



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

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[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## **MPO Policy Committee**

### **Annotated Agenda**

**Thursday, March 10, 2016**

**9:30 a.m.**

**Cook County Conference Room**

**233 S. Wacker Drive, Suite 800**

**Chicago, Illinois**

- 1.0 Call to Order and Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—January 14, 2016**  
ACTION REQUESTED: Approval
- 4.0 Agency Reports**
  - 4.1 Executive Director's Report
  - 4.2 CMAP Board Report
  - 4.3 Chairman's Report
  - 4.4 Council of Mayors' Report
- 5.0 Transportation Consent Agenda: Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendment**

The public comment period ended February 22, 2016. No comments on the conformity analysis or TIP amendment were received. A memo detailing the proposed amendment and the results of the conformity analysis is attached.

ACTION REQUESTED: Approval
- 6.0 Federally Required Planning Agreements**

Federal regulations ([23 CFR 450.314](#)) require a series of agreements between metropolitan planning organizations and partner agencies to ensure planning responsibilities are carried out. With the passage of the FAST Act, the development of ON TO 2050 and changes recommended through the federal planning review process, the following agreements must be updated:

  - 6.1 Planning Agreement between CMAP, the State, RTA and Transit Service Boards (Chicago Transit Authority, Metra and Pace). This agreement lays out mutual responsibilities for carrying out the transportation planning process in the region. It also demonstrates that the region meets federal requirements

regarding public transportation provider representation on MPOs.

- 6.2 Cooperative Agreement for Coordination of Land Use-Transportation Planning in the Chicago/Gary/Lake County, IL-IN Urbanized Area. CMAP and the Northwestern Indiana Regional Planning Commission share planning responsibility for the Chicago urbanized area, which covers both northeastern Illinois and northwestern Indiana. An agreement between CMAP, NIRPC and the Illinois and Indiana Departments of Transportation is required to specify the mutual responsibilities of these agencies.

ACTION REQUESTED: Approval

## **7.0 ON TO 2050 Regionally Significant Projects Update**

Staff will provide an update on the definition and identification of regionally significant projects to be evaluated as part of ON TO 2050.

ACTION REQUESTED: Discussion

## **8.0 State Legislative Framework and Agenda**

Staff will present the draft 2016 State Legislative Framework and Agenda. The [State Legislative Framework](#) lists CMAP's legislative principles based on GO TO 2040. The [State Agenda](#) highlights the policy priorities for CMAP in the upcoming legislative session.

ACTION REQUESTED: Discussion

## **9.0 Alternative Long-Term Funding Options**

CMAP's recent funding crisis and the delay in approving a State budget have clearly illustrated the vulnerability of the agency's operating funds. In continuing to explore alternative funding options, staff has prepared a proposal for discussion, as described in the attached materials.

ACTION REQUESTED: Discussion

## **10.0 Other Business**

### **11.0 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.

### **12.0 Next Meeting**

The MPO Policy Committee is scheduled to meet next on June 9, 2016

### **13.0 Adjournment**

**MPO Policy Committee Members:**

\_\_\_ Randy Blankenhorn, Chair

\_\_\_ Kay Batey

\_\_\_ Frank Beal

\_\_\_ Greg Bedalov

\_\_\_ Dorval Carter

\_\_\_ Tom Cuculich

\_\_\_ Joseph Gottemoller

\_\_\_ Scott Gryder

\_\_\_ Elliott Hartstein

\_\_\_ R.A. Kwasneski

\_\_\_ Christopher J. Lauzen

\_\_\_ Aaron Lawlor

\_\_\_ John McCarthy

\_\_\_ Don Orseno

\_\_\_ Leanne Redden

\_\_\_ Rebekah Scheinfeld

\_\_\_ Jeffery Schielke

\_\_\_ Marisol Simon

\_\_\_ Liisa Lawson Stark

\_\_\_ Larry Walsh

\_\_\_ John Yonan





# Chicago Metropolitan Agency for Planning

## Agenda Item No. 3.0

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### **MPO Policy Committee DRAFT**

### **Meeting Minutes**

January 14, 2016

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

**Members Present:** Randy Blankenhorn-Chair, Frank Beal-representing the CMAP Board, Greg Bedalov-representing Illinois State Toll Highway Authority, Lynette Ciavarella-representing Metra, Mike Connelly-representing the CTA, Joe Gottemoller-representing McHenry County, Scott Gryder-representing Kendall County, Elliott Hartstein-representing the CMAP Board, Jennifer (Sis) Killen-representing Cook County, Aaron Lawlor-representing Lake County, Jill Leary-representing the RTA, John McCarthy-representing Private Providers, Tom Rickert-representing Kane County, T.J. Ross-representing PACE, Rebekah Scheinfeld-representing CDOT, Jeffery Schielke-representing the Council of Mayors, Chris Snyder-representing DuPage County, Liisa Stark-representing Class 1 Railroads, Paula Trigg-representing Lake County, and non-voting members Catherine (Kay) Batey-representing FHWA, and Tony Greep-representing the FTA.

**Staff Present:** Joe Szabo, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Elizabeth Schuh, Jesse Elam and Sherry Kane

**Others Present:** Mike Albin-DMMC, Erin Aleman-IDOT, Garland & Heather Armstrong-Access Living, Len Cannata-WCMC, Bruce Carmitchel-IDOT, John Donovan-FHWA, John Fortmann-IDOT, Scott Hennings-McHenry County DOT, Janell Jensen-McHenry County Council of Mayors, Mike Klemens-WCGL, Jon-Paul Kohler-FHWA, Aimee Lee-Illinois State Toll Highway Authority, Kevin O'Malley-CDOT, Mark Pitstick-RTA, Justine Reisinger-IDOT, David Seglin-CDOT, Mike Walczak-NWMC, Tammy Wierciak-WCMC, Laura Wilkison-Metro Strategies, and Rocco Zuccherro-Illinois State Toll Highway Authority

#### **1.0 Call to Order and Introductions**

IDOT Secretary, Policy Committee Chair Randy Blankenhorn called the meeting to order at 9:32 a.m., and asked others to introduce themselves.

## **2.0 Agenda Changes and Announcements**

There were no agenda changes or announcements.

## **3.0 Approval of Minutes-October 14, 2015**

A motion to approve the minutes of the October 14, 2015 joint meeting of the MPO Policy Committee and CMAP Board as presented was made by Mayor Jeffery Schielke and seconded by Paula Trigg. All in favor, the motion carried.

## **4.0 Agency Reports**

CMAP Executive Director Joe Szabo gave an update on agency activities reporting that CMAP had reached agreement with IDOT, FHWA and the FTA, and was now receiving the 80% of its funding that comes from federal agencies, which removed the immediate crisis so the doors have stayed open and staff are functioning as normal. The lack of a 20% match has significant implications: Many contracts -- primarily related to the Local Technical Assistance (LTA) program -- are being paused, travel is being restricted and new hires are being considered with an extra level of scrutiny. Szabo went on to say that the next plan launch event is scheduled for February 24, urging all to attend and the LTA update had been included in the packet. When queried, Szabo stated that not necessarily all the contracted LTA projects would pause, rather that all are being considered on a case-by-case basis.

On behalf of Leanne Redden, a non-voting member of the CMAP Board, Executive Director Joe Szabo also gave an update on the CMAP Board meeting held the previous day, reporting that the Board had covered many of the same items on the Policy Committee agenda, and the Board directed staff to continue move forward developing a proposal to diversify CMAP's funding both in terms of a legislative approach and a backup plan in the event the legislative approach fails. Finally, Szabo reported that the board discussed the next long-range plan, emphasizing their interest in being involved in the outreach.

For the Council of Mayors, Mayor Jeffrey Schielke reported that the Executive Committee met on Tuesday, January 12. The Illinois State Toll Highway Authority gave a presentation on the I-294 Central Tri-State Corridor Planning Council and the importance for municipal involvement in the Planning Council. The Executive Committee also approved its funding request for the FY 2017 Unified Work Program (UWP) that will be submitted to the UWP Committee and approved advance funding for seven projects totaling nearly \$6,000,000. Additionally, Schielke continued, the Committee engaged in a discussion about the growing unobligated balance of Surface Transportation Program (STP) funding, with the unobligated balance exceeding the amount of new money coming into the program which is not indicative of the need in northeastern Illinois. The Executive Committee, in coming months, will be working on a strategy to reduce the unobligated balance. The next meeting of the Council's Executive Committee is scheduled for April 12.

## **5.0 Unified Work Program (UWP)**

CMAP Deputy Executive Director for Finance and Administration Angela Manning-Hardimon presented the FY 2017 Unified Work Program (UWP) process and reported that

the format for the current year would be similar to that of FY 2016. With FY 2017 funding allocation not available at this time, the program is based on FY 2016 federal funding levels at \$16.7 million, with matching funds totals just over \$21 million. Hardimon reviewed the schedule, with the Call for Proposals and submittal of proposals due in January, proposals presentation and funding allocation completed in February, UWP Program adoption in early March, with committee approvals planned for the months of April and June with the release of the final FY 2017 UWP document on June 30.

## **6.0 Interim Products for Long-Range Plan**

CMAP staff Liz Schuh, co-project leader for the new plan, covered key points of engagement and voting for the plan's development. As a reminder, this is the beginning of a 3-year process concluding in October 2018. At three times, major reports will be brought to the Policy Committee and the CMAP Board, each of which will be presented for approval at the joint meeting with the CMAP Board in October. The first in October 2016 will be an interim report on regional priorities, and builds on initial engagement activities such as the kick-off event for the plan, a series of workshops to look at challenges and opportunities to move the region forward, and a series of topical forums. A second product submitted in October 2017 will focus on plan direction and include the scenario planning process, financial plan, and performance measures to assess regionally significant projects. The draft plan will be released for public comment in the summer of 2018, then presented for approval in October 2018.

Asked about a new definition for regionally significant projects, CMAP staff Jesse Elam reported that meetings were being scheduled with project implementers to determine how many and which types of projects would meet the proposed thresholds for regionally significant projects. Elam went on to say that this information would be reported back to the Transportation Committee in May 2016 with a recommendation on how to proceed.

Policy Committee Chair Blankenhorn urged attendance at the plan launch event and asked that members become a part of the plan update early on and see that their staffs are fully engaged.

## **7.0 Updates on Regionally Significant Projects**

Policy Committee Chair Randy Blankenhorn asked for this item on the agenda to allow members to report on all that is happening in the region.

Beginning with IDOT, John Fortmann talked about the I-55 managed lanes project. The existing roadway has wide shoulders through much of the corridor, and the intent in the 1990s was to preserve opportunity for a future HOV lane. In 2011 bus on shoulder was implemented and has been very successful, carrying roughly 1000 passengers a day. Under the direction of the new secretary, the managed lanes project has become a priority. The total cost at the high end is about \$525 million which includes Phase 3 construction oversight as well as Phase 2 engineering. Three alternatives were considered: HOV lanes, HOT lanes, and express toll lanes, with express toll lanes appearing to be the most beneficial. The price would be variable thus limiting the number of users, and the other lanes would also realize improved reliability. Public hearings on the draft EIS will begin

soon. A noise analysis is in the process of being refined, with IDOT working with the tollway and FHWA regarding the new policy.

Regarding North Lake Shore Drive, Fortmann continued, this is a project in partnership with the City with the goal to improve bridge and roadway condition, improve safety, and increase mobility. It is a much needed project with high use by all modes of transportation. There have been 2 public meetings and 4 task force meetings to evaluate a number of alternatives, anywhere from replacing in kind to a tunnel under the lake. Alternatives are being modelled, public meetings and completion of the study is expected in 2018. It's an interesting study with a lot of partners, including Chicago Park District and CTA.

Next, Rocco Zuccherro for the Illinois State Toll Highway Authority, reported on the Tollway's 2015 Move Illinois capital program. A few months after adoption of GO TO 2040, the Tollway adopted its 15-year, \$12 billion program to increase mobility, relieve congestion, reduce pollution and produce jobs. Over the 4 year period, \$4.2 billion has been committed towards the program. Completed first, the 294/57 interchange project gives new access to Posen, Midlothian, Harvey and other south suburban communities. Zuccherro called out CMAP's Local Technical Assistance (LTA) program which provided an insight as to how the investment in the interchange could help those south suburban communities.

The I-90 (62-mile) corridor continues to be a major initiative, from concept to construction completion in a 5-year period, Zuccherro reported. A lot of work has been completed to date on the western 37 miles from Elgin to Rockford. Efforts are now focused on the eastern portion from Elgin to the Kennedy, working with IDOT, Pace and many others. The \$2.5 billion project is expected to be complete, with all lanes open, near the end of 2016. Widening of I-90 will accommodate some dedicated transit facilities and lanes on the inside shoulder, and the Tollway is working with Pace on a whole new corridor with park and ride facilities and creating active transit management. The Elgin O'Hare project, Zuccherro continued, now known as Illinois Route 390, was widened from I-290 to US 20 in 2015, and new fly-over ramp connected I-290 to westbound 390. The east-west portion from Lake Street to Route 83 is expected to be complete in 2017. This is a \$3.4 billion project, 90% of which is committed by the Tollway. About half the funding gap was closed by local partnerships through CMAQ funding and other in-kind (e.g., land) donations.

Zuccherro also reported on two additional projects. For the Tollway Central Tri-State Corridor project with \$1.7 billion committed in the Move Illinois program, a master plan is expected in 2017 which construction planned for the corridor in 2020. And, finally in Lake County, the Tollway has been working with Lake County, CMAP, IDOT on the last part of the 53/120 project and at the Tollway Board meeting on December 15, the Tollway voted to initiate the preparation of an EIS. This is expected to be a 3-5 year process. Tollway Executive Director Greg Bedalov added that the Tollway is working with the Chicago Departments of Transportation and Aviation in the acquisition of land for further work in the O'Hare area.

CDOT Commissioner Rebekah Scheinfeld highlighted some city projects that wrapped up in 2015 or are underway in 2016. Under Mayor Emanuel's leadership, Scheinfeld



reported, Chicago moved forward on the CREATE-related realignment of 130<sup>th</sup> and Torrence with improvements for all modes including commuter rail, freight rail, cyclists, pedestrians and motor vehicles. Also in 2015 and continuing into 2016 is the reconstruction of the Damen, Elston and Fullerton intersection, a project a long time coming and one of the most dangerous intersections in the city of Chicago. Next month will see removal of the viaduct along Western Avenue over Belmont and Clybourn, one of the last remaining car-centered viaducts from the 1950s and 1960s. 2015 also saw significant investments in bike lane infrastructure, surpassing the goal of building out more than 100 miles of protected bike lanes. The Divvy bike share program is seeing expansion by another 175 stations, and the City is partnering with Evanston and Oak Park to bring Divvy into those municipalities.

Loop Link has been opened for service on Washington and Madison, a major innovative redesign geared toward increasing capacity while reducing congestion in east-west movements across the loop. On the east side of the loop, a new L station is being constructed at Washington and Wabash that is replacing two 100-year old elevated stations that were not ADA accessible, made possible with CMAQ dollars. On the west side of the loop and under construction is the Union Station transit center, an off-street bus facility that will support CTA buses, provide a weather-protected connection through the pedway that links to the existing concourse into Union Station, and address congestion around Union Station. The City is also seeing continued momentum in long-term planning for investments in Union Station. An RFI has also been issued for a master developer for the larger scale partnership for redevelopment, a capstone on the other major regional foundational pieces for investment in downtown.

Briefly Mike Connelly reported that Loop Link has improved travel times in the downtown area and that the sorting out of a bus lane, bike lane and automobile lane has actually worked, giving a much more reliable travel time in the area. Connelly offered a quick update on two major projects in the CTA capital program: RPM Phase I is moving very rapidly into its engineering stage and during 2015 the environmental work was completed. It is approved now to move into engineering phase and it is expected to be listed in the 2017 budget as a core capacity project. The second project seeing continued environment work and long-term planning is the Red Line extension on the south side, Connelly continued, expecting to publish and hold public hearings on both the environmental work in the latter part of 2016. Other major projects include the 95<sup>th</sup> terminal rebuild, doubling the size of the bus terminal space. This is a \$280 million project, underway now and constructed over the next two years. Another regionally significant project is the rail car replacement program, and this year out to bid for another 800 cars, about a \$900 million project. Connelly was asked to give a little more information about the 95<sup>th</sup> Street project now underway, and added that it's not a line extension or a major enhancement to capacity in the sense of the old definition, but will increase capacity at the bus terminal and meets the proposed \$250 million cost threshold.

In response to a question raised about a marketing campaign for Loop Link, Commissioner Scheinfeld described outreach efforts through a volunteer program handing out informational brochures. Marketing is also taking place at the Metra stations for commuters, Scheinfeld added.

Finally, related to Longmeadow Tom Rickert reported that the Kane County project has seen about \$35 million over the past 20 years in environmental studies and traffic demand modelling. It is a huge partnership in the development of an EIS as well as IDOT's assistance over the past 20 years in meeting the 50% local match for the project and the MPO's assistance with travel demand studies. The original bridge study, Rickert continued, included Kane County and a portion of Kendall County, and led to recent construction of Stearns Road bridge corridor at about \$180 million. Longmeadow is next in the process, with construction and construction engineering costs estimated at about \$115 million. Phase I engineering approval was received in 2013, and the County is now about 90% complete on the Phase II engineering. The first letting came in under estimate and the first stage (out of 5) has a 2016-19 construction schedule. Funding was unique in a joint effort through the county, IDOT, municipalities, federal funds and in order to close the funding gap, the County will move forward with toll bridges, so the \$35 million bridge portion of the project will be support by tolling.

Chairman Blankenhorn concluded by asking if others wanted to mention any projects and suggested that the Policy Committee try to highlight a couple projects at future meetings to let others know what is happening in the region.

## **8.0 Federal Legislative Framework and Agenda**

Deputy Executive Director for Policy and Programming, Tom Kotarac, reported that a long-term transportation bill passed overwhelmingly by Congress (359-65 in the House; 83-16 in the Senate) supported by almost all of the Illinois delegation (save one member, Congressman Roskam) became law in December. The bill continues its tradition of plugging the Highway Trust Fund with general fund transfers and there were no new user fees related to transportation used to offset the \$70 billion the transfers in the bill. Kotarac detailed what funding levels will be under the new bill for Illinois statewide with about a 10% increase in funding for highways and transit statewide from (\$1.37 billion to \$1.5 billion for Illinois highways and on the transit side, from about \$537 million to about \$600 million). New Starts will be able to compete much like that they had in the past, which is good for the region, Kotarac continued, and positive train control sees its first dedicated highway trust fund money, at \$199 million. Rail safety is also covered as well as Amtrak's reauthorization making the legislation truly multi-modal. Additional rail provisions in the bill include stronger rail tank car safety regulations, and changes to the RRIF program through the Federal Railroad Administration which may help the Union Station project.

The new freight program in the bill is the first new federal highway program since 1992 and is a huge win to the region. The new program will dedicate \$10.7 billion nationwide for freight projects over 5 years in two different types of programs, one of which is a formula-based program that will provide Illinois with \$45 million in freight funding annually, the second is a competitive grant program with about \$900 million per year up for competition. Until now, rail projects had never been eligible for highway trust fund money, but the new freight programs allow for rail projects to be funded with a 10% annual cap on rail projects in the formula program and a \$500 million cap for rail projects in the competitive program over the life of the bill. It is expected that within the next few months, the competitive program will likely be open for proposals by DOT with \$800 million available this year to a host of stakeholders. CMAP is interested in playing a

central role in ensuring the Northeastern Illinois region is successful in this upcoming grant competition. Congress also passed an appropriations bill that includes another TIGER round at \$500 million which should be available concurrently with the new freight program. Kotarac was asked to clarify that \$1.3 billion in competitive grant funding (\$500 TIGER, and \$800 freight), might be available as early as March, and cautioned that this is a new competitive program and may take some time to work out.

Kotarac moved on to present the Federal Agenda adopted by the CMAP board. This is a document that guides us as to what we advocate with Congress and our federal partners. The law creating the new federal freight program, Kotarac explained, has a lot of specific direction but the important details will be determined by DOT and those details and decisions will matter greatly for us as federal highways and DOT figures out how to interpret the law. For instance, the statute states that rail and inter modal projects need to have a significant impact on the highway network, how DOT defines this statutory requirement could help or hurt the region. We want to be sure we are engaged in the discussion with the Congressional delegation, DOT and FHWA and make sure the regulations implementing the law work for us. The remainder of the Agenda has not changed, rooted deeply in GO TO 2040 recommendations and meant to guide us in comprehensive planning and policy.

Thanks was expressed to those in the region that supported the PTC legislation that will see over \$350 million to do what is needed, and the push for legislation to meet the 2018 deadline. A presentation on PTC will be scheduled for a future meeting.

Pace representatives asked a question related to the potential use of fines or court settlement awards related to the Volkswagen diesel emissions cheating cases being discussed now. Pace argued these funds may present an opportunity to bring funding to bus programs that could reduce diesel emissions in our region. Kotarac explained the future use of those funds may be dictated by law, courts, or settlement agreements and it is important to engage the Illinois Congressional Delegation with any ideas stakeholders have for any funding that may come about from the current Volkswagen dispute.

## **8.0 Alternative Long-Term Funding Options**

Executive Director Joe Szabo reiterated that with the help of IDOT, FHWA, and FTA, CMAP remains fiscally solvent for the current fiscal year due to receiving 80% of its federal planning funds. However, Szabo continued, the new fiscal year will present challenges, with so many contracts (especially in the Local Technical Assistance (LTA) program) ineligible for payment from the funding we are receiving. Staff has begun working on a number of alternative solutions for a sustainable approach to funding CMAP operations.

Deputy Executive Director for Policy and Programming Tom Kotarac reported on a solution requiring legislative action where the state honors a commitment it made in the enabling legislation that created CMAP. In CMAP's authorizing legislation, Kotarac continued, the legislation did contain a non-binding commitment to fund CMAP's new comprehensive planning mission which was honored in 2007 through what was known as the Comprehensive Regional Planning Fund (CRPF). CMAP received funding in 2007, 2008, and 2009. From the \$5,000,000 general fund appropriation, shared throughout the

state with all the MPOs, 70% came here, which gave CMAP the flexibility to plan comprehensively without the more stringent requirements of road fund appropriations. The fund was dissolved and IDOT has since provided the agency's match with state road fund dollars that comes with restrictions to transportation related projects. Three basic problems to try to solve, Kotarac explained, are: (1) the risk of a shut down; (2) the risk of losing federal formula dollars; and (3) not meeting our mission to comprehensively plan. For consideration will be a state proposal to revive the regional comprehensive planning fund with \$5,000,000 and to request a continuing appropriation of that funding so that it comes regardless of any budget impasse while having the federal funds pass through directly to the MPOs.

CMAP has had an over reliance on transportation dollars, which is not the best for agency's mission. Questioned about the broad-based support from other MPOs, Szabo suggested that others have much more diverse sources of funding than those of CMAP.

Deputy Executive Director for Planning Bob Dean stated that the legislative approach is the priority moving forward, but the likelihood of that being uncertain, we have also begun to develop a back-up plan to keep the agency solvent. There is no cash flow crisis at the moment, but if there is no state budget by the end of the fiscal year, over the summer we would face a potential shutdown. Dean went on to say that the topic was discussed the day before at the CMAP Board meeting. CMAP reviewed peer agencies across the country and CMAP's predecessor agencies, finding that the cash flow issues that we facing are unusual. Dean scrolled through a power point presentation comparing CMAP's overall budget to that of other similar MPOs; budget source comparisons, i.e., federal and state transportation funding, local dues, fees-for-service and other grants; comparisons to other Illinois MPOs; and historical funding levels. He concluded that the continuing financial problems we face are due in large part of an over-reliance on the state as the sole source of the local match and the lack of diversification in terms of where the funding comes from. Dean went on to say that the state legislative solution is the top priority, but should that not succeed we need a backup plan that the Board and Policy Committee could implement without legislation. Three elements of this backup plan would include an increase in local contributions, an increase of fee-for-service arrangements and external grants. Dean explained the structure for each element, suggesting that the discussion would guide the development of a full proposal in the coming months. Dean also presented supporting arguments for each of the elements and concluded that the current funding situation is not sustainable, that the top priority is a legislative solution, and that a backup plan is recommended to be implemented by July 1 if a legislative solution is not successful.

Chairman Blankenhorn opened the discussion stating that this is a serious conversation, not just a CMAP Board problem, but also an MPO Policy Committee problem that needs to be solved and that the Policy Committee also needs to invest in the agency, through dues or fees for service. Until recently CMAP was the only agency in the state that didn't supply all its federal match through local funds. Blankenhorn emphasized the value CMAP brings, and the simple fact that without CMAP, there are not federal funds. Since transportation is the biggest portion of CMAP's work, the Policy Committee needs to be part of the conversation. A revenue source that allows execution of CMAP's full mission is critical. Members weighed in on topics related to: assessment of dues between counties

and municipalities; how dues might be distributed among local governments; and a concern that requiring high local matches may restrict access to some programs (i.e., CMAQ). Members emphasized that reestablishing the Regional Comprehensive Planning Fund should be considered before placing pressure on the local dues structure, but also accepted the need for a backup plan.

Dean concluded the discussion, stating that a more complete proposal would be presented to the Policy Committee at its meeting in March, and that timing warrants a back-up plan to be put in place by July 1, if the legislative efforts in the spring are not successful.

#### **9.0 Other Business**

McHenry County Chair Joe Gottemoller announced that he had met with a number of counties to the west of McHenry which has caused a rumor that McHenry may leave the region. Not true, Gottemoller continued, but that McHenry County along with Boone and Winnebago counties are working together on comprehensive economic development.

#### **10.0 Public Comment**

Heather Armstrong suggested that 390 to O'Hare is a great idea and asked how one might use public transportation to get the airport. Rocco Zuccherro responded. Garland Armstrong suggested that state lawmakers do not fully understand the value of CMAP.

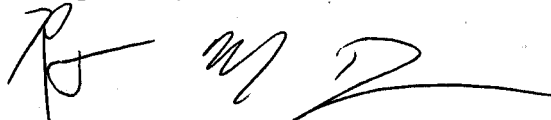
#### **11.0 Next Meeting**

The MPO Policy Committee meets next on March 10, 2016.

#### **12.0 Adjournment**

At 11:30 a.m., a motion to adjourn by Mayor Jeffery Schielke was seconded by Lynette Ciavarella. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Bob Dean', is written over a horizontal line.

Bob Dean, Deputy Executive Director for  
Planning

02-22-2016

/stk





# Chicago Metropolitan Agency for Planning

## Agenda Item No. 4.1 (a)

233 South Wacker Drive  
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## MEMORANDUM

**To:** CMAP Board and Committees

**From:** CMAP Staff

**Date:** March 3, 2016

**Re:** ON TO 2050 Update

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The CMAP Board and committees receive regular detailed updates on the various components of ON TO 2050 plan development that are most relevant to them. Since the volume of work associated with plan development is too large for every committee to learn about every component individually, this bi-monthly memo will provide a brief status update on all major ongoing elements of plan development, including links to recent presentations and interim or final products when available.

ACTION REQUESTED: Discussion





## Regional Snapshot Analyses

Project	CMAP lead	Timeline	Status and links
Regional economic clusters (see <a href="#">website</a> )	Simone Weil	Jul. 2015 – Mar. 2016	Following policy updates examining globally-traded and local-serving industry clusters in fall 2015, staff completed a draft of the snapshot. Staff shared preliminary findings with the Economic Development Committee. Next, staff will work on data visualizations and design to ensure the final product engages a wide variety of audiences.
Demographic trends (see <a href="#">website</a> )	Jacki Murdock	Aug. 2015 – May 2016	Staff explored demographic trends in the region and made comparisons to peer metropolitan regions. Staff drafted high-level findings from the data and are working on compiling a draft snapshot.
Infill and TOD trends (see <a href="#">website</a> )	Evy Zwiebach	Aug. 2015 – May 2016	Staff explored trends in development, population and housing unit density, and population in the region, compiled initial key findings, and <a href="#">presented these findings</a> to CMAP's Land Use Committee. Next, staff will work on analyzing trends in development, density, land use, and population near TOD areas, and developing a draft report.
Freight system trends (see <a href="#">website</a> )	Alex Beata	Jul. 2015 – Jun. 2016	Staff explored new data sources and in late 2015 produced a number of Policy Updates on freight activity by mode, as well as the <a href="#">supply chains</a> report. Staff is currently researching land use issues and identifying trucking bottlenecks and other freight network deficiencies.
Transportation network and trends (see <a href="#">website</a> )	Jesse Elam	Jul. 2015 – Jul. 2016	Staff drafted a section of the report on travel behavior trends, which was presented to the Transportation Committee in March, as well as completed a portion of the highway performance and transit performance sections.

## Assessment of New Policy Directions

Project	CMAP lead	Timeline	Status and links
Green infrastructure co-benefits (see <a href="#">website</a> )	Louise Yeung	Sep. 2015 – Apr. 2016	Staff will present the draft <a href="#">strategy paper</a> to the Environment and Natural Resources and Land Use Committees in March.
Highway operations (see <a href="#">website</a> )	Claire Bozic	Jul. 2015 – May 2016	The CMAP Regional Transportation Operations Coalition (RTOC) is the resource group for this paper. A <a href="#">scope</a> has been developed.

Project	CMAP lead	Timeline	Status and links
			<a href="#">Interviews</a> with operating agencies have been completed. <a href="#">Methods</a> to evaluate and screen roadways have been developed. Data to support screening is under development. Staff presented a <a href="#">memo</a> to Transportation Committee in January.
Transportation system funding concepts (see <a href="#">website</a> )	Lindsay Hollander, Alex Beata	Jul. 2015 – May 2016	Staff developed findings on funding strategies for the ON TO 2050 financial plan. Staff presented <a href="#">key directions</a> to the Transportation Committee in Mar. 2016, held a technical <a href="#">forum</a> on expenditure efficiencies in Jan. 2016, and had individual discussions with stakeholders.
Climate resilience (see <a href="#">website</a> )	Louise Yeung	Jul. 2015 – Jun. 2016	The resource group learned about and discussed strategies for emergency response management at the American Red Cross. The policy <a href="#">framework</a> was <a href="#">presented</a> to the Land Use and Environment Committees. In March, the resource group will discuss strategies for protecting communities most vulnerable to climate change.
Housing supply and affordability (see <a href="#">website</a> )	Jonathan Burch	Jan. 2016 – Jul. 2016	<a href="#">Scope</a> for project completed. Initial presentation of timeline and scope to the Housing Committee occurred in February.
Inclusive growth (see <a href="#">website</a> )	Jacki Murdock, Andres Torres	Oct. 2015 – Jul. 2016	CMAP and staff from the Metropolitan Planning Council co-convened a resource group to review and discuss a draft vision and principles to guide regional inclusive growth. Staff are developing a policy framework memo that will begin to circulate to CMAP committees this spring.
Lands in transition (see <a href="#">website</a> )	Nora Beck	Jan. 2016 – Jul. 2016	In February, resource group members met to review the scope, confirm the land use definitions and study area, and discuss the larger context of both land conversion and preservation. CMAP staff are developing trend data on land conversion and preservation. In March, the resource group will meet to review existing strategies and programs used locally and nationally with a focus on agricultural preservation.
Tax policies and land use trends (see <a href="#">website</a> )	Lindsay Hollander	Dec. 2015 – Jul. 2016	Staff is engaged in research and is having discussions with communities and experts within and outside the region to discuss strategies for ensuring sufficient municipal service and infrastructure funding for various land use types.

Project	CMAP lead	Timeline	Status and links
Reinvestment and infill strategies (see <a href="#">website</a> )	Liz Schuh	Oct. 2015 – Sep. 2016	In January, the resource group discussed a set of site-specific strategies for redevelopment. A set of regional-scale strategies and best practices will be discussed in March. Upcoming meetings will focus on the topic of disinvested areas.
Transit modernization (see <a href="#">website</a> )	Martin Menninger	Jan. 2016 – Sep. 2016	The project will be undertaken in coordination with the Regional Transportation Authority (RTA). A draft <a href="#">scope</a> has been shared with the RTA for comment. This project will be discussed at the March Transportation Committee.
Asset management (see <a href="#">website</a> )	Tom Murtha	Feb. 2016 – Nov. 2016	Staff completed a <a href="#">memo</a> to the Transportation Committee introducing transportation asset management, with a brief presentation to the Committee.

### Other Plan Development Tasks

Project	CMAP lead	Timeline	Status and links
Communications strategy	Tom Garritano	Ongoing	Worked with project staff to prepare 15 individual handouts for topics under study, with tear-off feedback form. Worked with project leaders to develop ON TO 2050 branding, including poster for broad distribution (4,000 units). Engineered WTTW's in-depth <a href="#">Chicago Tonight</a> feature about the plan, its launch, and CMAP. Rolled out significant web content based on the topical handouts, new plan branding, and outreach activities.
Data and tool development	Zach Vernon	Ongoing	Coordinated with snapshot and strategy paper managers (who requested project support) to develop analytical tools and data products to inform topical research. Outputs include the Northeastern Illinois Development Database ( <a href="#">NDD</a> ) <a href="#">summary</a> tool for the Infill/TOD snapshot, <a href="#">trends in preservation and development</a> for the Lands in Transition strategy paper, and land surface temperature estimates for the Climate Resilience strategy paper.
Financial plan	Lindsay Hollander	Ongoing	Staff is working on projects that will be used for the financial plan, such as the Transportation System Funding Concepts strategy paper and an analysis of the relationship between transportation system

Project	CMAP lead	Timeline	Status and links
			investment and performance. Staff is developing a framework for financial plan development.
Outreach activities	Jane Grover	Ongoing	Planned and executed ON TO 2050 plan launch events for partners and stakeholders on February 24 and March 2 with more than 500 registrants, collecting targeted information about their ideas and interests. Presented near- and longer-term strategy at February meeting of CMAP Board, after sending letter to them and all committees with guidance about how to contribute to plan engagement activities. Directly contacted over 40 community organizations and secured dates or pledges from 25 groups to host ON TO 2050 workshops.
Place-based approach	Kristin Ihnchak	Ongoing	The place-based approach alternatives <a href="#">presentation</a> was given to all CMAP working committees. Staff are developing an approach to scanning local plans for reinvestment and conservation priorities, and creating a universe of layers for presentation to committees in March.
Regionally significant projects	Jesse Elam	Ongoing	Following development of provisional thresholds for regional significance with the Transportation Committee, staff met with project implementers in January and February to determine how many and which types of projects would meet the plan thresholds. A report on these meetings will be given to Transportation Committee in May.
Scenario development	Kristin Ihnchak, Liz Schuh	Ongoing	Staff have researched various scenario development approaches and are developing a scope for the alternative futures scenario approach.
Socioeconomic forecast	David Clark	Ongoing	Contract awarded and work commenced on the regional forecast; draft totals are due in mid-March. <a href="#">RFP</a> issued for development of local allocation approach to regional forecast (January); proposals were evaluated in February with vendor recommendation forwarded to the Board for approval in March.

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# Chicago Metropolitan Agency for Planning

## Agenda Item No. 4.1 (b)

233 South Wacker Drive  
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## MEMORANDUM

**To:** CMAP Board and Committees

**From:** CMAP Staff

**Date:** March 3, 2016

**Re:** Local Technical Assistance Program Update

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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, 184 local projects have been initiated. Of these, 127 projects have been completed, 42 are fully underway, and 15 will get actively underway in the near future.

Several consultant-led projects have been paused due to contract reimbursement issues caused by the lack of a state budget. These projects will continue to be listed in this report, and their contract status will be noted.

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: Discussion



## Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Algonquin-Carpentersville Fox River corridor plan (see <a href="#">website</a> )	Brian Daly	May 2014-Feb. 2016	Staff assistance	Newly completed. The Village of Carpentersville Board of Trustees adopted the plan on February 16. The Village of Algonquin adopted the plan in December. Project is complete.
Arlington Heights bicycle-pedestrian plan (see <a href="#">website</a> )	John O'Neal	May 2014-May 2016	Staff assistance	Work continues on draft plan, focusing on core chapter (text and illustrations) of recommendations for potential infrastructure improvements.
Aurora downtown plan (see <a href="#">website</a> )	Lindsay Bayley	May 2015-Sept. 2016	Staff assistance	Existing conditions report draft is under internal review. The MetroQuest interactive surveys (English and Spanish versions) are available through April 20. A presentation to the Aurora Downtown Board will be open to people unable to enter January's public workshop.
Beach Park planning priorities report	Ricardo Lopez	Jan.-Oct. 2016	Staff assistance	Project kickoff meeting with staff held in February. Work is underway on key stakeholder interviews and existing conditions analysis.
Bensenville zoning update (see <a href="#">website</a> )	Jake Seid	Oct. 2015-Dec. 2016	Staff assistance	Stakeholder interviews are complete. A public kick-off meeting is scheduled at Village Hall for mid-March. A MetroQuest site will be developed to coordinate with the public outreach phase of the project.
Berwyn parking study (see <a href="#">website</a> )	Lindsay Bayley	Nov. 2013-Feb. 2016	Staff assistance	Newly completed. Final report available on project page.
Berwyn stormwater management plan	Nora Beck	Mar.-Nov. 2016	Consultant assistance	Scoping underway.
Berwyn zoning revisions (see <a href="#">website</a> )	Kristin Ihnchak	Jan. 2013-May 2016	Staff and consultant assistance	CMAP is scheduling a review meeting with the Steering Committee.
Blue Island capital improvement plan (see <a href="#">website</a> )	Evy Zwiebach	Apr. 2015-Mar. 2016	Staff assistance	The Steering Committee is reviewing the draft CIP, and will provide comments by early March. Staff will finalize the document in March.
Brookfield comprehensive plan	Nora Beck	TBD	Consultant assistance	Consultant selection was completed in January. Project on hold due to contract reimbursement issues.
Calumet Park planning priorities report	Sam Shenbaga	May 2015-May 2016	Staff assistance	Draft underway. Internal draft for review expected by mid-March.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014-TBD	Consultant assistance	Project on hold due to contract reimbursement issues.
Carol Stream comprehensive plan (see <a href="#">website</a> )	John Carlisle	Feb. 2014-Apr. 2016	Staff assistance	Draft plan for public comment uploaded to project website on Friday, February 26. Draft plan public open house to be hosted in community on Wednesday, March 16.
Chicago North River Communities neighborhood plan	Brian Daly	Nov. 2015-Mar. 2017	Staff assistance	The steering committee held its kickoff meeting in February. Work by CMAP staff is underway on existing conditions analysis.
Chicago Pilsen-Little Village neighborhood plan (see <a href="#">website</a> )	Evy Zwiebach	Dec. 2013-June 2016	Staff assistance	CMAP and DPD staff met with local aldermen to review the draft future land use map, and continued to prepare for the Housing Resource Fair scheduled for mid-April. In March, the team will conduct focus group meetings with community leaders to review the draft map and draft recommendations.
Chicago Pullman National Historic Park transportation plan	Lindsay Bayley	June 2015-TBD	Consultant assistance	No update. Project on hold due to contract reimbursement issues.
Chicago Riverdale area transportation plan	Tony Manno	TBD	Consultant assistance	Draft scope of work completed. Project on hold due to contract reimbursement issues.
Chicago West Pullman neighborhood plan (see <a href="#">website</a> )	Evy Zwiebach	Oct. 2014-Apr. 2016	Consultant assistance	No update.
Cicero comprehensive plan (see <a href="#">website</a> )	Jonathan Burch	Apr. 2014-TBD	Consultant assistance	Project on hold due to contract reimbursement issues.
<i>Cook County subregional growth plan</i>	<i>Jonathan Burch</i>	<i>TBD</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Initial scoping meeting scheduled for early March.</i>
Cook County unincorporated areas plan	John Carlisle	Apr. 2016-June 2017	Staff assistance	Initial scoping meeting with Cook County held February 16. Development of full scope of work is underway.
Crystal Lake transportation plan (see <a href="#">website</a> )	Nora Beck	Mar. 2014-Apr. 2016	Staff assistance	CMAP staff currently drafting plan and City staff are reviewing components, including network improvement maps, street types, and thoroughfare classification.



Project	CMAP lead	Timeline	Assistance type	Status and notes
DuPage County / Hanover Park Homes for a Changing Region (see <a href="#">website</a> )	Jonathan Burch	Nov. 2014-Apr. 2016	Consultant assistance	Glendale Heights is working with the consultant to set a public meeting for early March.
DuPage County Elgin-O'Hare Corridor Bicycle and Pedestrian Plan (see <a href="#">website</a> )	John O'Neal	May 2015-TBD	Consultant assistance	Review of draft initial sections of plan (ECR and summary of public outreach to-date) completed and forwarded to consultant for incorporation. Outreach/public engagement continues. Project on hold due to contract reimbursement issues.
Elmwood Park zoning assessment	Patrick Day	Nov. 2014-Apr. 2016	Staff assistance	Updated zoning map has been delivered to Village for comment, drafting of assessment memo is currently underway.
Endeleo Institute planning priorities report (see <a href="#">website</a> )	Ashleigh Johnson	Feb. 2015-Mar. 2016	Staff assistance	Open house was held February 17, and report is being finalized.
Franklin Park comprehensive plan (see <a href="#">website</a> )	John Carlisle	Apr. 2015-Sept. 2016	Staff assistance	Steering committee meeting on March 9 to review existing conditions report; targeted outreach focus group at East Leyden High School on March 9; public visioning workshop on March 23.
Governors State University green infrastructure plan	Holly Hudson	June 2015-TBD	Consultant assistance	The consultant prepared a status report outlining the findings of the stormwater model and preliminary alternatives and recommendations. The project is now on hold due to contract reimbursement issues.
Hampshire planning priorities report	Tony Manno	Mar.-Dec. 2016	Staff assistance	Scoping underway.
Homer Glen plan commissioner training	Patrick Day	Feb.-Sept. 2016	Staff assistance	Initial training session was conducted February 1. CMAP staff attended and met with Village Staff to discuss content for follow-up trainings.
Huntley zoning update	Patrick Day	May 2015-TBD	Consultant assistance	Draft Recommendations Memo was submitted by CodaMetrics for review. Project on hold due to contract reimbursement issues.
Impact DuPage affordable housing strategy	Jonathan Burch	Mar.-Dec. 2016	Staff assistance	Scoping underway.
Joliet Chicago Street plan	Stephen Ostrander	TBD	Consultant assistance	No update (project on hold).
Kendall County industrial market study	Don Hughes	Aug. 2015-Apr. 2016	Staff and consultant assistance	Draft of key findings memo is expected to be sent to county staff in early March.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Lake County / Round Lake Homes for a Changing Region (see <a href="#">website</a> )	Stephen Ostrander	July 2014-Apr. 2016	Staff assistance	Draft plan forwarded to municipalities, Lake County, and non-profit partners for their review. All parties are scheduled to meet on March 31 to discuss the draft plan.
Lisle downtown parking plan	Lindsay Bayley	Mar. 2016-Feb. 2017	Staff assistance	An Intergovernmental Agreement was sent to the Village at the end of January. Upon receipt of the signed copy, the project team will begin working on the project.
Lower Salt Creek Watershed-based Plan	Holly Hudson	Jan. 2016-Dec. 2017	Staff assistance	Resolution and MOU have been signed and the project is underway. Staff have been compiling a stakeholder contact list and preparing a detailed project outline.
McHenry County Comprehensive Economic Development Strategy ( <a href="#">website</a> )	Jonathan Burch	Jan. 2015-Feb. 2016	Staff and consultant assistance	Newly completed. The Plan has been adopted by all counties.
Metropolitan Planning Council Great Rivers project	Louise Yeung	Dec. 2015-Dec. 2016	Staff assistance	Project team led the first of several neighborhood design charrettes to generate ideas for how to improve public access to the Des Plaines River and Trail.
Midlothian 147 <sup>th</sup> Street Corridor Improvements	Tony Manno	Apr. 2016-Feb. 2017	Staff and consultant assistance	Scoping underway.
North Chicago comprehensive plan (see <a href="#">website</a> )	Jake Seid	May 2014-May 2016	Staff assistance	Drafting of the Comprehensive Plan was completed in December. The document is being reviewed by City staff and will be revised prior to a meeting with the project Steering Committee and presentation at a public open house.
North Lawndale community plan (see <a href="#">website</a> )	Brandon Nolin	Feb. 2016-July 2017	Staff assistance	MOU signed and project steering committee kick-off held in February. Community outreach events being scheduled throughout the spring 2016.
O'Hare area truck route coordination	Bob Dean	TBD	Consultant assistance	Consultant selection will be brought to the March Board for approval. However, after selection, project will be on hold due to contract reimbursement issues.
Palos Park trails plan	John O'Neal	TBD	Consultant assistance	Draft scope/RFP completed; currently in internal review. Project on hold due to contract reimbursement issues.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Park Forest zoning revisions (see <a href="#">website</a> )	Kristin Ihnchak	June 2013-June 2016	Staff and consultant assistance	CMAP staff are editing the document based on Village and steering committee feedback, and are nearing a first draft of the subdivision regulations.
Regional truck permitting project	Alex Beata	Jan. 2015-June 2016	Consultant assistance	Held a visioning session on January 26 with the Steering Committee and other stakeholders. Began developing draft recommendations.
Richmond planning priorities report	Maggie Jarr	Feb.-Nov. 2016	Staff assistance	Project kick-off meeting with the Village took place in early February. Stakeholder interviews are being scheduled for the beginning of March.
Richton Park capital improvement plan (see <a href="#">website</a> )	Brian Daly	June 2015-Dec. 2016	Staff assistance	Completion of the CIP has been rescheduled to incorporate results of stormwater management plan (described below).
Richton Park stormwater management plan	Kate Evasic	Feb.-Oct. 2016	Consultant assistance	Scoping underway.
Romeoville comprehensive plan	Brandon Nolin	Apr. 2016-June 2017	Consultant assistance	RFP deadline was February 25. Consultant interviews anticipated week of March 21 with consultant selection in April.
Roselle comprehensive plan (see <a href="#">website</a> )	Dan Olson	Feb. 2015-June 2016	Consultant assistance	Consultant is working to have full working draft available to Village and CMAP staff by the end of March for review. Feedback and edits will be submitted in April, and the consultant looks to bring a final draft for Village approval in May.
South Elgin zoning update (see <a href="#">website</a> )	Patrick Day	Oct. 2014-Dec. 2016	Staff assistance	Draft Recommendations Memo has been completed and submitted to Village staff for comment. Following this review period, memo will be reviewed by project Steering Committee.
South Holland comprehensive plan (see <a href="#">website</a> )	Stephen Ostrander	Apr. 2015-Sept. 2016	Staff assistance	Village staff completed review of draft Existing Conditions Report. CMAP staff currently making revisions to draft report. Next step will be review of the revised draft report by full project Steering Committee.
SSMMA Complete Streets plan (see <a href="#">website</a> )	John O'Neal	July 2014-Sept. 2016	Staff assistance	Key recommendations memo has been drafted. Internal review comments are currently being incorporated, including comments of Programming staff on STP recommendations.
Sugar Run Creek area plan (see <a href="#">website</a> )	Brandon Nolin	May 2015-Oct. 2016	Staff assistance	Draft Existing Conditions Report delivered in February ahead of Neighborhood Vision Workshop scheduled for March 22.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Villa Park zoning ordinance	Patrick Day	July 2015-TBD	Consultant assistance	Steering Committee met to review Module 1 of the draft ordinance on January 19. Project on hold due to contract reimbursement issues.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014-May 2016	Consultant assistance	The consultant is coordinating with the Village to schedule a steering committee meeting.
Winthrop Harbor comprehensive plan (see <a href="#">website</a> )	Sam Shenbaga	Sept. 2014-May 2016	Staff assistance	Planning and Zoning Commission reviewed chapters 3 and 4 at February 9 meeting and submitted comments to CMAP staff. Final Commission meeting in March to go over chapters 5 and 6.

###



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 5.0

233 South Wacker Drive  
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### MEMORANDUM

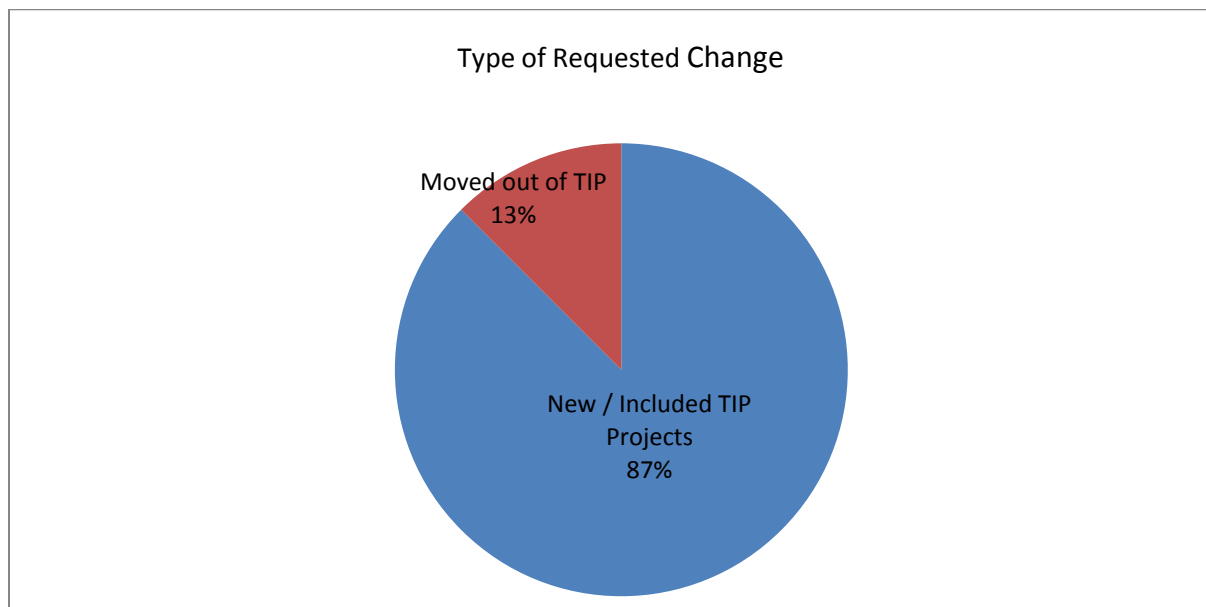
**To:** MPO Policy Committee

**From:** CMAP Staff

**Date:** March 3, 2016

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

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



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

The new projects are:

- TIP ID [03-16-0010](#): Removal of lane to the State / National Pkwy from Plum Grove Road to IL 58 Golf Road.
- TIP ID [09-16-0013](#): Adding lanes on Wolfs Crossing Road from US 34 Chicago Road to Eola Road. Initial corridor work will focus on Segment One, between Harvey Road and Eola Road.
- TIP ID [09-16-0016](#): An intersection improvement and new road, as Anderson Road is extended from Keslinger Road to Freedom Road.
- TIP ID [09-99-0101](#): Dauberman Road extension from north of US 30 to Granart Road. The sponsor revised the expected opening from 2017 to 2022.
- TIP ID [10-09-0024](#): IL 131 Green Bay Road from Russell Road to Sunset Avenue. Besides the inclusion of anticipated funds, the sponsor has moved its estimated completion to 2021 from 2030.
- TIP ID [12-16-0004](#): A road extension of Enterprise Drive toward the west, then reconnection to Division Street.
- TIP ID [12-13-0004](#): Laraway Road corridor project from US 52 to IL 43 Harlem Avenue.

One non-exempt project moved out of the current years of the TIP and is not anticipated to use federal funds within the next four years:

- TIP ID [11-00-0016](#): Algonquin Road from Brier Hill Road to IL 47.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2040. The analysis years are currently 2020, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be included in a new conformity analysis. Sponsors indicated that several projects have updated completion years.

At this time no projects are requesting a scope change. The scope of a project is determined by the [work types](#) associated with the project.

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

TIP projects are also viewable in a [map format](#).

Each TIP ID includes a hyperlink to the [TIP database](#) for current project information. Changes are also seen in the [Conformity Amendments](#) report that is coded in the 2020, 2025, 2030, and

2040 highway and transit networks. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into US Environmental Protection Agency's MOVES model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

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

Both the annual direct fine particulate (PM<sub>2.5</sub>) and NOx emissions inventories are below the applicable budgets from the attainment SIP.

### Direct PM<sub>2.5</sub> and NOx 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	2,079.02	5,100.00	39,594.26	127,951.00
2025	1,803.54	2,377.00	31,202.77	44,224.00
2030	1,729.54	2,377.00	28,997.49	44,224.00
2040	1,803.56	2,377.00	29,687.32	44,224.00

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

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	60.77	117.23	107.88	373.52
2025	55.66	60.13	84.47	150.27
2030	54.13	60.13	78.23	150.27
2040	57.11	60.13	79.65	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 January 21, 2016

**ACTION REQUESTED:** Approval of the GO TO 2040/TIP Conformity Analysis and TIP Amendment

###







# Chicago Metropolitan Agency for Planning

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## Conformity Amendments

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-16-0010 Northwest Council of Mayors	New Project		\$4645		
State/National Pkwy from Plum Grove Rd (COOK/Schaumburg) to IL 58 Golf Rd (COOK/Schaumburg)					

**Completion Year:** 2018

**Project Work Types After Revision:** Highway/Road - Remove Lanes  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE  
New Bicycle Facility  
Improve Pedestrian Facility

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	ENGINEERING-II	16	444	222	
	STP-L	ROW ACQUISITION	16	846	423	
	STP-L	CONSTRUCTION	18	6265	4000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-16-0013 Kane/Kendall Council of Mayors	New Project		\$639		

FAU 1577 Wolfs Crossing Road from FAU 311 US 34 Chicago Road (KENDALL/Oswego) to Eola Road (WILL/Aurora)

**Completion Year:** 2021

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
New Bicycle Facility  
New Pedestrian Facility  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
SAFETY - LIGHTING

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ENGINEERING-I	16	1635		Entire Corridor (Segments 1 - 5)
	STP-L	ENGINEERING-II	18	954	477	Segment 1 (Harvey Road to Eola Road)
	STP-L	ROW ACQUISITION	19	324	162	Segment 1 (Harvey Road to Eola Road)
	STP-L	CONSTRUCTION	MYB	12874	1861	Includes CE, Segment 1 (Harvey Road to Eola Road)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-16-0016 Kane/Kendall Council of Mayors	New Project		\$0		

Anderson Road from CH 41 FAU 110 Keslinger Road (KANE/Elburn) to Freedom Road (KANE/Elburn)

**Completion Year:** 2020

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - NEW ROAD  
New Pedestrian Facility

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ENGINEERING-II	17	88		
	STP-L	CONSTRUCTION	MYB	1228	921	includes CE

Gray Financial Data Records are for informational purposes only and not included in the TIP.

This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of

Title 49, U.S. Code Section 5307 (c) (1) through (7)

CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-99-0101 Kane County Division of Transportation	Not Exempt Project Moved into TIP	\$0	\$0	\$ 0	
<b>Before Revision:</b> DAUBERMAN RD EXTENSION FROM US 30 (KANE) TO GRANART RD (KANE)					
<b>After Revision:</b> CH 62 DAUBERMAN RD EXTENSION from CH 62 Dauberman Rd 1700' n of US 30 (KANE/Big Rock) to TH 3898 GRANART RD (KANE/Sugar Grove)					
<b>Completion Year Before Revision:</b> 2017					
<b>Completion Year After Revision:</b> 2022					
<b>Project Work Types Before Revision:</b> BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD					
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD					
<b>Financial Data Before Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
GEN-OP	ROW ACQUISITION	MYB	300	0	
GEN-OP	ENGINEERING	MYB	700	0	
GEN-OP	CONSTRUCTION	MYB	5000	0	
<b>Financial Data After Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
GEN-OP	ROW ACQUISITION	17	1000	0	
GEN-OP	ENGINEERING-I	16	1000	0	
GEN-OP	CONSTRUCTION	MYB	5000	0	
ICC	CONSTRUCTION	MYB	7200		
GEN-OP	ENGINEERING-II	17	1200		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-09-0024 IDOT District 1 Division of Highways	Not Exempt Project Moved into TIP	\$0	\$45	\$ 45	
IL 131 GREEN BAY ROAD FROM RUSSELL ROAD (LAKE) TO SUNSET AVENUE (LAKE)					
<b>Completion Year Before Revision:</b> 2030					
<b>Completion Year After Revision:</b> 2021					
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - WIDEN LANES AND RESURFACE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES MISCELLANEOUS - PROJECT TYPES NOT LISTED					
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - WIDEN LANES AND RESURFACE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES MISCELLANEOUS - PROJECT TYPES NOT LISTED					
<b>Financial Data Before Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A ILL	ENGINEERING-I	09	1380	0	1-75131-0205 (ESTABLISHED)
A ILL	ENGINEERING-I	09	1680	0	1-75131-0201(ESTABLISHED)
ILL	ENGINEERING-II	MYB	9235	0	1-75131-0202
ILL	ROW ACQUISITION	MYB	8873	0	1-75131-0204
NHPP	CONSTRUCTION	MYB	92350	73880	1-75131-0100
ILL	ENGINEERING	MYB	12006	0	1-75131-0203
A ILL	ENGINEERING-I	11	1680	0	1-75131-0212 (ESTABLISHED)
A ILL	ENGINEERING-I	13	1565	0	1-75131-0213 (ESTABLISHED)
HSIP	CONSTRUCTION	MYB	3700	1620	1-75131-1000
ILL	ROW ACQUISITION	MYB	600	0	1-75131-1400
ILL	ENGINEERING-I	19	1300	0	1-75131-0106 (PE ROW)
<b>Financial Data After Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	ENGINEERING-I	09	1380	0	1-75131-0205 (ESTABLISHED)
ILL	ENGINEERING-I	09	1680	0	1-75131-0201(ESTABLISHED)
ILL	ENGINEERING-II	MYB	9235	0	1-75131-0202
ILL	ROW ACQUISITION	MYB	8873	0	1-75131-0204
NHPP	CONSTRUCTION	MYB	116000	92800	1-75131-0100
ILL	ENGINEERING	MYB	12006	0	1-75131-0203
ILL	ENGINEERING-I	11	1680	0	1-75131-0212 (ESTABLISHED)
ILL	ENGINEERING-I	13	1565	0	1-75131-0213 (ESTABLISHED)
HSIP	CONSTRUCTION	MYB	2505	1362	1-75131-1000
HSIP	ROW ACQUISITION	16	250	45	1-75131-1400
ILL	ENGINEERING-I	19	1300	0	1-75131-0106 (PE ROW)
ILL	ROW ACQUISITION	MYB	9300	0	1-75131-0400

Gray Financial Data Records are for informational purposes only and not included in the TIP.

This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of Title 49, U.S. Code Section 5307 (c) (1) through (7)

CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
11-00-0016 McHenry County Division of Transportation	Not Exempt Project Moved out of Tip	\$0	\$0	\$ 0	
ALGONQUIN RD from BRIER HILL RD (MCHEHRY/Grafton Township) to IL 47 (MCHEHRY/Huntley)					
<b>Completion Year Before Revision:</b> 2020					
<b>Completion Year After Revision:</b> 2020					
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - EXTEND ROAD					
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - EXTEND ROAD					
<b>Financial Data Before Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
MFT-LOC	CONSTRUCTION	MYB	14000	0	
A MFT-LOC	ENGINEERING-I	15	400	0	
MFT-LOC	ENGINEERING-II	MYB	400	0	
<b>Financial Data After Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
MFT-LOC	CONSTRUCTION	MYB	14000	0	
MFT-LOC	ENGINEERING-II	MYB	400	0	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-13-0004 Will County Division of Transportation	Not Exempt Project Moved into Tip	\$0	\$2750	\$ 2750	
CH 74 Laraway Road FROM US 52 (WILL) TO IL 43 Harlem Ave (WILL)					
<b>Completion Year Before Revision:</b> 2030					
<b>Completion Year After Revision:</b> 2030					
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION SIGNALS - MODERNIZATION SIGNALS - INTERCONNECTS AND TIMING					
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION SIGNALS - MODERNIZATION SIGNALS - INTERCONNECTS AND TIMING					
<b>Financial Data Before Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A MFT-LOC	ENGINEERING-I	13	1852	0	US Route 52 to CH 4 (Cedar Road)
<b>Financial Data After Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
MFT-ALL	ENGINEERING-I	13	1852	0	US Route 52 to Cedar Road (CH 4)
STP-C	ENGINEERING-II	16	750	250	Nelson Road to Cedar Road (CH 4)
STP-C	CONSTRUCTION	18	7500	1000	Nelson Road to Cedar Road (CH 4)
MFT-ALL	ENGINEERING-I	15	2437		Cedar Road (CH 4) to US Route 45 (LaGrange Rd)
STP-C	ENGINEERING-II	17	750	250	Gougar Road (CH 52) to Nelson Road
STP-C	CONSTRUCTION	19	7500	1000	Gougar Road (CH 52) to Nelson Road
MFT-ALL	ENGINEERING	18	750	0	Nelson Road to Cedar Road (CH 4)
MFT-ALL	ENGINEERING-I	16	2000	0	US Router 45 (LaGrange Road) to Harlem Ave
STP-C	ENGINEERING-II	19	750	250	US Route 52 to Gougar Road (CH 52)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-16-0004 Will County Council of Mayors	New Project		\$0		
Enterprise Drive Extension from Enterprise Drive (WILL/Crest Hill) to Division Street (WILL/Crest Hill)					
<b>Completion Year:</b> 2017					
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - EXTEND ROAD					
<b>Financial Data After Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	ENGINEERING-II	16	134		EDP Grant Funds
ILL	CONSTRUCTION	16	2107		EDP Grant Funds; Includes CE

Gray Financial Data Records are for informational purposes only and not included in the TIP.

This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of Title 49, U.S. Code Section 5307 (c) (1) through (7)

CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)



**CMA/IDOT/RTA and Service Boards Agreement  
2016**

Federal rules require agreement among the Metropolitan Planning Organization (MPO), the State and the public transportation operators concerning mutual responsibilities in carrying out the metropolitan transportation planning process.

The MPO Policy Committee and Chicago Metropolitan Agency for Planning (CMA) Board are the policy bodies of the Chicago Metropolitan Agency for Planning for northeastern Illinois. The Illinois Department of Transportation (IDOT) which represents the state of Illinois and each of the operators of publicly owned transit services, the Regional Transportation Authority (RTA), the Chicago Transit Authority (CTA), the Commuter Rail Board (Metra), and the Suburban Bus Board (Pace) have a voting representative on the MPO Policy Committee. The specific responsibilities and procedures for carrying out a cooperative process for the next fiscal year are delineated by the project and study descriptions in the region's Unified Work Program document.

It is hereby agreed that the responsibilities for cooperatively carrying out transportation planning and programming are as described in the project and study descriptions in the Unified Work Program for Northeastern Illinois.

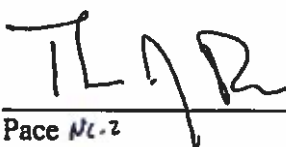
\_\_\_\_\_  
Chicago Metropolitan Agency for Planning      Date

\_\_\_\_\_  
Illinois Department of Transportation      Date

\_\_\_\_\_  
Regional Transportation Authority      Date

\_\_\_\_\_  
Chicago Transit Authority      Date

  
\_\_\_\_\_  
Metra      2/8/16  
Date

  
\_\_\_\_\_  
Pace *PL-2*      2/2/16  
Date



**Chicago Metropolitan Agency for Planning**  
**Northwestern Indiana Regional Planning Commission Illinois**  
**Department of Transportation**  
**Indiana Department of Transportation**

**Cooperative Agreement for Coordination of Land Use-Transportation  
Planning in the Chicago/Gary/Lake County, IL-IN Urbanized Area**

This Cooperative Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2016, by and among the Chicago Metropolitan Agency for Planning (CMAP), Northwestern Indiana Regional Planning Commission (NIRPC), Illinois Department of Transportation (IDOT) and Indiana Department of Transportation (INDOT).

Whereas, CMAP and the Metropolitan Planning Organization (MPO) Policy Committee carry out a continuous, cooperative and comprehensive planning program for Northeastern Illinois and the MPO Policy Committee is designated by the Governor and Northeastern Illinois officials as being responsible, together with IDOT, for carrying out the provisions of 23 U.S. Code 134 and 49 U.S. Code 5303-06 for seven counties in Northeastern Illinois and parts of Grundy and DeKalb Counties; and

Whereas, NIRPC, a governmental body created pursuant to the provisions of Indiana Code Title 36, Article VII, Chapter 7 of the *Indiana Statutes*, carries out a comprehensive and cooperative areawide land use-transportation planning process, and is the MPO for Northwestern Indiana as designated by the Governor and Northwestern Indiana officials as being responsible, together with INDOT, for carrying out the provision of 23 U.S. Code 134 and 49 U.S. Code 5303-06 for three counties in Northwestern Indiana; and

Whereas, CMAP, NIRPC, IDOT and INDOT actively coordinate land use and transportation planning along the border between the States of Illinois and Indiana in their respective jurisdictions; and

Whereas, CMAP, NIRPC, IDOT and INDOT coordinate planning activities and carry out such activities cooperatively so that principal metropolitan area planning products reflect consistency with best practices and with broader bi-state goals; and

Whereas, the U.S. Bureau of the Census has identified a bi-state urbanized area of over 200,000 population that incorporates portions of the existing planning jurisdictions of CMAP and NIRPC, and has identified such area as the "Chicago, IL-IN Urbanized Area" (Chicago Area); and

Whereas, Will and Cook Counties are included in the Chicago Metropolitan Planning Area for the purpose of achieving coordinated land use, transportation and air quality management planning in the State of Illinois; and

Whereas, portions of Lake and Porter Counties are included in the Northwest Indiana Metropolitan Planning Area for purposes of achieving coordinated land use, transportation and air quality management planning in the State of Indiana; and

Whereas, as a practical matter, the existing planning processes in both Illinois and Indiana are fully adequate to meet all the Federal planning requirements that may attach to the Chicago Area as a result of the designation of that Area as one having more than 200,000 population following the 2010 decennial Census.

Now, therefore, in consideration of these premises and of their mutual and dependent needs, the parties hereto contract and agree as follow:

**First:** That CMAP, NIRPC, IDOT and INDOT hereby agree to continue to actively coordinate planning activities and end products, including annual work programs, transportation plans and transportation improvement programs, transportation performance data, including monitoring and selecting of targets, and National Highway System asset management planning for their respective planning jurisdictions, thereby fully meeting the Federal planning requirements that attach to the Chicago Area, given its status as an urbanized area of over 200,000 population. The agencies shall coordinate establishing for their respective planning jurisdictions MPO performance measure targets in accordance with Federal performance measure requirements. This coordination will be achieved by periodic meetings of the Executive Directors of each regional planning agency, and subsequent interagency staff meetings as called for by the Executive Directors. In addition, each agency shall have a representative on the other agency's transportation committee. The agencies shall also share their draft and final overall work programs and transportation improvement programs, and reporting of transportation performance data, including the monitoring of targets.

**Second :** That CMAP, NIRPC, IDOT and INDOT hereby agree to take appropriate steps within the Illinois and Indiana portions of the Chicago area, respectively, to ensure — through the transportation improvement programming processes — the fair and appropriate distribution of any Federal transportation funds for highways and transit that may be sub-allocated to the Illinois and Indiana portions of the Chicago Area, and to keep each other informed as to the disposition and use of such funds within the Chicago Area. With regard to the Federal Transit Administration funds allocated to the Northwest Indiana urbanized area, the funds will be allocated to the Illinois and Northwest Indiana areas as per the Letter of Understanding between the Regional Transportation Authority (RTA) and NIRPC. The funds will be so allocated to the RTA as the transit funding agency for the Chicago metropolitan area in Illinois and to NIRPC as the MPO for the Northwest Indiana urbanized area. The allocation of funds between Illinois and Indiana shall annually be agreed upon by the RTA and NIRPC, and endorsed by CMAP. In the event the funds are not used in the Indiana area within the federally allotted time frame, the funds will be reallocated to the RTA for use in the Illinois area within six months of the lapse date.

**Third:** That CMAP, NIRPC, IDOT and INDOT hereby agree to provide notification to each other of any planning and related events and activities that may have significant bearing upon the outcome of land use and transportation system development with the Chicago Area.

**Fourth:** That CMAP, NIRPC, IDOT and INDOT hereby agree to resolve conflicts that



may arise by decision of a committee consisting of the Executive Director of CMAP, the Executive Director of NIRPC, the District Engineer of IDOT District 1 and the La Porte District Deputy Director of INDOT.

In Witness whereof, the hereto have caused this agreement to be executed by their proper officers and representatives.

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Aaron Lawlor  
Vice Chairman, CMAP MPO Policy Committee

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Date

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Jim Ton  
Chairman, Northwestern Indiana Regional Planning Commission

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Date

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Randy Blankenhorn  
Secretary, Illinois Department of Transportation

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Date

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Brandye Hendrickson  
Commissioner, Indiana Department of Transportation

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Date





# Chicago Metropolitan Agency for Planning

## Agenda Item No. 7.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

### MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP staff

**Date:** March 3, 2016

**Re:** Update on identifying regionally significant projects for ON TO 2050

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The next long-range regional plan is an opportunity to improve the definition and scope of transportation projects considered in the plan to best incorporate those that have regional impacts. Expanding the types of projects to be included can help ensure that policy makers have ready access to the best information possible to make cooperative, transparent, and prioritized investment decisions. The Transportation Committee (TC), CMAP Board, and MPO Policy Committee have all held discussions over the past few months on alternative thresholds for projects to include in the next long-range plan. These conversations led to general, but not complete, consensus that a cost threshold should be used to help identify regionally significant projects and that some non-capacity or state of good repair projects should be included in the plan.

As a result of these discussions, it was proposed that the next regional plan specifically list projects that:

1. Cost at least \$100 million and (a) change capacity on the National Highway System (NHS) or that are new expressways or principal arterials, or (b) change capacity on transit services with some separate rights-of-way or shared right-of-way where transit has priority over other traffic; or
2. Cost at least \$250 million, regardless of the facility type or work type.

At the November 2015 TC meeting, staff recommended moving forward with these thresholds on a trial basis by working with implementers to develop an early list of projects that meet the thresholds and then reporting back to the TC in the spring on the thresholds' appropriateness. Staff has nearly completed this series of meetings and plans to report back to TC in May.

ACTION REQUESTED: Discussion

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# Chicago Metropolitan Agency for Planning

## Agenda Item No. 9.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## MEMORANDUM

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

**From:** CMAP Staff

**Date:** March 3, 2016

**Re:** Alternative Long-Term Funding Options

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This memo continues the discussion of alternative long-term funding options for the agency that began in late 2015 and has continued since then. In January, the Board and MPO Policy Committee discussed initial thoughts prepared by staff and directed staff to continue to explore the elements of a backup approach, to be exercised in the absence of state legislation, that included local dues, fee-for-service arrangements, and external grants. In February, the Board continued this conversation, beginning to discuss budget targets. Since then, CMAP staff have held smaller conversations with numerous groups that would be directly affected by the backup approach, including Counties, Councils of Mayors, City of Chicago, and transportation agencies.

These discussions have led to an initial proposal, described further in the following pages. In March, both the Board and the MPO Policy Committee will be asked to provide feedback and reactions to this proposal. Ultimately, the Board will be asked to take action on a proposal in June as part of budget adoption. Staff also recommends making adjustments to the Memorandum of Understanding between the Board and the MPO Policy Committee to reflect elements of this proposal.

Board and MPO Policy Committee members should note that the options discussed in this memo are long-term solutions to CMAP's funding issues. Even if the backup plan described in this memo is successfully put into place, CMAP will still experience significant cash flow issues in early FY17. Staff are developing options to address this and will report on progress at future meetings of the Board as well as subcommittees of the MPO Policy Committee.

### Target long-term funding levels

Most of the information on the following page was included in the February Board memo, but is included again here to provide a full view of the funding proposal. Table 1 shows FY16 budget amounts and proposed approximate targets for future budgets.

**Table 1. Proposed long-term budget adjustments**

Revenue source	FY16 budget	Proposed long-term adjustments
FHWA and FTA	\$12,725,455	Maintain, with growth over time as federal spending increases
IDOT	\$3,601,364	Reduce to \$2 million annually
Local dues	\$250,000	Increase to \$1.5 million annually
Fee-for-service	\$100,000*	Increase to \$500,000 annually
Other	\$1,009,300	Increase to \$2 million annually
Total	\$17,586,119	

\* Fee-for-service revenue was not initially included in the 2016 budget because the LTA local match requirement, which took effect in fall 2015, had not yet been implemented. Approximately \$200,000 annually is expected to be generated through this requirement, with a smaller amount (\$100,000) in the initial year.

As this table shows, the proposed changes seek to raise approximately \$1.6 million additional annually through local dues and fee-for-service arrangements. This amount is half of the \$3.2 million that is required to match CMAP's federal funding. Correspondingly, expected funding from IDOT, which currently contributes all of the required match plus an additional \$400,000, is proposed to be cut by \$1.6 million. In other words, this proposal evenly splits the required match between IDOT and other local sources. On top of this, CMAP also intends to pursue external grants more aggressively, with the target of doubling the amount received through such sources.

These increases in dues and fee-for-service are significant, so staff proposes to phase them in over a two-year period. Table 2 shows a proposed stepped increase in FY17 and FY18 to reach the proposed long-term levels. Further future increases to accommodate inflation will also be necessary, but these details will be worked out at a later point.

**Table 2. Future budget proposal**

Revenue source	FY16 budget	FY17 proposal	FY18 proposal
Local dues	\$250,000	\$900,000	\$1,500,000
Fee-for-service	\$100,000	\$300,000	\$500,000

The remainder of this memo walks through a proposal for the dues structure. It contains some additional thoughts on fee-for-service arrangements and additional grantseeking, but covers these topics in less detail.

## Local dues

Local dues collection is proposed to rise to \$1.5 million annually, up from \$250,000 today, with a FY17 target of \$900,000. Local dues are proposed to be split evenly between the three types of agencies that support and govern CMAP: Counties, municipalities, and transportation agencies. In other words, each of these types of agencies would be charged \$300,000 in dues in FY17, and \$500,000 in dues in FY18 and beyond.

### ***Dues distribution***

Among Counties, distribution of dues is proposed to include a base fee per County (of \$25,000 in FY18, equal to current contributions), with a distribution beyond that according to population. Table 3 shows historic and proposed contributions from Counties.

**Table 3. Proposed County contributions**

	<b>2006 contributions</b>	<b>2014 contributions</b>	<b>FY17 proposal</b>	<b>FY18 proposal</b>
Cook	\$207,279	\$25,000	\$135,051	\$225,084
DuPage	\$69,634	\$25,000	\$36,282	\$60,470
Kane	\$24,496	\$25,000	\$26,959	\$44,932
Kendall	\$0	\$25,000	\$17,694	\$29,490
Lake	\$68,243	\$25,000	\$31,058	\$51,763
McHenry	\$17,901	\$25,000	\$22,223	\$37,039
Will	\$38,950	\$25,000	\$30,735	\$51,224
<b>County total</b>	<b>\$426,503</b>	<b>\$175,000</b>	<b>\$300,000</b>	<b>\$500,000</b>

Among municipalities, Table 4 shows distribution between the City of Chicago and the suburban municipalities. This proposal distributes dues by current population. The FY18 dues rate would be slightly under 6 cents per capita, meaning a community with a population of 12,000 (the median community size in the region) would have an annual dues request of approximately \$700.

One significant remaining discussion item is the role of the Councils of Mayors in dues collection. Using the Councils as fiscal liaisons between CMAP and the municipalities would be administratively efficient, and reflects their historic role as intermediaries between the regional and local level. However, many Councils would need to raise their own dues to accommodate the increased dues requested by CMAP, placing additional burden upon these Councils. Discussion by the Board and MPO Policy Committee of this issue, and possible solutions, is requested.

**Table 4. Proposed municipal contributions**

	<b>2006 contributions</b>	<b>2014 contributions</b>	<b>FY17 proposal</b>	<b>FY18 proposal</b>
City of Chicago	\$173,831	\$25,000	\$95,908	\$159,847
Suburban municipalities	\$325,000	\$50,000	\$204,092	\$340,153
<b>Municipal total</b>	<b>\$498,831</b>	<b>\$75,000</b>	<b>\$300,000</b>	<b>\$500,000</b>

Finally, transportation agencies will be requested to contribute the final \$500,000 in local dues. The proposed distribution is shown in Table 5. This distribution roughly mirrors the size of each agency's budget and the level of funding in the Transportation Improvement Program (TIP) devoted to each. Transit agencies are shown as a group, as the RTA has offered to compile

the contributions of each individual service board. Please note that IDOT is not included in this table, but will be requested to contribute \$2 million annually.

Additional discussions are underway concerning contributions from other transportation stakeholders, such as railroads and private transportation providers. However, the likelihood of being able to collect dues from these groups is uncertain.

**Table 5. Proposed transportation agency contributions**

	<b>2006 contributions</b>	<b>2014 contributions</b>	<b>FY17 proposal</b>	<b>FY18 proposal</b>
Transit agencies (through RTA)	\$52,000	\$100,000	\$240,000	\$400,000
Tollway	\$25,513	\$25,000	\$60,000	\$100,000
<b>Transportation agency total</b>	<b>\$77,513</b>	<b>\$125,000</b>	<b>\$300,000</b>	<b>\$500,000</b>

### ***Mandatory dues***

Currently, CMAP dues are voluntary, and there is no consequence for non-payment. Staff believes that dues must become mandatory, and has found strong support for this position in previous discussions with potential dues-paying groups. CMAP has no ability to compel payment, but it can withhold services from organizations that do not pay. Some services, like processing TIP changes or considering applications for Congestion Mitigation and Air Quality (CMAQ) or Transportation Alternatives Program (TAP) funding, cannot be withheld by federal law; in other areas, the Board and MPO Policy Committee have more discretion in allocating resources.

Staff proposes two consequences for non-payment of dues. First, non-dues-payers should not have access to the Local Technical Assistance (LTA) program. Second, and more significantly, non-dues-payers should not have access to Unified Work Program (UWP) funding. The UWP program, administered by CMAP, is the main funding source for CMAP, but also provided nearly \$4 million in federal funds in FY16 to external agencies. Many of the agencies that will be requested to increase their dues contributions already receive a much higher amount of funding through the UWP program.

### ***Demonstration of CMAP's value***

CMAP has begun to work on short, one-page documents, customized to each agency that will be asked to contribute local dues, explaining the reasons why CMAP must request a higher dues contribution, describing the work that CMAP has done with each agency, and enumerating the reasons why funding CMAP is directly beneficial to them. A sample of one of these is included as an attachment. Individualized and highly specific documents will be created for each agency.

## **Fee-for-service arrangements and external grantseeking**

Local dues are proposed to be a significant way in which additional revenue for CMAP's activities can be generated, but there are other methods as well, including charging for services



that CMAP offers. This was recently initiated for the LTA program, and there may be opportunities to charge fees for other services as well. Suggestions from stakeholders have included charging for modeling, analysis, or data requests by consultants or transportation implementers; adding an administrative fee to CMAQ or similar applications; or charging for trainings conducted by CMAP. CMAP, IDOT, and FHWA are still discussing what activities are eligible for fee-for-service requirements, so staff is not yet able to provide much detail on this element of the backup plan. As discussed earlier, the proposal for fee-for-service revenue is \$500,000 annually, with a lower target of \$300,000 in FY17. However, this amount may change based on the legality and practicality of charging for various services.

Staff recommends increasing CMAP's efforts to seek external grants, doubling the annual target from \$1 million to \$2 million. However, funds raised through external grantseeking are likely not appropriate to contribute to the required local match for federal transportation funding. Therefore, this element of the backup plan is not extensively explored in this memo.

### **Next steps**

Staff requests feedback from the Board and MPO Policy Committee on the proposal for local dues described in this memo. Following this discussion, staff will refine the proposal as needed, develop additional one-page explanations of the proposed dues increase for other organizations, and meet as necessary with groups that are asked to pay increased dues. Discussions will also continue with IDOT, FHWA, and others concerning appropriate use of fee-for-service arrangements.

The members of the Board and MPO Policy Committee are asked to provide their full support to CMAP's legislative proposal to restore the Comprehensive Regional Planning Fund, HB 6286 and SB 2966. The proposal described in this memo is a backup plan, to be exercised if these legislative efforts are not successful.

Discussions at the Board will continue through April and May, culminating in budget adoption in June. Staff will also propose modifications to the Memorandum of Understanding between the Board and MPO Policy Committee, to be approved by both groups in June.

**ACTION REQUESTED:** Discussion

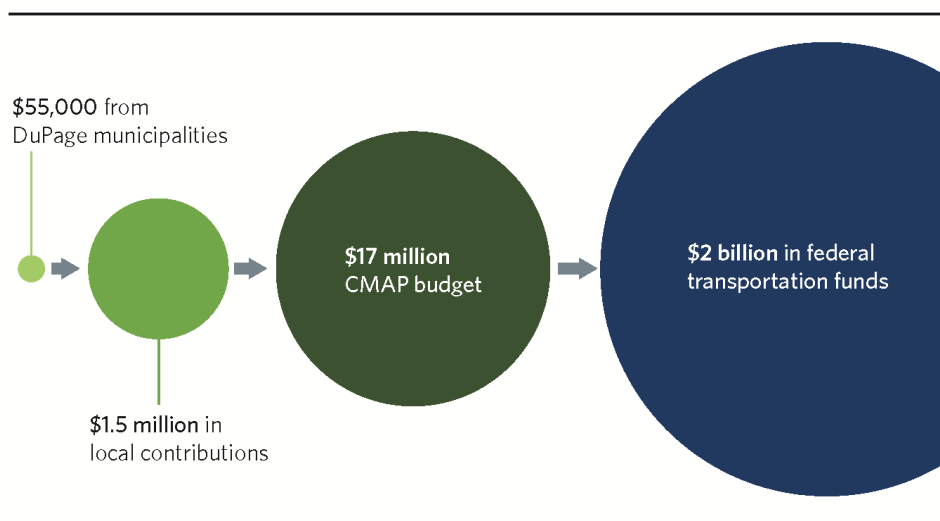
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# CMAP's Relevance to DuPage Municipalities

The Chicago Metropolitan Agency for Planning (CMAP) is working with partners to restructure annual dues from its core constituent organizations, including counties, municipalities, Councils of Mayors, and transportation implementers. As the region's Metropolitan Planning Organization (MPO), CMAP will be requesting a dues increase to stay operational and to avoid jeopardizing transportation projects for which federal law requires MPO involvement.

This brief document describes how the operations of CMAP directly benefit the members of the DuPage Mayors and Managers Conference (DMMC), and why DuPage municipalities should view keeping CMAP operational as essential. As part of restructuring local contributions, the request of DMMC and its members for Fiscal Year 2017 effective July 1 is \$32,915, which would rise to \$54,858 in FY18. The following chart shows how dues such as this are essential for CMAP to function as the region's MPO. Text below the chart describes specific benefits to DuPage and the region as a whole.



## Transportation programming

Nearly every major transportation investment in the region relies on federal funding, all of which -- \$2 billion each year -- passes through CMAP. Many of CMAP's activities are also required by federal law, including the long-range plan, transportation modeling and forecasting, public engagement, and others. If CMAP does not fulfill these responsibilities, all \$2 billion in federal transportation funding stops coming to the region.

## Transportation investments in DuPage

\$226 million for projects in DuPage County is included within the Transportation Improvement Program (TIP), which CMAP administers. Some of CMAP's funding is pass-through, but other funding is programmed directly by CMAP through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Alternatives Program (TAP). Recent projects in DuPage County that used these funding sources included:



- The DuPage County Department of Transportation received \$34 million in CMAQ funds to construct the Elgin-O'Hare/Thorndale Ave. and I-290 Interchange, part of local contributions to the Elgin-O'Hare Western Access, a GO TO 2040 major capital project.
- Naperville has received CMAQ funding to install state-of-the-art adaptive signals in the Washington St. corridor and additional CMAQ funds for a traffic management system. This is part of a project to integrate all Naperville's signals into one network.
- TAP funds are helping construct a shared-use sidepath along Church Rd. from Irving Park Rd. to Grove Ave. This is part of a larger effort to support north-south bicycle access through the Village of Bensenville. CMAQ funds are being used to complete the southern segment of the project from Jefferson St. to Grand Ave.

### **Direct allocations to DMMC**

CMAP allocates about \$10 million each year directly to DMMC for local use through the Surface Transportation Program (STP). CMAP also provides funding for DMMC operations -- \$166,000 in FY16 -- through the Unified Work Program (UWP). If a financial crisis forces CMAP to close, by federal law this funding would cease until the agency reopens.

### **Local Technical Assistance (LTA) program**

Since CMAP initiated this program in 2011, LTA has carried out 21 projects within DuPage County, with a value of nearly \$2 million. Noteworthy examples include:

- In Bensenville, CMAP helped the community prepare a comprehensive plan, analyzed housing needs through a Homes for a Changing Region study, and is currently working on a zoning update.
- A comprehensive plan in Carol Stream that is nearing completion has helped the Village plan for new commercial and residential development as part of its envisioned town center.
- Hinsdale received CMAP assistance with a study to modernize the Village's parking regulations in its downtown. Lisle is about to begin a similar project.
- Two multijurisdictional projects -- a bicycle-pedestrian plan in northeastern DuPage, and a housing study in Glendale Heights, Hanover Park, and West Chicago -- are underway but have been delayed due to the funding issues confronting CMAP.

### **Why CMAP is requesting a dues increase**

CMAP's predominantly federal funding requires a 20-percent local match. For years, the agency's reliance on the State of Illinois for this match has not been prudent, creating several circumstances in which CMAP was nearly forced to close its doors. Now, due to the budget standoff in Springfield, the threat of closure is constant. The CMAP Board and MPO Policy Committee have therefore instructed staff to reduce dependence on unreliable state funds, in part through restructuring local contributions.

The agencies that preceded CMAP charged much higher local dues than CMAP now does. It is common across the country for municipalities to contribute significantly to support their regional agency; CMAP's reliance on the state to match its federal funding is very unusual. Without increased local dues, CMAP will not be able to match federal funds and will likely need to shut its doors effective July 1, 2016.

