



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 (CMA) Board and MPO Policy Committee

**Annotated Agenda
Wednesday, October 11, 2017
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**
- 3.0 Approval of CMA Board Meeting Minutes—September 13, 2017**
ACTION REQUESTED: CMA Board Approval
- 4.0 Approval of MPO Policy Committee Meeting Minutes—June 8, 2017**
ACTION REQUESTED: MPO Policy Committee Approval
- 5.0 Executive Director’s Report**
- 5.1 Speech and Event Updates
 - 5.2 CMA Annual Report
 - 5.3 Local Technical Assistance (LTA) Program Update
 - 5.4 Other Announcements
- 6.0 Council of Mayors Report**
The chair of the Council of Mayors will provide an update on Council activities.
ACTION REQUESTED: Information
- 7.0 Committee Reports**
The chairs of both the Planning and Programming 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: Information

8.0 Procurements and Contract Approvals

8.1 Contract Approval for Cost Allocation Plan and Indirect Cost Proposal Rate

8.2 Contract Approval for Regional Greenhouse Gas Emissions Inventory

8.3 Contract Approval for Architectural Services

8.4 Contract Approval for Illinois Department of Natural Resources (IDNR) Water Supply

ACTION REQUESTED: CMAP Board Approval

9.0 Election of MPO Policy Committee Vice Chair

The Nominating Committee's recommendation for Vice Chair of the MPO Policy Committee will be provided.

ACTION REQUESTED: MPO Policy Committee Approval

10.0 Approval of Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendments

The public comment period for the semi-annual GO TO 2040/TIP conformity analysis and TIP amendments closed September 4. No comments were received. The Transportation Committee recommends that the CMAP Board and MPO Policy Committee approve the semi-annual GO TO 2040/TIP conformity analysis and TIP amendments. The Programming Committee will consider recommending approval prior to the joint meeting.

ACTION REQUESTED: CMAP Board and MPO Policy Committee Approval

11.0 FFY2018-22 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and FFY2018-20 Transportation Alternatives Program-Local (TAP-L)

The public comment period for the proposed FFY 2018-2022 CMAQ program and the FFY 2018-2020 TAP-L program ended September 4. Upon recommendation of the CMAQ Project Selection Committee, the Transportation Committee at its September 29 meeting recommended the CMAQ and TAP-L programs be forwarded to the CMAP Board and MPO Policy Committee for approval.

ACTION REQUESTED: CMAP Board and MPO Policy Committee Approval

12.0 Local Technical Assistance (LTA) Program

Staff will present recommendations for new project selections for the LTA Program. The Programming Committee will consider recommending approval prior to the joint meeting.

ACTION REQUESTED: CMAP Board and MPO Policy Committee Approval

13.0 Surface Transportation Program Agreement

Staff will present an overview of the agreement. This is the culmination of many discussions over several months between the City of Chicago, Council of Mayors Executive Committee, FHWA, CMAP, IDOT and other partners. The city of Chicago and the Council of Mayors reached an agreement on the programming of Surface Transportation Program Block Grant funds in this region. The Council of Mayors Executive Committee met on September 12, for a special meeting to discuss the agreement. The committee authorized the chair to execute the agreement with the City of Chicago, following review by the MPO Policy Committee.

ACTION REQUESTED: MPO Policy Committee Approval

14.0 CMAP & Policy Committee's Bylaws and Memorandum of Understanding (MOU) Review

The CMAP Board and the Policy Committee each appointed a subcommittee to review their respective bylaws and the Memorandum of Understanding (MOU) between them. Each subcommittee met individually and then met together to discuss the MOU. Each group recommended changes to be forwarded to the CMAP Board and the MPO Policy Committee for approval.

15.0 CMAP Bylaws

The subcommittee recommends substantive and technical edits to clarify and update bylaws language. The recommendations were presented to the CMAP Board for discussion in September.

ACTION REQUESTED: CMAP Board Approval

16.0 MPO Policy Committee Bylaws

The Policy Committee subcommittee recommends a few technical edits to the bylaws and added language to promote consensus building and transparency. The subcommittee also recommends changing the Private Providers and Class I railroads status from voting to non-voting.

ACTION REQUESTED: MPO Policy Committee Approval

17.0 MOU

The subcommittees recommend technical updates to the MOU, added language to support diversification of CMAP funding, and an amended review period for the MOU.

ACTION REQUESTED: CMAP Board and MPO Policy Committee Approval

18.0 ON TO 2050: Preview Report

The **Preview Report** was presented to the CMAP Board and committees during September. Staff will present the final Preview Report, including an **appendix** summarizing Alternative Futures engagement, to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: CMAP Board and MPO Policy Committee Approval

19.0 Critical Urban Freight Corridors Proposal

CMAP, with the cooperation of IDOT, requests designation of Critical Urban Freight Corridors, an element of the federal National Highway Freight Network.

ACTION REQUESTED: MPO Policy Committee Approval

20.0 ON TO 2050: Financial Plan for Transportation

As required by law, CMAP must prepare a financial plan to ensure adequate resources are available to support the investments and policies included in the long-range transportation plan. Previous forecasts found that revenues will be insufficient to fiscally constrain expenditures for operations and maintenance, and the region will be unable to constrain any expansion and enhancement activities over the ON TO 2050 planning period. As a result, additional revenues will be needed to meet the region's transportation investment goals. Staff will present initial policy recommendations and forecasts for reasonably expected revenues.

ACTION REQUESTED: Discussion

21.0 State Legislative Update

Staff will provide an update on relevant legislative activities.

ACTION REQUESTED: Information

22.0 Other Business

23.0 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.

24.0 Next Meeting

CMAP Board—November 8, 2017

MPO Policy Committee—January 11, 2018

25.0 Adjournment

Chicago Metropolitan Agency for Planning (CMAP) Board Members:

<input type="checkbox"/> Gerald Bennett, Chair	<input type="checkbox"/> Elliott Hartstein	<input type="checkbox"/> Martin Oberman
<input type="checkbox"/> Rita Athas	<input type="checkbox"/> Al Larson	<input type="checkbox"/> Matthew Walsh
<input type="checkbox"/> Frank Beal	<input type="checkbox"/> Andrew Madigan	<input type="checkbox"/> Sean McCarthy
<input type="checkbox"/> Matthew Brolley	<input type="checkbox"/> John Noak	<input type="checkbox"/> Leanne Redden
<input type="checkbox"/> Franco Coladipietro	<input type="checkbox"/> Rick Reinbold	<input type="checkbox"/> Justine Sydello
<input type="checkbox"/> Janel Forde	<input type="checkbox"/> Carolyn Schofield	

MPO Policy Committee Members:

<input type="checkbox"/> Randy Blankenhorn, Chair	<input type="checkbox"/> Scott Gryder	<input type="checkbox"/> Leanne Redden
<input type="checkbox"/> Kay Batey	<input type="checkbox"/> Elliott Hartstein	<input type="checkbox"/> Rebekah Scheinfeld
<input type="checkbox"/> Frank Beal	<input type="checkbox"/> Richard Kwasneski	<input type="checkbox"/> Jeffrey Schielke
<input type="checkbox"/> Greg Bedalov	<input type="checkbox"/> Christopher J. Lauzen	<input type="checkbox"/> Marisol Simon
<input type="checkbox"/> Dorval Carter	<input type="checkbox"/> Aaron Lawlor	<input type="checkbox"/> Liisa Stark
<input type="checkbox"/> Tom Cuculich	<input type="checkbox"/> John C. McCarthy	<input type="checkbox"/> Larry Walsh
<input type="checkbox"/> Jack Franks	<input type="checkbox"/> Don Orseno	<input type="checkbox"/> John Yonan



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

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Chicago Metropolitan Agency for Planning (CMAP) DRAFT Board Meeting Minutes September 13, 2017

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, Matthew Brolley-representing Kane and Kendall Counties, Franco Coladipietro-representing DuPage County, Janel Forde-representing the City of Chicago, Elliott Hartstein-representing Lake County, Al Larson-representing northwest Cook County, Martin Oberman-representing the City of Chicago, Rick Reinbold-representing south suburban Cook County, William Rodeghier-representing suburban Cook County, Carolyn Schofield-representing McHenry County, Matthew Walsh-representing west central Cook County, and Leanne Redden-representing the MPO Policy Committee and Justine Sydello-representing the Governor's office

Staff Present: Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Jesse Elam, Gordon Smith, Jane Grover, Ross Patronsky, Elizabeth Schuh, Lindsay Hollander, Kelwin Harris and Sherry Kane

Others Present: Garland and Heather Armstrong-Access Living, Mark Baloga-DMMC, Philip Banea-CDOT, John Donovan-FHWA, Jackie Forbes-KaneKendall Council, Mike Klemens-WCGL, Steven Mannella-Metra, Kelsey Mulhausen-Southwest Conference, Brian Pigeon-NWMC, and Vicky Smith-Southwest Conference

1.0 Call to Order and Introductions

CMAP Board Chair Mayor Gerald Bennett called the meeting to order at 9:33 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

Chairman Mayor Gerald Bennett introduced and welcomed three new board members: Martin Oberman-representing the City of Chicago, Matthew Walsh-representing West

Central Cook County, and Justine Sydello-representing the Governor's office. Bennett also recognized outgoing board members, William Rodeghier and Peter Skosey and thanked them for their service to the CMAP Board.

3.0 Approval of Minutes

A motion to approve the minutes of the CMAP Board meeting of June 14, 2017, as presented made by Rita Athas and seconded by Carolyn Schofield, and with all in favor, carried.

4.0 Executive Director's Report

Executive Director Joe Szabo thanked the Board members (Bennett, Athas, Beal, Brolley, Redd and Skosey) who had attended his City Club event on August 30, adding that the full speech is linked on the CMAP webpage. Szabo also gave an update on other events: Columbus (where he spoke of freight & CREATE), Nashville (covering the CMAP experience), the Mega Region Freight Workshop, Chicago (staff presenters covered truck permitting and MPO collaboration), and the five (5) Alternative Futures Forums conducted over the summer. CMAP's FY 2017 Annual Report was distributed and both the ON TO 2050 and Local Technical Assistance (LTA) updates were included in the board materials. The FLIP program running from July 24-29 with site tours to Millennium & Wicker Parks, the Pullman neighborhood, a manufacturing renaissance and MWRD saw 35 attendees from the region, Szabo also reported. Finally, Szabo concluded, staff will give an update later in the meeting on the Surface Transportation Program (STP) negotiations that occurred over the summer and thanked those who had participated.

5.0 Procurements and Contract Approvals

The following were included in the board materials for approval: (1) a sole source contract award for Project Management Training with DePaul University totaling \$29,600.00; (2) a request to amend the Northeastern Illinois Expressway Vision Project by modifying the existing CH2M Hill contract for engineering designs for managed lanes corridors and termini with no change in the contract price, and a modification to the existing UrbanLab contract to include the expressway visualizations at an additional cost of \$77,000.00; and, (3) a contract with Nearmap for aerial photography for an initial one year term at a cost of \$50,000. A motion, by Elliott Hartstein, seconded by Mayor Al Larson to approve the contract awards and procurements as presented, with all in favor, carried.

6.0 Committee Reports

Committee Chair Elliott Hartstein reported that the Planning Committee had met earlier in the morning. Staff presented a brief preview report on ON TO 2050, a detailed presentation of which will be made later in the meeting. The results of the municipal capacity study, meant to determine the ability of municipalities to ensure their services are sustainable based upon local and regional goals (i.e., shared services, consolidation, tax policy, and infrastructure) and the barriers that exist in maintaining and what measures can be taken to enhance capacity. Hartstein encouraged board members to pick up the draft report.

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

7.0 Election of Officers

Chair of the Nominating Committee President Matt Brolley 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 President Rick Reinbold, seconded by Carolyn Schofield to approve the slate as recommended by the Nominating Committee and with all in favor, carried. Chairman Mayor Bennett thanked the nominating committee and the members of the board for allowing the Executive Committee to maintain their leadership roles.

8.0 Bylaw and MOU Subcommittee Report

President Rick Reinbold reported that the subcommittee comprised of himself, Frank Beal and Mayor John Noak, had met to discuss the Board's bylaws and the MOU. CMAP's subcommittee then met with the MPO Policy Committee's subcommittee to discuss the MOU, and recommend two substantive changes and a number of technical changes to the bylaws. The technical details, Reinbold continued, were detailed in the staff report included in the board materials, with the two substantive changes as follows. The first related to the CMAP appointments to the Policy Committee--the number of appointees, the areas they represent, and whether they should be required to vote in a certain way. As a compromise to placing restrictions on how the CMAP board members on the Policy Committee could vote, the subcommittee agreed that the CMAP board representatives are to be geographically dispersed. New language in the bylaws would state that the Chairman may appoint, with the advice and consent of this body, the Policy Committee members every two years and the two members cannot be from the same caucus. The second substantive change related to the MOU reflects the need for CMAP to diversify its funding and collect dues, a matter that the CMAP board had already approved. Additionally, the names of the coordinating Committees were changed in the MOU and the review period for the MOU was changed from an annual to periodic (but not less than four year) review. Reinbold thanked his fellow committee members and the staff for their support and reported that the changes would be on the Agenda for approval at the joint meeting of the CMAP Board and Policy Committee in October.

Asked to clarify whether the reps to the Policy Committee were to vote as the CMAP Board had voted, Reinbold stated that had not been agreed upon, since other Policy Committee members are not required to vote according to the entities (and the Boards) they represent. The super-majority voting that is required of the CMAP Board versus the simple majority of the Policy Committee was discussed. Reinbold reported that the CMAP Board could advance its position on a matter to its representatives on the Policy Committee without the Policy Committee's permission and without amending the MOU. Clarification was also sought regarding the physical quorum and tele-conferencing related to the Open Meetings Act (OMA).

9.0 Surface Transportation Program (STP) Update

Deputy Executive Director for Policy and Programming Tom Kotarac reported that the FHWA has indicated they will cite CMAP with a possible corrective action unless the Surface Transportation Program (STP) changes to meet the changes in federal law and regulations due to recent federal transportation bills. Corrective actions are serious actions that could result in a stop of the STP program, or a stop in the TIP being approved by U.S. DOT. The STP agreement has its origin in the MPO agreeing with the City of Chicago and the Council of Mayors in 1992, the most current proposal was adopted in 2008 (and reaffirmed in 2013 by the MPO Policy Committee) on how the funds are to be distributed. The two parties asked that a small group to come together with reps from IDOT, the COGs, the planning liaisons, the Metropolitan Mayors Caucus, FHWA and CMAP facilitating the conversations that have been ongoing for the past 10 months resulting in an agreement adopted by the Council of Mayors (only yesterday) as discussed on a vote of 9 to 1. The next step is to take that agreement to the Policy Committee for approval in October, marking the first reform in the program in almost 30 years.

Comments raised by the board included assurance that the recommendation will leave opportunity for the Mayors to decide on the specifics of active program management and other processes of programming, and how the FHWA might feel about those decisions 1, 2 or 3 years from now. Kotarac reported that FHWA was in the room while the agreement was under development and will also be in the room as the program is developed and implemented, ensuring the decisions by the mayors are in compliance with federal law, regulation, and guidance. A real risk exist with Congress rescinding unobligated funds and using those funds in other federal spending programs, something that has been in the works in the U.S. House of Representatives during the past couple of weeks that could affect STP, CMAQ and the TAP (bike-ped) programs. Clarification was also sought regarding unobligated funds going into the pool of money and the spending of those funds, with Kotarac explaining that the specifics of when program funding might be moved to the larger shared pot would be decided by the mayors and City of Chicago. Will there be a change associated with any change in administration? Kotarac stated this is unlikely since many decisions on compliance are rooted in the law and regulation that only Congress can decide, FHWA also drives down a lot of authority to their Division Administrators who often overlap administrations. Finally, a question was raised regarding DuPage County's opposition to the agreement. One DuPage County Mayor felt he needed to explicit language spelling out high levels of detail regarding many aspects of the program that are being left to the mayors and City of Chicago to decide among themselves, something Kotarac felt was unlikely to be included in an agreement like this. The evolving STP program will be a standard agenda item for the Council of Mayors to discuss. Is the pool statewide? The STP funds can only be programmed in our region, it is meant for the City and the Council of Mayors to program, a big thanks to the Secretary of Transportation who is seeding the fund with \$75,000,000 over a 3-4 year period.

10.0 ON TO 2050 Updates

10.1 ON TO 2050 Preview Report

CMAP staff Elizabeth Schuh presented the ON TO 2050 Preview report, reporting of the changes that had occurred after the report had been open for public comment from June 19-August 3. Covering additions or enhancements to GO TO 2040, Schuh went on to say, three principles (Resilience, Inclusive Growth and Prioritized Investment) have emerged for ON TO 2050. Just one year away from a final report, Schuh reviewed the development

timeline and reported changes in study topics from GO TO 2040 and ON TO 2050. Twelve official public comments were submitted during the public comment period and eleven presentations were given to CMAP committees and working groups. General comments included support of the three principles, especially Inclusive Growth, and their significance to the plan. Schuh covered major changes in the preview report that included planning for a growing senior demographic, increased diversity and emphasize on the role of race in inclusive growth, and expansion of prioritized investment by emphasizing transportation project-specific revenues, asset management and the role of emerging technology, and highlighted specific changes in the recommendations of each of the principles. The preview report will be presented in October for approval by the Board and Policy Committee Schuh concluded. A suggestion was made to highlight the role of art and culture, as well as aspiration design and a question was raised regarding the decline in population with Schuh reporting that 2015 declines in population were included and that ON TO 2050 forecasts are about the same as those in GO TO 2040.

10.2 Summary of Alternative Futures Engagement

CMAP staffers Jane Grover and Kelwin Harris gave a presentation on CMAP's Alternative Futures Engagement activities conducted over the summer, reporting that the content for the public engagement was Alternative Futures. Grover gave examples of the many methods and tools that were used to engage residents: in-person events (workshops, fairs, festivals, and block parties); over 2,000 were polled using keypads; I-pad loaded kiosks were in 20+ locations throughout the region; five forums (one for each of the alternative futures) was conducted; in-depth surveys (MetroQuest) were given; and through social media (#2050BigIdeas). Printed materials and presentations were translated to Spanish and significant engagement of students in grades 5 through high school were seen. The draft plan preview contained a summary of the public engagement campaign that concluded September 1, Grover went on to say and a final tally and data will be reported in October. Grover stated that over 2,500 residents attended over 120 workshops and the 5 forums and over 48,000 had interacted with the kiosks on the topics of Climate Change, Walkable Communities, Innovative Transportation, Constrained Resources, and a Transformed Economy. Kelwin Harris reported specific findings on those topics. Climate change--concerns about flooding, water quality and shortages were expressed; Walkable communities--60% of people want to live in a walkable community; 70% of people prefer an urban setting; there are concerns about housing prices and displacing low-income people; a more balanced housing supply for all people; and public safety concerns. Innovative transportation saw people somewhat comfortable with driverless cars; 60% of respondents suggested that autonomous vehicles be available to those with disabilities. Regarding constrained resources, one-third foresee increased local taxes and fees to make up for declined federal and state funding; top priorities for public funding include transportation and social services. Asked about a transformed economy half of respondents to the online survey are concerned about unemployment due to technological change; access to technology is a concern to low-income and the elderly.

11.0 State Legislative Update

CMAP director Gordon Smith reported that on July 6, 2017, after more than two years without a state budget, the Illinois General Assembly passed a year-long budget bill during the summertime special session. Public Act 100-0021—the fiscal year (FY) 2018 appropriation—addressed the backlog of unpaid bills (\$14.8 billion). The legislation

assumes nearly \$1.5 billion in savings on pensions contained in PA 100-0023, as well as a 10 percent reduction in state spending across the board—though IDOT remains funded at its current level. The budget included appropriations for metropolitan planning and research, funding CMAP, and the Local Government Distributive Fund (LGDF) are reduced by 10% for FY18 only (this should level out after FY 18). There is also a 10% reduction to funding transit. The bill does not immediately address the \$14.8 billion backlog, Smith went on to say, and there are no new revenues slated for infrastructure. HB2538—CMAP livestreaming—was sent to the Governor on July 21 and remains on his desk with no action taken. After 60 days with no action, the bill becomes law and would become effective January 1, 2018. Veto sessions are scheduled for October 24-26 and November 7-9 and funding gaps would likely be considered then. Smith asked that the Board Save-the-Date for CMAP’s fall Legislative Forum. On November 2, CMAP will host members of the General Assembly and would appreciate the Board’s participation in maintaining and establishing new relationships. Finally, Smith reported, CMAP published a policy update, available online, on the state budget.

12.0 Other Business

There was no other business before the CMAP board.

13.0 Next Meeting

Chairman Mayor Bennett announced that the Board would meet next jointly with the MPO Policy Committee on October 11, 2017.

14.0 Public Comment

Heather Armstrong-Access Living expressed a concern over the drink tax.

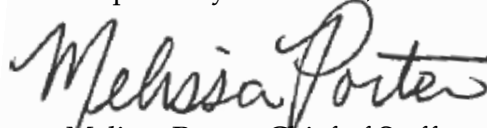
15.0 Executive Session

At 10:54 a.m., a motion made by Mayor Al Larson seconded by Rita Athas and with all in favor, to adjourn to an executive session to discuss with all in favor, carried. At 11:14 a.m., the executive session concluded.

16.0 Adjournment

A motion to adjourn at 11:15 a.m., by Mayor Al Larson, seconded by President Rick Reinbold, and with all in favor, carried.

Respectfully submitted,



Melissa Porter, Chief of Staff

09-29-2017
/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MPO Policy Committee Draft Minutes

June 8, 2017

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

Policy Committee Members Present:

Randy Blankenhorn-MPO Policy Committee Chair, Greg Bedalov-representing the Tollway, Michael Connelly-representing the CTA, Tom Cuculich-representing DuPage County, Joe Gottemoller-representing McHenry County, Scott Gryder-Representing Kendall County, John McCarthy-representing Private Providers, Don Orseno-representing Metra, Tom Rickert-representing Kane County, Leanne Redden-representing the RTA, T.J. Ross-representing PACE, Rebekah Scheinfeld-representing CDOT, Jeffrey Schielke-representing the Council of Mayors, Carolyn Schofield-representing the CMAP Board (via tele-conference), Paula Trigg-representing Lake County, Dave Thak-representing Will County, John Yonan-representing Cook County, and non-voting member Glenn Fulkerson-representing the FHWA

Staff Present:

Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Jesse Elam, Gordon Smith, Ross Patronsky, Elizabeth Schuh, Lindsay Hollander, and Sherry Kane

Others Present:

Mike Albin-DMMC, Erin Aleman-IDOT, John Donovan-FHWA, Luann Hamilton-CDOT, Jessica Hector-Hsu-RTA, Tom Kelso-IDOT, Jon-Paul Kohler-FHWA, David Kralik-Metra, Jill Leary-RTA, Brian Pigeon-NWMC, David Seglin-CDOT, and Mike Walczak-NWMC

1.0 Call to Order and Introductions

MPO Policy Committee Chair, Randy Blankenhorn called the meeting to order at 9:35 a.m., and asked members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes.

3.0 Approval of Minutes

A motion to approve the minutes of the March 9, 2017, meeting of the MPO Policy Committee as presented was made by John Yonan and seconded by Tom Cuculich. All in favor, the motion carried.

4.0 Agency Reports

- 4.1 CMAP Executive Director Joe Szabo reported that CMAP would likely implement a similar funding strategy as in FY 2017 (combining local dues, toll credits, and the receipt of direct payments from US DOT) were there no state budget passed. Szabo gave a brief update on the STP working group. He also reported that the President signed a law repealing MPO Consolidation Rule and thanked Sen. Duckworth and Congressman Lipinski for their efforts. Szabo also reported that CMAP hosted a legislative forum in Springfield in May, and CMAP and the RTA hosted the 2017 Technical Assistance Symposium to announce a call for projects that opened on May 5 and will close on June 29. Szabo gave an update on the Alternative Futures Forum series, the next of which is scheduled at the Illinois Institute of Technology on June 22. Finally, Szabo reported that the FLIP program, scheduled for July 24-29, application deadline had been extended to June 9.
- 4.2 For the CMAP Board, Leanne Redden reported that the Board met on May 10 and staff presented the Draft FY 2018 Budget and Work Plan.
- 4.3 Mayor Jeffrey Schielke reported that the Council of Mayors met on May 23 and approved \$6,569,891 in advanced funding for 16 projects in three councils, IDOT had provided a Local Roads update and information about the implementation of the Grant Accountability and Transparency Act (GATA), and staff distributed the STP locally programmed expenditure report noting that the region has obligated \$67.6 million in FFY 2017. An update was given on the progress of the STP working group. Franklin Park presented on their project illustrating CMAP's work with municipalities through the LTA program. Finally, an update on the development of ON TO 2050's Financial Plan for Transportation and the Regional Expressway Vision project was introduced. The Council is scheduled to meet next in July.

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 Mayor Jeffrey Schielke (representing municipal government), Frank Beal (representing regional planning), John Yonan (representing road administration), Scott Gryder (representing County government) and Don Orseno (representing public transit), for agreeing to serve. The nominating committee will bring its recommendation to the meeting in October.

6.0 Policy Committee Bylaws and Memorandum of Understanding (MOU) Subcommittee

Chairman Secretary Randy Blankenhorn appointed a Policy Committee Subcommittee — Tom Cuculich, Leanne Redden and Rebekah Scheinfeld — to review the current bylaws and the Memorandum of Understanding (MOU) between the MPO Policy Committee and the CMAP Board, and to report any changes at the joint Policy Committee and Board meeting in October. Blankenhorn also thanked the appointees for their service.

7.0 Self-Certification

CMAP staff Ross Patronsky reported that every 4 years, the MPO is required to certify that the planning process is being implemented in accordance with applicable federal requirements, including the FAST Act, the Clean Air Act, the Civil Rights Act and the Americans with Disabilities Act. The certification statement was included in the packet.

A motion by Elliott Hartstein was seconded by Rebekah Scheinfeld to approve the certification as was presented. All in favor, the motion carried.

8.0 Title VI Program

In line with the certification, CMAP staff Ross Patronsky also reported that under the Civil Rights Act the adoption of Title VI, in accordance with the regulations that are set out by US DOT, is required every 3 years. A copy of the updated program was included with the Policy Committee materials. A motion by Mayor Jeffrey Schielke was seconded by Leanne Redden to adopt the Title VI Program as was presented. All in favor, the motion carried.

9.0 Unified Work Program (UWP), FY 2018

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon gave a brief overview of the FY 2018 Unified Work Program (UWP), reporting that on January 3, CMAP issued a call for projects for the FY 18 UWP. Nine core proposals totaling \$21.2 million and nine competitive proposals totaling \$4.1 million were received. At its February meeting, the competitive proposals were presented followed by the UWP committee's ranking of the proposals, and based on scoring and funding availability, the following projects were selected under the competitive program: CDOT's CREATE program; CMAP/RTA community planning program; and, Pace's 2040 comprehensive plan update. The competitive programs total \$848,000, Manning-Hardimon went on to say. The UWP Committee went on to approve the proposed budget totaling \$21.2 million that includes \$17.2 million in FHWA and FTA funds, along with \$4.5 million in state and local match, which will fund approximately \$20.6 million in core MPO activities and \$848,000 in competitive projects. Finally, Manning-Hardimon reported that both the Transportation and Programming Committees had considered the FY 2018 UWP Program and recommended approval by the Policy Committee. Manning-Hardimon was queried about the local dues and reported that the program had seen growth from approximately \$250,000 to \$880,000. A motion by Leanne Redden was seconded by T.J. Ross to approve the FY 2018 UWP as was presented. All in favor, the motion carried.

10.0 Special Conformity Analysis and TIP Amendment (I-290)

CMAP staff Ross Patronsky reported that IDOT is completing an Environmental Impact Statement (EIS) for its I-290 project and is seeking a record of decision by the end of June 2017. Since the preferred alternative, Patronsky continued, is different than that of the conformed plan in the TIP, and the matter was considered at a consultation meeting in April, that confirmed a conformity amendment would be required. An analysis was conducted, the Transportation Committee released the analysis (showing conformity), in April for public comment. No comments were received. Because of scheduling, the Policy Committee is being asked to make a finding of conformity for GO TO 2040 and the TIP as amended, and adopt the amendment prior to Transportation Committee review. A motion to adopt the amendment as presented was made by Mike Connelly and seconded by John McCarthy. All in favor, the motion carried.

11.0 Regional Transit Asset Condition Targets for 2017

CMAP Director Jesse Elam gave a lengthy presentation on the Regional Transit Asset Conditions Targets, submitted for approval, reporting that the transit targets are the first of 19 US DOT performance targets that the transit agencies, states and MPOs will set in coordination as part of MAP-21. The FTA's transit asset management rule specifies that

targets be set for rolling stock, infrastructure, facilities and equipment. Due to short timelines and limited information, the recommended MPO targets are the same targets that were already set by the transit agencies for themselves. Elam reported that the process for setting targets will evolve in the future as assumptions and information become more clear.

Members asked several questions and provided feedback. When asked, Elam responded that there are no consequences for not meeting targets and that targets are updated annually. Elam also indicated that the targets should be part of transit agencies fiscal consideration when a member commented that funding may not be available to upgrade rolling stock or for other priorities. Members indicated there should be consistency in the standardization of the measures. Members believe the region, as a transportation hub, should advocate jointly if Congress were to develop an infrastructure bill to ensure priorities across modes are met. Implementing a performance based approach will help make those arguments on a federal level and at the state level since the region has different challenges than downstate. There needs to be a bigger state commitment to public transit and a regional commitment to the same.

A motion to approve the recommended CY 2017 regional transit asset condition targets as presented was made by Tom Rickert and seconded by Tom Cuculich. All in favor the motion carried.

12.0 Regional Expressway Vision

CMAP director Jesse Elam reintroduced a project to do a big picture study of how to modernize the expressway network, a vision of how to make it a 21st Century system. The project will look at all the needs of the system without regard of jurisdiction, or whether it's a tollway project or IDOT project—just the existing system—and not looking at potential extensions of expressways since that will be covered of as part of the ON TO 2050 process. IDOT and the Tollway are joint funding the study and CMAP is leading it. Elam gave examples of challenges and opportunities and suggested taking a long view of the kinds of investments to be made now to best leverage that change in technology and to get the expressway ready for a future that would have autonomous vehicles. Expressway corridors will be studied broadly, including looking at opportunities to make transit better along those corridors. The study will also consider how to make the system more financially sustainable, by analyzing tolling, congestion pricing, and value capture. If done in the form of congestion pricing like CMAP has been promoting for several years, benefits in terms of managing the level of congestion would be realized. Our consultant began evaluating emerging trends and technologies and management strategies, Elam also reported. In terms of timing, the schedule will be driven by ON TO 2050 and essentially completed in about a year. A tri-fold brochure that gives a little more background on the project is available having gone through a goal-setting discussion with the CMAP committees in the past couple of months.

Having asked for feedback, policy committee members weighed in with a number of comments. Support for certain aspects of the project were echoed--were more integrated multi-modal projects proposed, the creation of a distinct unique funding sources might follow with priority for the revenue go towards supporting mass transit. Please consider how county and local roads would be affected and the interdependence if congestion pricing were to increase traffic on the county roads. CMAP is very excited about the

opportunity and the chance to be really visionary to view these more as corridors of transportation rather than simply roads and thanks was expressed to Secretary Blankenhorn and Chairman Schillerstom for selecting CMAP to conduct the study. When asked, Elam reiterated that while most of the outreach process will be done at the CMAP committees, there should also be some direct stakeholder outreach. A member mentioned that active traffic management, active transportation management, and the integration of that with all the modes will be a large component.

13.0 ON TO 2050 Updates

13.1 ON TO 2050 Preview Report: CMAP staff Elizabeth Schuh presented CMAP's ON TO 2050 preview report. Initial conclusions presented today and a final version will be brought to the MPO later this year, and feedback is requested from all committee members by June 16. Two-thirds of the way through the 3-year development process for ON TO 2050, the preview report is our initial effort to summarize the research and work with stakeholders that has been done thus far. Relating to GO TO 2040 themes and topics, the broad set of work that is underway for ON TO 2050 is included in strategy papers and snapshots. The preview report is also meant to introduce the plan's three principles: resilience, inclusive growth and prioritized investment. Schuh described each of the three principles and three of the corresponding recommendations from the alternative futures series. Schuh concluded the presentation covering next steps: feedback is due by June 16; release for public comment on June 19 through August 3; with committee presentations during the summer and early fall, with adoption by the Board and Policy Committee in October. Feedback from the committee included: making a compelling case for holding on to revenues and incorporating new uses; how do you plan to "invest in technology" – what is the future without drivers?; user fees in a different form from what they are today; how do we adapt to the future, i.e., that's a really good plan for 2019, how about 2025?; focused infill in priority areas (with Schuh explaining the conversation would start with stakeholders to identify the priority areas); and, applauding equity and disinvestment as a major emphasis area to consider. Chairman Secretary Blankenhorn asked that committee members have their staffs review the preview report and report comments within 2 weeks.

13.2 ON TO 2050 Financial Plan: Reasonably Expected Revenues

CMAP staff Lindsay Hollander, having previously presented drafts of the core revenue forecasts, and operating and capital maintenance expenditures, gave an overview of the forecast for reasonably expected revenues – those revenues we think we can reasonably expect to be available over the planning period. Revenues will not be sufficient, Hollander reported, to operate and maintain the system over the planning period, let alone provide enhancements to the system. We have about \$55 billion of reasonably expected revenues, if implemented, that would provide sufficient revenue to operate, maintain and allocate funds towards enhancement and expanding the system. Those sources include the following: increasing the Motor Fuel Tax (MFT) and replacing it with a Vehicle Miles Travelled (VMT) fee; expanding the sales tax base; a federal cost of freight services fee; implementing a regional revenue source; and, expanding priced parking. The state MFT is not keeping pace with the growth with construction costs of the system's needs – a near term increase would help with this decline with an index to inflation thus allowing MFT to grow, but a replacement to that in the form of VMT is recommended, Hollander reported.

A long-standing recommendation to expand sales tax to additional services, Hollander continued, would allow the base to be more efficient, reliable and stable, and related to fiscal constraints, would also benefit the RTA sales tax. Approving a federal cost of freight service fee--a federal sales tax on the cost of shipping— would raise a fairly considerable amount. Hollander also described a strategy to implement a regional revenue source that would allow the region to generate dedicated capital infrastructure funding and finally, the effects of expanded priced parking. Questions regarding recommendations included: are these the right sources to recommend in ON TO 2050; are there other sources to consider; and, what source of revenue should be used for the regional revenue source (i.e., a vehicle registration fee)? Questions regarding implementation included: what resources can CMAP provide to ensure these recommendations move forward; and finally, what role should transportation implementers play in ensuring implementation?

The presentation sparked a lengthy discussion among the members, on such topics as: the willingness to implement the proposed funding sources; even if you got the \$55 billion, and \$45 billion is needed for a state of good repair leaves only \$10 billion to expand, so we need to think bigger; is this a first step in a marketing plan to the members of the General Assembly; impact fees (don't produce a ton of revenue) are a good way to fund services, particularly in the suburbs; what public resources do we have that we can sell to private industry (i.e., traffic signaling); think about ways to move forward on our own without state legislators to identify a regional revenue source; consider other license fees, on the driver's license itself as a regional source; let's consider equity (tiered) for registration of vehicles; general policy should be indexed; levying (driver or vehicle) fees on Uber or TNCs. Asked to explain how to accommodate revenues and costs related to rebuilding and tolling, Hollander stated that revenues exist that are not laid out in the memo that may include congestion pricing, a public-private partnership (P3), tolling, or value capture that are still under consideration. Hollander was also asked to explain the sales tax base compared to those suggested by the senate. Specific services were not identified in the forecast, Hollander reported, but rather there was an assumed 15% increase in the amount of the base, and the services proposed in the bill may not have risen to that level. Finally, Hollander explained the increase to the MFT at \$0.10 per gallon in the first year and indexed accordingly.

14.0 Regional Transit Strategic Plan 2018-2023-Regional Transportation Authority (RTA) Update

Jill Leary, Senior Deputy Executive Director of Capital Programming and Planning at the RTA presented the Regional Transit Strategic Plan, 2018-2023. Leary reported that a plan, that covers the work of the RTA and the three service boards, is adopted every 5 years. In 2016 Leary reported, research was conducted and several foundational studies were completed to help inform the plan. In 2017, key stakeholders will be engaged, and public feedback will be sought through hearings that correspond with fall budget hearings. The final plan will be considered by the RTA Board in early 2018. The plan has 9 key "headlines" that summarize the state of the region, the first 3 covering strategic topics, 5 cover geography, and 1 about the future. The first headline, "the Chicago region is built on transit" had Leary citing historical background of the transit system and reported a number of statistics that included an estimate of about \$2-\$3 billion that is need annually

to (nearly double what we get today) to bring the assets to a state of good repair over the next 20 years. A point of discussion, given where we are today with an old system and a capital backlog, how can we make a more compelling case to support transit? Asked, by committee members, were the following: how do we define a state of good repair—is it by design life; if a regional revenue source could be found, could transit be incentivized; could parking pricing (city vs. suburban) be used to support transit use; can we mandate the road building industry to support transit; and would like to have seen transit versus auto travel times (i.e., on I-55 when travel times by bus beat travel time by auto, ridership tripled on the bus).

Moving on to other headlines, Leary covered demographic changes and transit opportunity throughout different parts of the region-- the Chicago central business district; suburban Cook County; and the south side of Chicago; and, the south suburbs. Another headline suggests that more capacity is needed on Chicago's north side, and finally, large suburban job clusters. A final headline looks to future preparedness while considering Millennials and Boomers. Again, Leary paused to consider the following: do the observations related to different parts of the region make sense, is there anything we're overlooking. Wrapping up, Leary reported that the plan is under development now with a draft due by late summer, please get in touch with feedback, and that the RTA is partnering with CMAP with its ON TO 2050 development public engagement workshops over the summer.

15.0 State Legislative Update

CMAP Director Gordon Smith reported that there is still no state budget but the House is holding hearings, the first of which relates to Health & Human Services. Chairman Secretary Randy Blankenhorn added that the session ended disappointedly, but two short budget hearings had been held, and Blankenhorn is fairly optimistic that IDOT will have a full operating and capital budget by the end of the fiscal year. However, if there is no budget by June 30, the state will shut down all transportation activities—no reimbursements will be made to transit agencies, and both the highway program and engineering will be closed down—without an appropriation, bills cannot be paid. Hoping to avoid as it is an incredibly expensive proposition to shut down and then resume, Blankenhorn suggested contacting legislators because so much more is at stake. Finally, Blankenhorn reported that IDOT had been named as safety oversight manager for transit rail (not just CTA or Metrorail in St. Louis) with a program in place by next spring or risk losing all federal transit funding

16.0 Other Business

There was no other business before the MPO Policy Committee.

17.0 Public Comment

There were no comments from the public.

18.0 Next Meeting

The MPO Policy Committee is scheduled to meet next, jointly with the CMAP Board, on Wednesday, October 11, 2017.

19.0 Adjournment

At 11:44 a.m., a motion to adjourn by Mayor Jeffrey Schielke was seconded by Mike Connelly. All in favor, the motion carried.

Respectfully submitted,

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

Tom Kotarac, Secretary

09-27-2017
/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 4, 2017

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, 161 projects have been completed, and the remainder are underway.

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
Aurora downtown plan (see website)	Lindsay Bayley	May 2015- Nov. 2017	Staff assistance	Plan Commissioners unanimously recommended approved of the Downtown Master Plan after the September 20 Public Hearing. Staff presented to the Planning and Development Committee on September 28, where the committee recommended holding the plan until further review and adjustments to recommendations are made. A revised plan will be presented to the committee on October 12.
Bensenville zoning update (see website)	Jake Seid	Oct. 2015- Apr. 2018	Staff assistance	Module 1 of 3 was reviewed by Village Steering Committee in September. Module 2 will be sent to Village staff for review in early October.
Berwyn stormwater management plan	Kate Evasic	May 2017- Feb. 2018	Consultant assistance	CMAP staff held a kickoff call with the City and a separate kickoff meeting with the consultant team on September 15. Data collection and analysis is underway.
<i>Berwyn zoning revisions (see website)</i>	<i>Jake Seid</i>	<i>Jan. 2013- Sept. 2017</i>	<i>Staff and consultant assistance</i>	<i>Newly completed. Zoning Ordinance and Sign Ordinance were adopted September 12.</i>
Brookfield comprehensive plan	Heidy Persaud	Oct. 2016- Dec. 2017	Consultant assistance	The Draft Comprehensive Plan is available for public comment. A Plan Open House is scheduled for October 24 at Brookfield Village Hall.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	July 2014- Dec. 2017	Consultant assistance	No update this month.
Chicago Heights zoning update	Maggie Jarr	Nov. 2016- Nov. 2017	Consultant assistance	The consultant is revising the downtown district regulations, use categories, and sign regulations based on Steering Committee feedback. A public open house is being planned for October.
Chicago North River Communities neighborhood plan (see website)	Brian Daly	Nov. 2015- Dec. 2017	Staff assistance	CMAP staff is writing the draft plan. CMAP continues to work with the Urban Land Institute to finalize the report of the ULI Technical Advisory Panel's recommendations for affordable housing.
Chicago Pilsen-Little Village neighborhood plan (see website)	Ricardo Lopez	Dec. 2013- Dec. 2017	Staff assistance	The draft Action Plan is available for public comment. Plan Commission approval vote to take place in fall 2017.
Chicago Riverdale area transportation plan	Tony Manno	Nov. 2016- Mar. 2018	Consultant assistance	The Existing Conditions Report is currently being reviewed by CMAP staff. A steering committee to discuss the ECR is scheduled for October 4 at 3pm.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Cook County (Maine-Northfield) unincorporated area plan (see website)	John Carlisle	July 2016-Mar. 2018	Staff assistance	The second phase of public outreach included a visioning workshop on August 30 and smaller community events through August and September. CMAP is drafting a key recommendations memo for County staff and the steering committee. Subconsultant work on right-of-way infrastructure, flooding, and potential annexation benefits/costs is continuing. A draft report to be attached to the draft plan is expected in early 2018.
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-Dec. 2017	Staff assistance	The Public Open House for the draft transportation plan was held on September 18. CMAP and City staff are reviewing comments received from residents and stakeholders and will present a revised draft to the City's Planning and Zoning Committee in October and the City Council in November.
Des Plaines comprehensive plan	Heidy Persaud	Nov. 2016-May 2018	Staff assistance	The Existing Conditions Report is currently being reviewed by CMAP staff. A Public Visioning Workshop is scheduled for October 18 at the Frisbie Senior Center.
DuPage County / Hanover Park Homes for a Changing Region (see website)	Jonathan Burch	Nov. 2014-Dec. 2017	Consultant assistance	All recommendations have been reviewed by the various communities and the consultant is currently drafting the final plan.
Governors State University green infrastructure plan	Holly Hudson	June 2015-Oct. 2017	Consultant assistance	The final review version of the stormwater management portion of the plan was submitted by the consultant. Following CMAP and GSU staff review and approvals, the consultant will finalize and compile the stormwater management and landscape restoration portions of the plan together.
<i>Hampshire planning priorities report (see website)</i>	<i>Tony Manno</i>	<i>Mar. 2016-Sept. 2017</i>	<i>Staff assistance</i>	<i>Newly completed. The final plan will be available on the CMAP website shortly.</i>
Harvard zoning update	Jake Seid	Jan. 2017-Nov. 2017	Consultant assistance	Camiros has completed draft unified development ordinance. Ordinance was reviewed by City and CMAP staff in September. Ordinance will be revised in October prior to presentation to Steering Committee.
Huntley zoning update	Patrick Day	May 2015-Nov. 2017	Consultant assistance	Consultant has completed draft zoning updates, currently under final review by Village. Public open house and adoption process will follow completion of Village staff review.
Joliet Chicago Street plan	Stephen Ostrander	Dec. 2016-May 2018	Consultant assistance	On September 22, consultant and City presented overview of work done to date and draft design themes to City Center Partnership, Joliet Area

Project	CMAP lead	Timeline	Assistance type	Status and notes
				Chamber of Commerce, and Will County Center for Economic Development.
Lisle downtown parking plan (see website)	Lindsay Bayley	Mar. 2016- Dec. 2017	Staff assistance	Draft recommendations memo was sent to Village staff and will be shared with the Downtown Planning Advisory Council and transit agencies after Village revisions.
Lower Salt Creek Watershed-based Plan	Holly Hudson	Jan. 2016- Dec. 2017	Staff assistance	CMAP staff and project partners DuPage County Stormwater Management (DCSM) and DuPage River Salt Creek Workgroup (DRSCW) continued Plan development. Staff met with the Salt Creek Watershed Network and corresponded with other stakeholders during September to garner additional input. More than 120 BMPs have been submitted for inclusion in the Plan. DCSM staff began estimating pollutant load reductions for the "on-the-ground" BMPs submitted to date. CMAP staff and partners also began preparations for the fourth public stakeholder meeting, scheduled for October 5 in Westchester.
McHenry County Fox River corridor study	Kate Evasic	Sept. 2016- Mar. 2018	Staff assistance	CMAP staff revised the existing conditions report based on feedback obtained by the steering committee and regional partners. Staff conducted a public visioning workshop on September 21.
North Lawndale community plan (see website)	Brandon Nolin	Feb. 2016- Mar. 2018	Staff assistance	NLCCC Subcommittee meetings taking place in September and October to provide outlines for plan content. Preliminary plan outline and key recommendations anticipated in November 2017 with draft plan and open house in early 2018.
Palos Park bikeways and trails plan (see website)	John O'Neal	Apr. 2017- Apr. 2018	Consultant assistance	Project team / select steering committee members took part in bicycle ride/audit of community on September 5. Consultant continues work on Existing Conditions analysis and report.
Park Forest zoning revisions (see website)	Jake Seid	June 2013- Dec. 2017	Staff and consultant assistance	Zoning Ordinance has been reviewed by Village Staff and Plan Commission. Revised Zoning Ordinance will be presented at various public meetings in October. Subdivision Ordinance has been reviewed by Village Staff and will be revised by CMAP staff prior to presentation to the public.
South Elgin zoning update (see website)	Patrick Day	Oct. 2014- Feb. 2018	Staff assistance	CMAP staff presented draft UDO Module One (1 of 3) to project Steering Committee on September 20. Village staff is currently reviewing draft Module Two.

Project	CMAP lead	Timeline	Assistance type	Status and notes
South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015- Dec. 2017	Staff assistance	Staff completed production of draft plan. The document will next go through internal CMAP review, followed by review by Village and project steering committee.
Villa Park zoning ordinance	Patrick Day	July 2015- Nov. 2017	Consultant assistance	Consultant presented draft zoning code to Planning & Zoning Commission September 14. The draft code has been posted for public comment, with adoption proceedings to follow.
Westchester zoning ordinance	Maggie Jarr	Nov. 2014- Dec. 2017	Consultant assistance	A joint workshop with the Plan Commission and the Zoning Board of Appeals and public open house(s) are being planned for October.
Wilmington downtown plan (see website)	Maggie Jarr	Jan. 2017- May 2018	Staff assistance	CMAP staff presented the draft Existing Conditions Report to the Steering Committee on August 2, and revised the report based on the Steering Committee's comments. Development consultants presented the findings of a downtown asset and comparative community analysis to the Steering Committee on August 2. CMAP staff conducted a public visioning workshop on August 9 and drafted a key recommendations memo to provide City staff and the Steering Committee with a sense of the direction and priorities of the plan. After reaching consensus on key recommendations, CMAP staff will begin drafting the plan.

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/lti.

Project	CMAP lead	Status and notes
Algonquin downtown plan	Brian Daly	Algonquin applied with the Village of Cary for an LTA subarea redevelopment plan for gravel quarries near downtown. The Village intends for the subarea plan to support the downtown plan by incorporating land uses generate economic activity for downtown businesses. The Village also held an open house for downtown property/business owners to kick-off comprehensive rebuild of underground infrastructure and aboveground streetscaping for Main Street as well as the downtown area as a whole; estimated completion date is 2024. The Village has also held internal meetings to being discussions of establishing public-private shared parking arrangements, with a concept plan to be completed this fall.

Project	CMAP lead	Status and notes
Barrington Hills Bikeway Feasibility Study	John O'Neal	IDOT agreed to complete phase 1 engineering for sidepath on west side of Barrington Rd. from Algonquin Rd. to Central Rd. Tollway is to construct sidepath on-structure and approaches from Hassell Rd. to Central Rd. Pace will construct connector paths from bus station and Park-n-Ride lot to sidepath. Hoffman Estates to construct path along Central Rd.
Bensenville comprehensive plan	Jake Seid	The Village is currently working with CMAP to revise its Zoning Ordinance based on the recommendations of the Comprehensive Plan.
Berwyn comprehensive plan and parking study	Jake Seid / Lindsay Bayley	<p>The City has been actively working to establish itself as a regional economic, social, and cultural destination through our special events like the Route 66 Car Show, which saw over 30,000 visitors, and continued economic development. The City has seen a steady increase in annual sales tax volume over the past eight years. Reinvestment in commercial corridors has been the catalyst of this success with the completion and progression of projects such as Superblock, Cermak Plaza, and Berwyn Gateway Plaza, which is now entering its third and final phase. The recent adoption of the City's new zoning and sign ordinances will also help to facilitate future projects and redevelopment.</p> <p>Berwyn has an active transportation plan, complete street policy, streetscape and design standards, marketing and branding, zoning revisions, stormwater management policies and planning, use of CDBG funds for transportation improvements, "green" infrastructure improvements, historic bungalow district, capital improvement plan, sign ordinance, and development guidelines.</p> <p>Parking study elements are being incorporated into the Depot District streetscape plan. Berwyn has successfully applied for CMAQ funds to cover items in the parking study. One such item is the parking garage parking space availability display.</p>
Calumet Park planning priorities report	Tony Manno	The Village is currently exploring funding options for pedestrian access improvements along Ashland near the Metra station. CMAP staff has provided guidance for previous applications to the Invest in Cook and CMAQ programs and will continue to help the Village seek out options.
Carol Stream comprehensive plan	John Carlisle	Village is planning to undertake a unified development ordinance (tentatively with LTA assistance), which will enact several land use and development-related goals of the plan. In addition, the Village <u>tentatively will receive CMAQ funds</u> for construction of a bike sidepath in the southeast part of the community. Related to new development, industrial modernization is occurring with a proposed new 186,000-square-foot warehouse distribution center. A multi-story senior living facility has been tentatively proposed in one of the key opportunity areas studied in the plan. The Village is annexing unincorporated parcels anticipating new development.

Project	CMAP lead	Status and notes
Chicago Heights comprehensive plan	Maggie Jarr	The City received CDBG funding from Cook County to support general street resurfacing projects, as outlined in its Capital Improvement Plan, and CDBG-DR (disaster recovery) funding related to severe flooding that occurred in 2013 in suburban Cook County. The City also received a grant from IHDA's Abandoned Property Program for the demolition of abandoned residential properties. The City is continuing to work with the Cook County Land Bank on strategic land acquisition in the East Side neighborhood.
Chicago Pullman historic park planning	Lindsay Bayley	The Pullman Plan completion was announced by Alderman Beale, and the document has been added to the National Transportation Library, and mentioned in the Volpe Center Public Lands Team newsletter. The project partner continues applying for grants to implement the plan and continues to work with the Calumet Collaborative.
Chinatown community vision plan	Stephen Ostrander	Community partner received \$40K healthy Chicago 2.0 grant to conduct a walkability audit to improve pedestrian safety in Chinatown. On September 29, the organization held "Chinatown is Beautiful" event in Allen Lee Plaza aimed at demonstrating placemaking principles recommended in vision plan. Community partner also received \$75K grant from the Searle Funds at The Chicago Community Trust to create a new "Welcome to Chinatown" gateway over the Chicago River along with placemaking, arts, and signage plan for wayfinding to-and-from the river and Ping Tom Park. Last, Chicago Public Schools formally recommended that the current National Teachers Academy building (located 600ft east of the center of Chinatown) be converted into new neighborhood high school serving Chinatown, Bridgeport, Bronzeville, and other near South Side neighborhoods.
Cook County South Suburban Economic Growth Initiative	Jonathan Burch	The County and its partners are currently fundraising to support work in phase 2. CMAP continues to participate in these discussions along with contributing to the development of the phase 2 scope.
Crete comprehensive plan	Brandon Nolin	The Village has recently begun to market downtown properties to developers with a goal of encouraging mixed-use development. Per the Comprehensive Plan, the Village is also fielding interest from potential tenants for commercial and industrial sites along the IL 394 corridor. The Village has maintained communication with the new owners of Balmoral Park which is wrapping up a 14-week schedule of shows and had a better-than-expected inaugural season. The Village is also working with CSX to develop an intermodal facility in an area that was designated for freight-related development in the Comprehensive Plan. A hotel study is also be revisited to identify opportunities in the Village.
Downers Grove bicycle-pedestrian plan	John O'Neal	The Village reports that it is reviewing existing signed bicycle routes; participating in a regional grant application for bicycle parking; implementing an abandoned bikes removal policy; working to install missing sidewalk in key areas; reviewing pedestrian crossings of major streets;

Project	CMAP lead	Status and notes
		budgeting funds in CIP for a pedestrian underpass of BNSF rail line; offering bicycle education programs, led by police department; offering organized family bike rides, hosted by local bicycle club; working with County to complete plans for shared use path along 31 st St.
DuPage County sustainability plan	Kate Evasic	<p>DuPage County has completed or initiated several projects to improve the sustainability of its campus and operations:</p> <ul style="list-style-type: none"> • Completed project to convert 4 trucks to bio-fuel. • Received final USGBC LEED gold designation for the CANEC building. • Developed DuPage Trails App (link) • Collecting data for a campus landscape master plan. • Restoring 16 acres of woodland, wetland, and riparian area to native plant communities. • Developing path to link downtown Winfield and its Metra Station to the campus. • Encouraging employees to bring a green lunch with zero/low waste via newsletter.
Elgin sidewalk gap and transit stop study	Lindsay Bayley	The City recently completed a road improvement along South Street which included sidewalks and bike trails, a top priority in the sidewalk gap analysis.
Evanston bicycle and pedestrian plan	Tony Manno	Evanston continues to hold the full-time Transportation & Mobility Coordinator position, which is an expansion of the Bike Program Coordinator position (who was also the Assistant to the City Manager) in 2015. In June/July 2016 the City launched its expansion of the Divvy Bike Share system with 10 stations and 100 bikes. Evanston added to its expansion with one additional station and 10 new bikes in August, 2017. As of the end of August, 2017, there were 1,025 active annual Evanston members and approximately 25,000 trips had started from an Evanston Divvy station. Additionally, in 2017 protected bike parking was added at the South Blvd. CTA station, and the 40 new upside down U parking racks will be installed outside of the Main St. CTA station in October as part of the RTA access to transit CMAQ funding. 2016 saw the completion of the separated bike lanes on Dodge Ave., and the beginning of the roadway work for the separated bike lanes (two way cycle tracks) on Sheridan Rd./Chicago Ave. The Sheridan Rd./Chicago Ave. project from Davis St. to Lincoln St. will open in October, 2017, and the project's boundaries from Lincoln St. to the Wilmette boarder will be constructed in 2018.
Forest Preserves of Cook County municipal connection case studies	John O'Neal	The FPDCC is initiating an update of the Trails Master Plan, which will address issues of community connections.
Franklin Park industrial areas plan and comprehensive plan	John Carlisle	Village is working with the CMAP LTA implementation group on RFQ to develop a Village-owned site near transit. Received Cook County DOTHS Invest in Cook grant funding toward the engineering of improved roadways through the O'Hare Industrial Corridor. Also through Invest in Cook, received funding along with Rosemont and the West Central Municipal Conference to

Project	CMAP lead	Status and notes
		fund Phase I engineering for a bikeway segment (Touhy Ave to North Ave) of the Des Plaines River Trail. Received funding from the Active Transportation Alliance to install bike racks in downtown and by East Leyden High School. Regarding industrial areas, plan is leading to industrial redevelopment, most recently a proposal for 800,000 square feet on the current Magellan Pipeline Co. Site. On workforce development, the Village is celebrating Manufacturers Day this fall by leading tours with high school students of Triton College and local businesses such as Sloan Valve.
Hanover Park Irving Park Road corridor study	Tony Manno	The Village is currently exploring financing options for bike and pedestrian improvements along Irving Park Road, as well as intersection improvements at Irving Park and Barrington Roads.
Harvard comprehensive plan	Nora Beck	The City of Harvard received an LTA project to update their development ordinances. That project is currently underway. In the meantime, city staff are exploring strategies to start a farmers market, specifically using federal incentives to help low income residents gain access to fresh food.
Hinsdale parking strategies plan	Lindsay Bayley	The Village of Hinsdale has developed new maps to identify shopper parking options, to accompany their reconfigured paybox lot—both recommendations in the plan. They have also entered a joint development agreement to construct a parking garage with the local school, and used the CMAP report to help estimate an appropriate number of parking spaces.
IDNR water loss evaluation project	Nora Beck	This report was completed in 2014. CMAP has been reviewing levels of water loss in specific LTA plans and recommending strategies to address issue.
Impact DuPage affordable housing plan	Jonathan Burch	The members of the Impact DuPage steering committee held a discussion with IHDA representatives regarding funding to support implementation. The steering committee is currently developing a position description for a staff member to assist with implementation.
Kane County health impact assessment	Stephen Ostrander	For recommended improvements to the Washington/Main intersection, Carpentersville locally funded the Phase 2 engineering phase. The Village applied for CMAQ funding in recent call to pay for construction and construction engineering costs, but were not selected for funding, so Village is not moving forward with improvements at this time.
Lake County Homes for a Changing Region study	Stephen Ostrander	Implementing a main recommendation of the Homes study, the five municipalities formed a Rental Regulation Task Force and have been meeting quarterly. Each municipality is seeking to implement and/or improve an existing rental regulation ordinance. The task force has allowed us to research best practices, share ideas and experiences, and identify opportunities for collaboration.
Lakemoor comprehensive plan	Nora Beck	Lakemoor has developed a shoreline restoration plan for Lily Lake to guide their work as they purchase vacant parcels. They have also purchased vacant parcels on the north side of 120 in the town center area to eventually use for stormwater management. The Village will be engaging

Project	CMAP lead	Status and notes
		with a private consultant to conduct a TIF assessment of the town center. The town center is served by sanitary sewer but lacks water service. Private wells in the area are facing issues, so the community is reviewing options for water main extension. The village has done minor updates and streamlining of the subdivision and zoning ordinance.
Lincolnwood corridor study	Tony Manno	The Devon Avenue Enhancement project continues to move along. In July, the Village Board approved the Phase I design and gave the engineers the authority to submit the final report to IDOT. The Village is awaiting final approval before they can submit the Phase II engineering agreement for review by IDOT. Phase II is scheduled for 2018 and construction for 2019. Additionally, IDOT is currently performing a review of uncontrolled crosswalks along multi-lane highways, and this project identifies two locations for new crosswalks. Approval to further explore additional crosswalks along Devon is expected by the end of this year.
McHenry County Comprehensive Economic Development Strategy	Jonathan Burch	MCEDC and its partners in Boone and Winnebago counties continue to make progress on various recommendations, most notably the development of a local workforce plan for McHenry County that links with efforts underway in Boone and Winnebago counties.
Midlothian 147 th Street corridor plan	Tony Manno	CMAP staff is working with the Village to identify possible funding sources for the recommended pedestrian and green infrastructure improvements. The Village applied to the MWRD GI program in July and is awaiting announcement of the awarded projects.
Morton Grove industrial areas plan	Tony Manno	The Village updated the entire Manufacturing Zoning District use regulations and created a new District based on recommendations in the plan. The Village also continues to work through an RTA technical assistance to update the zoning around the Metra Station, which borders the Manufacturing District. This project is expected to be completed by the end of 2017.
New Lenox Route 30 corridor implementation plan	Tony Manno	An apartment development near the Metra station is still working through approvals. The Village is also working with an architect and Metra on the design of a new train station that would be located further east of the existing station, and the plan is to begin construction of the new station in 2018.
Northlake comprehensive plan	Tony Manno	The Village has removed the dam at Addison Creek and is currently restoring the wetland area, and also purchased/demolished additional flood-prone properties. A 16-unit assisted living building was recently approved on South Wolf Road, as was a 52-unit senior living building on East North Avenue. The Village also continues to replace water mains throughout the municipality. A Tollway project to construct an exit for eastbound North Avenue has been rescheduled to 2019, partially funded by a Cook County TIGER grant.
Northwest Municipal Conference Des Plaines River corridor plan	Lindsay Bayley	WCMC/Village of Rosemont was successful in their Invest in Cook application for a Phase I study for improvements to the trail from Touhy Avenue south to North Avenue, which includes two of the five high priority projects in the plan (the underpasses and alternative crossings at Touhy and

Project	CMAP lead	Status and notes
		Devon). Additionally, FPDCC received an Invest in Cook grant for an engineering study at the DPRT rail crossing to determine the best solution (another of the high priority projects).
Northwest Suburban Housing Collaborative Homes for a Changing Region	Jonathan Burch	The collaborative communities continue to operate a successful Handyman Program, as well as expanding into other areas. Most notably, the collaborative is exploring funding for a new health/housing initiative to help elderly residents age in place.
Northwest Water Planning Alliance strategic plan	Nora Beck	The NWPA continues to promote awareness of water supply and quality issues within their area, encourage the use of the NWPA/IWIP monthly reporting tool, and produce educational materials, such as the newly released Seed to Sod brochure. CMAP has been unable to complete actions identified in the strategic plan due to funding constraints.
Olympia Fields subarea plan	Tony Manno	The Village continues to pursue developers for mixed-use development in the TOD area.
Oswego shared services study	Patrick Day	The partnership continues to hold monthly meetings, working in a variety of areas. IGAs in place between Oswego and Yorkville for IT services and a shared purchasing manager have been successful. An IGA for all members to share Public Works equipment and services has also been beneficial. The group is actively exploring additional opportunities, including a shared facilities manager, a water source study, and potential inclusion of additional municipalities in the partnership. In the spring, a Leadership Development program will be launched- including shared training opportunities and shadowing/mentoring across municipalities.
Park Forest sustainability plan	Kristin Ihnchak	<p>Unified Development Ordinance (UDO) will be considered for approval by the Park Forest Board of Trustees in December 2017. With the assistance of an AmeriCorps National Civilian Conservation Corps (NCCC) team of volunteers, the Village accomplished many goals in the plan: they built a new pocket park and new playground equipment, inspected storm sewer manholes for contamination, replaced Rip-Rap at end sections of drainage and moving stones to help reduce erosion, held their 2nd Annual Growing Green Recycle Fest, and tended to local vegetable gardens.</p> <p>The Village's 5-year CIP identifies all projects that support the Sustainability Plan. FY2016 and FY2017 Village budgets include \$454,000 to expand the Village Green into the area formerly occupied by the Marshall Fields store to create a festival space for the Village. The space includes a native planting garden, a labyrinth, a small growth of edible fruit trees, pedestals for future installations of public art, and an expanded Village Green for public seating at outdoor music concerts and other events. The Village continues its e-waste recycling program; they received 2 grants from IHDA Blight Reduction Program for over \$1 million and have deconstructed 11 blighted houses to date. They also received a \$29,000 grant from the Illinois Department of Commerce and Economic Opportunity to replace 95 street lights to LED. The Village also sponsored a public art project to create decorative stepping stones with the public.</p>

Project	CMAP lead	Status and notes
Park Forest bicycle and pedestrian plan	Lindsay Bayley	Bike route signs were installed with a repaving of Indianwood Boulevard, from Sauk Trail to Monee Road, using federal Surface Transportation Program. In August 2016, the Village was approved for a \$200,000 Cook County CDBG grant to improve 7 mid-block pedestrian cut-throughs, will be complete by the end of 2017. Improvements to each cut-through include widening the existing five foot paths to 10 feet, upgrading lighting along the paths, installing ADA ramps, bollards and signs at the street intersections, and painting cross-walks in the streets where the cut-throughs intersect. Bicycle racks have been installed at Village Hall, the Park Forest Public Library, and Logan Park (located along the Old Plank Road Trail).
Pingree Grove comprehensive plan	Brandon Nolin	The Village PZC formed an Action Committee and developed a list of over 30 priority implementation tasks. CMAP assisted the Village with development of marketing sheets for two key economic development sites. Information provided by CMAP is now being used to update economic development content on the Village's website. Per the Comprehensive Plan, the Village is also in the process of evaluating costs of constructing a new Village Hall on a site adjacent the Police Station. Additional activity includes recent amendments to development agreements ahead of new single family, single family attached, and age-restricted housing development, and the construction of a new facility for a new tenant in the Village's industrial park.
Regional truck permitting plan	Tony Manno	CMAP staff is currently focusing on implementation by working with individual communities to continue the discussion on how to update local ordinances to incorporate the proposed truck routes.
Richmond planning priorities report	Maggie Jarr	A ULI developer discussion panel took place on July 11. The panel provided feedback to the Village about general downtown development challenges as well as on key sites, including the former Hunter Golf Course along IL Route 173. A report summarizing the panel's key recommendations and suggested strategies for the Village to effectively attract new development was shared with the Village of Richmond in August.
Richton Park capital improvement plan	Brandon Nolin	The Village adopted the CIP in April 2017 and adopted its annual budget in line with CIP recommendations.
Riverside downtown plan	Nora Beck	Riverside is working on several projects in the plan, including establishing a permanent historical museum in the Riverside train station and submitting grants to improve access to the train station for pedestrians.
Romeoville comprehensive plan	Brandon Nolin	The Village adopted its new Comprehensive Plan in July. The document can be viewed at the project website is https://bigpictureromeoville.com . Building on the recommendations of the Village's East Side plan, a new station is currently under construction in Romeoville along the Metra Heritage line with service beginning in early 2018.

Project	CMAP lead	Status and notes
Rosemont comprehensive plan	John Carlisle	The Village is developing 10 acres north of Balmoral Avenue and west of I-294 with a minor league ballpark and parking garage. Also developing 12 acres south of Balmoral Avenue and west of I-294 with two restaurants, a hotel, and a Dave & Busters. Started discussions with Pace on expanding the Rosemont Entertainment Circulator (free shuttle service) to serve the two aforementioned developments. Expanded service is anticipated to begin in 2018 when the new developments open. Started discussions to revise existing wayfinding master plan to include the two aforementioned developments. Along with the West Central Municipal Conference and neighboring municipalities, received Cook County DOTH Invest in Cook funding for Phase I Engineering of a Des Plaines River Trail bikeway between Touhy Ave and North Ave.
South Elgin bicycle and pedestrian plan	John O'Neal	Village staff reports that the reconstruction of State Street Bridge is underway. This includes adding an additional 3' width to the pathway on-structure. McDonald Rd. Bridge was also reconstructed. The reconstruction included a bikeway on-structure and an underpass along the Otter Creek Trail (a segment of the Mid-County Trail). Bike route signage was purchased for installation along River St.
Steger planning priorities report	Jonathan Burch	Steger submitted successful Invest in Cook application to improve sidewalks along Union Avenue. The community continues to implement various housing programs to improve the quality of the local stock, most notably exploring new rental regulations. Finally, Steger is completing park planning work with Crete.
Summit comprehensive plan	Nora Beck	Village has completed a number of implementation steps identified in the 2015 comprehensive plan. Most significantly, they have become a home rule community and passed a 3 cent motor fuel tax to fund road and infrastructure improvements. With the Active Transportation Alliance, they have developed an active transportation plan and adopted a complete streets ordinance. They are actively seeking funding to make improvements to the boat launch and provide residents with better access to the canal. They are also participating in discussions with IDOT on the CREATE project for Harlem Avenue.
UIC multimodal transportation plan	Tony Manno	Harrison Street was recently repaved and received newly striped bicycle routes. The Harrison Street/Morgan Street intersection also received pedestrian safety improvements including curb-bump-outs. Additionally, Polk Street from Damen to Loomis will be restriped, including bicycle routes. Campus buildings are getting new exterior signs that include address, building name, building number, and abbreviated name; a dismount zone for the center of the East side is designed and mapped, however the policy has not yet gone before the policy committee pending final input from Interim Vice Chancellor for Admin. Services.

Project	CMAP lead	Status and notes
		UIC achieved Silver Bicycle Friendly University status; bike racks were inventoried and the map updated this summer. Lastly, UIC is drafting a Climate Action Implementation Plan, which is informed by recommendations in the Multimodal Transportation Plan.
Waukegan Washington Street corridor plan	Stephen Ostrander	Washington Street corridor in line for RTA grant for bike parking and bus stop improvements recommended in plan. Town2 Consultancy helped get some signage in place, along with some garbage cans and other pedestrian area upgrades from business owners. Plan-recommended corridor merchants group continues to meet and work on their neighborhood, and recently held meeting discussing how to get property owners and realtors to explore adaptive reuse/repurposing of vacant buildings to address market needs and opportunities. High school on corridor has been made the campus for upper classmen building with an open campus for lunch (an opportunity to create more business in immediate vicinity). City also doing complete infrastructure (above and below ground) assessment, including Washington Street corridor.
Wicker Park-Bucktown parking solutions study	Lindsay Bayley	CDOT recently announced plans for reconfiguring Milwaukee Avenue, which was recommended in the WPB Parking Study. The initial phase of the reconfiguration has been implemented, with paint and bollard curb bump outs for pedestrian safety, new paint depicting a biking area with dashed lines, improved crosswalks, and closure of two slip turn lanes. Discussions continue about loading zone parking solutions.
Will County Fairmont neighborhood plan	Brandon Nolin	Will County has begun a three-year program through its Community Development Division to set aside all of CDBG funds to focus on improvements in the Fairmont Area. Phase I engineering to alleviate flooding in the area is also underway.
Will County Sugar Run Creek neighborhood plan	Brandon Nolin	The Sugar Run Creek Area Neighborhood Plan was adopted by the Will County Board in March 2017. IDOT in the process of identifying preferred improvements for the IL Route 53 corridor passing through the neighborhood. Preliminary recommendations in keeping with the neighborhood plan include a continuous multi-use path and sidewalk and the eastern and western sides of the corridor. A pedestrian crossing over IL Route 53, which was a focus of the neighborhood plan, is not included in the preliminary recommendations of the IL 53 Phase I study. The County is also in the process of updating the County Zoning ordinance and is considering changes to bring the code in line current policies, including those recommended in the neighborhood plan and the Land Resource Management Plan.
Winthrop Harbor comprehensive plan	John Carlisle	Along with neighboring communities Beach Park, North Chicago, Waukegan, and Zion, the Village will tentatively receive FY18 LTA assistance toward creating a regional bike plan. In other neighbor municipality collaboration, the Village entered into regional retail recruitment agreement with Zion and Beach Park. In house, the Village introduced design standards and pedestrian access and landscape requirements throughout Sheridan Road corridor. They applied

Project	CMAP lead	Status and notes
		for RTA Community Planning Grant requesting ULI Developer Discussion Panel. Infrastructure improvements to Spring Bluff Forest Preserve will be installed by Spring 2018.
Zion comprehensive plan	Nora Beck	Following Zion's interjurisdictional economic development efforts, the City is working partners to develop a regional master Lakefront plan to address these needs. The City has also submitted the enterprise zone application, created a TIF district for Trumpet Park, and is in the final process of creating a TIF district for Sheridan Road/Route 173. The City has also completed a number of housing related activities, including partnering with Affordable Housing Corporation of Lake County to disseminate information about home improvement, home ownership, and home accessibility programs.

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Chicago Metropolitan Agency for Planning

Agenda Item 8.1

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

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

Date: October 4, 2017

Re: Contract Approval for Cost Allocation Plan and Indirect Cost Rate Proposal

In an effort to recover administrative costs incurred by CMAP to the maximum extent possible under current guidelines, CMAP must adequately document its administrative overhead costs, provide justification of their benefit to federal programs, and optimize allocation of administrative overhead costs to the Agency's departments funded with Federal grant monies. To achieve this goal CMAP desires to develop a Cost Allocation Plan (CAP) and an Indirect Cost Rate Proposal (ICP) that is compliant with the principles and standards of the U.S. Office of Management and Budget (OMB). These services are also required for CMAP to successfully negotiate our FY16 and FY17 indirect cost rates with the State of Illinois and to implement a long-term cost application plan for future fiscal years.

On July 19, 2017, CMAP released a Request for Quotations (RFQ) seeking an accounting firm to provide it with assistance developing a CAP and ICP. Proposals were due on August 4, 2017. CMAP received no response to its RFQ. As a result, CMAP contacted MAXIMUS Consulting Services, Inc., a well-respected firm in the region whose clients include the City of Chicago, Cook County and the Springfield-Sangamon County Regional Planning Commission.

MAXIMUS responded to CMAP's request for a quotation to develop a Cost Allocation and Indirect Cost Rate Proposal for a total cost of \$25,000.00, CMAP deems as fair and reasonable for the services requested. It is recommended that the Board approve a 1-year contract with MAXIMUS with the option of extending the agreement an additional four years for a total not to exceed contract cost of \$125,000.00. Support for this contract is included in the FY18 Operating Budget. Funding for subsequent years will be based upon performance and available funding.

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Board

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

Date: October 4, 2017

Re: Contract Approval for Regional Greenhouse Gas Emissions
Inventory

ON TO 2050 will present specific strategies for making the region more resilient to the future impacts of climate change. A strong understanding of greenhouse gas emissions trends is necessary as a foundation upon which to recommend strategies for climate mitigation and adaptation.

The inventory produced for ON TO 2050 will update and build upon the 2010 inventory to create a more robust inventory methodology using the most current best practices, a snapshot of 2015 conditions, and updated targets. The inventory is expected to cover the calendar year of 2015, and assess the area within the CMAP region, defined as the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. As part of this process, the 2010 inventory will be updated to comply with current Global Protocol for Community –Scale Greenhouse Gas Emissions (GPC) standards.

Review Process

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on August 28, 2017. Staff held a non-mandatory pre-bid information session for consultants on September 6. Notes pertaining to the discussion were released shortly thereafter and posted on the CMAP website. On September 18, CMAP received proposals from three consultants: AECOM, Elevate Energy, and ICF.

Proposals were reviewed by two CMAP staff members. The review team scored each proposal independently by September 26. The criteria for selection included the following.

1. The demonstrated record of experience of the consultant as well as identified staff in providing the professional services identified in the scope of work.
2. Expertise in preparing GPC-compliant greenhouse gas emissions inventories.

3. The consultant’s approach to preparing greenhouse gas emissions inventories that address the priorities identified in the Project Background and Project Description sections of the scope.
4. The quality and relevance of the examples of similar work.
5. Cost to CMAP, including consideration of all project costs, potential savings, and per-hour rates.

Table 1 shows the score of each firm that submitted a response to the RFP.

Table 1: Scoring

Criteria	Maximum Score	AECOM	Elevate Energy	ICF
Experience	20	19	15.5	20
Understanding of contract purpose	20	15	13.5	15
Approach to activities in scope	30	25	22.5	26.5
Quality and relevance of sample projects	10	8.5	7.5	9.5
Cost	20	2.9 \$205,691	17.3 \$81,930	11.9 \$119,882
Total	100	70.4	76.3	82.9

Upon reviewing the proposals, CMAP staff held interviews with two firms, Elevate Energy and ICF, on September 27. AECOM was not interviewed due to their much higher cost, which lowered their overall score.

Recommendation for Contractor Selection

Following the interviews, the selection committee reached a consensus to recommend the team led by ICF as the preferred contractor for the Regional Greenhouse Gas Emissions Inventory. The interview team felt that ICF had the most comprehensive approach to the project, in-depth understanding of GPC protocols, and demonstrated ability to meet the project’s aggressive timeline. ICF has completed hundreds of greenhouse gas emissions inventories, including the Chicago 2010 Regional Greenhouse Gas Emissions Inventory.

It is recommended that the Board approve a contract with ICF for the Regional Greenhouse Gas Emissions Inventory for a not-to-exceed cost of \$119,881.89 and a term not to extend beyond June 30, 2018. Support for this project is included in the FY18 Operating Budget.

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Board

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

Date: October 4, 2017

Re: Contract Approval for Architectural Design Services

On September 14, 2016 the Board approved a contract with Cresa Partners Chicago, to assist CMAP in areas of space optimization planning, market analysis, and lease negotiations as it explores negotiating a new or amended lease with its current or future building owner/landlords.

On behalf of CMAP, Cresa released a Request for Proposals for Architectural Design Services on June 19, 2017 to a pre-qualified list of firms including; Epstein Global, NELSON, Wright Heerema Architects, Stantec, and Shive-Hattery Architecture + Engineering. These services are required for space optimization planning efforts, and to determine the best and highest use of CMAP's office space in the current or proposed footprints.

Review Process

On July 7, 2017, Cresa received responses from Stantec, Shive-Hattery, Wright Heerema Architects (WHA), NELSON, and Epstein Global. On CMAP's behalf, Cresa reviewed each response and scored each based upon the following evaluation criteria:

- Team organization and qualifications
- Experience with clients similar to CMAP
- Completeness of Proposal Response
- Cost proposal or cost to CMAP

Cresa's final scores are reflected in the Table 1.

Table 1.

Criteria	Maximum	WHA	Stantec	Shive Hattery
Presentation: clarity, detail and delivery	40	31	29	21
Team Organization/Qualifications	75	66	59	50
Total	115	(\$173,750) 97	(\$147,500) 88	(\$152,500) 71

Recommendation for contractor selection

On August 10th, upon the recommendation of Cresa and with CMAP’s concurrence, interviews were conducted with the following firms: Wright Heerema, Stantec, and Shive-Hattery Architecture + Engineering.

At the conclusion of the interviews, CMAP staff re-reviewed the scoresheet, as presented by Cresa and were given the opportunity to adjust each of the firm’s scores. The review team recommends the selection of **Wright Heerema Architects** to provide architectural design services to CMAP. The Wright Heerema team, although the most costly of the three firms interviewed, delivered the strongest presentation and were deemed to have provided the strongest team with regard to organization and qualifications. They also provided the best design and build strategy to assist CMAP explore space options.

It is recommended that the Board approve a contract with Wright Heerema to provide architectural design services, for a cost not to exceed \$173,750.00. Support for this project has been included in the FY17 Operating Budget.

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Board

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

Date: October 4, 2017

Re: Contract Approval for Illinois Department of Natural Resources (IDNR)
Water Supply Planning Grant

CMAP is requesting approval to enter into a contract with the Illinois Department of Natural Resources to perform a scope of services related to the IDNR Water Supply Planning grant.

This grant is being awarded to CMAP to conduct regional water demand forecast, strategic planning for the Joliet area communities Public Water Commission, update the Lake Michigan water loss reduction tool, and conduct a case study on pros and cons on consolidating the water supply of Oswego, Montgomery, and Yorkville (OMY).

CMAP will collaborate with the Metropolitan Planning Council (MPC) and Illinois-Indiana Sea Grant College Program (IISG) at the University of Illinois (IISG) to complete these projects by June 2018 and to expend the award amount of \$125,000. MPC and IISG were selected to partner with CMAP based on their experience in similar scope work and their technical expertise in the area of water demand forecasting and associated best practices.

For the scope of services performed during the term of this contract, CMAP will be awarded \$125,000 and enter into agreements with MPC in the amount of \$40,000 and IISG for \$25,000. CMAP will retain \$60,000 for its scope of work performed under the grant for a total of \$125,000. Based on the June 2018 expiration of the award, the scope of work and the expertise required, this allocation was the most effective way to successfully complete this project.

It is recommended that the Board approve this contract with IDNR and approve agreements with MPC and IISG in the amounts indicated above to complete the IDNR Water Supply Planning projects by June 2018.

ACTION REQUESTED: Approval

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Chicago Metropolitan Agency for Planning

Agenda Item No. 9.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: MPO Policy Committee

From: MPO Nominating Committee:
Frank Beal-representing the regional planning agency
Scott Gryder-representing county government
Don Orseno-representing a public transportation agency
Jeff Schielke-representing municipal government
John Yonan-representing a highway administration

Date: October 4, 2017

Re: Nomination of MPO Policy Committee Vice Chairman

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 continue be an asset to the MPO Policy Committee. The nominating committee believes her current and previous experience throughout the transportation spectrum will provide insightful and focused leadership in the role of vice chair.

ACTION REQUESTED: Approval

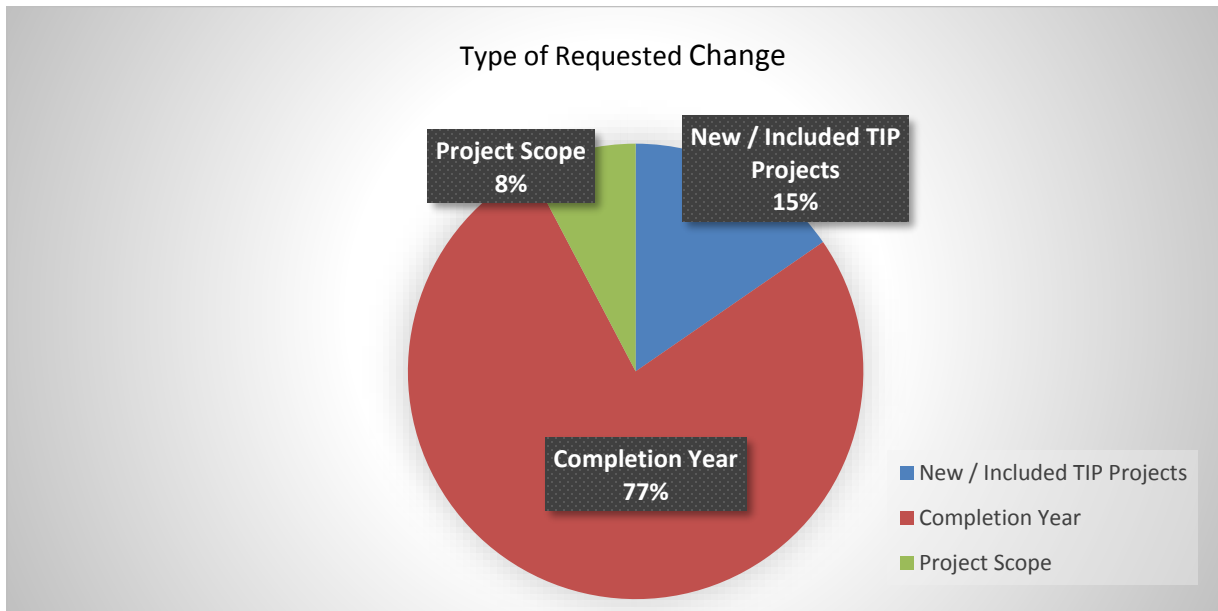
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MEMORANDUM

To: CMAP Board and MPO Policy Committee
From: CMAP Staff
Date: October 4, 2017
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, thirteen projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, two 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 **01-17-0017**: Damen/Lake Green Line Elevated CTA Station
- TIP ID **10-17-0017**: Corridor improvement along Fairfield Rd from Gilmer Rd to IL 176.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There are no projects with significant limit changes.

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.

Three GO TO 2040 Major Capital Projects have a revised completion year requiring a revision to the conformity analysis.

- TIP ID **01-02-9018**: Rock Island District Line from 16th St to Gresham Junction
- TIP ID **10-06-0061**: IL 53 North-South Tollway from IL 120 to Lake Cook Rd IL 53/120 Tollway
- TIP ID **10-94-0047**: IL 120 from Wilson Rd to US 41 IL 53/120 Tollway (IL 120 Bypass)

The following non-exempt group of projects crossed an analysis year and are included in the conformity analysis.

- TIP ID **08-00-0057**: 248th Ave from 95th St to 103rd St
- TIP ID **09-00-0033**: Bliss/Fabyan Rd extension to Main St
- TIP ID **09-09-0099**: U.S. 30 from IL 47 to Albright Rd
- TIP ID **10-09-0037**: US 41 Skokie Hwy from Quassey Avenue to S of IL 176
- TIP ID **10-96-0005**: Quentin Rd from IL 22 to Lake Cook Rd
- TIP ID **11-00-0001**: IL 31 Front St from S of IL 120 Belvidere Rd to N of IL 176
- TIP ID **13-16-0005**: Barrington Rd between IL 62 to Mundhank Rd

The scope of a project is determined by the [work types](#) associated with the project.

- Non-exempt work types are expected to 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 following GO TO 2040 Major Capital Project scope was changed to define the new station locations. Although this is not a change to the plan, for conformity purposes the project is included for analysis:

- TIP ID [18-07-0670](#): UP NW Line New Start (3870), Metra UP Northwest Improvements and Extensions. New Stations at Johnsburg, Prairie Grove and Ridgefield.

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 the 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 (NO_x), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP).

As of April, 2015, the region was designated as "unclassifiable" with respect to the 2012 fine particulate matter standard. Effective October, 2016, the 1997 fine particulate matter standard was revoked – this is the standard to which the region has been conforming. Thus, for regulatory purposes, the region has no conformity requirement with respect to fine particulate matter. To reflect this, the conformity inventory table shows only the inventories for ozone precursors.

Direct PM_{2.5} and NO_x 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	1,636.83	5,100.00	43,423.51	127,951.00
2025	1,214.10	2,377.00	29,793.79	44,224.00
2030	1,003.56	2,377.00	23,868.14	44,224.00
2040	827.79	2,377.00	16,171.75	44,224.00

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

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	76.29	117.23	114.21	373.52
2025	60.05	60.13	77.02	150.27
2030	47.74	60.13	60.46	150.27
2040	33.85	60.13	39.66	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 25, 2017

ACTION REQUESTED: Approval

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 11.0

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 4, 2017

Re: Proposed FFY 2018-2022 CMAQ and FFY 2018-2020 TAP-L Programs

At its September 14, 2017 meeting, the CMAQ Project Selection Committee considered the comments on the proposed [FFY 2018-2022 CMAQ and FFY 2018-2020 TAP-L](#) programs released for public comment from August 4 to September 4, 2017. The Project Selection Committee accepted the staff recommendations regarding the comments and no changes were made to the proposed programs. See the memo to the CMAQ Project Selection Committee that follows for a summary of the comments received on the CMAQ program and the individual comments are available at http://www.cmap.illinois.gov/documents/10180/604402/CMAQ-TAP_18-22_Recommendation_for_TC.pdf/fb2afacf-eff3-40bc-9c52-f8237d134802. The Transportation Committee approved the program at its September 29 meeting,

ACTION REQUESTED: Approval

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MEMORANDUM

To: CMAQ Project Selection Committee

From: CMAP Staff

Date: September 7, 2017

Re: Public Comments on Proposed FFY 2018 – 2022 CMAQ and FFY 2018-2020 TAP-L Programs

The following is a summary of comments received on the proposed FFY 2018 – 2022 CMAQ and FFY 2018-2020 TAP-L programs and the staff recommendations with regard to those comments. Eight comments on specific proposals were received and one of those comments was received after the deadline but was included with the rest of the comments. Copies of the individual comments are available at <http://www.cmap.illinois.gov/cmaq/program-development>.

Robyn Gabel, State Representative, 18th District, Illinois House of Representatives
Stephen H. Hagerty, Mayor, City of Evanston
Daniel P. DiMaria, Village President, Village of Morton Grove
Steven C. Vinezeano, Village Manager, Village of Niles

TI17184310 – Pace – Pulse Dempster Line

Representative Gabel, Mayor Hagerty, President DiMaria and Mr. Vinezeano each submitted a letter supporting the inclusion of the subject project in the proposed program.

- The subject project is currently included in the proposed CMAQ program.

Karen Darch, Village President, Village of Barrington

BE03184243 – Barrington – US Route 14 Underpass

President Darch submitted a letter expressing concerns over the rankings and the evaluation criteria used to select projects. In particular, she suggests that if the CMAQ rankings are low, such as is the case with the subject project, that the public and the media might incorrectly interpret that as meaning that the entire project is not worthwhile. Her letter also asks the Committee to reexamine the use of overall project cost in the development of the cost per

kilogram of Volatile Organic Compounds (VOC) eliminated as it disadvantages costly projects such as grade separations.

- The subject project ranked 2nd to last among Bottleneck Elimination projects with a cost per kilogram of VOC eliminated of \$78,238 and a transportation impact criteria score of 16 out of 40. For the purpose of comparison, the bottleneck elimination with the highest cost per kg of VOC eliminated that received funding in this round was \$6,526.
- The evaluation criteria used to develop the project rankings is detailed in the [Program Application Booklet](#), which was published at the beginning of the call for projects.
- The calculation of the cost per kilogram of VOC eliminated is based upon the overall project cost and the estimation of VOC emissions that would be reduced by the implementation of the project. For traffic flow improvement projects, which includes bottleneck eliminations, staff estimates the overall speed improvement for the traffic affected by a project. This speed improvement is combined with the VOC emissions rates from the Environmental Protection Agency's MOVES model to calculate the estimated emission reductions. In the case of the subject project, the speed improvement is estimated based upon the observed delay as reported by the Village of Barrington in the subject project application.

Tim Grzesiakowski, Executive Director, Transportation Management Association of Lake Cook

OT10184227 – Lake Co DOT – TMA of Lake Cook Last Mile Market Shuttle Demonstration Project

Mr. Grzesiakowski submitted an email requesting the Committee revisit the benefits of the subject project and consider funding the project.

- The subject ranked 3rd among Other projects with a cost per kilogram of VOC eliminated of \$5,889. The 2nd ranked Other project did receive funding in the proposed program with a cost per kilogram of VOC eliminate of \$2,907.
- While the subject project did show potential merit, the project does not specifically identify the transit services that will be provided. The subject project proposes to identify and develop transit markets, which leaves the actual benefits in question.

Brian Urbaszewski, Director, Respiratory Health Association
Susan Mudd, Senior Policy Advocate, Environmental Law & Policy Center

DR18184319 – Metra – Locomotive Acquisition and Rehabilitation

Mr. Urbaszewski and Ms. Mudd each submitted an email to express disappointment with the current form of the subject project, which is included in the proposed program, and to request that additional stipulations be placed on the project that will ensure the highest air quality and health benefits. Specifically, they would like the locomotives obtained with CMAQ funding to be refurbished to meet US EPA Tier 4 standards.

- The subject project is included in the proposed program for \$44,800,000 in CMAQ funds that will purchase and re-manufacture 16 locomotives. The application states that “Metra would aim to get at least Tier 2+/Tier 3 engines.” By requiring a Tier 4 standard, Metra would be required to purchase new locomotives versus rehabbing older models which would carry a higher cost per locomotive and thereby reduce the overall number of locomotives.



Chicago Metropolitan
Agency for Planning

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 4, 2017
Re: Local Technical Assistance (LTA) Project Selection

Attached to this memo is a document that describes staff recommendations for selection of Local Technical Assistance (LTA) projects that was provided to the Programming Committee on September 22. This document describes the rationale for the staff recommendations, lists the recommended projects, and provides basic information about project distribution across communities.

The Programming Committee is expected to approve the LTA project selections. The CMAP Board and the MPO Policy Committee will approve the selections at their joint meeting.

ACTION REQUESTED: Approval



**Local Technical Assistance (LTA) Program:
2017 Recommendations for Project Selection
September 22, 2017**

Following the adoption of GO TO 2040, CMAP established the Local Technical Assistance (LTA) program to direct resources to communities pursuing planning work that helps implement GO TO 2040. During the most recent call for projects, which ended on June 29, CMAP received 80 applications for assistance from 69 different applicants. Further information on applications received is available at: <http://www.cmap.illinois.gov/programs-and-resources/lta/call-for-projects>.

The CMAP Board and MPO Policy Committee will be asked to approve the staff recommendations for the LTA program at their joint meeting on October 11. Prior to the Board and MPO Policy Committee meeting, the Programming Coordinating Committee will be asked to recommend approval. The Transportation Committee approved the recommendations at their meeting on September 29.

The purpose of this memo is to present CMAP staff recommendations for the treatment of each application received. It is divided into four sections:

- Staff recommendations for projects to be undertaken through the LTA program.
- Basic statistics concerning the projects recommended for selection.
- Evaluation process.
- Full lists of projects that are recommended and not recommended.

LTA recommendations

In total, 34 new projects are recommended to be pursued through the LTA program. These projects were selected by applying CMAP's selection criteria: alignment of the project with the recommendations of GO TO 2040; local need for assistance; local support, feasibility, and ability to implement; collaboration with other groups, including neighboring governments and nongovernmental groups (with multi-jurisdictional projects a particular priority); input from relevant Counties and Councils of Government (COGs); and geographic balance. Among these factors, local need for assistance was given particular priority this year, due to the focus of ON TO 2050 on inclusive growth.

Additionally, as CMAP has completed LTA projects, the implementation of completed projects is a priority. Several of the applications requested help to implement projects that had been previously undertaken through the LTA program; many of these projects are recommended for selection. For organizational purposes, recommended projects are presented below in groups.

Multi-jurisdictional projects

Numerous applications this year crossed jurisdictional boundaries, and many of these are recommended for approval. Several focused on transportation, and specifically bicycle and pedestrian improvements. *Beach Park* requested assistance with trail connections and lakefront access, in partnership with North Chicago, Waukegan, Winthrop Harbor, Zion, and Lake County. The *Cook County Forest Preserves* requested a feasibility study for a southern extension of the Des Plaines River Trail through Brookfield and Riverside. Slightly further south, *Justice* worked in partnership with Bedford Park and Summit to request a study of improvements to the I&M State Trail. *Aurora* and several neighboring communities submitted a multi-part project, of which the best fit for CMAP's expertise is a feasibility study for expansion of their bikeshare system. Finally, the *Northwest Municipal Conference* requested an update to their subregional bicycle plan.

Three recommended applications addressed land use in a multi-jurisdictional way. These include corridor studies or subarea plans submitted by *Algonquin and Cary*, the *North Avenue District*, which represents a stretch of North Avenue on the border between Chicago and Oak Park, and *DuPage County*, which submitted a corridor study along Route 83 in partnership with municipalities in that corridor. CMAP expects to work with the Urban Land Institute (ULI) closely on the first two of these applications.

Several other multi-jurisdictional projects covered other topics. *Oswego, Montgomery, and Yorkville* requested assistance with studying a governance structure for a shared water treatment plant to reduce their reliance on groundwater; CMAP intends to conduct this project in partnership with the Metropolitan Planning Council (MPC), and is pursuing funding from the Illinois Department of Natural Resources (IDNR) to support it. The *McHenry County Council of Governments*, in collaboration with the County and several of its major municipalities, requested assistance with a shared services plan to streamline intergovernmental cooperation, including increasing efficiency of transportation service provision. Finally, *Kane County* proposed a regional study of Transfer of Development Rights (TDR), a planning technique that can advance both land preservation and reinvestment goals, and similar topics. Two additional multi-jurisdictional projects in south Cook County are described later in this report.

Planning priorities reports

Planning priorities reports are lighter-touch planning studies that are suited for communities with limited staff. They can be useful in both identifying planning priorities for a community and confirming local commitment to a future full-scale planning process. These reports involve interviews with numerous local stakeholders, review of past planning work, and examination of current demographic, economic, transportation, and other conditions. Based on this information, planning priorities reports then recommend what sort of assistance a community needs. This may be a comprehensive plan, zoning ordinance update, corridor plan, or similar planning product; or it may be a training series for elected officials, a shift in departmental responsibilities, a new business development program, or many other options.

Four planning priorities reports are recommended this year, in *Sandwich, Thornton*, the *Bridgeport-Canaryville* neighborhood of Chicago, and the *Illinois International Port District*.

Many of these applicants requested a full comprehensive or neighborhood plan, but CMAP instead recommends a planning priorities report so that the needs and priorities of the community can be better understood before significant resources are devoted to a full-scale plan. These may lead to follow-up applications next year.

High-need communities

In line with CMAP's focus on inclusive growth in ON TO 2050, a particular focus this year was directing resources to high-need communities. As shown later in this document, most projects are in communities with high or very high need.

Several projects in high-need communities have been listed already in other sections. Most of the rest can be found in south Cook County. These include comprehensive plans in *Calumet Park*, *Sauk Village*, and in eastern Will County, a comprehensive plan in *Beecher*. Several more specialized plans are also recommended, including a stormwater and transit-oriented development plan in *Robbins*, a capital improvement plan for stormwater infrastructure in *Midlothian*, and a transportation plan in *Matteson* (which is in the south suburbs but not considered a high-need community). Two multi-jurisdictional projects in south Cook are also recommended: an economic growth plan sponsored by the *Cook County Bureau of Economic Development*, and a municipal assistance program proposed by the *South Suburban Mayors and Managers Association*. Many of these south Cook projects are funded in part through a specific stormwater and economic development grant from Cook County through the Community Development Block Grant - Disaster Recovery (CDBG-DR) program.

Several projects in Chicago are also in high-need communities. These include a parking study for the *Coalition for a Better Chinese American Community*, building on a successful LTA neighborhood plan there; transit-oriented and economic development planning for the *Northwest Side Housing Center*, again building on a recently-completed plan; an examination of the feasibility of a cluster of medical uses in the area served by the *Far South Community Development Corporation*; and a new neighborhood plan submitted by the *McKinley Park Development Council*.

Zoning improvements

Updates to zoning ordinances, subdivision regulations, and development review processes are important methods to implement past plans. Four of these are recommended this year. Full ordinance revisions are proposed in *Carol Stream*, *Montgomery*, and *Summit*, all of which have recent comprehensive plans. A smaller set of deliverables will be produced for *Maywood* to add illustrations to their existing code.

Other projects

Finally, a number of recommended projects do not fit neatly into the classifications above. *Frankfort* requested training for their plan commission, which aligns well with CMAP's priorities and also helps build local capacity. On the southern edge of the region, *Channahon*, a community with significant freight traffic and growth potential, requested assistance with a comprehensive plan. Last but not least, the *Chicago Office of Budget and Management* requested assistance with data and analysis elements of their upcoming Consolidated Plan.

Projects that are not recommended

Projects that were considered lower priority for LTA assistance for a number of reasons are described in general terms below.

- Priority for assistance was given to communities that had lower incomes or were smaller in size, meaning that more prosperous or larger communities were less likely to receive assistance. Lower-need communities generally had to present an innovative project or one that aligned especially well with a specific CMAP priority in order to be recommended.
- CMAP continued its efforts to assess local commitment, including more detailed phone interviews with sponsors of projects that showed initial promise. In some cases, sponsors did not show sufficient local commitment to give CMAP a good expectation of success.
- Some projects were good concepts but would benefit from further development by the project sponsor. In some cases, additional multijurisdictional partners would give a project a greater chance of success.
- Applicants that already have active LTA projects were not recommended (although some that are expected to wrap up in the next few months did have recommended follow-up projects).
- Some projects were simply not a good fit for the LTA program, as they did not demonstrate the full support of affected local governments, or did not demonstrate alignment with the recommendations of GO TO 2040.
- Finally, a number of projects beyond the list of 34 recommended in this memo are positive and viable projects, but were beyond available resources this year. CMAP will encourage communities who submitted projects that were just outside resource constraints to resubmit in future years, in some cases with modifications that will improve their chances of selection.

A full list of applicants that are not recommended to receive assistance is included at the end of this document.

Statistics of recommended projects

In the following section, basic statistics are provided for the distribution of projects by geography and community need.

Geographic distribution

In the design of the LTA program, an effort was made to identify projects to be pursued in many different parts of the region. In the following table, the distribution of recommended projects by geography is summarized. Projects may be reported in multiple geographies, and these are noted below the table.

	Chicago	Cook total	N and NW Cook	W Cook	SW Cook	S Cook	Collar total	DuPage	Kane	Kendall	Lake	McHenry	Will	Total
Selected applicants	8	14	1	4	1	8	14	4	5	3	2	4	3	34
Total applicants	14	27	6	7	2	11	31	7	7	4	6	8	9	69

Recommended projects included in multiple geographies are:

- Aurora regional mobility plan (Kane, DuPage, and McHenry)
- Montgomery zoning (Kane and Kendall)
- Northwest Municipal Conference multimodal transportation plan (northwest Cook, DuPage, Kane, Lake, McHenry)
- North Avenue corridor plan (Chicago and west Cook)
- Oswego, Montgomery, and Yorkville shared water treatment plant study (Kane and Kendall)

As the above table shows, recommended projects cover all parts of the metropolitan area. The most projects are recommended in Chicago and south Cook, which also had the highest number of individual applicants (and in general, the highest need for assistance). Kendall County had the highest rate of success, with three projects recommended. Only one project in northwest Cook is recommended this year, but it is a large multijurisdictional study.

Community need

An important factor in the review process was the need of the community for assistance. The LTA program is meant to prioritize projects in communities that have limited resources and would not have the ability to undertake the project without CMAP's assistance. Communities were divided into four categories based on median income, local tax base, and size, ranging from "very high" to "low" need. As a new element of the program in 2015, a match was required of project sponsors. The match varied by community need, ranging from 5% in "very high" need communities to 20% in "low" need communities. The following table and chart summarize the distribution of recommended projects by community need.

	Very high need (5% match)	High need (10% match)	Moderate need (15% match)	Low need (20% match)	Total
Selected applicants	8	11	4	11	34
Total applicants	13	15	11	30	69

Regionwide, slightly under half of the region's municipalities (and Chicago Community Areas) are calculated to have very high, high, or moderate need, resulting in a reduced match requirement. In comparison, nearly 75% of the resources in this year's program are devoted to these higher-need communities. The structure of the match requirement was designed to continue to permit the participation of higher-need communities. Based on the applications received and distribution of resources, the LTA program is shown to remain a viable option for higher-need communities.

Evaluation process

To evaluate each project, staff reviewed the applications and other background materials and also scheduled phone calls with each applicant to discuss their ideas. Questions were meant to gauge consistency with GO TO 2040, local commitment, internal and external support, and the project's overall feasibility. Additional follow-up phone calls were also conducted in a number of cases.

Applications were also reviewed with a variety of groups in July and August. Working committees were asked to provide comments on the LTA applications. Special meetings were also held with transit agencies, county planning directors, the City of Chicago, and technical assistance providers. Councils of Government (COGs) and Councils of Mayors (COMs) were encouraged to submit comments via email, and several of them did. Comments and expressions of support from these groups were used in part to determine the recommendations for selection.

Project listing

Recommended:

Sponsor	Project
Algonquin and Cary	Subarea Plan
Aurora	Regional Mobility Plan
Beach Park	Regional Bike Plan
Beecher	Comprehensive Plan
Bridgeport and Canaryville	Planning Priorities Report
Calumet Park	Comprehensive Plan
Carol Stream	Zoning Code Update
Channahon	Comprehensive Plan
Chicago Office of Management and Budget	Consolidated Plan Assistance
Coalition for a Better Chinese American Community	Parking Study
Cook County Bureau of Economic Development	South Suburban Economic Growth Initiative
DuPage County	Corridor Study
Far South Community Development Corporation	Existing Conditions and Market Analysis
Forest Preserves of Cook County	River Trail Feasibility Study
Frankfort	Plan Commissioner Training
Illinois International Port District	Planning Priorities Report
Justice	I&M Canal Trail Extension Feasibility Study
Kane County	Transfer of Development Rights Research
Matteson	Transportation and Streetscape Plan
Maywood	Zoning Sketchup Diagrams
McHenry County Council of Governments	Shared Services Plan
McKinley Park Development Council	Neighborhood Plan
Midlothian	Stormwater Management Plan
Montgomery	Zoning Ordinance Update
North Avenue District	North Avenue Corridor Plan
Northwest Municipal Conference	Multimodal Transportation Plan

Sponsor	Project
Northwest Side Housing Center	Transit-Oriented Economic Development Plan
Oswego, Montgomery, and Yorkville	Shared Water Treatment Plant Study
Robbins	Stormwater, TOD and Industrial Area Plan
Sandwich	Planning Priorities Report
Sauk Village	Comprehensive Plan
South Suburban Mayors and Managers Association	Capacity Building and Training
Summit	Zoning Code Update
Thornton	Planning Priorities Report

Please note that two additional local projects will be tracked through the LTA program, but were not submitted as LTA applications. Both of these were specified within state grants that CMAP has recently received or are pending approval. The first of these, a watershed plan for Mill Creek in Kane County, was identified by the IEPA as a priority, and will be fully funded by the IEPA. The second involves convening water suppliers in Joliet and the surrounding areas to discuss future groundwater availability and limitations, and will be fully funded by IDNR.

Not recommended:

Sponsor	Project
Algonquin**	Health Assessment
Aurora**	Neighborhood Plan
Aurora**	Comprehensive Plan
Aurora and Naperville	Homes for a Changing Region
Berkeley	Zoning Code Update
Berkeley	St. Charles Rd Corridor Study
Cook County Department of Planning and Zoning**	Comprehensive Plan Update
Crystal Lake	Active Transportation Plan
Des Plaines	Parking Study
Evanston	Corridor Study
Forest Park	Sub Area / Cultural Park Plan
Frankfort**	Bicycle Trail Master Plan
Frankfort**	Sub Area Plan
Frankfort**	Residential Tear Down Management Study
Frankfort**	Historic District Revitalization Plan
Geneva	Corridor Redevelopment Plan
Glen Ellyn	Comprehensive Plan
Greater Chatham Initiative	Downtown Development Plan
Greater Ravenswood Chamber of Commerce	Corridor Plan for Lawrence Ave
Hanover Park	Comp Plan Update
Homer Glen	Comprehensive Plan Amendment
Indian Head Park	Zoning Code Update
Joliet	Downtown Bicycle Plan
Justice**	I&M Corridor Study
Justice **	Zoning Code Update

Sponsor	Project
Lake in the Hills	Comprehensive Plan
Lake Zurich	Corridor Redevelopment Plan
Lake Zurich	Zoning Code Update
Lakemoor	Town Center Master Plan
Lakemoor	Zoning Code Subdivision Ordinance
Lakeview Citizens Council	Sub Area Plan
Lincolnshire	Corridor Study
Lynwood	Downtown Development Plan
McHenry County**	Fox River Corridor Study
Mokena	Comp Plan / Station Area Plan update
Mount Prospect	Sub Area Plan
Naperville	Building Design Guidelines
Ninth Ward Greater Roseland Community Coalition	Corridor and Pedestrian Improvement Plan
Oak Lawn	Corridor / Interchange Plan
Richton Park	Economic Development Plan
Skokie	Site Specific Development Plan
Steger	Downtown Development Plan
University of Illinois at Chicago	Industrial Corridor Growth Plan
Wilmington	Bikeway Study

** Also submitted a project recommended for inclusion in the LTA program.

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Chicago Metropolitan Agency for Planning

Agenda Item No. 13.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: October 4, 2017

Re: Surface Transportation Program Agreement

Since early 2017, a working group composed of representatives from the Council of Mayors Executive Committee, council planning liaisons, COG directors, the Metropolitan Mayors Caucus, the City of Chicago, Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), and CMAP has been discussing principles for programming the region's Surface Transportation Block Grant (known as STP) funds and options for implementing those principles. The working group was formed in response to a federal certification recommendation from the US DOT and provisions within the STP distribution agreement between the Council of Mayors and City of Chicago that call for the review of the agreement with the passage of any new federal transportation funding bill. A draft agreement focused on four major themes described in more detail in this memo was presented to the Council of Mayors Executive Committee for consideration on September 12, 2017 and the committee gave approval for the Chairman of the Council of Mayors Executive Committee to execute the agreement with the City of Chicago following the joint meeting of the CMAP Board and MPO Policy Committee on October 11, 2017. The City of Chicago has also indicated their intent to execute the agreement.

Background

The northeastern Illinois portion of STP funding is currently suballocated according to an agreement among the MPO Policy Committee, the City of Chicago, and the Council of Mayors Executive Committee, which provides that the individual councils and the City of Chicago are each responsible for programming funds in their areas. The agreement is generally renegotiated with passage of a new federal transportation bill, and the basic arrangement is a holdover from the former Federal Aid Urban program that began in the 1970s. The **current agreement** between the City of Chicago and the Council of Mayors was reaffirmed on June 13, 2013 and calls for:

- 5% for one or more regional projects as selected by the City of Chicago that benefits both the city and the suburbs.
- 45% of the remaining 95% to be programmed by the City of Chicago.

- 55% of the remaining 95% to be programmed by the individual Councils of Mayors, which is then further subdivided by council population.

The five percent set-aside for regional projects is a relatively recent innovation that began with the renegotiation of funding splits in 2005. The City is the programmer of those funds and seeks the concurrence of the Council of Mayors on an annual basis for the selected projects. The benefits of proposed regional projects are evaluated qualitatively, and while the definition of “regional project” is not formally designated, it is generally taken to mean City projects that would benefit suburban users as well. Examples include improvements to bridges leading over the Chicago River from Ogilvie and Union Stations. Each of the projects proposed under this arrangement has received concurrence from the Council of Mayors Executive Committee.

The use of negotiated percentages and a division of funds by population does not directly address the performance of the region’s transportation system or relate funding to system needs. In the U.S. Department of Transportation’s (USDOT) 2014 Chicago, Illinois TMA Certification Review, federal reviewers found that CMAP should not be using non-performance based methods to allocate funds and called for an examination of the practice the next time the agreement between the City and the Council of Mayors is reconsidered. Furthermore, the current agreement itself calls for a reexamination of its provisions when a new federal transportation bill is passed, as happened at the end of 2015.

Working Group Discussions

At the urging of FHWA Division office representatives, an STP working group was formed in early 2017 to begin discussing the future of the program. It was composed of representatives from the Council of Mayors Executive Committee, planning liaisons, COG directors, the Metropolitan Mayors Caucus, the City of Chicago, Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), and CMAP. The group met three times throughout the spring and summer of 2017 to discuss the history of the program, principles for programming, and options for a new programming approach. At their first meeting, the group reviewed the history of the funding agreement, current council allotments, and the types of projects typically funded with STP in the region. Changes to the federal program to emphasize performance were also reviewed. To direct future discussions, basic principles including support for regional priorities, an equitable, transparent, and data-driven process, and predictable funding, were discussed.

At the next meeting, the group continued discussing principles for programming, and generally agreed that:

- Funds would be used to make large and lasting contributions to regional priorities in GO TO 2040/ON TO 2050:
 - Improving the condition of the region’s transportation system using asset management principles
 - Supporting local planning priorities
 - Improving transit access and service quality
 - Facilitating infrastructure improvement in areas of economic distress
 - Reducing congestion

- Promoting economic growth
- Supporting natural resources
- Improving safety
- Project selection would use a data-driven, performance-based method developed in consultation with regional partners.
- The eligibility and selection of projects should strive to ensure an equitable distribution of investments across the region considering regional differences in access to state resources, maintenance responsibilities, and construction costs.
- Project evaluation, selection, and management would be conducted in a transparent manner.
- The program should help attract additional local/state investment, encourage multijurisdictional coordination, and help engage communities in regional and sub-regional planning.
- STP funds allocated to the region will be accounted for by all parties using an agreed-upon method.
- The program should encourage the timely expenditure of funds and use active management to ensure that projects advance when they are ready.
- The program should help the state and region meet their federal performance targets.
- The program should strive for predictable year-to-year funding levels.

The group was also presented with findings from a review of the programming practices of other MPOs for large and mid-sized regions. Many MPOs concentrate on priority projects, such as those identified in their long range plan, or on priority programs that focus on connecting land use and transportation. Some MPOs establish funding ranges or set-asides by project type, and many pool regionally programmed fund sources. In New York City, the MPO delegates all STP programming to the state DOT. Based on the peer review and prior discussions, two broad programming options were discussed. The first focused on changing the funding distribution to a performance-based formula, standardizing programming criteria region-wide, but leaving the project selection responsibility with the councils and city. The second proposed utilizing a single region-wide programming process. Both options called for transparent and data-driven project selection, and active program management to ensure timely expenditure. The consensus of the group was to pursue a hybrid of these options.

At the working group's final meeting, a draft proposal that addressed the principles for programming and prior discussion was presented. The proposal included four elements:

1. New shared funding program
2. Local funding distributed using a needs-based formula
3. Supplemental local project selection criteria based on ON TO 2050
4. Enhanced program management

The working group generally agreed with the proposal, and requested development of an agreement based on the proposal. The remainder of this memo describes the agreement elements in more detail.

Shared Fund

Historically, it has been difficult for individual councils to fund large, regionally important projects due to the size of individual funding allocations and policies to limit or cap awards to

individual sponsors or projects. Some councils have at times saved their annual allocation for several years in order to implement these projects, leaving funding unspent while they save. These projects are important to the entire region and the funding burden should not necessarily fall on a single council, but should be shared to facilitate timely implementation. As such, a Shared Fund would be established for funding larger projects supported by the suburban councils or the City of Chicago that address regional performance measures and help advance local and regional priorities.

The Shared Fund would be established using a set-aside of the region's annual allotment of STP funding. Beginning in FFY 2020, the set-aside would be 7.5%, increasing to 10% in FFY 2021, 12.5% in FFY 2022, and to 15% in FFY 2023 and all subsequent years. The fund would also be seeded with excess unobligated federal funding, also known as carryover, to be made available by IDOT for programming and obligation by project sponsors in the region. A total of \$75 million will be made available: \$30 million in FFY 2020, \$25 million in FFY 2021, and \$20 million in FFY 2022. It is envisioned that additional funds would be added to the shared fund annually as a result of active program management policies discussed later in this memo, keeping the Shared Fund around \$40 million annually.

A Shared Fund Project Selection Committee composed of representatives from the Council of Mayors Executive Committee, the City of Chicago, IDOT, FHWA, the counties, the Regional Transportation Authority (RTA) and CMAP staff would be established. To preserve the strong municipal participation in decision-making, the Councils and City of Chicago would each have three votes, CMAP staff would have one vote, and the other represented agencies would be advisory members. The Shared Fund Project Selection Committee would have the authority to review applications and recommend projects to the MPO Policy Committee, to develop a project selection methodology for the Shared Fund, to update performance measures described below, to develop parameters for providing assistance to disadvantaged communities, including defining eligible communities, and to develop an active program management system applying to both the Shared Fund and local programs.

Local Programs

US DOT's 2014 Chicago, Illinois TMA Certification Review of CMAP encouraged the region to move away from the population-based sub-allocation formula for STP and to expand performance-based programming methods throughout the region. Therefore, after the set-asides for the Shared Fund, the remainder of the region's annual STP allotment would be distributed to the eleven regional councils of mayors and the City via a performance-based formula.

Performance Measures. The Moving Ahead for Progress in the 21st Century (MAP-21) transportation reauthorization bill featured a new federal emphasis on performance measurement that was strengthened in the Fixing America's Surface Transportation (FAST) Act. These laws also require each State and MPO to set performance targets that address the **established measures**. Based on the scale and types of projects typically implemented by local governments using STP funds, the local programs can affect the region's ability to meet certain performance targets. Similarly, certain federal measures are best suited to define need, and the

funding distribution is proposed to be calculated by CMAP staff based on the measures in Table 1.

Table 1. Proposed Performance Measures

Category	Measure
Pavement Condition	Lane-miles in poor condition as defined in 23 CFR 490.
Bridge Condition	Square feet of deck area in poor condition as defined in 23 CFR 490.
Congestion	Congested centerline miles, until such time as data is available to calculate peak hour excess delay as defined in 23 CFR 490.
Safety	Number of annual serious injuries and fatalities for the most recent year from IDOT's annual crash data extract.
SOV travel	Total number of single occupant vehicle (SOV) commuters based on the most recent American Community Survey.

Distribution. In order to direct funding to sub-regions where it is most needed, the distribution of funding to the councils and City will be by formula and be based on the relative performance of the local jurisdiction system of roadways, functionally classified as collectors or higher, for the five measures.

$$\text{Council Mark (\$)} = \text{Regional Mark(\$)} \times \text{Performance (\%)}$$

where:

$$\text{Performance (\%)} = \left(\frac{\text{Council } M_1}{\text{Region } M_1} + \frac{\text{Council } M_2}{\text{Region } M_2} + \frac{\text{Council } M_3}{\text{Region } M_3} + \frac{\text{Council } M_4}{\text{Region } M_4} + \frac{\text{Council } M_5}{\text{Region } M_5} \right) / 5$$

“Council” in this formula means each of the eleven individual subregional councils and the City. M_1, M_2 , etc. represent the individual performance measures, which would be weighted equally, and the 5 in the formula is the number of measures. In order to facilitate a smooth transition from the current population-based distribution to the performance-based distribution, the FFY 2020 distribution for each council and the City would be no more than 10% above or below its FFY 2017 distribution, and the FFY 2021 distribution would be no more than 20% above or below its FFY 2017 distribution. Additionally, no council would have an allocation of less than \$3 million in any year.

Adjustments to the annual programming marks for local distribution and the shared fund to account for changes to the regional allotment would be made by CMAP staff each year and the performance-based share would be re-calibrated to account for changes in conditions every five years, beginning in FFY 2025. In order to provide incentive for accomplishing the region’s performance targets, a factor to increase funding for those councils that improve conditions would be added to the formula beginning in FFY 2025 using a methodology to be developed in the next two years by the Shared Fund Project Selection Committee.

For illustrative purposes, CMAP staff used available data sources described in Table 2 to estimate how the FFY 2020 distribution would compare to the FFY 2017 distributions. The data, particularly for the pavement condition and congestion measures, is based on a very small

sample size of local jurisdiction collectors and arterials. To support the determination of relative need, CMAP will work with regional partners over the next two years to collect more complete data, and the agreement reflects the dates by when this should occur.

Table 2. Performance Data Sources

Measure	Specific metric	Source	Year	Notes
Lane-miles in poor condition	Estimated lane-miles with International Roughness Index > 170	Year-end Illinois Roadway Information System file	2016	Data represent federal aid roads under municipal, county, and township jurisdiction (functional class ≤ 7 and jurisdiction type = 3, 4, 6, 8, 9). Not all local federal aid roads have been inventoried; the total lane-mileage in poor condition was estimated as the percentage in poor condition for the lane miles that have been inventoried * total lane-miles in council. Once full data are available for the local Federal Aid system, this measure will be exact rather than estimated. The IRI > 170 threshold is taken from the FHWA pavement and bridge condition rule. Note that after a transition period, the rule specifies that pavement condition will be defined by a combination of International Roughness Index, cracking, and rutting for flexible pavements.
Congested centerline miles	Centerline miles where travel time index ≥ 1.25	HERE/MS2	2012	Data represent congestion on non-expressway routes in the HERE/MS2 data file. Not all federal aid local routes have congestion data; total congested centerline mileage was estimated as the percentage of congested centerline mileage for routes with data * total local federal aid centerline mileage in the council. Jurisdiction includes municipal, county, and township. Congestion is defined as having a travel time index of ≥ 1.25 , where the travel time index is the ratio of congested travel time to free-flow travel time. This measure should be replaced with peak hour excess delay, as specified in the FHWA system performance rule, once it is calculated.
Annual serious injury and fatal crashes		IDOT Safety Portal	2015	Data represent a simple count of serious injury ("A"-type) and fatal ("K"-type) crashes for non-state jurisdiction roads as defined in the IDOT data release. The dataset is considered complete. This measure combines two of the five safety measures in the FHWA performance measure rules.
Bridges in poor condition by deck area	Square footage of bridges with deck, superstructure, or substructure rating of ≤ 4	National Bridge Inventory	2016	Data represent municipal, county, and township bridges (owner code = 2, 3, 4). This dataset was downloaded as a CSV file from the NBI website in 2017, and is primarily composed of bridge inspection reports from 2014 and 2015. This dataset is considered complete. Municipalities were

Measure	Specific metric	Source	Year	Notes
				allocated to COM boundaries based on place code (data item 4). Unincorporated place codes were allocated as follows: For the county-based regions (McHenry, Lake, Kane/Kendall, DuPage, and Will), records were allocated by code (data item 3). For Cook, bridges were manually allocated to the appropriate COM region using GIS locations from the National Transportation Atlas Database 2015 shapefile. As in the FHWA pavement and bridge condition rule, poor bridge condition is defined as having either a deck, superstructure, or substructure rating ≤ 4 .
Percent of non-SOV travel	Number of SOV commuters	American Community Survey	2011-15	Census ACS is a sample representing a 5-year period that is updated every year. The data for individual Census tracts were aggregated to the City and Council boundaries. Using ACS data to calculate mode share is one of three methods allowed under the FHWA system performance rule.

The proposed distribution floor and smoothed phase-in were applied, resulting in the illustrative distribution in Table 3. Again, the actual distribution would occur in 2020 based on data collected at that point.

Table 3. Illustrative Change in Local Program Distribution FFY 2017 to FFY 2020

	FFY17 allotment	FFY20 smoothed allotment	\$ Change (FFY17 to smoothed FFY20)	% Change (FFY17 to smoothed FFY20)
Central	\$3,138,388	\$3,000,000	-\$138,388	-4.4%
Chicago ¹	\$63,871,101	\$59,140,492	-\$4,730,609	-7.4%
DuPage	\$11,271,468	\$11,845,427	\$573,959	5.1%
Kane/Kendall ²	\$9,868,205	\$10,605,449	\$737,244	7.5%
Lake	\$8,507,921	\$9,358,713	\$850,792	10.0%
McHenry	\$3,958,003	\$4,352,498	\$394,495	10.0%
North Central	\$3,778,438	\$4,156,282	\$377,844	10.0%
North Shore	\$3,968,555	\$4,365,411	\$396,856	10.0%
Northwest	\$8,687,388	\$7,818,649	-\$868,739	-10.0%
South	\$6,327,698	\$5,694,928	-\$632,770	-10.0%
Southwest	\$4,592,442	\$4,798,866	\$206,424	4.5%
Will	\$7,165,240	\$7,881,764	\$716,524	10.0%

¹Chicago FFY 2017 allotment includes the 5% region project set-aside

²Kane/Kendall FFY 2017 allotment includes STP funds accumulated by Plano (\$591,525) and Sandwich (\$781,854) prior to joining the CMAP Planning region.

Project Selection to Support the Goals of ON TO 2050

In addition to addressing federal performance measures, the region must develop and implement a long range plan. The development of the region's next plan, ON TO 2050, is currently on-going, and will include several priorities that can be influenced by transportation infrastructure investments. To encourage investments that support the goals of ON TO 2050, each individual council and the City would incorporate regional priorities into their project selection methodologies by assigning at least 25% of the points to these six regional priorities:

Table 4. Regional Priorities

Priority	Points awarded to:
Green Infrastructure	Projects that use green infrastructure to manage stormwater
Reinvestment	Projects that serve a reinvestment area defined in ON TO 2050
Freight movement	Projects that benefit multi-modal freight movement
Economically disconnected areas	Projects that improve equity through benefits to economically disconnected areas as defined in ON TO 2050
Complete streets	Projects from sponsors that have adopted a complete streets ordinance or to projects within the City of Chicago that include significant complete streets elements.
Transit supportive density	Projects from sponsors that have permitted density at transit-supportive levels where transit is available or planned or, transit-supportive projects within the City of Chicago.

Since not all of these ON TO 2050 priorities will be equally relevant in all councils and the City, each would have the flexibility to distribute points to any or all of these regional priorities based on local prerogative.

Pavement Management Systems

ON TO 2050 is also expected to continue the strong emphasis on maintenance and system preservation contained in GO TO 2040. Although more than half of the locally programmed STP funds obligated over the last 10 years went toward road resurfacing and reconstruction, the region cannot provide an overall condition rating for the locally controlled Federal-aid eligible routes. Nor is it clear that the funds were used in the most cost-effective way within each council by programming the most appropriate treatment given the age and condition of the pavement, as might be determined with the aid of a pavement management system. Pavement management systems are data collection and analysis tools that would help the region determine the optimum strategies for the most cost-effective pavement maintenance.

During the phase-in of new agreement provisions, CMAP will work with the councils and City, in cooperation with the counties and IDOT to establish local pavement management systems throughout the region. The pavement management systems should be used to determine the appropriate timing for pavement projects, and these types of projects should not be considered for federal funding unless they are included in a pavement management system. CMAP has released a Request for Information to learn more about the costs and technical requirements of these systems in order to design a program, which would be done in consultation with the councils and City. CMAP is also seeking funding to implement such a program.

Active Program Management

Ensuring that federal funds are obligated in a timely manner is a priority of the region. Funds left unobligated are subject to both lapse and rescission. The use of active program management (APM) practices encourages timely expenditure and ensures that projects that are ready to go can move forward. Several councils currently use APM strategies, and the region has successfully implemented APM policies for the CMAQ and TAP funded programs.

Collectively, the councils have also employed advance funding procedures to advance out year projects using other councils' unobligated balances. While advance funding has accelerated implementation of projects, it typically has not been able to make a significant dent in the region's overall unobligated balance. Stronger policies that will prevent the reservation of funding for projects that are not moving forward are needed. In order to provide a fair and equitable approach, an APM system that is uniform and applies to both the shared fund and local programs would be developed by the Shared Fund Project Selection Committee. At a minimum, the system would include deadlines for projects to be initiated, deadlines for project phases to be obligated, grace periods for local reprogramming of funds, policies for project and phase eligibility, and policies for re-distribution of unobligated funds to the shared local program.

Phase-in

Phase-in of the agreement would begin immediately upon execution and would continue through the initial calls for projects for the shared fund and local programs. In order to establish the Shared Fund, while still honoring commitments that councils have made to project sponsors, the addition of new projects or phases of projects to council programs would be discontinued until the initial calls for projects. All individual council funding balances, whether positive or negative, would be forgiven, and a single regional balance of funding would be established. The balance would use that portion of the existing unobligated carryover not reserved for seeding the shared fund that is available for obligation, along with the entire northeastern Illinois allotments for FFY 2018 and 2019, and that portion of the FFY 2020 allotment not set-aside for the shared fund. Council and City project phases would be advanced to federal obligation on a "first ready, first funded" basis until all committed phases are complete, all funds have been exhausted, or a call for local projects is issued for FFY 2021 - 2025. Documented adopted policies for maximum funding caps and cost increases would be honored for applicable projects or project phases within each council. For sponsors seeking cost increases that are within councils without established policies, CMAP staff would determine if the requested funding is anticipated to be available and would provide a staff recommendation for approval or denial by the Council of Mayors Executive Committee. In the absence of an adopted program, by contrast, the commitment to the City of Chicago would be defined as the annual allotment, including the 5% regional set-aside, which the City was entitled to for FFY 2017.

Other Considerations

Assistance for Disadvantaged Communities. A major concern of the working group was to ensure that all communities within the region have reasonable access to federal funds without an undue burden caused by lack of resources for required local matching funds. As such, eligible communities would be permitted to request Transportation Development Credits in lieu of required local match for the construction phase of projects. The Shared Fund Project

Selection Committee would be tasked with defining the eligible communities and parameters for utilizing the credits. CMAP would work with IDOT to revise its rules for the use of Transportation Development Credits to accommodate this policy.

Transparency. In support of the principles and procedures of the Grant Accountability and Transparency Act (GATA), and in the interest of promoting transparent decision-making and opportunities for public engagement, project selection methodologies would be published on the City, individual subregional council, and/or CMAP websites. During each call for projects cycle, recommended programs would be subject to a minimum public comment period, and all final programs of projects, and any subsequent program updates, would be published on the City, individual subregional council, and/or CMAP websites.

Establish a Pipeline of Projects. To support the timely obligation of federal funding and to ensure that no funds allotted to the region are lost to rescission or lapse, it is important to establish a strong pipeline of projects for implementation. CMAP's Local Technical Assistance (LTA) program is one source for identifying potential transportation projects that meet local needs, support the goals of ON TO 2050, and can move the region toward meeting performance targets. Consideration should also be given to establishing state, county, or council programs to fund phase 1 engineering for projects that may be good candidates for future federal funding.

Next Steps

As the region transitions from the current population-based sub-allocation of STP funds to the new program established in the agreement between the Council of Mayors and the City of Chicago, there are a number of implementation deadlines to meet. The transition would start with the establishment of the Shared Fund Project Selection Committee by the end of 2017. That committee would begin development of an Active Program Management system to be established by June 30, 2018. The committee would also develop the shared fund evaluation methodology prior to the first call for projects for the Shared Fund. The individual subregional councils and City of Chicago would continue to implement committed projects, and would develop revised local project selection methodologies that include consideration of regional priorities. Concurrently, CMAP, the councils, the city, and the Shared Fund Project Selection Committee would collaborate with each other and appropriate regional partners to collect data necessary for performance-based distribution of funding and the establishment of pavement management systems. Finally, CMAP would work with IDOT and FHWA to reconcile accounting of past STP accomplishments to ensure a stable, reliable, and predictable source of funding to implement the new agreement.

ACTION REQUESTED: Approval

###

MEMORANDUM OF AGREEMENT
BETWEEN
THE CITY OF CHICAGO AND THE CMAP COUNCIL OF MAYORS
REGARDING
THE DISTRIBUTION AND ACTIVE PROGRAM MANAGEMENT
OF LOCALLY PROGRAMMED SURFACE TRANSPORTATION BLOCK GRANT FUNDS
UNDER THE FIXING AMERICA'S SURFACE TRANSPORTATION ACT

The following agreement is entered into between the city of Chicago (hereafter referred to as the City) and the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors (hereafter referred to as the Council). The agreement entered into on this ____ day of _____, 2017 is for the purpose of programming local Surface Transportation Block Grant funds (hereafter referred to as STP) made available to northeastern Illinois under the Fixing America's Surface Transportation (FAST) Act.

The parties do hereto mutually agree, through their duly authorized representatives, to the following:

1. Shared Fund. The City and Council agree to establish a shared fund available to the City and Councils for the purpose of funding important regional projects that address regional performance measures and the goals of ON TO 2050.
 - a. Set-aside. The shared fund will be established using a set-aside of the region's annual allotment of STP funding, as follows:
 - i. In FFY 2020, the set-aside shall be 7.5%;
 - ii. In FFY 2021, the set-aside shall be 10%;
 - iii. In FFY 2022, the set-aside shall be 12.5%; and
 - iv. In FFY 2023 and all subsequent years, the set-aside shall be 15%.
 - b. Use of carryover/obligation authority. In collaboration with the Illinois Department of Transportation (IDOT), excess unobligated federal funding, also known as carryover, will be made available to the parties for programming and obligation and shall be used for the shared fund in the amount of:
 - i. \$30 million in FFY 2020;
 - ii. \$25 million in FFY 2021; and
 - iii. \$20 million in FFY 2022.This obligation authority will be in addition to the obligation authority associated with the annual allotment of STP, Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP) funds to the northeastern Illinois region.
 - c. Project selection committee. The City and Council agree to establish a Shared Fund Project Selection Committee, composed as follows:
 - 3 Votes from the Council of Mayors Executive Committee
 - 3 Votes from the City of Chicago
 - 1 Vote from CMAP staff
 - 1 Advisory member from IDOT
 - 1 Advisory member from the Counties
 - 1 Advisory member from the Regional Transportation Authority
 - 1 Advisory member from FHWA

The Shared Fund Project Selection Committee will be supported by CMAP staff and shall have the authority to:

- i. Review applications and recommend projects to the MPO Policy Committee for the shared fund
 - ii. Develop a project selection methodology for the shared fund and update as needed;
 - iii. Update performance measures described in section 2; and
 - iv. Develop an Active Program Management system, applying to both the local programs and the shared fund, as described in section 3.
 - v. Develop parameters for providing assistance to disadvantaged communities, including defining eligible communities, as described in section 6.
2. Local Distribution. After the set-asides described above, the remainder of the region's annual STP allotment will be distributed via a performance-based formula to the eleven regional councils of mayors and the City for programming by each entity as described below.
- a. Performance Measures. The City and Council agree to apply the following performance measures on the local jurisdiction system of roadways, functionally classified as collectors or higher, for determining relative need:
 - i. Pavement Condition. To be measured as lane-miles in poor condition as defined in 23 CFR 490.
 - ii. Bridge Condition. To be measured as square feet of deck area in poor condition as defined in 23 CFR 490.
 - iii. Congestion. To be measured as congested centerline miles, until such time as data is available to calculate peak hour excess delay as defined in 23 CFR 490.
 - iv. Safety. To be measured as the number of annual serious injuries and fatalities for the most recent year from IDOT's annual crash data extract.
 - v. SOV travel. To be measured as the total number of single occupant vehicle (SOV) commuters based on the most recent American Community Survey.
 - b. Distribution. The City and Council agree that initial annual programming allotments for FFY 2020 – FFY 2024 shall be determined by applying the sum of the City's and each Council's relative performance for the five measures, using data current as of the deadline in section 5 and weighted equally, to the total funding available for local distribution. CMAP staff shall be responsible for computing all measures. The FFY 2020 distribution for each council and the City shall be no more than 10% above or below its FFY 2017 distribution, and the FFY 2021 distribution shall be no more than 20% above or below its FFY 2017 distribution; in no case shall the performance-based distribution result in an individual council allotment below \$3,000,000. Beginning in FFY 2025 an improvement score, to be developed by the Shared Fund Project Selection Committee, shall be incorporated into the distribution calculation. Attachment A to this agreement contains an illustrative example of the distribution, using data currently available.
 - c. Project Selection. The City and Council agree that each individual subregional council and the City shall establish its own points-based methodology for selecting projects and that a minimum of 25% of those points shall be allocated to regional priorities:
 - i. Green Infrastructure. Points awarded to projects that use green infrastructure to manage stormwater.

- ii. Reinvestment. Points awarded to projects that serve a reinvestment area as defined in ON TO 2050.
- iii. Multi-modal freight movement. Points awarded to projects that benefit freight movement.
- iv. Economically disconnected areas. Points awarded to projects that improve equity through benefits to economically disconnected areas as defined in ON TO 2050.
- v. Complete streets. Points awarded to projects from sponsors that have adopted a complete streets ordinance or to projects within the City of Chicago that include significant complete streets elements.
- vi. Transit supportive density. Points awarded to projects from sponsors that have permitted density at transit-supportive levels where transit is available or planned or, transit-supportive projects within the City of Chicago.

Within the overall 25% weight, each individual subregional council and the City may weight these criteria according to their own local prerogatives.

3. Active Program Management. The Council and City agree to use a uniform active program management system for the shared fund and local distributions to ensure projects are obligated in a timely manner to avoid having a large unobligated balance of STP funds due to unreasonable or excessive delay. The active program management system will be developed in coordination with CMAP staff and agreed upon by the Shared Fund Project Selection Committee established in section 1.c. of this agreement, and will contain, at a minimum:
 - a. deadlines for projects to be initiated;
 - b. deadlines for project phases to be obligated;
 - c. grace periods for local reprogramming of funds;
 - d. policies for project and phase eligibility; and
 - e. policies for re-distribution of unobligated funds.

4. Phase-in. The Council and City agree that the provisions of this agreement shall be phased in over a period of three years during which time the following will occur:
 - a. Pause new programming. Upon execution of this agreement, the City and Councils shall pause the addition of new projects or phases of projects to local programs that would cause the City or a council to exceed in three years, the amount of their FFY 2017 allotment times three.
 - b. Regional fiscal constraint. All individual funding balances, whether positive or negative, shall be forgiven. A single regional balance of funding shall be established from:
 - i. the existing carryover balance available for obligation that is not reserved for use in the shared fund in FFY 2020 - 2022;
 - ii. the entire northeastern Illinois allotment for FFY 2018 and FFY 2019; and
 - iii. the amount of the FFY 2020 northeastern Illinois allotment that is not set-aside for the shared fund.
 - c. Honor existing commitments. All project phases programmed within FFY 2018 – FFY 2020 in each suburban council’s adopted multi-year program as of the execution of this agreement will continue implementation on a “first ready, first funded” basis, until such time as any of the following occur:
 - i. all committed project phases have been obligated or voluntarily withdrawn by the project sponsor;
 - ii. all available funds described in section 4.b. above have been exhausted; or

iii. the start of FFY 2021.

Documented adopted policies for maximum funding caps and cost increases shall be honored for applicable projects or project phases. For sponsors seeking cost increases that are within councils without established policies, CMAP staff will determine if the requested funding is anticipated to be available and will provide a staff recommendation for approval or denial by the Council of Mayors Executive Committee. In the absence of an adopted program, the commitment to the City of Chicago shall be defined as three times the annual allotment, including the 5% regional set-aside, to which the City was entitled for FFY 2017. The City shall notify CMAP staff of changes to their established program prior to seeking federal obligation in order to facilitate regional accounting.

5. Implementation Deadlines. The Council and City agree that:
- a. Shared Fund Project Selection Committee voting procedures shall be established by December 31, 2017.
 - b. The Shared Fund Project Selection Committee shall adopt the shared fund project selection methodology, referenced in Section 1.c., no less than three months prior to the initial call for projects or FFY 2020 – FFY 2024 program development to be funded with the shared fund.
 - c. Individual subregional councils and the City shall each adopt local project selection methodologies, as referenced in Section 2.c., no less than three months prior to the initial call for projects or FFY 2021 – FFY 2025 program development to be funded with the local distribution.
 - d. The Shared Fund Project Selection Committee shall establish an Active Program Management system by September 30, 2018.
 - e. Complete and uniform performance data shall be collected by CMAP, in coordination with local partners, by June 30, 2019, and shall be updated at least every five years.
 - f. Performance-based distribution allotments shall be determined by September 30, 2019, and shall be re-calibrated every five years based on the updated data.
 - g. The methodology for recalibrating distribution to account for improved performance shall be established by the Shared Fund Project Selection Committee by December 31, 2019.
6. Other Provisions. The Council and City agree to these additional provisions.
- a. Assistance for disadvantaged communities. Eligible communities, as defined by the Shared Fund Project Selection Committee, shall be permitted to request Transportation Development Credits in lieu of required local match for the construction phase of projects based on credit availability and with the approval of IDOT and within federal and state policies and guidance.
 - b. Transparency. The City and Council agree, in support of the principles and procedures of the Grant Accountability and Transparency Act (GATA) and in the interest of promoting transparent decision-making and opportunities for public engagement, that:
 - i. Project selection methodologies shall be published on the City, individual subregional council, and/or CMAP websites;
 - ii. Recommended programs of projects shall be subject to a minimum public comment period; and
 - iii. Final programs or projects, and any subsequent updates thereto, shall be published on the City, individual subregional council, and/or CMAP websites.

- c. Period of agreement. The terms of this agreement shall remain in effect as long as the participating parties deem appropriate, and shall be subject to review and renewal or amendment upon:
 - i. passage of new federal transportation authorization legislation replacing the FAST Act;
 - ii. request or recommendation of the US DOT as a part or condition of any certification review of the metropolitan planning process; or
 - iii. substantial changes to the overall condition of transportation funding and needs in northeastern Illinois, including, but not limited to, the failure of IDOT to provide funding as described in section 1.b. of this agreement.

The City and the Council hereby cause this memorandum of agreement to be executed on the day and year identified in the first paragraph.

SIGNED:

Jeffery D. Schielke
Chairman, Council of Mayors
Mayor, City of Batavia

Rebekah Scheinfeld
Commissioner, Department of Transportation
City of Chicago

ATTEST:

Randall S. Blankenhorn
Secretary
Illinois Department of Transportation

Joseph C. Szabo
Executive Director
Chicago Metropolitan Agency for Planning

ATTACHMENT A: Illustrative Local Distribution of Funding

Illustrative local distribution change due to formula, with a smoothed phase-in (showing first year only) limiting the change (+/-) to 10% in FFY20 and 20% in FFY21 and slower Shared Fund Growth (7.5% in FFY20; 10% in FFY21, 12.5% in FFY22; 15% in FFY23 and beyond).

	FFY17 allotment	FFY20 smoothed allotment	\$ Change (FFY17 to smoothed FFY20)	% Change (FFY17 to smoothed FFY20)
Central	\$3,138,388	\$3,000,000	-\$138,388	-4.4%
Chicago ¹	\$63,871,101	\$59,140,492	-\$4,730,609	-7.4%
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South	\$6,327,698	\$5,694,928	-\$632,770	-10.0%
Southwest	\$4,592,442	\$4,798,866	\$206,424	4.5%
Will	\$7,165,240	\$7,881,764	\$716,524	10.0%

¹Chicago FFY 2017 allotment includes the 5% region project set-aside

²Kane/Kendall FFY 2017 allotment includes STP funds accumulated by Plano (\$591,525) and Sandwich (\$781,854) prior to joining the CMAP Planning region.



Chicago Metropolitan Agency for Planning

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

MEMORANDUM

To: CMAP Board

From: Bylaws and MOU Subcommittee:
Frank Beal-representing City of Chicago
Mayor Noak-representing Collar Counties
President Reinbold-representing Suburban Cook County

Date: October 4, 2017

Re: Proposed updates to the CMAP Board bylaws

On June 14, 2017, the CMAP Board appointed Frank Beal, representing the City of Chicago, Mayor John Noak, representing Will County, and President Richard Reinbold, representing south Cook County, to a subcommittee reviewing the bylaws of the CMAP Board, as well as the Board's memorandum of understanding (MOU) with the MPO Policy Committee. The subcommittee met on August 16, to review the CMAP Board bylaws and jointly review the MOU with a subcommittee of the Policy Committee. This memorandum summarizes the subcommittee's proposed changes to the CMAP Board Bylaws in three areas: process Policy Committee representation, management of some committees of the CMAP Board, and other technical changes.

Each area includes rationale for the proposed modification to the bylaws. Following a brief discussion of the proposed change, line by line edits to the text from the affected article and section are indicated in the following manner: additions are underlined, deletions ~~red and struck through~~, language that is moved appears in green ~~double struck in its original appearance~~ then double-underlined in its new location, and each technical change is explained in the subsequent *italicized bullet point*.

Staff request review and feedback about the following edits.

Appointments to the Policy Committee

To ensure a broad consensus on regional planning issues, CMAP's board is made up of balanced regional representation. Subcommittee members discussed the need to ensure that the Board's membership on the Policy Committee reflects a similar regional consensus. Without a third seat on the Policy Committee, the subcommittee agreed to codify a biennial practice of deliberation and Board consent on its appointments.

ARTICLE NINE Miscellaneous

*****NEW SECTION*****

2. Policy Committee Representation

At the beginning of every other calendar year, the Chairman shall appoint two of the Board's members to the Policy Committee as permitted by the Policy Committee bylaws and the Board shall approve the appointments. The two appointments shall reflect the geographic distribution of the region and shall not both be from the same geographic area (the City of Chicago as defined in Article Three, paragraph F; Suburban Cook County as defined in Article Three, Paragraphs G and H; or the Collar Counties as defined in Article Three paragraphs A-E).

CMAP Board committee management

CMAP has developed a large and robust committee structure organized around numerous planning topics which leverages expertise and perspectives from across the region. The subcommittee agreed to amend the bylaws regarding CMAP committee management to permit the Chairman to delegate to staff some or all management of Board committees. In practice CMAP staff often identify members, chairmen, and schedules for Board-created committees and report on those activities to the Board on an annual basis. Staff provide summaries of committee activities to the board at each of its meetings. This bylaws change would permit the Chairman to continue current practice.

The ability to establish and direct committees is an important tool for the Board to fulfill its responsibilities for developing and implementing the comprehensive regional plan and other related duties.

Subcommittee members discussed and agreed to codify existing practices by providing the Chairman the option to delegate management responsibilities for some of the Board's committees, such as working committees to the Executive Director.

ARTICLE THREE

Organization of the Chicago Metropolitan Agency for Planning

[Note: technical changes to Article Three, paragraphs 6-15 are discussed in the next section of this memorandum.]

15. Board Committees

~~B.D.~~ Any other committees created by the Board. Such committees shall have such duties as the Board designates.

The Board can change the duties of any committee or dissolve any committee at any time, with the exception of the Transportation Committee which shall be done jointly with the Policy Committee. The Chairman shall appoint members to committees and designate committee chairmen at the beginning of each calendar year or at the time the Committee is created. The chairman of each committee shall serve for the balance of the calendar year and until a successor is appointed. The chairman of any committee may be reappointed as chairman of the committee.

The Chairman may delegate to the Executive Director management of committees created pursuant to this section, including but not limited to the appointment of committee members and chairman, establishment of meeting dates, and the setting of meeting agendas. The Executive Director may also establish technical committees to advise CMAP staff.

Any question of committee jurisdiction over an issue shall be raised with the Executive Director.

Technical revisions to the bylaws

The subcommittee agreed to staff recommended changes to the bylaws to make technical revisions that better reflect agency practice, correct drafting or typographical errors, improve organization, and incorporate recent legislation. The technical revisions recommended also improve alignment between the MOU and the CMAP Board bylaws.

The following edits and clarifications are proposed for Articles Three, Five, Seven and Eight of the CMAP bylaws regarding the Board's voting practices, meeting minutes and public participation, the CMAP committee structure. New text to ensure compliance with the live-streaming and video recording required following the passage of HB2538 - CMAP Record and Stream Meeting legislation. Although the legislation has not yet been sent to the Governor for approval, staff anticipates the bill will be signed into law and take effect January 1, 2018.

ARTICLE THREE
Organization of the Chicago Metropolitan Agency for Planning

6. Quorum

A majority of the voting Board members holding office shall constitute a quorum for the purpose of convening a meeting of the Board. ~~However, the affirmative votes of at least 4/5 of the voting Board members in office is necessary for the Board to take any action. A Board member or committee member who attends a meeting via telephone (as provided in 5. above) is considered present for purposes of determining a quorum.~~

- *Strikes duplicative text on 4/5 voting requirements established by Section 7.B which states, "The affirmative votes of at least 4/5 of the voting Board members in office is necessary for the Board to take any action."*
- *Strikes language permitting attendance by teleconference to reach a quorum to comply with the Illinois Open Meetings Act requirement which dictates that a quorum of the Board must be physically present.*

7. Voting

A. ~~Yeas and nays~~ A vote shall be taken on any motion, resolution, or ordinance of the CMAP Board and shall be included in the record of the meeting.

- *Revises reference to "Yeas and nays" with "A vote" because the former term connotes a roll call vote, while the CMAP Board typically makes approvals via voice vote. Further, adds in the word "motion" to reflect the Board's typical votes on motions rather than formal written resolutions.*

14. Open Meetings Act

- *Adds an "s" to Meeting to correspond with the title of the Act.*

15. Board Committees

The committees of the Board make recommendations to the Board and the Board takes all actions for CMAP. The committees of the Board are as follows:

A. Executive Committee. The Executive Committee shall serve as the audit and finance committee and (i) manage the day-to-day operations of CMAP; (ii) review and direct the activities of the other committees of CMAP; (iii) make recommendations on an executive director; (iv) develop strategic plans and policies for CMAP; and (v) develop a funding plan for the CMAP.

B. Transportation Committee. The CMAP Board shall jointly determine the structure and member organizations of the Transportation Committee with the

Policy Committee. The Transportation Committee shall fulfill duties outlined in the Memorandum of Understanding (MOU) between CMAP and the Policy Committee.

C. Citizens' Advisory Committee. The CMAP Board shall create a standing Citizens' Advisory Committee to provide continuous and balanced public representation in the development of regional plans and policies.

[Note: Edits to Paragraph D are discussed above under "CMAP Board Committee Management]

- *Adds reference to the Transportation Committee to correspond with Committee Reporting section established in the MOU.*
- *Adds reference to the Citizens' Advisory Committee to correspond with the Regional Planning Act.*
- *Reletters the section accordingly.*

*****NEW SECTION*****

16. Live-streaming

The Board will broadcast open meetings of the board in real time using a high-speed Internet connection in compliance with the Regional Planning Act.

- *Adds reference to the amended Regional Planning Act, which, with the enactment of HB2538, would require "Recordings of each meeting be maintained as public records to the extent practicable, as determined by the Board."*

ARTICLE FIVE

Procedures for Public Participation at Public Hearings, Board Meetings, and Citizen's Advisory Committee Meetings

1. **Applicability Requirement**

In connection with its review and development of any regional plans and prior to any plan's approval, the Board must hold a public hearing.

~~Procedures for public hearings, Board meetings and Citizens' Advisory Committee meetings set forth in this Article shall apply to all such hearings and meetings under the Act, except as otherwise noted herein. Hearings required under any statute or regulation of the United States or the State of Illinois shall be held under this part to the extent consistent with such statute or regulation.~~

2. **Participation**

Any person may participate in a public hearing, Board meeting, or Citizens' Advisory Committee meeting by oral presentation ~~at the hearing~~ or by submitting written material within 24 hours of the close of the meeting or hearing. The chairman or presiding officer shall have the power to restrict the presentation of any person desiring to participate in the hearing or meeting to oral presentation or to submission of written materials, and to impose any other reasonable limitations upon the conduct of such public hearing or meeting as necessary to effectuate its purpose. The chairman or presiding officer shall limit any individual speaker's testimony to five minutes; provided that the chairman or presiding officer shall have the sole discretion on whether to grant speaker's request for additional time.

~~3. Notice~~

~~A. Notice of each public hearing shall be given by posting a copy of such notice at the principal office of CMAP, and by giving notice to those news media which have filed a request for public notices pursuant to law. Notice of any hearing to be held to comply with a statute or regulation of the United States or the State of Illinois also shall be given at the time and in the manner required by such statute or regulation. Any hearing may be adjourned to a later time by announcing at the hearing the time and place at which the hearing will be reconvened.~~

43. Conduct of Hearings

The presiding officer for each hearing shall be designated by the Chairman, and shall be a Board member or officer or employee of CMAP. Notice of the time, date, and place set for the hearing must be by posting a copy of such notice at the principal office of CMAP, by giving notice to those news media which have filed a request for public notices pursuant to law, and by posting on CMAP's website, published in a newspaper having a general circulation within the northeastern Illinois region at least 30 days prior to the date of the hearing. The notice must contain a short explanation of the purpose of the hearing. The hearing may be continued, as deemed necessary by the Board.

Procedures for public hearings, Board meetings and Citizens' Advisory Committee meetings set forth in this Article shall apply to all such hearings and meetings under the Act, except as otherwise noted herein. Hearings required under any statute or regulation of the United States or the State of Illinois shall be held under this part to the extent consistent with such statute or regulation.

~~5. Records of Hearings~~

Minutes for each hearing and copies of all written materials submitted in connection with each hearing shall be maintained by the Executive Director.

- *Revises the title to focus on Public Participation, rather than procedures.*
- *Changes the “Applicability” title to “Requirement” and retains the requirement that CMAP hold a public hearing on any regional plans.*
- *Renumbers and moves language from Sections 1, 3, and 5 to a new section 3, Conduct of Hearings, to cover hearing related procedures.*

ARTICLE SEVEN

Access to Public Records

CMAP shall grant access to public records in compliance with the Freedom of Information Act (5 ILCS 140/1 *et seq.*) and the Regional Planning Act. In accordance with the Regional Planning Act, the Board shall post on its website recordings of its open meetings within a reasonable time after the meeting.

- *Adds corresponding reference to the amended Regional Planning Act, which, with the enactment of HB2538, would require “Recordings of each meeting shall be posted to the Board’s website within a reasonable time after the meeting.”*

ARTICLE EIGHT

Maintenance of Public Records

CMAP shall maintain records in accordance with the provisions of the State Records Act (5 ILCS 160/1 *et seq.*) and the Regional Planning Act.

- *Adds a reference to the amended Regional Planning Act which, with the enactment of HB2538, would require “Recordings of each meeting be maintained as public records to the extent practicable, as determined by the Board.”*

ACTION REQUESTED: Approval

BY-LAWS

OF THE

CHICAGO METROPOLITAN AGENCY FOR PLANNING

Adopted June 21, 2006

Revised November 28, 2007

Revised November 13, 2013

Pending r~~Revised June 8,~~October 11, 2017

**BY-LAWS
OF THE
CHICAGO METROPOLITAN AGENCY FOR PLANNING
TABLE OF CONTENTS**

	<u>Page</u>
ARTICLE ONE Purpose of the Chicago Metropolitan Agency for Planning	1
ARTICLE TWO Definitions.....	1
ARTICLE THREE Organization of the Chicago Metropolitan Agency for Planning	2
ARTICLE FOUR Citizens' Advisory Committee	7
ARTICLE FIVE Procedures for Public Participation at Public Hearings, Board Meetings and Citizens' Advisory Committee Meetings.....	7
ARTICLE SIX Powers of the Executive Director	8
ARTICLE SEVEN Access to Public Records.....	8
ARTICLE EIGHT Maintenance of Public Records	8
ARTICLE NINE Miscellaneous	9

ARTICLE ONE

Purpose of the Chicago Metropolitan Agency for Planning

The Chicago Metropolitan Agency for Planning (“CMAP”) was created by the Regional Planning Act (70 ILCS 1707/1 *et. seq.*) (the “Act”). The Act provides for a consolidated regional planning agency to plan for the most effective public and private investments in the northeastern Illinois region and to better integrate plans for land use and transportation. CMAP was created to address the development and transportation challenges in Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties.

ARTICLE TWO

Definitions

As used in these By-Laws, the following terms shall mean:

- (a) Act means the Regional Planning Act, effective August 9, 2005, as amended now and hereafter.
- (b) Board means the fifteen voting members and non-voting members of CMAP.
- (c) Board member means a voting member or non-voting member of CMAP.
- (d) Policy Committee means the decision-making body of the MPO.
- (e) Chairman means the Chairman of the Board.
- (f) Executive Director means the Executive Director of the Chicago Metropolitan Agency for Planning.
- (g) Northeastern Illinois region means Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties.
- (h) CMAP means the Chicago Metropolitan Agency for Planning created pursuant to the Act.

ARTICLE THREE

Organization of the Chicago Metropolitan Agency for Planning

1. Composition of the Board

The CMAP is governed by a board (“Board”) consisting of the following 15 voting members and non-voting members, all as appointed by the Regional Planning Act (the “Act”) and serving for initial terms as follows:

- A. One member from DuPage County appointed cooperatively by the mayors of DuPage County and the chief elected county official of DuPage County with a term expiring on July 1, 2007.
- B. One member representing both Kane and Kendall Counties appointed cooperatively by the mayors of Kane County and Kendall County and the chief elected county officials of Kane County and Kendall County with a term expiring on July 1, 2007.
- C. One member from Lake County appointed cooperatively by the mayors of Lake County and the chief elected county official of Lake County with a term expiring on July 1, 2009.
- D. One member from McHenry County appointed cooperatively by the mayors of McHenry County and the chief elected county official of McHenry County with a term expiring on July 1, 2009.
- E. One member from Will County appointed cooperatively by the mayors of Will County and the chief elected county official of Will County with a term expiring on July 1, 2009.
- F. Five members from the City of Chicago appointed by the Mayor of the City of Chicago. As designated at the time of appointment, the terms of 2 of these members shall expire on July 1, 2007 and the terms of the other 3 members shall expire on July 1, 2009.
- G. One member from that portion of Cook County outside of the City of Chicago appointed by the President of the Cook County Board of Commissioners with a term expiring on July 1, 2007.
- H. Four members from that portion of Cook County outside of the City of Chicago appointed, with the consent of the President of the Cook County Board of Commissioners, as follows:
 - 1) One by the mayors representing those communities in Cook County that are outside of the City of Chicago and north of Devon Avenue with a term expiring on July 1, 2007.
 - 2) One by the mayors representing those communities in Cook County that are outside of the City of Chicago, south of Devon Avenue, and north of Interstate 55, and in addition the Village of Summit with a term expiring on July 1, 2009.
 - 3) One by the mayors representing those communities in Cook County that are outside of the City of Chicago, south of Interstate 55, and west of Interstate 57, excluding the communities of Summit, Dixmoor, Posen,

Robbins, Midlothian, Oak Forest, and Tinley Park with a term expiring on July 1, 2007.

- 4) One by the mayors representing those communities in Cook County that are outside of the City of Chicago and east of Interstate 57, and, in addition, the communities of Dixmoor, Posen, Robbins, Midlothian, Oak Forest, and Tinley Park with a term expiring on July 1, 2009.

- I. The Policy Committee may appoint one of their members to serve as a non-voting member and the CMAP Board may appoint other non-voting members of the Board. All members must reside in the seven-county region.

2. Terms

After their initial terms, Board members shall hold a term of 4 years or until successors are appointed and qualified.

3. Vacancies

If a vacancy occurs, the appropriate appointing authority shall fill the vacancy by an appointment for the unexpired term.

4. Compensation

Board members shall receive no compensation, but shall be reimbursed for expenses incurred in the performance of their duties.

5. Attendance by Video or Audio Conference

Board members or committee members may attend a Board or committee meeting via audio or video conference as permitted under the Open Meetings Act (5 ILCS 1201/1, *et seq.*), now and as hereafter amended.

6. Quorum

A majority of the voting Board members holding office shall constitute a quorum for the purpose of convening a meeting of the Board. ~~However, the affirmative votes of at least 4/5 of the voting Board members in office is necessary for the Board to take any action. A Board member or committee member who attends a meeting via telephone (as provided in 5. above) is considered present for purposes of determining a quorum.~~

7. Voting

- A. ~~Yeas and nays~~ A vote shall be taken on any motion, resolution, or ordinance of the CMAP Board and shall be included in the record of the meeting.

B. The affirmative votes of at least 4/5 of the voting Board members in office is necessary for the Board to take any action. A Board member or committee member who attends a meeting via telephone (as provided in 5. above) is considered present for purposes of voting.

8. Regular Meetings and Time and Place of Meetings

Regular meetings of the Board shall be held at least once in each calendar quarter. The time and place of Board meetings shall be fixed by resolution of the Board.

9. Special Meetings

Special meetings of the Board may be called by the chairman or a majority of the Board members.

10. Notice to Board Members

A written notice of the time and place of any special meeting shall be provided to all Board members at least 96 hours prior to the date fixed for the meeting by regular mail, e-mail or facsimile, except that if the time and place of a special meeting is fixed at a regular meeting at which all Board members are present, no such written notice is required.

11. Chairman and Vice Chairmen

At its initial meeting and its first regular meeting after July 1 of each year thereafter, the Board shall appoint from its membership a chairman, a first vice chairman and a second vice chairman who will all serve until their successors are appointed. The first vice chairman shall act as chairman during the absence or disability of the chairman and in case of resignation or death of the chairman and shall carry out such other duties as designated by resolution of the Board. If the first vice chairman is unavailable to take on such duties, the second vice chairman shall act as chairman during the absence or disability of the chairman and in case of resignation or death of the chairman and shall carry out such other duties as designated by resolution of the Board.

12. Agenda Development and Distribution For Board Meetings

A. Before a Board meeting, the Chairman shall review a tentative agenda prepared by the Executive Director and set a final agenda for the upcoming Board meeting. Board members' requests to place an item on the agenda shall be made to the Executive Director or the Chairman at least 96 hours prior to the date fixed for the meeting.

B. The Executive Director shall provide the agenda for each regular meeting to all Board members at least 72 hours before such meeting. The Executive Director shall also provide to each Member a draft of each ordinance or resolution to be

proposed for action of the Board at least 72 hours before such meeting. The agenda for such meeting shall be posted at the principal office of CMAP and at the location where the meeting will be held, at least 48 hours before such meeting. Revisions to the agenda may be made by the Chairman or by a majority of the Board not less than 72 hours prior to the meeting, including addition to the agenda of items requiring adoption of an ordinance or resolution at the meeting, provided, however, that a copy of each ordinance or resolution is also made available to each Member.

13. Minutes of Board and Committee Meetings

Written minutes of all Board and committee meetings shall be prepared. Such minutes shall include, but need not be limited to:

- 1) the date, time and place of the meeting;
- 2) the members recorded as either present or absent (if any members attended via audio or video conference, the minutes of such meetings must state which members were physically present and which members were present via audio or video conference); and
- 3) a summary or discussion on all matters proposed, deliberated or decided, and a record of any votes taken.

Board members may request that specific comments be included in the minutes.

Minutes of all meetings open to the public shall be maintained on file by the Executive Director.

Minutes of prior meetings open to the public and prior meetings closed to the public shall be furnished to Board members in the advance Board packages for review and approval at the ensuing Board meeting.

Minutes of meetings open to the public shall be available for public inspection during the regular business hours of CMAP at the principal office of CMAP within 7 days of the approval of such minutes. Minutes of meetings closed to the public shall be placed in a confidential file and available for public inspection only after the Board determines that it is no longer necessary to protect the public interest or the privacy of an individual by keeping them confidential.

The Board shall periodically, but no less than semi-annually, meet to review minutes of all closed meetings. At such meetings a determination shall be made, and reported in an open session that (1) the need for confidentiality still exists as to all or part of those minutes or (2) that the minutes or portions thereof no longer require confidential treatment and are available for public inspection.

14. Compliance with the Open Meetings Act

All meetings of the Board and committees shall be held in compliance with the Open Meetings Act (5 ILCS 1201/1, *et seq.*), now and as hereafter amended.

15. Board Committees

The committees of the Board may make recommendations to the Board, ~~but and~~ the Board takes all actions for CMAP. The committees of the Board are as follows:

A. Executive Committee. The Executive Committee shall serve as the audit and finance committee and (i) manage the day-to-day operations of CMAP; (ii) review and direct the activities of the other committees of CMAP; (iii) make recommendations on an executive director; (iv) develop strategic plans and policies for CMAP; and (v) develop a funding plan for the CMAP.

B. Transportation Committee. ~~The CMAP Board shall jointly determine the structure and member organizations of the Transportation Committee with the MPO-Policy Committee.~~ The Transportation Committee shall fulfill duties outlined in the Memorandum of Understanding (MOU) between CMAP and the MPO-Policy Committee.

A.C. Citizens' Advisory Committee. The CMAP Board shall create a standing Citizens' Advisory Committee to provide continuous and balanced public representation in the development of regional plans and policies.

DB. Any other committees created by the Board. Such committees shall have such duties as the Board designates.

The Board can change the duties of any committee or dissolve any committee at any time, with the exception of the Transportation Committee which shall be done jointly with the Policy Committee. The Chairman shall appoint members to committees and designate committee chairmen at the beginning of each calendar year or at the time the Committee is created. The chairman of each committee shall serve for the balance of the calendar year and until a successor is appointed. The chairman of any committee may be reappointed as chairman of the committee.

The Chairman may delegate to the Executive Director management of committees created pursuant to this section, including but not limited to the appointment of committee members and chairman, establishment of meeting dates, and the setting of meeting agendas. The Executive Director may also establish technical committees to advise CMAP staff.

Any question of committee jurisdiction over an issue shall be raised with the Executive Director.

16. Live-streaming

The Board will broadcast open meetings of the board in real time using a high-speed Internet connection in compliance with the Regional Planning Act.

**ARTICLE FOUR
Citizens' Advisory Committee**

Pursuant to Section 40(c) of the Act, a standing Citizens' Advisory Committee will be created by the Board to provide continuous and balanced public representation in the development of regional plans and policies.

**ARTICLE FIVE
~~Procedures for~~ Public Participation at Public Hearings, Board Meetings, and Citizens' Advisory Committee Meetings**

1. ~~Applicability~~Requirement

In connection with its review and development of any regional plans and prior to any plan's approval, the Board must hold a public hearing. Notice of the time, date, and place set for the hearing must be published in a newspaper having a general circulation within the northeastern Illinois region at least 30 days prior to the date of the hearing. The notice must contain a short explanation of the purpose of the hearing. The hearing may be continued, as deemed necessary by the Board.

~~Procedures for public hearings, Board meetings and Citizens' Advisory Committee meetings set forth in this Article shall apply to all such hearings and meetings under the Act, except as otherwise noted herein. Hearings required under any statute or regulation of the United States or the State of Illinois shall be held under this part to the extent consistent with such statute or regulation.~~

2. Participation

Any person may participate in a public hearing, Board meeting, or Citizens' Advisory Committee meeting by oral presentation ~~at the hearing,~~ or by submitting written material within 24 hours of the close of the meeting or hearing. The chairman or presiding officer shall have the power to restrict the presentation of any person desiring to participate in the hearing or meeting to oral presentation or to submission of written materials, and to impose any other reasonable limitations upon the conduct of such public hearing or meeting as necessary to effectuate its purpose. The chairman or presiding officer shall limit any individual speaker's testimony to five minutes; provided that the chairman or presiding officer shall have the sole discretion on whether to grant speaker's request for additional time.

3. ~~Notice~~

~~A. Notice of each public hearing shall be given by posting a copy of such notice at the principal office of CMAP, and by giving notice to those news media which have filed a request for public notices pursuant to law. Notice of any hearing to be held to comply with a statute or regulation of the United States or the State of Illinois also shall be given at the time and in the manner required by such statute or regulation. Any hearing may be adjourned to a later time by announcing at the hearing the time and place at which the hearing will be reconvened.~~

43. Conduct of Hearings

The presiding officer for each hearing shall be designated by the Chairman, and shall be a Board member or officer or employee of CMAP. Notice of the time, date, and place set for the hearing must be by posting a copy of such notice at the principal office of CMAP, by giving notice to those news media which have filed a request for public notices pursuant to law, and by posting on CMAP’s website, published in a newspaper having a general circulation within the northeastern Illinois region at least 30 days prior to the date of the hearing. The notice must contain a short explanation of the purpose of the hearing. The hearing may be continued, as deemed necessary by the Board.

Procedures for public hearings, Board meetings and Citizens’ Advisory Committee meetings set forth in this Article shall apply to all such hearings and meetings under the Act, except as otherwise noted herein. Hearings required under any statute or regulation of the United States or the State of Illinois shall be held under this part to the extent consistent with such statute or regulation.

~~5.~~ Records of Hearings

Minutes for each hearing and copies of all written materials submitted in connection with each hearing shall be maintained by the Executive Director.

ARTICLE SIX
Powers of the Executive Director

1. In addition to those powers provided by law, ordinance or resolution of the Board, the Executive Director:
 - A. shall hire deputy directors and other employees as needed.
 - B. shall have the authority to enter into contractual commitments where the total of the compensation provided under such commitment or the compensation to that provider of contractual services under all other contractual commitments made within the fiscal year does not exceed \$25,000.

ARTICLE SEVEN
Access to Public Records

CMAF shall grant access to public records in compliance with the Freedom of Information Act (5 ILCS 140/1 *et seq.*) and the Regional Planning Act. In accordance with the Regional Planning Act, the Board shall post recordings of its open meetings on its website within a reasonable time after the meeting.

ARTICLE EIGHT
Maintenance of Public Records

CMAF shall maintain records in accordance with the provisions of the State Records Act (5 ILCS 160/1 *et. seq.*) and the Regional Planning Act.

ARTICLE NINE
Miscellaneous

1. Annual Report

The Board shall prepare, publish, and distribute an annual report and any other reports and plans that relate to the purpose of this Act.

2. Policy Committee Representation

The Board shall appoint two of its members to the Policy Committee as permitted by the Policy Committee bylaws, one of whom represents the City of Chicago or Suburban Cook County (defined in Article Three, paragraphs F, G, or H of the CMAF bylaws) and one of whom represents the Collar Counties (defined in Article Three, paragraphs A-E of the CMAF bylaws).

23. Amendments

These By-Laws may be amended or repealed by the affirmative votes of at least 4/5 of the voting Board members in office at a special or regular meeting, provided that the proposed amendments to these By-laws or a notice stating that the Board seeks to repeal these By-laws (whichever is applicable) is sent to the Board members at least 14 days before said meeting.

34. Parliamentary Authority

Except where inconsistent with the provisions of the Act or these By-Laws, Robert's Rules of Order shall govern the conduct of all meetings of the Board and the committees.

45. Effective Date

DRAFT FOR DISCUSSION

DRAFT FOR DISCUSSION

These By-Laws shall be effective upon approval of at least 4/5 of the voting Board members then in office.



Chicago Metropolitan Agency for Planning

Agenda Item No. 16.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: MPO Policy Committee

From: Subcommittee Members:
Tom Cuculich-representing DuPage County
Leanne Redden-representing the RTA
Rebekah Scheinfeld- representing CDOT

Date: October 4, 2017

Re: Updating the MPO Policy Committee bylaws

On June 8, 2017, the MPO Policy Committee appointed Tom Cuculich from DuPage County, Leanne Redden from the RTA, and Rebekah Scheinfeld from CDOT to a subcommittee reviewing the bylaws of the MPO Policy Committee, as well as the Policy Committee's memorandum of understanding with the CMAP Board. This subcommittee met on August 16, 2017 to review the bylaws. This memorandum describes the edits recommended by this subcommittee. Substantive changes include an update of the description of the metropolitan planning area and revisions to the voting membership of the MPO Policy Committee.

Proposed revisions to the MPO Policy Committee bylaws

The following discussion provides a section-by-section review of the proposed changes to the MPO Policy Committee bylaws, including the proposed **redlined** revisions and a narrative rationale for the change.

Preamble

Proposed edits shown in **underline** or **~~strikethrough~~**:

The Metropolitan Planning Organization (MPO) Policy Committee is an entity whose principal interests and activities concern themselves with transportation planning in the seven northeastern counties of Illinois, namely, Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties; Aux Sable township in Grundy County; **and Sandwich and Somonauk townships in DeKalb County.** **The MPO Policy Committee aspires to achieve consensus on regional transportation planning decisions and commits to an open, transparent process in conducting its work.** The following are its bylaws:

Rationale:

Sandwich and Somonauk Townships were added to the region’s MPA in 2014, to reflect the expansion of the Chicago IL-IN urbanized area after the 2010 Census. This expansion of the MPA was made pursuant to federal planning regulations, and must be reflected in the MPO Policy Committee’s bylaws. Upon the request of the subcommittee, new language was added to reflect the importance of consensus and transparency to the regional transportation planning and programming processes.

Organization and Membership

No changes recommended.

Voting Members

Proposed edits shown in underline or ~~strikethrough~~:

Council of Mayors	Will County
Regional Transportation Authority (RTA)	Kane County
Chicago Department of Transportation (CDOT)	Illinois Department of Transportation (IDOT)
Commuter Rail Division of the RTA (Metra)	Federal Transit Administration (FTA)
Illinois State Toll Highway Authority	Cook County
Chicago Transit Authority (CTA)	Lake County
Federal Highway Administration (FHWA)	DuPage County
Suburban Bus Division of the RTA (Pace)	McHenry County
Private Providers	Railroad Companies (Class I)
Kendall County	Chicago Metropolitan Agency for Planning (CMAP)

The Federal Highway Administration, ~~and~~ the Federal Transit Administration, and the Railroad Companies (Class I) participate as members in an advisory and non-voting capacity.

New ~~M~~members may be admitted to membership upon written application to the Chairman of the MPO Policy Committee, and the affirmative vote of ~~131~~ members thereof taken at a regular meeting of the MPO Policy Committee.

Rationale:

The private agencies on the MPO Policy Committee have indicated they are not interested in a voting seat, but would like to remain engaged with the MPO Policy Committee. The subcommittee preferred to retain the Class I railroads as a non-voting member, given their close relationship with passenger rail and the relative homogeneity of the industry. The subcommittee preferred not to retain the private providers as either a voting or non-voting member, given the lack of unified voice across a heterogeneous set of industry sectors.

The proposed changes would result in 17 voting members for the Policy Committee, with three non-voting members (Class I railroads, FHWA, and FTA). The current voting requirement to amend the bylaws or approve new members to the MPO Policy Committee with 19 voting members is 13 affirmative votes (68 percent); a new total of 11 affirmative votes would keep roughly the same ratio for a MPO Policy Committee of 17 voting members (65 percent). The proposed edits also include clarifications: non-voting members were moved from the top of the section to the bottom to clarify they are members, but do not vote, and the committee roster is retitled "Voting Members".

Function of the MPO Policy Committee

No changes recommended.

Bylaws

Proposed edits shown in underline or ~~striketrough~~:

The MPO Policy Committee shall function under and pursuant to these bylaws.

These bylaws may be amended, by an affirmative vote of 11~~13~~ members of the MPO Policy Committee, after 30 days written notice thereof to the MPO Policy Committee membership.

The written notice of any such amendments shall incorporate an exact statement of changes proposed in existing bylaws, and shall specifically identify the bylaw to be amended.

These bylaws must be reviewed after each decennial U.S. Census, but the MPO Policy Committee may also choose to review these bylaws more frequently.

Rationale:

The current voting requirement to amend the bylaws or approve new members to the MPO Policy Committee with 19 voting members is 13 affirmative votes (68 percent); a new total of 11 affirmative votes would keep roughly the same ratio for a MPO Policy Committee of 17 members (65 percent).

The subcommittee recommended adding new language requiring the MPO Policy Committee's bylaws to be reviewed periodically. At the minimum, this review would occur after each decennial U.S. Census, which could affect the boundary for the metropolitan planning area.

Officers

No changes recommended.

Meetings

Proposed edits shown in underline or ~~striketrough~~:

The MPO Policy Committee shall meet four times a year on the second Thursday of January, March, June and October.

Special meetings may be called by the Chairman, or by three members of the MPO Policy Committee, upon written notice in either case to all members of the MPO Policy Committee.

Written notices of regular and special meetings must specify the time, date and place of any such meetings, and must be delivered to the voting membership of the MPO Policy Committee at least seven days before any meeting. Copies of agendas for any meeting, together with supporting papers, must be delivered to voting members at least three working days before any meeting.

Bonafide emergency meetings may be required. They shall be convened at the call of the Chairman. Public notice of such meetings shall ~~conform to the provisions of the Illinois Open Meetings Act~~ be given as soon as practicable, but in any event, prior to the meeting.

The Chairman, in consultation with the Vice-Chairman, may postpone a regularly scheduled meeting of the MPO Policy Committee for up to 30 days.

Robert's Rules of Order shall prevail at all meetings of the MPO Policy Committee, ~~the Transportation Committee, and the committees and subcommittees of each.~~

Rationale:

The bylaws include specific provisions to comply with the Illinois Open Meetings Act in the context of bona fide emergency meetings. Because the other provisions of the bylaws already exceed the requirements of the Open Meetings Act, this language is unnecessary.

The first reference to the Transportation Committee occurs under the "Meetings" section of the bylaws, which comes out of context; it is unclear what the committees and subcommittees of the MPO Policy Committee and Transportation Committee refer to. The reference to these other bodies is deleted from this section.

Quorum

No changes recommended.

Voting Membership

No changes recommended.

Committees

Proposed edits shown in underline or ~~strikethrough~~:

Committees ~~and~~ subcommittees, task forces, or other advisory bodies of the MPO Policy Committee shall be formed, and their membership established, by a simple majority vote of the MPO Policy Committee.

At the time any such ~~committee or subcommittee~~ body is formed, the MPO Policy Committee shall establish the number of members thereof, ~~and~~ the lengths of their terms, and shall define their duties and responsibilities in writing.

The Transportation Committee is established as a standing committee of the MPO Policy Committee. It shall review recommendations and policy decisions intended for MPO Policy Committee review, approval, or other action. In reviewing all such matters, the Transportation Committee shall act with reasonable dispatch, and shall, in each case, report to the MPO Policy Committee whatever actions, if any, it has taken in respect to such matters, and report any recommendations for approval. The MPO Policy Committee shall jointly determine the structure and membership organizations of the CMAP Transportation Committee with the CMAP Board and shall name an MPO Policy Committee member or alternate as the Chair and Vice Chair of that Committee. The Transportation Committee shall fulfill duties outlined in the Memorandum of Understanding (MOU) between CMAP and the MPO Policy Committee.

Unless otherwise directed by the MPO Policy Committee, all recommendations and policy decisions of any committees, ~~subcommittee, or~~ task forces, ~~or other advisory body~~ intended for MPO Policy Committee review, approval, or other action shall be referred to the CMAP Transportation Committee for consideration and such other action as the Transportation Committee may determine. In reviewing all such matters, the Transportation Committee shall act with reasonable dispatch, and shall, in each case, report to the MPO Policy Committee whatever actions, if any, it has taken in respect to such matters, and report any recommendations for approval. None of the provisions in this paragraph shall be construed to restrict the ability of the MPO Policy Committee to approve, disapprove, or take any other action independent of prior consideration by the Transportation Committee or any other committee, subcommittee, task force, or other advisory body.

Rationale:

The bylaws note that any action of the various advisory committees must be routed through the MPO Policy Committee for final decision; for clarity, the proposed revisions add corresponding language to the separate discussion of the Transportation Committee. They further amend the discussion of the Transportation Committee to match corresponding language in the CMAP Board bylaws and make reference to the MOU between the CMAP Board and MPO Policy Committee regarding the management of the Transportation Committee. The proposed revisions clarify that the MPO Policy Committee may choose to act independently of any report or recommendation of the Transportation Committee or any other advisory group: the MPO often acts on matters when there are timely decisions to be made or when there are not regularly scheduled Transportation Committee meetings. This bylaw change makes the authority of the MPO to take those actions clearer than the current bylaws. The proposed revisions also make various editorial and grammatical updates, including consistent references to names and a more comprehensive list of advisory bodies.

ACTION REQUESTED: Approval

###

**BYLAWS OF THE METROPOLITAN PLANNING ORGANIZATION POLICY
COMMITTEE**

~~March~~ ~~June~~ ~~October 11-13~~, 2008 ~~1714~~

BYLAWS OF THE METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

The Metropolitan Planning Organization (MPO) Policy Committee is an entity whose principal interests and activities concern themselves with transportation planning in the seven northeastern counties of Illinois, namely, Cook, DuPage, Kane, Kendall, Lake, McHenry and Will ~~Ce~~counties; ~~and~~ Aux Sable township in Grundy County; ~~and~~ Sandwich and Somonauk townships in DeKalb County. The MPO Policy Committee aspires to achieve consensus on regional transportation planning decisions and commits to an open, transparent process in conducting its work. The following are its bylaws:

Organization and Membership

The MPO Policy Committee shall be made up of one member each from the following named agencies, or groups, except for the Chicago Metropolitan Agency for Planning (CMAP) which shall have two members, plus such other parties as the MPO Policy Committee may from time to time elect to membership under the provisions of these bylaws.

Voting Members

Council of Mayors	Will County
Regional Transportation Authority (RTA)	Kane County
Chicago Department of Transportation (CDOT)	Illinois Department of Transportation (IDOT)
Commuter Rail Division of the RTA (Metra)	Federal Transit Administration (FTA)
Illinois State Toll Highway Authority	Cook County
Chicago Transit Authority (CTA)	Lake County
Federal Highway Administration (FHWA)	DuPage County
Suburban Bus Division of the RTA (Pace)	McHenry County
Private Providers	Railroad Companies (Class D)
Kendall County	Chicago Metropolitan Agency for Planning (CMAP)

~~_____The Federal Highway Administration, _____and_____the Federal Transit Administration, the Private Providers, and the Railroad Companies (Class D) participate as members in an advisory and non-voting capacity.~~

New ~~M~~members may be admitted to membership upon written application to the Chairman of the MPO Policy Committee, and the affirmative vote of ~~11~~13 members thereof taken at a regular meeting of the MPO Policy Committee.

Function of the MPO Policy Committee

The MPO Policy Committee shall appoint such standing or special committees as it may, from time to time, deem necessary or expedient.

The MPO Policy Committee shall consider and act upon transportation matters presented by the Chicago Metropolitan Agency for Planning, any agency of the State of Illinois, the federal government, any county, the Council of Mayors, any unit of local government, any planning agency, the RTA or any operator, public or private.

Bylaws

The MPO Policy Committee shall function under and pursuant to these bylaws.

These bylaws may be amended, by an affirmative vote of ~~11~~13 members of the MPO Policy Committee, after 30 days written notice thereof to the MPO Policy Committee membership.

The written notice of any such amendments shall incorporate an exact statement of changes proposed in existing bylaws, and shall specifically identify the bylaw to be amended.

[These bylaws must be reviewed after each decennial U.S. Census, but the MPO Policy Committee may also choose to review these bylaws more frequently.](#)

Officers

The MPO Policy Committee shall have three officers - a Chairman, Vice-Chairman and Secretary.

The Illinois Secretary of Transportation shall be permanent Chairman of the MPO Policy Committee.

The MPO Policy Committee shall designate a member of the CMAP staff as Secretary of the MPO Policy Committee.

The Vice-Chairman shall be elected annually in October of each year by those members, or alternates, of the MPO Policy Committee in attendance at any meeting that month whose call and agenda shall have given notice to the full membership that an election of officers would be held at that time and place. The term of the Vice-Chairman shall commence on January 1 of the year following that election, and shall terminate on the following December 31. The Vice-Chairman shall hold office until a successor is elected.

If the office of the Vice-Chairman shall become vacant during the year, a special election shall be held to fill any vacancy at the next meeting of the MPO Policy Committee. The call and agenda of any meeting which shall include a special election shall give due notice to all the membership that a special election would be held at that time and place. The election shall be by those members, or alternates, in attendance at that meeting.

Each year during June, after notice to the membership in the call and agenda of a particular meeting, the Chairman shall appoint a subcommittee of five members of the MPO Policy Committee to nominate at a meeting in October, the name or names of candidates for election to the office of Vice-Chairman of the MPO Policy Committee for the following year.

The members of the Nominating Committee, so appointed, shall be as follows:

- (1) One member representing a municipal government or municipal corporation;
- (2) One member representing a highway or roads administration;
- (3) One member representing a public transportation agency or other transportation provider;
- (4) One member representing the regional planning agency.
- (5) One member representing county government

The Chairman, Vice-Chairman and Secretary shall have and exercise all powers customary to those offices. The Vice-Chairman shall chair meetings of the MPO Policy Committee in the absence of the Chairman, and shall exercise the powers of the Chairman during any times that the office of Secretary of Transportation is temporarily vacant.

By whatever means are convenient, the Chairman and Vice-Chairman shall regularly consult with each other prior to any meetings of the MPO Policy Committee. Acting through CMAP staff, they shall jointly be responsible for the preparation and distribution of meeting notices and agendas.

In any case where the Chairman is called upon to sign documents in both his official capacity as Secretary of Transportation, and as Chairman of the MPO Policy Committee, the Vice-Chairman shall sign on behalf of the MPO Policy Committee.

Meetings

The MPO Policy Committee shall meet four times a year on the second Thursday of January, March, June and October.

Special meetings may be called by the Chairman, or by three members of the MPO Policy Committee, upon written notice in either case to all members of the MPO Policy Committee.

Written notices of regular and special meetings must specify the time, date and place of any such meetings, and must be delivered to the voting membership of the MPO Policy Committee at least seven days before any meeting. Copies of agendas for any meeting, together with supporting papers, must be delivered to voting members at least three working days before any meeting.

Bonafide emergency meetings may be required. They shall be convened at the call of the Chairman. Public notice of such meetings shall ~~conform to the provisions of the Illinois Open Meetings Act, be given as soon as practicable, but in any event, prior to the meeting.~~

The Chairman, in consultation with the Vice-Chairman, may postpone a regularly scheduled meeting of the MPO Policy Committee for up to 30 days.

Robert's Rules of Order shall prevail at all meetings of the MPO Policy Committee, ~~the Transportation Committee, and the committees and subcommittees of each.~~

Quorum

A quorum of the MPO Policy Committee shall be 10 persons.

Voting Membership

Each agency or group having MPO Policy Committee membership shall have one vote, except for the Chicago Metropolitan Agency for Planning, which shall have two votes. The interests of each agency, or group, shall be voted by the person(s), or alternate(s), designated to vote the interests of that

agency or group. The Chairman, or his alternate, shall vote the interest of Illinois Department of Transportation (IDOT).

Prior to January 1 of each year, all agencies or groups having MPO Policy Committee membership shall designate, in writing, the name of the member, and alternates, who shall be empowered to cast its vote at MPO Policy Committee during the ensuing calendar year. Only those persons so designated, or such persons who may be appointed to fill membership or alternate positions made vacant during the year, may cast a vote on behalf of their respective agency or group. When necessary an MPO Policy Committee member agency may designate, for a specific meeting a representative upon written authorization of the member.

Committees

Committees, subcommittees, task forces, or other advisory bodies of the MPO Policy Committee shall be formed, and their membership established, by a simple majority vote of the MPO Policy Committee.

At the time any such body is established, the MPO Policy Committee shall establish the number of members thereof and the lengths of their terms, and shall define their duties and responsibilities in writing.

The Transportation Committee is established as a standing committee s and subcommittees of the MPO Policy Committee. It shall review recommendations and policy decisions intended for MPO Policy Committee review, approval, or other action. In reviewing all such matters, the Transportation Committee shall act with reasonable dispatch, and shall, in each case, report to the MPO Policy Committee whatever actions, if any, it has taken in respect to such matters, and report any recommendations for approval. -shall be formed, and their membership established, by a simple majority vote of the MPO Policy Committee.

At the time any such committee or subcommittee is formed, the MPO Policy Committee shall establish the number of members thereof, the lengths of their terms and shall define their duties and responsibilities in writing.

The MPO Policy Committee shall jointly determine the structure and member organizationship of the CMAP-Transportation Committee in conjunction with the CMAP Board. The Transportation Committee shall fulfill duties outlined in the Memorandum of Understanding (MOU) between CMAP

~~and the MPO Policy Committee, and shall name an MPO Policy Committee member or alternate as the Chair and Vice Chair of that Committee.~~

Unless otherwise directed by the MPO Policy Committee, all recommendations and policy decisions of any ~~committee, committees, subcommittee, s,~~ or task forces, ~~or other advisory body~~ ~~which are~~ intended for MPO Policy Committee review, approval, or other action shall be referred to the ~~CMAP~~ Transportation Committee for consideration and such other action as the Transportation Committee may determine. In reviewing all such matters, the Transportation Committee shall act with reasonable dispatch, and shall, in each case, report to the MPO Policy Committee whatever actions, if any, it has taken in respect to such matters, and report any recommendations for approval. None of the provisions in this paragraph shall be construed to restrict the ability of the MPO Policy Committee to approve, disapprove, or take any other action independent of prior consideration by the Transportation Committee or any other committee, subcommittee, task force, or other advisory body.

As revised by the MPO Policy Committee
~~March 13~~ June 8 ~~October 11~~, 2008 174

BYLAWS:



Chicago Metropolitan Agency for Planning

Agenda Item No. 17.0

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 Board and MPO Subcommittees:
Frank Beal-representing City of Chicago
Mayor John Noak-representing Collar Counties
President Rick Reinbold-representing Suburban Cook County

Tom Cuculich-representing DuPage County
Leanne Redden-representing the RTA
Rebekah Scheinfeld-representing CDOT

Date: October 4, 2017

Re: Revisions to the CMAP Board-MPO Policy Committee
Memorandum of Understanding

On June 8, 2017, the MPO Policy Committee appointed Tom Cuculich from DuPage County, Leanne Redden from the RTA, and Rebekah Scheinfeld from CDOT to a subcommittee reviewing the memorandum of understanding (MOU) between the Policy Committee and the CMAP board. Similarly, on June 14, 2017, the CMAP board appointed Frank Beal, representing the City of Chicago, Mayor John Noak, representing Will County, and President Richard Reinbold, representing south Cook County, to a subcommittee reviewing the same MOU.

These two subcommittees met jointly on August 16, 2017 to review the MOU. Substantive recommendations include the addition of a "Financial Support" section to formalize the dues policy adopted by the CMAP board in 2016. Technical changes include clarifications of the metropolitan planning areas under the Regional Planning Act and federal regulations, updated references to committee names, updated term of effect for the MOU, and various typographic or editorial changes. Both the substantive and technical changes are described in the remainder of the memo.

Note that the subcommittees discussed the voting structure in the MOU but did not recommend any edits. Voting-related topics of discussion included the following: whether the MOU should be amended to provide guidance for how the CMAP board members vote at the Policy Committee; whether the number of CMAP board member votes at the Policy Committee should

be increased or decreased; and finally, whether the Policy Committee voting requirements should be increased to a four-fifths supermajority on items involving both the CMAP Board and Policy Committee. The subcommittees supported retaining current language in the MOU, and encouraged members of each body to attend the other's meeting in an ex officio capacity. The subcommittees also recommended that the CMAP board's bylaws be amended to clarify that the CMAP board members on the Policy Committee reflect the geographic distribution of the CMAP region.

New “Financial Support” section pending approval

CMAP has periodically experienced cash flow shortages due to the agency's dependence on funding from the State of Illinois. Although the Illinois General Assembly had established the Comprehensive Regional Planning Fund to provide a local match to federal planning funds and ensure CMAP could carry out its non-transportation responsibilities, the fund was subsequently dissolved. For the past several years, the Illinois Department of Transportation (IDOT) has provided CMAP with the necessary matching funds. However, CMAP's ability to access that funding in a timely manner has been impeded on multiple occasions due to administrative action and legislative impasse in approving a state budget. Furthermore, US DOT indicated in its last quadrennial certification that CMAP should seek to diversify its funding sources.

The CMAP board has recently put several strategies in place to diversify the agency's funding. Beginning in 2016, transportation agencies and local governments began paying dues agreed to via a newly adopted CMAP board policy. At its meeting on June 8, 2016, the CMAP board approved the addition of a “Financial Support” section in the MOU. This revision has not yet been adopted by the Policy Committee. Additionally, as a part of the subcommittees' review of the MOU, the new underlined language regarding the agency's need to secure funds for planning activities identified in the Regional Planning Act on such issues as housing and water supply was added.

*****NEW SECTION*****

FINANCIAL SUPPORT

The CMAP board and the Policy Committee recognize the need for CMAP to have a diversified, sustainable match for its federal transportation funds, and they acknowledge the necessity for CMAP to charge dues to transportation agencies and local governments in the region. The CMAP board will adopt a dues schedule each year as part of its budget, and also indicate other potential sources of revenue to help match transportation funds and support non-UWP eligible work that aligns with CMAP's statutory responsibilities and its mission.

Recommended technical revisions

The subcommittees agreed to several edits and clarifications related to the following issues: revising current committee names, various technical corrections, and review period of the MOU. The relevant section text is below: additions are underlined, deletions ~~red and struck through~~, language that is moved appears in green double struck in its original appearance then

double-underlined in its new location, and each change is explained in the subsequent *italicized bullet point*.

[Preamble – paragraph 1]

This agreement is entered into by the Chicago Metropolitan Agency for Planning (CMAP) as the state-designated comprehensive regional planning agency ~~created by the Regional Planning Act of 2005~~ and the Policy Committee serving as the federally-designated metropolitan planning organization (MPO) for northeastern Illinois.

- *Revision for parallel construction.*

INTENT [paragraph 2]

The agreement covers the metropolitan planning area as defined ~~by the Regional Planning Act~~ and by the U.S. Department of Transportation planning regulations and the region by the Regional Planning Act. Currently, this region includes the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. ~~The (MPO metropolitan planning area includes the region and Aux Sable township in Grundy County and Sandwich and Somonauk townships in DeKalb County).~~ The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation.

- *Reordered and edited to make clear that Sandwich and Somonauk Townships in DeKalb County and Aux Sable Township in Grundy County, along with the seven-county region defined in the Regional Planning Act, are included in the metropolitan planning area pursuant to federal planning regulations.*

COMMITTEE REPORTING

CMAP has established a four-level committee structure: policy, advisory, coordinating and working. At the policy level, the CMAP board and the Policy Committee will review staff and committee work to ensure that consistency and consensus are achieved. The Citizens' Advisory Committee (CAC), the Council of Mayors, and a committee made up of county officials will together comprise the advisory level. The Council of Mayors will continue its current relationship with the Policy Committee, while at the same time serve as a municipal advisory body to the CMAP board. ~~The Work Program Committee, serving as the~~ Transportation Committee for CMAP will also continue its current reporting relationship to the Policy Committee. The Policy Committee and the CMAP board will jointly determine the structure and member organizations of the Transportation Committee. The Transportation Committee will also provide input to the two coordinating level committees of the CMAP board: ~~Local and Regional~~ Planning and Programming. The Policy Committee will appoint the chair and vice-chair of the Transportation Committee. The chair and vice-chair will each serve on one of the coordinating committees. The Policy Committee will establish such committees and task forces as it may deem necessary to effectively carry out the region's transportation planning and programming activities.

- *Delete the reference to the now-defunct "Work Program Committee" and clarify that the Transportation Committee has a direct reporting relationship to the MPO Policy Committee.*

- *October 12, 2016 the CMAP board approved changes to CMAP's committee coordinating committees to aid the development of ON TO 2050.*

STAFF SUPPORT

It is the intent of both the CMAP board and the Policy Committee that the staff of CMAP be responsible for the region's work program that addresses planning for both transportation and land use in northeastern Illinois. The Executive Director of CMAP will ensure that adequate staff support is provided to carry out the transportation planning and programming activities as described in the annual Unified Work Program (UWP) and approved by the CMAP board and the Policy Committee. ~~The staff of~~ CMAP staff will interact with the Policy Committee to ensure that the Policy Committee is fully and meaningfully involved in the development of at least those matters designated by federal law as within the MPO's purview.

- *Typographical corrections: UWP is referenced in the proposed new section on "Financial Support" (discussed above) which follows the "Staff Support" section in the text of the MOU.*

APPROVAL PROCESS

Federal regulations require the MPO to approve various plans, programs and related documents. Such plans, programs and related documents will be developed by CMAP staff utilizing the committee structure established by the CMAP board and the Policy Committee. Recommendations made by the Transportation Committee will be forwarded to the Policy Committee and either the ~~Local~~ Planning or ~~Regional~~ Programming coordinating committee as appropriate. Recommendations from these committees will be forwarded to the CMAP board, which will also receive input from the Citizens' Advisory Committee, a county officials committee, and the Council of Mayors. The CMAP board will then forward its recommendation with comments to the Policy Committee, which will act upon that recommendation. The Policy Committee will take final action as required by federal law.

- *Revises coordinating committee names established by the CMAP board on October 16, 2016.*

TERM

This Memorandum of Understanding will be reviewed periodically but no less than every four years ~~on an annual basis~~. The current version of the MOU remains in effect until a new version is approved by both signatory boards.

- *Experience over the past decade has demonstrated that few if any edits are needed each year, and so may not warrant an annual review.*

Clarifies that the most recent version stands until it is amended.

ACTION REQUESTED: Approval

**Memorandum of Understanding
Between the Chicago Metropolitan Agency for Planning
and the Policy Committee
Encompassing Transportation Planning and Programming in
Northeastern Illinois**

This agreement is entered into by the Chicago Metropolitan Agency for Planning (CMAP) ~~as the state-designated comprehensive regional planning agency created by the Regional Planning Act of 2005~~ and the Policy Committee serving as the federally designated metropolitan planning organization (MPO) for northeastern Illinois.

The Chicago Metropolitan Agency for Planning and the region's Policy Committee recognize the desirability and absolute necessity of the region's planning for land use and transportation to remain integrated in an open and collaborative process in which socioeconomic and environmental objectives are appropriately considered. Furthermore, the entities affirm their intent to continue and strengthen the cooperative and productive relationship, which currently exists between them.

The two bodies wish to provide a framework that will help our region connect its land use to the transportation system, preserve its environment and sustain its economic prosperity. Both the CMAP board and the Policy Committee must be responsive to the region's residents, working cooperatively with municipalities and counties that maintain authority for local land-use decisions.

INTENT

The signatory boards, by adopting this agreement, recognize the appropriateness and necessity to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process.

The agreement covers the metropolitan planning area as defined ~~by the Regional Planning Act~~ and by the U.S. Department of Transportation planning regulations ~~and the region defined by the Regional Planning Act~~. Currently, this region includes the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. ~~The (MPO metropolitan~~ planning area includes ~~the region and~~ Aux Sable township in Grundy County and Sandwich and Somonauk townships in DeKalb County). The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation.

OVERALL RESPONSIBILITIES

CMAP – as stated in the Regional Planning Act, the board shall be responsible for developing and adopting a funding and implementation strategy for an integrated land use and transportation planning process for the northeastern Illinois region. CMAP is also responsible for the development of an integrated comprehensive regional plan.

Policy Committee – as stated in federal legislation, the metropolitan planning organization, in cooperation with the state and public transportation operators, shall develop long-range

transportation plans and transportation improvement programs for the metropolitan area.

COMMITTEE REPORTING

CMAP has established a four-level committee structure: policy, advisory, coordinating and working. At the policy level, the CMAP board and the Policy Committee will review staff and committee work to ensure that consistency and consensus are achieved. The Citizens' Advisory Committee (CAC), the Council of Mayors, and a committee made up of county officials will together comprise the advisory level. The Council of Mayors will continue its current relationship with the Policy Committee, while at the same time serve as a municipal advisory body to the CMAP board. The ~~Work Program Committee, serving as the~~ Transportation Committee for CMAP, will ~~also~~ continue its current reporting relationship to the Policy Committee. The Policy Committee and the CMAP board will jointly determine the structure and member organizations of the Transportation Committee. The Transportation Committee will also provide input to the two coordinating level committees of the CMAP board: ~~Local and Regional~~ Planning and Programming. The Policy Committee will appoint the chair and vice-chair of the Transportation Committee. The chair and vice-chair will each serve on one of the coordinating committees. The Policy Committee will establish such committees and task forces as it may deem necessary to effectively carry out the region's transportation planning and programming activities.

STAFF SUPPORT

It is the intent of both the CMAP board and the Policy Committee that the staff of CMAP be responsible for the region's work program that addresses planning for both transportation and land use in northeastern Illinois. The Executive Director of CMAP will ensure that adequate staff support is provided to carry out the transportation planning and programming activities as described in the annual Unified Work Program (UWP) and approved by the CMAP board and the Policy Committee. ~~The staff of~~ CMAP staff will interact with the Policy Committee to ensure that the Policy Committee is fully and meaningfully involved in the development of at least those matters designated by federal law as within the MPO's purview.

FINANCIAL SUPPORT

The CMAP board and the Policy Committee recognize the need for CMAP to have a diversified, sustainable match for its federal transportation funds, and they acknowledge the necessity for CMAP to charge dues to transportation agencies and local governments in the region. The CMAP board will adopt a dues schedule each year as part of its budget, and also indicate other potential sources of revenue to help match transportation funds and support non-UWP eligible work that aligns with CMAP's statutory responsibilities and its mission.

CROSS COMMITTEE MEMBERSHIP

Recognizing the need for effective communication, the legislation creating the Regional Planning Board, now known as CMAP, established a non-voting position for the Policy Committee on the CMAP board. To ensure policy level communication between the signatory bodies, the Policy Committee will add two designated members from the CMAP board to its Committee.

APPROVAL PROCESS

Federal regulations require the MPO to approve various plans, programs and related

documents. Such plans, programs and related documents will be developed by CMAP staff utilizing the committee structure established by the CMAP board and the Policy Committee. Recommendations made by the Transportation Committee will be forwarded to the Policy Committee and either the ~~Local Planning~~ or ~~Programming Regional Coordinating~~ Committee as appropriate. Recommendations from these committees will be forwarded to the CMAP board, which will also receive input from the Citizens' Advisory Committee, a county officials committee, and the Council of Mayors. The CMAP board will then forward its recommendation with comments to the Policy Committee, which will act upon that recommendation. The Policy Committee will take final action as required by federal law.

The signatory boards recognize the need to meet certain federal requirements within established timeframes. Both boards commit to taking action in a timely fashion such that deadlines will not be jeopardized.

TERM

This Memorandum of Understanding will be reviewed ~~periodically but no less than every four years on an annual basis~~. The current version of the MOU remains in effect until a new version is approved by both signatory boards.

Adopted March 14, 2007
Reaffirmed March 12, 2009 and March 11, 2010
Revised and affirmed March 10, 2011
Reaffirmed March 8, 2012, March 14, 2013, and March 13, 2014
Revised and affirmed March 11, 2015
Pending revision and reaffirmation October 11, 2017

|



Chicago Metropolitan Agency for Planning

Agenda Item No. 19.0

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 4, 2017

Re: Critical Urban Freight Corridors

CMAP staff is requesting designation of Critical Urban Freight Corridors by the MPO Policy Committee. Critical Urban Freight Corridors may be designated by the State or the MPO to be part of the National Highway Freight Network, thus being eligible for apportioned and discretionary freight funding programs established recently under the FAST Act. Designations are flexible, and can be changed as needed to reflect changes in funding priorities.

In 2016, CMAP staff developed a recommended Critical Urban Freight Corridors proposal in the Chicago region for stakeholder discussion. Over the past year, we have worked with the Illinois Department of Transportation to develop a joint recommendation. The recommendation below reflects that collaboration. The original 2016 CMAP staff recommendation will remain a planning network from which to draw future designations. An explanation of the network and a list of the recommended corridors follow.

National Highway Freight Network

The purpose of the Critical Urban Freight Corridor designation is to strategically direct federal resources and policies toward improved performance. CMAP staff expects that this designation may be useful for other regional planning purposes as well, to the extent that performance is a factor in the designation of the network.

The National Highway Freight Network is comprised of four elements:

- Primary Highway Freight System
- Other Interstate Highways
- Critical Rural Freight Corridors, and
- Critical Urban Freight Corridors.

The Primary Highway Freight System was developed under MAP-21. It is comprised of more than 41,000 miles of the “most significant” freight highways in the nation. In Illinois, 1,685 miles of highway were designated earlier in 2016 by FHWA as part of this network. Factors

used in identifying these highways included estimated tonnage (from FHWA's Freight Analysis Framework), estimated value, annual average daily truck traffic, international points of entry, National Highway System intermodal connectors, and system connectivity.

There are known issues with the Primary Highway Freight System. For example, the system includes intermodal connectors, but not necessarily the mainline routes these connectors connected to. In addition, the system was not forward-looking, and did not consider planned corridors or developments. Finally, the system did not consider freight bottlenecks. To address these deficiencies in a flexible way, the law established critical urban and critical rural freight corridors for states and metropolitan planning organizations.

Not all Interstate Highways were included in the Primary Highway Freight System, but are included in the National Highway Freight Network. "Other Interstate Highways" included in the National Highway Freight Network total 9,510 miles nationally, and 587 miles in Illinois.

Critical Urban and Critical Rural Freight Corridors are designated by the state and, in the case of the urban corridors, additionally by large metropolitan planning organizations. Critical rural freight corridor centerline mileage in Illinois is limited to 20% of the Primary Highway Freight System, or 337.08 miles. Urban corridors are limited to 168.54 centerline miles in Illinois, or 10% of the Primary Highway Freight System. In Illinois, the Chicago and East Saint Louis MPO may designate critical urban freight corridors, in addition to the state for other urbanized areas.

Critical urban freight corridors must:

(A) connect an intermodal facility to:

1. the Primary Highway Freight System;
2. the Interstate System; or
3. an intermodal freight facility;

(B) be located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;

(C) serve a major freight generator, logistic center, or manufacturing and warehouse industrial land; or

(D) be important to the movement of freight within the region, as determined by the MPO or the State.¹

Critical Urban Freight Corridors: Staff-Recommended Designations

Owing to the concentration of Illinois's freight activity in the Chicago area, and in coordination with IDOT in addressing state-wide needs, CMAP staff has prepared a recommended list of Critical Urban Freight Corridors. This recommendation, totaling 89.61 miles, is based on the following factors:

- Addressing intermodal connectivity missed in FHWA's initial designation of the National Highway Freight Network;
- Addressing freight bottlenecks, where truck congestion typically extends to six or more hours per day.

¹ "Designating and Certifying Critical Rural Freight Corridors and Critical Urban Freight Corridors." FAST Act, Section 1116 National Highway Freight Program (NHFP) Guidance. April 26, 2016. Pp. 2-3.

- Looking ahead, addressing planned facilities that will address known truck bottlenecks.

Many of these overlap facilities for intermodal connectivity; the remaining facilities provide access to industrial land uses.

Recommendations from the 2016 proposal not included in the current proposed designation will remain in a planning network from which future designations may be made. Designations are flexible. Undesignated highway freight planning network routes are shown in the Appendix to this memo.

**Critical Urban Freight Corridors
Recommended Designations**

Corridor Number	Corridor	Limits	Notes
1	Western Avenue	I-290 to US 12/20 95 th Street	Connectivity to intermodal terminals
2	IL 43/Harlem Avenue	71 st Street to US 12/20 95 th Street	Connectivity to intermodal terminals
3	US 12/20 95 th Street	I-294 Tri-State Tollway to Stony Island Avenue	Heavily used truck route, connecting to above corridors
4	IL 50 Cicero Ave and 127 th Street	US 12/20 95 th Street to I-294	Connectivity to intermodal terminals.
5	Torrence Avenue	106 th Street to 130 th Street	Connectivity to port and manufacturing area
6	130 th Street	Torrence Avenue to I-94 Bishop Ford Freeway	Connectivity to port and manufacturing area
7	North Avenue	I-355 to IL 83 Kingery Highway	Serves manufacturing, warehouse, industrial land
8	Elgin-O'Hare Western Access	I-290 to Proposed Western Access and from Elgin-O'Hare south to I-294 Tri-State Tollway	Serves manufacturing, warehouse, industrial land.
9	IL 53	I-55 to Normantown Road	Serves manufacturing, warehouse, and industrial land
10	Central Avenue (Proposed)	70 th Place to 79 th Street	Provides new alternative to two very congested intermodal corridors

Corridor Number	Corridor	Limits	Notes
11	Elmhurst-Touhy-Lee-Higgins-Patton	I-90 Addams Tollway to O'Hare Northeast Cargo Area	Serves new airport cargo area. Includes new Lee Street exit off I-90 and new Elmhurst Road interchange
12	IL 64 North Avenue	I-294 Tri-State Tollway to IL 171 1 st Avenue.	Serves manufacturing, warehouse, and industrial land
13	US 12/20/45 Mannheim Road	Lake Street to I-290 Eisenhower Expressway	Serves manufacturing, warehouse, and industrial land
14	US 6 Eames Street and IL 7 Larkin Road	US 6 at I-55 to IL 7 at I-80	Serves manufacturing, warehouse, and industrial land
15	Weber Road	119 th Street to Taylor Road	Serves manufacturing, warehouse, and industrial land
16	IL 56/US 30/IL 47	I-88 Reagan Tollway to US 34	Serves manufacturing, warehouse, and industrial land
12	Columbus Avenue	Western Avenue to 79 th Street	Connectivity to intermodal terminal
17	River Road/Wilmington-Peotone Road	I-55 to Warner Bridge Road	Freight route across southern Will County. Adjacent section from Warner Bridge Road to I-57 will be a critical rural freight corridor, to be designated by IDOT.

Appendix
Undesignated Freight Corridors Remaining in CMAP Highway Freight Planning Network

Corridor Number	Corridor	Limits	Notes
1	Kingery Expressway/Busse Road	IL 72 to I-88	Serves manufacturing, warehouse, industrial land
2	North Avenue	Kirk Road to I-355	Serves manufacturing, warehouse, industrial land
3	Elgin-O'Hare Western Access	I-90 Jane Addams Tollway to IL 390 and to O'Hare Western Access	Serves manufacturing, warehouse, industrial land.
4	US 20 Lake Street	Shales Parkway to IL 390 Elgin-O'Hare Expressway	Serves manufacturing, warehouse, and industrial land
5	Kirk Road/Farnsworth Avenue	IL 64 North Avenue to I-88 Reagan Tollway	Serves manufacturing, warehouse, and industrial land
6	Houbolt Road Bridge (Proposed)	I-80 to UP Joliet Intermodal Terminal	Connectivity to intermodal terminals
7	Orchard Road	I-88 Reagan Tollway to US 30	Serves manufacturing, warehouse, and industrial land
8	US 30	Orchard Road to US 34	Serves manufacturing, warehouse, and industrial land
9	Central Avenue (Proposed)	I-55 Stevenson Expressway to 70 th Place	Provides new alternative to two very congested intermodal corridors
10	US 52/IL 53	I-80 to Laraway Road	Connectivity to intermodal terminals. Also serves manufacturing, warehouse, and industrial land.

Corridor Number	Corridor	Limits	Notes
11	Pulaski Rd	33 rd Street to I-55 Stevenson Expressway	Serves manufacturing, warehouse, and industrial land
13	Archer Avenue and Pulaski Road	IL 50 Cicero Avenue to 47 th Street	Connectivity between intermodal terminals
14	Wilmington-Peotone Rd	Warner Bridge Rd to I-57	Critical rural freight corridor to be designated by IDOT
15	IL 47	US 34 to Ament Rd	Part of route connecting manufacturing, warehouse, and industrial land to I-80
16	IL 47	Ament Rd to I-80 (Grundy County)	Connecting to I-80. Critical rural freight corridor to be designated by IDOT
17	Elgin-O'Hare Western Access	US 20 Lake Street to I-290	Serves manufacturing, warehouse, industrial land. Construction on this segment is largely finished.

ACTION REQUESTED: Approval

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Chicago Metropolitan Agency for Planning

Agenda Item No. 21.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and Policy Committee

From: CMAP Staff

Date: October 4, 2017

Re: State Legislative Update

The Illinois General Assembly met in a series of special sessions this summer to address the budget and a number of associated budget provisions. In early July, the General Assembly passed Public Act 100-0021—the fiscal year (FY) 2018 appropriation, which included funding for CMAP and Illinois' 15 other metropolitan planning organizations. They will convene Veto Session on October 24-26 and November 7-9.

The CMAP live streaming bill—HB2538, filed by Representative Al Riley (D-Hazel Crest) in the House and sponsored by Senator McConnaughay (R-West Dundee) in the Senate, now PA 100-0479—was signed into law September 8, 2017. Effective date is January 1, 2018, the law requires CMAP to stream all board meetings and maintain an archive of the meetings online for public viewing.

Of note, a significant number of legislators have announced their plans to retire or to not seek reelection upon completion of their term. From the CMAP region, Leader Christine Radogno (R-Lemont), Leader Barbara Flynn Currie (D-Chicago), Representative Steven Andersson (R-Geneva), Representative Patricia Bellock (R-Westmont), Representative Mike Fortner (R-West Chicago), Representative Emily McAsey (D-Romeoville), Representative Elaine Nekritz (D- Buffalo Grove), Representative Robert Pritchard (R-Sycamore), Representative Al Riley (D-Hazel Crest), Representative Carol Sente (D-Vernon Hills), and Representative Barbara Wheeler (R-Crystal Lake) will retire or have already retired. Other members will seek different offices, including Senator Daniel Biss (D-Evanston), as well as Representative Scott Drury (D-Highwood), Representative Laura Fine (D-Glenview), Representative Cynthia Soto (D-Chicago), and Representative Juliana Stratton (D-Chicago).

ACTION REQUESTED: Information

October 2017 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
EXPAND AND IMPROVE PARKS AND OPEN SPACE				
Natural area stewardship	SB1029	<p>Sen. Jason Barickman (R-Bloomington)</p> <p>SB1029 creates the Illinois Land Conservation and Stewardship Grant Program and authorizes the Illinois Department of Natural Resources (IDNR) to make grants for stewardship of natural areas across Illinois using money in the Natural Areas Acquisition Fund. IDNR can grant these funds to conservation organizations to provide basic maintenance and stewardship to open areas. The grants will be subject to approval by the General Assembly.</p> <p>The legislation fulfills three of GO TO 2040's conservation recommendations by moving the state closer to protecting conservation funds from agency sweeps, building capacity in private conservation organizations, and providing funding for stewardship of vital natural areas.</p>	<p>8/25/2017</p> <p><i>Public Act 100-0420</i></p>	Support
PURSUE COORDINATED INVESTMENTS				
Local government consolidation	SB3	<p>Sen. Thomas Cullerton (D-Villa Park)</p> <p>The bill would make several changes to existing law that facilitate local government consolidation by expanding the DuPage, Lake, and McHenry pilot program allowing the county board to consolidate/ eliminate certain units of government to all counties in Illinois. The bill would allow counties to cease township organization structure (eliminate townships countywide) and choose whether to restructure into a commission form of government, rather than requiring that form of government in order to cease township organization. The bill would remove restrictions that limit townships to 126 square miles. The bill would provide a process by which any township within a</p>	<p>8/14/2017</p> <p><i>Public Act 100-0107</i></p>	Neutral

Subject	Bill	Summary	Status	Agency Position
		coterminous municipality can dissolve and allows township road districts to be abolished when they have less than 15 center lane miles. CMAP took a neutral position while this bill moved through the legislative process because it was coupled with the Senate's Grand Bargain until a few days prior to its passage.		

INCREASE COMMITMENT TO PUBLIC TRANSIT

RTA working cash	HB3004	Rep. Al Riley (D-Hazel Crest)	8/25/2017 <i>Governor Amendatory Veto</i>	Support
		<p>Allows the Regional Transportation Authority (RTA) to sell additional Working Cash Notes before July 1, 2020 (now 2018) that are over and above and in addition to the \$100,000,000 authorization. Working Cash Notes are essentially short-term (i.e. less than 24- month) loans to cover operating expenses. As amended, the RTA would also be permitted to establish a line of credit with a bank or other financial institution. To do so, the RTA must pass an ordinance and submit the ordinance to the Governor's Office of Management and Budget and the State Comptroller. CMAP supported this legislation because the RTA's capacity to access short-term capital is a critical tool for mitigating the impact of the state's practice of delaying payments.</p> <p>The Governor has filed an amendatory veto on the bill noting the importance of the working cash notes to RTA, however, disagreeing with an amendment detailing the payout of state funds in the event of a default. The amendment would give the Treasurer the authority to purchase bonds in or at risk of default, and prioritizes debt payments over other uses of financial resources.</p>		

Previously reported bills that have missed legislative deadlines

- [SB520](#) Continued federal appropriations (CMAP supports)
- [SB1337](#) Stormwater management (CMAP supports)
- [SB1507](#) County-led stormwater management (CMAP supports)

[HB496](#) Township consolidation (CMAP supports)

[HB662](#) Registration fee increase for electric and alternative fuel vehicles (CMAP supports)

[HB2756](#) Stormwater Management (CMAP supports)

[HB2802](#) Transit benefit programs (CMAP supports)

[HB3136](#) Increase the motor fuel tax (CMAP neutral)

[SJR7](#) and [HJR12](#) I-55 managed lanes (CMAP supports)

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