



Chicago Metropolitan Agency for Planning (CMAP)

Board Meeting Minutes

June 13, 2018

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

Staff Present: Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Tom Garritano, Stephane Phifer, Jesse Elam, Liz Schuh, Mandy Burrell-Booth, and Andrew Williams-Clark

Others Present: Garland and Heather Armstrong-Access Living, Alan Banks-IL OZ, Jennifer Becker-Kane/Kendall Council, Elaine Bottomley-WCGL, Len Cannata-WCMC, Jack Cruikshank-WCGL, John Donovan-FHWA, Jackie Forbes-Kane/Kendall Council, Mike From-WCGL, Tony Greep-FTA, Emily Karry-Lake County, Summer Maison-Metra, Kelsey Mulhausen-Southwest Conference, Leslie Phemister-SSMMA, and Cody Sheriff-McHenry Council

1.0 Call to Order and Introductions

CMAP Board Chair Mayor Bennett called the meeting to order at approximately 9:34 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 May 9, 2018, as presented made by Carolyn Schofield was seconded by Mayor John Noak, and with all in favor, carried.

4.0 Executive Director's Report

The Local Technical Assistance (LTA) program update was included in the packet. Szabo introduced CMAP's newest Deputy Executive Director for Policy and Programming Jesse Elam. Szabo also reported on the following. CMAP's Spring Legislative Summit was held May 10. Szabo had served on a freight panel in May for the Coalition for American Gateways and Trade Corridors (CAGTC) annual meeting and met with Illinois delegate leadership and staff, as well as US DOT. A \$132 million INFRA grant was awarded on CREATE's 75th Street Corridor Improvement project. FHWA's & FTA's certification review was completed and a report will follow later in the meeting. CMAP's 2018 municipal survey is currently underway. Finally, ON TO 2050 one-on-one briefings are now underway, and the plan's public comment period runs from June 15-August 14.

5.0 Procurements and Contract Approvals

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon presented the following procurements and contract approvals. Pilot Pavement Management Program for Northeastern Illinois (RFQ, Task #2) contract approval with Gorrondona & Associates, Applied Research Associates (ARA) and IMS at a cost not to exceed \$2,204,000.00. A contract amendment for the Regional Transportation Data Archive project totaling \$35,000, bringing the new not to exceed cost to \$226,000.00. Two actions related to the Regional Housing Initiative (RHI) included a resolution authorizing CMAP's Executive Director to enter into an Intergovernmental Agreement with the Chicago Housing Authority, and approval of the sole source contract with BRicK Partners totaling \$70,000 to conduct their portion (one-half) of the RHI program. Selection of The Data Entry Company (TDEC) for the Crash Data Entry Project at a cost not to exceed \$240,720.00. An increase in the contract limit for stormwater engineering support (to the LTA Program) to \$650,000, and granting CMAP the authority to extend the existing term of the four engineering contracts for an additional year. A contract approval with JGMA for a total not to exceed cost of \$88,400, for the Belmont Cragin Commercial Corridor Plan (also under the LTA Program). A \$20,000 increase to an existing contract with Dave Burke Photography now not to exceed \$128,300 for additional video work to promote ON TO 2050. Contract approval for printing ON TO 2050 Plan materials with Lake County Press at a cost not to exceed \$84,470.00. Approval to purchase IT hardware, software, licensing, training, and support for a total cost not to exceed \$290,000.

A motion by Frank Beal, seconded by Mayor John Noak to approve the contract awards as presented, and with all in favor, carried.

6.0 Committee Reports

On behalf of the Planning Committee, Vice-Chair Carolyn Schofield reported that the committee had met earlier in the morning. Topics presented included the following. The upcoming Local Technical Assistance (LTA) call for projects that will be seeking applications for new plans and studies that can help implement the ON TO 2050 plan at the local level. The ON TO 2050 draft plan was discussed and changes based on committee, Board, and MPO feedback will be released for public comment on June 15.

Initial external implementation efforts for ON TO 2050 were discussed. A presentation was given on the website for the plan.

On behalf of the Programming Committee, and in the absence of Vice-Chair Rita Athas, Matt Brolley reported that the committee had also met earlier in the morning. Topics included the following. Staff presented an overview of the ON TO 2050 launch event that will be held on Wednesday, October 10, 2018. The committee considered the FY 2019 Unified Work Program (UWP) and would recommend approval by the CMAP Board, as well as the Pilot Pavement Management Program. The Local Technical Assistance (LTA) program Call for Projects and existing program were discussed and a presentation was made on North Lawndale neighborhood plan.

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

7.0 FY 2019 Unified Work Program (UWP)
(see item 8.0 FY 2019 Budget and Work Plan)

8.0 FY 2019 Budget and Work Plan

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon presented the Draft FY 2019 Budget and Work Plan, reporting the following. The budget reflects total revenues of about \$18.4 million, down 12% from the prior fiscal year. Expenditures total \$18.3 million, down 11% from FY 2018. Of interest in the FY 2019 Budget, 2.5 positions (an accountant, a principal in Research and Analysis, and a licensed engineer) were added. There was a 9% increase in commodities, and 112% increase under operating expenses primarily related to the launch of ON TO 2050, and a 6% increase in occupancy expenses. The agency's grant will be funded by Federal Highways, Federal Transit, IDOT, and for the local match, the Illinois Environmental Protection Agency, Cook County CDBG grant, CCT, and local dues.

The UWP component of the budget was approved in March by the UWP, by the Transportation Committee in April, and earlier this morning by the Programming Committee. The total budget is \$22.4 million reflecting about \$21 million in core programming and \$1.5 million in competitive projects for all the agencies. Competitive projects were awarded to CMAP and the RTA, CDOT, CTA, and Metra. This saw an increase of the previous year of \$357,000, made possible by the shift by CMAP of \$783,000 of its operating cost from the UWP funding to local dues.

Given the state approved its budget, CMAP's anticipates receiving the state match, and local dues will be collected at FY 2017, and FY 2018 levels, at \$887,000 shown in the budget appendix.

The [UWP] budget also shows a 5% increase for the operating budgets of CDOT, CTA, Metra, Pace, and a 6% increase for the Council of Mayors for the additional scope required under the STP reform.

A motion to approve the Unified Work Program (UWP), made by Mayor Al Larson, seconded by Marty Oberman, and with all in favor, carried. Likewise, a motion to approve the FY 2019 Budget and Work Plan made by President Matt Brolley, seconded by Mayor Al Larson, and with all in favor also carried.

9.0 Pilot Pavement Management Program Recommendations

Deputy Executive Director of Policy and Programming Jesse Elam reported that the pilot pavement management program is meant to help municipalities develop pavement management plans that emphasize lowest cost solutions for maintaining a given pavement condition level and are tied to the Surface Transportation Program (STP) reforms. Elam gave background on the call for projects issued in January (that yielded 69 applications), discussed the methodology for project selection, and reported that the work would be done by one of three engineering firms approved earlier in the meeting. The programming committee had considered the matter earlier and recommended approval by the CMAP Board. Following approval by the Board, Elam concluded, would be the development of Memoranda of Understanding with each of the communities, get started, and wrap up the planning processes by next summer. Fielding questions raised, Elam also reported that the budget, based on completing 12 projects, could expand to include all the new plans that came in through the call for projects (about 40). The anticipated completion of the plans would be next summer. Those communities with no pavement management plan are being tracked through the Municipal Survey (survey from 2016 indicates about half do not), and finally that CMAP will certainly be encouraging new treatments and will continue to explore those. A motion by Mayor John Noak to approve the Pilot Pavement Management Program recommendations as presented, seconded by Carolyn Schofield, and with all in favor, carried.

10.0 Appointing a Nominating Committee

Board Chair Mayor Bennett appointed (and thanked) the following members to serve as a nominating committee and report their recommendations for the positions of Vice Chairs and members of the Executive Committee: Marty Oberman-representing the City of Chicago, Terry Weppler-representing the Collar Counties, and Diane Williams-representing Suburban Cook County. Recommendations of the committee will be brought back to the Board in September for approval.

11.0 US 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 agency, reporting that federal law requires a review every 4 years of the metropolitan planning process in regions over 200,000 persons. This is the seventh such review, the first conducted in 1996. This review, Donovan continued, focused on assessing the response to new requirements through MAP-21 and the FAST Act, and there's been considerable emphasis on moving towards a performance-based planning program approach, and a lot of new freight requirements. The following six broad areas were considered: 1) structure and administration of the MPO; 2) boundaries; 3) agreements; 4) the self-certification process; 5) the Unified Work Program (UWP); and 6) performance-based planning and programming.

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. Engagement in transit asset management planning. 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. When asked about the availability of the document with additional details; staff reported it will be available in the near future.

12.0 Report from the Revenue Subcommittee

Late last fall, the CMAP Board and the MPO Policy Committee created a subcommittee to consider proposed reasonably expected revenues of the ON TO 2050. Carolyn Schofield reported the following. The committee met three times to discuss transportation revenue forecasts and recommendations of the “reasonably expected revenues” for the ON TO 2050 financial plan for transportation and the near-term implementation of those recommendations. The Board and Policy Committee had requested that the subcommittee report its final recommendations, outlined in the memo included in the packet. Because the ON TO 2050 financial forecast estimates that expenditures for operating and maintaining the transportation system to its current state of repair will exceed revenue from existing sources by \$24 billion, new revenues (to be used to leverage and supplement existing sources of revenue) will be recommended in the plan. The subcommittee, having reached consensus, recommended the following. An increase to the state Motor Fuel Tax (MFT) that will ultimately be replaced by a vehicle miles travelled (VMT) fee (\$31 billion); expanding the sales tax base to additional services (\$11 billion); implementation of a regional revenue source (\$7 billion); adoption of a federal cost of freight services fee (\$5 billion); and, expansion of parking pricing at the local level (\$2 billion). The subcommittee also discussed transportation funding implementation priorities and principles and, by consensus, settled on the following five essential components. Ability to sustain the transportation system – sufficient to improve the system both now and in the future; benefit based – generates revenues from those who derive benefit from the system; considers ability to pay; invested via performance-based approaches; and, supports all modes – roads, transit, freight, bicycle, and pedestrian. The subcommittee also identified the following three near-term priorities for transportation revenue implementation. A \$0.15 increase to the state MFT and future transition to a VMT fee; adding a \$0.04 regional MFT that would also transition to a VMT fee; and, expanding the sales tax base to additional consumer services to bolster RTA sales tax revenues. These, the committee agreed, would have the greatest impact and would be the most sensible to implement.

13.0 ON TO 2050

13.1 ON TO 2050 Public Comment Draft

CMAP staff, Liz Schuh presented the recommendations of the ON TO 2050 plan that will go out Friday, June 15, for public comment through August 14. Schuh covered the following topics.

How we got here: citing outreach of 100,000+ kiosks interactions, 10 forums, 277 workshops, and engaging 4,750 residents, as well as the development of 9 snapshots and 23 strategy papers. The region today: Schuh drew comparison of our regional product growth from 2005-16 to that of Boston, Los Angeles, New York, and Washington, where while we are growing economically we are not growing as rapidly as our peers. Related to population growth during the period 2005-2017, ours has been relatively flat. Schuh also explained disparate outcomes by race, comparing unemployment in our region to that of Boston, New York, and Los Angeles, 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 in terms of federal revenues, state motor fuel revenue, state motor vehicle registration fee revenue, selected transportation system operating costs and the consumer price index, for the period 2007-2016. Moving into the broad topical areas of ON TO 2050, 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 reviewed the public open house schedule that concludes with a public hearing here at CMAP on July 25, and reported briefly on the web-based plan that reflects, we believe, the way people obtain information these days, that will be fully available in October.

13.2 ON TO 2050 Launch Event

CMAP staff, Mandy Burrell Booth reported that the ON TO 2050 launch event will take place Wednesday, October 10, 2018, from 10:00 a.m., to Noon, in Millennium Park's North Chase Promenade, and encouraged the board to register, via the link that was provided in the board packet and on the promotional post card. Booth went on to say the event would focus on putting the plan into action, and will feature Clarence Anthony, Executive Director of the National League of Cities, as the keynote speaker, meant to inspire and encourage continued cooperation to achieve the principles of ON TO 2050: Inclusive Growth, Resilience, and Prioritized Investment. Booth also urged members to call if their organizations could help spread the word about the event. Registration is currently at about 400, and additional promotion will come late summer.

13.3 Implementation Priorities of the ON TO 2050 Plan

CMAP staff, Andrew Williams-Clark reported on the near-term implementation projects that are being scoped--particularly those that require external partnerships to seamlessly transition from plan development into plan implementation. All require external partnership, are near term in nature, and we are looking forward to input and questions

from the Board and other committees periodically over the next several months. Drawing from the memo included in the board material, Williams-Clark reviewed the list, as organized by different sections of the plan. Community: develop a target reinvestment area (TRA) program. Governance: establish regional coordination on Inclusive Growth, evaluate options to incorporate capacity building into CMAP programs and partner activities, and explore options for expanding and coordinating primary health data collection. Prosperity: forming/funding CRGC, conduct additional analysis of the region's traded clusters, and developing a "state of the economy" report in 2019. Environment: determine interest and seek funding for developing the next Green Infrastructure Vision, looking at a new regional climate resilience partnership to focus on key strategies from ON TO 2050, and explore the potential to create updated municipal emissions profiles in conjunction with a partner. Mobility: support new transportation revenues research and initiatives, form a private provider committee or task force as part of CMAP's working group structure, continuing to work with IDOT and FHWA to allow the use of Transportation Development Credits for local match in high need communities, work with IDOT to revise design manuals, and conducting a series of truck routing, permitting, and delivery management studies in the region's freight-intensive land use clusters.

Staff was cautioned about creating a separate private provider group within the existing committee structure.

14.0 State Legislative Update

CMAP staff, Gordon Smith reported that the General Assembly concluded their business on time and they passed a \$38.5 billion spending plan that included the funding within IDOT's budget that CMAP has depended upon. Staff will continue to monitor the process as the Governor takes action on the bills that have passed the General Assembly, Smith went on to say, and outreach to members of the General Assembly to attend the various open houses throughout the summer as well as the Launch event. Staff will also continue to develop conversations that began at the open house in Springfield, much of which relates to the VMT discussion working with the House Transportation Chair and Minority Spokesperson. Comments regarding a seeming disconnect between members of the general assembly and the region were made, and a question regarding freight mobility and a CMAP position of neutrality was raised. Smith explained that conversations with the bill sponsors, and IDOT resulted in an agreement to disagree about the direction in which they were moving. Our concern is in that portion of the language that we believe requires local municipalities to build, for instance, a subdivision intersection to the same standards of say a major intersection, and IDOT was unwilling to do that.

15.0 Other Business

There was no other business before the CMAP board.

16.0 Public Comment

Garland Armstrong reported a concern regarding addresses of Park Forest, as well as other Cook County Forest Preserve related to scheduling para-transit services, and if DuPage and Lake County Forest Preserves publish addresses, why then too shouldn't Cook?

17.0 Next Meeting

Chairman announced that the Board would not meet in July and August, and will meet next in September.

18.0 Executive Session

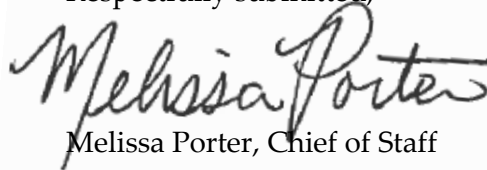
At approximately 11:28 a.m., a motion to adjourn to an Executive Session made by Carolyn Schofield, was seconded by Mayor Terry Wepler, and with all in favor, carried.

At approximately 11:45 a.m., the Executive Session ended with Chairman Mayor Bennett announcing that the Board had discussed real estate matters that would allow CMAP to create a sublease opportunity with its space at Willis Tower. A motion by Mayor Al Larson, seconded by Mayor John Noak to move CMAP's current space to the sublease market and explore additional opportunities in the market. All in favor, the motion carried.

14.0 Adjournment

At 11:46 a.m., a motion to adjourn by Mayor Terry Wepler, seconded by Carolyn Schofield, and with all in favor, carried.

Respectfully submitted,



Melissa Porter, Chief of Staff

08-16-2018
/stk

Approved as presented, by unanimous vote, September 12, 2018