



Chicago Metropolitan Agency for Planning (CMAP)

Board Meeting Minutes

February 13, 2019

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

Board Members Present:

Frank Beal-representing the City of Chicago, Matthew Brolley-representing Kane/Kendall Counties, Franco Coladipietro-representing DuPage County (via tele-conference), Al Larson-representing northwest Cook County, Andrew Madigan-representing the City of Chicago, John Noak-representing Will County (via tele-conference), Farzin Parang-representing the City of Chicago, Rick Reinbold-representing south suburban Cook County, Carolyn Schofield-representing McHenry County, Anne Sheahan-representing the City of Chicago, Matthew Walsh-representing west central Cook County, Terry Weppler-representing Lake County, Diane Williams-representing Cook County, and non-voting member, Leanne Redden-representing the MPO Policy Committee (via tele-conference)

Staff Present:

Joe Szabo, Jesse Elam, Angela Manning-Hardimon, Stephane Phifer, Anthony Cefali, and Sherry Kane

Others Present:

Garland and Heather Armstrong-Access Living, Daniel Burke-CDOT, Len Cannata-WCMC, Jack Cruikshank-WCGL, Cole Jackson-NWCMC, Emily Karry-Lake County Council, Mike Klemens-Lake County Council, Daniel Knickelbein-DMMC, Josh Klingenstein-NWMC, Kelsey Mulhausen-Southwest Conference, Dan Persky-DMMC, Ryan Peterson-Kane Kendall Council, Leslie Phemister-SSMMA, Nathan Roseberry-CDOT, Rebekah Scheinfeld-CDOT, David Seglin-CDOT, and Troy Simpson-Kane/Kendall Council

1.0 Call to Order and Introductions

CMAP Board Vice-Chair Carolyn Schofield called the meeting to order at approximately 9:35 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

The Board recognized Janel Forde-representing the City of Chicago for her work on the CMAP Board and wished her well in her new position in Springfield. Janel thanked the

board and gave a special call out to CDOT staff for their help keeping CMAP a priority. The Board also welcomed its newest member Anne Sheahan-representing the City of Chicago.

3.0 Approval of Minutes

A motion to approve the minutes of the CMAP Board meeting of January 9, 2019, as presented made by Frank Beal was seconded by Mayor Terry Weppler, and with all in favor, carried.

4.0 Executive Director's Report

The Local Technical Assistance (LTA) program update was included in the packet, Executive Director Joe Szabo reported, and that our embedded staff program—a new initiative—is now underway. The Villages of Calumet Park and Sauk Village will each have a CMAP planner embedded on site beginning the first of March. Szabo also gave an update on CMAP's dues program (about 80% collected) and thanked those who had already paid, the CoG Directors' outreach currently underway, and reported that Chief of Staff Melissa Porter was in DC this week attending conference, meeting with staff from our congressional delegation, committees and US DOT, and briefing those groups on the plan and our federal framework and agenda.

5.0 Procurements and Contract Approvals

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon presented the following procurements and contract approvals. Contract approval for Beach Park Northern Lakeshore Trail Connectivity Plan to A. Epstein and Sons, International, at a total cost not to exceed \$162,635.39. Approval of contract with Metropolitan Planning Council (MPC) to address water supply issues in Will County, for one year (with a one year option to renew) at a cost of \$25,000 per year. A contract cost increase for Liferay Website Development (from \$220,000 to \$300,000 annually), to cover increases in requests for development and maintenance of the website and the customer relationship management (CRM). The total five year contract (initial two year with an option for three one year extensions) would not exceed \$1,500,000.

A motion by Mayor Al Larson, seconded by Diane Williams to approve the contract awards as presented, and with all in favor, carried.

6.0 Committee Reports

Chair of the newly formed single Coordinating Committee, Frank Beal, reported that the committee had its inaugural meeting earlier in the morning. The coordinating committee consists of six members of the CMAP Board and the chairs of the five working committees. The intent, Beal continued, is to create an environment to review material at an earlier date than it is presented to the Board and to integrate the work of the working committees. This first meeting had the committee testing and defining its agenda, the goals of the committee, and substantively had a look at the local capacity building program underway.

7.0 ON TO 2050 Amendment Requests

7.1 O'Hare Express Service—CDOT Commissioner Rebekah Scheinfeld, accompanied by Deputy Commissioner Daniel Burke presented the proposed O'Hare Express System

reporting that the City of Chicago is seeking approval to include the project in the ON TO 2050 fiscally constrained plan. The proposed project would include a direct connect express transportation system from downtown Chicago and O'Hare International Airport. Commissioner reported that the project is proposed to be entirely privately financed and funded—no public funds would be utilized for the construction and operation of the project. Seeking amendment of the plan would allow the City to continue the NEPA process because of the impact to a federal facility (the Kennedy expressway) and are not requesting inclusion to be eligible for federal funds. Commissioner also covered underground alignment, anticipated trip time and capacity, and described the proposed project termini (at ORD and Block 37), project features and opportunity, projected demand by transportation mode, and environmental benefits. Commissioner explained how the project supports ON TO 2050's guiding principles related to Inclusive Growth, Resilience, and Prioritized Investment. The project is privately funded, Commissioner went on to say, and would not have a fiscal impact on other projects.

Comments from the Board included the following. Asked if the board would normally get a recommendation from the Transportation Committee to consider this type of action had staff reporting that it will have gone to the Transportation Committee twice (next on February 22), before being considered for approval in March. Staff was also asked to explain the connection to the NEPA process—a federal requirement that is somewhat of a technicality; in order to be considered in the plan, the process needs to be completed. While enthusiastically in support of the project being privately funded makes all the difference in the world. Also support integrity of the process for amending the plan—it should be rigorous—there are a lot of gaps, and seemingly too little work has been done. Can it be approved with an amendment i.e., within a year or after there's a contract with the city? Commissioner stated that important is to evaluate this project as described and proposed—as defined this project would not require public funding for construction, operation or maintenance, and that a number of considerations would take place (i.e., City Council—continuous public process) before final project agreement, and any changes would be subject to reconsideration. If zero funding were to ever change, and a request was made for public funding, would that change then come back to the Board for consideration? Perhaps some sort of conditional approval might be considered, while closely monitored and providing oversight. It's innovative and would not like to see the region miss out on an opportunity like this. Would a conditional approval, as proposed, ever be considered? Would need to check with legal. Corporate and industrial recruitment are by-product of this project, citing London's transportation system is frequently used as an example. Finally, gaps that exist this time should not be construed as precedence.

7.2 Roadway Improvements to Support the Update to the South Lakefront Framework Plan. Nathan Roseberry, CDOT Division of Highways reported that the Obama Presidential Center is proposed for Jackson Park, that the Chicago Park District recently updated their south lakefront framework which includes both Jackson Park and South Shore Park, and that CDOT is currently designing the transportation improvements to support both those efforts. Roseberry highlighted the combination of improvements proposed in and around Jackson Park to improve mobility and

safety and details requested for CMAP plan amendment. Roseberry reviewed proposed roadway closures, improvement overview, South Lake Shore Drive-South Hayes Drive-South Stony Island Avenue (both existing and proposed), and bike-ped and transit improvements. Roseberry summarized public involvement, and covered project justification (supporting ON TO 2050's guiding principles related to Inclusive Growth, Resilience, and Prioritized Investment) and project funding (estimated at \$179 million).

Asked whether school bus parking had been considered had Roseberry explaining loading/unloading and conversations with MSI about Cornell Drive parking. Were the road improvements designed anticipating a new golf course being discussed? Yes, improvements are meant to be forward-compatible with the South Lakefront Framework Plan.

8.0 Legislative Agendas and Update

CMAP staff Anthony Cefali reported that the draft State and Federal Legislative Framework, State Agenda, and Federal Agenda documents for 2019, which reflect the priorities of ON TO 2050, were presented in January.

8.1 New this year, a combined framework for federal and state legislation are presented in one document, Cefali continued, that reflects the three principles, five chapters, and fourteen goal areas of ON TO 2050 and draws attention to either federal or state policies. CMAP will use this framework document to guide and inform policymakers in Springfield and Washington, as well as administrative partners, including the Governor of Illinois and state and federal agencies.

Pursuant to a concern regarding automated speed enforcement language found on page 22 of the Framework document, language was added that stresses implementation should be transparent and accountable and protects the public's interest related to privacy and equity.

8.2 The 2019 State Legislative Agenda identifies five priorities:

- Ensure reliable access to planning funds
- Emphasizing performance-based decision making and accountability
- Ensure new capital funding is multimodal, sustainable, and adequate with an emphasis on state support for transit.
- Reform state tax policy and build local capacity, with an emphasis on supporting local governments through exploring shared and consolidated services.
- Adopt an integrated approach to managing water resources

8.3 The 2019 Federal Legislative Agenda identifies five priorities:

- Improve surface transportation with an emphasis on ensuring sustainable and adequate revenues, committing to transit, advancing performance-based funding policies, increasing the role for MPOs in programming transportation funds, and harnessing transportation technologies to improve the system and safety for all users
- Address climate change and protect water and natural resources
- Facilitate data-driven and transparent investment decisions

- Promote housing options, target assistance to disinvested areas, and coordinate planning
- Improve education and workforce development to reduce inequality

For this calendar year, staff is recommending these five state priorities and five federal priorities, as well as the combined framework be pursued as appropriate with the Governor, Illinois General Assembly, Congress, relevant state and federal agencies, and key partners. Staff is requesting Board approval of the material.

A motion by Andrew Madigan was seconded by Frank Beal, to approve the material as was presented. All in favor, the motion carried.

- 8.4 CMAP staff has begun tracking and analyzing bills filed by the 101st General Assembly. We will be bringing a list of bills for your consideration at the March meeting. Staff has made contacts with both capital appropriations committees—in the House and the Senate—and is monitoring all capital bill negotiations. Governor Pritzker will deliver a combined budget and State of the State address next Wednesday.

9.0 Other Business

There was no other business before the CMAP Board.

10.0 Next Meeting

The Board is scheduled to meet next on March 13, 2019.

11.0 Public Comment

Heather Armstrong, Access Living voiced concerns regarding a no left turn (on a one-way street) at Graceland Avenue and Lee Street near the Des Plaines Metra stop, and advocated for the one-way street to be converted to two-way traffic.

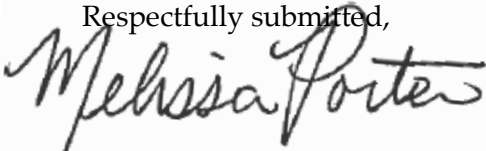
12.0 Executive Session

At approximately 10:35 a.m., a motion to adjourn to an Executive Session made by Andrew Madigan was seconded by Mayor John Noak, and with all in favor, carried.

Following the Executive Session, the board learned it had already adjourned the regular session and was not able to report the results of the Executive Session—it will need to do so at its next meeting.

13.0 Adjournment

At 10:40 a.m., a motion to adjourn by Mayor Al Larson, seconded by Frank Beal, and with all in favor, carried.

Respectfully submitted,

Melissa Porter, Chief of Staff

02-28-2019

/stk

Approved as presented by unanimous vote, March 13, 2019