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MARYSUE BARRETT: The Burnham Award for Excellence in Planning will be presented to the Chicago Metropolitan Agency for Planning or CMAP. And the Jean Allard Regional Trailblazer Award will be presented to retired ComEd executive Frank Clark. First I want to acknowledge with a very warm thanks our board vice chair Joe Gregoire and PNC Bank for being the presenting sponsor of today's event. We couldn't do it without you Joe.

I also want to acknowledge the generous support of our five \$25,000 co-chair sponsors who have made today event a record-breaking success. We are indebted to these five for all they do for the Metropolitan Planning Council. They are Allstate, BlueCross BlueShield of Illinois, Lester Crown and The Crown Family, King Harris and The Harris Family Foundation, and Walgreens. We are -- thanks to those five.

We are also really fortunate to have five \$10,000 benefactors. They are Cole Taylor Bank, ComEd, board member John Gates, McDonalds and the Northern Trust. We are also grateful to our many \$5,000 patrons plus friends and please take a look at your program where they are listed. We have set a fundraising record today to this, for today's luncheon. So we want to thank all of you for making that possible which makes our work with you possible.

I would also like to acknowledge the many elected officials

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in the audience who are here today. We're going to scroll their names up on the screen, screens all around the room and please take a look. These folks representing local, metropolitan, state and federal elected officials are our partners and without them we couldn't do our work. Please let's give them a warm round of applause.

Now I'm pleased to introduce Dr. Byron Brazier. He is pastor of the Apostolic Church of God and an MPC board member. Byron Brazier joined the leadership of the Apostolic Church of God back in 1995 when he became its general administrator. He became assistant pastor a few years later. Then, in 2008, when his visionary father, Arthur M. Brazier retired, he was named pastor. Complementing his strong commitment to his ministry Dr. Brazier is deeply involved in improving life for all of us Chicagoans.

In addition to MPC's board of governors, he serves on the executive board of the McCormick Theological Seminary and Chicago's Public Building Commission. He is also the founding chair of the Network of Woodlawn. Thank you, Dr. Brazier, for your inspiration to begin our meeting today.

BYRON BRAZIER: Thank you MarySue. At this time, shall we pray. Dear heavenly father, to you who is the creator and the sustainer of all that exist. The one that lights our path and

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the one that had been faithful and has provided us the grace and the mercy that maybe we do not deserve. We give thanks today for those who have come in the unity and to share one with another our understanding, our experiences, and our wisdoms with an eye to build a better life and a better vision for those that we represent. Therefore we ask that you provide for us a double portion of your wisdom and understanding as we pursue our missions. And we also ask that you will bless this food that we're about to receive for the nourishment of our bodies. In Jesus name we pray. Amen.

(Lunch Break)

(Begin Burnham Award Video)

MALE SPEAKER 1: Make big plans. Aim high in hope and work. Remembering that a noble logical diagram once recorded will not die.

FEMALE SPEAKER 1: It was this visionary spirit that inspired Burnham to make the ultimate big plan for Chicago in 1909, a plan that has served this booming metropolis for more than 100 years. For the last 24 years the Metropolitan Planning Council has honored his vision through the Burnham Award for Excellence in Planning. Presented every year at MPC's annual luncheon, the Burnham Award celebrates shining examples of provocative, innovative, sensible planning and policy that

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benefits Chicago land in the long term.

Thus, it is fitting that the recipient of the 2012 Burnham Award is a 21st Century incarnation of Burnham's 1909 plan of Chicago. The Metropolitan Planning Council and PNC Bank proudly present this year's Burnham Award to CMAP the Chicago Metropolitan Agency for Planning for GO TO 2040, metropolitan Chicago's first comprehensive long term plan in more than 100 years.

In 2005, the newly formed CMAP set to work on GO TO 2040 with a focus on sustainable regional prosperity. Over five years, CMAP engaged on parallel numbers of individual and or organizational stakeholders from across the seven county regions to create a plan of unprecedented scale and scope. The result is detailed enough to inspire regional momentum yet flexible enough to encourage local action. It provides tangible planning resources to enable each community to maintain its local character while advancing four regional values to build livable communities, to invest in human capital, to promote efficient governance, and to improve regional mobility.

The Metropolitan Planning Council is enthusiastically involved in the plans priorities of water conservation, government reform, infrastructure and mass transit. After the region adopted GO TO 2040 in October 2010, CMAP began the hard

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work of implementation. The agency leads important research efforts and provides on the ground technical assistance for dozens of local project to advance the goals of GO TO 2040. The outcome is a more economically vibrant and livable region for us all.

MALE SPEAKER 2: A regional speaker like this is important because the decisions we make today impact where we're going to be 30 and 40 years from now.

FEMALE SPEAKER 1: There is an old proverb, without vision people perish. Through GO TO 2040, CMAP has worked with its many partner to create a truly regional vision, a vision that will continue to yield enduring benefits for the people and communities of Chicago land. For keeping Daniel Burnham's great vision alive and propelling it into the future, the Metropolitan Planning Council and PNC Bank are pleased to present CMAP with the 2012 Burnham Award.

(End Burnham Video)

JOE GREGOIRE: Good afternoon. My name is Joe Gregoire and I'm from PNC Bank. And we are very, very excited to be part of this program today. So thank you very, very much for allowing us to be here MarySue and the team. As the regional president, that was not a good move, for PNC Bank, I chair the Burnham Award selection committee and I want to thank the committee for

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their hard work. I think it took us over two hours to select for this award, select the group for this award and Peter Gose [phonetic] did a great job so we want to thank Peter for his leadership in putting this all together.

But here to accept the award for CMAP we really want to congratulate both of you, Executive Director Randy Blankenhorn and Palos Hills mayor Gerald Bennett, congratulations very, very much. Get it out of the box. And there's a check here somewhere. That's really what you want. Congratulations. Let's give them another round of applause.

KING HARRIS: Good afternoon, I'm King Harris chair of the MPC's Board of Governors. I am honored to be presenting the Jean Allard Regional Trailblazer Award to my friend Frank Clark, the recently retired chair and CEO of ComEd. The MPC has long championed independence leadership and regional collaboration. Few people exemplify these principles more than Jean Allard who is President of the MPC between 1991 and 1995 provided outstanding leadership to the organization.

Jean made a career out of breaking new ground for women as a lawyer and in the corporate boardroom as well. She was the first female board member of ComEd. As President of the MPC, Jean heralded the then new concept of regional problem solving. Like Jean, Frank Clark has been a ground breaker. He was the

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first African American CEO of ComEd. And like Jean he shares a steadfast commitment to what's best for Chicago and the entire region.

In 2004, Frank served on a politically charged taskforce that was exploring the merger of the regions land use planning agency with the region's transportation planning agency. There were some like Metropolis 2020 and the Metropolitan Planning Council that believed that separate planning agencies prevented the region from being as effective as it could be without a solid comprehensive guild for its future. Sort of like a ship with two captains and no one steering or both of them trying to steer the ship in different directions.

But there were those who liked the status quo as you might imagine some of those taskforce meetings got quite contentious. Thankfully Frank Clark had a seat at the table. He recognized how much was at stake and he refused to let the taskforce fail. Thanks to him and other members, today we have CMAP which as you've just learned is in command and steering our regional ship toward growth and prosperity.

And one more thing, Frank's commitment to our region is not limited to his support of regional planning. Frank has been active in Chicago's not for profit community for many years and currently serves as Board Chair of the Chicago Community Trust.

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Those of us who serve on the Trust Executive Committee have benefited from his leadership and his years of service.

Ladies and gentlemen please join me in recognizing Frank Clark. You are the best, thank you very much.

FRANK CLARK: King, I thank you for that very generous and partly true interdiction. I want to start out by saying I actually knew Jean Allard, knew her well. And everything that has been said about her is absolutely true, doesn't really capture all the wonderful things that great lady stood for. And to have her -- to receive an award in her name really is quite a special honor for me. I might also add that if you look at my bio you'll see that I was head of ComEd a long time and I want to set the record straight. I knew and worked with Jean; I did not know and work with Sam Mitzel [phonetic] and Ty Medicine [phonetic]. I want to make that straight. 'cause occasionally people, I've been asked that I mean kind of seriously. When it comes from kids it okay but every now and then an adult will lean over. And I said and then I'll go look in the mirror and say well it's been a few tough years but I didn't know it was that, I didn't know it was that rough.

I don't know if Jesse Ruiz is still here, I know that Jessie left a very important meeting with the board of education to come over here and make this introduction but he was running

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late and the program, and the show had to go on and King was gracious enough to come up and do the introduction. So Jessie, if you're still here you didn't come in vain. We appreciate you and I didn't see you so maybe you're already on your way back to the board doing that important work.

Let me just make a few comments. I am a person who was born, raised in Chicago, never lived anyplace else and love this great metropolis. But what was always clear to me particularly in my role as CEO of ComEd is how big this actual region is. You got this great city and, you know, sort of as an anchor but we served over 400 municipalities. I look one day to actually be able to get to Rockford and get to that airport that's out there that was built with the understanding that we build it everybody will come. And then it hasn't happened yet. You need the regional planning. You need people looking at the big picture that includes, you know, the great state of Chicago but so much more. And it is something that I've enjoyed, been a part of, will continue to be a part of.

I think MarySue Barrett the work that she's done and her leadership and the kind of people she has on her board certainly exemplify by King Harris will allow this broad thinking and planning to continue and over time you will see that this area will be even more prosperous place that we all want to live, a

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place that we all want to work and a place that the economy will be second to none. So I'm extremely grateful to accept this award. Thank you so very much.

KING HARRIS: And here it is. Congratulations.

MARYSUE BARRETT: Thank you.

KING HARRIS: Thank you. Seventy-eight, that's a lot of years to remain focused and committed to a challenging goal, a competitive equitable and sustainable metropolitan region. Yet since 1934 the MPC has been at it with countless numbers of volunteers, staff, supporters and partners. The reputation the MPC has forged over its long history as a source of innovative ideas and reliable information, as an effective change agent, and as a consensus builder is due to the hard work of many people like Frank Clark, today's Jean Allard Regional Trailblazer Award winner. These individuals have looked beyond their backyards to work on behalf of our great metropolitan region.

In the past year alone, the MPC has tallied a number of wins for this region in close collaboration with many partners. It is my great pleasure to share some figures with you that add up to great progress toward our mission of a more competitive equitable and sustainable region.

One hundred and fifteen communities in our region, and we

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only have a little over 280, 115 of these communities are working across municipal borders with neighboring towns on planning and development. Communities have long coordinated service deliver in such areas as waste management and fire protection. Now thought, an innovative new model is emerging in our region. Community collaboration around planning and development on issues as vexing as foreclosures and as broad as managing a shared water supply source.

The MPC and its many partners are supporting these community collaborations through technical assistance, policy development and capacity building. In support of the Chicago Metropolitan Agency for Planning's local assistance, local technical assistance program, the MPC assisted over 16 communities to plan their futures and to move toward achieving the regional goals articulated by GO TO 2040, CMAP's regional plan.

The MPC helped craft a retail quarter plan for Chicago's Bronzeville neighborhood. It worked with Lake Zurich to develop the regions first integrated water resources management plan. I actively also worked with the Metropolitan Mayors Caucus and CMAP on forward looking housing planning efforts in 14 southwest and northwest Cook County suburbs. Fifteen employers in northeastern Illinois, including McDonalds, Label Master and

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Loyola University are participating in our commute options pilot program. MPC is leading the pilot to help pinpoint key commuting challenge employees have and develop incentives to encourage them to try alternative commutes such as transit or biking rather than driving alone to work.

Policy change is what we're all about and three important bills were improved in the past 12 months that MPC supported. MAP-21 is the first ever federal service transportation legislation to include performance based investment criteria Illinois House Bill 1091, the Public-Private Partnership for Transportation Act, allows Illinois to create public-private partnerships to fund new transportation investments. And Illinois House Bill 4496 will lead to the updated state plumbing code that is more consistent with leading technologies and methods that promote water conservation and safety.

Eight federal agencies have begun to work together lead by HUD's region five office here in Chicago to support a coordinated reinvestment strategy for Gary and northwest Indiana's urban core. At a first group meeting in January, Gary Mayor Karen Freeman-Wilson and members of her cabinet, together with representatives of the Northwest Indiana Regional Development Authority, the Northwestern Indiana Regional Planning Commission and the MPC through our Gary and Region

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Investment Project joined an unprecedented discussion about and all hands on deck place based revitalization strategy in Gary. I think you're going to hear more about that later.

Of course, there's more but numbers never tell the whole story. I invite you to watch our video to learn more about our regional and mega regional goals and hear from some of our partner helping us achieve them.

(Begin MPC Video)

MALE SPEAKER 3: We must have a tradition of separateness that we have to overcome it's been around for a long time. But the economic realities are there are more things that are bringing us together than are taking us apart.

MALE SPEAKER 4: Some of the challenged opportunities that we face as a region just don't stop at the borders of Wisconsin or Illinois or Indiana.

MALE SPEAKER 5: The marketplace dictates that we can't look at ourselves as individual regions.

MALE SPEAKER 6: We're so integrated economically in ways people don't think about.

MALE SPEAKER 7: Without collaboration none of its going to work.

MALE SPEAKER 8: What are the opportunities for us to position ourselves as a region to promote ourselves as a place

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for investment?

MALE SPEAKER 9: I don't think about a thriving region, let me just say that. I think about a thriving neighborhood. And I think that those things that make for a thriving neighborhood would make for a thriving region.

MALE SPEAKER 10: If you want to see an improvement in the Milwaukee, Chicago and Gary economies one of the quickest ways to do it is improve the train service. The connection would be much stronger. It would be like the connection between Lyon and Paris or like Philadelphia and New York.

FEMALE SPEAKER 2: One of the things we've learned at the foundation is that it requires all of the states that border the lakes and the Canadian provinces to work together on issues to protect the lakes.

MALE SPEAKER 11: Our transportation systems don't begin and end with those borders.

MALE SPEAKER 12: They serve the entire region.

MALE SPEAKER 13: You're not giving up your identity in collaboration, what you're doing is you're leveraging parts that make sense for both parts.

MALE SPEAKER 14: Once those strengths are combined with the right kind of technical assistance with the right kind of guidance, with the right kind of regional plan you can move the

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communities in a common direction.

MALE SPEAKER 15: And our partnership in Indiana with the Metropolitan Planning Council is an ingredient that's going to pay dividends for everybody. And I'm so pleased that we're able to say that state line doesn't mean anything. We are a region and we'll work together to make it better.

FEMALE SPEAKER 3: Organizations like a Metropolitan Planning Council which does such a great job of scanning for what are the best ideas and can raise up great ideas that might not be so well known.

MALE SPEAKER 16: [Inaudible 00:23:44] played a major role in this was working with MPC was convening all the right federal agencies.

MALE SPEAKER 17: MPC brings very bright people to the table who are committed and at the end of the day when terms of getting things done, that relationship is really what makes things happen.

(End MPC Video)

MARYSUE BARRETT: Good afternoon everyone, again. It's really energizing to see so much interest in a discussion of the Tri-State Metropolitan region. Again I'm MarySue Barrett, President of the Metropolitan Planning Council and I'm just delighted that this is the first ever conversation. I'm

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welcoming Mayor Tom Barrett of Milwaukee, Mayor Karen Freeman-Wilson and as soon as he can escape from the city council meeting, Mayor Rahm Emanuel of Chicago will be joining us. This is the first every conversation to identify opportunities across the Tri-State region. So let's give these two mayors a warm welcome.

Over the next 30 minutes, I'll do my best to lead us through a fast paced conversation of many of the obstacles and challenges facing our Tri-State mega-region. I've asked the mayors to help me out with this by keeping your answers short and punchy so that we can cover lots of ground together.

For nearly 80 years, MPC has been committed to the competitiveness, vibrancy, livability of the metropolitan Chicago region. We've long recognized that our borders extend far beyond Chicago land and Illinois. We've begun work for the, over the last few years in northwest Indiana, deepening our partnerships there. And we view today event as a start of our partnership into southeastern Wisconsin.

We recognize we have a lot of things in common, shared industries, shared shoreline, shared transportation. MPC is a tireless advocate for needed policy changes. Our agenda is guided by the belief that our solutions should be number one, goal oriented. Meaning investment decisions should be driven by

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the outcomes that we absolutely need. Two, right sized so that solutions are implemented at a scale that matches the problem. And three, coordinated because complex problems just demand integrated solutions.

These three guideposts will guide our discussion and ground it today as we discuss opportunities across Gary, Milwaukee and Chicago and their suburbs. Because successful public policy change begins with a vision, that's where I will begin as well. Last year the Paris based Organization for Economic Cooperation and Development or OECD conducted an economic study of the Tri-State metropolitan region. It resulted in a huge report.

The first question that report posed was whether indeed our Tri-State region had a unifying vision. The Chicago [inaudible 00:26:40] Chamber of commerce worked with the OECD then and now to complete this report and now launched the Tri-State Alliance for Regional Development. It's meant to create and execute an implementation plan.

Mayor Freeman-Wilson, I'm going to start with you on this one. Will you make a commitment today to work in cooperation with this new Tri-State Alliance and if you're answers yes, where do you think it should start?

KAREN FREEMAN-WILSON: Well, absolutely. I think that it's important and in fact I participated in the meeting back in

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March because I understood the value of working with that Tri-State area with Milwaukee, with Chicago, with Gary and all the places in-between to really look at how we could take advantage of our shared assets and some assets that we don't necessarily share but would be better used for our communities by working with the other communities.

We recognize as was stated earlier by Mr. Clark, that Chicago was an anchor. But we also understand that Gary has a lot to offer with our lake front, with the industry that is there, with the airport that is there, with all of the employers and employees that can populate some of the businesses that we could grow. But we also know that Milwaukee has a lot to offer with its shoreline, with its airport and that with Chicago as an anchor, if we work together there's a real advantage there.

MARYSUE BARRETT: Thank you for your starting commitment. That's a great beginning point. And Mayor Barrett, a similar question to you, would you work with this new Tri-State Alliance?

TOM BARRETT: Of course. I wouldn't have shown up for this lunch if I wasn't willing to do so. So I'm happy to be here and happy to work together. I want to start though at maybe a little higher, maybe 30,000 feet here and if there's a message I want to get across and it's a burr under my saddle, if you will,

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it's how we define ourselves. Because I think a big part of this, when you're talking about vision is how we view ourselves and what we think is important.

And I think what has happened here is we have allowed other people to define us. And let me be specific what I'm talking about. Think of the phrase Sunbelt. It's a, it conjures up this beautiful image of the sun shining and everybody having a wonderful time. Think of the term the rustbelt. So you think these phrases were drawn up by a county executive in Atlanta or Chicago or Milwaukee? We have allowed outsiders to define us as the rustbelt. And the negative connotations that come along with that. And that's not to take anything away from the history of Gary, or the history of Chicago, or the history of Milwaukee but that's not who we are anymore.

The way I described it in Milwaukee is Lavern and Shirley don't work there anymore. It's a different city. It's a different city. And of course we want to have manufacturing as part of this, just as Indiana does. And Indiana and Wisconsin are the two states that have the highest percentage of manufacturing of any states in the country and we want to retain that.

But here's my request for you, people talk about the east coast, the west coast, what's going on on the gulf coast. I

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think it's time that we, as a region promote America's fresh coast because that is who we are. That is who we are. And we're part of a megacity and those are not incompatible because if you think of the fresh coast, that's going to draw visitors and people who want to come here because of the sunshine. And we know we've got plenty of sunshine. But it's, we've got the water and we're going to talk more about the water, but we have to define ourselves and we have to build from our strengths and we can do that and we should do that together.

MARYSUE BARRETT: I think it's a great idea to start with both your vision that is translated in the marketing and the position of the region and specific issues that you can jump right into. You've already mentioned Mayor Freeman-Wilson transportation. I think it's high on everyone's list. We are the transportation crossroads of North America. Our three cities share a single economic zone but the OECD report, it was blistering in its commentary about the lack of planning, transportation planning and looking ahead together. That sort of thing would happen in a similar sized region in Asia or in Europe without question and it doesn't happen here.

So Mayor Barrett, if you think about all the surface transpiration problems you face in your metropolitan region but then blowing out the boundaries of that to the 21 county region.

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How would we begin to work collaboratively on transportation planning?

TOM BARRETT: Well, I think a lot of it is done at the state level. Some of it's done at the federal level and it's making sure that it's, and it's not just automobiles. Automobiles are obviously a big part of it and probably most people travel today in an automobile. And so we have to make sure that our interstate system is strong, that our local roads are strong. I know there's a lot of local officials and state officials here.

I can tell you that the local streets are very, very important to mayors, making sure that you have got a good commitment from your state legislatures about that. But it's also mass transportation and Chicago obviously has a strong mass transportation system here. And there are fiscal challenges to it. And it's finding out ways to make these systems sustainable over the long run. That's an issue we face in Milwaukee. But then the intercity travel as well. And we've had some, what I consider to be serious missed opportunities in improving rail travel here in the Midwest in terms of high speed rail and commuter rail.

But it's going to take the business community. It's going to take the business community to push this to make this a

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reality. If people want that to happen then it's going to not come, when we've seen this in my state, it's not going to come from government. It's going to come if the business community says this has to be a priority.

MARYSUE BARRETT: It's going to make us a better, more attractive place to invest and to live.

TOM BARRETT: And I think you see that. You see that with young people. They are attracted to urban areas. They want to be in urban areas and they like having the flexibility of choosing. They don't want to be dictated to that they can't take a car, that they have to take a bus or a train. But they want to have that --

MARYSUE BARRETT: Options.

TOM BARRETT: --option. They want to have that option.

MARYSUE BARRETT: You know, every morning there's 32,000 commuters who cross the Wisconsin line into northeastern Illinois and there's 53,000 that cross over from Indiana into northeastern Illinois. So what's your thoughts, Mayor Freeman-Wilson, about how we get started on looking at as an integrated transportation tangle to untangle?

KAREN FREEMAN-WILSON: Well, you know, certainly a commuter transportation is important. But I like to look at it also at a much higher level as it related to transportation because, of

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course, we all have airports. And historically what we've allowed people to do again piggybacking on Mayor Barrett's comment is to pit us against one another. It has to be the Milwaukee airport versus Gary versus Midway versus O'Hare. And if you look at large metropolitan areas like ours, they have a number of airports that are thriving, that serve a large population.

And we certainly have enough people to go around who want to travel, who need to commute, who need to travel by air. And I think the same is not only true for the air transportation but for the trains and for the trucking that goes along our interstate and we share Interstate 94 of course. And so I think we really need to sit down together even though we understand that the state has a say in this. We understand that the federal government has a say in this. But we have to sit down as mayors, as regional train planning agencies to look at some of the commonalities among transportation. I think it's important.

MARYSUE BARRETT: Continuing with you for a moment. Could you give those in the room a little better sense of for those of us who don't know the potential of the Gary Airport, what's your vision for the growth of Gary/Chicago Airport?

KAREN FREEMAN-WILSON: Well, the good news is that we are

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almost completed with an extension of our runway and the removal of a barrier. And what that means is that the Gary Airport has a number of opportunities that it did not have before. We'll have a 7900 foot runway, we'll have the opportunity to not only attract those commercial carriers that may find Gary a better fit for them than some of the larger airports. But we'll also be able to expand Allegiant Airlines which is already there and also to really work with our corporate people who come in and out of Gary. There's a Boeing hanger there. There are other hangers. White Lodging has a hanger there. And so a lot of the corporate entities find it a lot easier to get in and out of Gary than sometime the larger airports in Chicago, especially in the middle of the day when you have a lot of traffic. So there are a lot of possibilities relative to the Gary airport.

MARYSUE BARRETT: And Mayor Barrett, I know that Mitchell Field already builds itself as Chicago's third regional airport, convenient to residence of Illinois. Do you agree with those who say that collaborating on surface transportation roads and transit is just easier than getting our act together on coordination for your travel?

TOM BARRETT: Well, I think there's an opportunity. I agree with you mayor that the more, the more people have choices in flying, the stronger the areas going to be. And I think for

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business travelers in particular, they want to know that they can get into a metropolitan area for their morning meeting or their afternoon meeting and then fly out the same day. And so the key is can you get them in, can you get them out. And if Gary is working to the east, if there's a new airport to the south and you've got all your local, political issues about that, that's going to help.

I can tell you from our perspective in Milwaukee we have one of the only, I think there only three airports in the country that have an Amtrak's spot, stop right there at the airport. Milwaukee is one of them. In fact the Amtrak stop at the Milwaukee airport is the closest train stop to a, to an airport in the country. And we do believe that it's an advantage for people, particularly from the northern part of this metropolitan area to take that train and not have the hassles flying in and out. And I think everybody wins. Everybody wins if we can coordinate that and have more people coming in and out of this region.

MARYSUE BARRETT: It is all about growth and coordinating to achieve that. Lake Michigan the fresh, the fresh coast concept, I think you heard the reaction from the room, a lot of energy and excitement about that. Lake Michigan does play many different roles in our region. It's a defining feature but its

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recreation. It's a source of our drinking water. It's a fragile habitat. It's a transportation system. It helps us attract heavy industry. So as you look at all those competing goals, you in Milwaukee have been part of something called Milwaukee Council to help attract even more water intensive industries. How do you expand the water cluster of that for economic growth and be a good steward of Lake Michigan?

TOM BARRETT: Well, we feel that we've staked out a position on water but we want partners. We would love to have Gary as a partner. We'd love to have Chicago as a partner. Because I really do believe that this is one of our long suits. This is an economic advantage that we have that all three of us are sitting on 20% of the world's known fresh water surface supply. That is unbelievable. And our history is intertwined with it. Our economies are intertwined with it. And the future is going to be dependent on access to fresh water. So we're stewards of this environment. But in terms of industry, in terms of recreation, it's huge. It's huge.

And there -- we know that there are going to be water battles in the southwest and the southeast. We have challenges in Wisconsin right now in terms of diversions and what should be allowed. And those issues are real but Chicago is formed, Gary was formed, Milwaukee was formed because of this lake. And all

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you have to do is look at this Great Lakes region and you can see the potential moving forward. There's a group of mayors and Mayor Freeman-Wilson is part of this, I'm part of this of mayors of Great Lakes in the St Lawrence River. Mayor Emanuel is also a member of this group.

MARYSUE BARRETT: Yes.

TOM BARRETT: And there are other mayors, maybe mayors here. And we try to work on a bi-national basis with Canadian mayors as well. And one of the practices that we've been pushing is sustainable practices so that we as again stewards of the environment and urban areas can improve the quality of water, make sure that we're doing the conservation we need to do.

But I really do believe that moving forward you're going to see lawsuit after lawsuit of states trying to get at each other. You've seen in it in the southeast with Georgia and places like that. You see it with the Colorado River. We don't have those issues here. If we are smart, if we're good stewards, we will put ourselves in a spot where economically we are far better off. And I think that's just such an important and powerful card that we hold.

MARYSUE BARRETT: Mayor Freeman-Wilson, how do you see it as far as attracting water intensive industries and balancing

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all these needs?

KAREN FREEMAN-WILSON: Well, we've certainly seen that happen in Gary. And I think it's important that we not allow people to push us into saying either or but it has to be both and. We can be good stewards of the environment. We can invest in industry along the lakefront. But we can also exploit the recreational and the residential opportunities there. We've just been the recipient of a \$28 million investment in the city of Gary through our regional development authority on our lakefront in Marquette Park.

And it's been a significant economic development shot in the arm for our city and the potential is limitless because of the fact that people can now use the park for not just recreational opportunities but to hold events that will attract dollars to our region. And I think that was the theory behind that investment. And so with that we believe that that is just the tip of the iceberg for the type of development that can occur there.

MARYSUE BARRETT: Let's talk about what some of these industries clusters like water intensive industries need. Its people talent and we have a wealth of academic institutions from community colleges, city colleges, suburban community colleges to factories for Nobel Prize winners. And yet they also operate

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or can operate within silos. So we all can point to industries that are wringing their hands 'cause they can't find the talent they need to fill jobs as the re-shoring of manufacturing jobs and the explosion of professional services continue to be some of our shared region's strengths.

So how could you as public sector leaders get other institutions, anchor institutions like educational institutions to work together to play to their strengths and to work across borders, Mayor Freeman-Wilson?

KAREN FREEMAN-WILSON: Well, you know, I think that's really one of the greatest potential areas of collaboration for us to bring the universities together. To bring the training entities together to say that there are a group of people across all of these regions who need to be trained, who need to enhance their educational skills and to the extent that that's possible. Perhaps the University of Illinois has a possibility of training in one area. The University of Wisconsin can train in another. Purdue can really train on their science based training. So there's a potential in all of these areas for the universities to step up.

The same is true if you look at some of the other areas of job training that is not necessarily university based but that occurs at a much more basic level because again people see no

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borders. And to the extent that people need jobs, people need job opportunities and people need the training to capitalize on those job opportunities. That's where it's really important for our universities and job training organizations to collaborate.

MARYSUE BARRETT: And Mayor Barrett do you see some potential to play to each institutions strengths and --

TOM BARRETT: I think we have to.

MARYSUE BARRETT: --avoid brain drain?

TOM BARRETT: I think we have to. And if you look at the report from the economic report that just came out that was critical of this region. One of the areas where it was most critical was in the investment in workforce training.

MARYSUE BARRETT: Fragmented.

TOM BARRETT: Fragmented and then just not enough of an investment. And I see this as one of the hugest societal issues that we face because so many of the jobs that were the backbone of Gary, of Milwaukee, of Chicago, those jobs have disappeared. The jobs where you needed a high school education or as I put it, what you needed was a strong back and a good alarm clock and you could support your family in Gary, in Milwaukee and Chicago. And those are the jobs that have disappeared.

And for people of color or people who don't have a lot of education beyond high school, these are the people that right

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now I am most concerned about economically. What are they going to do in this world economy? And it goes to our lack of an industrial policy for the Midwest or for this country. Because we cannot have a society where the income gap can continue to grow like its growing and expect to be no problems.

And so I, the frustrations that I see, I can go into a church hall, in a central city of my city and have people just frustrated beyond belief 'cause they can't find jobs. And this is a true story. And then the same day go to an employer on the outskirts of the city --

MARYSUE BARRETT: Can't find [inaudible 00:44:51].

TOM BARRETT: --where the frustration is they can't find workers. And it's ships passing in the night. And I think our universities do a great, great job in providing the brightest, the brightest student with the skills. I think it's the community colleges and the inner relationship between employers and the community colleges and the training programs in particular that has to be strengthened.

Because we all know what the frustrations are. People go through a training program. They come out. They can't find a job. They're frustrated. Or you have an employer who hires someone from a training program and they can't do the job. They don't know how to weld even though it was a welding program. We

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have to do a better job, I believe of having the private sector and the community colleges working directly with each other to make sure that the person is receiving the skills they need for the job and then have the job at the end of the day.

KAREN FREEMAN-WILSON: And MarySue, you see the resources, the limited resources will dictate that for our universities and for us as communities because particularly when you look for federal funds and philanthropic institutions or philanthropic organizational fund, they're going to want to see that we are working together. And there's no better place to start than in training our young people and training our workforce to work together.

MARYSUE BARRETT: Do you agree that it's those connections that aren't strong and need to be much, much stronger between community colleges and employers that would be a good place to start?

KAREN FREEMAN-WILSON: Absolutely.

MARYSUE BARRETT: I'm going to attempt to channel Mayor Emanuel for a moment. He, if he were sitting next to you, I think he would say that the restructuring that he's in the midst of with the city colleges of Chicago is attempting to be responsive to those industries. So each college offered a little bit of everything before and now it's being retooled so

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that an individual site is focused on healthcare or transportation distribution logistics, sectors that are strong today and can be stronger to really be responsive to those industries.

The other thing beyond the community colleges he's in the midst of doing with Cook County Board President Tony Preckwinkle is a collaboration and then actually collapsing the workforce boards. There were four in Cook County, Chicago and three suburban. And I'll tell you it did not meet the needs of the employers so those are being consolidated.

I can't help think from there what about going the next circle out. Could we, you know, retool our community colleges to play to a specific sector strength? Could we work on workforce boards being coordinated across the mega-region?

TOM BARRETT: Well, I can tell you when I, when I first heard and I was with Mayor Emanuel several months ago and he talked about that he was working with the community colleges. And I viewed it with a little bit of jealousy to be honest with you because I thought wow he's got the community colleges, he can, he can do exactly what needs to be done and make that a stronger link. I think it's important when we look for funding and Indiana and Wisconsin have worked together actually in seeking funding from the federal government. I think it's

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important that have allies to try to get the resources here.

I also think though that you really want this to be as close to the ground as you can. And I think where there have been mistakes, is that there are unreasonable expectations either from the private sector as to what the community colleges will do without their direct involvement and then frankly I think that there is some pushback sometimes from those who say well why aren't you paying for this. Why do you expect the public to pay for the training of your workers?

But I think that there's a happy medium there where we have to recognized that there are too many people in all of our communities that need to be retrained and we're not talking necessarily about 19, 20, 21 year olds. We're talking about people who are 50, 55 and 60 who have lost their job and they have to keep working. And trying to get them -- and many times they're going to be very dependable but to have them have that opportunity to get trained for a specific job. So that's where I put my focus and it's not the, in anyway criticize trying to make it a regional attempt to do it. But this is so gritty and it is so micro, I think you have to make sure it works at the micro level.

KAREN FREEMAN-WILSON: I really do agree with Mayor Barrett. The need is so great in our respective communities

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because we've been devastated by the recession and other aspects of just the nature of our local economies that in many instances is very difficult to take that to a regional level. There are some basic aspects however that cut across regional lines. And to the extent that that happens or that exists then we should take advantage of it.

MARYSUE BARRETT: Go for it.

KAREN FREEMAN-WILSON: Absolutely.

MARYSUE BARRETT: We've talked about your commitments. We've talked about some issue opportunities and the complexity of the challenges of working together across boundaries. I want to conclude with one question that's about political roadblocks. Rumor has it that both of you are not exactly BFF's with your state capitals.

TOM BARRETT: Oh, that's nothing.

MARYSUE BARRETT: And we can relate to this in metropolitan Chicago. We sometimes don't always feel like we don't get the love we want from Springfield. But these challenges are not just working across the city borders and the metropolitan border but obviously we are living in the reality of state capitals, different state tax structures, different state economic development incentives. If you could identify one thing that you would want to work on or maybe I'll ask it this way. What's

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the biggest hurdle that you face, Mayor Freeman-Wilson, politically that needs to be overcome. So you can do what you want to do in your region.

KAREN FREEMAN-WILSON: I love Governor Daniels. You mean he doesn't love me. You know, what I always and this cuts across whatever area, whether you're talking about transportation, job training, economic development. What I've found and actually we've gotten a level of, significant level of support from the state through our Regional Development Authority. It's not whether you agree politically. It's whether you agree that you have a responsibility to the citizens that you serve.

And that's what we agree on at the, with, at the state level, at the local level, at the regional level that we all have a responsibility to the citizens of Indiana, whether they live in Gary or Indianapolis, or La Porte or any other areas of the city. Unto the extent that that is true, then there are some common areas that we can work on together and that's why we've seen the investment of the Regional Development Authority. That's why we have seen incentives from the state economic development corporation for entities who want to locate in Gary. So I, you know, we can agree that there are certain needs that everyone has.

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MARYSUE BARRETT: It's a good start.

TOM BARRETT: And I think what we're trying to do here is we're trying to find ways to collaborate and I think the most destructive thing we see is when people try to pit people against each other. And to me particularly at a time when things are challenging or difficult, that's when leaders should try to bring people together and say look we have problems, let's work together to try to solve them. Rather than trying to give you a reason to distrust you or give you a reason to hate you. To me that's what we have to be doing.

MARYSUE BARRETT: Makes sense. Sounds productive and that's the kind of thing that the Metropolitan Planning Council enjoys very much, our partnerships with all of you. I know that Mayor Emanuel really regrets not being able to join this panel. He would have jumped right in. But you've had a chance to interact with him, I know, from preparing with him and his staff. He wanted to talk about the Lake Michigan potential, the transit opportunities, some of the workforce issues we touched on. And so the partnership certainly is there.

You know, the Marquette University had a form similar to this one. Not quite as big. And it was just last week on the Milwaukee/Chicago potential and one of the phrases that was reported on in the media, in the Milwaukee media was that it's

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time to stop asking, acting like, you know, warring siblings and start acting like collaborative partners. We're not, we are, we are siblings that get along. We're not rivals. And there's so much that we can do together. So I think you've helped us by identifying some real practical issues and so I see today conversation is the beginning of a practical ongoing pragmatic conversation about how we continue to work together across our Tri-State mega-region.

To stay relevant in the global economy we must become dramatically more efficient in the decisions we make about where and how to invest. If we do we'll waste less and we'll produce more value for families across northwest Indiana and southeastern Wisconsin and northeastern Illinois. We have to do that by working through the complexities and identify two way and even three way wins. The result far more options, for attractive neighborhoods, for vibrant industries, for convenient ways to get around and for great places to play and to learn.

I'd like to thank the mayors again. You've really went out of your way to prepare, to be here today and to meet so many folks. We're delighted to have both Mayor Karen Freeman-Wilson of Gary and Mayor Tom Barrett of Milwaukee joining us for the, this historic panel. A very special thanks to PNC Bank, our presenting sponsor and to all of our sponsor and to each and

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every one of you today. If you want to stay in touch with us and we hope you do, just simply visit our website, which is metroplanning.org. It's got a link there to our Twitter and Facebook feeds.

And also thank you for helping make us, through your support today an even stronger metropolitan region. The way I see it is that we have great potential. MPC views itself as a connector of the dots across business and government and community institutions. And today we've identified a vision and some specific issues to reach the potential of our global, globally significant fresh coast this Tri-State metropolitan region.

So I invite all of you to continue to be part of that conversation. Thank you again and enjoy your afternoon.