



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Chicago Metropolitan Agency for Planning (CMAP)

Board Meeting Minutes

September 14, 2016

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, Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Franco Coladipietro-representing DuPage County, Janel Forde-representing the City of Chicago, Elliott Hartstein-representing Lake County, Al Larson-representing northwest Cook County (via tele-conference), John Noak-representing Will County, Rick Reinbold-representing South Cook County, William Rodeghier-representing suburban Cook County, Carolyn Schofield-representing McHenry County, Peter Silvestri-presenting Cook County, Peter Skosey-representing the City of Chicago, and Leanne Redden-representing the MPO Policy Committee.

Staff Present: Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Kristin Ihnchak, Craig Heither, and Sherry Kane

Others Present: Mike Albin-DMMC, Kristen Andersen-Metra, Len Canata-WCMC, Bruce Christensen-LCDOT, John Donovan-FHWA, Jackie Forbes-Kane/Kendall Council of Mayors, Michael Fricano-WCMC, Janell Jensen-McHenry Council of Mayors, Mike Klemens-WCGL, Patrick Knapp- Kane/Kendall Council of Mayors, Brian Pigeon-NWMC, Mark Pitstick-RTA, Linda Sloan-TY Lin, Vicky Smith-Southwest Conference and Mike Walczak-NWMC.

1.0 Call to Order and Introductions

CMAP Board Chair Mayor Gerald Bennett called the meeting to order at 9:32 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

Chairman Mayor Gerald Bennett welcomed Janel Forde, CMAP's newest Board member, representing the City of Chicago.

3.0 Approval of Minutes

A motion to approve the minutes of the June 8, 2016, meeting of the CMAP Board as presented was made by President Franco Coladipietro and seconded by Peter Skosey. All in favor, the motion carried.

4.0 Executive Director's Report

Regarding CMAP's financial situation, Executive Director Joe Szabo reported that the General Assembly's stop gap budget included a full year's funding for CMAP and efforts continue on reinstating the Comprehensive Regional Planning Fund (CRPF). Contractors are being paid and projects once on hold are now being implemented including the Local Technical Assistance (LTA) projects. Since the first invoices went out, CMAP has collected nearly 60% of its dues and nearly two-thirds of those having been billed have paid. Szabo went on to say that over 100 engagement events have taken place reaching nearly 7,000 residents, with a goal of doubling the outreach conducted for GO TO 2040. Szabo also reported on the Stony Island Arts Bank Forum on June 20, and announced two additional forums, Peak Driving on September 22 and a forum on Aging scheduled for October 27, a speech (The Power of a Unified Region) he gave on June 29 at the City Club of Chicago, and a freight roundtable that CMAP hosted for FHWA that was followed by a tour of the CREATE project. Regarding the Memorandum of Understanding that the CMAP Board had approved at its last meeting, and was presented to the MPO Policy Committee the following day, Szabo also reported, questions had been raised and the Secretary had asked the committee defer approval. CMAP's annual report had also been distributed and a Local Technical Assistance (LTA) program update had been included in the board material, along with a bi-monthly update on the ON TO 2050 plan development.

5.0 Procurements and Contract Approvals

A resolution authorizing the Executive Director to enter into an intergovernmental agreement with the Cook County Assessor's Office for the purpose of securing data instrumental to research, analysis and planning activities was presented for Board approval. A motion by Commissioner Pete Silvestri was seconded by Elliott Hartstein to adopt the resolution as was presented. All in favor, the motion carried. Also presented by Deputy Executive Director Angela Manning-Hardimon was a request for approval to purchase various data services totaling \$400,000 and IT hardware and software totaling \$350,000. A motion by President William Rodeghier was seconded by Carolyn Schofield. All in favor the motion carried.

Regarding the purchase of aerial photography for \$50,000, Manning-Hardimon reported that CMAP partners with the counties in the purchase of this standard planning tool.

6.0 Committee Reports

Neither of the Coordinating Committees had met since the last Board meeting. A written summary of the working committees, the Citizens' Advisory Committee, and the Council of Mayor's Executive Committee was provided.

7.0 Budget Update/Approval

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon presented CMAP's FY 2017 revised budget reporting that the passing and approval of the State's stop gap budget, IDOT provided CMAP with \$3.2 million in local match. With the

match, Manning-Hardimon continued, CMAP could reallocate approximately \$1.4 million to the Unified Work Program (UWP) competitive applications that had been submitted in January. The revised budget, Manning-Hardimon went on to say, includes a reduction in federal revenues by \$837,000, an increase of \$3.2 million in State match, a reduction of \$1,049,435 in general fund reserves, \$1,700 reduction in personnel costs, \$7,469 reduction in operating expenses and a \$500,000 increase in contractual services for the Local Technical Assistance (LTA) program and Community Planning Funds (split with RTA). Additionally, the projects funded with the award of \$1.4 million to the UWP competitive program will now include: CTA/Pace-\$640,000; CMAP/RTA-\$400,000; Lake County-\$200,000; and, CDOT-\$197,000. A motion by President William Rodeghier was seconded by President Franco Coladipietro to adopt the revised FY 2017 budget as had been presented. All in favor, the motion carried.

8.0 Election of Officers

Chair of the Nominating Committee President Rick Reinbold reported that the nominating committee submits the following names for consideration as officers and members of the Executive Committee of the Chicago Metropolitan Agency Planning (CMAP) Board:

Chair	Gerald Bennett, Mayor-Suburban Cook County
Vice Chair	Rita Athas-City of Chicago
Vice Chair	Elliott Hartstein-Collar Counties
At Large	Al Larson, Mayor-Suburban Cook County
At Large	Andrew Madigan-City of Chicago
At Large	Carolyn Schofield-Collar Counties

A motion by Peter Skosey to approve the slate as recommended by the Nominating Committee was seconded by President William Rodeghier. All in favor, the motion carried.

9.0 Coordinating Committee Structure

Deputy Executive Director for Planning Bob Dean gave a brief history of the CMAP committee structure, reporting that prior to the development of GO TO 2040, the committees were known as the Planning (overseeing the planning of GO TO 2040) and Programming (considering the short-term program activities) Coordinating Committees. After the adoption of GO TO 2040 and to focus on implementation, the two committees became known as the Local and Regional Coordinating Committees. Staff is now suggesting a return to the original structure changing the identity of the committees, perhaps shifting the membership to focus one on the development of ON TO 2050 (Planning) and the other on the shorter term matters related to transportation programming and local technical assistance (Programming). Meant to seek feedback from the Board, Dean concluded, no action is required. Generally, the board seemed agreeable to the proposed change.

10.0 Constitutional Lockbox Amendment

At its last meeting, the Board had been briefed on the Constitutional Lockbox Amendment that passed the General Assembly and asked staff to analyze the legislation and report

back accordingly. Deputy Executive Director for Policy and Programming Tom Kotarac discussed the findings that had been obtained from staff analysis and conversations with stakeholders. Kotarac described his presentation as an ongoing analysis and that additional stakeholders are being contacted so that staff can provide fuller analysis at the joint meeting with the MPO Policy Committee in October.

Kotarac reported on 5 basic elements of the amendment, as follows. Part 1 of the amendment defines transportation revenue very broadly and includes any transportation revenue generated from any transportation operation, beyond the gas tax (i.e., transit fares, parking fees) and not just current but also future transportation revenue (i.e., fee on electric cars) and at all levels of Government (state, county, township, municipality, etc.). Part 2 of the amendment defines the eligible uses for transportation revenues defined in the amendment, Kotarac continued, including wide eligibility for general capital investments into several modes (highway, mass transit, rail, bridges, etc.), however there is a limitation on administrative expenses that can be paid for with transportation revenues, specifically the amendment restricts transportation revenues to “direct program expenses” associated with enforcement of transportation laws, safety operations of several modes of transportation, and workers compensation claims for IDOT. Part 3 of the amendment will prohibit the state from sweeping transportation revenues and using those funds for non-transportation purposes. Part 4 of the amendment is very unclear but seems to require the General Assembly to provide dedicated funding for modes of transportation not “described” in the amendment; related to other modes of transportation. Part 5 makes clear federal funds will retain the eligibility they have in federal law.

Kotarac outlined some of the concerns stakeholders have expressed about the amendment: planning, as an activity, is not explicitly eligible in the amendment; local and home rule governments and the transportation revenue they generate will be covered by the amendment; costs related to highway construction, operations, and administration are given very elastic language in the amendment allowing for wide eligibilities related to highways, whereas other modes do not have similar language; the amendment does not explicitly make eligible transportation-related activities (e.g., greenspace related to roadways or transit systems, flood mitigation, etc. are not explicitly eligible); lastly, the campaign launched to support the amendment have claimed a number of \$6 billion in diversions away from transportation over the past 10 years, this is a figure CMAP staff has not been able to confirm, nor is it clear which diversions included in the large \$6 billion figure may be allowed to continue; and finally, implementation of this amendment is unclear and we have not received guidance from the Governor’s Office of Management and Budget or IDOT on the mechanics of implementing the amendment if it becomes part of the constitution. Additional stakeholders will be contacted by staff in the weeks ahead, Kotarac concluded, and more information will be forthcoming.

Chairman Mayor Jerry Bennett reported that the Mayors Caucus had met, a couple of advocacy groups are supporting the legislation, what it means at the local level primarily related to Public Works, the timing with elections only 60 days away and that support (or non-support) should come sooner rather than later. Board members offered feedback, asking that the concerns be investigated and staff analysis brought back for additional

discussion, the idea that the board has always advocated the concept of user fees but the concerns are serious, who answers the questions were it to pass and the impact on local governments related to services it provides to its residents, can the public be made aware of these concerns in this short period of time, and advocacy groups promotion of the amendment.

11.0 MPO Consolidation Rule Status

Deputy Executive Director Tom Kotarac gave an overview of the MPO Consolidation Rule by the U.S. DOT that could potentially radically change the way CMAP does planning. Kotarac referred to a map showing the MPOs in our region, and reported that the Notice of Proposed Rule Making (NRPM) is essentially changing the definition of the Metropolitan Planning Area. The urbanized planning area defined by the U.S. Census crosses state lines and U.S. DOT has said that if you have this, you must merge which other MPOs operating within the urbanized area, this would result in CMAP sharing Board members with Indiana and possibly Wisconsin, and a change in how projects are selected. The NRPM does allow for the exception of MPOs to remain separate but only if all the parties affirmatively agree (unanimous consent all governors and MPOs). If you stay separate, you still must have joint planning products (i.e., the long-range planning, the TIP, performance targets and unnamed planning products). Kotarac characterized the joint planning requirement as a de facto merger of the MPOs. Kotarac discussed timing of the NRPM: none of these issues were debated with the passage of the 5-year transportation bill, DOT finalized regulations that govern MPOs for the first time in 10 years in May, and on June 27 this was released for a 60-day comment period. A host of groups requested more time to comment while expressing opposition. DOT denied any extension of the comment period, which closed on August 26. DOT could now finalize the rule, which could be done as early as sometime in October. CMAP has engaged as many folks as it could within the short comment period. Currently there are 525 comments in the federal register on the NPRMS—about 40 of which are from our region, including a letter signed by the County Board Chairs & City of Chicago, Board Members, individual municipalities, the CoGs. The Congressional Delegation from Illinois is involved in conversations with DOT and the Office of Management and Budget (OMB). Kotarac concluded, and when asked stated that three steps needed to take place to stop the NRPM from becoming final: OMB could delay the rule indefinitely; second, there could be a legislative provision passed by Congress that could stall or stop the rule from becoming final; and still, were this to become final in October, there would be a 2-year effective date; and finally, the courts could be engaged suggesting that this is outside the DOT's statutory authority. Others reported on their recent visits to D.C., and anticipated support from Congress and what they understand may happen next.

12.0 Regional Household Travel and Activity Survey

CMAP staff Craig Heither reported that CMAP is preparing its next regional household travel and activity survey, the largest scale data collection we undertake as the MPO, and gave a brief overview. Information is collected regarding households (location, number of people, income, language), people (age, gender, employment status), and travel activity (where an individual travels to (work, shopping, recreation), what mode of transportation was used (if other members of the household accompanied them, what time they left, and

arrived at their destination). The last survey was conducted in 2007-08 with nearly 10,600 households completing the survey. Heither covered the reasons for the conducting the survey, and concluded with next steps which would include the release of the Request for Proposal (RFP) next month and contract approval from the Board in January. When queried, Heither reported that the data, once available, will be posted to the data hub on the web site. Not a short term data collection effort, Heither went on to say, should take about 18 months from start to finish, and finally that the household travel survey does not address commercial traffic and we currently do not have a survey element for that purpose.

13.0 State Legislative Update

Regarding the State Legislative Update, CMAP staff Gordon Smith and while Executive Director Joe Szabo had already reported on the stop gap budget bill, one huge benefactor of that legislation was IDOT, who had received funding for FY 2016 and 17 with appropriations totaling approximately \$2.2 billion and \$3 billion respectively and nearly \$10.8 billion in re-appropriations to continue their capital program. Other funding included funding for the RTA at previous year levels (including grants for reduced fares), Pace paratransit, and debt service for the RTA Capital Improvement Bonds. SB 2562, Smith went on to say, passed both chambers and was signed by the Governor on August 12. The value-capture bill created Transit Facility Improvement Areas (TIFA) districts with boundaries up to a half mile around Chicago Union Station, the CTA's Red and Purple Line, the CTA's Red Line extension, and CTA's Blue Line Congress branch modernization. GO TO 2040 recommended innovative funding for transportation infrastructure, including locally-based options like value capture. Over the course of the summer, CMAP staff met with nearly 30 legislators to talk about matters of importance to CMAP. Finally, next week CMAP will be hosting a state legislative briefing, to discuss ON TO 2050 and invited Board members to attend. Veto session will take place mid-November.

14.0 Emerging Priorities for ON TO 2050

CMAP staff Kristin Ihnchak presented the Emerging Priorities for ON TO 2050 that had been circulated and released for public comment over the summer which had been incorporated into the draft presented. Staff will be seeking approval of the material at next month's meetings of the Board and Policy Committee. The report summarizes the feedback received from workshops (over 100 since March 2), and identified refined and new key topics for ON TO 2050, key divergences from GO TO 2040 were identified too and offer insights to initial findings and directions. Citing challenges and opportunities and ON TO 2050 direction, Ihnchak reported on the 11 priority area had been identified in the report: economic conditions and inclusive growth, transportation infrastructure and funding, alternative transportation and freight, reinvestment, infill and housing choice, and conservation, flooding and climate change.

15.0 Other Business

There was no other business before the CMAP board.

16.0 Public Comment

There were no comments from the public.

17.0 Next Meeting

The Board will meet jointly with the MPO Policy Committee on October 12, 2016

18.0 Executive Session

A motion by President Rick Reinbold, seconded by Mayor John Noak and with all in favor passed, to adjourn to an executive session at 11:02 a.m.

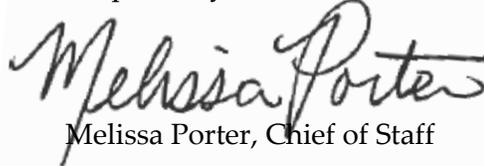
19.0 Adjournment

A motion to conclude the Executive Session, made by President Rick Reinbold, seconded by Mayor John Noak and with all in favor passed, and to return to regular session at 11:09 a.m.

At the conclusion of the executive session, Chairman Mayor Bennett reported that CMAP would enter into a contract with Cresa for commercial brokerage/tenant representative services for a period of two years with two one-year options for renewal at no initial cost to CMAP for the core services.

A motion by Mayor John Noak was seconded by President Franco Coladipietro to adjourn the regular meeting at 11:10 a.m. All in favor, the motion carried.

Respectfully submitted,



Melissa Porter, Chief of Staff

09-28-2016
/stk

Approved as presented, by unanimous vote, October 12, 2016