



Chicago Metropolitan Agency for Planning (CMA) Board

Annotated Agenda

Wednesday, June 13, 2018

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

PLEASE BE ADVISED IN RESPONSE TO PUBLIC ACT NO. 100-0479,
CMA BOARD MEETINGS WILL BE [LIVE STREAMED ON YOUTUBE](#)

- 1.0 **Call to Order and Introductions** 9:30 a.m.
- 2.0 **Agenda Changes and Announcements**
- 3.0 **Approval of Minutes—May 9, 2018**
ACTION REQUESTED: Approval
- 4.0 **Executive Director's Report**
- 4.1 Local Technical Assistance (LTA) Update
 - 4.2 Other Announcements
- 5.0 **Procurements and Contract Approvals**
- 5.1 Pilot Pavement Data Collection and Pavement Management Program for Northeastern Illinois (Task 2)
 - 5.2 Regional Transportation Data Archive
 - 5.3 Intergovernmental Agreement with Chicago Housing Authority and Contract with BRick Partners to support Regional Housing Initiative
 - 5.4 Crash Data Entry Project
 - 5.5 Stormwater Planning and Engineering
 - 5.6 Belmont Cragin Commercial Corridor Plan
 - 5.7 ON TO 2050 Photography
 - 5.8 ON TO 2050 Printing Services
 - 5.9 IT Equipment Back-Up System
- ACTION REQUESTED: Approval
- 6.0 **Committee Reports**
The chairs of both the Planning and Programming Committees will provide an update from the meeting held prior to the board meeting. A

written summary of the working committees and the Council of Mayors Executive Committee will also be distributed.

ACTION REQUESTED: Information

7.0 FY 2019 Unified Work Program (UWP)

The Programming and Transportation Committees have recommended the approval of the proposed FY 2018 Unified Work Program (UWP) to the CMAP Board and the MPO Policy Committee. The FY 2018 UWP totals \$22,434,053. It includes \$17,947,242 in FHWA and FTA regional planning funds and \$4,486,811 in matching funds. The Executive Summary details the allocation of funding and awarded projects.

ACTION REQUESTED: Approval

8.0 FY 2019 Budget and Work Plan

Staff is seeking approval of the draft [FY 2019 Budget and Work Plan](#), which was presented at last month's meeting for discussion.

ACTION REQUESTED: Approval

9.0 Pilot Pavement Management Program Recommendations

CMAP established a pilot program to offer engineering services that will help local governments either develop or update a local pavement management plan (PMP). Staff will present the list of communities recommended to participate.

ACTION REQUESTED: Approval

10.0 Appointing a Nominating Committee

Chairman Bennett will appoint a nominating committee to make a recommendation to the Board at its next meeting naming officers and members to the Executive Committee.

ACTION REQUESTED: Information

11.0 US DOT Planning Certification Review of the Chicago, Illinois TMA

FHWA and FTA recently completed the [quadrennial review](#) of metropolitan planning required under 23 USC 134(k)(5). Staff from the US DOT will provide an overview of the findings and recommendations.

ACTION REQUESTED: Information

12.0 Report from Revenue Subcommittee

In November 2018, the CMAP Board and MPO created a subcommittee to discuss the proposed reasonably expected revenues of the ON TO 2050 plan. The committee came to consensus on principles for any new revenue proposals.

ACTION REQUESTED: Information

13.0 ON TO 2050

13.1 ON TO 2050 Public Comment Draft

The draft version of the ON TO 2050 comprehensive regional plan will be available for public comment from June 15 to August 14, 2018. CMAP will host a series of **open houses and a public hearing** over the summer about the draft plan. Staff will spend the summer months soliciting input and verifying the recommendations of the Plan, prior to final adoption in October.
ACTION REQUESTED: Information

13.2 ON TO 2050 Launch Event

Staff will provide an overview of the ON TO 2050 launch event that will be held on Wednesday, October 10, 2018 from 10:00 am to noon, at Millennium Park. **Registration** is now open.
ACTION REQUESTED: Information

13.3 Implementation Priorities of the ON TO 2050 Plan

Staff will provide an overview of recently initiated activities to implement draft ON TO 2050 recommendations.
ACTION REQUESTED: Information

14.0 State Legislative Update

Staff will update the Board on relevant legislative activities and the bills that we will be monitoring based on our **State Legislative Agenda**.
ACTION REQUESTED: Information

15.0 Other Business

16.0 Next Meeting

The Board is on call for the months of July and August. It is anticipated that the Board will not need to meet again until September 12, 2018.

17.0 Public Comment

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

18.0 Executive Session

The Board will adjourn to an executive session pursuant to 5 ILCS 120/2(c)(5).

19.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

___ Gerald Bennett, Chair
___ Rita Athas
___ Frank Beal
___ Matt Brolley
___ Franco Coladipietro
___ Janel Forde

___ Al Larson
___ Andrew Madigan
___ John Noak
___ Martin Oberman
___ Rick Reinbold
___ Carolyn Schofield

___ Matthew Walsh
___ Terry Weppler
___ Diane Williams
___ Sean McCarthy
___ Leanne Redden
___ Justine Sydello



**Chicago Metropolitan Agency for Planning (CMA)
DRAFT
Board Meeting Minutes
May 9, 2018**

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

Board Members Present: Gerald Bennett, Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago (via tele-conference), Frank Beal-representing the City of Chicago, Matthew Brolley-representing Kane/Kendall Counties (via tele-conference), Franco Coladipietro-representing DuPage County (via tele-conference), Janel Forde-representing the City of Chicago, Al Larson-representing northwest Cook County, Andrew Madigan-representing the City of Chicago, Marty Oberman-representing the City of Chicago, Carolyn Schofield-representing McHenry County, Matthew Walsh-representing west central Cook County, Terry Wepler-representing Lake County, Diane Williams-representing suburban Cook County (via tele-conference), and non-voting member, Leanne Redden-representing the MPO Policy Committee.

Staff Present: Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Tom Garritano, Gordon Smith, Stephane Phiher, Jesse Elam, Tina Smith, and Sherry Kane.

Others Present: Allison Buchwach-Metra, Jack Cruikshank-WCGL, Jackie Forbes-Kane/Kendall Council, Allen Ibaugh-DTS, Emily Karry-Lake County, Mike Klemens-WCGL, Kelsey Mulhausen-Southwest Conference, Leslie Phemister-SSMMA, Kevin Peralta-DMMC, Cody Sheriff-McHenry Council, and Mike Walczak-NWMC.

1.0 Call to Order and Introductions

CMA Board Chair Mayor Bennett called the meeting to order at approximately 9:34 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

A motion to approve the minutes of the CMAP Board meeting of April 11, 2018, as presented made by Carolyn Schofield was seconded by Matt Walsh, and with all in favor, carried.

4.0 Executive Director's Report

Executive Director Joe Szabo reported on the following topics. The Local Technical Assistance (LTA) program update was included in the packet. Szabo introduced CMAP's newest Deputy Executive Director for Planning, Stephane Phiifer, and thanked the staff who had filled in during the vacancies. Szabo also reported on a presentation he had been given at the Will County Board meeting in April; an IDOT House Transportation Committee Hearing that he testified at in May; that CMAP staff and Board would be in Springfield at CMAP's legislative forum the following day; and that he would attend a D.C. engagement the following week that would include speaking at a Freight Conference, and meeting with congressional members and staff.

5.0 Procurements and Contract Approvals

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon presented the following procurements and contract approvals. Approval of a contract for Regional Pavement Data Collection to Data Transfers Solutions (DTS) for a total amount not to exceed \$996,125. Approval of a contract for the Village of Beecher Comprehensive Plan (from the LTA program) with Teska Associates at a not to exceed cost of \$111,686. A contract approval for DuPage County Route 83 Corridor Land Use Plan (also from the LTA program) to Teska Associates at a not to exceed cost of \$125,920. Finally, a contract approval for Audio-Visual and Lighting Services for the ON TO 2050 Launch Event with Sound Investment as a cost not to exceed \$25,127.25. A motion by Mayor Al Larson, seconded by Mayor Terry Weppeler to approve the contract awards as presented, and with all in favor, carried.

6.0 Committee Reports

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

7.0 Draft FY 2019 Budget and Work Plan

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon presented the Draft FY 2019 Budget and Work Plan. Manning-Hardimon reported that the FY 2019 Budget reflects total revenues of \$18,447,158, down \$2,144,423 (12%) from FY 2018 and total expenditures at \$18,320,827, down \$2,064,568 (11%) from FY 2018. Both reductions result from expected completion of the Expressway Vision Project in FY 2019 and general consulting cost. Increases in the budget, Manning-Hardimon went on to say were seen in the categories of: personnel expenses (with the addition of 2.5 positions); a 9% increase in commodities and 112% increase under operating expenses (related to the Launch of ON TO 2050); there was a 6% increase in occupancy expenses (rent, real estate taxes, common area expenses, and utilities). Related to revenue sources, Manning-Hardimon reported that funding comes from FHWA, FTA, IDOT (local match at \$3.3 million), IEPA, Cook County CDBG grants, the Chicago Community Trust, and local dues. Other highlights include: the UWP budget of \$22,434,053 was approved by the UWP and Transportation Committees, and reflects \$20,927,745 in Core programming and \$1,506,308

in Competitive projects (an increase over FY 2018 of \$724,416); approximately \$1.2 million was awarded in competitive dollars (an increase of \$357,046 from FY 2018), made possible by a shift by CMAP of approximately \$783,000 of operating cost from the UWP to local dues (which are expected to remain at FY 2017 and 2018 levels, at \$887,486); an increase of 5% for the operating budgets of CDOT, CTA, Metra, Pace, and an increase of 6% for the Councils of Mayors to cover additional scope of work required under the STP reform.

Manning-Hardimon fielded questions raised by the board related to: association fees, training, and legal services (zero-based budget this year warranted some increases in these line items and there were decreases in other line items); salary increases for staff (averaging 3% merit, and offset by reductions in IMRF and SERS contributions); are expenses related to an anticipated move included (no); and are any capital expenses anticipated (no).

Finally, Manning-Hardimon reported that staff would be seeking approval in June of the draft budget presented today.

8.0 ON TO 2050: Communications Material

CMAP Principal Tina Smith presented a sampling of the visual assets that had been developed for ON TO 2050 and the plan's web design, reporting that the on-line versus print media made for a more interactive, more accessible, and more responsive plan. Smith explained the two "channels" (one for CMAP, another for ON TO 2050), the upgrading of the website platform and a way to catalog and search for visual assets. The plan will include the visual assets of photography, architectural renderings, and info and data graphics, Smith went on to say, and described and gave examples of each. Related to the actual web design, Smith described the chapter landing page, recommendation page, local strategy maps (formerly known as layers that were developed for the plan), profiles, glossary, and endnotes, and again gave examples of how they work. Smith concluded the presentation reporting that the Draft plan for public comment will be published online, the development shown today for the final plan will be completed by the end of June for the October launch, and communications materials in October will include long and short printed versions of the plan.

9.0 State Legislative Update

CMAP Director Gordon Smith reported that the state legislative report had been included in the Board packet and staff is recommending the Board support two (2) new bills and one (1) resolution. Staff also recommends continued support of legislation that improves county stormwater infrastructure, HB4748 (that provides policy tools to manage stormwater and raise revenues for stormwater infrastructure), and HJR98 (that authorizes the Tollway to begin procurement for a project to provide additional highway capacity – the previous proposals gave the project authority to IDOT). Staff also recommends support of HB3418 (a new measure that promotes urban agriculture), as well as SB3134 (that creates a Flood Control Commission to study current flood control practices in DuPage, Kane, Lake, McHenry, and Will counties), that offers an opportunity to remind the General Assembly of our non-transportation funding limits. Finally, Smith reported that SJR62 creates the task force on long-term, sustainable infrastructure funding to study, analyze, and present its recommendations for the most viable and efficient infrastructure

funding plan to be utilized by the State of Illinois, which may be unnecessary since IDOT has recently released their Long Range Transportation Plan.

A motion by Frank Beal, seconded by Mayor Al Larson to approve the recommendations of staff, as had been presented, and with all in favor, carried.

The update sparked a lengthy discussion of the board, however, regarding funding to implement infrastructure in the state, RTA needs, local roads, Illinois falling behind, no new revenues, either through RTA or State Capital Plan, try to get out in front of this, encourage and get colleagues on board, metro vs. non-metro, and get downstate on it too. Smith also reported that Marcus Evans is on this with two (2) additional hearings scheduled.

10.0 Public Comment

There were no comments from the public.

11.0 Executive Session

At approximately 10:28 a.m., a motion to adjourn to an Executive Session made by Carolyn Schofield, was seconded by Mayor Terry Weppler, and with all in favor, carried.

At 10:48 a.m., the Executive Session ended with a motion by Carolyn Schofield, seconded by Mayor Terry Weppler, and with all in favor, carried. Chairman Mayor Bennett announced that the Board had discussed legal and matters related to real estate, and that no action had been taken.

12.0 Other Business

There was no other business before the CMAP board.

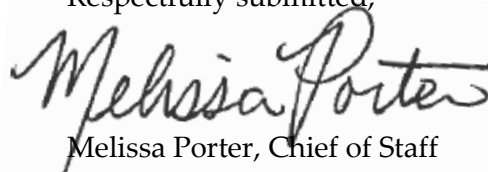
13.0 Next Meeting

The Board is scheduled to meet next on June 13, Chairman Bennett announced, and would likely not need to meet in July and August. Executive Director Joe Szabo encouraged Board member attendance in June.

14.0 Adjournment

At 10:49 a.m., a motion to adjourn by Mayor Terry Weppler, seconded by Carolyn Schofield, and with all in favor, carried.

Respectfully submitted,



Melissa Porter, Chief of Staff

05-30-2018

/stk



MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: June 6, 2018

Re: Local Technical Assistance (LTA) 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, 219 local projects have been initiated. Of these, 173 projects have been completed, and the remainder are under development.

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.

ACTION REQUESTED: Information

Projects Currently Underway

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
700	Algonquin-Cary sub area plan	Brandon Nolin	Mar. 2018- June 2019	Staff assistance	Steering Committee kick-off being held on May 31. Targeting broader community engagement for July and August. Existing conditions analysis to be delivered in Fall 2018.
702	Beach Park regional bike plan	John O'Neal	Jan. 2018- June 2019	Consultant assistance	Scoping underway.
703	Beecher comprehensive plan	Ricardo Lopez	Jan. 2018- June 2019	Consultant assistance	CMAP Board approved the selection of the consultant team led by Teska Associates. Consultant team, Village staff, and CMAP met on May 16 and began planning next steps. Steering committee kick-off meeting anticipated in late May.
402	Bensenville zoning update (see website)	Jake Seid	Oct. 2015- July 2018	Staff assistance	Module 3 of 3 has been drafted by the CMAP project team, and will be reviewed by Village staff in June.
502	Berwyn stormwater management plan (see website)	Kate Evasic	May 2017- June 2018	Consultant assistance	A steering committee was held on May 16 to review the draft plan. The consultant began editing the plan in anticipation of a public hearing on June 26.
704	Bridgeport/Canaryville priorities plan	Noah Boggess	Jan. 2018- Dec. 2018	Staff assistance	Continuing existing conditions analysis and currently conducting stakeholder interviews.
305	Campton Hills zoning and subdivision regulations	Kristin Ihnchak	July 2014- Dec. 2018	Consultant assistance	The consultant is preparing the draft for public approval.
706	Carol Stream zoning, sign, and subdivision regulations	Jake Seid	May 2018- May 2021	Consultant assistance	RFP was issued April 30, responses were received May 25. Consultant interviews will take place in early June.
707	Channahon comprehensive plan	Brandon Nolin	Mar. 2018- Sept. 2019	Consultant assistance	Community workshop, business workshop, and key person interviews scheduled for June 5-6. Existing conditions analysis anticipated Fall 2018.
407	Chicago North River Communities neighborhood plan (see website)	Brian Daly	Nov. 2015- June 2018	Staff assistance	Staff is revising the draft plan based on stakeholder feedback.
124	Chicago Pilsen-Little Village neighborhood plan (see website)	Ricardo Lopez	Dec. 2013- Dec. 2017	Staff assistance	Project is complete, though pending Chicago Plan Commission approval.
503	Chicago Riverdale area transportation plan (see website)	Tony Manno	Nov. 2016- Sept. 2018	Consultant assistance	The consultant is preparing a new draft of the plan based on steering committee comments and feedback.

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
709	Chinatown Parking Study	Lindsay Bayley	Feb. 2018 – Aug. 2019	Staff assistance	With the approved MOU in place, parking inventory data collection has begun. Staff reviewed base map numbers and counted parking spaces and designated parking types, after presentation to local media. Members of the CBCAC joined in the introductory discussion of how to conduct a parking inventory.
506	Cook County (Maine-Northfield) unincorporated area plan (see website)	Jake Seid	July 2016- July 2018	Staff assistance	The draft Comprehensive Plan and Benefit-Cost Analysis have been revised based on input by the Steering Committee. A second public open house was held in May.
507	Des Plaines comprehensive plan	Heidy Persaud	Nov. 2016- June 2018	Staff assistance	CMAP staff is drafting the plan.
711	DuPage County Corridor Study	Lindsay Bayley	Jan. 2018 – June 2019	Consultant assistance	RFP submittals were reviewed and two consultant teams were interviewed. A final recommendation will be sent to the Board for approval.
712	Far South CDC Existing Conditions and Market Analysis	Katanya Raby (Henry)	Apr. 2018- Apr. 2019	Staff assistance	Draft of scope completed, reviewed, and approved by Far South CDC. MOU and Resolution in draft and to be signed by applicant.
713	Forest Preserve of Cook County river trail feasibility study	John O’Neal	Jan. 2018- Apr. 2019	Staff assistance	Draft scope-of-work and estimated project cost/budget complete. MOU and FPDCC LTA contribution amount transmitted to FPDCC; awaiting FPDCC signature.
714	Frankfort Plan Commissioner training	Maggie Jarr	Jan. 2018- June 2018	Staff assistance	No update.
314	Glenview sustainability ordinance review	Kelsey Pudlock	May 2018- Dec. 2018	Staff assistance	Scoping underway.
510	Harvard zoning update	Jake Seid	Jan. 2017- June 2018	Consultant assistance	Public open houses for the draft UDO were held May 9 and May 16. In June, the Ordinance will be revised based on public comment.
415	Huntley zoning update	Patrick Day	May 2015- June 2018	Consultant assistance	No update.
715	Illinois International Port District planning priorities report	Elizabeth Scott	Apr. 2018- Apr. 2019	Staff assistance	Project is underway: previous plan inventory, existing conditions analysis, and outreach have begun.
317	Joliet Chicago Street plan	Stephen Ostrander	Dec. 2016- May 2018	Consultant assistance	Consultants delivered final plan for review by City of Joliet and CMAP.

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
716	Public Water Commission water supply planning	Nora Beck	Jan. 2018- Dec. 2019	Consultant assistance	Consultants and ISWS continue to meet communities in western Will County to discuss water demand and supply issues. Strategic planning discussions continue. The City of Joliet has issued an RFQ for an alternative water source study.
717	Justice I&M Canal trail extension feasibility study	John O'Neal	Jan. 2018- June 2019	Consultant assistance	Data collection, existing conditions analysis (including full-day field visit on May 16), environmental evaluation, and stakeholder outreach continue.
719	Kane County / Mill Creek watershed-based plan	Holly Hudson	Oct. 2017- Oct. 2019	Staff assistance	CMAP staff prepared the watershed resource inventory draft; it was submitted to Illinois EPA and Kane County on June 1 for their review. Staff also met with Kane County and Fox River Study Group personnel to further discuss modeling options for land use-based pollutant loading and BMP pollutant load reductions.
513	Lisle downtown parking plan (see website)	Lindsay Bayley	Mar. 2016- June 2018	Staff assistance	Internal review is complete and the draft has been sent to the Village of Lisle for review. The steering committee will receive copies of the draft after approval from the Village.
508	Lower Salt Creek Watershed-based Plan (see website)	Holly Hudson	Jan. 2016- June 2018	Staff assistance	Editing and formatting of final plan continued, including QA/QC of detention basin inventory data, recent water quality data, and BMP data and information.
721	Maywood Zoning Reference Guide	Maggie Jarr	Jan. 2018- June 2018	Staff assistance	CMAP staff is drafting the reference guide.
514	McHenry County Fox River corridor study (see website)	Kate Evasic	Sept. 2016- July 2018	Staff assistance	CMAP staff is drafting the plan. The transportation consultant developed recommendations for bicycle and pedestrian network and identified areas for concept plan development, which were presented to McHenry County staff on May 15.
723	McHenry County Council of Governments Shared Services Study	Maggie Jarr	May 2018- Sept. 2019	Staff assistance	CMAP staff is drafting the MOU and IGA to be signed and adopted by the McHenry County Council of Governments (MCCG).
724	McKinley Park Development Council neighborhood plan	Ricardo Lopez	Jan. 2018- Dec. 2019	Staff assistance	First steering committee meeting took place May 17. Key person interviews scheduled for June 5-6 and a community workshop scheduled for July 18. Data collection and existing conditions analysis underway.
722	Midlothian stormwater management capital plan	Kate Evasic	Apr. 2018- Apr. 2019	Consultant assistance	CMAP staff finalized the scope of work and drafted the IGA for adoption by Midlothian Village Board on June 12. CMAP staff drafted the PAO for consultant assistance.

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
726	North Avenue corridor plan	Cindy Cambray	Jan. 2018- Dec. 2018	Staff assistance	Kick-off with Steering Committee took place in early May. Outreach phase has begun with stakeholder interviews being held and a survey being developed.
517	North Lawndale community plan (see website)	Brandon Nolin	Feb. 2016- Aug. 2018	Staff assistance	Well-attended Open house on April 21 kicked off plan review process. Receiving input from public and project partners through May with revisions and plan layout scheduled for June and July. Adoption anticipated in August.
729	Oswego, Montgomery, and Yorkville shared water treatment plant study	Nora Beck	Jan. 2018- June 2019	Consultant assistance	Consultant has started to outline the structure of the guidelines and conduct research into options.
518	Palos Park bikeways and trails plan (see website)	John O'Neal	Apr. 2017- Apr. 2018	Consultant assistance	Plan completed and presented to Village Council on May 14. However Council vote was postponed to June meeting (due to absence of Mayor at May meeting). Final project invoice expected in early June.
520	Richton Park stormwater master plan, phase 2 (see website)	Kate Evasic	May 2018- Oct. 2018	Consultant assistance	PAO was executed and project is underway. A kickoff meeting with the Village was held on May 29.
730	Robbins stormwater, TOD, and industrial area plan	Kelwin Harris	Jan. 2018- June 2019	Staff assistance	Project kickoff took place April 16 th . Project team is working on outlines and ECR sections while outreach is ongoing. Continuing meetings with RTA, MWRD and other project partners to begin outreach phase for TOD & Industrial area. Steering committees have been formed.
731	Sandwich planning priorities report	Jared Patton	Jan. 2018- Dec. 2018	Staff assistance	CMAP staff conducted stakeholder interviews on May 30 and 31. Work continues on the report document.
732	Sauk Village comprehensive plan update	Stephen Ostrander	Mar. 2018- Sept. 2019	Consultant assistance	The consultant team continued with existing conditions research and formation of the Steering Committee, along with planning entire timeline for development of the plan. CMAP staff finalized the scope of work and PAO for stormwater planning assistance that will supplement and be integrated into the comprehensive planning process.
327	South Elgin zoning update (see website)	Patrick Day	Oct. 2014- July 2018	Staff assistance	CMAP is scheduled to present Module 3 (of 3) at the June 20 PZC meeting.
422	South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015- June 2018	Staff assistance	CMAP staff presented the final plan recommendations to South Holland Business Association (at occasion of the Village President's State of the Village address) on May 24. Plan recommendations will also be presented to the general public at

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
					<i>Mayor's Coffee event on the evening of June 12. Consideration of the plan for adoption by the Village Board is scheduled for June 18.</i>
733	South Suburban Mayors and Managers Association Pilot Circuit Rider Program	Patrick Day	May 2018-May 2020	Staff assistance	Scoping underway.
735	Thornton planning priorities report	Kate Evasic	May 2018-Dec. 2018	Staff assistance	Scoping is complete and MOU was adopted by the Village Board on May 21. Project is underway.
424	Villa Park zoning ordinance	Patrick Day	July 2015-May 2018	Consultant assistance	Final Draft zoning ordinance received first reading at May 21 Village Board meeting.
330	Westchester zoning ordinance	Maggie Jarr	Nov. 2014-June 2018	Consultant assistance	No update.
522	Wilmington downtown plan (see website)	Maggie Jarr	Jan. 2017-July 2018	Staff assistance	The draft plan was revised based on Steering Committee feedback. A public open house will be held at the end of June.

###



MEMORANDUM

To: CMAP Board

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

Date: June 6, 2018

Re: Contract Approval for RFQ 181 Task #2: Pilot Pavement Management Program for Northeastern Illinois

As part of the new [local Surface Transportation Program agreement](#) approved October 2017, the region is to collect pavement condition data on the local jurisdiction, Federal aid system, to be used as a factor in the new STP funding distribution formula. Additionally, CMAP would like to encourage its partners to implement and use pavement management systems to assist in making the best investment decisions to maintain their roadway network.

The purpose of this project is to (1) collect or assemble existing pavement condition data for all federal-aid local jurisdiction roads in the CMAP region and (2) complete pavement management plans for a select number of local agencies.

REVIEW PROCESS

A Request for Qualifications (RFQ) 181 was sent to potential consultants and posted to the CMAP website on January 19, 2018. Staff held a non-mandatory pre-bid information session for consultants on January 24, 2018. On February 16, 2018, CMAP received responses from twelve consultants of which ten specified to be considered for task 2 of the RFQ. The consultants that specified to be considered for task 2: Chastain & Associates LLC., ERI, DLZ, Applied Research Associates, AECOM, Baxter & Woodman, Applied Pavement Technology, Gorrondona & Associates, Stantec, and IMS.

Consultant qualifications were reviewed by three staff members from CMAP, who scored each proposal independently by March 12. The criteria for selection included the following:

1. Demonstrated experience of the firm in the field of pavement condition data collection and process, developing pavement management plans, experience working with different pavement management software systems, and familiarity with combining pavement condition data from multiple sources.
2. Responsiveness of the proposal to the scope of work, as demonstrated by providing thorough responses to the tasks associated with the scope and clearly

identifying parts of the project where CMAP could potentially have a cost savings by adjusting the project scope or identifying items CMAP staff can assist with to reduce costs.

3. The contractor(s) experience and approach to developing a data quality management plan.
4. The contractor(s) capability to collect pavement condition data and produce municipal pavement management plans in a timely manner.
5. The quality and relevance of examples of similar work, or work that includes similar elements.

Table 1 shows the score of each firm that submitted a response to the RFQ for task 2.

Table 1: Task 2 Scoring

Evaluation Criteria	Max. Value	Chastain & Associates	ERI	DLZ	Applied Research	AECOM	Baxter & Woodman	Applied Pavement	Gorrondona & Associates	Stantec	IMS Infrastructure
1. Demonstrated experience of the firm in the field of pavement condition data, processing, management plans	30	23	23	12	28	21	21	25	25	22	25
2. Responsiveness to the proposal	20	16	12	11	15	15	14	13	18	14	15
3. Contractor's approach to developing a data quality management plan	15	11	13	5	14	12	11	14	14	12	14
4. Contractor's capability to collect pavement data and produce municipal pavement management plans	20	16	15	15	17	16	16	17	19	17	18
5. Quality and relevance of similar work	15	9	11	11	11	11	11	12	12	11	12
Total	100	74	74	53	85	75	73	81	88	76	84

The four highest scoring firms for Task 2 were selected for interview (Applied Research Associates, Gorrondona & Associates, Applied Pavement Technology, and IMS). The firms selected for interview for Task 2 had strong responses to all elements related to the task.

Following the interviews, the interview team scored each firm and the three highest ranked firms are recommended for CMAP to initiate negotiations to complete Task 2. Overall, the interview team selected the teams led by **Gorrondona & Associates, Applied Research Associates (ARA), and (IMS)** because they felt that these firms had the strongest Task 2 response to the RFQ and interview.

It is recommended that the Board approve a contracts with **Gorrondona & Associates, Applied Research Associates (ARA), and (IMS)**, for Task 2 of this project, for a total not-to-exceed cost

of \$2,204,000.00. Support for this project is included in the FY 2017 budget and anticipated IDOT FY 2019 State Planning and Research (SPR) fund.

ACTION REQUESTED: Approval

**MEMORANDUM**

To: CMAP Board

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

Date: June 6, 2018

Re: Contract Amendment Approval for Regional Transportation Data Archive

In 2006, CMAP released a document describing the mission and vision of the agency, [Chicago Metropolitan Agency for Planning Strategic Report on Visioning, Governance and Funding](#). The first mission listed in the document was to “Be the authoritative source for regional data collection, exchange, dissemination, analysis, evaluation, and modeling.”, as a result, in 2008, CMAP participated in a [study](#) exploring structures for a transportation data archive for northeast Illinois. The study concluded that a central physical repository was preferred over a virtual data library. Maintaining a data archive was consistent with CMAP’s mission, and CMAP embraced the task. The archive has benefited CMAP research, member agencies and academic activities.

On May 26, 2013, the CMAP Board approved an agreement with Pangaea Information Technologies, LTD to develop an automated archive containing weather, traffic, broadcast traveler information, and roadway incident data. The maximum amount of the five-year contract was not to exceed \$176,000.00.

On June 14, 2017, the Board approved an additional \$15,000 for the Regional Transportation Data Archive Project for FY 2018 due the unanticipated growth and complexity of the database. This approval increased the not to exceed cost of this contract to \$191,000.00.

The current vendor contract is scheduled to expire at the end of June, 2018. IDOT is currently in the process of developing an application that will replace CMAP’s. IDOT has requested CMAP maintain its application until its application is in production. As a result, CMAP is requesting the Board approve an additional 1-year amendment to the existing agreement. The total not to exceed cost of this contract amend will be \$35,000.00, increasing the total cost of this contract to \$226,000.00.

ACTION REQUESTED: Approval

**MEMORANDUM**

To: CMAP Board

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

Date: May 2, 2018

Re: Approval of Intergovernmental Agreement with Chicago Housing Authority and Contract with BRicK Partners to Support the Regional Housing Initiative

For the past three years, CMAP has assisted the region's public housing authorities in supporting the Regional Housing Initiative (RHI), which allocates project-based vouchers to affordable housing projects, providing a financing source for affordable housing developers. Public housing authorities are each allocated project-based vouchers by the U.S. Department of Housing and Urban Development (HUD), and use most of these internally, but also contribute to a regional pool that can be used anywhere across the metropolitan area. CMAP's role is to evaluate proposed developments for their consistency with local plans, proximity to transit service, and similar factors, and provide advice to the public housing authorities.

In FY 2017, RHI was funded by the Chicago Housing Authority (CHA), with CMAP acting as the fiscal agent. This funding was split between CMAP and BRicK Partners, an organization which conducts other administrative activities to support RHI and the public housing authorities that participate in it. In FY18, CHA will again fund the initiative.

The total FY 2018 cost of the RHI program is \$140,000. Half of this supports CMAP's activities, and the other half supports BRicK Partners. The CHA will be providing a grant to CMAP for the full \$140,000, and CMAP will pass through half of this funding to BRicK Partners.

The Board is asked to approve two actions related to this item:

- Approval of a resolution authorizing CMAP to enter into an Intergovernmental Agreement with the CHA to receive funding to support the RHI program.
- Approval of a sole source contract with BRicK Partners to conduct their portion of the RHI program.

ACTION REQUESTED: Approval

CHICAGO METROPOLITAN AGENCY FOR PLANNING

RESOLUTION NO. 2018-03

WHEREAS, the Chicago Metropolitan Agency for Planning (“**CMAP**”), pursuant to the Regional Planning Act of, 70 ILCS 1707/1 *et seq.*, is granted all powers necessary to carry out its legislative purposes in order 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; and

WHEREAS, CHA, the Housing Authority of Cook County, the Lake County Housing Authority, and the Metropolitan Planning Council (collectively, “Participating Parties”) are signatories to the Intergovernmental Agreement (“IGA”) dated August 22, 2002 establishing the Regional Housing Initiative (“**RHI**”).

WHEREAS, The RHI was established to address the region’s current housing shortage and promote a more equitable distribution of affordable housing opportunities and to encourage the development, rehabilitation and preservation of quality rental housing throughout the Chicago metropolitan region;

WHEREAS, the Participating Parties acknowledge that funding for the administrative oversight of the RHI program is needed; and

WHEREAS, the Chicago Housing Authority (“**CHA**”) desires to provide funding and CMAP desires to provide the administrative oversight of the RHI program for a one-year term; and

WHEREAS, CMAP and the CHA have negotiated an Intergovernmental Agreement for the purpose of providing funding for the administrative oversight of the RHI program, including an update to the intergovernmental structure for the Participating Parties, subcontractors, procedures, selection criteria, metrics and an annual plan, for a one-year term.

NOW, THEREFORE, BE IT RESOLVED by the Chicago Metropolitan Agency for Planning (CMAP) Board as follows:

The Executive Director is authorized to finalize an Intergovernmental Agreement between the Chicago Metropolitan Agency for Planning and the Chicago Housing Authority in substantially the form of the agreement attached to this Resolution, and the Executive Director is authorized to execute said Intergovernmental Agreement.

Approved: _____
Board Chair

Date: June 13, 2018

**INTERGOVERNMENTAL AGREEMENT BETWEEN
THE CHICAGO HOUSING AUTHORITY AND
THE CHICAGO METROPOLITAN AGENCY FOR PLANNING**

This Intergovernmental Agreement (“**IGA**”) is made as of June 13, 2018, by and between the **CHICAGO HOUSING AUTHORITY** (“**CHA**”), an Illinois municipal corporation and the **CHICAGO METROPOLITAN AGENCY FOR PLANNING** (“**CMAP**”), a body politic and corporate created by the State of Illinois (collectively referred to herein as the “**Parties**”).

RECITALS

WHEREAS, CHA, HACC, and LCHA, among others, entered into that certain Intergovernmental Agreement in August 22, 2002 (the “Original IGA”) establishing the RHI program to promote a more equitable distribution of affordable housing opportunities and encourage the development, rehabilitation, and preservation of quality rental housing throughout the Chicago metropolitan region;

WHEREAS, HAJ, HAPF, KCHA, MCHA, NCHA, OPHA, and WHA subsequently became parties to the Original IGA, as such Original IGA has been revised from time to time;

WHEREAS, The RHI was established to address the region’s current housing shortage and promote a more equitable distribution of affordable housing opportunities and to encourage the development, rehabilitation and preservation of quality rental housing throughout the Chicago metropolitan region;

WHEREAS, the Participating Parties acknowledge that funding for the administrative oversight of the RHI program is needed; and

WHEREAS, CHA desires to provide funding and CMAP desires to provide the administrative oversight of the RHI program for a one-year term; and

NOW, THEREFORE, the Parties hereto, in consideration of the mutual covenants hereinafter contained, agree as follows:

1. **INCORPORATION OF RECITALS.**

The recitals set forth above are incorporated by reference as if fully set forth herein and made a part hereof.

2. **PURPOSE OF THE AGREEMENT.**

The purpose of this Agreement is to provide funding for the administrative oversight of the RHI program, including an update to the intergovernmental structure for the Participating Parties, procedures, selection criteria, metrics and an annual plan, for a one-year term.

3. **TERM.**

The term of this IGA shall commence June 13, 2018, and shall terminate upon the earlier of 1) June 30, 2019 or 2) according to the terms of Section 6 herein.

4. **FUNDING AMOUNT**

CMAP shall collect RHI fees in accordance with the fee structure published in the Regional Housing Initiative Application, attached hereto as Exhibit B. CMAP shall utilize these fees to fund staff and indirect costs associated with the performance of the services set forth in Section 5.1 below.

CHA shall provide funding to CMAP for the duties and responsibilities set forth in Section 5.1 below, in an amount not to exceed One Hundred Forty Thousand Dollars and No/100 (\$140,000.00).

CMAP shall report to CHA, all RHI fees collected prior to each quarterly payment made to CMAP. The RHI fees collected will be deducted from each quarterly scheduled payment due CMAP.

5. **DUTIES AND RESPONSIBILITIES**

Section 5.1 CMAP's Services to be Performed and Responsibilities. CMAP will perform the following services:

- (a) CMAP shall work with BRick Partners, LLC (the "**Subcontractor**") and the Participating Parties to:
 - (1) Update the RHI intergovernmental structure;
 - (2) Establish selection criteria for property developers seeking project-based vouchers;
 - (3) Develop RHI metrics, annual timelines and procedures for waitlist administration and applicant selection process;
 - (4) Seek a sustainable funding source and adopt a supplemental administration plan; and
 - (5) Support RHI's alignment with the latest Affirmative Furthering Fair Housing, Moving To Work and other regional, state and federal priorities.
- (b) CMAP shall work with Subcontractor to execute an outreach and marketing strategy in compliance with U.S. Department of Housing and Urban Development ("**HUD**") regulations in coordination with local industry groups and policymakers, with an increased focus on non-Low Income Housing Tax Credit ("**LIHTC**") opportunity area preservation. CMAP shall lead the implementation of the outreach and marketing strategy, with support from Subcontractor as needed.
- (c) CMAP shall work with Subcontractor to arrange and attend all pre-meetings with prospective developers, review preliminary information submitted, help determine eligibility for a conditional commitment letter for LIHTC applicants, and draft and send conditional commitment letters to the Illinois Housing Development Authority ("**IHDA**"). CMAP shall coordinate information and timeliness of conditional commitment letters with the Participating Parties to solicit feedback on proposed rents, Developers and IHDA.
- (d) CMAP shall process and review developer applications, focusing on market and site location, regional and local policy priorities, and plan implementation. CMAP shall prepare relevant parts of the application summary submitted to the Participating Parties and present findings at a Participating Parties meeting.

- (e) CMAP shall assist Participating Parties with completing evaluation forms for each developer application presented for consideration, tabulate scores, and help determine which proposals will receive commitment letters. CMAP will draft and send these commitment letters to IHDA or other relevant funders.
- (f) CMAP will monitor the housing unit development process prior to the execution of a Housing Assistance Payment Contract (“**HAP Contract**”).
- (g) CMAP shall work with Subcontractor to evaluate the outcomes of the funded activities, focusing specifically on the effectiveness of:
 - (1) Activities intended to promote the development of housing units in opportunity areas;
 - (2) The Administration of the regional waiting list; and
 - (3) The strategies intended to encourage families on the regional waiting list to move to opportunity areas.
- (h) CMAP shall work with Subcontractor and the Participating Parties to establish waitlist placement goals and create a data sharing agreement between the Participating Parties and Subcontractor.
- (i) CMAP shall include a provision in Subcontractor's agreement that Subcontractor shall develop a plan to ensure that, with respect to new leases entered into after the date of this agreement, no less than fifty percent (50%) of all individuals leasing a unit are from the donor housing authority. The provision will further encourage Subcontractor to maximize all leasing with applicants from the CHA waitlist until such time that fifty percent (50%) of all CHA vouchers are utilized.
- (j) CMAP shall provide reports of services performed as outlined in Section 5.1 in accordance with the following timeline:
 - 1) August 31, 2018
 - 2) November 30, 2018
 - 3) February 28, 2019
 - 4) May 30, 2019

Section 5.2 CHA's Duties and Responsibilities. CHA shall be responsible for making payments to CMAP in the amounts and on the dates set forth in the Payment Schedule attached hereto and incorporated herein as Exhibit C. Payments during the term set forth in Article Three shall not exceed the amount of One Hundred Forty Thousand Dollars and No/100 (\$140,000.00).

6. TERMINATION

6.1 CHA may terminate this agreement if CMAP fails to comply with any of its obligations under Section 5.1 of this agreement. Prior to issuing a notice of termination under this provision, CHA shall provide CMAP with written notice that specifically details CMAP's failure to comply with its obligations under Section 5.1. If, within thirty (30) days of receipt of said written notice, CMAP fails to take corrective action to comply with said obligations, CHA shall provide CMAP with thirty (30) days written notice of its termination of this agreement pursuant to this Section 6.1.

6.2 CHA and CMAP may terminate this agreement at any time, without cause, upon giving ninety (90) days written notice to the other party.

7. GENERAL TERMS AND CONDITIONS

7.1 Warranties and Representations

In connection with the execution of this Agreement, the CHA and CMAP each warrant and represent that it is legally authorized to execute and perform or cause to be performed this Agreement under the terms and conditions stated herein.

7.2 Non-liability of Public Officials

No official, employee or agent of the CHA or CMAP shall be charged personally by the other party with any liability or expense of defense or be held personally liable under any term or provision of this Agreement or because of any breach hereof.

7.3 Entire Agreement

This agreement, and the exhibits attached and incorporated hereby, shall constitute the entire agreement between the parties. There are no representations, warranties, conditions or other agreements, whether direct or collateral, or express or implied, that form part of or affect this agreement, or that induced any party to enter into this agreement or on which reliance is placed by any party, except as specifically set forth in this agreement.

7.4 Counterparts

This agreement is comprised of several identical counterparts, each of which may be fully executed by the parties and, as executed, will be deemed an original having identical legal effect.

7.5 Amendments

No changes, amendments, modifications or discharge of this agreement, or any part hereof, shall be valid unless in writing and signed by the authorized officer(s) of CHA and by the authorized officer(s) of CMAP or their respective successors and/or assigns.

7.6 Severability

If any provisions of this agreement shall be held or deemed to be or shall in fact be inoperative or unenforceable as applied in any particular case in any jurisdiction or in all cases because it conflicts with any other provision or provisions hereof or of any constitution, statute, ordinance, rule of law or public policy, or for any other reason, such circumstances shall not have the effect of

rendering any other provision or provisions herein contained invalid, inoperative, or unenforceable to any extent whatever. The invalidity of any one or more phrases, sentence clauses or sections contained in this agreement shall not affect the remaining portions of this Agreement or any part thereof.

7.7 Interpretation

Any headings of this agreement are for convenience of reference only and do not define or limit the provisions thereof. Words of any gender shall be deemed and construed to include correlative words of the other genders. Words importing the singular number shall include the plural number and vice versa, unless the context shall otherwise indicate. All references to any exhibit or document shall be deemed to include all supplements and/or amendments to any such exhibits or documents entered into in accordance with the terms and conditions thereof. All references to any person or entity shall be deemed to include any person or entity succeeding to the rights, duties and obligations of such persons or entities in accordance with the terms and conditions of this agreement.

7.8 Cooperation

CHA and CMAP agree at all times to cooperate fully with one another in the implementation of this agreement.

7.9 Assignment

Neither CHA nor CMAP shall assign, delegate or otherwise transfer all or any part of their rights or obligations under this agreement, or any part hereof, unless as approved in writing by the other party. The absence of written consent shall void the attempted assignment, delegation or transfer and shall render it of no effect.

7.10 Governing Law

The parties agree that any disputes that arise, as a result of this agreement shall be heard in an Illinois court of competent jurisdiction located in Chicago, Illinois.

7.11 Time of Essence

Time is of the essence in this agreement.

7.12 Waiver

The failure by either party to enforce any provisions of this agreement shall not be construed as a waiver or limitation on that party's right to subsequently enforce and compel strict compliance with every provision of this Agreement.

8. **NOTICES**

All notices and communications concerning this Agreement shall be sent by first-class prepaid mail as follows:

If to the CHA: Chicago Housing Authority
60 East Van Buren Street, 12th Floor
Chicago, Illinois 60605
Attn: Chief Executive Officer

With a copy to: Chicago Housing Authority
60 East Van Buren Street, 10th Floor
Chicago, Illinois 60605

With a copy to: Chicago Housing Authority
Office of the General Counsel
60 East Van Buren Street, 12th Floor
Chicago, Illinois 60605
Attn: Chief Legal Officer

If to the CMAP: Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Room 800
Chicago, Illinois 60606
Attn: Jonathan Burch, Principal Planner

With a copy to: Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, Illinois 60606
Attn: Penny DuBernat, Procurement Officer

Unless otherwise specified, any notice, demand or request required hereunder shall be given in writing at the addresses set forth above and shall be effective five days after writing.

9. **AUTHORITY**

9.1. **CHA Authority**

Resolution No. 2018-CHA-33 passed by the CHA Board of Commissioners on May 15, 2018 has authorized execution of this Agreement by the CHA.

9.2 **CMAP Authority**

Resolution No. _____ passed by the CMAP Board on _____ has authorized execution of this Agreement by CMAP.

[SIGNATURE PAGES FOLLOW]

IN WITNESS WHEREOF, CHA and CMAP have executed this IGA as of the date set forth above.

CHICAGO HOUSING AUTHORITY
an Illinois municipal corporation

By: _____
Eugene E. Jones, Jr.
Chief Executive Officer

CHICAGO METROPOLITAN AGENCY FOR PLANNING
a body politic and corporate created by the State of Illinois

By: _____
Joseph C. Szabo
Executive Director

ACKNOWLEDGED BY:

The McHenry County Housing Authority,
an Illinois municipal corporation

By:
Its: Executive Director

The Housing Authority of Cook County,
an Illinois _____

By:
Its: Executive Director

The Lake County Housing Authority,
an Illinois _____

By:
Its: Executive Director

The Joliet Housing Authority,
an Illinois _____

By:
Its: Executive Director

The DuPage County Housing Authority
An Illinois _____

By: _____
Its: Executive Director

The Oak Park Housing Authority,
an Illinois: _____

By: _____

Its: Executive Director

The Waukegan Housing Authority,
an Illinois: _____

By: _____
Its; Executive Director

The North Chicago Housing Authority,
an Illinois: _____

By: _____
Its: Executive Director

The Park Forest Housing Authority,
an Illinois: _____

By: _____
Its Executive Director

EXHIBIT A

RHI INTERGOVERNMENTAL AGREEMENT

(see attached)

EXHIBIT B

RHI FEE STRUCTURE

The following fees are due prior to each of the corresponding steps in the process. Checks should be made payable to the Chicago Metropolitan Agency for Planning.

1. Pre-application interview: \$500
2. Application fee: \$2,000
3. Re-application fee for previously supported projects within the last two years:
\$1,000

EXHIBIT C

PAYMENT SCHEDULE

Partial payment Number	Contractor Deliverables	Delivery Date	Payment Amount
1	Quarterly Report	August 31, 2018	\$35,000 minus any collected developer fees
2	Quarterly Report	November 30, 2018	\$35,000 minus any collected developer fees
2	Quarterly Report	February 28, 2019	\$35,000 minus any collected developer fees
4	Quarterly Report	May 30, 2019	\$35,000 minus any collected developer fees

**MEMORANDUM**

To: CMAP Board

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

Date: June 6, 2018

Re: Contract Approval for Crash Data Entry Project

The State of Illinois requires the submission of all Illinois Traffic Crash Reports (Form SR 1050) to the Illinois Department of Transportation (IDOT) for inclusion in a statewide database, the Crash Information System (CIS). IDOT has a backlog of approximately 170,000 records that require entry into the statewide database. IDOT has requested that CMAP assist them in resolving the backlog.

REVIEW PROCESS

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on May 9, 2018. In cooperation with IDOT staff, CMAP Staff held a non-mandatory pre-bid information session for consultants on May 15, 2018. Notes pertaining to the discussion were released shortly thereafter and posted on the CMAP website. On May 22, 2018, CMAP received proposals from four consultants: Canete Medina Consulting Group, Inc., Cambridge Partners and Associates, Exela Technologies, Inc and The Data Entry Company (TDEC).

Proposals were reviewed by representatives of both IDOT and CMAP staff and scored independently by May 24, 2018. The criteria for selection included the following:

1. The demonstrated record of experience of the vendor.
2. The vendor's capacity to complete the scope of work by January 31, 2019.
3. Cost to CMAP.

Table 1 reflects the results of that scoring.

Table 1: Scoring

Criteria	Maximum Score	Canete Medina	Excela	TDEC	Cambridge
1. The demonstrated record of experience of the vendor	40	16	35	36	31
2. The vendor's capacity to complete the scope of work by January 31, 2019	40	19	31	33	27
3. Cost to CMAP	20	16 (\$141,010)	14 (\$257,400)	14 (\$240,720)	12 (\$289,000)
Total	100	51	80	83	70

RECOMMENDATION FOR CONTRACTOR SELECTION

Following the interviews, the selection committee reached a consensus to recommend **The Data Entry Company (TDEC)** as the contractor for the Crash Data Entry Project. Overall, the selection committee felt that each of the vendors were capable of completing the project, although the team assembled by **TDEC** had more experience processing large volumes of complex records more quickly than the other vendors.

The committee recommends the selection of TDEC and their scope of work for the Crash Data Entry Project for a not to exceed cost of \$240,720.00. Funding is anticipated from the IDOT FY 2019 State Planning and Research (SPR) fund.

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Board

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

Date: June 6, 2018

Re: Contract Increase and Term Extension for Stormwater Engineering

The CMAP Local Technical Assistance (LTA) program is meant to advance the implementation of GO TO 2040 by providing resources to local governments. Over 140 projects have been completed through the LTA program, with 46 more underway. Most projects are led by CMAP staff, but some require external assistance to augment CMAP staff expertise.

In September 2015, the CMAP Board approved a contract with four engineering firms to assist with stormwater planning: Conservation Design Forum/Geosyntec; Hey and Associates/Michael Baker; Strand Associates; and Christopher B. Burke Engineering. The contracts were approved for one year with three one-year option years for a maximum of \$75,000 per year, for a contract value not to exceed \$150,000 combined. Funding support for these contracts is from Cook County Community Development Block Grants-Disaster Resilience (CDBG-DR), in addition to philanthropic funding from the MacArthur Foundation and the Chicago Community Trust, and UWP funds for those projects that directly impact transportation.

On March 8, 2017, the CMAP Board approved a funding increase of \$250,000.00, which reflected an increase of CDBG-DR funding for stormwater related components of LTA projects.

CMAP has again received additional funding through the CDBG-DR program in the amount of \$250,000.00, and seeks Board approval to increase the combined vendor limit to \$650,000.00. In addition, CMAP seeks approval to amend the existing vendor contracts for an additional 1-year term. Support for this project will continue to be from the funding sources listed above (primarily CDBG-DR, with some contributions from MacArthur, the Chicago Community Trust, and UWP), and expenditures will be contingent on the continuation of these grants.

Staff recommends that the Board approve an increase the contract limit for stormwater engineering support to \$650,000.00 and grant CMAP authority to extend the existing term of the four engineering contracts for an additional 1-year term.

ACTION REQUESTED: Approval

**MEMORANDUM**

To: CMAP Board

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

Date: June 6, 2018

Re: Contract Approval for Belmont Cragin Commercial Corridor Plan

The CMAP local technical assistance (LTA) program is meant to advance the implementation of GO TO 2040 (and ON TO 2050 once adopted) by providing resources to local governments. Since the initiation of this program in 2011, CMAP has completed over 150 local planning projects, with over 30 more currently underway. Projects include comprehensive plans, corridor or subarea plans, studies of special topics such as housing or water resources, and similar planning activities. Most projects are led by CMAP staff, but some require external assistance to augment CMAP staff expertise.

The Northwest Side Housing Center (NWSHC) seeks to develop a Commercial Corridors Plan for the Belmont Cragin neighborhood in Chicago, including the following corridors: Diversey Avenue, Fullerton Avenue, and Grand Avenue. The recommendations from the requested corridors plan will help to guide NWSHC staff, local elected officials, business owners, and community members with strategies aimed at leveraging their transportation system to promote the local business community. This plan will build-off the neighborhood's recently completed Quality-of-Life Plan, which recommends pursuing opportunities to improve their commercial corridors in a manner that complements local business growth and job creation.

The NWSHC is seeking a plan that includes market analysis and commercial area assessments, multimodal transportation improvements, and clear implementation steps.

REVIEW PROCESS

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on April 30, 2018. As part of the RFP process, firms were permitted to submit optional tasks which were not part of the base cost, but could be included at the discretion of CMAP and the NWSHC. Staff held a non-mandatory pre-bid information session for consultants on May 03, 2018. Notes pertaining to the discussion were released shortly thereafter and posted on the CMAP website. On May 16 2018, CMAP received proposals from four consultants: Canete

Medina Consulting Group, Inc., Design Workshop, Houseal Lavigne Associates (HLA), and Juan Gabriel Moreno Architects (JGMA).

Proposals were reviewed by CMAP staff and a representative from the Northwest Side Housing Center, who scored each submittal independently by May 18. 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 this scope of work, including addressing the topical issues identified in the Project Background and Project Description sections.
2. The consultant's approach to preparing a Corridor Plan that addresses the priorities identified in the Project Background and Project Description sections.
3. The quality and relevance of the examples of similar work.
4. The consultant's integration of the principles of GO TO 2040 and ON TO 2050 into the proposal.
5. Cost to CMAP, including consideration of all project costs and per-hour costs.

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

Table 1: Scoring

Criteria	Maximum Score	Canete Medina	HLA	JGMA	Design Workshop
1. Experience of Organization and Key Personnel	28	18.8	23.2	25.4	18.6
2. Approach to Preparing Corridor Plan	28	14	22.2	25.6	12.9
3. Quality and Relevance of Similar Work	12	8.7	9.3	10.9	4.8
4. Other (Consistency with GO TO 2040/ON TO 2050)	12	8	9.3	11.3	6.9
5. Proposal cost (base without options)	20	18 \$73,794	20 \$70,240	17 \$79,470	14 \$84,354
Total	100	67.5	84	90.2	57.2

RECOMMENDATION FOR CONTRACTOR SELECTION

Following the interviews, the selection committee reached a consensus to recommend **JGMA** as the contractor for the Belmont Cragin Commercial Corridors Plan. Overall, the selection committee felt that the team assembled by JGMA had the best understanding of the neighborhood, demonstrated a multifaceted approach to its transportation and economic development challenges, and incorporated unique community-driven design strategies to address the needs of the project.

CONSIDERATION OF OPTIONS

Firms were also invited to submit options which were not part of the base cost but that could be included at the discretion of CMAP and the NWSHC.

In addition to the core project tasks outlined in the scope of work, JGMA proposed one option with four parts: to conduct a Development Feasibility for two sites: including development alternatives, design alternatives, financial feasibility, and marketing packages. This option is priced at \$8,930. The selection committee agreed that JGMA's option should be included, because it adds important value to NHSHC in an area in which they have less capacity, and would help them and local aldermen identify, assess, and market key sites in Belmont Cragin's commercial corridors.

It is recommended that the Board approve a contract with JGMA for its core proposal and optional task, for a total, not-to-exceed cost of \$88,400. Support for this project is included in the FY14, FY15 and FY17 Contracts budget.

ACTION REQUESTED: Approval



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.7

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: June 6, 2018

Re: Contract Increase for ON TO 2050 Photography

On November 9, 2016, the CMAP Board approved the selection of Dave Burk Photography for the ON TO 2050 Photographic and Videographic Services for a not-to-exceed cost of \$108,300.00.

CMAP staff is requesting Board approval to increase the not-to-exceed cost of this contract to \$128,300.00, which reflects a \$20,000.00 increase in funding. The Communications Team seeks to amend the original scope of services to include footage that will be used in four videos to promote the ON TO 2050 plan overall and each of the three principals: Inclusive Growth, Resilience, and Prioritized Investment. Support for this amendment has been included in the FY 2019 Operating Budget.

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Board

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

Date: June 6, 2018

Re: Contract Approval for Printing ON TO 2050 Plan Materials

CMAP is seeking a vendor to print the short version or executive summary of ON TO 2050 and one regional poster, both of which will be distributed at the ON TO 2050 launch event on October 10, 2018. In addition, the agency is seeking a vendor to print a series of three posters related to implementation of ON TO 2050 during FY 2019.

REVIEW PROCESS

On April 16, 2018, CMAP issued an RFP for Printing of ON TO 2050 Plan Materials. The RFP was posted on the CMAP website and sent to six printing companies, in addition to being circulated to the general RFP list. On April 19, 2018, CMAP conducted a non-mandatory pre-bid meeting session for potential vendors. The presentation and notes pertaining to the meeting were sent to all attendees and were posted on the CMAP website. On May 4, 2018, CMAP received responses from six firms, however several were deemed non-responsive and not scored. The three acceptable firm submission included: Lake County Press, Graphic Arts Studio and Motr Grfx.

Proposals were reviewed by representatives of CMAP staff according to the following selection criteria:

1. The firm's demonstrated record of experience and responsiveness in providing print services in the areas identified in the Scope of Services.
2. The quality, model, and reliability of equipment to be used.
3. The qualifications and experience of the firm's personnel to be assigned to CMAP's work in the areas identified in the Scope of Services and their training and experience with print materials.
4. Responsiveness to the specific needs expressed in the Scope of Services.
5. Paper and print samples to demonstrate capabilities.

6. Cost to CMAP.

Table 1 reflects the scores for the accepted RFP responses.

Table 1: Scoring

Criteria	Maximum Score	Lake County Press	Graphic Arts Studio	Motr Grafx
1. Overall experience and responsiveness	20	19.5	17	9.5
2. Qualifications regarding equipment to be used	20	18	17	12.5
3. Qualifications and experience of firm's personnel	20	9.5	9	6
4. Responsiveness to specific needs expressed in scope of services	10	9.75	7.8	5.75
5. Samples of paper and print to demonstrate capabilities	10	20	18	16.5
6. Cost to CMAP	20	16 (\$78,070)	16 (\$70,528)	13 (\$60,762)
Total	100	92.75	83	63.25

RECOMMENDATION FOR CONTRACTOR SELECTION

Following interviews, the Committee scored each vendor independently and reached a consensus to recommend the selection of **Lake County Press** for the ON TO 2050 Plan materials printing project. The Committee based their selection of 15,000 copies of 72-pages each of the executive summary, in addition to 6,000 copies of the launch poster, UV coated, and 3,000 copies of the ON TO 2050 poster series.

The Committee felt that Lake County Press demonstrated a better understanding of Scope of Services and exceptional experience and quality control processes that the Committee felt would ensure a flawless and timely final product. The cost proposal from Lake County Press was higher overall than the other vendors, but the Committee felt that the increased cost was negligible.

It is recommended that the Board approve a contract with Lake County Press for a not to exceed cost of \$84,470.00. The additional cost above the quoted amount will allow for additional printing proofs if required. Support for this project is included in the FY 2019 Operating budget.

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Board
From: Angela Manning-Hardimon
Deputy Executive Director, Finance and Administration
Date: June 6, 2018
Re: Approval to Purchase Information Technology Hardware, Software and related services

For FY 2018, CMAP Information Technology (IT) would like to procure a new backup system, which includes new Hewlett Packard Enterprise (HPE) servers, storage, Veeam backup software, training and installation services using the State of Illinois Master Contract CMS694748A through Novanis. The new backup infrastructure will replace aging equipment at the CMAP offices in Chicago and at our remote data center and will allow CMAP to expand its backup coverage for future growth. All purchased equipment will be modular allowing CMAP to add or move equipment from existing data center or relocate to new data center in the future if the need should arise.

Equipment	Total Estimated Cost	Type of Procurement
Hardware		
HPE servers, storage, Veeam backup software, training and installation services, including licenses and warranty	\$290,000	State of Illinois Master Contract CMS694748A
Total Estimated Cost	\$290,000	

It is recommended that the Board approve the purchase of the above listed hardware, software, licensing, training and support for a total cost not to exceed \$290,000. Funds have been budgeted and approved in the FY 2018 UWP operating budget.

ACTION REQUESTED: Approval

###

**MEMORANDUM**

To: CMAP Board

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

Date: June 6, 2018

Re: FY 2019 Unified Work Program (UWP)

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

On March 14, the UWP Committee approved a proposed FY 2019 Unified Work Program budget, totaling \$22,434,053. This includes \$17,947,242 in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regional planning funds and \$4,486,811 in state and local match funds. During that meeting, Cook County requested an opportunity to present a business case for increased funding consideration. It was agreed by the UWP Committee that Cook County be awarded an additional \$50,000 in federal funds towards their project. To maintain the balanced budget, CMAP agreed to reduce its core program federal request by \$50,000 citing that potential savings may be achieved by the Agency through its hiring cycle.

During this meeting, RTA also requested that its core program federal funds of \$84,000 be reallocated to CTA and Metra competitive projects. Both agencies would receive an additional \$42,000 in federal funds. RTA cited that they would be able to support their core activities through other funding sources. RTA supported CTA's Red/Purple Modernization program and Metra's Origin-Destination Survey projects noting them as important initiatives that required additional funding.

Overall changes resulted in a decrease in the core federal funding of \$84,000 and an increase of \$84,000 in the competitive federal funding.

Attached is the summary of the allocation of funding and awarded projects. Both the Programming and Transportation Committees considered and have recommended approval of the FY 2019 UWP Program by the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Chicago Metropolitan Agency for Planning (CMAP) derives its primary funding from the Unified Work Program (UWP) that supports transportation planning in northeastern Illinois, with metropolitan planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in addition to State and local sources. Federal dollars require a 20% local match, which has been provided since 2011 by the Illinois Department of Transportation (IDOT). The UWP funds are allocated for operating activities and contractual services. IDOT requires the operating funds (3-C Operations Grant) be expended during the fiscal year (July 1, 2018 to June 30, 2019) and the competitive funds (3-C Competitive Grant) be expended over a five-year period (July 1, 2018 to June 30, 2023). The revenues identified from the FY 2019 UWP funds were approved by the UWP Committee, Transportation Committee, and Programming Committee and recommended for approval by the MPO Policy Committee and CMAP Board.

In June 2018, staff will present to the Board for approval a balanced budget that reflects the use of federal transportation funds, a state local match, local dues and other grants as revenue sources to cover FY 2019 budgeted expenditures. The approved FY 2019 Unified Work Program budget totaled \$22,434,053. This included \$17,947,242 in FHWA and FTA regional planning funds and \$4,486,811 in local match funds. This year's federal competitive funds of approximately \$1,200,000 were awarded to CMAP/RTA, CDOT, CTA and Metra. CMAP continues to remain optimistic that a State budget will be passed for fiscal year 2019. Therefore, CMAP has included in its FY 2019 budget its expected State match of \$3,362,462. Should the FY 2019 State budget not be passed in a timely manner, CMAP will implement a similar strategy used during the FY 2016 budget impasse to remain solvent. This strategy would include the use of local dues, Toll Credits and the ability to become direct recipient of federal funds from the U.S. Department of Transportation (U.S. DOT). This will allow CMAP to remain solvent until a State budget or stopgap State budget is passed.

The Unified Work Program Committee consists of eight voting members who represent the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and the counties. IDOT chairs the committee and votes only in instances of ties. Non-voting members include the Illinois Environmental Protection Agency (IEPA), FHWA and FTA. Member agencies of the UWP Committee traditionally receive UWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

The FY 2019 UWP is a one-year program covering the State of Illinois fiscal year from July 1, 2018 through June 30, 2019. The UWP Committee developed the FY 2019 program based on the FY 2018 UWP federal funding earmark for the metropolitan planning area. Project selection is typically guided by using a two-tiered process. The initial tier funds core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programs the remaining funds based upon a set of FY 2019 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, Programming Committee,

MPO Policy Committee and CMAP Board. The UWP Committee also uses a quantitative scoring process to evaluate project submissions in the competitive round.

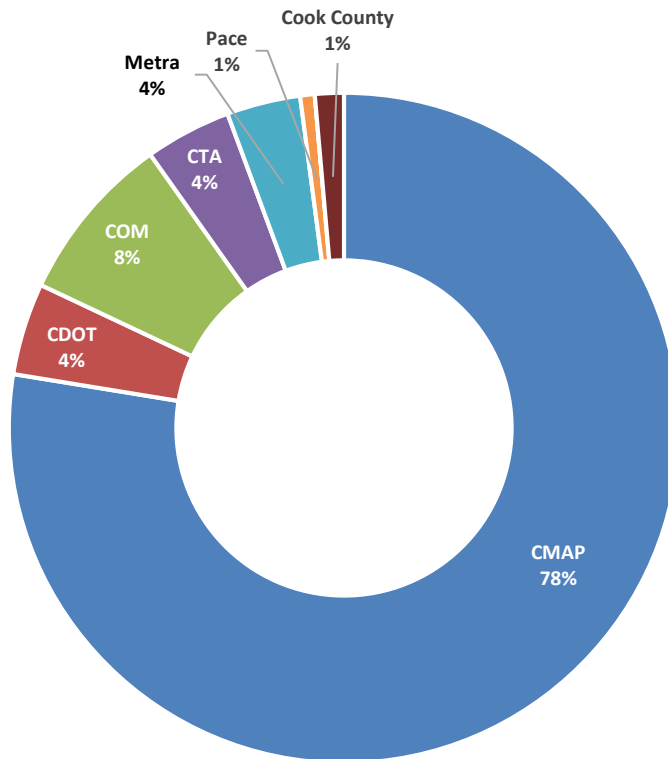
The UWP budget is submitted to CMAP’s Transportation Committee, which recommends approval of the UWP budget to the Programming Committee and the MPO Policy Committee. The Programming Committee also recommends approval of the UWP budget to the CMAP Board. Approval by the MPO Policy Committee signifies official MPO endorsement of the UWP budget.

FY 2019 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, and Cook County for core transportation planning activities and CMAP/RTA, CDOT, CTA and Metra will be awarded funds under the competitive program. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Fixing America’s Surface Transportation Act (FAST Act).

Funding by Agency

Figure 1 shows the share of FY 2019 UWP funds programmed to each agency.

FIGURE 1
Share of FY 2019 UWP Funds by Agency



CMAP is receiving 78% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan ON TO 2050, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, and Pace are receiving 4%, 4%, and 1% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems.

The City of Chicago is receiving 4% of the funds for transportation planning and programming activities. Following discussions during UWP development, RTA will not be receiving funds in this fiscal year. RTA elected to allocate its FY 2019 funding to CTA and Metra competitive projects that were selected by the UWP Committee.

The Regional Councils of Mayors are receiving 8% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PL's also facilitate the local Surface Transportation Program (STP) process and monitors other transportation projects from various funding sources. Cook County is funded with 1% of funds for their Transit Study.

Summary of UWP Projects and Budgets by Recipient Agency

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	1,106,345	12,343,530	3,362,462	16,812,337
CMAP	LTA / Community Planning Program (RTA)	472,246		118,062	590,308
CMAP Total		1,578,591	12,343,530	3,480,524	17,402,645
CTA	Program Development	420,000		105,000	525,000
CTA	Next Phases - Red / Purple Modernization (RPM) Core Capacity Expansion	326,800		81,700	408,500
CTA Total		746,800	-	186,700	933,500
City of Chicago	Transportation and Programming	693,000		173,250	866,250
City of Chicago	Vision Zero South Side	104,000		26,000	130,000
City of Chicago Total		797,000	-	199,250	996,250
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,467,326	366,832	1,834,158

Agency	Project Title	FTA	FHWA	Local Match	Total
Council of Mayors Total		-	1,467,326	366,832	1,834,158
Cook County	Transit Study	250,000		62,500	312,500
County Total		250,000	-	62,500	312,500
Metra	Program Development	336,000		84,000	420,000
Metra	Origin-Destination Survey	302,000		75,500	377,500
Metra Total		638,000	-	159,500	797,500
Pace	TIP Development and Modeling	66,000		16,500	82,500
Pace	Rideshare Services Program	60,000		15,000	75,000
Pace Total		126,000	-	31,500	157,500
RTA	2018 Regional Transit Strategic Plan Support	0		0	0
RTA Total		-	-	-	-
FY 19 UWP Total		4,136,391	13,810,856	4,486,806	22,434,053

Brief Synopses of FY 2019 Recommended UWP Projects

<p>MPO Activities</p> <p>Purpose: CMAP is responsible for the implementation of the region's long range plan GO TO 2040 and the development of the next long range plan, ON TO 2050. CMAP is also responsible for supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.</p>	\$16,812,337
<p>Local Technical Assistance (LTA) / Community Planning Program</p> <p>Purpose: This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation - particularly transit - with land use, housing, economic development, governance, and environment. These grants will be available for planning activities as well as updates and reviews of local development regulations. Projects will be selected through a competitive application process administered jointly by CMAP and the RTA. This</p>	\$590,308

level of funding will support approximately 15 local plans and several smaller-scale follow-up activities.	
Chicago Metropolitan Agency for Planning (CMAP)	Agency Total: \$17,402,645
Program Development Purpose: This project supports regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the RTP and the TIP. It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans.	\$525,000
Next Phases of the Red and Purple Modernization (RPM) Core Capacity Expansion Program The purpose of this project is to support conceptual planning and National Environmental Policy Act (NEPA) compliance determination for the next phases of the Red and Purple Modernization (RPM) Core Capacity Expansion Program. The RPM Program is being delivered in phases to bring improvements sooner to the people who rely on the CTA Red and Purple lines. On January 9 th 2017, RPM Phase One became the first Core Capacity project to receive a Full Funding Grant Agreement through the FTA's Capital Investment Grant Program. This project will identify the next phases of RPM that will build upon the success of RPM Phase One.	\$408,500
Chicago Transit Authority (CTA)	Agency Total: \$933,500
Transportation and Programming Purpose: To support local, regional and national objectives by providing for the participation of the City of Chicago in the MPO's transportation planning and programming process including the development of the long range plan and the TIP; by identifying and developing potential transportation projects and policies; and to provide technical analysis and other information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of CDOT in the regional planning process.	\$866,250
Vision Zero South Side Purpose: Vision Zero is Chicago's initiative to eliminate fatalities and serious injuries from traffic crashes by the year 2026. A multi-departmental Vision Zero Steering Committee led by the Mayor's Office and four Working Groups have identified goals and strategies to increase traffic safety, with a three-year Vision Zero Chicago Action Plan expected in the coming months. This data-driven process established City priorities and identified the resources – and gaps in resources – to meet benchmark reduction goals for fatalities and serious injuries by 2020.	\$130,000
City of Chicago	Agency Total: \$996,250
Sub regional Transportation Planning, Programming and Management Purpose: To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the FAST Act, the Regional Planning Act, and further legislation. To support the Council of	\$1,834,158

Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.	
Council of Mayors	Agency Total: \$1,834,158
Program Development Purpose: This program helps facilitate Metra’s efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts; transit planning; private providers coordination; planning for protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.	\$420,000
Origin-Destination Survey Purpose: This program will update several key existing (2016, 2014, 2006, 2002) data sets including: Metra riders’ modes of access to and egress from all 241 Metra year-round stations, plus the Metra-subsidised Hegewisch station in Chicago on the NICTD South Shore line; locations of Metra riders’ homes (“productions”) and non-home destinations (“attractions”); Metra riders’ trip purposes; and usage of different ticket types (for FTA Title VI reporting). Work will be done concurrently with Metra’s “Station/Train Boarding and Alighting Count” data-collection project.	\$377,500
Metra	Agency Total: \$797,500
Rideshare Services Program Purpose: Pace RideShare provides free commuter assistance which includes transportation coordination and analysis to encourage using a combination of options such as public transportation/ridesharing/biking and other mobility options (car/bike sharing, etc.), open seats announcements, assistance with forming rideshare groups, an online ride-matching website and a toll-free phone line. This fiscal year, the program includes funding for program enhancements resulting from launching an improved ridematching software and a mobile application.	\$75,000
TIP Development and Modeling Purpose: Pace will develop a fiscally constrained Pace bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.	\$82,500
Pace	Agency Total: \$157,500
Cook County Transit Study Purpose: Cook County is ideally positioned to benefit from changes to the transit system given that it encompasses the entire CTA system (both train stations and bus routes), two-thirds of all Metra stations and more than three-quarters of Pace routes. Within the region, Cook County	\$312,500

<p>accounts for more than half the residents and jobs and 77 percent of all revenues collected to support public transportation. Moreover, its built environment is the most transit supportive of any within the Chicago metropolitan region. As noted in its long range transportation plan, Cook County competes with other US and international urban areas for businesses, people, capital and talent. To successfully compete, the County must ensure that its transit system offers residents and businesses realistic, high-quality choices.</p> <p>The goal of this study is to improve the quality and frequency of transit service and increase ridership by identifying how existing resources can be better used; developing new capacity; making modifications to the existing public transit system; ensuring better integration between transit providers and various modes of transportation; evaluating the relative impact of planned improvements to the system; assessing fare structures; and supporting new development on vacant or underutilized land with high levels of transit availability.</p>	
<p>County Projects (Cook County)</p>	<p>Agency Total: \$312,500</p>

###



MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: June 6, 2018

Re: Recommended Communities to Participate in the Pilot Pavement Management Program for Northeastern Illinois

As part of CMAP's efforts to help local governments achieve better pavement condition at reduced cost, CMAP established a pilot program to offer engineering services that will help them either develop or update a local pavement management plan (PMP). Vendors will complete a PMP, which will provide the local agency a document that describes the importance and types of pavement preservation, the current condition of pavement, scenarios evaluating the cost to meet different network level pavement conditions, and develop a capital plan based on the selected pavement condition/spending scenario. The PMP will communicate to decision makers and the public the importance of pavement preservation and which pavement improvement projects will be the most cost effective to meet certain pavement condition targets.

To identify agencies interested in participating in the pilot, CMAP issued a call for projects from January to March 2018. Any local agency that maintains roads or programs federal funds towards the improvement of roads in the CMAP region was eligible to apply. CMAP received a total of 69 applications from municipalities, a county, and a forest preserve district. Below is a list of all applicants and their Council of Mayors.

Initial funding for the pilot was \$472,000. Due to the great interest in the program, CMAP has since applied for IDOT Statewide Planning and Research program (SPR) to expand the PMP program and add additional communities. CMAP expects IDOT will make SPR awards in July. Should CMAP be awarded an SPR grant, staff will bring a revised list of communities to the Board for approval.

In selecting communities to participate, CMAP's primary consideration was choosing a mix of communities while staying within the initial \$472,000 budget, given that the cost to develop a PMP varies with the size of the community (that is, with the length of the local roadway network). Additional factors considered included an assessment of the ability to implement the PMPs after completion, the geographic mix of the selected agencies, and community need.

CMAP placed a preference communities that need new plans, although some communities that need plan updates are recommended as well.

The communities recommended to participate in the initial pilot pavement management program for northeastern Illinois, along with their respective Council of Mayors, include:

1. Bellwood – North Central
2. Burlington - Kane/Kendall
3. Hickory Hills – Southwest
4. Hodgkins – Central
5. McHenry – McHenry
6. Mundelein – Lake
7. Niles – Northwest
8. Park Forest – South
9. Peotone – Will
10. Riverdale – South
11. Roselle – DuPage
12. Summit - Central

2018 Pavement Management Plan Pilot Program Applicants

Agency	Council of Mayors
Algonquin	McHenry
Alsip	Southwest
Aurora	Kane/Kendall
Beach Park	Lake
Bellwood	North Central
Berwyn	Central
Blue Island	Southwest
Burlington	Kane/Kendall
Calumet Park	South
Chicago Heights	South
Cicero	Central
Cook County Forest Preserve	n/a
Country Club Hills	South
Crest Hill	Will
Crete	South
Crystal Lake	McHenry
Deerfield	Lake
Dixmoor	South
Dolton	South
Elburn	Kane/Kendall
Elwood	Will
Ford Heights	South

Agency	Council of Mayors
Fox Lake	Lake
Glen Ellyn	DuPage
Glenwood	South
Hanover Park	Northwest/DuPage
Hazel Crest	South
Hickory Hills	Southwest
Hodgkins	Central
Huntley	McHenry
Kildeer	Lake
LaGrange Park	Central
Lake Bluff	Lake
Lansing	South
Lemont	Southwest
Lynwood	South
Lyons	Central
Marengo	McHenry
Markham	South
Maywood	North Central
McHenry	McHenry
Merrionette Park	Southwest
Midlothian	South
Mundelein	Lake
Naperville	DuPage

Agency	Council of Mayors
Niles	Northwest
Northbrook	North Shore
Northlake	North Central
Oak Forest	South
Oak Park	North Central
Oakwood Hills	McHenry
Park Forest	South
Peotone	Will
Pingree Grove	Kane/Kendall
Plano	Kane/Kendall
Posen	South
Richton Park	South
River Forest	North Central

Agency	Council of Mayors
River Grove	North Central
Riverdale	South
Robbins	South
Roselle	DuPage
Sauk Village	South
South Holland	South
Sugar Grove	Kane/Kendall
Summit	Central
Volo	Lake
Will County Division of Transportation	Will
Worth	Southwest

ACTION REQUESTED: Approval

###



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: Subcommittee on Transportation Revenue

Date: June 6, 2018

Re: Recommendations on transportation system revenues

Since December 2017, the CMAP Board and MPO Policy Committee Subcommittee on Transportation Revenue has met to discuss both revenue forecasts and recommendations for the ON TO 2050 Financial Plan for Transportation, as well as prioritization for near-term implementation of those recommendations. The Subcommittee's discussions informed the ON TO 2050 Financial Plan for Transportation funding recommendations, and those recommendations have already been presented to the MPO Policy Committee and the CMAP Board.

At their March meetings, the CMAP Board and MPO Policy Committee chairs requested that the Subcommittee report back on its final funding recommendations and near-term implementation priorities and principles. This memorandum outlines recommended language for a report based on the Subcommittee's discussions.

Purpose of increasing transportation system funding

The region's transportation system supports mobility of people and goods, but a long-term lack of investment will lead to deteriorating conditions on both the transit and road networks. The most recent data available indicate that about one quarter of the region's National Highway System roadways are of unacceptable ride quality. Currently, only 68 percent of transit assets are in a state of good repair, and the RTA estimates that an additional \$19 billion would be required to move the remaining assets to a state of good repair. Condition clearly is a function of the availability of funding; for example, the average age of IDOT expressway pavements is more than three times that of Tollway pavements. Just keeping the state and local bridge system in its current condition will cost an additional \$100 million annually compared to what is currently being spent, and will not improve the 5 million square feet of bridges in the region that are in poor condition.

New investment is also required to adapt the transportation system to quickly changing mobility patterns, such as increased freight deliveries or increased multimodal trips. Continued lack of funding will affect the region's ability to move goods, offer reasonable and affordable commutes to residents, and remain economically competitive.

ON TO 2050 funding recommendations

Available funding is insufficient to meet projected needs. CMAP staff estimates that the expenditures for operating and maintaining the transportation system to its current state of repair will exceed revenue from existing sources between 2019 and 2050 by \$24 billion. Moreover, the expected funding will not allow for enhancements or expansions, nor for improving the condition of the system. To improve the region's transportation system, as well as fiscally constrain a limited number of enhancements and expansions within the long-range planning context, the region must emphasize new revenue sources as major policy priorities in ON TO 2050 and subsequent implementation. Similar to proposals for reasonably expected revenues in GO TO 2040, five reasonably expected revenues were identified during the ON TO 2050 process to allow the region to meet its transportation needs. These revenues must be used to leverage and supplement existing sources of revenue. The Subcommittee on Transportation Revenues has arrived at consensus over these sources to be recommended in ON TO 2050:

- Increase the state MFT and replace with a vehicle miles traveled fee
- Expand the sales tax base to additional services
- Implement a regional revenue source
- Adopt a federal cost of freight services fee
- Expand parking pricing at the local level

Funding implementation priorities and principles

Implementing these revenue sources requires advocacy from many public, civic, and private sector partners to encourage policy and statutory changes at the federal, state, and local level. In the near term, it is important to develop clear priorities for the region in its pursuit of additional transportation revenues. The following describes the subcommittee's consensus on implementing new revenues, focusing on the funding structure that should be prioritized for near term action.

Transportation funding principles

Any potential transportation revenue package must be suitable to address the state and region's transportation infrastructure needs. While CMAP has proposed revenues, partner campaigns or legislative initiatives may call for different amounts or combinations of revenue options. Coming to consensus on essential components for any transportation revenue proposal will broadly help efforts to generate new funds for the region's transportation network. The focus of this effort should be creating additional, ongoing support for the State and region's transportation needs, however, these principles could easily apply to a state capital program.

Revenues must also help implement emerging ON TO 2050 recommendations to make transit more competitive, take advantage of emerging technology to improve travel and guide changing mobility, maximize the use of existing assets, promote transportation and job access for the region's low income residents, modernize the region's approach to transportation programming through asset management, share services, improve air quality, and other initiatives.

Revenue structure

Able to sustain the transportation system

Any package of new transportation revenues must provide sufficient near term and long term funding to the region to improve condition of the system and allow for advancement of

transformative projects. Revenue sources must also be stable year-to-year in order to bond or fund multi-year transportation programs. Focusing on implementing more than one revenue source would raise sufficient funds and diversify reliance across sources. A new revenue package must also implement strategies that require revenue sources to grow sustainably, at the same pace as growth in the cost of maintaining and improving the system. Strategies to promote sustainability should include indexing rates to inflation and implementation of modern user fees. Similarly, the state and transportation agencies should ensure that existing rates of fees, fares, and tolls also keep pace with inflation and increasing costs of operating and maintaining the transportation system.

Benefit based

Any revenue package must modernize the revenue structure to generate revenues from those who use the system the most or derive the most benefit. This may include direct transportation user fees, such as vehicle miles traveled fees, potentially with varying rates based on users' impacts on the system. Other revenue sources that capture user or private benefits reaped from improvements to the system should also be considered. For example, the region's retailers, commercial tenants, and distribution facilities draw substantial benefit from the road system.

Considers ability to pay

Promoting equity and inclusive growth is of increasing concern in the region. In some cases, new transportation revenues have the potential to disproportionately impact low income residents. Revenues should be implemented in a manner that integrates measures to reduce the burden on lower-income individuals, or be offset by other tax strategies to reduce the impact of increased transportation costs.

Investment structure

Invested via performance based approaches

Revenues should be invested through performance-based approaches. New funding should be directed to the state and region's most critical capital needs for the transportation system by reworking long-standing formulas to support a multimodal system. Criteria should focus on areas of greatest concern and impact, such as significantly improving the condition of the region's transit infrastructure. While this approach may raise concerns that jurisdictions with varying needs may not be supported, CMAP's approach to performance-based criteria has historically resulted in a distribution that has been geographically equitable over time, an approach that must be preserved. At all levels of government, programs should rely on asset management and other approaches to efficiently invest the region's limited transportation dollars.

Supports all modes

New revenues should help the region achieve a well-integrated multimodal system. The region's transit and road networks both face funding challenges. Many revenue options under consideration have the potential to provide significantly more revenue for roads as compared to transit, unless carefully structured. For example, user fees on automobile travel should be allocated flexibly to improve the region's transit, bicycle, and pedestrian infrastructure. Supporting all modes also requires allowing jurisdictions to contribute funding toward transportation improvements that would benefit their residents and businesses, regardless of mode or which jurisdiction owns the infrastructure.

Proposals for near-term transportation revenue increases

The following represents three near-term priorities for transportation revenue implementation, based on the ON TO 2050 recommendations made above. These revenues each have potential for near term action at the state level and represent a balanced, multimodal set of options.

Transportation user fee revenue through the MFT and VMT would have to be spent for transportation purposes, pursuant to Article IX, Section 11 of the Constitution of the State of Illinois. ON TO 2050 will still recommend a federal cost of freight service fee and local parking pricing, and the region should pursue implementation of these sources as well.

Between now and 2050, growth in expenditures will outpace growth in revenues, particularly for the transit system. The State and local governments must enact new and enhanced revenues in order to continue to operate, maintain, enhance, and expand northeastern Illinois' transportation system, as well as expand the use of tolling and value capture to generate revenues for projects. This proposal would provide support for transit, but not enough to completely address the state of good repair backlog. In addition, some funding would be available to make enhancements and expansions in the future.

Revenue source	Estimated transportation revenues 2019-50
15 cent increase in state MFT; transition to VMT* in 2025	\$31 billion
4 cent regional MFT; transition to VMT* in 2025	\$5 billion
Expand sales tax base**	\$11 billion
Total	\$47 billion

*If a transition to a VMT fee does not occur, the state revenue estimate decreases by \$8 billion and the regional revenue estimate decreases by \$1.5 billion.

**Amount generated from the RTA sales tax, which provides revenue for the RTA and collar counties. Sales taxes imposed for other purposes may also generate revenue, but not necessarily for transportation purposes.

The region should consider the following implementation issues:

- Revenues must be used to leverage and supplement existing sources
- Fee rates should be indexed to an inflationary measure
- A VMT fee pilot program should begin as soon as possible
- MFT/VMT increase for both the state and the region to be used flexibly for transit, road, bicycle, and pedestrian infrastructure
- As a replacement to the MFT, the VMT fee should provide both state and local funding
- Flexible use of new toll revenues to support corridor transit and other improvements
- Sales tax base should be expanded to include additional consumer services in order to ensure the tax base fits consumption patterns

Future steps

As proposals continue to be formed, CMAP and its stakeholders can continue to address details in future conversations, such as:

- How any revenues would be distributed
- How the revenues would be programmed
- The structure and administration of a VMT fee
- The specific structure of a sales tax base expansion

ACTION REQUESTED: Information

###





MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: June 6, 2018

Re: State Legislative Update

On June 4, 2018 the Governor signed HBs 109 and 3342 authorizing a \$38.5 billion state spending plan for FY19. The budget appropriation for IDOT includes allocations for the state share of metropolitan planning and research purposes, which have historically funded CMAP. Staff continues to monitor the budget and any further legislative activity until veto session in the fall.

Staff analyzed one new bill, Senate Bill 3134 which creates a Flood Control Commission to study practices in five counties of northeastern Illinois. CMAP may be required to provide information to inform the Commission's deliberations. Legislation concerning stormwater management, urban agriculture, and bicycle safety were approved by the Illinois General Assembly and will be sent to the Governor for consideration this summer. Staff continues to monitor measures ranging from funding and operating the state's transportation system, government consolidation, and open-land preservation. Legislation in this memorandum spans both years of the 100th General Assembly, and either affects CMAP's 2018 State Legislative Principles and Agenda or is of interest to our partners.

ACTION REQUESTED: Information

June 2018 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
PROMOTE SUSTAINABLE LOCAL FOODS				
Urban agriculture	HB3418	<p>Rep. Sonya Harper (D-Chicago) Sen. Mattie Hunter (D-Chicago)</p> <p>Allows municipalities to create urban agriculture zones and offer tax incentives to businesses associated with qualified agricultural products. Additionally, allows a municipality to authorize local utilities to offer wholesale or reduced rates for businesses in urban agriculture zones. Prioritizes new agricultural business owners and capacity building for local food organizations.</p> <p>By potentially facilitating more small scale agriculture throughout the region, this legislation supports recommendations of GO TO 2040 to promote local food systems.</p>	<p>4/25/2018 House Passed (086-022-000)</p> <p>5/23/2018 Senate Passed (055-000-000)</p>	Support
CREATE A MORE EFFICIENT FREIGHT NETWORK				
Freight mobility	HB5167	<p>Rep. Norine Hammond (R-Macomb) Sen. Bill Cunningham (D-Chicago)</p> <p>Modifies Illinois truck size and weight regulations by reducing the number of designated truck route classes from three to two, and provides a mechanism to centrally track local truck restrictions. This language furthers recommendations included in CMAP's Regional Strategic Freight Agenda.</p> <p>Staff recommends neutrality because the proposed legislation includes language regarding truck lengths and street design that may conflict with local communities' needs.</p>	<p>4/20/2018 House Passed (100-000-02)</p> <p>5/9/2018 Senate Transportation (Committee deadline established as May 31, 2018)</p>	Neutral

Subject	Bill	Summary	Status	Agency Position
INVEST STRATEGICALLY IN TRANSPORTATION				
User fees for transportation	HJR98	<p>Rep. Mark Batinick (R-Plainfield)</p> <p>Authorizes the Illinois State Toll Highway Authority to begin procurement for a project to provide additional highway capacity along Interstate 55 from Interstate 355 to Interstate 90/94 and toll the additional capacity. The previous managed-lanes proposal for I-55 (SJR7 and HJR12) gave the project authority to IDOT.</p> <p>CMAP supports adding managed lanes on I-55, regardless of implementing agency. Increasing capacity and reliability along this corridor is a key initiative of GO TO 2040, as are implementing managed lanes and congestion pricing. Through the Expressway Vision currently in development, CMAP, IDOT and the Tollway are in the process of identifying goals for the region's expressway system as a whole.</p>	<p>4/3/2018</p> <p>House</p> <p>Executive Committee</p>	Support
Sustainable transportation revenues	SJR62	<p>Sen. Martin Sandoval (D-Cicero) Rep. Marcus Evans (D-Chicago)</p> <p>Creates the Task Force on Long-Term, Sustainable Infrastructure Funding. The task force will present its findings and recommendations for the most viable and efficient infrastructure funding plan to the General Assembly and the Governor.</p> <p>The task force would include a number of key stakeholders from construction firms, unions, engineers, IDOT, the tollway, as well as one representative from a Northeastern Illinois regional planning organization. The resolution was amended to include the chair of the RTA Board of Directors, and a member who advocates for bicycle and pedestrian infrastructure, but still does not recognize the immediate needs of transit throughout the region.</p>	<p>5/25/2018</p> <p>Senate</p> <p>Adopted (048-000-000)</p> <p>5/30/2018</p> <p>House</p> <p>Amendment filed</p>	Neutral

Subject	Bill	Summary	Status	Agency Position
MANAGE AND CONSERVE WATER AND ENERGY				
County stormwater management	HB4748	<p>Rep. Mike Fortner (R-West Chicago) Sen. Sue Rezin (R-Peru), Sen. Melinda Bush (D-Grayslake)</p> <p>Provides county governments with policy tools to manage stormwater and raise revenues for stormwater infrastructure improvements. The language in HB4748 mirrors the stormwater bills filed last year, HB2756 and its companion SB1337.</p> <p>GO TO 2040 supports comprehensive watershed planning and green infrastructure solutions, initiatives covered within the scope of this bill.</p>	<p>3/9/2018 House Passed (101-000-000)</p> <p>5/17/2018 Senate Passed (042-003-000)</p>	Support
NEW Flood Control Commission	SB3134	<p>Sen. Karen McConnaughay (R-West Dundee) Rep. David Olsen (R-Downers Grove)</p> <p>Creates the Flood Control Commission to study current flood control practices within the counties of DuPage, Kane, Lake, McHenry, and Will. The bill also stipulates that CMAP will provide information to the Commission upon request. The Commission will submit a report to the General Assembly by December 31, 2019.</p> <p>While GO TO 2040 recommends a watershed planning approach to mitigate stormwater and flooding, this legislation as written tests the flexibility of CMAP's funding for regional water issues. Staff requests more clarity on its role in the commission, or the funding flexibility to participate.</p>	<p>5/31/2018 Senate Passed (047-000-000)</p> <p>5/28/2018 House Passed (115-000-000)</p>	Neutral

Roster of CMAP Board-reviewed bills

The 100th Illinois General Assembly session extends over a two-year time period, therefore the following bills missed previous legislative deadlines, however, they may be revisited in the current session.

2017

HB3004 RTA working cash notes (CMAP supports)
SB520 Continued federal appropriations (CMAP supports)
SB1337 and **HB2756** 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)
HB2802 Transit benefit programs (CMAP supports)
HB3136 Increase the motor fuel tax (CMAP neutral)
SJR7 and **HJR12** I-55 managed lanes (CMAP supports)

2018

SB2555 Agricultural areas conservation
HB4637 McHenry County government consolidation
HB5048 Proposed FY19 IDOT Appropriation
HB5190 I-80 tolling feasibility study
HB5468 Transportation policy omnibus
HB5518 Transit benefits
HB5777 Union of contiguous municipalities

###