



**MPO Policy Committee  
Minutes**

June 14, 2018

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

**Policy Committee  
Members Present:**

Randy Blankenhorn-MPO Policy Committee Chair, Frank Beal-representing the CMAP Board, Dorval Carter-representing the CTA, Tom Cuculich-representing DuPage County, Jim Derwinski-representing Metra, Liz Gorman-representing the Tollway, Scott Gryder-representing Kendall County, Richard Kwasneski-representing Pace, Jill Leary-representing the RTA, Tom Rickert-representing Kane County, Rebekah Scheinfeld-representing CDOT, Jeffrey Schielke-representing the Council of Mayors, Shane Schneider-representing Lake County, Carolyn Schofield-representing the CMAP Board, Larry Walsh-representing Will County, John Yonan-representing Cook County, Rocco Zuccherro-representing the Illinois Tollway, and non-voting members Kay Batey-representing the FHWA, Tony Greep-representing the FTA,

**Staff Present:**

Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Tom Garritano, Gordon Smith, Teri Dixon, Elizabeth Schuh, Tina Fassett-Smith, Andrew Williams-Clark, Mandy Burrell, Russell Pietrowiak,

**Others Present:**

Neil Adams-IDOT, Erin Aleman-IDOT, Garland and Heather Armstrong-Access Living, Hill Baudert-Sidewalk Labs, Jen Becker-KaneKendall Council, Lynnette Ciavarella-Metra, Jack Cruikshank-WCGL, John Donovan-FHWA, Glenn Fulkerkson-FHWA, Tony Greep-FTA, Phil Hanegraaf-STY, Jill Leary-RTA, Aimee Lee-ISTHA, Emily Karry-Lake County, Mike Klemens-Lake County, Brian Pigeon-NWMC, Tom Rickert-Kane County, Dave Seglin-CDOT, Cody Sheriff-McHenry County Council, J.D. Stevenson-FHWA, Tom Stuebner-Metra, and Mike Walczak-NWMC

**1.0 Call to Order and Introductions**

MPO Policy Committee Chair, Randy Blankenhorn called the meeting to order at 9:32 a.m., and asked 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 March 8, 2018, meeting of the MPO Policy Committee, as presented was made by Mayor Jeffery Schielke and seconded by Rebekah Scheinfeld. All in favor, the motion carried.

## 4.0 Agency Reports

4.1 CMAP Executive Director Joe Szabo gave an update on the following topics. Two vacancies had recently been filled at CMAP—Stephane Phifer, formerly with the City of Aurora, is the new Deputy Executive Director for Planning and Jesse Elam, Deputy Executive Director for Policy and Programming, not new to CMAP as he came on board (through NIPC) in 2005. The departure of the recent Secretary to the Policy Committee had Elam named as Acting Secretary, and it might now be appropriate to appoint him as Secretary.

A motion by John Yonan was seconded by Shane Schneider for Jesse Elam to serve the MPO Policy Committee as its Secretary. All in favor, the motion carried.

Szabo went on to give an update on a recent DC trip and announced that Illinois was the recipient of a \$132 million INFRA grant for 75<sup>th</sup> Street, the result of a real team effort. Chairman Secretary Blankenhorn added that yes, this is a very big deal for the City of Chicago, the region, and the State of Illinois. Secretary thanked the County, CDOT, and all the people that came together around this effort to make it possible. It truly is a regional success.

Finally, Szabo also mentioned the FHWA & FTA certification review (a presentation of which would come later in the meeting), reported that the 2018 municipal survey (that closes June 29) can be completed on-line on the CMAP website, and that one-on-one briefings are underway on the draft ON TO 2050 plan. The public comment period runs June 15-August 14. Szabo encouraged attending one of the ten public open houses.

4.2 For the CMAP Board and on behalf of Leanne Redden, Jill Leary reported that the majority of the material presented to the CMAP Board would also be considered by the MPO Policy Committee, with the exception of the annual budget and work plan that was approved by the Board yesterday. ON TO 2050 was discussed by the CMAP Board, Leary continued, as was outreach and communications associated with the release of the draft plan.

4.3 Mayor Jeffrey Schielke reported that the Council of Mayors Executive Committee met on May 15. An overview of staff recommendations for the STP projection selection committee for active program management and the shared fund was presented. CMAP staff will be giving presentations on the shared fund and implementation of the active program management policies with all the local councils and their

constituencies over the summer. A summary of the current STP locally programmed expenditure report indicates that the region has obligated approximately \$146 million STP-L for federal fiscal year 2018, the second highest total of STP obligation in the history of the program. IDOT gave an update of the coming lettings and the additional staffing at District 1 local roads. Staff gave an overview of the ON TO 2050 recommendations in the Communities, Governance, and Mobility chapters, including regionally significant projects. An update of the state's budget development and a summary of CMAP discussions with the General Assembly regarding need and availability of funding to maintain our transportation system was also given. The Council of Mayors Executive Committee, Schielke concluded, meets next on August 21; the STP Project Selection Committee meets next on June 27. Schielke went on to say that the Council of Mayors is of the opinion that the reorganization of the STP funding program has gone along quite well, as far as cooperation with IDOT and the CMAP staff, who were able to alleviate a lot of concerns and questions that were asked and that the region should be well served by this program once it is put into practice.

#### **5.0 Nominating Committee for the Office of Vice Chair**

Policy Committee Chair Randy Blankenhorn named the following to serve as a nominating committee to select a Vice Chair: Mayor Schielke-representing the municipalities, Frank Beal-representing the regional planning agency, Leanne Redden-representing the transit agencies, Chairman Scott Gryder-representing the counties, and Rebekah Scheinfeld-representing highways/roads administration. The committee will meet and report its findings to the Policy Committee at its October meeting.

#### **6.0 FY 2019 Unified Work Program (UWP)**

CMAP Deputy Executive Director for Finance and Admin Angela Manning-Hardimon presented the FY 2019 Unified Work Program (UWP) for Policy Committee approval. On January 2, 2018, a call for projects was issued, and 19 (9 core and 10 competitive) proposals were received. The FY 2019 UWP reflects efforts to assure that CMAP remains operational and provides the core transportation planning dollars for the City of Chicago, the Council of Mayors, Cook County, and the transit agencies. The budget also reflects, Manning-Hardimon continued, that funding for competitive proposals remained available for committee-selected projects. Federal funding is estimated at \$17.9 million for FY 19, an increase of \$724,000 over the previous fiscal year. With the required match, the total program is expected to be \$22.4 million. On March 14, the UWP Committee approved the \$22.4 million budget (\$21 in core programming and \$1.5 in competitive projects). The competitive funding was awarded to CMAP/RTA for community planning projects, CDOT, CTA, and Metra. This was an increase of \$357,000 over the FY 18 budget, made possible by CMAP having shifted approximately \$783,000 of its operating costs from UWP funding to local dues. With the passing of a state budget, it is anticipated that CMAP will receive its state match from IDOT, which will keep local dues at its FY 17 and FY 18 levels of \$887,000. The budget also reflects an increase of 5% to the operating budgets of CDOT, CTA, Metra, Pace, with the Council of Mayors receiving a 6% increase for additional work required under the STP reform. The Transportation Committee approved the budget in April, and yesterday approved by the Programming Committee and the CMAP Board.

Approval is also being sought of the MPO Policy Committee, Manning-Hardimon concluded.

Asked about CMAP's total budget, Manning-Hardimon reported it is at \$18.4 million.

A motion by Tom Rickert, seconded by Mayor Jeffrey Schielke to approve the UWP budget as was presented, and with all in favor, carried.

**7.0 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois of Section 5307/5340 Capital and Planning Funds, 5337 State of Good Repair Funds and 5339 Bus Funds**

CMAP staff Teri Dixon reported that at its June 21, 2018 meeting the RTA Board will consider approval of the funding splits between Indiana and Illinois and Wisconsin and Illinois of the FY 2018 FTA section 5307, 5339, and 5310 funds. A memo summarizing the splits was included in the meeting materials, Dixon went on to say, and at its June 8 meeting, the Transportation Committee considered and recommended approval of the suballocations. A motion by Mayor Jeffrey Schielke, seconded by Tom Cuculich to approve the suballocations as were presented, and with all in favor, carried.

**8.0 Intergovernmental Agreement between IDOT and CMAP-Performance Measures**

CMAP staff Teri Dixon reported that at its March 8, 2018, meeting the MPO Policy Committee authorized the Transportation Committee to take action on the Intergovernmental Agreement between IDOT and CMAP – Performance Measures, as well as the CMAP/IDOT/RTA and Service Boards Agreement because of federal deadlines being faced. The agreements, Dixon went on to say, outline the responsibility and time lines for performance target and data sharing information. At its April 27 meeting, the Transportation Committee approved the agreements as had been presented. The agreements have now all been signed and Dixon thanked everyone for their cooperation in executing the documents. Asked were there any changes in the material that had been presented in March, Dixon reported no.

**9.0 National Highway System Updates**

CMAP staff Tom Murtha explained that the National Highway System is a series of roads that are important to the nation's mobility, economy, national defense, and is approved by the Federal Highway Administration in cooperation with the states, and through the state's MPOs and counties. A number of national highway system changes have been worked out with the state DOT, Murtha went on to say, and have consulted respective counties and local officials. The changes are based largely on functional classification that were done several years ago since the National Highway System mainline is tied to other system arterials. The Council of Mayors and the counties approved changes in other principal arterials several years ago after congress added all the principal arterials to the National Highway System. This proposed action, Murtha continued, largely undoes that since a good number of the OPAs should not have been classified as other principal arterials. Other changes were also reviewed (facilities like the Elgin-O'Hare extension, openings and closures of intermodal facilities, changes in assets) and comprise most of the changes we have to the system. Included in the lists in the link from the memo in the meeting materials are technical changes that do not require approval but are listed in the

maps and lists for information. Thanks was offered to the state of Illinois, the counties, and the staff who helped with the review. Asked how much was done on freight-truck routes, Murtha reported there were numerous changes in intermodal connectors based on terminals closing, as well as a close review of the access of the terminals, and gave an example (in Bensenville) of how that was done. Signage would likely be addressed in next year's program, Murtha offered. Another question regarding the intersection of Route 53, and Joliet and Laraway Road and the 2 intermodals had Murtha reporting the interchange is still in the system and is proposed to be addressed through a major capital improvement IDOT is considering and may be addressed through the Expressway Vision. Secretary Blankenhorn confirmed that I-80 is a big piece of that study. For added clarity, a comment about the addition of roadways as intermodal connectors is critical in terms of future funding in terms of additional eligibility for federal freight funds. A motion to approve the National Highway System Updates as presented made by Tom Rickert, seconded by County Executive Larry Walsh and with all in favor, carried.

#### **10.0 U.S. DOT Planning Certification Review of the Chicago, Illinois TMA**

John Donovan, Metropolitan Planning Specialist-FHWA gave an overview of the review conducted on the Chicago Transportation Management Area (TMA), reporting that federal law requires a review every 4 years of the metropolitan planning process to determine if the process meets the requirements of applicable provision of federal law. This is the seventh such review, the first conducted in 1996. Donovan talked about the emphasis of federal planning, scope of review, and the following six broad areas were examined: 1) structure and administration of the MPO (including roles and responsibilities, boundaries, agreements, etc.); 2) performance based planning and programming (covering targets, agreements, TIP documentation, etc.); 3) the metropolitan transportation plan (GO TO 2040 update and ON TO 2050); 4) program development (TIP, air quality and transportation conformity, etc.); 5) public participation and civil rights; and, 6) freight program assessment (covering Fast-Act provisions and local efforts). The finding, Donovan concluded, full certification.

Tony Greep, Community Planner-FTA reported on the following commendations: IDOT functional classifications; ON TO 2050 development; eTIP implementation; STP-L MOA; IDOT support of the STP reform; CMAQ/TAP and performance-based planning; public engagement; inclusive growth; safety; and, IDOT and CMAP critical urban freight corridors coordination. Greep went on to report briefly on each of the following recommendations (some of which are happening now): Clarifying MPO and CMAP roles; Over reliance on the state match; The Council of Mayors Planning Liaison program; Consideration of MPO expansion; The Round Lake Beach-McHenry-Grayslake, IL-WI agreement; Carry-over agreements and endorsements; Cost effectiveness of CMAQ; 5307 funding transparency; Early engagement in transit capital programs; The Congestion Management Plan update; Performance reporting; Emerging technology; Coordination of freight planning.

Chairman Secretary Blankenhorn congratulated the CMAP staff and the entire region for the unqualified approval, and while there is more to be done, we've seen a lot of progress in the dozen or so years of CMAP and we look forward to continued progress. One thing from the report that Chairman would like to see more of is in the area of safety work (not unusual to CMAP, rather it is seen across the state).

## 11.0 Report from Revenue Subcommittee

Policy Committee Chair Randy Blankenhorn thanked the members who participated in the 3 meetings of the revenue subcommittee of the CMAP Board and the MPO Policy Committee. A memo outlining the recommendations of the subcommittee had been included in the packet. Looking at the financial forecasts, something that not only US DOT takes seriously, but so do we as we think about available funding and how we program projects. Existing sources do not cover our basic needs. The committee, Blankenhorn went on to say, reached consensus on the following 5 recommendations: 1) that the state MFT be increased and replace it with a vehicle miles traveled fee; 2) to expand the sales tax base to additional services; 3) implementation of a new revenue sources; 4) push for the adoption of a federal cost of freight service fee; and, 5) that we expand parking fees at the local level. While thinking of traditional sources like MFT, we have to look longer term and conversion to a new kind of revenue. The subcommittee, Blankenhorn went on to say, settled on the following principles for any new transportation revenue that may be proposed: it must sustain the transportation system, both now and in the future; that revenue be generated from those who derive benefit from the system; must consider ability to pay; investments through performance based approaches; and finally, that it supports all modes (roads, transit, freight, bicycle, and pedestrian). In the short term, the subcommittee recommended a \$0.15 increase to the state motor fuel tax with a transition to a vehicle miles traveled fee; the addition of a \$0.04 regional motor fuel tax, also transitioned to a VMT; and expand the sales tax base to additional consumer services to bolster RTA sales tax revenue. Secretary went on to say that these measures will take commitment from those at the table, their agencies, leadership, to say it's time to do this in a way that's sustainable and broadly based to fund all transportation needs. There may not be a new capital program in the coming months but there may be an opportunity post-November to make something happen. The subcommittee also discussed identifying a coalition to promote this. While it needs to be in the plan the real work will be in convincing elected officials that it's time to invest is what really drives the economy, both in Illinois and in our region.

Members weighed in on the matter covering the following topics. Electric car owners that are not paying gas tax; change mindset and vocabulary – shifting toward the concept of user fee (a really good example in the Tollway) and thinking more broadly about user fees, pricing methodologies and strategies to ensure revenue are sufficient to cover the necessary transportation infrastructure that makes safe, effective mobility throughout the state; legislation is needed re: MFT to fund other types of modes--while we got leadership at the state level, any help state-wide legislatively would also be good; why had motor vehicle registration came off the focus list (there is an assumption that motor vehicle fee increases would already be part of the future capital bills projected in the financial plan); great effort, very important for 2050 – there are concerns over how VMT would be structured, administrated, as well as concerns about revenue distribution since local agencies (counties, townships, local munis) continue to see revenue shortages; while VMT may be the direction to go, there is concern about the methodology of how it would be calculated with rural areas being completely different that urban areas; initial pilots would have VMT phased in while considering fairness; fee rates should be indexed for inflation – on the tollway system trucks do have the indexed, passenger vehicles do not; and, flexibility of toll revenue to support transit and other improvements. The legislature would have to be a part of that change.

Only the beginning, we'll be looking for assistance, input, and leadership—let's be ready when the time is right to move on this. Thanks to all who served.

## 12.0 ON TO 2050

12.1 Public Comment Draft--CMAP staff, Liz Schuh presented the recommendations of the ON TO 2050 plan covering the following. How we got here: outreach through kiosks interactions, forums, workshops, and engaging residents (more than double that of GO TO 2040), as well as the development of snapshots and strategy papers. The region today: Schuh drew comparison of our regional product growth from 2005-16 to that of our peers, and while we are growing economically we are growing more slowly. Related to population growth during the period 2005-2017, ours has been relatively flat. Schuh also explained disparate economic outcomes by race, comparing unemployment in our region (19.5% among blacks) to that of our peers—those that are successfully growing have sustained growth due to a better job of including all residents in the economy and offering opportunity for upward mobility--and population change by age group and generation based on 2015 estimates and 2050 forecasts. Proportion of development occurring within highly and partially infill supportive areas, completed and under construction/approved was also covered, as well as transportation revenues and operating costs. Moving into the principles that guide ON TO 2050 and its recommendations, Schuh discussed Inclusive Growth (growing the economy through opportunity for all), Resilience (preparing for rapid changes, known and unknown), and Prioritized Investment (targeting resources to maximize benefits), and gave an overview of ON TO 2050 chapters and goals. Regarding Community: strategic and sustainable development, reinvestment for vibrant communities, development that supports local and regional economic strength. Prosperity (jobs): robust economic growth that reduces inequality, and responsive and strategic workforce and economic development. Environment: a region prepared for climate change, integrated approach to water resources, and development practices that protect natural resources. Governance: collaboration at all levels of government, capacity to provide a strong quality of life, and data driven and transparent investment decisions. Mobility: a modern multimodal system that adapts to changing travel demand, a system that works better for everyone, and making transformative investments. Schuh encouraged attending one the public open houses and reported briefly on the web-based plan that reflects, we believe, the way people obtain information these days.

Schuh responded to questions raised related to making transit more competitive (building up services in congested corridors while balancing inclusive growth strategies), addressing quality of life issues in areas that are in transition (through capacity building initiatives and small scale remedies that run across the plan's topics), preservation of farm land (a post-plan next step is to try to find the most valuable agricultural resources, similar to the Green Infrastructure to identify a set of priorities), is there any interaction between transit and the business community, i.e. companies' support of public transit through subsidies for their employees (best practices in Lake County were offered as an example for others to emulate, likely addressed through additional outreach to the business community). Additional comments included the following. The tollway and transit systems (Metra and bus on shoulder) are two drivers that are growing investments in local communities in Kane County. More context was requested about plan development around emphasis on multi-modalism that address capacity issues and long-term constraints--highlight those projects through an overlay, coding, or in a summary. Given changing mobility, what kind of impact are TNCs having on the plan (a lack of

data, and something we would like to more fully understand, but the plan does address some last mile issues).

12.2 Communications Materials--CMAP staff Tina Fassett Smith presented a sampling of the visual assets and web design for the final version of ON TO 2050 emphasizing one of the first decisions made 3 years ago was that the plan would be web-based to communicate ON TO 2050 effectively to residents and stakeholders, making the plan more accessible, interactive, and responsive. Smith explained the two "channels" (one for CMAP, another for ON TO 2050), the upgrading of the website platform and a way to catalog and search for visual assets. The plan will include the visual assets of photography, architectural renderings, and info and data graphics. Related to the actual web design, Smith described the chapter landing page, recommendation page, local strategy maps (formerly known as layers), profiles, glossary, and endnotes, and gave examples of how they work. Smith concluded the presentation reporting that the Draft plan for public comment will be published online as a pdf for now and the development shown today for the final plan will be completed for the October launch. Communications materials in October will include both long and short printed versions of the plan. Asked if CMAP would be able to provide data on clicks and users' interests, Smith responded yes.

12.3 ON TO 2050 Launch Event--CMAP staff Tina Fassett Smith invited everyone to the launch event on October 10, from 10:00 a.m. – Noon at Millennium Park, on the North Chase Promenade, and to please register. Keynote is Clarence Anthony, Smith went on to say, the President of the National League of Cities, expected to give an inspirational message on how we tackle challenges and further the principles of the plan. The event will also feature voices from across the region focused on how we put ON TO 2050 into action. Help spread the word, Smith concluded, on the public comment period and the launch event.

Chairman Secretary Blankenhorn added that there would be a joint meeting of the CMAP Board and Policy Committee earlier in the morning on October 10.

12.4 Implementation Priorities of the ON TO 2050 Plan--CMAP staff Andrew Williams-Clark reported on the near-term implementation objectives and projects, and that we are attempting to effectively and seamlessly transition from plan development to plan implementation on October 10. Some require external partnerships and will be cultivated over the summer months. Williams-Clark went on to say that there will continue to be opportunity to weigh in on the projects and ask questions.

### **13.0 FFY 2019-2024 Transportation Improvement Program (TIP) and ON TO 2050/TIP Conformity Analysis**

CMAP staff Russell Pietrowiak presented two informational items. The current TIP covers 2014-2019, the next covers 2019-2024, that will be released tomorrow for public comment, along with the draft plan. The TIP document provides general information about the MPO Policy Committee and our partners, explains how the TIP is related to implementation of ON TO 2050, covers fiscal constraints, project selection, how the conformity process works, and the procedures followed to complete the formal amendments approved by the Policy Committee and the administrative amendments accepted by staff--it is both a policy and technical document, Pietrowiak continued.



Pietrowiak went on to explain the ON TO 2050/TIP Conformity Analysis 18-09, reporting that our region is a non-attainment area for ozone, thus with each new plan (ON TO 2050 or the TIP), in our region they must demonstrate to conform before the transportation plan or the TIP is approved by the MPO Policy Committee or accepted by US DOT, which must occur no less frequently than every 4 years. Projects in the TIP should not only make air quality not worse in the near and long-term, but should actually be leading toward improvement in the region that contribute to reduction in VOC and NOx emissions. The region will also demonstrate that it will not be exceeding our air quality budgets. The conformity memo will be part of the public comment for a 60-day review, and will include information about changes, additions, or deletions to non-exempt projects that are anticipated to be carried forward from the FFY 2014-2019 TIP, and proposed ON TO 2050 regionally significant projects. Pietrowiak went on to report that some projects do not conform because they are not part of the fiscally-constrained list and are not considered in the air quality analysis. Finally, while the region conforms to the VOC budget for 2025, it is by the smallest of margins—just barely passing air quality budgets, an area of greatest concern and are constantly monitored. The projects in both the long-range plan and the TIP do conform to air quality budgets.

Chairman Secretary Blankenhorn asked that the matter of 2025 be examined to see where we will be as we move forward and as we continue to barely make budget. By year's end, Pietrowiak suggested the region may be bumped up to serious non-attainment status, based on the 2008 ozone standard. The 2015 standard, with an effective date of August 3, was only recently published so we'll have a little more time to reach those. When we get bumped up, we'll work through the consultation process with the IEPA to see what needs to be done. With a reduced budget, which is likely, the constraint will be tighter and other years, not just 2025, would be of concern as well.

The matter cannot be ignored, and should be made a priority with the Transportation Committee to understand both the consequences and options moving forward.

#### **14.0 State Legislative Update**

CMAF staff Gordon Smith reported that the State Legislative Update had been included in the meeting materials, that the General Assembly concluded their business on time and passed a \$38.5 billion spending plan that included the funding within IDOT's budget for metropolitan planning, on which many of the state MPOs rely. Smith reported on outreach activities that occurred during the session including an open house last month for the General Assembly to talk about ON TO 2050 and the regional revenue and state-wide transportation funding concerns. That discussion will continue over the summer with turnover that is expected.

#### **15.0 Innovation Agenda: Google Sidewalk Labs**

Nick Bowden explained that Google Sidewalk Labs' (an alphabet company and sibling to Google) aim is to accelerate urban innovation, through software (built in Toronto) that can be used in other regions with an area of focus that includes aerial transportation monitoring. Underway for about 15 months, a core challenge of modeling to date has been the frequency and fidelity of data that is used for the modeling efforts. Starting with better data allows building better models, thus better predictions and forecasts, leading to better policies and more equitable outcomes.

Using mobile location data, Bowden reported, Replica data can be updated every 3 months. A manifestation of a lot of work and research Replica is intended to be high-fidelity, updated frequently, and the outcome hoped for is that it improves ability to monitor and plan transportation and land use. Bowden gave a demo of the Replica program that was recently released in Toronto, meant to give a sense of the power of the system. Bowden also explained the technical side of the program, and concluded with the announcement of working with IDOT to finalize an agreement to bring Replica to Chicago in late 2018, early 2019, the 2<sup>nd</sup> or 3<sup>rd</sup> region in the U.S. that will have access (K.C. in 2 weeks, either Chicago or the Bay area) and into 2019 Portland, New York, and Dallas.

#### **16.0 Other Business**

There was no other business before the MPO Policy Committee.

#### **17.0 Public Comment**

Garland Armstrong-Access Living, asked that the disability community be up-to-date on this to ensure the safety of the disability community, so there is less isolation and we can all be integrated together.

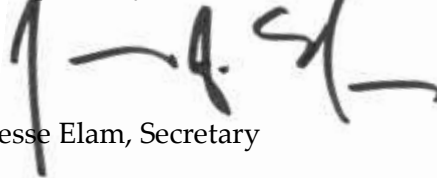
#### **18.0 Next Meeting**

The MPO Policy Committee is scheduled to meet in a joint meeting with the CMAP Board on the day of the ON TO 2050 launch event.

#### **19.0 Adjournment**

At 12:10 p.m., a motion to adjourn by Mayor Jeffrey Schielke was seconded by Kendall County Board Chair Scott Gryder. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Jesse Elam', is written over a light blue rectangular background.

Jesse Elam, Secretary

08-27-2018  
/stk

*Approved, as presented, by unanimous vote October 10, 2018.*