Staff had also reviewed how other

large MPOs treat projects and found that none of them defined projects as narrowly as CMAP has in the past. He proposed that the next regional plan specifically list capacity projects on certain types of facilities that cost more than \$100 million or those that cost at least \$250 million regardless of type. Elam suggested that these thresholds are easy to communicate and implement but said that the Board and MPO Policy Committee should be aware that the new definition might eventually entail more plan amendments than the current GO TO 2040. He stated that the amendment process can be streamlined. Members weighed in on such topics as whether smaller projects could be brought in, how many projects meet the thresholds, how certain kinds of transit projects would be treated, whether larger system interchange projects would be considered, how last-mile connections to meet local needs would be examined, and the role of public-private partnerships.

15.0 Other Business

Tom Cuculich noted that IDOT was continuing to bill counties while not paying invoices itself, and asked that this practice be reconsidered. Peter Skosey announced that MPC would host "The Efficiency Advantage" on November 2 and encouraged attendees to sign up on the website.

16.0 Public Comment

Heather Armstrong asked about social services that might be cut, given the state's budget impasse. Dan Johnson of the Midwest High Speed Rail gave an update regarding legislation related to high-speed rail in Illinois. Garland Armstrong, on behalf of Pace ADA, offered assistance to CMAP with communicating the importance of its financial situation.

17.0 Next Meeting

The CMAP Board meets next on November 18, 2015; the MPO Policy Committee meets next on January 14, 2016.

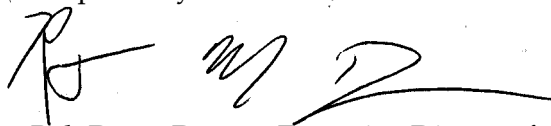
18.0 Closed Session

There was no new information to report on the pending lawsuit; the closed session was not required.

19.0 Adjournment

At 11:20 a.m., a motion to adjourn by Mayor Jeffery Schielke was seconded by Tom Cuculich. All in favor, the motion carried.

Respectfully submitted,



Bob Dean, Deputy Executive Director for
Planning

11-02-2015
/stk

*Approved, with a minor correction to Other Business, by the CMAP Board on November 18, 2015
Approved as presented, by the MPO Policy Committee on January 14, 2016.*