



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

Joint Meeting Chicago Metropolitan Agency for Planning (CMAP) Board and MPO Policy Committee

**Annotated Agenda
Wednesday, October 12, 2016
9:30 a.m.**

**Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois**

- 1.0 Call to Order and Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
Welcome to new CMAP Board member, Matthew Brolley (President-Village of Montgomery, representing Kane and Kendall Counties)
- 3.0 Approval of CMAP Board Meeting Minutes—September 14, 2016**
ACTION REQUESTED: CMAP Board Approval
- 4.0 Approval of MPO Policy Committee Meeting Minutes—June 9, 2016**
ACTION REQUESTED: MPO Policy Committee Approval
- 5.0 Executive Director's Report**
- 5.1 Financial Update
 - 5.2 Local Technical Assistance (LTA) Program Update
 - 5.3 CMAP Board's Anniversary
 - 5.4 Other Announcements
- 6.0 Committee Reports**
The chairs of both the Local and Regional Coordinating Committees will provide an update on the meetings held prior to the board meeting. Written summaries of the working committees and the Citizens' Advisory Committee will also be provided.
ACTION REQUESTED: Informational

7.0 Council of Mayors Report

The chair of the Council of Mayors will provide an update on relevant activities.

ACTION REQUESTED: Informational

8.0 Election of MPO Policy Committee Vice Chair

The Nominating Committee's recommendation for Vice Chair of the MPO Policy Committee will be provided. The MPO Policy Committee will also designate a Secretary, which according to the by-laws shall be a member of CMAP staff.

ACTION REQUESTED: Approval

9.0 Approval of GO TO 2040/TIP Conformity Analysis and TIP Amendments

The public comment period for the semiannual GO TO 2040/TIP conformity analysis and TIP amendments closed August 22, 2016. No comments were received. The Transportation Committee recommends that the CMAP Board and MPO Policy Committee approve the GO TO 2040/TIP conformity analysis and TIP amendments. The Regional Coordinating Committee will consider recommending approval prior to the joint meeting.

ACTION REQUESTED: Approval

10.0 Coordinating Committee Structure

Staff recommends a change in the coordinating committee purpose and structure: a Planning Coordinating Committee, which would oversee ON TO 2050, and a Programming Coordinating Committee, which would oversee programming decisions for transportation investment, LTA project selection, and other relevant matters. A similar structure was used during the development of GO TO 2040.

ACTION REQUESTED: Approval

11.0 Approval of the Emerging Priorities for ON TO 2050 Report

At their previous meetings, both the Board and Transportation Committee reviewed the draft [Emerging Priorities for ON TO 2050](#) report. The report summarizes public feedback on regional challenges and opportunities as well as provides insight on preliminary plan directions. The draft was open for public comment over the summer and has been reviewed by working committees, the Board, and MPO Policy Committee. CMAP staff recommends approval of the report.

ACTION REQUESTED: Approval

12.0 Unified Work Program Update

The Transportation Committee and UWP Committee recommend that the MPO Policy Committee approve the revised FY 2017 Unified Work Program Budget to the MPO Policy Committee. With the recent approval of a state budget, CMAP will receive State match funding that will allow the remaining UWP funds to be used for other projects. As discussed when the FY 2017 UWP budget was approved, should the state dollars become available to CMAP, awarding UWP dollars for competitive projects would be revisited. Since this has occurred, it is proposed that approximately \$1.4 million dollars be approved for the following projects based on the ranking/scoring/approval.

- CTA/Pace – South Halsted Corridor project - \$640,000
- CMAP/RTA – Community Planning - \$400,000
- Lake County – Transit Study - \$200,000
- CDOT – Multi-Modal Crash Analysis -\$197,000

ACTION REQUESTED: Approval

13.0 MPO Consolidation Rule Update

The U.S. DOT, FHWA, and FTA proposed a rule in late June requiring MPOs sharing an urbanized area (UZA) to merge into one MPO. This rule would significantly affect the work products and relationship between CMAP and the Northwest Indiana Regional Planning Commission and the Southeastern Wisconsin Regional Planning Commission. On September 23rd, U.S. DOT reopened the comment period until October 24th. Staff will provide an update on the extension and CMAP's intent to file additional comments.

ACTION REQUESTED: Information

14.0 Constitutional Lockbox

CMAP staff will provide analysis of the constitutional amendment on the November ballot regarding transportation revenues. If the legislation passes, staff recommends pursuing follow-up legislation that will address concerns with the law.

ACTION REQUESTED: Discussion

15.0 Transportation Innovation Roundtable Discussion

The Board and Policy Committee will hear two presentations. Cook County will discuss their recently released long-range transportation plan and HERE, a private business providing mapping data, location technologies and services to the automotive, enterprise and government sectors, will provide perspectives on how the public sector can solve mobility challenges by harnessing data derived from the Internet of Things ecosystem.

The presenters will give a short description of their most innovative activities and facilitate discussion and feedback with the Committee.
ACTION REQUESTED: Discussion

16.0 Other Business

17.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chairs' discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

18.0 Next Meeting

CMAP Board—November 9, 2016
MPO Policy Committee—January 12, 2017

19.0 Adjournment

Chicago Metropolitan Agency for Planning (CMAP) Board Members:

___ Gerald Bennett, Chair	___ Elliott Hartstein	___ Carolyn Schofield
___ Rita Athas	___ Al Larson	___ Peter Silvestri
___ Frank Beal	___ Andrew Madigan	___ Peter Skosey
___ Matthew Brolley	___ John Noak	___ Sean McCarthy
___ Franco Coladipietro	___ Rick Reinbold	___ Brian Oszakiewski
___ Janel Forde	___ William Rodeghier	___ Leanne Redden

MPO Policy Committee Members:

___ Randy Blankenhorn, Chair	___ Scott Gryder	___ Leanne Redden
___ Kay Batey	___ Elliott Hartstein	___ Rebekah Scheinfeld
___ Frank Beal	___ Richard Kwasneski	___ Jeffrey Schielke
___ Greg Bedalov	___ Christopher J. Lauzen	___ Marisol Simon
___ Dorval Carter	___ Aaron Lawlor	___ Liisa Stark
___ Tom Cuculich	___ John C. McCarthy	___ Larry Walsh
___ Joseph Gottemoller	___ Don Orseno	___ John Yonan



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
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Chicago Metropolitan Agency for Planning (CMAP) DRAFT Board Meeting Minutes September 14, 2016

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, Franco Coladipietro-representing DuPage County, Janel Forde-representing the City of Chicago, Elliott Hartstein-representing Lake County, Al Larson-representing northwest Cook County (via tele-conference), John Noak-representing Will County, Rick Reinbold-representing South Cook County, William Rodeghier-representing suburban Cook County, Carolyn Schofield-representing McHenry County, Peter Silvestri-presenting Cook County, Peter Skosey-representing the City of Chicago, and Leanne Redden-representing the MPO Policy Committee.

Staff Present: Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Kristin Ihnchak, Craig Heither, and Sherry Kane

Others Present: Mike Albin-DMMC, Kristen Andersen-Metra, Len Canata-WCMC, Bruce Christensen-LCDOT, John Donovan-FHWA, Jackie Forbes-Kane/Kendall Council of Mayors, Michael Fricano-WCMC, Janell Jensen-McHenry Council of Mayors, Mike Klemens-WCGL, Patrick Knapp- Kane/Kendall Council of Mayors, Brian Pigeon-NWMC, Mark Pitstick-RTA, Linda Sloan-TY Lin, Vicky Smith-Southwest Conference and Mike Walczak-NWMC.

1.0 Call to Order and Introductions

CMAP Board Chair Mayor Gerald Bennett called the meeting to order at 9:32 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

Chairman Mayor Gerald Bennett welcomed Janel Forde, CMAP's newest Board member, representing the City of Chicago.

3.0 Approval of Minutes

A motion to approve the minutes of the June 8, 2016, meeting of the CMAP Board as presented was made by President Franco Coladipietro and seconded by Peter Skosey. All in favor, the motion carried.

4.0 Executive Director's Report

Regarding CMAP's financial situation, Executive Director Joe Szabo reported that the General Assembly's stop gap budget included a full year's funding for CMAP and efforts continue on reinstating the Comprehensive Regional Planning Fund (CRPF). Contractors are being paid and projects once on hold are now being implemented including the Local Technical Assistance (LTA) projects. Since the first invoices went out, CMAP has collected nearly 60% of its dues and nearly two-thirds of those having been billed have paid. Szabo went on to say that over 100 engagement events have taken place reaching nearly 7,000 residents, with a goal of doubling the outreach conducted for GO TO 2040. Szabo also reported on the Stony Island Arts Bank Forum on June 20, and announced two additional forums, Peak Driving on September 22 and a forum on Aging scheduled for October 27, a speech (The Power of a Unified Region) he gave on June 29 at the City Club of Chicago, and a freight roundtable that CMAP hosted for FHWA that was followed by a tour of the CREATE project. Regarding the Memorandum of Understanding that the CMAP Board had approved at its last meeting, and was presented to the MPO Policy Committee the following day, Szabo also reported, questions had been raised and the Secretary had asked the committee defer approval. CMAP's annual report had also been distributed and a Local Technical Assistance (LTA) program update had been included in the board material, along with a bi-monthly update on the ON TO 2050 plan development.

5.0 Procurements and Contract Approvals

A resolution authorizing the Executive Director to enter into an intergovernmental agreement with the Cook County Assessor's Office for the purpose of securing data instrumental to research, analysis and planning activities was presented for Board approval. A motion by Commissioner Pete Silvestri was seconded by Elliott Hartstein to adopt the resolution as was presented. All in favor, the motion carried. Also presented by Deputy Executive Director Angela Manning-Hardimon was a request for approval to purchase various data services totaling \$400,000 and IT hardware and software totaling \$350,000. A motion by President William Rodeghier was seconded by Carolyn Schofield. All in favor the motion carried.

Regarding the purchase of aerial photography for \$50,000, Manning-Hardimon reported that CMAP partners with the counties in the purchase of this standard planning tool.

6.0 Committee Reports

Neither of the Coordinating Committees had met since the last Board meeting. A written summary of the working committees, the Citizens' Advisory Committee, and the Council of Mayor's Executive Committee was provided.

7.0 Budget Update/Approval

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon presented CMAP's FY 2017 revised budget reporting that the passing and approval of the State's stop gap budget, IDOT provided CMAP with \$3.2 million in local match. With the

match, Manning-Hardimon continued, CMAP could reallocate approximately \$1.4 million to the Unified Work Program (UWP) competitive applications that had been submitted in January. The revised budget, Manning-Hardimon went on to say, includes a reduction in federal revenues by \$837,000, an increase of \$3.2 million in State match, a reduction of \$1,049,435 in general fund reserves, \$1,700 reduction in personnel costs, \$7,469 reduction in operating expenses and a \$500,000 increase in contractual services for the Local Technical Assistance (LTA) program and Community Planning Funds (split with RTA). Additionally, the projects funded with the award of \$1.4 million to the UWP competitive program will now include: CTA/Pace-\$640,000; CMAP/RTA-\$400,000; Lake County-\$200,000; and, CDOT-\$197,000. A motion by President William Rodeghier was seconded by President Franco Coladipietro to adopt the revised FY 2017 budget as had been presented. All in favor, the motion carried.

8.0 Election of Officers

Chair of the Nominating Committee President Rick Reinbold reported that the nominating committee submits the following names for consideration as officers and members of the Executive Committee of the Chicago Metropolitan Agency Planning (CMAP) Board:

Chair	Gerald Bennett, Mayor-Suburban Cook County
Vice Chair	Rita Athas-City of Chicago
Vice Chair	Elliott Hartstein-Collar Counties
At Large	Al Larson, Mayor-Suburban Cook County
At Large	Andrew Madigan-City of Chicago
At Large	Carolyn Schofield-Collar Counties

A motion by Peter Skosey to approve the slate as recommended by the Nominating Committee was seconded by President William Rodeghier. All in favor, the motion carried.

9.0 Coordinating Committee Structure

Deputy Executive Director for Planning Bob Dean gave a brief history of the CMAP committee structure, reporting that prior to the development of GO TO 2040, the committees were known as the Planning (overseeing the planning of GO TO 2040) and Programming (considering the short-term program activities) Coordinating Committees. After the adoption of GO TO 2040 and to focus on implementation, the two committees became known as the Local and Regional Coordinating Committees. Staff is now suggesting a return to the original structure changing the identity of the committees, perhaps shifting the membership to focus one on the development of ON TO 2050 (Planning) and the other on the shorter term matters related to transportation programming and local technical assistance (Programming). Meant to seek feedback from the Board, Dean concluded, no action is required. Generally, the board seemed agreeable to the proposed change.

10.0 Constitutional Lockbox Amendment

At its last meeting, the Board had been briefed on the Constitutional Lockbox Amendment that passed the General Assembly and asked staff to analyze the legislation and report

back accordingly. Deputy Executive Director for Policy and Programming Tom Kotarac discussed the findings that had been obtained from staff analysis and conversations with stakeholders. Kotarac described his presentation as an ongoing analysis and that additional stakeholders are being contacted so that staff can provide fuller analysis at the joint meeting with the MPO Policy Committee in October.

Kotarac reported on 5 basic elements of the amendment, as follows. Part 1 of the amendment defines transportation revenue very broadly and includes any transportation revenue generated from any transportation operation, beyond the gas tax (i.e., transit fares, parking fees) and not just current but also future transportation revenue (i.e., fee on electric cars) and at all levels of Government (state, county, township, municipality, etc.). Part 2 of the amendment defines the eligible uses for transportation revenues defined in the amendment, Kotarac continued, including wide eligibility for general capital investments into several modes (highway, mass transit, rail, bridges, etc.), however there is a limitation on administrative expenses that can be paid for with transportation revenues, specifically the amendment restricts transportation revenues to “direct program expenses” associated with enforcement of transportation laws, safety operations of several modes of transportation, and workers compensation claims for IDOT. Part 3 of the amendment will prohibit the state from sweeping transportation revenues and using those funds for non-transportation purposes. Part 4 of the amendment is very unclear but seems to require the General Assembly to provide dedicated funding for modes of transportation not “described” in the amendment; related to other modes of transportation. Part 5 makes clear federal funds will retain the eligibility they have in federal law.

Kotarac outlined some of the concerns stakeholders have expressed about the amendment: planning, as an activity, is not explicitly eligible in the amendment; local and home rule governments and the transportation revenue they generate will be covered by the amendment; costs related to highway construction, operations, and administration are given very elastic language in the amendment allowing for wide eligibilities related to highways, whereas other modes do not have similar language; the amendment does not explicitly make eligible transportation-related activities (e.g., greenspace related to roadways or transit systems, flood mitigation, etc. are not explicitly eligible); lastly, the campaign launched to support the amendment have claimed a number of \$6 billion in diversions away from transportation over the past 10 years, this is a figure CMAP staff has not been able to confirm, nor is it clear which diversions included in the large \$6 billion figure may be allowed to continue; and finally, implementation of this amendment is unclear and we have not received guidance from the Governor’s Office of Management and Budget or IDOT on the mechanics of implementing the amendment if it becomes part of the constitution. Additional stakeholders will be contacted by staff in the weeks ahead, Kotarac concluded, and more information will be forthcoming.

Chairman Mayor Jerry Bennett reported that the Mayors Caucus had met, a couple of advocacy groups are supporting the legislation, what it means at the local level primarily related to Public Works, the timing with elections only 60 days away and that support (or non-support) should come sooner rather than later. Board members offered feedback, asking that the concerns be investigated and staff analysis brought back for additional

discussion, the idea that the board has always advocated the concept of user fees but the concerns are serious, who answers the questions were it to pass and the impact on local governments related to services it provides to its residents, can the public be made aware of these concerns in this short period of time, and advocacy groups promotion of the amendment.

11.0 MPO Consolidation Rule Status

Deputy Executive Director Tom Kotarac gave an overview of the MPO Consolidation Rule by the U.S. DOT that could potentially radically change the way CMAP does planning. Kotarac referred to a map showing the MPOs in our region, and reported that the Notice of Proposed Rule Making (NPRM) is essentially changing the definition of the Metropolitan Planning Area. The urbanized planning area defined by the U.S. Census crosses state lines and U.S. DOT has said that if you have this, you must merge which other MPOs operating within the urbanized area, this would result in CMAP sharing Board members with Indiana and possibly Wisconsin, and a change in how projects are selected. The NPRM does allow for the exception of MPOs to remain separate but only if all the parties affirmatively agree (unanimous consent all governors and MPOs). If you stay separate, you still must have joint planning products (i.e., the long-range planning, the TIP, performance targets and unnamed planning products). Kotarac characterized the joint planning requirement as a de facto merger of the MPOs. Kotarac discussed timing of the NPRM: none of these issues were debated with the passage of the 5-year transportation bill, DOT finalized regulations that govern MPOs for the first time in 10 years in May, and on June 27 this was released for a 60-day comment period. A host of groups requested more time to comment while expressing opposition. DOT denied any extension of the comment period, which closed on August 26. DOT could now finalize the rule, which could be done as early as sometime in October. CMAP has engaged as many folks as it could within the short comment period. Currently there are 525 comments in the federal register on the NPRMS—about 40 of which are from our region, including a letter signed by the County Board Chairs & City of Chicago, Board Members, individual municipalities, the CoGs. The Congressional Delegation from Illinois is involved in conversations with DOT and the Office of Management and Budget (OMB). Kotarac concluded, and when asked stated that three steps needed to take place to stop the NPRM from becoming final: OMB could delay the rule indefinitely; second, there could be a legislative provision passed by Congress that could stall or stop the rule from becoming final; and still, were this to become final in October, there would be a 2-year effective date; and finally, the courts could be engaged suggesting that this is outside the DOT's statutory authority. Others reported on their recent visits to D.C., and anticipated support from Congress and what they understand may happen next.

12.0 Regional Household Travel and Activity Survey

CMAP staff Craig Heither reported that CMAP is preparing its next regional household travel and activity survey, the largest scale data collection we undertake as the MPO, and gave a brief overview. Information is collected regarding households (location, number of people, income, language), people (age, gender, employment status), and travel activity (where an individual travels to (work, shopping, recreation), what mode of transportation was used (if other members of the household accompanied them, what time they left, and

arrived at their destination). The last survey was conducted in 2007-08 with nearly 10,600 households completing the survey. Heither covered the reasons for the conducting the survey, and concluded with next steps which would include the release of the Request for Proposal (RFP) next month and contract approval from the Board in January. When queried, Heither reported that the data, once available, will be posted to the data hub on the web site. Not a short term data collection effort, Heither went on to say, should take about 18 months from start to finish, and finally that the household travel survey does not address commercial traffic and we currently do not have a survey element for that purpose.

13.0 State Legislative Update

Regarding the State Legislative Update, CMAP staff Gordon Smith and while Executive Director Joe Szabo had already reported on the stop gap budget bill, one huge benefactor of that legislation was IDOT, who had received funding for FY 2016 and 17 with appropriations totaling approximately \$2.2 billion and \$3 billion respectively and nearly \$10.8 billion in re-appropriations to continue their capital program. Other funding included funding for the RTA at previous year levels (including grants for reduced fares), Pace paratransit, and debt service for the RTA Capital Improvement Bonds. SB 2562, Smith went on to say, passed both chambers and was signed by the Governor on August 12. The value-capture bill created Transit Facility Improvement Areas (TIFA) districts with boundaries up to a half mile around Chicago Union Station, the CTA's Red and Purple Line, the CTA's Red Line extension, and CTA's Blue Line Congress branch modernization. GO TO 2040 recommended innovative funding for transportation infrastructure, including locally-based options like value capture. Over the course of the summer, CMAP staff met with nearly 30 legislators to talk about matters of importance to CMAP. Finally, next week CMAP will be hosting a state legislative briefing, to discuss ON TO 2050 and invited Board members to attend. Veto session will take place mid-November.

14.0 Emerging Priorities for ON TO 2050

CMAP staff Kristin Ihnchak presented the Emerging Priorities for ON TO 2050 that had been circulated and released for public comment over the summer which had been incorporated into the draft presented. Staff will be seeking approval of the material at next month's meetings of the Board and Policy Committee. The report summarizes the feedback received from workshops (over 100 since March 2), and identified refined and new key topics for ON TO 2050, key divergences from GO TO 2040 were identified too and offer insights to initial findings and directions. Citing challenges and opportunities and ON TO 2050 direction, Ihnchak reported on the 11 priority area had been identified in the report: economic conditions and inclusive growth, transportation infrastructure and funding, alternative transportation and freight, reinvestment, infill and housing choice, and conservation, flooding and climate change.

15.0 Other Business

There was no other business before the CMAP board.

16.0 Public Comment

There were no comments from the public.

17.0 Next Meeting

The Board will meet jointly with the MPO Policy Committee on October 12, 2016

18.0 Executive Session

A motion by President Rick Reinbold, seconded by Mayor John Noak and with all in favor passed, to adjourn to an executive session at 11:02 a.m.

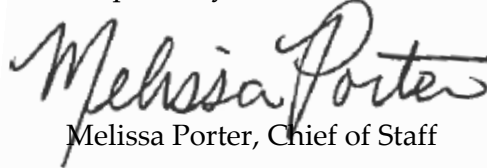
19.0 Adjournment

A motion to conclude the Executive Session, made by President Rick Reinbold, seconded by Mayor John Noak and with all in favor passed, and to return to regular session at 11:09 a.m.

At the conclusion of the executive session, Chairman Mayor Bennett reported that CMAP would enter into a contract with Cresa for commercial brokerage/tenant representative services for a period of two years with two one-year options for renewal at no initial cost to CMAP for the core services.

A motion by Mayor John Noak was seconded by President Franco Coladipietro to adjourn the regular meeting at 11:10 a.m. All in favor, the motion carried.

Respectfully submitted,



Melissa Porter, Chief of Staff

09-28-2016
/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.0

233 South Wacker Drive
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MPO Policy Committee DRAFT Meeting Minutes

June 9, 2016

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

Members Present: Randy Blankenhorn-Chair, Frank Beal-representing the CMAP Board, Greg Bedalov-representing Illinois State Toll Highway Authority, Mike Connelly-representing the CTA, Tom Cuculich-representing DuPage County, Joe Gottemoller-representing McHenry County, Scott Gryder-representing Kendall County, Luann Hamilton-representing CDOT, Elliott Hartstein-representing the CMAP Board, Richard Kwasneski-representing PACE, Chris Lauzen-representing Kane County, John McCarthy-representing Private Providers, Don Orseno-representing Metra, Leanne Redden-representing the RTA, Jeffery Schielke-representing the Council of Mayors, Liisa Stark-representing Class 1 Railroads, Paula Trigg-representing Lake County, Larry Walsh-representing Will County, John Yonan-representing Cook County, and non-voting members Kay Batey-representing FHWA, and Tony Greep-FTA.

Staff Present: Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Jesse Elam, Tom Murtha, Ross Patronsky, Simone Weil and Sherry Kane

Others Present: Mike Albin-DMMC, Erin Aleman-IDOT, Garland Armstrong and Heather Armstrong-Access Living, Bruce Carmitchel-IDOT, John Donovan-FHWA, Janell Jensen-McHenry County Council of Mayors, Dan Johnson-Midwest High Speed Rail, Mike Klemens-WCGL, Jon-Paul Kohler-FHWA, David Kralik-Metra, Robert Kwasneski-Citgo, Aimee Lee-Tollway, Mark Pitstick-RTA, Justine Reisinger-IDOT, Tom Rickert-Kane County, Chris Schmidt-IDOT, David Seglin-CDOT, Tammy Wierciak-Metro Strategies, Inc. and Rocco Zuccherro-Tollway

1.0 Call to Order and Introductions

IDOT Secretary, Policy Committee Chair Randy Blankenhorn called the meeting to order at 9:31 a.m., and asked others to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes-March 10, 2016

A motion to approve the minutes of the March 10, 2016 meeting of the MPO Policy Committee as presented was made by Mayor Jeffery Schielke and seconded by County Executive Larry Walsh. All in favor, the motion carried.

4.0 Agency Reports

- 4.1 For the Council of Mayors, Mayor Jeffrey Schielke reported that the Executive Committee met on April 12. An update was given on IDOT Local Roads and Locally-Programmed Surface Transportation Program funded projects and expenditures in the region. The committee discussed a potential capital bill for the state, acknowledging that the state budget impasse is one of the hurdles to having a new capital bill. CMAP staff reported on the progress of the public outreach and engagement process of ON TO 2050 and encouraged participation and partnership with CMAP in sponsoring workshop and discussion opportunities. An update was also given on Federal and State legislative matters including a federal proposed rulemaking on safety and train crew staffing and a draft template for a resolution on this matter was made available. Strategies to secure long term funding for CMAP by reinstating the Comprehensive Regional Planning Fund (HB6286 and SB2966) on the State legislative front were also discussed. The committee was briefed on CMAP's proposed agency funding action which may be pursued in absence of state legislation that was presented to the CMAP Board on April 13. Finally, Schielke reported, the Council of Mayors Executive Committee is scheduled to meet next on July 12, 2016.
- 4.2 For the CMAP Board, Leanne Redden, reported that the Board had met in April and considered alternative long-term funding and setting local dues and that MPC had given a presentation entitled, "The Third Deficit: Illinois' Transportation Crisis." At its May meeting, Redden continued, the Board endorsed three bills (HB 4501, SB 388 and SB 389) and the FY 2017 Draft Budget and Work Plan was presented. Finally, at its June meeting, Redden concluded, the Board adopted the FY 2017 Budget and Work Plan and approved an update to the Memorandum of Understanding between the Board and the MPO Policy Committee.
- 4.4 CMAP Executive Director Joe Szabo gave an update on agency activities reporting that CMAP had been given approval to use toll credits as a match for federal planning dollars (for FY 2016), and that CMAP is still being cautious with its cash until complete resolution of funding issues are seen. Szabo also gave an update on the FHWA and FTA regulations concerning the development of metropolitan transportation plans, long-range statewide transportation plans and programs, and the congestion mitigation process, changes from both MAP-21 and FAST Act, and staff will be participating in a webinar hosted by FHWA and FTA to get more information. Finally, regarding a recent visit to Springfield (with Mayors Jerry Bennett and John Noak), Szabo also reported that the agency's funding concerns and the Comprehensive Regional Planning Fund bills (SB2966 and HT6286) were emphasized in meetings with leaders in the General Assembly and that the message continues to be well received and most have a good understanding of the need and value of CMAP.

5.0 Nominating Committee for the Office of Vice Chair

Policy Committee Chair, Secretary Randy Blankenhorn reported that in June of each year, a nominating committee is appointed to recommend filling the position of Vice Chair to the MPO Policy Committee, and thanked the committee, comprised of Rebekah Scheinfeld (representing municipal government), Frank Beal (representing regional planning), Greg Bedalov (representing road administration), Tom Cuculich (representing County government) and Dorval Carter (representing public transit), for agreeing to serve. The nominating committee will bring their recommendation to the meeting in October.

6.0 Fiscal Year 2017 Unified Work Program (UWP)

CMAP Deputy Executive Director for Finance and Administration, Angela Manning-Hardimon reported that the UWP Committee approved a proposed FY2017 Unified Work Program (UWP) budget totaling \$18,103,933 which includes \$17,104,664 in federal funding and \$999,269 in local match. Also considered by the Transportation Committee and the Regional Coordinating Committee, both had recommended approval by the CMAP Board and the MPO Policy Committee. Unique to the FY 2017 budget, Manning-Hardimon went on to say, is that the local match required by CMAP had not yet been determined and was not reflected in the total local match amount. Also unique is that the UWP committee awarded a higher share of the funding to CMAP to remain operational, rather than fund competitive projects. Manning-Hardimon also suggested that were CMAP to secure the use of toll credits for the FY 2017 budget, a determination would then be made to reconsider the competitive UWP applications. A motion by Tom Cuculich to adopt the FY 2017 UWP program as presented was seconded by Frank Beal and, with all in favor, carried.

7.0 CMAP & MPO Memorandum of Understanding (annual review)

Policy Committee Chair, Secretary Randy Blankenhorn reported that, approved on an annual basis between the CMAP Board and the MPO Policy Committee, the Memorandum of Understanding includes additional language to reflect the commitment to collecting local dues, which satisfies an issue flagged by the FHWA in the last certification review and CMAP's over reliance on the State for its matching funds. Approved by the CMAP Board yesterday, Executive Director Joe Szabo confirmed, the MOU was being presented for Policy Committee approval.

A question was raised regarding the increase in local dues and the contributions made by the Private Providers who receive grant funding and hold a seat on the Policy Committee, sparking discussion related to work that continues with two entities, and the idea that the private entities pay taxes as part of their business operations. A motion to approve the Memorandum of Understanding as presented was made by Elliott Hartstein and seconded by Tom Cuculich, followed by a discussion related to the cross-committee membership. Specifically, that the representation of the Policy Committee on the CMAP Board happens to be a non-voting member (statutory) and the membership of the CMAP Board on the Policy Committee is believed to be voting. There was disappointment that the clarification this year in the voting had not been addressed. For instance, when a CMAP Board member casts a vote on the Policy Committee it is unclear in what capacity they were voting, i.e., individual members representing their entities or representing the

CMAP Board consensus. The motion was amended by Tom Cuculich that the members representing the CMAP Board be designated as non-voting. The motion was seconded by Chris Lauzen. A revisit of the language within a reasonable amount of time, with passage as was presented was suggested. Chairman Blankenhorn suggested in response that the MOU be brought back to the Policy Committee at its next meeting (which is a joint meeting with the CMAP Board) in October. The original and amended motions were withdrawn. A motion by Tom Cuculich was seconded by Leanne Redden to table the approval of the Memorandum of Understanding to the next meeting of the Policy Committee which is a joint meeting with the CMAP Board. With all in favor, the motion carried.

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

CMAP staff Ross Patronsky reported that on February 16, 2016, the FTA published its fiscal 2016 proportionate allocation and program information and at its April 21 meeting, the Regional Transit Authority (RTA) Board approved splits of the funding with the urbanized areas of northwest Indiana and southeastern Wisconsin. The funds being split are capital and planning funds, section 5307 and 5340, state of good repair funds Section 5337, and Section 5339 bus funds. The RTA also adopted the distribution of these funds among the service boards. The actual splits, Patronsky continued, that is the dollar amounts between Indiana/Illinois and Illinois/Wisconsin, were included in the committee's material. The Transportation Committee considered the matter and recommended approval at its May 20 meeting. Staff is seeking approval of Resolutions 16-01 and 16-02, endorsing the sub-area allocation between northeastern Illinois and northwestern Indiana and between northeastern Illinois and southeastern Wisconsin. A motion to adopt the resolutions as presented was made by Greg Bedalov and seconded by Paula Trigg. All in favor, the motion carried.

9.0 Designated Recipients of Section 5310 Formula Funds for the Mobility of Seniors and Individuals with Disabilities

CMAP staff Ross Patronsky reported that with the passage of the FAST Act, the Resolution that confirms the Illinois Department of Transportation and Regional Transportation Authority as "Designated Recipients" of 5310 funding requires updating. The previous resolution was in effect for the life of MAP-21. Accordingly, Patronsky continued, staff is seeking approval of resolution 16-03 endorsing the RTA and IDOT as designated recipients of Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities. A motion by Richard Kwasneski was seconded by Greg Bedalov to adopt the resolution as presented, and with all in favor, carried.

10.0 Transportation Innovation Roundtable Discussion

Policy Committee Chair, Secretary Randy Blankenhorn, had asked this item be placed on the agenda to allow the agencies to showcase innovations and changes that are taking place in transportation in the region and the MPO is the place where decision makers and leaders come together to talk about the future of transportation. A goal is to show this as a regular agenda item and it is hoped that presentations will be made by both public as well as private members.

On behalf of IDOT, Deputy Chief of Staff Justine Reisinger gave a presentation covering Modernizing IDOT Air Operations. Reisinger covered existing conditions at the Division of Aeronautics, discussed data collections with today's technologies and how to upgrade to the 21st Century, reviewed the use of drones at IDOT and the associated task force that had been established. While the Division of Aeronautics may have been on the cusp of losing focus in air operations it is now poised to move forward with new technologies, Reisinger concluded. Others were able to report how they plan to use the drone technology as well.

Executive Director Greg Bedalov highlighted innovation and technology underway at the Tollway with its first all-electric toll road on the Elgin-O'Hare (390). A short video explained that cash would no longer be taken and tolls collected via I-pass would receive a 50% reduction. Meant to encourage the use of the I-pass, the video instructed locations for purchase, how drivers with unpaid tolls could pay, and illustrated safety measures, efficiencies and environmental benefits that are realized with the new cashless tolling. Bedalov reported that a 30-day grace period would exist (beginning July 5) for paying missed tolls, explained "back-office" upgrades that show missed tolls and discussed automatic toll payment machines that could be available later this year, and partnership opportunities with IDOT and other transportation agencies for third-party tolling. Finally, Bedalov reported on drones, connected and autonomous vehicles, and fiber and sensor installations in the roads to adapt to what may become a driverless world.

For CMAP, Jesse Elam reported that GO TO 2040 laid out a commitment to doubling transit ridership and for the development of the next long-range plan, we wanted to get an idea on what it would take to actually do this and what the transit agencies themselves can do. Elam reported on a study that had been conducted that was meant to first determine the impact on ridership of different investments and policies and second to put together some initial ideas on the mix of strategies for ON TO 2050. Elam gave examples of the variety of investments and policies considered and other factors that influence transit usage, and discussed high and low gains in mode share resulting from high and low implementations of different strategies. Preliminary findings were reported, and capital projects were discussed. Elam also reported that next steps would include results sharing with the service boards (maybe more than once) and CMAP's Transportation Committee and work will continue on refining the strategies. A similar study may also be conducted for highway congestion.

11.0 Critical Urban Freight Corridors

A presentation on Critical Urban Freight Corridors was made by CMAP staff, Tom Murtha. Murtha reported that the Federal Highway Administration (FHWA), now operating under the new FAST Act, has established a system, the National Highways Freight Network, that includes the primary highway freight system, other interstate highways (both already designated by FHWA), critical rural freight corridors (CRFCs) and critical urban freight corridors (CUFCs). The MPO is given the designation authority for the CUFCs in areas with populations greater than 500,000. A preliminary staff recommendation, Murtha continued, was based primarily on gaps in access to intermodal freight facilities, serving industrial land/freight generators, and freight bottlenecks. The recommendation also included forward-looking corridors (i.e., Elgin-O'Hare, the O'Hare Cargo Center, Central Avenue in Bedford Park, and Houbolt Road in Will County).

Explaining the freight bottlenecks, Murtha referred to a map that tracked roads with more than 6 hours of truck congestion per day and industrial land use. Additional data from the American Transportation Research Institute (ATRI) tracked truck positions and speeds every minute for two 2-week periods shown on another map indicated truck origins in the freight core of the region. All this data was pulled together to show the “really important roads” in the region that were not already identified by FHWA. Staff’s recommendation, Murtha concluded, shows 161.4 miles. Staff will continue to work with IDOT. Having already received feedback, it’s good to hear from users. Will County would like to see attention given to Wilmington-Peotone road which is being used more by both trucks and farm equipment and Kendall County happy to see the Orchard Road corridor, reported that Orchard Road is intended to go to Route 80 and at some point perhaps connecting Route 80 to 88. Murtha also suggested the designation is not locked in and that miles can be taken out or added in as the region’s priorities shift. Designation helps prioritize freight investments throughout the state. Nothing yet has been reported for the areas around Peoria, Decatur or Springfield.

12.0 ON TO 2050 Regionally Significant Projects Update

CMAP staff Jesse Elam gave an update related to the ON TO 2050 Regionally Significant Projects citing background information from the last MPO certification review and the CMAP Board’s direction related to priorities, that resulted in a proposed threshold of \$100 million for highway capacity projects on the highway system and certain transit projects, with a second threshold of \$250 million for non-capacity improvements meant to identify state of good repair projects. Today reporting is related to outreach to implementers during the spring, overall it is believed the thresholds make sense and staff suggests moving forward with those. Elam went on to explain another way of considering the \$250 million threshold--that it covers state of good repair improvements to particular lines and stations, rather than system-wide programs. The system-wide programs would instead be captured as line programmatic line items in the financial plan. This then results in a total of 106 projects to consider in the plan, nearly double of GO TO 2040. Elam went on to discuss the evaluation process, the schedule, and public involvement, followed by a report on the benefits and costs of the projects to be done next summer with project selection taking place in fall of 2017. A regular plan amendment process might also be considered. Staff was asked to make the [project] list available to the Policy Committee and CMAP Board. Also, public involvement is meant to address an “outside call”, and those details just haven’t been worked out yet. The financial plan will be developed at about the same time as the evaluation process takes place, Elam concluded, and likely the two products will emerge simultaneously.

13.0 State Legislative Update

CMAP staff Simone Weil gave the Legislative Update and reported that the CMAP Board had moved to support the following: HB 229 expanded the DuPage Consolidation pilot to McHenry and Lake Counties; SB 2994 would require counties to report on which local governments and local boards receive county board appointments; and SB 2271 extended the Comprehensive Housing Planning to 2026. Weil also reported that HJR 36 would amend the state Constitution to restrict the use of highway-related revenues for transportation purposes only requiring dedicated funding for any future appropriation for transportation, and would prohibit fund sweeps. The proposed resolution, having passed both houses and on the November ballot, is now being analyzed by CMAP staff. HB 6286

and SB 2966 would reinstate the state-wide Comprehensive Regional Planning Fund, Weil continued, and while the House bill was re-referred to the Rules Committee, the Senate bill remains in Appropriations II. Finally, Weil reported, HJR 125 and SJR 40 authorizing IDOT to commence a procurement process for a public private partnership for the I-55 project, remain in committee. Staff will also continue to monitor state budget negotiations.

More information was available as a handout on the Comprehensive Regional Planning Fund that included a list of supporters. Still seeking bipartisan support in the House, Executive Director Joe Szabo asked that policy committee members, who have not already, reach out to their respective legislators explaining why this is so important to the region as well as the other MPOs in the state.

Members did weigh in on the Lock Box legislation, but cautioned that it's not a solution in and of itself, since it provides no new funding for transportation. CMAP staff will analyze further and share findings at the committee's next meeting.

14.0 Other Business

When queried, Executive Director Joe Szabo reported that a Freight Roundtable conducted by FHWA is actually being hosted by CMAP on September 13. There was no other business before the MPO Policy Committee.

15.0 Public Comment

Garland Armstrong complimented and thanked the Policy Committee for its support of funding to the disabled community. Armstrong also talked about truck traffic on Central Avenue and the need for public hearings in the area around Midway Airport. Finally, Armstrong suggested that if more people will be working in the Will County area, additional parking is going to be needed for public transit riders.

Dan Johnson, Midwest High Speed Rail Association, related to innovation suggested that the use of the tax-free benefit program for transit pricing is sadly very small in our region at only 7 or 8%. HB 1383 requires all employers to offer their employees the opportunity to enroll in the transit benefit program and the impact that might have on the pricing transit scenario. Regarding the 106 projects that are part of the ON TO 2050, Johnson asked if the process would be opened up to non-implementer initiated projects, inherently multi-jurisdictional like CrossRail Chicago and how to have conversations early on in the process, while still conceptual as a request to consider.

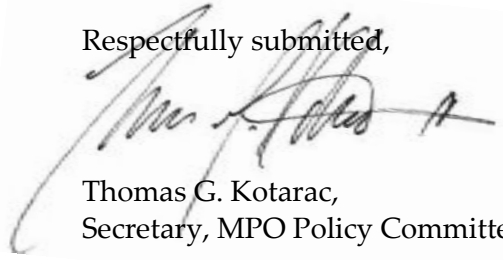
16.0 Next Meeting

The MPO Policy Committee meets next jointly with the CMAP Board on Wednesday, October 12, 2016. Regarding the innovation roundtable, Blankenhorn asked if it was a good idea and those that are interested in presenting should contact him.

17.0 Adjournment

At 11:29 a.m., a motion to adjourn by Mayor Jeffery Schielke was seconded by Don Orseno. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Tom Kotarac", written over a light-colored rectangular background.

Thomas G. Kotarac,
Secretary, MPO Policy Committee

09-28-2016
/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.2

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: October 5, 2016

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 188 local projects have been initiated. Of these, 136 projects have been completed, 48 are fully underway, and 4 will get actively underway in the near future.

Further detail on LTA project status can be found in the attached project status table. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics. This report also includes detail on implementation progress for selected completed projects.

ACTION REQUESTED: Discussion

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Arlington Heights bicycle-pedestrian plan (see website)	John O'Neal	May 2014-Dec. 2016	Staff assistance	Preliminary draft plan continues to be under review by Village.
Aurora downtown plan (see website)	Lindsay Bayley	May 2015-Jan. 2017	Staff assistance	CMAP staff revised the plan outline based on Steering Committee feedback. Drafting of downtown plan is currently underway.
Beach Park planning priorities report (see website)	Ricardo Lopez	Jan.-Dec. 2016	Staff assistance	CMAP staff met with Village Staff on September 21 to go over challenges and opportunities memo. Near-term work will focus on incorporating final edits to the draft memo and developing recommendations for Beach Park.
Bensenville zoning update (see website)	Jake Seid	Oct. 2015-June 2017	Staff assistance	In October, the project team will continue its work on the Recommendations Memo in collaboration with Village staff. The Memo will be presented to the project Steering Committee in the coming months.
Berwyn stormwater management plan	Nora Beck	July 2016-June 2017	Consultant assistance	The City and CMAP staff are developing a steering committee and outreach plan for the project. CMAP staff are conducting the ArchHydro analysis, which is a preliminary step to CMAP's stormwater analysis. CMAP is working with stormwater engineering consultant to finalize the scope for their portion of the project, pending funding availability.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-Jan. 2017	Staff and consultant assistance	CMAP staff incorporated final edits to the draft based on comments from the historic preservation community.
Brookfield comprehensive plan	Heidy Persaud	Oct. 2016 – Oct. 2017	Consultant assistance	The project remains on schedule to begin in October.
Calumet Park planning priorities report (website)	Sam Shenbaga	May 2015-Oct. 2016	Staff assistance	Final report reviewed by Village. Document being laid out in InDesign and to be submitted to Village in October.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014 - Apr. 2017	Consultant assistance	Following a short project delay due to staff turnover, the consultant resumed drafting the zoning and subdivision ordinances at the end of September.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago Heights zoning update	Maggie Jarr	Aug. 2016- Apr. 2017	Consultant assistance	CMAP and Chicago Heights selected a contractor. CMAP/City intergovernmental agreement nearing completion.
Chicago North River Communities neighborhood plan (see website)	Brian Daly	Nov. 2015- June 2017	Staff assistance	CMAP staff has completed collecting data through the project's MetroQuest online survey and has also administered and collected print surveys for business owners and the general public. Staff is continuing to conduct outreach through focus groups and is developing the existing conditions report.
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013- Nov. 2016	Staff assistance	CMAP staff provided comments to DPD on the first draft of the plan. In the next month, staff will continue reviewing subsequent drafts as DPD completes revisions.
Chicago Pullman National Historic Park transportation plan (https://pullmantransportation.com/)	Lindsay Bayley	June 2015- Mar. 2017	Consultant assistance	Volpe Transportation Center made final edits to their report on best practices for transportation in urban national parks based on project team feedback. Alderman Anthony Beale hosted project team members for a Pullman presentation and discussion on September 27. The first Superintendent of the Pullman National Monument has been announced, and will be integrated into the project process upon her arrival at the end of October.
Chicago Riverdale area transportation plan	Tony Manno	Oct. 2016- Oct. 2017	Consultant assistance	Consultant selection is complete, and CMAP and CDOT are working on the IGA. The project remains on schedule to begin in October/November.
Cicero comprehensive plan (see website)	Jonathan Burch	Apr. 2014- TBD	Consultant assistance	Contractor is working with the Town to develop a schedule to finish the project and adopt the almost-complete plan.
Cook County subregional growth plan	Jonathan Burch	May-Dec. 2016	Staff assistance	Staff is working on revised land use mapping to better target important areas for further industrial use analysis.
Cook County (Maine-Northfield) unincorporated area plan (see website)	John Carlisle	July 2016- Dec. 2017	Staff assistance	Steering committee had kickoff September 8 with good response to new Community Profile format. Key stakeholder interviews are underway. The first public meeting has been scheduled for Wednesday evening, October 19, at the Golf-Maine Park District in Niles, with a second meeting option for the northern part of study area TBD. Website will be updated and announcements will be made when both public kickoff meeting details are finalized.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-Dec. 2016	Staff assistance	The City of Crystal Lake provided feedback on the draft plan, CMAP staff to respond and schedule steering committee review.
Des Plaines comprehensive plan	Heidy Persaud	Nov. 2016-Feb. 2018	Staff assistance	IGA approved at City Council meeting on October 3. The project remains on schedule to begin in November.
DuPage County / Hanover Park Homes for a Changing Region (see website)	Jonathan Burch	Nov. 2014-Mar. 2017	Consultant assistance	Near-term work will focus on developing recommendations memos for Hanover Park and Glendale Heights, along with presenting West Chicago recommendations to local officials.
DuPage County Elgin-O'Hare Corridor Bicycle and Pedestrian Plan (see website)	John O'Neal	May 2015-Mar. 2017	Consultant assistance	Project re-started. Project team met (via conference call) to discuss plan status, remaining tasks/deliverables, and proposed updated schedule. Minor changes to ECR made and submitted to DuPage DOT. Consultant's project website reactivated/updated and CMAP project webpage created.
Elmwood Park zoning assessment	Patrick Day	Nov. 2014-Oct. 2016	Staff assistance	CMAP staff have completed a draft assessment memo and proposed zoning map, which are currently under review by Village Staff and Steering Committee.
Franklin Park comprehensive plan (see website)	John Carlisle	Apr. 2015-Dec. 2016	Staff assistance	CMAP staff should be sending full draft plan to Village in early-to-mid October. Meanwhile, engineering consultant T.Y. Lin is providing feasibility assessments of bikeway recommendations and adding additional detail regarding facility types. Steering committee, partner agency, public review should begin in November, when T.Y. Lin work will be incorporated into plan.
Governors State University green infrastructure plan	Holly Hudson	June 2015-TBD	Consultant assistance	Project restarted. Staff reviewed stormwater modeling status memo and draft vegetation survey report. A conference call is scheduled in early October to discuss remaining tasks, deliverables, and proposed completion schedule.
Hampshire planning priorities report (see website)	Tony Manno	Mar.-Dec. 2016	Staff assistance	The community profile and recommendations draft sections are underway.
Harvard zoning update	Jake Seid	TBD	Consultant assistance	CMAP received three responses to the RFP. Consultant interviews will take place in October with selection expected in November.
Homer Glen plan commissioner training	Patrick Day	Feb.-Oct. 2016	Staff assistance	CMAP staff have presented the Village with options for a final (3 of 3) Plan Commissioner training. The selected training will occur Fall 2016.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Huntley zoning update	Patrick Day	May 2015-TBD	Consultant assistance	Consultant is currently drafting the ordinance.
Impact DuPage affordable housing strategy	Jonathan Burch	Mar.-Dec. 2016	Staff assistance	Staff are making small revisions to the existing conditions report while also beginning work on the recommendations memo.
Joliet Chicago Street plan	Stephen Ostrander	TBD	Consultant assistance	Submitted proposals were reviewed by CMAP and City of Joliet. Interviews with consultant teams will occur in October.
Lisle downtown parking plan (see website)	Lindsay Bayley	Mar. 2016-Feb. 2017	Staff assistance	CMAP staff conducted seven stakeholder interviews, completed reviews of past plans, and continues to analyze existing conditions.
Lower Salt Creek Watershed-based Plan	Holly Hudson	Jan. 2016-Dec. 2017	Staff assistance	Staff continued to work with project partners DuPage County Stormwater Management (DCSM) and DuPage River Salt Creek Workgroup (DRSCW) on watershed resource inventory requirements. On September 23, the project partners met for a coordination meeting, and CMAP and DCSM staff led a detention basin assessment training session for municipal staff. CMAP also is working to coordinate a pollutant load modeling workshop for project partner and IEPA staff.
McHenry County Fox River corridor study	Kate Evasic	Sept. 2016-Dec. 2017	Staff assistance	Staff conducted project kickoff meeting with County on September 21 and is coordinating with them to establish project steering committee. Corridor profile section of the existing conditions report is underway.
Metropolitan Planning Council Great Rivers project	Evy Zwiebach	Dec. 2015-Dec. 2016	Staff assistance	CMAP and MPC staff continues to prepare for suburban Cook County community meetings, the first of which will take place in the late Fall.
Midlothian 147 th Street corridor improvements (see website)	Tony Manno	Apr. 2016-Feb. 2017	Staff and consultant assistance	The project team received IDOT comments in early September for the temporary demonstration event. Due to timing issues, the event was rescheduled for October 22 as a Fall Fest. Stormwater and flooding analysis will continue throughout the year.
<i>North Chicago comprehensive plan (see website)</i>	<i>Jake Seid</i>	<i>May 2014-Sept. 2016</i>	<i>Staff assistance</i>	<i>Newly completed. The Comprehensive Plan was adopted on September 19.</i>
North Lawndale community plan (see website)	Brandon Nolin	Feb. 2016-July 2017	Staff assistance	Existing conditions report will be delivered to Steering Committee in October. Next community workshop being scheduled for mid-November with additional outreach (including focus on LISC Quality of Life components) occurring in early 2017.
O'Hare area truck route coordination	Alex Beata	July 2016-June 2017	Consultant assistance	The project technical committee held its first meeting on September 13, and data analysis is underway.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Palos Park bikeways and trails plan	John O'Neal	July 2016- June 2017	Consultant assistance	Evaluation and scoring by Village and CMAP staff of contractor responses to RFP was completed. Meeting (CMAP and Village) held to discuss results of evaluation/scoring and next steps. Consultant selection expected to be brought for Board approval in November.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013- Mar. 2017	Staff and consultant assistance	The CMAP team continued conversations with Terra Engineering to review their comments on the draft code. Camiros reviewed and provided feedback on the draft subdivision regulations.
Regional truck permitting project (see website)	Alex Beata	Jan. 2015- Nov. 2016	Consultant assistance	Draft final report has been received from consultant and is under review by the project team.
Richmond planning priorities report (see website)	Maggie Jarr	Feb.-Oct. 2016	Staff assistance	Draft report was reviewed by CMAP partners. The report will be presented at the Village Board meeting on October 20.
Richton Park capital improvement plan (see website)	Brandon Nolin	June 2015- Jan. 2017	Staff assistance	CIP process being relaunched in October with completion in early 2017 ahead of end of Village's fiscal year. Village is preparing update on recent projects/potential CIP line items. The CIP will incorporate results of the stormwater management plan (described below).
Richton Park stormwater management plan (see website)	Kate Evasic	Apr.-Dec. 2016	Consultant assistance	Team met with the Village on September 6 to discuss development and conservation scenarios for the study area. Staff met with SB Friedman to kick off a corridor market study that will be completed in parallel with the project. The Village is also considering conducting a floodway study that will inform the plan.
Romeoville comprehensive plan (see website)	Brandon Nolin	Apr. 2016- June 2017	Consultant assistance	Community Assessment Report from consultant expected in early October with Steering Committee review later in the month. Additional community outreach being scheduled for November. Project website is https://bigpictureromeoville.com .
South Elgin zoning update (see website)	Patrick Day	Oct. 2014- June 2017	Staff assistance	A draft of UDO Module 1 (of 3) has been completed and is currently undergoing internal review.
South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015- Jan. 2017	Staff assistance	Village staff finished review of key recommendations memorandum, clearing the way for review by entire project Steering Committee in October. Additionally, CMAP determined scope for extra market analysis (to be completed by SB Friedman).

Project	CMAP lead	Timeline	Assistance type	Status and notes
SSMMA Complete Streets plan (see website)	John O'Neal	July 2014- Dec. 2016	Staff assistance	Outline for text to accompany the update of the 2008 SSMMA Bicycle Plan completed. Team meeting to discuss next steps and team member roles held September 22.
Sugar Run Creek area plan (see website)	Brandon Nolin	May 2015- Dec. 2016	Staff assistance	Public Open House to present Draft Plan will be held on October 5. Initial presentation to the Will County Board anticipated for November.
Villa Park zoning ordinance	Patrick Day	July 2015- TBD	Consultant assistance	Consultant is currently drafting Module 2 of the ordinance.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014- Dec. 2016	Consultant assistance	A steering committee meeting to discuss the draft ordinance is being scheduled for mid-October.
Wilmington downtown plan	Maggie Jarr	TBD	Staff assistance	Scoping has begun.
Winthrop Harbor comprehensive plan (see website)	Sam Shenbaga	Sept. 2014- Oct. 2016	Staff assistance	Public Hearing completed and Plan recommended to Board for approval. Village Board presentation on October 4.

Selected Projects with Active Implementation*

* This list only includes projects with significant recent implementation actions. A full list of completed projects is available at www.cmap.illinois.gov/lta.

Project	CMAP lead	Status and notes
Algonquin-Carpentersville Fox River corridor plan	Brian Daly	<p>The Village of Algonquin has presented on the Fox River Corridor Plan to numerous local and countywide groups that could assist in advancing implementation, and met with the McHenry County Conservation District to discuss trail and open space recommendations outlined in the plan. The Village has begun researching U.S. Army Corps of Engineers regulations for seasonal boat slips north of Algonquin Dam. The Village is continuing to coordinate with Lakota Group and Christopher Burke Engineering on plans for a full rebuild of Main Street utilities and streetscape over the next five years. The Village convened a meeting of the Downtown Algonquin Business Group to discuss the establishment of an SSA for the downtown area.</p> <p>The Village of Carpentersville has updated its website of available sites and buildings for redevelopment, adding several sites along the Fox River. It has also launched a “Shop Carpentersville” initiative and created a Special Events Commission that has increased the number of community events in Carpenter Park and Old Town, featuring movies in the park, festivals, and recreational events. The Village has substantially completed the Carpenter Creek restoration project, stabilizing streambanks, mitigating erosion, and potentially reducing flood insurance for approximately 40 properties. The Village is beginning major renovations to Carpenter Park beginning this fall, including improving multiuse trail connections to the Fox River Trail.</p>
Barrington area bikeway feasibility study	John O’Neal	IDOT’s Barrington Road project (Algonquin to Mundhank) presented opportunity to advance segment of study’s preferred alignment. As part of project, IDOT agreed to include Phase 1 engineering for a sidepath between Algonquin and Central Rd. To fund construction, adjacent communities (or other stakeholders) need to provide funding for local match for construction cost (estimated at \$50K for South Barrington and \$15K for Hoffman Estates).
Berwyn comprehensive plan and parking study	Sam Shenbaga / Lindsay Bayley	The City of Berwyn has been invited to collaborate with other BNSF communities to participate in the creation of an online parking permit management system.

Project	CMAP lead	Status and notes
Blue Island capital improvement priorities report	Evy Zwiebach	<p>Following completion of the Capital Improvement Priorities report, Blue Island began a process of strategizing how to appropriately prioritize TIF, Business Development District, CDBG, and FAU route funds to meet the City's the many infrastructure needs. Working with South Suburban Mayors and Managers Association's GIS Atlas, Blue Island has mapped infrastructure needs and costs, along with overlay districts, FAU routes and CDBG eligible census tracts in order to visualize funding availability and gaps. Staff now meets with Finance Committee on a monthly basis to prioritize projects that have identifiable funding sources and to strategize how to fund projects where funding is absent.</p> <p>Blue Island received \$200,000 in CDBG funding for 2017 and, as recommended by the CIP, has applied for ITEP and Chi-Cal funding for general infrastructure and bike and pedestrian facility improvements, and intends to apply for RTA's Access to Transit (CMAQ) funding. For FY 2017, which begins January 1, Blue Island will adopt 5 year finance strategies based on the priorities report. Staff will work with Finance Committee on the upcoming appropriation process.</p>
Carol Stream comprehensive plan	John Carlisle	An industrial developer is proposing a speculative warehouse for one of the three key opportunity areas (northeast corner of North Avenue and Kuhn Road) for which CMAP did a land use and market analysis as part of the plan. The development would align with plan recommendations, specifically the land use recommendations on Pages 49-50 .
Chinatown neighborhood plan	Stephen Ostrander	Plan was selected by Illinois Chapter of the APA for the 2016 Strategic Plan Award, and was featured at conference (including via one of the conference's mobile workshops). Community partners, Aldermen Solis and Thompson held a press conference on September 26 to highlight progress on plan implementation and priorities for the upcoming year. CMAP staff helped initiate discussions between Ald. Solis and CDOT to address problematic Archer/Cermak/Princeton six-corner intersection. CMAP staff also helped coordinate workgroups focused on implementation of priority recommendation areas.
Cook County Planning for Progress	Jonathan Burch	The County continues to work with the United Way on the creation of a 211/311 system. The County has made changes to its Community Development Block Grant (CDBG) and Emergency Shelter Grant (ESG) applications to reflect plan priorities in 2016. Most notably, the County used a substantial portion of its ESG funding to expand the hours of the suburban Cook County homelessness call center and support a pilot of a coordinated intake process for all homeless services in suburban Cook. The plan won the 2016 NACCED Award of Excellence in the Plan/Policy/Program Management category.

Project	CMAP lead	Status and notes
DuPage County Homes for Changing Region study (Addison, Bensenville, Villa Park, Wood Dale)	Tony Manno	Heritage Woods, an 87-unit single family home development targeted to older adults is underway on the former site of a golf course in Addison. An additional 8 acres has been reserved for future multi-family development.
DuPage County sustainability plan	Kate Evasic	<p>The County continues to implement strategies to increase the sustainability of its operations. Updates on previous activities:</p> <ul style="list-style-type: none"> • Hired an engineer to develop design water efficiency improvements in the jail and the Convalescent Center. • Completed HVAC system upgrade in the Animal Control building. • Designing the restoration of wetland buffer along the creek behind the OEM building. • Applied for IEPA funding to convert 4 Highway trucks to operate on CNG. • Held the John Noel Transportation Conference focusing on Last Mile Mobility Solutions for the Western Suburbs. <p>New activities:</p> <ul style="list-style-type: none"> • Using recycled asphalt shingles in Hot Mix Asphalt. • Ongoing traffic signal optimization; 81 intersections to date. • Annual Chloride Reduction Workshop hosted to promote use of new eco-friendly products with lower chloride. • Division of Transportation began uploading contract bid documents to the DOT website thus reducing paper waste.
Fox Lake planning priorities report	Tony Manno	The Village built a new water tower on the south side of town and is in the process of constructing a tower on the north side of town address future capacity needs. Additionally, the Village has earmarked funds for façade improvement grants and was awarded additional façade improvement grant funding from Lake County CDBG. A developer recently completed a feasibility study for a hotel on a large redevelopment site along Route 12 and is in the process of soliciting hotel chains to develop the property. In September the Village Board approved services for Phase I engineering for Nippersink Boulevard improvements. Lastly, the state of Illinois recently released the Village’s PARC grant to begin reconstruction of Lakefront Park to include new amenities such as an elevator, showers and exterior splash pad.
Franklin Park industrial areas plan	Sam Shenbaga / John Carlisle	CMAP staff is working with the Village on a comprehensive plan and is beginning work on a truck routing study in collaboration with other communities. 1.5 million square feet of new industrial development is underway on sites identified as redevelopment opportunities in the study. On July 14, The Village hosted a Workforce Forum in partnership with local schools,

Project	CMAP lead	Status and notes
		Triton College, and various workforce organizations. The Village is continuing to participate in the tax incentives committee for Cook County. Construction in the Cullerton District Special Service Area , which was a high-priority area identified in the plan, is nearing completion.
Hanover Park Irving Park Road corridor study	Tony Manno	CMAP staff is working with the Active Transportation Alliance to conduct a pedestrian workshop in the Village in late October. This workshop will help the Village refine pedestrian improvement recommendations in the TAP document.
Kane County / Geneva Homes for a Changing Region project	Tony Manno	CMAP and various partners began meeting regularly to discuss ways to create an ad hoc Community Acceptance group to advocate for and provide information on the benefits of market-rate and subsidized development. CMAP staff is facilitating these meetings and providing data as necessary. Various partners are working to create an entity and identify a funding source for targeted advocacy. This work is ongoing.
Kendall County industrial market study	Don Hughes	County staff is engaging with real estate and business community to implement key recommendations. Progress is slower than expected due to limited County staff capacity. CMAP staff recommended additional resources to support the key recommendations and engage with the business community.
Lake County Homes for a Changing Region study	Stephen Ostrander	Staff from CMAP and the Metropolitan Mayors Caucus have organized an October 13 workshop with the five project municipalities to jointly discuss options for improving local rental regulation programs (as recommended in the <i>Homes</i> report). They will be joined by experts from the Center for Community Progress and law firm of Ancel Glink, who have worked closely recently with the Mayors Caucus to develop best practice policy recommendations in this area for Illinois municipalities (both home rule and non-home rule).
Lemont development review analysis	Jake Seid	The Village's development departments are going through staff transition at this point, but are implementing measures in the plan as possible. The Village completed a comprehensive update of its website in August and is evaluating development related applications at this time to incorporate suggestions from the report, along with other recommendations. A formal implementation schedule will be developed in late fall/early winter 2016.
Lincolnwood corridor study	Tony Manno	CMAP staff is working with the Village to help market redevelopment opportunities along the Devon Avenue corridor highlighted in the TAP. The Devon Avenue streetscape continues to move forward with a 2018 completion goal.
McHenry County Comprehensive Economic Development Strategy	Jonathan Burch	EDDNI is overseeing implementation of the plan. Progress has been made on the creation of a regional marketing website and the development of a regional plan commission. The County is moving forward with support for a full interchange between Route 23 and I-90.

Project	CMAP lead	Status and notes
New Lenox Route 30 corridor implementation plan	Tony Manno	CMAP staff recently developed a guide to help the Village create a façade improvement program. The Village is reviewing a revised draft of this guide and CMAP will work with the Village to ensure the final guide provides the guidance they need to move forward with a program. Additionally, the Village recently approved a retail development at the NE corner of Route 30 and Cedar Road, adjacent to the Metra station. A CVS and shopping center including a bakery, restaurant and jewelry store will be developed. Construction will begin once environmental testing on the site is complete.
North Aurora comprehensive plan	Tony Manno	The Village is in the process of amending their Sign Ordinance to create a special sign district for the North Aurora Auto Mall and revisiting the signage provisions for commercial districts. Also, the Village Board approved the initiation of engineering work for two additional well sites and storage tower for future water consumption. Both of these action items were specifically recommended in the comprehensive plan.
Olympia Fields subarea plan	Tony Manno	The Village continues to consider approving two affordable housing developments located in the subarea. CMAP staff regularly attends the South Suburban Development Coordination meetings to stay updated on Village progress.
Park Forest sustainability plan and bicycle-pedestrian plan	Kristin Ihnchak / Lindsay Bayley	As recommended in the Bicycle and Pedestrian Plan, Park Forest completed installation of a sidewalk on the south side of US-30 to connect the 211 th Street Metra station to the Orchard Dr. bike lake, shared lane markings on several neighborhood streets, and bike route signage. AmeriCorps volunteers installed neighborhood message signs and cleared overgrown vegetation and trees from 25 pedestrian cut-throughs located throughout the Village, for a savings to the Village of at least \$50,000. Additional improvements to pedestrian cut-throughs (lighting, widening, ADA access, etc) have been programmed. Recent implementation actions for the sustainability plan include incorporating native plantings, edible fruit trees, and public art into the new Village Green plaza and festival space; working with the Urban Sustainability Directors Network and International Economic Development Council to develop stronger ties between sustainability and economic development professionals; replacing four miles of water mains, funded by a \$5 million low interest loan from the Illinois EPA; and coordinating a Growing Green Recycle Fest, which took place in July 2016.
Pingree Grove comprehensive plan	Brandon Nolin	The Village PZC is forming an Action Committee to review and prioritize implementation tasks outlined in the Comprehensive Plan based on current needs. The Village engineer and CMAP staff will be coordinating to discuss potential implementation projects identified.
Richton Park comprehensive plan and zoning ordinance	Kate Evasic / Brandon Nolin	The Village is continuing to work with CMAP on a consultant-led project to address stormwater management on the west side of the community (I-57 Corridor). As part of this

Project	CMAP lead	Status and notes
		work, CMAP has contracted a consultant to conduct an independent market analysis to determine commercial potential within the corridor.
Summit comprehensive plan	Nora Beck	The Village of Summit has used financial support from the CDBG-DR to construct 18 townhouse units on the 7500-7600 block of West 63 rd Place and West 64 th Place, utilizing several vacant lots that were already owned by the municipality. This area was identified as an important location for infill, multi-family residential in the 2015 Comprehensive Plan.
UIC multimodal transportation plan	Tony Manno	The Office of Sustainability is working with Illinois Medical District to coordinate pedestrian and transit access improvements and jointly pursue funding through a CMAQ grant in early 2017. CMAP staff is providing guidance throughout the application process and is assisting with partner coordination.
Waukegan Washington Street corridor plan	Stephen Ostrander	CMAP staff met with TownSquare consultancy, which has been hired by the City of Waukegan to implement two key recommendations in the Washington Street Corridor Plan via a 6 month contract (August 2016 to February 2017).
West Suburban Chamber of Commerce and Industry cargo-oriented development plan	Evy Zwiebach	The Village of Willow Springs is continuing to work with stakeholders to support the development of vacant sites along the Sanitary and Ship Canal. Village Staff recently met with Full Circle, the lessee of the sites, and came to an initial agreement regarding the location of access points to the sites. Staff and Full Circle intend to partner on the creation of the access points, and will be working together over the next several months to develop a detailed multi-phase work plan.
Zion comprehensive plan	Nora Beck	The Illinois Chapter of the American Planning Association awarded the City of Zion Comprehensive Plan for the 2016 Daniel Burnham Award for Outstanding Comprehensive Plan.

--end--



Chicago Metropolitan Agency for Planning

Agenda Item No. 8.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: MPO Policy Committee

From: MPO Policy Nominating Committee:
Frank Beal-representing the regional planning agency
Greg Bedalov-representing a highway administration
Dorval Carter-representing a public transportation agency
Tom Cuculich-representing a county government
Rebekah Scheinfeld-representing a municipal government

Date: October 5, 2016

Re: Nomination – MPO Policy Committee Vice Chair

As is stated in the MPO Policy Committee By-Laws the nominating committee, appointed by the Chairman of the MPO Policy Committee each June, shall nominate a Vice Chairman to be elected at the October meeting. The committee nominates Leanne Redden, Executive Director of the Regional Transportation Authority, for this position. Her experience as a transportation leader and collaborative partner in this region will be an asset to the MPO Policy Committee. The nominating committee believes her current and previous experience throughout the transportation spectrum will provide incisive and focused leadership in the role of vice chair.

ACTION REQUESTED: Approval

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MEMORANDUM

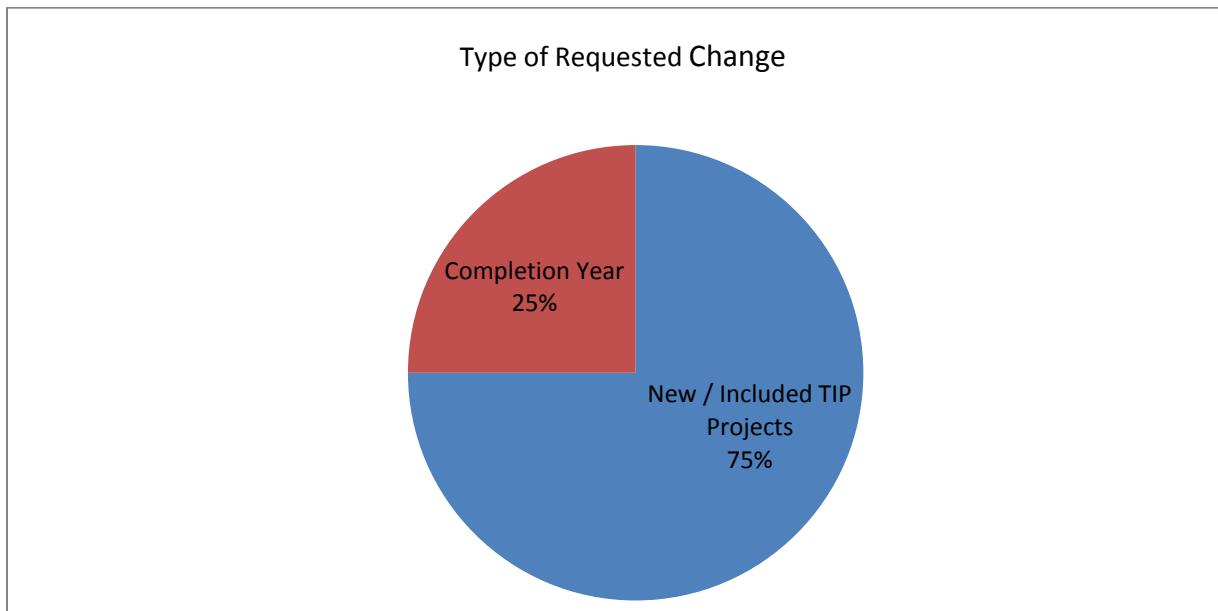
To: CMAP Board
MPO Policy Committee

From: CMAP Staff

Date: October 5, 2016

Re: GO TO 2040/TIP Conformity Analysis & TIP Amendment

In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, eight projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, six new non-exempt projects will be included in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Non-exempt projects with only

preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

The new projects are:

- TIP ID **03-03-0102**: Adding a through lane and intersection improvement on IL 62 Algonquin Road from Meacham Road to Thoreau Drive.
- TIP ID **08-16-0024**: IL 56 Butterfield Road, add lanes, reconstruct road and intersection improvement from IL 53 to I-355.
- TIP ID **08-16-0033**: I-88 an add lane and reconstruction between York Road and I-290.
- TIP ID **10-11-0061**: IL 120 Belvidere Road intersection improvements centered at Gilmer Road and US Route 12. The project is part of the first stage improvement of the IL 120 corridor.

The following two projects were included in the TIP through consultation, allowing work to proceed while they are being conformed:

- TIP ID **08-08-0012**: I-355 Veterans Memorial Tollway widening on the initial project submittal of a one-mile section to reduce congestion from 71st to beyond 75th Street.
- TIP ID **08-16-0032**: The reconstructing of the Farnsworth Avenue Bridge over I-88 in Aurora for improving traffic flow at the interchange.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2040. The analysis years are currently 2020, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis. Sponsors indicated that several projects have updated completion years, but two portions of the Illiana Major Capital Project have revised completion years and require a revision to the conformity analysis.

- **TIP ID 12-02-9024**: New road, new interchanges, the Illiana Expressway between I-55 and I-65 in Indiana. The sponsor has requested changing the completion year from 2018 to 2040.
- **TIP ID 12-16-0027**: Interchange reconstruction, bridge replacement, lane widening and additional lanes are designated improvements along the I-55 corridor from Kavanaugh Rd to Lorenzo Rd. The sponsor has requested changing the completion year from 2018 to 2022.

At this time, no projects are requesting a scope change. The scope of a project is determined by the **work types** associated with the project.

- Non-exempt work types may affect air quality and must be included in the conformity analysis. Examples of non-exempt work types are adding lanes to a road, interchange expansion, signal timing and the major expansion of bus route service.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of these types of projects in the travel demand model. Exempt tested projects include new commuter parking lots, rolling stock replacement, and road reconstruction with lane widening to standard (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

The public website of the [TIP database](#) is available through the hyperlink for current project information. Newly submitted changes are found in the [Conformity Amendments](#) report.

The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into US Environmental Protection Agency’s MOVES model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the maintenance State Implementation Plan (SIP).

Both the annual direct fine particulate (PM_{2.5}) and NOx emissions inventories are below the applicable budgets from the attainment SIP.

Direct PM_{2.5} and NOx Emissions in Tons per Year for PM_{2.5} Conformity

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	1,578.13	5,100.00	38,864.30	127,951.00
2025	1,193.33	2,377.00	25,890.55	44,224.00
2030	979.98	2,377.00	20,033.66	44,224.00
2040	905.62	2,377.00	17,561.09	44,224.00

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	76.11	117.23	104.95	373.52
2025	59.73	60.13	68.77	150.27
2030	47.01	60.13	51.81	150.27
2040	37.12	60.13	43.89	150.27

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes:

Off-model benefits are not included in the total emissions estimates

Results updated as of July 14, 2016

ACTION REQUESTED: Approve the GO TO 2040/TIP Conformity Analysis and TIP Amendments

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 10.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: October 5, 2016

Re: Coordinating Committee Structure

The current governance structure of CMAP includes two coordinating committees, which are meant to provide a link between the CMAP Board and the six working committees. Each coordinating committee consists of seven Board representatives and six working committee representatives.

In 2006, CMAP established two coordinating committees: the Planning Coordinating Committee, which was responsible for the development of GO TO 2040; and the Programming Coordinating Committee, which was responsible for approving transportation investment programs and other shorter-term programming activities around energy and regionally significant developments.

In January 2011, following the adoption of GO TO 2040, the Board and MPO Policy Committee recognized that the missions of the coordinating committees were well-suited to plan development but needed to be changed to reflect plan implementation. Therefore, the committees were repurposed and renamed: the Local Coordinating Committee focused on oversight of the Local Technical Assistance (LTA) program and overall relationships with counties and municipalities, and the Regional Coordinating Committee focused on regional, state, and federal policy issues.

One of CMAP's most important current activities is the development of ON TO 2050, which is due to be completed in Fall 2018. As with GO TO 2040, plan development would benefit from more direct oversight by a coordinating committee. Therefore, staff recommends a change in the coordinating committees to return them to their identities during the development of GO TO 2040: a Planning Coordinating Committee, which would oversee ON TO 2050, and a Programming Coordinating Committee, which would oversee programming decisions for transportation investment, LTA project selection, and other relevant items.

The first meetings of the new coordinating committees are proposed for early in calendar year 2017. Before the first meeting, the CMAP Board Chairman will appoint members and designate a chairperson for each committee.

This proposed change was discussed with the Board at its meeting in September and the Transportation Committee meeting in September. Both groups expressed support for the change. Staff requests that the Board and MPO Policy Committee approve the change in the structure of CMAP's coordinating committees as described in this memo.

ACTION REQUESTED: Approval

###



MEMORANDUM
Revision to Agenda Item No. 12.0

To: Regional Coordinating Committee
MPO Policy Committee

From: Angela Manning-Hardimon
Deputy Executive Director, Finance and Administration

Date: October 12, 2016

Re: Revised FY 2017 Unified Work Program Budget

The Unified Work Program (UWP) lists the planning projects the Chicago Metropolitan Agency for Planning (CMAP) and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UWP time frame is consistent with the State of Illinois fiscal year, which starts July 1. The final UWP document includes the transportation planning activities to be carried out in the region, detailing each project's description, products, costs and source of funding.

On April 7, the UWP Committee approved a proposed FY 2017 Unified Work Program budget, totaling \$18,103,933. This includes \$17,104,664 in FHWA and FTA regional planning funds and \$999,269 in local match funds. However, at this meeting it was determined that should a state budget be approved for FY2017, CMAP would revise its budget to reflect the state local match, and would revisit the award of competitive projects in the UWP Program. For FY 2017, the state approved a Stop Gap budget that allocated a full year of state local match to CMAP. With this action, CMAP can allocate approximately \$1.4 million dollars to proposals that were ranked and scored or approved by the UWP Committee in April. The revised FY 2017 Budget totals \$21,589,032. This includes \$17,104,664 in FHWA and FTA regional planning funds, \$3,275,849 in state local match and \$1,208,519 in local match funds. The increase in the budget is due to the addition of local and state match dollars.

CMAP is recommending that the following competitive projects be awarded for FY 2017:

- South Halsted Corridor Enhanced Bus Feasibility and Planning Study (CTA/Pace) - \$640,000
- Local Technical Assistance – Community Planning Program (CMAP/RTA) - \$400,000

- Lake County Para Transit Market Study (Lake County) - \$200,000
- Multimodal Crash Analysis Study (CDOT) - \$197,000

With the exception of CMAP, federal funding for core proposals for UWP Committee members will remain unchanged from what was approved in the FY 2017 Budget. CMAP's federal funding will decrease from \$13,940,394 to \$13,103,394, a reduction of \$837,000. Below is the summary of the revised allocation of funding and awarded projects.

Agency	Project Title	CMAP Recommendations – federal funds	CMAP Recommendations – total funds
Core			
CMAP	MPO Activities	\$12,703,394	\$15,879,243
City of Chicago	City of Chicago Transportation and Programming	\$660,000	\$825,000
Council of Mayors	Subregional Transportation Planning, Programming, and Management	\$1,384,270	\$1,938,539*
CTA	Program Development	\$400,000	\$500,000
Metra	Program Development	\$320,000	\$400,000
Pace	Rideshare Services Program	\$60,000	\$75,000
Pace	TIP Development and Modeling	\$60,000	\$75,000
RTA	2018 Regional Transit Strategic Plan	\$80,000	\$100,000
Total of Core		\$15,667,664	\$19,792,782
Competitive			
CTA in cooperation with Pace	South Halsted Corridor Enhanced Bus Feasibility and Planning Study	\$640,000	\$800,000
CMAP/suballocation to RTA	Local Planning Assistance – Community Planning Program	\$400,000	\$500,000
Lake County	Lake County Para transit Market Study	\$200,000*	\$250,000
CDOT	Multimodal Crash Analysis Study	\$197,000	\$246,250
Total Competitive		\$ 1,437,000	\$1,796,250

Agency	Project Title	CMAP Recommendations – federal funds	CMAP Recommendations – total funds
Total programs		\$17,104,664	\$21,589,032
FY2017 UWP Mark			\$21,380,830

*Council of Mayors provided additional local share of \$208,201 for a total amount of \$554,269. This results in a total program budget greater than the FY 2017 UWP mark.

* In the previously approved UWP budget, the Lake County’s Para Transit Market Study was included in the core program although it had been approved as part of the competitive dollars. It is now included in the competitive dollars because competitive funding is now available.

On September 14, 2016 the CMAP Board approved the revised FY 2017 UWP Budget. It was approved by the UWP Committee and the Transportation Committee on September 16, 2016.

ACTION REQUESTED: Recommend approval of the revised FY 2017 Unified Work Program Budget

###



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: October 5, 2016

Re: Constitutional Amendment Regarding Transportation Revenues

House Joint Resolution Constitutional Amendment 36 ([HJRCA36](#)), to be placed on the ballot statewide in the General Election on November 8, 2016, would amend the Illinois Constitution to restrict the use of transportation-related revenues for transportation purposes only, preventing transfers, offsets, or other diversions to non-transportation purposes. The measure will require 60 percent of voters approving the question -- more than a majority of those voting in the election -- to become part of the Illinois Constitution.

Amending the Constitution is an extraordinary step for the General Assembly and Illinois voters to take, and, if approved, the proposed text would permanently govern how state and local governments support the transportation system. As such, it is important to identify points of clarification and potential unintended consequences of the proposed text. In recent weeks, CMAP staff reached out to several stakeholders in the region to solicit their input and analysis of the amendment, particularly focusing on several ambiguities in the text. The following sections review the background, the main points of discussion, and the potential next steps CMAP's Board and MPO Policy Committee.

Background

In recent years, similar "lockbox" measures have been adopted or considered in other states such as in Wisconsin.¹ While literature supporting the proposed amendment indicates that non-transportation diversions in Illinois have exceeded \$6 billion over the past decade, CMAP analysis finds a smaller total. During fiscal years 2004 and 2015, a total of \$519.5 million was diverted from the Road Fund, Motor Fuel Tax Fund, and State Construction Account via fund sweeps and chargebacks benefiting the General Revenue Fund. These sweeps were used to address other budget gaps, and they represent a small fraction of total transportation budgets in

¹ Council of State Governments, "Transportation Trust Funds and Lockbox Protections," March 9, 2015, <http://knowledgecenter.csg.org/kc/content/transportation-trust-funds-and-lockbox-protections>.

these years. Proponents also cite other fees, like the Commercial Distribution Fee, that have not been deposited into the state road fund as “diversions” that would be prohibited by the amendment. Preventing similar transfers in the future would represent a modest potential increase to total state transportation revenues. Proponents of the amendment acknowledge that just a portion of the \$6 billion would have been prevented by the proposed amendment.

On the other hand, our state's and region's transportation networks do suffer from significant state-of-good-repair needs, while funds to modernize or expand the system are limited. When those funds get swept, it is indeed a direct diversion from transportation revenues that runs contrary to the GO TO 2040 regional plan's support for depending on user fees to fund the transportation system.

Key Considerations

The following paragraphs summarize initial staff analysis of potential issues caused by ambiguities in the proposed amendment. It is unclear whether the amendment will leave intact the current flow of revenues and eligibility in the state and local transportation programs. According to staff outreach with key stakeholders, legislative intent is to leave intact the current flow of revenues and eligibility in state and local transportation programs. As described in this section, however, the amendment text itself and the ballot language could be interpreted in ways that could prevent critical support for the transportation network.

Lack of explicit support for planning. The proposed amendment does not explicitly define statewide and metropolitan planning as eligible activities, only referring directly to project-level engineering studies, which omits key steps in developing and implementing transportation improvements. If interpreted to allow planning activities, it is unclear whether the text would permit comprehensive regional planning, as required by CMAP's enabling legislation, or simply permit transportation planning. The amendment does allow the General Assembly “to define other transportation purposes by law” with respect to local governments. Given CMAP's legal status as a local unit of government, our comprehensive planning activities could benefit from clarification or explicit eligibility in state law.

Lack of multimodal focus. The text of the proposed amendment is largely highway-oriented. While some references allow capital expenditures for non-highway modes, there is no explicit approval for the non-safety-related administrative costs for these other modes. Further, the text would allow state and local agencies to use transportation user fees to provide local match to federal highway dollars, but it provides no corresponding language for federal transit dollars. Bicycle and pedestrian modes are not directly mentioned in the text, despite their importance in supporting livable communities and their current eligibility under several federal and state transportation programs. Proponents of the amendment told CMAP staff that the intent is not to change support for multimodal transportation investments, and they assert that elastic clauses like “betterment of highways...mass transit, intercity passenger rail, ports, airports, or other forms of transportation” would be sufficient to protect existing eligible activities. With specific respect to the transit agencies, as local units of government, they would have the ability to expend administrative and operations costs to the extent that they relate to the “betterment of” the transportation system. Proponents also claim that explicit administrative expenses

could be handled through clarifying legislation passed by the General Assembly and signed by the Governor.

Lack of support for related activities. Federal, state, and local policies have increasingly reflected a broader understanding of transportation facilities over time, including multimodal and livability enhancements, as well as planning for associated land-use and environmental impacts. For instance, some transit projects have complex financing that includes a real estate component supporting the transportation facility, and projects may have negotiated commitments to mitigate environmental and community impacts. It is unclear whether improvements related to these ancillary activities would continue to be eligible under the proposed text. According to proponents of the amendment, these activities would be allowed so long as they constitute the “betterment of highways, roads, streets, bridges, mass transit, intercity passenger rail, ports, airports...”

In addition, many transportation-related administrative expenses would be restricted by [HJR154](#) -- which explains the amendment and submits the question to the voters -- to “direct program expenses” that maintain eligibility for program expenses related to enforcement of traffic, railroad, and motor carrier laws and safety of the transportation system. The amendment does not define “direct program expenses,” and there is ambiguity as to what may or may not be considered a direct program expense of administering laws related to transportation. Proponents also claim that the eligibility of these administrative expenses can be clarified in legislation passed by the General Assembly and signed by the governor.

Local option fees and potential limitations to home rule. It is unclear how the proposed amendment would affect municipal and county budgeting for transportation and non-transportation uses. Many local governments in the region raise revenues from the transportation system that are not always directly reinvested in transportation improvements, including vehicle registration stickers and local option motor fuel taxes (MFTs). In northeastern Illinois, 60 home rule municipalities impose local MFTs, while 83 home rule and 75 non-home rule municipalities impose local vehicle license fees.²

The amendment will restrict the use of any transportation revenues generated at the state and local levels to the eligibilities defined by the amendment. For example, it would appear to require non-home rule municipalities with vehicle license stickers to devote that revenue to transportation only. However, it remains unclear whether home rule governments, including Cook County and many municipalities, could continue to use local option MFTs and vehicle license sticker revenues for any general purpose. According to proponents, the amendment would limit home rule authority to the extent that a home rule government seeks to spend transportation revenues on non-transportation purposes. However, the amendment may be in conflict with Article VII §6 of the Illinois Constitution, which granted home rule municipalities and counties broad powers to perform government functions. While the proposed amendment does not affect local governments’ ability to tax, it certainly calls into question their ability to devote local transportation revenues to non-transportation purposes. Proponents’ intention to

² Chicago Metropolitan Agency for Planning, “Use of local transportation user fees in northeastern Illinois,” July 28, 2016, <http://cmap.is/2amuCXC>.

limit home rule authority may be contradicted by HJR154, which states that the amendment “does not, and is not intended to...alter home rule powers granted under this Constitution.”

The **constitutional amendment** does include language granting local governments the ability to use transportation revenues for eligible expenses beyond those enumerated in the amendment if such expenses are defined as “other *transportation* purposes authorized by law” (emphasis added). This would appear to mean *state* law, giving the General Assembly and Governor the authority to define what other transportation uses local governments could spend transportation revenues on beyond what is allowed in the amendment.

Impact on bonding programs. It is unclear how the proposed amendment would affect state or local bonding programs that rely on transportation funds (or a mix of non-transportation and transportation funds) to support a variety of purposes. For example, the General Assembly created the Capital Projects Fund in 2009 as part of the Illinois Jobs Now! program, relying on transportation fees like vehicle registrations, as well as additional sales, liquor, gaming, and other taxes. Bond proceeds support not only transportation projects, but other non-transportation capital projects. Given this commingling of funds, it would appear that the Capital Projects Fund could not continue in its current form if the amendment were to pass. Proponents assert that the amendment will not be retroactive and thus would not alter existing programs.

More broadly, it is unknown how the proposed amendment would affect the state’s finances, including the state’s ability to access new financing or refinancing of existing bonds from the private market at a reasonable rate. To the extent that the state would have fewer revenue sources available to make bond payments due to the provisions of the proposed amendment, it may face higher financing costs, especially for general obligation bonds.

Need for “dedicated source of funding.” Section (e) of the amendment requires the General Assembly to “provide for a dedicated source of funding” for any appropriation given to a mode of transportation “not described in [the amendment].” It is unclear if appropriations to bike, pedestrian, freight rail, waterways, or pipelines would need a separate, dedicated source of funding, as they are not specifically mentioned in the text of the amendment. Also unclear is whether the General Assembly would be prohibited from general funds if they wish to appropriate funds for these unnamed modes.

Proponents of the amendment told staff that the intention was not to require existing modes of transportation to secure dedicated sources of revenue, rather that modes that do not currently exist today would need new sources of revenue. HJRCA36 includes various elastic clauses like “other statutory highway purposes” and “other transportation purposes authorized by law” that could be interpreted to allow IDOT and local governments to continue supporting multimodal activities, ancillary activities, and critical planning functions. But additional legislation may be required to ensure that these activities would continue to be eligible. It also remains unclear how the amendment would affect practical budgeting considerations for state and local agencies.

Next Steps

CMAP and the GO TO 2040 plan clearly recommend developing user fees and increasing overall transportation revenues. But if narrowly interpreted by public agencies, the General Assembly, or the Illinois Supreme Court, the proposed amendment could in fact hinder critical maintenance of the transportation network by limiting the ability to expend a wide array of transportation revenues and fees on support services. In addition, the goal of limiting sweeps from the Road Fund to non-transportation uses is laudable, but it does not address the region's broader lack of transportation funding resources.

Should a supermajority of the voters approve the amendment, numerous ambiguities -- including those enumerated above -- will require further interpretation through rulemakings and legislation. CMAP staff do not yet have clarity regarding the process to interpret the amendment or to determine which agencies or committees will issue rulemakings. It is likely that if questions persist and if there is disagreement over interpretations of the language, lawsuits will be filed to resolve those questions or disagreements, leaving the courts to be the ultimate arbiter of the constitutional language.

Proponents of the amendment posit that the General Assembly will quickly move legislation after the election to clarify or more specifically address some of the issues outlined in this memo. The Board and MPO Policy Committee should be prepared both to engage in this conversation with the General Assembly and to offer suggestions for clarifying several items, including but not limited to:

- Eligibility of planning activities, non-highway modes, and related activities for funding
- Effects of the amendment on home rule governments' ability to spend transportation user fees.
- Effects of the amendment on key bonding programs.

Additionally, the Board and MPO Policy Committee should be prepared to engage with Illinois Department of Transportation (IDOT), Illinois Department of Revenue (IDOR), and potentially other state and local agencies to discuss any rulemaking that could result from the passage of the amendment. CMAP staff would pursue additional research and continue to provide resources for the Board and MPO Policy Committee to consider.

ACTION REQUESTED: Discussion

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