



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Chicago Metropolitan Agency for Planning (CMAP)

Board Meeting Minutes

March 8, 2017

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

Board Members Present:

Rita Athas- representing the City of Chicago, Frank Beal-representing the City of Chicago, Matthew Brolley-representing Kane and Kendall Counties, Franco Coladipietro-representing DuPage County (via tele-conference), Janel Forde-representing the City of Chicago, Elliott Hartstein-representing Lake County, Al Larson-representing northwest Cook County (via tele-conference), Andrew Madigan-representing the City of Chicago, John Noak-representing Will County, Rick Reinbold-representing south suburban Cook County, William Rodeghier-representing suburban Cook County, Carolyn Schofield-representing McHenry County, Peter Silvestri-representing Cook County (via tele-conference), and Peter Skosey-representing the City of Chicago.

Staff Present:

Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Jesse Elam, Ross Patronskey, Simone Weil, Lindsay Hollander, Tricia Hyland and Sherry Kane

Others Present:

Mike Albin-DMMC, Garland and Heather Armstrong-Access Living, Len Cannata-WCMC, John Donovan-FHWA, Michael Fricano-WCMC, Jackie Forbes-Kane/Kendall Council of Mayors, Janell Jensen-McHenry Council of Mayors, Tom Kelso-IDOT, Mike Klemens-WCGL, Patrick Knapp-Kane/Kendall Council of Mayors, Steve Mannella-Metra, Kelsey Mulhausen-Southwest Conference, Ed Paesel-Robinson Engineering, Brian Pigeon-NWMC, Mark Pitstick, Karyn Romano-Metro Strategies, and Mike Walczak-NWMC.

1.0 Call to Order and Introductions

CMAP Board Vice Chair Rita Athas called the meeting to order at 9:35 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

A motion to approve the minutes of the CMAP Board of February 8, 2017, as presented was made by Elliott Hartstein and seconded by Carolyn Schofield. All in favor, the motion carried.

4.0 Executive Director's Report

Executive Director Joe Szabo reported the following. Both the Local Technical Assistance (LTA) Program and ON TO 2050 updates had been included in the board packet. Szabo went on to say that a bill had been introduced that would require CMAP to live stream its board meetings and make them available on line, that Chairman Mayor Bennett had agreed it's a good idea to look into while considering a cost-effective way to implement, and that staff will report back to the board with more information when it is available. Szabo also reported on his recent D.C. trip, that he and staff had been working with NARC, AMPO, and AASHTO regarding the MPO rule, and that Senator Duckworth had introduced legislation in the Senate and Representative Lipinski introduced identical legislation in the House that would kill the MPO consolidation ruling. Szabo reported that a real estate survey had been generated by Cresa, asked that board members take the time to complete it before March 9, and finally that a group would meet following the MPO Policy Committee on March 9, to begin discussions around the STP program.

5.0 Procurements and Contract Approvals

Deputy Executive Director of Finance and Administration Angela Manning-Hardimon reported that staff recommends that the Board approve an increase in the contract limit with four engineering firms (Conservation Design Forum/Geosyntec, Hey and Associates/Michael Baker, Strand Associates, and Christopher B. Burke Engineering for stormwater engineering support for \$400,000, to be expended during the remainder of the second and final option year of the contract. Asked if the program would be expanded given the additional funding, staff responded affirmatively. A motion by Frank Beal was seconded by Peter Skosey to approve the contract awards as presented. Asked how many communities were currently being served, staff reported that 8 communities (all within Cook County since funding sources are coming from Cook) were participating in the program and that additional participation would [likely] come in the next round of LTA projects. Finally, asked about grant funding outside of Cook County (a topic staff would report on later in the meeting) and asked if the increase would result in additional funds from Cook County, staff reported that because of the needs of the program, an increased portion of the grant would go toward contracts rather than staff expenses. Finally, all in favor, the motion carried.

6.0 Committee Reports

Committee Chair Rita Athas reported that the Programming Committee had met earlier in the morning. A state legislative update was given. Staff discussed the Local Technical Assistance (LTA) program and implementation--given last year's budget situation, Athas went on to say, the LTA call for projects had been cancelled. This year, the call will open May 5 and close June 29. Helping communities implement programs is a key element in the program, Athas continued. More on the topic would be reported later in the meeting. PACE staff gave a presentation on the I-90 Bus Rapid Transit project, CMAP staff gave a presentation on planning for stormwater management, and with the Programming committee now considering transportation-related matters, approval by the CMAP board

was recommended for the semi-annual TIP Conformity Analysis and TIP Amendments.

A written summary of the working committees and the Council of Mayors Executive Committee was also distributed.

7.0 Transportation Consent Agenda: Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendment

CMAQ staff, Ross Patronsky, covered a review of conformity--ensuring national air quality standards are met, types of projects including non-exempt, and limits to considering twice each year--reported changes that are considered typical (adding 6, changing limits on 1, changing completion year on another and 1 project that had been delayed was removed). Patronsky went on to report that the analysis shows conformity, there were no comments received during the 30-day comment period that closed in January, the Transportation Committee had considered the matter at its last meeting (as did the Programming Committee earlier in the morning), both having recommended approval by the CMAQ Board. A motion by President Rick Reinbold was seconded by President William Rodeghier to approve the semi-annual GO TO 2040/TIP conformity analysis and TIP amendments, as presented. Patronsky fielded questions related to the EPA's budget being adjusted to population (no, budgets are prepared at the time of state implementation and are fixed); how often are adjustments made (operating today at 2008 standards and budgets are expected to be bumped up in the spring). Finally, all in favor, the motion carried.

8.0 Local Technical Assistance (LTA) Program, Call for Projects and Project Implementation

Deputy Executive Director of Planning Bob Dean gave a presentation of two items that had been discussed with the Programming committee earlier in the morning. The first is that a new call for projects (that had been cancelled last year) for the Local Technical Assistance (LTA) program will be announced, the process of which will remain unchanged from previous years. A second matter relates to the implementation of completed projects. Dean offered a description of the current situation including local commitment and the role CMAQ plays as matchmaker. Dean also described small-scale staff activities, reported that the matter had been discussed with the working committees during the month of January, and the conclusions that were reached. Feedback from the board included the following. Implementation is great--caution toward a little more definition about the type of activities and more concrete examples of what is to be accomplished would be helpful. To this point, Dean suggested that staff would bring back some examples of those cases (i.e., market feasibility study, ULI experts to give advice to communities post plan, etc.). Is there something we might be able to build upon as part of public-private partnerships where you might find some type of matching program? Dean reported that a matching program is what would be considered and again that more specific examples could be given later. The Programming Committee has always been sensitive to the needs of those communities most in need. Finally, the timeframe for follow up with the Board was questioned, with Dean reporting that examples would be given at the next meeting, staff's recommendation to set aside approximately \$50,000 for implementation activities--keeping grants small, \$5-\$10,000--and that staff would like to see this in the FY 2018 budget.

9.0 State Legislative Update

CMAP staff Simone Weil thanked the board for approving the 2017 State Legislative Framework and Agenda in February. Staff have already begun communicating with members of the Illinois General Assembly and staff about legislative principles based on GO TO 2040 while the agenda guides policy priorities. Weil reported that the state budget impasse continues and that staff will provide analysis of a resolution when it becomes available. Staff are monitoring over 250 bills closely and legislation must pass out of committees in both chambers by March 31. Weil noted one bill that affects CMAP's operations, HB2538 would require the CMAP board to live-stream its meetings and make those recordings available for a reasonable period of time. Weil also provided an overview of the eight bills staff recommends supporting—SB 1507/HB 2756, HB 496, HB 662, SJR 7/HJR12, HB 2802, and HB 3004--because of their alignment with GO TO 2040's call for bolstering the region's ability to manage stormwater, facilitate efficient governance, invest strategically in transportation, and increase our commitment to public transit. Asked about the scope of HB2802 broadening the availability of transit benefits programs, Weil responded that the bill only covers the Regional Transit Authority's service area. The board discussed the broadcasting and recording of CMAP's (which does not include other MPOs in the state) board meetings under HB2538. A motion by President Matt Brolley to approve the recommended support of legislation as presented by staff was seconded by Elliott Hartstein, and with all in favor, carried.

10.0 External Resources Development Update

In continuing the ongoing discussion of CMAP's external resources development, Senior Development Specialist Tricia Hyland presented a strategy to position the agency for future fundraising growth. The targeted strategy included a review of current programming, analysis of future needs, leveraging CMAP's regional position, innovative partnership building, and consideration of additional fee for services arrangements. A formalized process for grant management as well as increased emphasis on building and maintaining relationships with current funders and future funders are also critical components. The initial goal of CMAP's comprehensive development strategy, Hyland went on to say, is to double the current annual \$1 million in non-transportation funds from both public and private funding sources over the next 12-18 months. A diversified portfolio of grant funding will equip CMAP with the resources to fully meet the agency's programmatic needs beyond transportation. The role of the Board in terms of relationship building can be very important in making connections and determining priorities, Hyland also stated; philanthropic opportunities are being investigated on a number of levels. A suggestion was made that a working group of some members of the board might be helpful, as well as the feasibility of public private partnerships and business foundations. Asked if this is a growth strategy or a way for us to do more, staff responded that yes, it is both.

11.0 ON TO 2050 Financial Plan Expenditure Forecasts

CMAP staff Lindsay Hollander gave an update of the development of the ON TO 2050 Financial Plan, which is required of the comprehensive planning process. Revenues that are expected to be available over the planning period and the types of maintenance, operational, administrative, enhancement and expansion needs the system has over the same period and to prioritize those needs given available funding are examined. Hollander suggested that the financial plan development is about mid-way in the process,

with last month's review of core revenues, staff are now working on reasonably expected revenues and potential allocations for meeting performance targets, regionally significant projects, and other issues. Hollander compared the core revenues with the forecast for the operation and maintenance of the system in its current state and explained the associated reasons why the ON TO 2050 forecast is more constrained than that of GO TO 2040. This means that to keep the system in its current condition, the region will need \$45 billion more than was previously forecasted. Hollander presented a number of approaches the region could take to alleviate the shortfall, none of which seemed acceptable. Questions regarding reasonably expected revenues to close the gap was met with Hollander reporting that one source might be a VMT tax, as well as other local and potentially regional or federal sources of revenue. A massive federal infrastructure bill surely would help, depending on what form that would take, for how much and for what purpose. Assets are defined as the entire surface transportation system—roads, bridges, transit, (generally not private, i.e., freight), and if new roadways were built, this forecast would not include the maintenance of the new, which would be addressed in the regionally significant projects forecast. Other questions regarding margin of error, and cyclical patterns used for projections, as well as what other regions are doing to sustain their systems, and what a closer look at the assumptions used for reasonably expected revenues by the Federal Highway Administration when discussing an increase in the gas tax, were also discussed.

12.0 Expressway System Vision

Director Jesse Elam reported that leadership at IDOT and the Tollway had come to CMAP with an idea to conduct a big picture study of how to modernize the expressway network, by first looking at the need on the existing system, while considering congestion, safety, truck movement as well as transit opportunities in the corridors. Elam mentioned that exploring an expanded role for mass transit in the corridors will be a main component of this effort. With IDOT and the Tollway willing to split the cost of an expected \$2 million project, Elam continued, CMAP would be responsible for handling the procurement, as a fee for service project. Related to ON TO 2050, Elam went on to say, the study would be done in such a way as to lift some of its recommendations to use in our work. This would put us on tight timeline however since the draft of the comprehensive plan is due next May and there would be much more information to bring to the board through the development of the FY 2018 budget and a vendor recommendation for consulting services later this spring. Much will also need to be shared with CMAP's working committees, as well as outreach to the councils of mayors, and possible open houses to get direct input from the public. Meant as an informational item only, more will be reported at future board meetings.

13.0 Other Business

There was no other business before the CMAP board.

14.0 Next Meeting

The Board is scheduled to meet next on April 12, 2017.

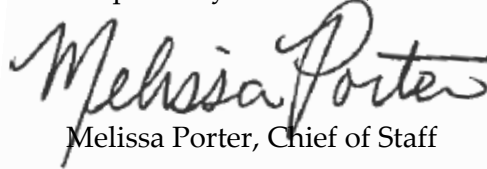
15.0 Public Comment

There were no comments from the public.

16.0 Adjournment

A motion to adjourn at 11:04 a.m., by Mayor John Noak was seconded by President Matt Brolley. All in favor, the motion carried.

Respectfully submitted,



Melissa Porter, Chief of Staff

03-29-2017

/stk

Approved as presented, by unanimous vote, April 12, 2017