



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

**Annotated Agenda**

**Wednesday, October 10, 2018**

**NOTE START TIME: 8:00 a.m.**

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

- 1.0 Call to Order and Introductions** 8:00 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of CMAP Board Meeting Minutes—September 12, 2018**  
ACTION REQUESTED: CMAP Board Approval
- 4.0 Approval of MPO Policy Committee Meeting Minutes—June 14, 2018**  
ACTION REQUESTED: MPO Policy Committee Approval
- 5.0 Executive Director’s Report**
- 5.1 Local Technical Assistance (LTA) Program Update
  - 5.2 ON TO 2050 Comprehensive Regional Plan
  - 5.3 Other Announcements
- 6.0 Council of Mayors Report**  
The chair of the Council of Mayors will provide an update on Council activities.  
ACTION REQUESTED: Information
- 7.0 Committee Reports**  
The Programming and Planning Committees met jointly on October 3. The chairs of the Programming and Planning Committees will provide an update on the meeting. Written summaries of the working committees and the Citizens’ Advisory Committee will also be provided.  
ACTION REQUESTED: Information

**8.0 Procurements and Contract Approvals**

Project Management Oversight for Pavement Management Plans

ACTION REQUESTED: CMAP Board Approval

**9.0 Election of MPO Policy Committee Vice Chair**

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

ACTION REQUESTED: MPO Policy Committee Approval

**10.0 Approval of the ON TO 2050 Comprehensive Regional Plan, the ON TO 2050/FFY 2019-2024 TIP Conformity Analysis, and the FFY 2019-2024 Transportation Improvement Program (TIP)**

The [ON TO 2050 Comprehensive Regional Plan](#), [ON TO 2050/FFY 2019-2024 TIP Conformity Analysis](#), and [FFY 2019-2024 Transportation Improvement Program \(TIP\)](#) will be presented for consideration and approval. In developing the ON TO 2050, CMAP spent approximately three years working with partners to conduct extensive research, issued more than two dozen reports, and engaged thousands of residents of northeastern Illinois’ seven-county region.

ACTION REQUESTED: CMAP Board and MPO Policy Committee Approval

**11.0 Other Business**

**12.0 Public Comment**

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

**13.0 Next Meeting**

CMAP Board—November 14, 2018

MPO Policy Committee—January 10, 2019

**14.0 Adjournment**

**Chicago Metropolitan Agency for Planning (CMAP) Board Members:**

- |                           |                       |                     |
|---------------------------|-----------------------|---------------------|
| ___ Gerald Bennett, Chair | ___ Al Larson         | ___ Matthew Walsh   |
| ___ Rita Athas            | ___ Andrew Madigan    | ___ Terry Weppler   |
| ___ Frank Beal            | ___ John Noak         | ___ Diane Williams  |
| ___ Matthew Brolley       | ___ Rick Reinbold     | ___ Sean McCarthy   |
| ___ Franco Coladipietro   | ___ Carolyn Schofield | ___ Leanne Redden   |
| ___ Janel Forde           | ___ Martin Oberman    | ___ Justine Sydello |

**MPO Policy Committee Members:**

\_\_\_ Randy Blankenhorn, Chair  
\_\_\_ Frank Beal  
\_\_\_ Dorval Carter  
\_\_\_ Tom Cuculich  
\_\_\_ Jim Derwinski  
\_\_\_ Jack Franks  
\_\_\_ Liz Gorman

\_\_\_ Scott Gryder  
\_\_\_ Richard Kwasneski  
\_\_\_ Christopher J. Lauzen  
\_\_\_ Carol Calabresa (Acting)  
\_\_\_ Leanne Redden  
\_\_\_ Rebekah Scheinfield  
\_\_\_ Carolyn Schofield

\_\_\_ Jeffrey Schielke  
\_\_\_ Larry Walsh  
\_\_\_ John Yonan  
\_\_\_ Kay Batey  
\_\_\_ Class I Railroads  
\_\_\_ FTA





## Chicago Metropolitan Agency for Planning (CMAP)

### DRAFT

### Board Meeting Minutes

September 12, 2018

Offices of the Chicago Metropolitan Agency for Planning (CMAP)

Cook County Conference Room

Suite 800, 233 S. Wacker Drive, Chicago, Illinois

**Board Members  
Present:**

Gerald Bennett, Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Matthew Brolley-representing Kane/Kendall Counties, Janel Forde-representing the City of Chicago, Al Larson-representing northwest Cook County, Andrew Madigan-representing the City of Chicago, John Noak-representing Will County, Marty Oberman-representing the City of Chicago, Rick Reinbold-representing south suburban Cook County, Carolyn Schofield-representing McHenry County, Matthew Walsh-representing west central Cook County, Terry Weppler-representing Lake County, Diane Williams-representing suburban Cook County, and non-voting members, Leanne Redden-representing the MPO Policy Committee and Justine Sydello-representing the Governor's office.

**Staff Present:**

Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Tom Garritano, Stephane Phifer, Jesse Elam, and Sherry Kane

**Others Present:**

Jack Cruikshank-WCGL, Jackie Forbes-Kane/Kendall Council, Michael Fricano-WCMC, Cole Jackson-NWMC, Emily Karry-Lake County, Mike Klemens-Lake County Council, Josh Klingenstein-NWMC, Steven Mannella-Metra, Kelsey Mulhausen-Southwest Conference, Ryan Peterson-Kane Kendall Council, Suzette Quintell-DMMC, David Seglin-CDOT, Cody Sheriff-McHenry Council, and Troy Simpson-Kane Kendall Council

#### 1.0 Call to Order and Introductions

CMAP Board Chair Mayor Bennett called the meeting to order at approximately 9:33 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 June 13, 2018, as presented made by Janel Forde was seconded by Carolyn Schofield, and with all in favor, carried.

### **4.0 Executive Director's Report**

The Local Technical Assistance (LTA) program update was included in the packet, and CMAP's FY 2018 Annual Report was distributed. Regarding ON TO 2050 Outreach, Draft Plan, and Launch, Szabo reported that the public comment period closed on August 14, that he had one-on-one meetings with the Board and Policy Committee members, there were 10 open houses throughout the region, and a formal public hearing was held. Szabo went on to say the Planning and Programming Committees would meet one week early on October 3, asked Board members to register for the event (and to let us know if they'll be bringing a guest), the joint meeting is scheduled to begin on October 10, at 8:00 a.m., and everyone is needed to adopt the plan. Szabo also gave a briefing run-of-show on the day's event, and reported that as part of plan roll out, he is speaking at the City Club on October 16. Finally, Szabo announced that the Household Daily Travel Survey is open through May of 2019, and asked that members help spread the word about the survey, details of which can be found on CMAP's home page.

Chairman Mayor Bennett echoed Szabo's message of the importance of being present at the joint meeting with the MPO Policy Committee in October to approve the final plan and hopes everyone can attend the event as well.

### **5.0 Procurements and Contract Approvals**

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon presented the following procurements and contract approvals. A one-year renewal of various data subscriptions (to conduct land use and transportation analyses) from a number of vendors at a total cost of \$352,162; a contract increase to Omegabit for additional website housing and support services, resulting in a budget of \$118,353.83 (up from \$113,300); sole source contract approval of Geosyntec for the Mill Creek Watershed-based Plan in an amount not to exceed \$44,500; contract approval with Houseal Lavigne Associates for the Village of Carol Stream Zoning Code updates in an amount not to exceed \$125,166.50; and finally, a contract approval with Multilingual Connections (for a period of 1 year, with options to renew for additional years), to provide ON TO 2050 Translation Services, the first year's cost of which is not to exceed \$20,000.

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

### **6.0 Committee Reports**

On behalf of the Planning Committee, Vice-Chair Carolyn Schofield reported that the committee had met earlier in the morning. Topics presented included a review of the ON TO 2050 engagement process (an overview of the 3-year process), discussion of the Public Comment (summary of public comments and corresponding changes to the plan), and implementation priorities of ON TO 2050. Members were reminded that the Local Technical Assistance (LTA) 2018 call for projects is now open.

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

## **7.0 Election of Officers**

Chair of the Nominating Committee, Marty Oberman reported that in the interest of stability and continuity, the nominating committee submits the following names for consideration as officers and members of the Executive Committee of the Chicago Metropolitan Agency Planning (CMAP) Board: Chair Gerald Bennett, Mayor-Suburban Cook County, Vice Chair Rita Athas-City of Chicago, Vice Chair Carolyn Schofield-Collar Counties, at large Mayor Al Larson-Suburban Cook County, at large Andrew Madigan-City of Chicago, and at large Mayor John Noak-Collar Counties, and recommended approval of the slate.

A motion by President Rick Reinbold to approve the recommendation of the nominating committee was seconded by Frank Beal, and with all in favor, carried.

## **8.0 ON TO 2050**

CMAP staff Jane Grover gave an overview of public engagement conducted over the last 3 years, a reminder of what we had planned to do when we envisioned developing the plan and engaging the public in 2016, 2017, and 2018. After 3 years, we had held 10 topical forums, 277 workshops, seen over 100,000 touches of the iPad kiosks, and spoke with in workshops and other events nearly 5,000 residents. Grover described the various outreach during the different phases—1: Challenges and Opportunities (resulting in emerging priorities); 2: Alternative Futures (engaging students and youth, as well as corporate concerns); and, 3: draft ON TO 2050 (chapter reviews at 38 working committees and groups, 11 open houses, and 1 public hearing).

CMAP staff Liz Schuh reported that nearly 1,000 comments were received (via web, e-mail, letters, or calls, open house comment cards, and public hearing statements). A couple of campaigns were introduced this time around (CrossRail and BNSF Extension) as well as a couple of smaller campaigns (limiting expressway expansion and reducing the community impact of freight). Schuh cited the memo that had been included in the Board materials that depicted comments by topic area and described the information in the comment response log that had also been included in the Board's materials. A binder that included a hard copy of all the nearly 1,400 comments was also available.

Schuh reported on the comments related to Regionally Significant Projects, as well as the individual chapters (Mobility, Environment, Governance and Community, Plan Principles, and Prosperity) in the following areas: opportunities to plan for residents with disabilities; inclusive growth and injustice issues; how indicators relate to recommendations; and, local best practices that are already implementing the plan, and gave examples of the corresponding changes that were made to the plan in response to the comments. The final plan will be live on the web, on October 10, Schuh announced and covered next steps: draft presented to Transportation Committee on September 28, to Planning and Programming Committees on October 3, and finally to the CMAP Board and MPO Policy Committee on October 10.

Comments by members of the board included the following. Thanks to staff for the work they did that resulted in this plan, thanks to local governments, partners and others that commented, comments that are now incorporated in the final document. Our hope is toward implementation and getting the plan in the hands of those that can help with that, as well as those that make decisions about funding. Local tax policy, with local governments struggling, was discussed briefly and it was important to clarify the intent of the recommendations and the impacts. A question raised about how staff responded to comments related to racial inequality, had Schuh explaining how the matter was addressed in the plan in the overarching topic of Inclusive Growth throughout the plan. Another commented that because these issues are easily misunderstood, the changes made to language in the plan regarding revenue sharing were appreciated.

CMAP staff, Andrew Williams-Clark gave a brief update on the near-term external implementation activities that are on going, reiterating that the activities outlined in the memo included in the Board materials will require external partnerships and has staff actively reaching out to the partners identified. Williams-Clark covered Community, Governance, Prosperity, Environment, and Mobility and gave examples on the various activities related to goals in the respective areas. An invitation on behalf of the City of Chicago was offered to partner on a number of topics that the City may already be contemplating.

#### **9.0 Other Business**

Carolyn Schofield, Vice Chair and on behalf of the Planning Committee reported that the Local Technical Assistance (LTA) Program Call for Projects is now open through noon on October 26, and workshops will be held in each of the counties during the next month.

#### **10.0 Public Comment**

There were no comments by the public.

#### **11.0 Next Meeting**

Chairman announced that the Board will meet next on October 10, at 8:00 a.m. jointly, with the MPO Policy Committee.

#### **12.0 Executive Session**

At approximately 10:27 a.m., a motion to adjourn to an Executive Session made by Rita Athas, was seconded by Carolyn Schofield, and with all in favor, carried.

At 10:59 a.m., the Closed Session ended with Chairman Mayor Bennett announcing that the Board had considered previous closed session minutes. A motion to approve the draft minutes of the meetings of June 13, May 9, and January 10, 2018, made by Mayor John Noak, seconded by Janel Forde, and with all in favor carried. A motion to release the minutes of the closed session meetings of February 14, 2018, February 8, 2017, February 10, 2016, February 11, 2015, and February 12, 2014, made by Mayor Noak, seconded by Mayor Terry Weppler, and with all in favor carried. Finally, a motion to maintain the confidentiality of other closed session minutes and authorized the destruction of



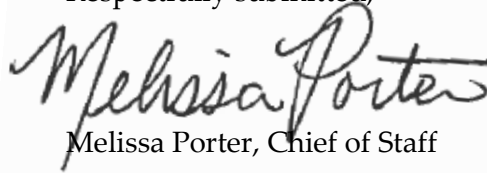
recordings of closed sessions after 18 months, made by President Matthew Brolley, seconded by Carolyn Schofield, and with all in favor carried.

Chairman Mayor Bennett also reported that the Board had considered a matter related to real estate and asked the consultant move forward in its negotiations with two suggested properties.

### 13.0 Adjournment

At 11:02 a.m., a motion to adjourn by Mayor John Noak, seconded by President Matthew Brolley, and with all in favor, carried.

Respectfully submitted,

A handwritten signature in black ink that reads "Melissa Porter". The signature is written in a cursive, flowing style. Below the signature, the name "Melissa Porter" and title "Chief of Staff" are printed in a standard sans-serif font.

Melissa Porter, Chief of Staff

9-25-2018  
/stk





**MPO Policy Committee  
DRAFT Minutes**

June 14, 2018

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

**Policy Committee  
Members Present:**

Randy Blankenhorn-MPO Policy Committee Chair, Frank Beal-representing the CMAP Board, Dorval Carter-representing the CTA, Tom Cuculich-representing DuPage County, Jim Derwinski-representing Metra, Liz Gorman-representing the Tollway, Scott Gryder-representing Kendall County, Richard Kwasneski-representing Pace, Jill Leary-representing the RTA, Tom Rickert-representing Kane County, Rebekah Scheinfeld-representing CDOT, Jeffrey Schielke-representing the Council of Mayors, Shane Schneider-representing Lake County, Carolyn Schofield-representing the CMAP Board, Larry Walsh-representing Will County, John Yonan-representing Cook County, Rocco Zuccheri-representing the Illinois Tollway, and non-voting members Kay Batey-representing the FHWA, Tony Greep-representing the FTA,

**Staff Present:**

Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Tom Garritano, Gordon Smith, Teri Dixon, Elizabeth Schuh, Tina Fassett-Smith, Andrew Williams-Clark, Mandy Burrell, Russell Pietrowiak,

**Others Present:**

Neil Adams-IDOT, Erin Aleman-IDOT, Garland and Heather Armstrong-Access Living, Hill Baudert-Sidewalk Labs, Jen Becker-KaneKendall Council, Lynnette Ciavarella-Metra, Jack Cruikshank-WCGL, John Donovan-FHWA, Glenn Fulkerkson-FHWA, Tony Greep-FTA, Phil Hanegraaf-STY, Jill Leary-RTA, Aimee Lee-ISTHA, Emily Karry-Lake County, Mike Klemens-Lake County, Brian Pigeon-NWMC, Tom Rickert-Kane County, Dave Seglin-CDOT, Cody Sheriff-McHenry County Council, J.D. Stevenson-FHWA, Tom Stuebner-Metra, and Mike Walczak-NWMC

**1.0 Call to Order and Introductions**

MPO Policy Committee Chair, Randy Blankenhorn called the meeting to order at 9:32 a.m., and asked 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 March 8, 2018, meeting of the MPO Policy Committee, as presented was made by Mayor Jeffery Schielke and seconded by Rebekah Scheinfeld. All in favor, the motion carried.

## 4.0 Agency Reports

4.1 CMAP Executive Director Joe Szabo gave an update on the following topics. Two vacancies had recently been filled at CMAP—Stephane Phifer, formerly with the City of Aurora, is the new Deputy Executive Director for Planning and Jesse Elam, Deputy Executive Director for Policy and Programming, not new to CMAP as he came on board (through NIPC) in 2005. The departure of the recent Secretary to the Policy Committee had Elam named as Acting Secretary, and it might now be appropriate to appoint him as Secretary.

A motion by John Yonan was seconded by Shane Schneider for Jesse Elam to serve the MPO Policy Committee as its Secretary. All in favor, the motion carried.

Szabo went on to give an update on a recent DC trip and announced that Illinois was the recipient of a \$132 million INFRA grant for 75<sup>th</sup> Street, the result of a real team effort. Chairman Secretary Blankenhorn added that yes, this is a very big deal for the City of Chicago, the region, and the State of Illinois. Secretary thanked the County, CDOT, and all the people that came together around this effort to make it possible. It truly is a regional success.

Finally, Szabo also mentioned the FHWA & FTA certification review (a presentation of which would come later in the meeting), reported that the 2018 municipal survey (that closes June 29) can be completed on-line on the CMAP website, and that one-on-one briefings are underway on the draft ON TO 2050 plan. The public comment period runs June 15-August 14. Szabo encouraged attending one of the ten public open houses.

4.2 For the CMAP Board and on behalf of Leanne Redden, Jill Leary reported that the majority of the material presented to the CMAP Board would also be considered by the MPO Policy Committee, with the exception of the annual budget and work plan that was approved by the Board yesterday. ON TO 2050 was discussed by the CMAP Board, Leary continued, as was outreach and communications associated with the release of the draft plan.

4.3 Mayor Jeffrey Schielke reported that the Council of Mayors Executive Committee met on May 15. An overview of staff recommendations for the STP projection selection committee for active program management and the shared fund was presented. CMAP staff will be giving presentations on the shared fund and implementation of the active program management policies with all the local councils and their

constituencies over the summer. A summary of the current STP locally programmed expenditure report indicates that the region has obligated approximately \$146 million STP-L for federal fiscal year 2018, the second highest total of STP obligation in the history of the program. IDOT gave an update of the coming lettings and the additional staffing at District 1 local roads. Staff gave an overview of the ON TO 2050 recommendations in the Communities, Governance, and Mobility chapters, including regionally significant projects. An update of the state's budget development and a summary of CMAP discussions with the General Assembly regarding need and availability of funding to maintain our transportation system was also given. The Council of Mayors Executive Committee, Schielke concluded, meets next on August 21; the STP Project Selection Committee meets next on June 27. Schielke went on to say that the Council of Mayors is of the opinion that the reorganization of the STP funding program has gone along quite well, as far as cooperation with IDOT and the CMAP staff, who were able to alleviate a lot of concerns and questions that were asked and that the region should be well served by this program once it is put into practice.

#### **5.0 Nominating Committee for the Office of Vice Chair**

Policy Committee Chair Randy Blankenhorn named the following to serve as a nominating committee to select a Vice Chair: Mayor Schielke-representing the municipalities, Frank Beal-representing the regional planning agency, Leanne Redden-representing the transit agencies, Chairman Scott Gryder-representing the counties, and Rebekah Scheinfeld-representing highways/roads administration. The committee will meet and report its findings to the Policy Committee at its October meeting.

#### **6.0 FY 2019 Unified Work Program (UWP)**

CMAP Deputy Executive Director for Finance and Admin Angela Manning-Hardimon presented the FY 2019 Unified Work Program (UWP) for Policy Committee approval. On January 2, 2018, a call for projects was issued, and 19 (9 core and 10 competitive) proposals were received. The FY 2019 UWP reflects efforts to assure that CMAP remains operational and provides the core transportation planning dollars for the City of Chicago, the Council of Mayors, Cook County, and the transit agencies. The budget also reflects, Manning-Hardimon continued, that funding for competitive proposals remained available for committee-selected projects. Federal funding is estimated at \$17.9 million for FY 19, an increase of \$724,000 over the previous fiscal year. With the required match, the total program is expected to be \$22.4 million. On March 14, the UWP Committee approved the \$22.4 million budget (\$21 in core programming and \$1.5 in competitive projects). The competitive funding was awarded to CMAP/RTA for community planning projects, CDOT, CTA, and Metra. This was an increase of \$357,000 over the FY 18 budget, made possible by CMAP having shifted approximately \$783,000 of its operating costs from UWP funding to local dues. With the passing of a state budget, it is anticipated that CMAP will receive its state match from IDOT, which will keep local dues at its FY 17 and FY 18 levels of \$887,000. The budget also reflects an increase of 5% to the operating budgets of CDOT, CTA, Metra, Pace, with the Council of Mayors receiving a 6% increase for additional work required under the STP reform. The Transportation Committee approved the budget in April, and yesterday approved by the Programming Committee and the CMAP Board.

Approval is also being sought of the MPO Policy Committee, Manning-Hardimon concluded.

Asked about CMAP's total budget, Manning-Hardimon reported it is at \$18.4 million.

A motion by Tom Rickert, seconded by Mayor Jeffrey Schielke to approve the UWP budget as was presented, and with all in favor, carried.

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

CMAP staff Teri Dixon reported that at its June 21, 2018 meeting the RTA Board will consider approval of the funding splits between Indiana and Illinois and Wisconsin and Illinois of the FY 2018 FTA section 5307, 5339, and 5310 funds. A memo summarizing the splits was included in the meeting materials, Dixon went on to say, and at its June 8 meeting, the Transportation Committee considered and recommended approval of the suballocations. A motion by Mayor Jeffrey Schielke, seconded by Tom Cuculich to approve the suballocations as were presented, and with all in favor, carried.

**8.0 Intergovernmental Agreement between IDOT and CMAP-Performance Measures**

CMAP staff Teri Dixon reported that at its March 8, 2018, meeting the MPO Policy Committee authorized the Transportation Committee to take action on the Intergovernmental Agreement between IDOT and CMAP – Performance Measures, as well as the CMAP/IDOT/RTA and Service Boards Agreement because of federal deadlines being faced. The agreements, Dixon went on to say, outline the responsibility and time lines for performance target and data sharing information. At its April 27 meeting, the Transportation Committee approved the agreements as had been presented. The agreements have now all been signed and Dixon thanked everyone for their cooperation in executing the documents. Asked were there any changes in the material that had been presented in March, Dixon reported no.

**9.0 National Highway System Updates**

CMAP staff Tom Murtha explained that the National Highway System is a series of roads that are important to the nation's mobility, economy, national defense, and is approved by the Federal Highway Administration in cooperation with the states, and through the state's MPOs and counties. A number of national highway system changes have been worked out with the state DOT, Murtha went on to say, and have consulted respective counties and local officials. The changes are based largely on functional classification that were done several years ago since the National Highway System mainline is tied to other system arterials. The Council of Mayors and the counties approved changes in other principal arterials several years ago after congress added all the principal arterials to the National Highway System. This proposed action, Murtha continued, largely undoes that since a good number of the OPAs should not have been classified as other principal arterials. Other changes were also reviewed (facilities like the Elgin-O'Hare extension, openings and closures of intermodal facilities, changes in assets) and comprise most of the changes we have to the system. Included in the lists in the link from the memo in the meeting materials are technical changes that do not require approval but are listed in the

maps and lists for information. Thanks was offered to the state of Illinois, the counties, and the staff who helped with the review. Asked how much was done on freight-truck routes, Murtha reported there were numerous changes in intermodal connectors based on terminals closing, as well as a close review of the access of the terminals, and gave an example (in Bensenville) of how that was done. Signage would likely be addressed in next year's program, Murtha offered. Another question regarding the intersection of Route 53, and Joliet and Laraway Road and the 2 intermodals had Murtha reporting the interchange is still in the system and is proposed to be addressed through a major capital improvement IDOT is considering and may be addressed through the Expressway Vision. Secretary Blankenhorn confirmed that I-80 is a big piece of that study. For added clarity, a comment about the addition of roadways as intermodal connectors is critical in terms of future funding in terms of additional eligibility for federal freight funds. A motion to approve the National Highway System Updates as presented made by Tom Rickert, seconded by County Executive Larry Walsh and with all in favor, carried.

#### **10.0 U.S. DOT Planning Certification Review of the Chicago, Illinois TMA**

John Donovan, Metropolitan Planning Specialist-FHWA gave an overview of the review conducted on the Chicago Transportation Management Area (TMA), reporting that federal law requires a review every 4 years of the metropolitan planning process to determine if the process meets the requirements of applicable provision of federal law. This is the seventh such review, the first conducted in 1996. Donovan talked about the emphasis of federal planning, scope of review, and the following six broad areas were examined: 1) structure and administration of the MPO (including roles and responsibilities, boundaries, agreements, etc.); 2) performance based planning and programming (covering targets, agreements, TIP documentation, etc.); 3) the metropolitan transportation plan (GO TO 2040 update and ON TO 2050); 4) program development (TIP, air quality and transportation conformity, etc.); 5) public participation and civil rights; and, 6) freight program assessment (covering Fast-Act provisions and local efforts). The finding, Donovan concluded, full certification.

Tony Greep, Community Planner-FTA reported on the following commendations: IDOT functional classifications; ON TO 2050 development; eTIP implementation; STP-L MOA; IDOT support of the STP reform; CMAQ/TAP and performance-based planning; public engagement; inclusive growth; safety; and, IDOT and CMAP critical urban freight corridors coordination. Greep went on to report briefly on each of the following recommendations (some of which are happening now): Clarifying MPO and CMAP roles; Over reliance on the state match; The Council of Mayors Planning Liaison program; Consideration of MPO expansion; The Round Lake Beach-McHenry-Grayslake, IL-WI agreement; Carry-over agreements and endorsements; Cost effectiveness of CMAQ; 5307 funding transparency; Early engagement in transit capital programs; The Congestion Management Plan update; Performance reporting; Emerging technology; Coordination of freight planning.

Chairman Secretary Blankenhorn congratulated the CMAP staff and the entire region for the unqualified approval, and while there is more to be done, we've seen a lot of progress in the dozen or so years of CMAP and we look forward to continued progress. One thing from the report that Chairman would like to see more of is in the area of safety work (not unusual to CMAP, rather it is seen across the state).

## 11.0 Report from Revenue Subcommittee

Policy Committee Chair Randy Blankenhorn thanked the members who participated in the 3 meetings of the revenue subcommittee of the CMAP Board and the MPO Policy Committee. A memo outlining the recommendations of the subcommittee had been included in the packet. Looking at the financial forecasts, something that not only US DOT takes seriously, but so do we as we think about available funding and how we program projects. Existing sources do not cover our basic needs. The committee, Blankenhorn went on to say, reached consensus on the following 5 recommendations: 1) that the state MFT be increased and replace it with a vehicle miles traveled fee; 2) to expand the sales tax base to additional services; 3) implementation of a new revenue sources; 4) push for the adoption of a federal cost of freight service fee; and, 5) that we expand parking fees at the local level. While thinking of traditional sources like MFT, we have to look longer term and conversion to a new kind of revenue. The subcommittee, Blankenhorn went on to say, settled on the following principles for any new transportation revenue that may be proposed: it must sustain the transportation system, both now and in the future; that revenue be generated from those who derive benefit from the system; must consider ability to pay; investments through performance based approaches; and finally, that it supports all modes (roads, transit, freight, bicycle, and pedestrian). In the short term, the subcommittee recommended a \$0.15 increase to the state motor fuel tax with a transition to a vehicle miles traveled fee; the addition of a \$0.04 regional motor fuel tax, also transitioned to a VMT; and expand the sales tax base to additional consumer services to bolster RTA sales tax revenue. Secretary went on to say that these measures will take commitment from those at the table, their agencies, leadership, to say it's time to do this in a way that's sustainable and broadly based to fund all transportation needs. There may not be a new capital program in the coming months but there may be an opportunity post-November to make something happen. The subcommittee also discussed identifying a coalition to promote this. While it needs to be in the plan the real work will be in convincing elected officials that it's time to invest is what really drives the economy, both in Illinois and in our region.

Members weighed in on the matter covering the following topics. Electric car owners that are not paying gas tax; change mindset and vocabulary – shifting toward the concept of user fee (a really good example in the Tollway) and thinking more broadly about user fees, pricing methodologies and strategies to ensure revenue are sufficient to cover the necessary transportation infrastructure that makes safe, effective mobility throughout the state; legislation is needed re: MFT to fund other types of modes--while we got leadership at the state level, any help state-wide legislatively would also be good; why had motor vehicle registration came off the focus list (there is an assumption that motor vehicle fee increases would already be part of the future capital bills projected in the financial plan); great effort, very important for 2050 – there are concerns over how VMT would be structured, administrated, as well as concerns about revenue distribution since local agencies (counties, townships, local munis) continue to see revenue shortages; while VMT may be the direction to go, there is concern about the methodology of how it would be calculated with rural areas being completely different that urban areas; initial pilots would have VMT phased in while considering fairness; fee rates should be indexed for inflation – on the tollway system trucks do have the indexed, passenger vehicles do not; and, flexibility of toll revenue to support transit and other improvements. The legislature would have to be a part of that change.



Only the beginning, we'll be looking for assistance, input, and leadership—let's be ready when the time is right to move on this. Thanks to all who served.

## 12.0 ON TO 2050

12.1 Public Comment Draft--CMAP staff, Liz Schuh presented the recommendations of the ON TO 2050 plan covering the following. How we got here: outreach through kiosks interactions, forums, workshops, and engaging residents (more than double that of GO TO 2040), as well as the development of snapshots and strategy papers. The region today: Schuh drew comparison of our regional product growth from 2005-16 to that of our peers, and while we are growing economically we are growing more slowly. Related to population growth during the period 2005-2017, ours has been relatively flat. Schuh also explained disparate economic outcomes by race, comparing unemployment in our region (19.5% among blacks) to that of our peers—those that are successfully growing have sustained growth due to a better job of including all residents in the economy and offering opportunity for upward mobility--and population change by age group and generation based on 2015 estimates and 2050 forecasts. Proportion of development occurring within highly and partially infill supportive areas, completed and under construction/approved was also covered, as well as transportation revenues and operating costs. Moving into the principles that guide ON TO 2050 and its recommendations, Schuh discussed Inclusive Growth (growing the economy through opportunity for all), Resilience (preparing for rapid changes, known and unknown), and Prioritized Investment (targeting resources to maximize benefits), and gave an overview of ON TO 2050 chapters and goals. Regarding Community: strategic and sustainable development, reinvestment for vibrant communities, development that supports local and regional economic strength. Prosperity (jobs): robust economic growth that reduces inequality, and responsive and strategic workforce and economic development. Environment: a region prepared for climate change, integrated approach to water resources, and development practices that protect natural resources. Governance: collaboration at all levels of government, capacity to provide a strong quality of life, and data driven and transparent investment decisions. Mobility: a modern multimodal system that adapts to changing travel demand, a system that works better for everyone, and making transformative investments. Schuh encouraged attending one the public open houses and reported briefly on the web-based plan that reflects, we believe, the way people obtain information these days.

Schuh responded to questions raised related to making transit more competitive (building up services in congested corridors while balancing inclusive growth strategies), addressing quality of life issues in areas that are in transition (through capacity building initiatives and small scale remedies that run across the plan's topics), preservation of farm land (a post-plan next step is to try to find the most valuable agricultural resources, similar to the Green Infrastructure to identify a set of priorities), is there any interaction between transit and the business community, i.e. companies' support of public transit through subsidies for their employees (best practices in Lake County were offered as an example for others to emulate, likely addressed through additional outreach to the business community). Additional comments included the following. The tollway and transit systems (Metra and bus on shoulder) are two drivers that are growing investments in local communities in Kane County. More context was requested about plan development around emphasis on multi-modalism that address capacity issues and long-term constraints--highlight those projects through an overlay, coding, or in a summary. Given changing mobility, what kind of impact are TNCs having on the plan (a lack of

data, and something we would like to more fully understand, but the plan does address some last mile issues).

12.2 Communications Materials--CMAP staff Tina Fassett Smith presented a sampling of the visual assets and web design for the final version of ON TO 2050 emphasizing one of the first decisions made 3 years ago was that the plan would be web-based to communicate ON TO 2050 effectively to residents and stakeholders, making the plan more accessible, interactive, and responsive. 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. Related to the actual web design, Smith described the chapter landing page, recommendation page, local strategy maps (formerly known as layers), profiles, glossary, and endnotes, and gave examples of how they work. Smith concluded the presentation reporting that the Draft plan for public comment will be published online as a pdf for now and the development shown today for the final plan will be completed for the October launch. Communications materials in October will include both long and short printed versions of the plan. Asked if CMAP would be able to provide data on clicks and users' interests, Smith responded yes.

12.3 ON TO 2050 Launch Event--CMAP staff Tina Fassett Smith invited everyone to the launch event on October 10, from 10:00 a.m. – Noon at Millennium Park, on the North Chase Promenade, and to please register. Keynote is Clarence Anthony, Smith went on to say, the President of the National League of Cities, expected to give an inspirational message on how we tackle challenges and further the principles of the plan. The event will also feature voices from across the region focused on how we put ON TO 2050 into action. Help spread the word, Smith concluded, on the public comment period and the launch event.

Chairman Secretary Blankenhorn added that there would be a joint meeting of the CMAP Board and Policy Committee earlier in the morning on October 10.

12.4 Implementation Priorities of the ON TO 2050 Plan--CMAP staff Andrew Williams-Clark reported on the near-term implementation objectives and projects, and that we are attempting to effectively and seamlessly transition from plan development to plan implementation on October 10. Some require external partnerships and will be cultivated over the summer months. Williams-Clark went on to say that there will continue to be opportunity to weigh in on the projects and ask questions.

### **13.0 FFY 2019-2024 Transportation Improvement Program (TIP) and ON TO 2050/TIP Conformity Analysis**

CMAP staff Russell Pietrowiak presented two informational items. The current TIP covers 2014-2019, the next covers 2019-2024, that will be released tomorrow for public comment, along with the draft plan. The TIP document provides general information about the MPO Policy Committee and our partners, explains how the TIP is related to implementation of ON TO 2050, covers fiscal constraints, project selection, how the conformity process works, and the procedures followed to complete the formal amendments approved by the Policy Committee and the administrative amendments accepted by staff--it is both a policy and technical document, Pietrowiak continued.

Pietrowiak went on to explain the ON TO 2050/TIP Conformity Analysis 18-09, reporting that our region is a non-attainment area for ozone, thus with each new plan (ON TO 2050 or the TIP), in our region they must demonstrate to conform before the transportation plan or the TIP is approved by the MPO Policy Committee or accepted by US DOT, which must occur no less frequently than every 4 years. Projects in the TIP should not only make air quality not worse in the near and long-term, but should actually be leading toward improvement in the region that contribute to reduction in VOC and NOx emissions. The region will also demonstrate that it will not be exceeding our air quality budgets. The conformity memo will be part of the public comment for a 60-day review, and will include information about changes, additions, or deletions to non-exempt projects that are anticipated to be carried forward from the FFY 2014-2019 TIP, and proposed ON TO 2050 regionally significant projects. Pietrowiak went on to report that some projects do not conform because they are not part of the fiscally-constrained list and are not considered in the air quality analysis. Finally, while the region conforms to the VOC budget for 2025, it is by the smallest of margins—just barely passing air quality budgets, an area of greatest concern and are constantly monitored. The projects in both the long-range plan and the TIP do conform to air quality budgets.

Chairman Secretary Blankenhorn asked that the matter of 2025 be examined to see where we will be as we move forward and as we continue to barely make budget. By year's end, Pietrowiak suggested the region may be bumped up to serious non-attainment status, based on the 2008 ozone standard. The 2015 standard, with an effective date of August 3, was only recently published so we'll have a little more time to reach those. When we get bumped up, we'll work through the consultation process with the IEPA to see what needs to be done. With a reduced budget, which is likely, the constraint will be tighter and other years, not just 2025, would be of concern as well.

The matter cannot be ignored, and should be made a priority with the Transportation Committee to understand both the consequences and options moving forward.

#### **14.0 State Legislative Update**

CMAF staff Gordon Smith reported that the State Legislative Update had been included in the meeting materials, that the General Assembly concluded their business on time and passed a \$38.5 billion spending plan that included the funding within IDOT's budget for metropolitan planning, on which many of the state MPOs rely. Smith reported on outreach activities that occurred during the session including an open house last month for the General Assembly to talk about ON TO 2050 and the regional revenue and state-wide transportation funding concerns. That discussion will continue over the summer with turnover that is expected.

#### **15.0 Innovation Agenda: Google Sidewalk Labs**

Nick Bowden explained that Google Sidewalk Labs' (an alphabet company and sibling to Google) aim is to accelerate urban innovation, through software (built in Toronto) that can be used in other regions with an area of focus that includes aerial transportation monitoring. Underway for about 15 months, a core challenge of modeling to date has been the frequency and fidelity of data that is used for the modeling efforts. Starting with better data allows building better models, thus better predictions and forecasts, leading to better policies and more equitable outcomes.

Using mobile location data, Bowden reported, Replica data can be updated every 3 months. A manifestation of a lot of work and research Replica is intended to be high-fidelity, updated frequently, and the outcome hoped for is that it improves ability to monitor and plan transportation and land use. Bowden gave a demo of the Replica program that was recently released in Toronto, meant to give a sense of the power of the system. Bowden also explained the technical side of the program, and concluded with the announcement of working with IDOT to finalize an agreement to bring Replica to Chicago in late 2018, early 2019, the 2<sup>nd</sup> or 3<sup>rd</sup> region in the U.S. that will have access (K.C. in 2 weeks, either Chicago or the Bay area) and into 2019 Portland, New York, and Dallas.

#### **16.0 Other Business**

There was no other business before the MPO Policy Committee.

#### **17.0 Public Comment**

Garland Armstrong-Access Living, asked that the disability community be up-to-date on this to ensure the safety of the disability community, so there is less isolation and we can all be integrated together.

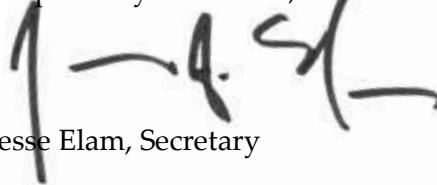
#### **18.0 Next Meeting**

The MPO Policy Committee is scheduled to meet in a joint meeting with the CMAP Board on the day of the ON TO 2050 launch event.

#### **19.0 Adjournment**

At 12:10 p.m., a motion to adjourn by Mayor Jeffrey Schielke was seconded by Kendall County Board Chair Scott Gryder. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Jesse Elam', is written over a light blue rectangular background.

Jesse Elam, Secretary

08-27-2018  
/stk



## MEMORANDUM

**To:** CMAP Board and Committees

**From:** CMAP Staff

**Date:** September 28, 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 consultant assistance. To date, 222 local projects have been initiated. Of these, 179 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	Brian Daly	Mar. 2018- June 2019	Staff assistance	Existing Conditions Report currently being drafted and anticipated in Fall 2018 along with a second round of community outreach.
702	Beach Park Northern Lakeshore Regional Bicycle and Pedestrian Plan	John O'Neal	Sept. 2018- Feb. 2020	Consultant assistance	Coastal Grant Application under review by IDNR. Draft scope of work/RFP ready for final edits and release.
703	Beecher comprehensive plan	Ricardo Lopez	Jan. 2018- June 2019	Consultant assistance	The Steering Committee will meet on September 27 to review the draft Existing Conditions Report. The consultants will begin drafting the key recommendations memo and expect to have a draft to CMAP in Fall 2018.
402	Bensenville zoning update (see <a href="#">website</a> )	Jake Seid	Oct. 2015- Dec. 2018	Staff assistance	The draft Ordinance is currently being reviewed by the Village Attorney. The Plan Commission will meet to recommend approval of the Ordinance in early October.
704	Bridgeport/Canaryville priorities plan	Noah Boggess	Jan. 2018- Dec. 2018	Staff assistance	Finalizing key recommendations memo at 9/19 Advisory Committee and moving toward plan drafting.
305	Campton Hills zoning and subdivision regulations	Kristin Ihnchak	July 2014- Dec. 2018	Consultant assistance	No update.
705	Calumet Park comprehensive plan	Brian Daly	Sept. 2018 – Feb. 2020	Consultant Assistance	CMAP staff conducted interviews with finalists who submitted proposals under the RFP. The Board will consider the staff recommendation for consultant selection at the November meeting.
706	Carol Stream zoning, sign, and subdivision regulations	Jake Seid	May 2018- May 2021	Consultant assistance	The CMAP Board approved the selection of Houseal Lavigne Associates as the consultant for this project in September. The project will get underway in October.
707	Channahon comprehensive plan	Heidy Persaud	Mar. 2018- Sept. 2019	Consultant assistance	Second CPAC Meeting and Public Visioning Workshop scheduled for October 23 <sup>rd</sup> .
728	Chicago Belmont-Cragin Avenues for Growth	Heidy Persaud	Apr. 2018- Oct. 2019	Consultant assistance	2 <sup>nd</sup> Advisory Committee Meeting scheduled for October 9 <sup>th</sup> . Corridor Workshop for business owners to take place November 5 <sup>th</sup> .
407	Chicago North River Communities neighborhood plan (see <a href="#">website</a> )	Brian Daly	Nov. 2015- June 2018	Staff assistance	CMAP staff has completed final revisions to the plan and is awaiting adoption by the community partner in Fall 2018.
503	Chicago Riverdale area transportation plan (see <a href="#">website</a> )	Tony Manno	Nov. 2016- Dec. 2018	Consultant assistance	The consultant is preparing the final plan for review.

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
709	Chinatown Parking Study (see <a href="#">website</a> )	Lindsay Bayley	Feb. 2018 – Aug. 2019	Staff assistance	Sunday parking data has been collected, and existing conditions research continues, and staff is drafting the existing conditions document. Stakeholder interview scheduling and conducting is wrapping up.
506	Cook County (Maine-Northfield) unincorporated area plan (see <a href="#">website</a> )	Jake Seid	July 2016-Nov. 2018	Staff assistance	CMAP is waiting to hear from Cook County planning staff to revise the overall priorities of the plan prior to completion of the plan.
507	Des Plaines comprehensive plan	Heidy Persaud	Nov. 2016-Nov. 2018	Staff assistance	Draft plan feedback received by the City Council and PZB. Draft Plan Open House scheduled for October 11 <sup>th</sup> .
711	DuPage County Corridor Study	Lindsay Bayley	Jan. 2018 – June 2019	Consultant assistance	The consultant team has met with several communities to conduct key person interviews. They are awaiting responses from Villa Park, Wood Dale, and Bensenville. They are drafting the existing conditions report, and expect to have a draft to CMAP in mid October.
712	Far South CDC Existing Conditions and Market Analysis	Katanya Raby	Apr. 2018-Apr. 2019	Staff assistance	Data collection, existing conditions research underway. Stakeholder interviews to be scheduled.
713	Forest Preserve District of Cook County, Des Plaines River Trail, South Extension Planning Study (see <a href="#">website</a> )	John O'Neal	May 2018-Oct. 2019	Staff assistance	Steering Committee kick-off meeting took place Sept. 14. Data collection and existing conditions analysis, as well as initial outreach, underway.
714	Frankfort Plan Commissioner training	Maggie Jarr	Jan. 2018-Dec. 2018	Staff assistance	CMAP staff will conduct the second of three trainings on October 25.
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 in tandem with the development of an RFP in support of phase 2—a consultant-led master plan for IIPD.
717	Justice I&M Canal Trail Extension Feasibility Study (see <a href="#">website</a> )	John O'Neal	Jan. 2018-June 2019	Consultant assistance	Revised ECR, incorporating comments, currently underway. Environmental evaluation and stakeholder outreach continue. 'Core team' meeting (consultant team, CMAP, and Villages) scheduled for Sept. 28. Full Steering Committee meeting planned for mid-late Oct.



No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
719	Kane County / Mill Creek watershed-based plan ( <a href="#">website</a> )	Holly Hudson Kelsey Pudlock	Oct. 2017- Oct. 2019	Staff assistance	Staff continued field work assessing stream physical conditions. A consultant subcontract to provide pollutant loading and BMP pollutant load reduction modeling services was approved by the CMAP Board. Staff distributed posters and postcards throughout the watershed, prepared display materials, and held a public open house on September 27 at the Geneva Park District's Peck Farm Park.
513	Lisle downtown parking plan (see <a href="#">website</a> )	Lindsay Bayley	Mar. 2016- June 2018	Staff assistance	No update.
721	Maywood Zoning Reference Guide	Maggie Jarr	Jan. 2018- Dec. 2018	Staff assistance	CMAP staff is drafting the reference guide.
514	McHenry County Fox River corridor study (see <a href="#">website</a> )	Kate Evasic	Sept. 2016- Nov. 2018	Staff assistance	CMAP staff revised the draft plan based on feedback received from the open house and public comment period. The draft plan will be presented during the McHenry County Planning, Environment & Development public meeting on October 2.
723	McHenry County Council of Governments Shared Services Study	Maggie Jarr	May 2018- Sept. 2019	Staff assistance	The MOU and IGA are expected to be signed and adopted by the McHenry County Council of Governments (MCCG) in October.
724	McKinley Park Development Council neighborhood plan (see <a href="#">website</a> )	Ricardo Lopez	Jan. 2018- Dec. 2019	Staff assistance	Over 25 local business and property owners participated at a first-of-its-kind business focus group on September 19 to work toward the neighborhood plan for McKinley Park. The Existing Conditions Report is currently being drafted and anticipated in Fall 2018.
722	Midlothian stormwater management capital plan	Kate Evasic	Apr. 2018- Apr. 2019	Consultant assistance	Consultant contract is signed and data/background inventory is underway.
725	Montgomery Zoning and Subdivision Ordinance	Jake Seid	Sep. 2019- Sep. 2021	Staff assistance	Project kick-off with Village staff took place September 12. The project team is currently assessing existing plans and ordinances.
726	North Avenue corridor plan	Cindy Cambray	Jan. 2018- Dec. 2018	Staff assistance	The initial public outreach push concluded at the end of August. The project's online survey (Metroquest) broke a CMAP record with over 1,700 participants. Staff are drafting the ECR, which will be used to brief the Technical Assistance Panel that the Urban Land Institute is conducting for CMAP.
517	North Lawndale community plan (see <a href="#">website</a> )	Heidy Persaud	Feb. 2016- Aug. 2018	Staff assistance	Community adoption event scheduled for November 1 <sup>st</sup> .

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
520	Richton Park stormwater master plan, phase 2 (see <a href="#">website</a> )	Kate Evasic	May 2018-Oct. 2018	Consultant assistance	CMAP and consultant presented the draft subarea plans to the Planning and Zoning Commission on September 11. Consultant continued to develop green infrastructure planning and design guidance and draft the final report.
730	Robbins stormwater, TOD, and industrial area plan	Kelwin Harris	Jan. 2018-June 2019	Staff assistance	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. Consultant work on the TOD area is underway.
731	Sandwich planning priorities report	Jared Patton	Jan. 2018-Dec. 2018	Staff assistance	A draft of the community profile has been completed and is undergoing internal review.
732	Sauk Village comprehensive plan update	Stephen Ostrander	Mar. 2018-Sept. 2019	Consultant assistance	On September 12, consultant led an open community meeting/workshop at Village Hall to get detailed feedback on challenges and opportunities. Following review by the Village, CMAP, Metra, and Pace, the Existing Conditions Report was revised and finalized.
327	South Elgin zoning update (see <a href="#">website</a> )	Patrick Day	Oct. 2014-Sept. 2018	Staff assistance	Staff presented UDO at 9/4 VB meeting. VB will consider adoption at 10/1 meeting.
733	South Suburban Mayors and Managers Association Pilot Circuit Rider Program	Patrick Day	Jan 2019-Jan 2022	Staff assistance	Scoping underway.
735	Thornton planning priorities report	Kate Evasic	May 2018-Dec. 2018	Staff assistance	CMAP staff continued drafting the existing conditions section of the report.

###



## MEMORANDUM

**To:** CMAP Board

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

**Date:** October 3, 2018

**Re:** Contract Approval for Project Management of Municipal Pavement  
Management Plans

---

---

CMAP established a pilot program that offered technical assistance to 12 communities to complete municipal pavement management plans (PMPs). PMPs will give participating local agencies an understanding of the importance and types of pavement preservation and maintenance, documentation of the current condition of pavement, scenarios evaluating the cost to meet different network-level pavement conditions, and a recommended capital plan that emphasizes pavement preservation treatments. CMAP identified interested communities to participate in the program via a call for projects held in January-February 2018, which resulted in a total of 69 project applicants. Because additional funding became available, CMAP is now expanding the pilot program to offer the service to more communities.

The purpose of this project is to provide project management oversight of the consultants preparing the additional municipal pavement management plans (PMP). The PMPs will be developed by the engineering firms currently under contract with CMAP. The selected consultant will work under the direction of CMAP to complete the PMPs.

### **Review Process**

A Request for Proposals (RFP) was sent to potential consultants and posted to the CMAP website on August 20, 2018. Staff held a non-mandatory pre-bid information session for consultants on August 23, 2018. Notes pertaining to the discussion were released shortly thereafter and posted on the CMAP website. The RFP was amended to remove one element of the published scope and adjustments were made to the scoring as a result. The RFP submissions were due on August 31, 2018. On August 31, 2018, CMAP received responses from four consultants: AECOM, Applied Pavement Technology, Chastain & Associates LLC., and Dynatest.

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

1. Demonstrated record of experience and professional credentials of the consultant as well as identified staff in providing the professional services identified in the scope of work, including addressing the topical areas identified in the project background and scope of services of the RFP.
2. The consultants approach to project management oversight that addresses the requirements outline in [RFQ 181 Pavement Data Collection and Pilot Pavement Management Program for Northeastern Illinois](#) and the standard scope of plans developed by CMAP for PMPs.
3. The quality and relevance of examples of similar work, or work that includes similar elements.
4. 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: RFP 207 Proposal Scoring**

Evaluation Criteria	Max. Value	AECOM (\$194,856)	Applied Pavement Technology (\$520,070)	Chastain & Associates LLC. (\$188,130)	Dynatest (\$1,000,353)
1. Demonstrated experience of the firm and professional credentials	30	27	26	26	27
2. Project management approach	30	26	23	22	16
3. Quality and relevance of similar work	20	17	17	16	14
4. Cost to CMAP	20	20	7	20	4
<b>Total</b>	<b>100</b>	<b>90</b>	<b>73</b>	<b>84</b>	<b>61</b>

### Recommendation for Contractor Selection

Following interviews, the selection committee reached a consensus to recommend AECOM and their scope of work for the Project Management of Municipal Pavement Management Plans project. The committee felt that AECOM had both a strong response to the scope of work and performed well in the interview. The AECOM team impressed the committee members with their detailed project understanding and approach to the scope of work.

It is recommended that the Board approve a contract with AECOM and their scope of work, for a total, not-to-exceed cost of \$194,856.00. Support for this project has been provided by an SPR grant.

ACTION REQUESTED: Approval



## MEMORANDUM

**To:** MPO Policy Committee

**From:** MPO Nominating Committee:  
Frank Beal-representing the regional planning agency  
Scott Gryder-representing county government  
Leanne Redden-representing a public transportation agency  
Jeff Schielke-representing municipal government  
Rebekah Scheinfeld-representing a highway administration

**Date:** October 3, 2018

**Re:** Nomination of MPO Policy Committee Vice Chairman

---

---

As is stated in the MPO Policy Committee By-Laws, the nominating committee, appointed by the Chairman of the MPO Policy Committee each June, shall nominate a Vice Chairman to be elected at the October meeting. The committee nominates John Yonan, Superintendent--Cook County Department of Transportation and Highways, for this position. His experience as a transportation leader and collaborative partner in this region will continue be an asset to the MPO Policy Committee. The nominating committee believes his current and previous experience throughout the transportation spectrum will provide insightful and focused leadership in the role of vice chair.

ACTION REQUESTED: Approval

###





## MEMORANDUM

**To:** CMAP Board and MPO Policy Committee

**From:** CMAP Staff

**Date:** October 3, 2018

**Re:** Recommendation to adopt ON TO 2050, FFY 2019-2024 TIP and Conformity Analysis

---

---

At a joint meeting on October 3, 2018, the Planning and Programming Committees recommended adoption of the ON TO 2050 Comprehensive Regional Plan, the ON TO 2050/FFY 2019-2024 TIP Conformity Analysis, and the FFY 2019-2024 Transportation Improvement Program (TIP). At its meeting on September 28, the CMAP Transportation Committee also recommended adoption of these items. The full plan and appendices are as follows.

- 1) The full ON TO 2050 Plan is available [here](#).
- 2) Appendices and compiled comment are available at the following links
  - [Public Comment Summary and Response Log](#) detailing changes to the June 15 draft of the plan
  - [Financial Plan for Transportation Appendix](#)
  - [Socioeconomic Forecast Appendix](#)
  - [Indicators Appendix](#)
  - [Regionally Significant Projects Benefits Report](#)
  - [2018 System Performance Report](#)
  - [Travel Demand Model Documentation](#)
  - [Local Strategy Map Appendix](#)
  - [Air Quality Conformity Analysis](#)
  - [Compiled Public Comment](#)

Public comment was open from June 15 through August 14, 2018. Staff provided a revised ON TO 2050 Plan as well as a response log for discussion at Transportation Committee, the Planning Committee, the CMAP Board, and other committees earlier in September. Discussions at these committees offered questions about the process and support for various

recommendations and changes, but did not request further revisions to the draft. Some small wording edits and clarifications have been completed in the interim.

The final ON TO 2050 plan will be available via the web. This draft provides a single document for complete review, and includes all visuals that are conducive to this non web based format. Finalization of formatting and visualizations is still underway, while text and the recommendations of the plan will not change beyond addressing any proofreading errors. The web version and paper copies of the executive summary will be available October 10<sup>th</sup>.

In association with the Plan, the **FFY 2019-2024 Transportation Improvement Program (TIP)** and **conformity determination** are presented for approval. The air quality impacts of the Regionally Significant projects contained in ON TO 2050 and existing Not Exempt or Exempt Tested projects included in the FFY 2014-2019 TIP that are anticipated to be carried forward into the FFY 2019-2024 TIP were also analyzed. This analysis found that ON TO 2050 and the FFY 2019-2024 TIP meet all applicable requirements for conformity to the State Implementation Plan (SIP) and applicable provisions of the Clean Air Act. Public comment on these materials was conducted in tandem with ON TO 2050 outreach, including publication of materials, open houses, and the public hearing.

At this time, staff are requesting approval of the ON TO 2050 Comprehensive Regional Plan, ON TO 2050/ FFY 2019-2024 TIP Conformity Analysis, and the FFY 2019-2024 Transportation Improvement Program (TIP).

**ACTION REQUESTED:** Approval

###





## MEMORANDUM

**To:** CMAP Board and MPO Policy Committee

**From:** CMAP Staff

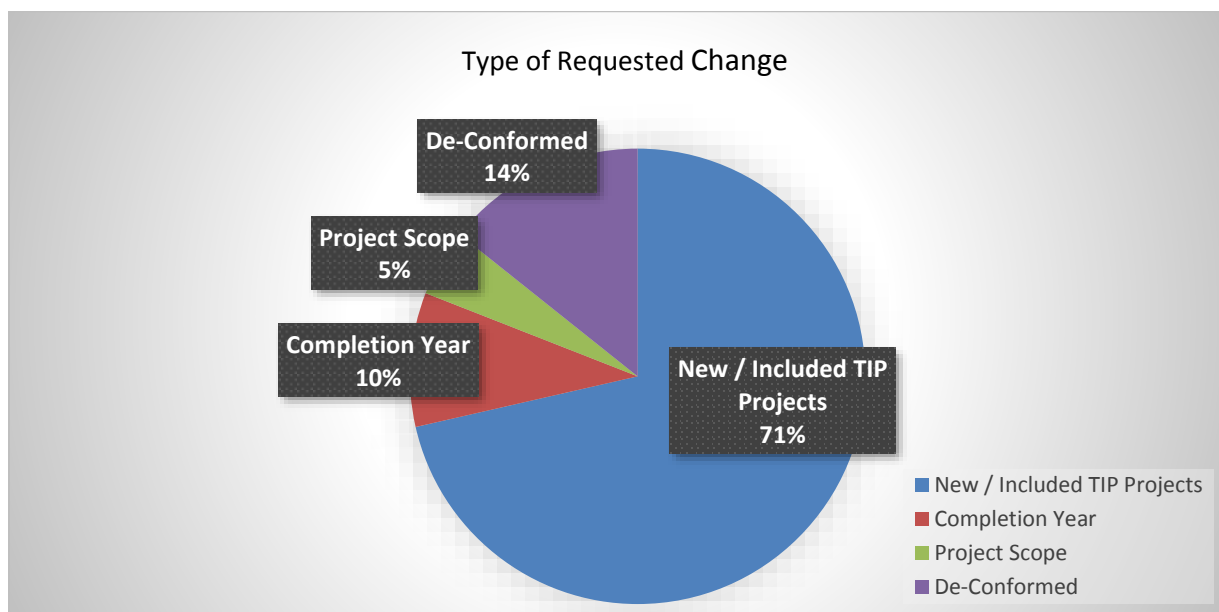
**Date:** October 3, 2018

**Re:** ON TO 2050/FFY 2019-2024 TIP Conformity Analysis & TIP Amendment 18-09

---

---

In accordance with the required plan update conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects included in the FFY 2014-19 TIP that are anticipated to be carried forward into the FFY 2019-24 TIP and to proposed ON TO 2050 Regionally Significant Projects (RSPs) for inclusion in the regional air quality analysis. Of the changes requested, twenty-one projects required air quality conformity analysis. Below is a summary by type of requested change.



If the 2019-24 TIP and ON TO 2050 are approved, eleven Regionally Significant Projects (RSPs) and three new non-exempt projects will be included in the conformed TIP for the first time. One

additional project that was previously delayed, and thus de-conformed, is also included. The federal government requires regional planning agencies to demonstrate fiscal constraint by determining that sufficient resources will be available to construct projects recommended in the plan. Careful selection of these projects must meet the federal standard of fiscal constraint, while also helping to achieve regional goals. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP or within the planning horizon of ON TO 2050. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis, except in those years when a plan is required by the MPO.

The new RSP interstate projects are:

- TIP ID **03-18-0017**: I-290/IL 53 Interchange Improvement – RSP 21
- TIP ID **09-12-0036**: I-80 from Ridge Rd to US 30 Lincoln Hwy – RSP 36
- TIP ID **12-02-9034**: I-55 from I-80 to Coal City Rd - RSP 34
- TIP ID **12-12-0037**: I-80 Managed Lanes from U.S. 30 to I-294 – RSP 37
- TIP ID **13-18-0005**: I-290/I-88/I-294 Interchange Improvement – RSP 24

The new Arterial RSPs are:

- TIP ID **07-14-0003**: Vollmer Road from Kedzie Avenue to Western Avenue - RSP 145
- TIP ID **08-95-0024**: IL 83 Kingery Hwy from 31st St to N of 55th St, S of 63rd St to Central Avenue - RSP 111
- TIP ID **09-18-0015**: Randall Road from North County Line Road to Orchard Road - RSP 46
- TIP ID **10-07-0001**: IL 60/IL 83 from IL 176 to Townline Road (IL 60) - RSP 10
- TIP ID **11-16-0008**: IL 62 (Algonquin Rd), IL 25 (JF Kennedy Memorial Dr.) to IL 68 (Dundee Rd.) - RSP 11
- TIP ID **12-18-0021**: Wilmington-Peotone Road: IL Route 53 to Drecksler Road – RSP 56

The new non-exempt projects are:

- TIP ID **01-17-0025**: Roadway Improvements to Support the Update to the South Lakefront Framework Plan
- TIP ID **12-11-0054**: Kings Road from Hassert Blvd to Rodeo Drive
- TIP ID **12-18-0019**: I-55 - I-80 to US 52 (Jefferson St) and @ ILL 59

Sponsor indicated status change to a recently de-conformed project that is no longer delayed:

- TIP ID **12-07-0021**: Ridge Road from South of Minooka Rd to McEvelly Road

Other changes to existing projects are described below.

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

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2050. The

analysis years are currently 2020, 2025, 2030, 2040 and 2050. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis.

The following non-exempt RSPs crossed an analysis year:

- TIP ID [01-06-0052](#): 63rd St at BRC 59th St Line (CREATE GS-01) - RSP 109
- TIP ID [12-10-9001](#): I-55 Managed Lane from I-355 to I-90 I-94 (I-55 Stevenson Express Toll Lanes) - RSP 146

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

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

This proposed ON TO 2050 Regionally Significant Project revision is now defined by the addition of integrated flex lanes, implementation of SmartRoad technology, reconfiguration and improvements to the interstate interchanges for the conformity analysis.

- TIP ID [13-16-0009](#): I-294 Central Tri-State Reconstruction and Mobility Improvements from Balmoral Avenue to 95<sup>th</sup> Street –RSP 23

A status change to “Not Conformed”, of these former GO TO 2040 Major Capital Projects. Unconstrained regionally significant projects cannot receive environmental clearance from FHWA or FTA under NEPA, or access certain federal funding and financing programs, without being in the fiscally constrained portion of the plan. A plan amendment, TIP amendment, and conformity analysis would be required before any phases beyond Phase 1 Engineering could be included in an active year of the TIP (FFY 2019-2024).

- TIP ID 12-02-9024: Illiana Expy from I-55 to I-65 (IN)
- TIP ID 10-06-0061: IL 53 North-South Tollway from IL 120 to Lake Cook Rd IL53/120 Tollway
- TIP ID 10-94-0047: IL 120 from Wilson Rd to US 41 IL 53/120 Tollway (IL 120 Bypass)

The public website of the [eTIP database](#) is available for current project information. Newly submitted change details are found in the [18-09 Conformity Amendments](#) report.

The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the

US Environmental Protection Agency’s MOVES 2014a model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

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

### Direct PM<sub>2.5</sub> and NO<sub>x</sub> Emissions in Tons per Year for PM<sub>2.5</sub> Conformity

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	1,558.13	5,100.00	43,609.87	127,951.00
2025	1,149.69	2,377.00	29,653.51	44,224.00
2030	944.30	2,377.00	23,589.19	44,224.00
2040	849.54	2,377.00	20,736.13	44,224.00
2050	902.63	2,377.00	21,513.59	44,224.00

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

### VOC and NO<sub>x</sub> Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	76.18	117.23	115.81	373.52
2025	59.07	60.13	77.44	150.27
2030	46.54	60.13	60.47	150.27
2040	36.30	60.13	51.46	150.27
2050	36.62	60.13	53.44	150.27

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

**Notes:**

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

Results updated as of May 18, 2018

Staff requests approval of the ON TO 2050/2019-2024 TIP conformity analysis and TIP amendment 18-09 by the MPO Policy Committee and the CMAP Board.

ACTION REQUESTED: Approval

###