



Chicago Metropolitan Agency for Planning (CMAP)

Board Meeting Minutes

March 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:

Gerald Bennett, Chair-representing southwest Cook County, Rita Athas representing the City of Chicago, Frank Beal-representing the City of Chicago, Matt Brolley-representing Kane/Kendall Counties (via tele-conference), Al Larson-representing northwest Cook County, Andrew Madigan-representing the City of Chicago, 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 (via tele-conference), Terry Weppler-representing Lake County, Diane Williams-representing Cook County, and non-voting member, Leanne Redden-representing the MPO Policy Committee

Staff Present:

Joe Szabo, Melissa Porter, Jesse Elam, Angela Manning-Hardimon, Stephane Phifer, Gordon Smith, Todd Schmidt, and Sherry Kane

Others Present:

Garland and Heather Armstrong-Access Living, Elaine Bottomley-WCGL, Allison Buchwach-Metra, 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, Rebekah Scheinfeld-CDOT, and Cody Sheriff-McHenry County Council

1.0 Call to Order and Introductions

CMAP Board Chair Mayor Bennett called the meeting to order at approximately 9:36 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 meeting of February 13, 2019, as presented made by President Rick Reinbold 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. The Future Leaders in Planning (FLIP) applications are now available online with the program scheduled to run July 15-20 with a new partner, UIC's College of Urban Planning and Public Affairs (CUPPA). Szabo also gave an update on CMAP's dues program (about 97% collected), thanking those who had already paid. Szabo also reported that: the CoG Directors' outreach continues, he delivered a keynote address at the Calumet Area Industrial Commission, he delivered testimony at a Senate Commerce Committee in D.C on freight needs, he and staff had presented an update on the Expressway Vision to the Civic Committee of the Commercial Club of Chicago, and finally that Jesse Elam had given testimony at a House Appropriations Capital Committee on the need for a capital bill.

5.0 Procurements and Contract Approvals

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon presented the following for approval: the Cook County Assessor's Office GIS data that is available to CMAP at no cost, but does require a resolution by the Board that authorizes the executive director to finalize a non-for-profit database subscription agreement.

A motion by Carolyn Schofield, seconded by Mayor Al Larson to authorize the executive director to finalize the non-for-profit database subscription agreement as was presented, and with all in favor, carried.

6.0 Committee Reports

Chair of the Coordinating Committee, Frank Beal, reported that the committee had met earlier in the morning and had considered the Local Technical Assistance (LTA) recommendations in response to the recent call for projects that will be considered by the full board in April. Beal went on to say that the committee also discussed an ON TO 2050 recommendation of reinvestment in disinvested areas and what can be done.

7.0 ON TO 2050 Amendment Requests

Deputy Executive Director of Policy and Programming Jesse Elam presented the proposed amendments to the ON TO 2050 Plan, reporting that while the regional plan gets updated at least every four years, there is also a process to consider new regionally significant projects as amendments to the plan outside the required updates. Elam went on to explain the evaluation process, the memos that were released for a 30-day public comment period, briefings were given on the two projects (to the Board) by the City, and a staff evaluation and other feedback resulted in staff recommendations for the two amendment requests.

7.1 Roadway Improvements to Support the Update to the South Lakefront Framework Plan—Elam suggested this project meets a number of ON TO 2050 transportation goals: improving circulation through Jackson Park; making needed safety

improvements; helping to implement complete streets; improving walkability; improving transit; improving storm water management; encouraging reinvestment in disinvested communities; and helping Jackson Park prepare for traffic demands from the new Obama presidential center. Elam also reported that there were very few public comments and CDOT did a lot of engagement in the community as it was designing the project. The project has a relatively small effect on the ON TO 2050 financial plan. Staff recommended approval of amending ON TO 2050 to include this project.

A motion by Rita Athas, seconded by Mayor Al Larson to approve the proposed Roadway Improvements to Support the Update of the South Lakefront Framework Plan amendment to ON TO 2050, as had been presented, and with all in favor, carried.

7.2 O'Hare Express Service (OES)—at no cost to the City for either the development or operation, Elam also presented the second ON TO 2050 Plan amendment request citing the following plan recommendations: harnessing emerging technology to improve travel; encouraging innovation; bringing private capital to help meet public needs; connecting two of the region's biggest economic powerhouses (the Loop and O'Hare); supporting the plan's focus on investing in existing communities; using strategic public private partnerships. Elam reported on the public comment process and added staff had built into its recommendation for approval a couple of checks—any change in the Transportation Improvement Program (TIP) would have to come before the Policy Committee and any significant change to the scope of the project would require both CMAP Board and MPO Policy Committee approval. Elam concluded that staff recommended that the OES be added to the Plan as a constrained project.

Staff was acknowledged for their good work, City Council review will follow this project, risk has been carefully minimized, and this approval will allow the City to continue the NEPA process.

A motion by Rita Athas, seconded by Andrew Madigan to concur with staff's recommendation (including the checks explained by staff) to include the O'Hare Express Service (OES) as an amendment to the ON TO 2050, and with all in favor passed.

8.0 Pavement Management Program Update

CMAP staff Todd Schmidt gave an update on CMAP's municipal pavement management program. Currently working with 12 communities in the region, Schmidt reported, these projects support and advance prioritized investment, one of the 3 core principals in ON TO 2050. Pavement management is a tool that can optimize a life cycle cost of maintaining roads and over the long term can improve the condition of the network by moving communities away from worse-first to a more targeted investment strategy that extend the life of pavement, preservation and maintenance. The pilot round for these communities, Schmidt went on to say, will be complete at the end of this fiscal year. Last summer CMAP was awarded a State Planning and Research (SPR) Grant from IDOT to expand the small pilot program and in the coming weeks additional communities will be selected. AECOM has been hired to assist with the project management oversight of the plans and

help find cost efficiencies. CMAP will continue to use the same pavement consultants and staff will select the communities from a pool of over 60 (that applied for the pilot project). Communities are prioritized on if they have a pavement management plan and a geographic mix, as well as the size of the municipality. The SPR grant ends in 2021 and staff intends to complete as many pavement management plans as possible.

The update sparked a discussion of the various plans used at the municipal level to increase pavement longevity (yes, a real mixed bag), have additional communities been identified yet (first round yes; second round follows in the coming weeks), and alternative surfacing options (currently, only asphalt and concrete are considered). Staff was asked to check in with IDOT on the topic of researching alternative surfacing options.

9.0 Legislative Update

CMAP staff Gordon Smith gave an update on relevant legislative activities and the bills that staff are monitoring and asked that the Board approve staff's recommended legislative support on five bills: HB825 (right out of ON TO 2050, re: stormwater disposal); HB2217 (re: income producing properties and the County Assessor's office); HB253 (increasing electric vehicle registration fees from \$35 for 2 years to \$216 annually); HB2823 (permitting the use of lines of credit for the RTA); and, SB198 (amends the highway code to allow for the use of MFT for public transit). The following comments and questions were raised: Smith suggested that SB198 regarding electric vehicle fees negotiations may not advance; CMAP should definitely support HB2217 for its impact on disinvested properties; HB825, strongly recommend approval; HB2823, RTA suggested any increase for additional funding would likely be tacked onto a capital bill; and a question raised about Zalewski bill re: autonomous vehicles was met with the suggestion that the bill may not be quite ready and would likely be pulled.

A motion by Rita Athas was seconded by Mayor Al Larson that the CMAP Board support the bills as had been recommended by staff. All in favor, the motion carried.

Asked if a capital bill might be in the works, Smith speculated that it might come at the end of the session and as part of the overall budget activity.

10.0 Other Business

Having adjourned the last meeting of the CMAP Board prior to a closed session review of the previous closed session minutes, the Board was unable to give an update on the action taken. Deputy Executive Director of Finance and Admin, Angela Manning-Hardimon reported that the Board had approved the draft [closed session] minutes of September 12, November 14, 2018, and January 9, 2019, had recommended continued confidentiality of closed session minutes for 2006-2018, and had authorized the destruction of recordings after 18 months. A motion by Frank Beal was seconded by Mayor Al Larson to approve the closed session activities as were presented by CMAP staff. All in favor, the motion carried.

11.0 Next Meeting

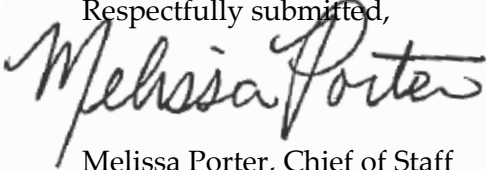
The Board is scheduled to meet next on April 10, 2019.

12.0 Public Comment

Garland Armstrong, Access Living complimented the Village of Elmwood Park for its first steps towards addressing grade crossing separation at Grand Avenue. Armstrong also spoke about Pace Bus 319, airport transit and remove parking related to Pace Bus routes 250 and 330, and Metra signage. Heather Armstrong, echoed kudos for the Village of Elmwood Park's long overdue study and expressed concerns regarding the Pulaski and 87th street crossing in Hometown, and the dangerous no turns there.

13.0 Adjournment

At 10:32 a.m., a motion to adjourn by Rita Athas, seconded by Mayor Al Larson, and with all in favor, carried.

Respectfully submitted,

Melissa Porter, Chief of Staff

03-29-2019

/stk

Approved as presented (President Matt Brolley having confirmed his attendance, via tele-conference) by unanimous vote, April 10, 2019