



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MPO Policy Committee

Annotated Agenda

June 9, 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 – March 10, 2016

ACTION REQUESTED: Approval

4.0 Agency Reports

4.1 Council of Mayors' Report

4.2 CMAP Board Report

4.3 CMAP Staff Report

5.0 Nominating Committee for the Office of Vice Chairman

The MPO Policy Committee bylaws state “each year during June, after notice to the membership in the call and agenda of a particular meeting, the Chairman shall appoint a subcommittee of five members of the Policy Committee to nominate at a meeting in October, the name or names of candidates for election to the office of Vice Chairman of the Policy Committee for the following year.” The members of the nominating committee must include one person from each of the following organization types: municipal government or municipal corporation, highway or roads administration, public transportation agency or other transportation provider, regional planning agency, and county government.

ACTION REQUESTED: Information

6.0 Fiscal Year 2017 Unified Work Program (UWP)

The Transportation Committee recommended the approval of the proposed FY 2017 Unified Work Program (UWP) to the Policy Committee and the CMAP Board. The FY 2017 UWP totals \$18,103,933. It includes \$17,104,664 in FHWA and FTA regional planning funds and \$999,269 in matching funds. The attached Executive Summary details the allocation of funding and awarded projects.

ACTION REQUESTED: Approval

7.0 CMAP & MPO Memorandum of Understanding (annual review)

The Memorandum of Understanding between the Chicago Metropolitan Agency for Planning (CMAP) and the MPO Policy Committee Encompassing Transportation Planning and Programming in Northeastern Illinois calls for an annual review. Staff proposes minor edits to reflect the assessment of local dues.

ACTION REQUESTED: Approval

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

At its May 20 meeting, the CMAP Transportation Committee recommended approval of the allocation of Section 5307/5340 Capital and Planning funds, 5337 State of Good Repair Funds and 5339 Bus Funds between Illinois, Indiana, and Wisconsin. The RTA staff has negotiated splits of all funding with northwestern Indiana and southeastern Wisconsin. The RTA Board approved the splits at their April 21, 2016 meeting.

The 5307/5340 apportionment for the Chicago IL/IN and the Round Lake Beach/McHenry/Grayslake IL/WI urbanized areas are based on calculated percentages derived from the annual apportionments, National Transit Database information, and Census data. The estimated 5307/5340 combined Capital and Planning funds, 5337 State of Good Repair and 5339 Bus funds for northeastern Illinois total \$493,782,346. The recommended distribution to the Service Boards will be: \$286,393,760 to the CTA; \$167,885,998 to Metra; and \$39,502,588 to Pace.

ACTION REQUESTED: Approval of Resolutions 16-01 and 16-02

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

With the passage of the FAST Act, the resolution confirming IDOT and RTA as designated recipients of 5310 funding needs to be updated.

ACTION REQUESTED: Approval of Resolution 16-03

10.0 Transportation Innovation Roundtable Discussion

The Policy Committee will hear presentations from IDOT, CMAP, and the Illinois Tollway on innovative projects, research, and practices the agencies are taking to improve the region's transportation network. The agencies will give a short description of one of their most innovative activities and facilitate discussion and feedback with the Committee.

ACTION REQUESTED: Discussion

11.0 Critical Urban Freight Corridors

The FAST Act creates a National Highway Freight Network (NHFN) to focus freight investments. Large MPOs like CMAP, in consultation with state DOTs, are charged with designating “critical urban freight corridors” as part of the NHFN. Staff has made a preliminary identification of corridors for such designation in northeast Illinois and presented them to the Transportation Committee. Following further coordination with state and local partners, staff will be seeking Policy Committee approval, most likely in the fall.

ACTION REQUESTED: Discussion

12.0 ON TO 2050 Regionally Significant Projects Update

This item follows up on previous discussions with the Transportation Committee and CMAP’s governing boards on the types of projects to include in the plan. Staff met with implementers to determine how many projects within their jurisdiction would meet the proposed thresholds. Based on the results, staff recommends an adjustment to the thresholds. Staff is also seeking initial discussion on the process for evaluation of capital projects for ON TO 2050.

ACTION REQUESTED: Discussion

13.0 State Legislative Update

Staff will update the Policy Committee on General Assembly activity and relevant legislative activities and the bills that we have monitored based on our Legislative [Principles](#) and [Agenda](#).

ACTION REQUESTED: Information

14.0 Other Business

15.0 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.

16.0 Next Meeting

The MPO Policy Committee will meet jointly with the CMAP Board on Wednesday, October 12, 2016 at 9:30 am. Please note the date change.

16.0 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

233 South Wacker Drive
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MPO Policy Committee DRAFT Meeting Minutes

March 10, 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, Lynette Ciavarella-representing Metra, Mike Connelly-representing the CTA, Joe Gottemoller-representing McHenry County, Leanne Redden-representing the RTA, 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, Larry Walsh-representing Will County, John Yonan-representing Cook County, Rocco Zuccherro-representing Illinois State Toll Highway Authority, and non-voting members John Donovan-representing FHWA, and Jay Ciavarella-representing the FTA.

Staff Present: Joe Szabo, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Jesse Elam, Teri Dixon, Russell Pietrowiak and Sherry Kane

Others Present: Mike Albin-DMMC, Erin Aleman-IDOT, Bruce Carmitchel-IDOT, Luann Hamilton-CDOT, Scott Hennings-McHenry County DOT, Janell Jensen-McHenry County Council of Mayors, Sid Kenyon-McHenry County DOT, Brian Pigeon-NWMC, Mark Pitstick-RTA, Chris Schmidt-IDOT, David Seglin-CDOT, Mike Walczak-NWMC

1.0 Call to Order and Introductions

IDOT Secretary, Policy Committee Chair Randy Blankenhorn called the meeting to order at 9:33 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-January 14, 2016

A motion to approve the minutes of the January 14, 2016 meeting of the MPO Policy

Committee and CMAP Board as presented was made by Mayor Jeffery Schielke and seconded by County Executive Larry Walsh. All in favor, the motion carried.

4.0 Agency Reports

4.1 CMAP Executive Director Joe Szabo gave an update on agency activities reporting that Melissa Porter had joined CMAP as its new Chief of Staff and because she is a practicing attorney, she will also serve as General Counsel. Szabo went on to say that CMAP continues to manage its day to day operations through direct federal funding which covers about 80% of operating costs, that the agency is cautiously drawing from reserves, prioritizing the paying of bills, and may face serious challenges by July 1. Staff continues its efforts to reinstitute the Comprehensive Regional Planning Fund (CRPF) and examining and revamping its dues structure. Nearly 350 people attended CMAP's ON TO 2050 open house to launch the next plan, Szabo continued, and an ON TO 2050 update—now generated bimonthly--as well as the Local Technical Assistance (LTA) update were included in the committee's materials.

4.2 On behalf of the CMAP Board, Leanne Redden, reported that the CMAP Board had met twice, once in February and again just yesterday. At its February meeting, Redden continued, the board approved an intergovernmental agreement with the CTA to conduct their system-wide rail capacity study and the 2016 Legislative Framework and Agenda and discussed the public engagement process for ON TO 2050 and long-term agency funding alternatives. At yesterday's meeting, Redden went on to say, the Board approved the semi-annual TIP conformity analysis and TIP amendment and continued its discussion on long-term funding options.

4.3 Under this section, chairman Blankenhorn reported that IDOT is moving forward on the I-55 Managed Lanes project, that advisory group meetings start soon for the EIS process, a hearing on the joint resolution that needs to be passed had taken place and consideration will be given to a Public Private Partnership on this project. Blankenhorn expressed appreciation to all involved, with a special call out to Pace having testified about how bus-on-shoulder is working out. CMAP board and staff supported the effort, adding that caution should be exercised in the implementation of a PPP and stated that transparency (to the extent that is possible under law) is desired. The EIS should be completed in June or July Blankenhorn continued, while acknowledging that the Tollway is an important partner in this endeavor. Asked how the Policy Committee can stay engaged in the process, Blankenhorn cited the recent testimony given by Pace was a good example and suggested there would be other such opportunities for involvement. Also Blankenhorn reported that the FHWA had announced the release of "orphan earmarks" that are more than 10 years old and less than 3% expended, and would allow the reprogram or repurpose those projects that in Illinois could be as much as \$73 million. Some projects will be in the upcoming letting, others simply are not going anywhere (i.e., \$2 million toward a \$15 million project). There is no process in place yet, but it is expected that local governments, transportation agencies will have some input into how these projects would be repurposed, which would need to be in place by September. Finally, Blankenhorn reported that TIGER grants are due within six weeks and you should be

receiving instructions soon from IDOT outlining a new process to ensure that projects have regional and statewide value.

- 4.4 For the Council of Mayors, Mayor Jeffrey Schielke reported that the Executive Committee is scheduled to meet next in April and at that time will consider strategies to decrease unobligated balance of the local STP program, with the region having spent only 13% of its mark and the federal fiscal year is nearly half over. The council is also expected to hear updates on various strategies, papers and snapshots related to the ON TO 2050 plan and will discuss CMAP's funding situation which is of serious concern to the mayors in the region.

5.0 Transportation Consent Agenda: Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendment

CMAP Staff Russell Pietrowiak gave background on the annual GO TO 2040/TIP Conformity Analysis & TIP Amendment, explained what is meant by "conformity", and "non-exempt" projects and reported that the conformity analysis/amendment process is limited to twice each year. Programmers are asked to make changes, additions or deletions to non-exempt projects and of the changes requested, eight projects required air quality conformity analysis. Details of the changes were included in the Board materials, Pietrowiak went on to say, and there was nothing unusual about the changes. Seven projects were added, and one was moved out of the TIP. The analysis indicated conformity, the analysis and the amendment were released for public comment and no comments were received. The Transportation Committee recommended that the MPO Policy Committee make a finding of conformity for GO TO 2040 and the TIP as amended and adopt the amendment. Pietrowiak responded to one question related to the VOC table and explained the budget cut in 2025 reflects a different model, different advances that will result in reducing outputs and budgets with EPA; these would probably be realized in the fall.

A motion by Chris Snyder was seconded by Mayor Schielke to adopt the Semi-Annual GO TO 2040 Conformity Analysis & TIP Amendment as had been presented. All in favor, the motion carried.

6.0 Federally Required Planning Agreements

CMAP staff Teri Dixon reported that federal regulations require the MPO to have agreements in place to ensure that agencies responsible for planning in a region coordinate their planning efforts. Last updated in 2009, Dixon continued, it is a practice to update the agreements when a new transportation bill is enacted. The agreement between the MPO, the State and the public transportation operators outlines responsibilities for carrying out the transportation planning process and ensures that public transportation operators are represented on the MPO Policy Committee. The cooperative agreement, between Northwestern Indiana Regional Planning Commission, CMAP, the State of Illinois and the State of Indiana is for coordination of land use and transportation planning in the Chicago, IL-IN Urbanized Area and assures a coordinated planning process producing consistent plans and TIPs across metropolitan planning area

boundaries. A motion by Leanne Redden was seconded by Rebekah Scheinfeld to approve each agreement as was presented. All in favor, the motion carried.

7.0 ON TO 2050 Regionally Significant Projects Updates

Regarding Regionally Significant Projects, CMAP staff Jesse Elam reported the following. Last October, staff reported on an effort to rethink the types of projects that are included in CMAP's regional plan and today would be giving an update on where that work stands. For background, Elam stated, previous plans--including GO TO 2040--only included new expressway or new rail capacity projects as major capital projects. Projects below that level still have important impacts on the region and may even have a bigger effect than the currently defined major capital projects. Restricting the plan just to the expressways and rail system also doesn't totally capture the contributions of all the region's transportation implementers. In the last MPO certification review, CMAP was told it should include some non-capacity projects and in general base the threshold for inclusion of projects on their impact rather than their scope. With this in mind, staff went to the Transportation Committee and individual stakeholders to determine what projects should be considered. A proposal for two thresholds, one for capacity projects and one for other projects was developed. The thinking here was that if the national highway system is nationally significant, then it is also regionally significant and a highway project would need to be in the plan if it costs at least \$100 million if capacity on the national highway system is increased. A transit project that adds capacity would need to be in the plan if it has some dedicated right of way and costs \$100 million. Finally, the \$250 million threshold is meant to pick up large state of good repair projects. The Transportation Committee considered this proposal in November and decided to move forward with these thresholds on a trial basis meeting with implementers to determine which projects would meet the thresholds. In May, staff will report back to the transportation committee. Elam also shared a bit of detail as to what was heard at the meetings. For one thing, this isn't going to just massively expand the number of projects to consider. The counties (and IDOT) had only a few projects each, which is good news. On the other hand, questions were raised about refining the threshold. For example, the transit agencies asked about how to handle things like vehicle purchases, which can add up to really large dollar figures, or expenditures on projects that are mandated by law. While there are a few things to think about before going back to transportation committee in May, Elam concluded, there were no huge problems to report either.

8.0 State Legislative Framework and Agenda

CMAP staff Gordon Smith stated that the State Legislative Principles and State Agenda docs were included in the committee's materials, both of which were recently approved by the CMAP Board, are revised on a regular basis in anticipation of the state legislative session, and are used to guide staff, inform legislators, the Governor's office and others about GO TO 2040 policy recommendations. Neither document had undergone extensive revision, Smith went on to say, however one key change meant to ensure CMAP's operations are not imperiled by future state budget crises, this year's agenda includes a section entitled "reliable access to planning funds" highlight CMAP's enabling legislation and the establishment of the Comprehensive Regional Planning Fund which provided funding statewide to provide comprehensive planning functions. Smith also reported that two new bills had been introduced that basically reinstate the CRPF. HB 6286 sponsored by Representative Anna Moeller, as well as SB 2966 sponsored by Senator Biss which

would reestablish the Comprehensive Regional Planning Fund, indexed to the CPI, and allowing for continuing appropriation authority. CMAP, along with other state MPOs are advocating for these bills, believing it is important for the state to have a stake in comprehensive regional planning. Outreach to other planning agencies, partners, and labor, Smith went on to say, is also underway. Other sections of the Agenda having undergone revision related to robust performance-based transportation investments sees the removal of any language related to the term 55/45 and state tax policy, that includes a qualifying statement that "CMAP will support comprehensive reforms of state tax policy to broaden the tax base in a manner that may lower tax rates". Asked if "55/45" is contained in any piece of legislation, Smith responded no. When queried, Smith also pointed to the legislative principles document adding that CMAP has been involved in the Transform Illinois Coalition (group) that is concerned with consolidation and shared services.

Executive Director Joe Szabo added that all seven counties had signed on to support CMAP's effort to reinstate the CRPF, as had CMAP sister MPOs Kankakee, Rockford and Springfield and SSMMA, adding that the help of the agencies represented on the Policy Committee would also be welcomed.

9.0 Alternative Long-Term Funding Options

Deputy Executive Director for Planning Bob Dean reported that CMAP's top priority is the legislative approach to reinstate the CRPF, but with no guarantee of success, CMAP is also developing a backup plan to address our financial issues. Recapping the January report, Dean stated that the primary cause of CMAP's financial problems is an over-reliance on the state, which covers the entire local match for CMAP. While seeking legislative solutions, CMAP has developed a backup plan composed of three elements: increases in local dues; increases in fees for service; and grants. Following the memo included in the materials, Dean reported that the proposal essentially would cut the state match by half and that the increase in dues would be phased in over a two year period. Dean gave historical detail of dues, dating back to 2006 before CMAP was created, and explained the drop in dues after CMAP was formed because of the promise of local planning funds.

Dean gave details related to expected targets in FY 2017 and FY 2018 and explained the splits between the counties, municipalities and transportation agencies, with each group paying \$500,000. A baseline of \$25,000 was established for each county with the remaining contribution allocated by population. The City of Chicago and other municipalities would make up the next group based on population. Transportation agencies and the Tollway would make up the final group, with the RTA acting on behalf of the transit agencies. IDOT would be asked to contribute \$2 million in dues. Finally, CMAP will look at how to collect dues from the other transportation agencies including private providers and the railroads.

Dean stated that the CMAP Board has indicated that dues should be mandatory, with some consequence for non-payment. While CMAP doesn't have the authority to force the payment of dues, it could withhold some of its services, such as the Local Technical Assistance (LTA) program and Unified Work Program (UWP), from agencies that do not

pay. Some programming (TIP and CMAQ for example) is bound by federal rules that require making the programs available regardless of contribution. For this to work, Dean continued, CMAP will have to demonstrate its value, especially to municipalities. He called attention to an example that had been developed for DuPage County that shows what is at stake related to CMAP's role in administering federal transportation funding. Additional discussion of fee for service category and external grants would be covered in the future.

Dean added that all these options are considered long term, but considering the agency's immediate cash flow problems, staff is working with IDOT and the FHWA for a short-term solution. The CMAP Board discussed this at its March 9 meeting and took action to support the concept with a vote on the matter expected in April. At that time, this will be built into the agency's budget and modifications would be made to the Memorandum of Understanding between the Board and Policy Committee that would be presented to both in June for approval.

Policy Committee members provided suggestions on various topics, including: some municipalities are in financial trouble and may not be able to pay, and a waiver or reduction should be considered for those; thought should be given to approaching the private sector using a development director; and, a legislative proposal to make dues mandatory could be considered. Committee members also asked about cost-cutting measures that had been applied; the use of base figures and population to calculate dues for counties and municipalities; and the method for approaching railroads and private providers.

10.0 Other Business

There was no other business before the MPO Policy Committee.

11.0 Public Comment

For Garland Armstrong, one member reported a public comment from the Board meeting of March 9, had asked that outreach related to ON TO 2050 include the disabled community, particularly the vision impaired and hard of hearing.

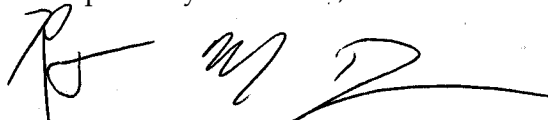
12.0 Next Meeting

The MPO Policy Committee meets next on June 9, 2016.

13.0 Adjournment

At 10:34 a.m., a motion to adjourn by Mayor Jeffery Schielke was seconded by Tom Rickert. 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

05-24-2016

/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 6.0

233 South Wacker Drive
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MEMORANDUM

To: Regional Coordinating Committee
CMAP Board
MPO Policy Committee

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

Date: June 2, 2016

Re: FY 2017 Unified Work Program (UWP)

For your review and approval is the proposed FY 2017 Unified Work Program. The attached outlines the programs the Chicago Metropolitan Agency for Planning and other UWP agencies will undertake to enhance transportation planning in northeastern Illinois and fulfill federal planning requirements. The funding of the UWP is consistent with the State of Illinois fiscal year, which starts July 1, 2016 through June 30, 2017. The final UWP document which will be released June 30 includes the transportation planning activities to be carried out in the region, detailing each project's scope, deliverables, costs and source of funding.

On April 7, the UWP Committee approved a proposed FY 2017 Unified Work Program totaling \$18,103,933. This includes \$17,104,664 in Federal funding and \$999,269 in local match. Attached is a summary of the program and allocated funding. Unique to the FY 2017 UWP budget is that the local match required by CMAP has yet to be determined and is therefore not reflected in the total local match amount. CMAP anticipates that, when there is clarity on the State resources that will be made available, we will submit a revised budget.

ACTION REQUESTED: Approve the FY 2017 Unified Work Program

FY 2017 Unified Work Program Executive Summary

The Chicago Metropolitan Agency for Planning (CMAP) derives its primary funding from the Unified Work Program (UWP) that supports transportation planning in northeastern Illinois, with metropolitan planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in addition to State and local sources. Federal dollars require a 20% local match, which has been provided since 2011 by the Illinois Department of Transportation (IDOT). Due to the lack of an approved State of Illinois budget for FY 2016, CMAP has struggled to secure its matching requirement and is taking steps to reduce dependence on these IDOT funds. Because the FY 2017 budget requires approval by the CMAP Board in June 2016, this document seeks to clarify matters stemming from the uncertainty caused by the State budget impasse that continues in Springfield.

Our agency is pursuing multiple paths to transition away from reliance on IDOT matching dollars since the 2011 dissolution of the statewide Comprehensive Regional Planning Fund (CRPF), which had provided CMAP with the \$3.5 million required for its annual match. Those efforts include advocating through legislation that the Illinois General Assembly reinstate the CRPF; creating a local dues structure similar to those used by many other regional planning organizations across the U.S.; and working with IDOT and the FHWA to apply Transportation Development Credits (TDC or toll credits) to the FY 2017 budget. CMAP, IDOT and FHWA have reached an agreement to allow the use of toll credits for the FY 2016 budget. With this agreement CMAP can meet its 20% Federal matching requirement, resume payments to vendors, reimburse cash reserves and most importantly, remain solvent.

For FY 2017, the Unified Work Program (UWP) for transportation planning for northeastern Illinois was earmarked to receive \$17,104,664 in Federal funding with a local match requirement of \$4,276,166. During the April 7th UWP Committee meeting, the Committee unanimously voted to award a higher share of funding to CMAP to remain operational, rather than fund other competitive projects. Competitive projects were evaluated and ranked, but no funding was appropriated.

Also, unique to the FY 2017 UWP budget is that the local match required by CMAP has yet to be determined and is therefore not reflected in Table 1: Summary of UWP Projects and Budgets by Recipient Agency. The State of Illinois must ultimately meet its responsibility to provide a match for CMAP to access its Federal funding. The match can either come from 1.) a State-passed budget with CMAP included in IDOT's budget, 2.) the Comprehensive Regional Planning Fund if the General Assembly passes legislation to reinstate it, or 3.) the potential continued use of toll credits in FY 2017. Because there is uncertainty as to which source will be available and what level each source will provide at the beginning of FY 2017, this budget shows a \$0 value in the local match line item. CMAP anticipates that, when there is clarity on the State resources that will be made available, we will revise the budget to first replenish those critical on-hand reserves, and then determine the feasibility of reconsidering competitive UWP applications and crediting local dues contributors for a portion of the amount owed.

As a result of the uncertainty as to which source will be available to CMAP, the FY 2017 UWP budget reflects a program with total expenditures of \$18,103,933 in metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), and local sources (\$17,104,664 in Federal funds and \$999,269 in local sources).

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

The FY 2017 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2016 through June 30, 2017. The UWP Committee developed the FY 2017 program based on the FY 2016 UWP federal funding earmark for the metropolitan planning area. Project/program selection is typically guided by using a two-tiered process. The initial tier funds core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programs the remaining funds based upon a set of FY 2017 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also uses a quantitative scoring process to evaluate project submissions in the competitive round.

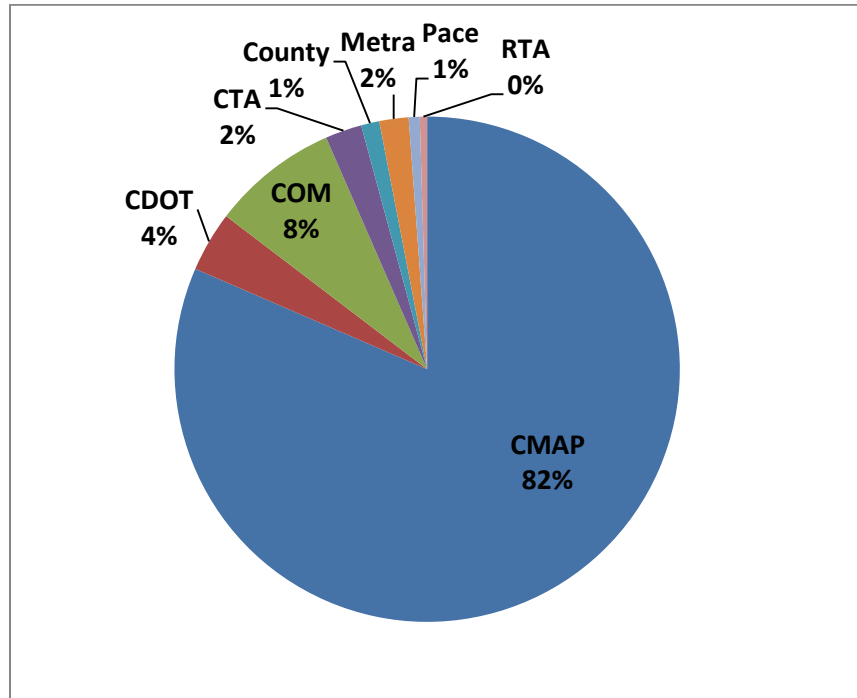
The UWP budget is submitted to CMAP's Transportation Committee, which recommends approval of the UWP budget to the Regional Coordinating Committee and the MPO Policy Committee. The Regional Coordinating Committee recommends approval of the UWP budget to the CMAP Board. Approval by the MPO Policy Committee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

FY 2017 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA, and Lake County for core transportation planning activities. While CMAP was awarded a higher share of the funding, the other agencies were funded at their FY 2016 funding levels. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Fixing America's Surface Transportation Act (FAST ACT).

Funding by Agency

Figure 1 shows the share of FY 2017 UWP funds programmed to each agency.

FIGURE 1: Share of FY 2017 UWP Funds by Agency



CMAP is receiving 82% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, commence planning for the next regional plan *ON TO 2050*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, and Pace are receiving 2%, 2%, and 1% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems.

The City of Chicago is receiving 4% of the funds for transportation planning and programming activities. The RTA is receiving less than 1% of the funds for the 2018 Regional Transit Strategic Plan Support effort.

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

TABLE 1: Summary of UWP Projects and Budgets by Recipient Agency

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	2,343,546	11,596,848	TBD*	13,940,394
CMAP Total		2,343,546	11,596,848	TBD*	13,940,394
CTA	Program Development	400,000		100,000	500,000
CTA Total		400,000		100,000	500,000
City of Chicago	Transportation and Programming	660,000		165,000	825,000
City of Chicago Total		660,000		165,000	825,000
Council of Mayors	Sub regional Transportation Planning, Programming and Management		1,384,270	554,269	1,938,539
Council of Mayors Total			1,384,270	554,269	1,938,539
Lake County	Paratransit Market Study	200,000		50,000	250,000
County Total		200,000		50,000	250,000
Metra	Program Development	320,000		80,000	400,000
Metra Total		320,000		80,000	400,000
Pace	TIP Development and Modeling	60,000		15,000	75,000
Pace	Rideshare Services Program	60,000		15,000	75,000
Pace Total		120,000		30,000	150,000
RTA	Regional Transit Planning Staff	80,000		20,000	100,000
RTA Total		80,000		20,000	100,000
FY 2016 UWP Total		4,123,546	12,981,118	999,269	18,103,9233

Brief Synopses of FY 2017 Recommended UWP Projects

MPO Activities

Purpose: CMAP is responsible for the implementation of the region's long range plan GO TO 2040; planning for the next long range plan ON TO 2050; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.

\$13,940,394

Chicago Metropolitan Agency for Planning (CMAP)

**Agency Total:
\$13,940,394**

Program Development

\$500,000

Purpose: This program supports regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the Regional Transportation Program (RTP) and the Transportation Improvement Program (TIP). It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans. The development of the Capital program for inclusion in the TIP enables the CTA to continue and also implement new projects which will modernize existing infrastructure including but not limited to dedicated bus routes, rail line modernization, track and structural renewal; replace rail/bus rolling stock; renew or improve CTA facilities, implement customer based information systems; and to continue planning for major capital modernization projects for Blue and Red Lines. Moreover, this project serves to close any existing gaps in the process.

Chicago Transit Authority (CTA)

**Agency Total:
\$500,000**

Transportation and Programming

\$825,000

Purpose: The purpose of this program is to support local, regional and national objectives by providing for the participation of the City of Chicago in the MPO's transportation planning and programming process including the development of the long range plan and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other information to agencies,

elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of Chicago in the regional planning process.

City of Chicago

Agency Total:
\$825,000

Sub Regional Transportation Planning, Programming and Management

Purpose: To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.

\$1,938,539

Council of Mayors

Agency Total:
\$1,938,539

Program Development

Purpose: This program helps facilitate Metra's efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts; transit planning; private providers coordination; planning with protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.

\$400,000

Metra

Agency Total:
\$400,000

Rideshare Services Program

\$75,000

Purpose: The Pace Rideshare Program aims to reduce the number of single occupancy vehicle trips by providing free commuter assistance. Services include: transportation coordination and analysis, open seats announcements, assistance with forming rideshare groups, an online ride matching website and a toll-free phone line. The program is also expanding as an effective Transportation Demand Management (TDM) strategy to reduce the need for single occupancy vehicles, lower highway congestion, lower commute times and energy consumption; and improve air quality.

TIP Development and Modeling

Purpose: Pace will develop a fiscally constrained Pace bus Capital

\$75,000

Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.

Pace

Agency Total:
\$150,000

2018 Regional Transit Strategic Plan Support

\$100,000

Purpose: This project includes staff time for regional transit planning and programming efforts conducted by RTA staff. The RTA in partnership with the Service Boards (CTA, Metra and Pace) is undertaking the 2018 Regional Transit Strategic Plan (the Strategic Plan). The Strategic Plan is required by Illinois State statute to be updated every 5-years. The previous Strategic Plan was published in 2013. The 2013-2018 Regional Transit Strategic Plan established a set of fundamental Goals and Objectives. The 2018 Strategic Plan will build off those Goals, reviewing and updating objectives for the next five years. The RTA and CMAP are coordinating respective agencies' work on the 2018 Regional Transit Strategic Plan and the next Long Range Comprehensive Plan.

RTA

Agency Total:
\$100,000

Lake County Paratransit Market Study

\$250,000

Purpose: The purpose of this study is to determine transportation options for the various mobility challenged constituencies in Lake County and prepare an implementation plan to improve service. While the level of coordination has vastly improved, no data exists on the overall level of countywide demand for paratransit service and/or the transportation options needed to meet that demand. This is critical information that needs to be assembled in order to plan and implement solutions to meet the non-traditional transit needs of residents. This study will amend the transit component of the Lake County 2040 Transportation Plan adopted on June 6, 2014. The project team is envisioned to include Lake County, Pace, Metra, the RTA and the LCCTSC. This study is intended to build on the regional efforts of the RTA's Stable Funding Paratransit Systems Study.

County Projects (Lake County)

Agency Total:
\$250,000

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

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

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

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

INTENT

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

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

OVERALL RESPONSIBILITIES

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

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

COMMITTEE REPORTING

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

STAFF SUPPORT

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

FINANCIAL SUPPORT

The CMAP board and the Policy Committee recognize the need for CMAP to have a diversified, sustainable match for its federal transportation funds, and they acknowledge the necessity for CMAP to charge dues to transportation agencies and local governments in the region. The CMAP board will adopt a dues schedule each year as part of its budget, and also indicate other potential sources of revenue.

CROSS COMMITTEE MEMBERSHIP

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

APPROVAL PROCESS

Federal regulations require the MPO to approve various plans, programs and related documents. Such plans, programs and related documents will be developed by CMAP staff utilizing the committee structure established by the CMAP board and the Policy Committee. Recommendations made by the Transportation Committee will be forwarded to the Policy Committee and either the Local or Regional Coordinating Committee as appropriate. Recommendations from these committees will be forwarded to the CMAP board which will also

receive input from the Citizens' Advisory Committee, a county officials committee and the Council of Mayors. The CMAP board will then forward its recommendation with comments to the Policy Committee, which will act upon that recommendation. The Policy Committee will take final action as required by federal law.

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

TERM

This Memorandum of Understanding will be reviewed on an annual basis.

Adopted March 14, 2007
Reaffirmed March 12, 2009 and March 11, 2010
Revised and affirmed March 10, 2011
Reaffirmed March 8, 2012, March 14, 2013, and March 13, 2014
Revised and affirmed March 12, 2015
Revised June 9, 2016

METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

RESOLUTION
Number 16- 01

**A RESOLUTION ENDORSING THE NORTHEASTERN ILLINOIS/NORTHWESTERN
INDIANA SUBAREA ALLOCATION AGREEMENT FOR THE FFY 2016 FEDERAL
TRANSIT §5307 FUNDING, INCLUDING §5340 URBANIZED AREA FORMULA
PROGRAM, §5337 STATE OF GOOD REPAIR PROGRAM AND §5339 BUS AND BUS
FACILITIES FORMULA PROGRAM, BETWEEN NORTHEASTERN ILLINOIS AND
NORTHWESTERN INDIANA**

WHEREAS, the Policy Committee is the Metropolitan Planning Organization (MPO) for northeastern Illinois, designated by the Governor, as being responsible, together with the State of Illinois and public transportation operators, for carrying out the provisions of Section 134 Title 23 U.S. Code and Sections 5303-06 Title 49 U.S. Code; and

WHEREAS, 23 U.S. Code 134(h) and 49 U.S. Code 5304 require the Metropolitan Planning Organization to develop a Transportation Improvement Program; and

WHEREAS, the *Federal Register* provides a combined northeastern Illinois/northwestern Indiana 2015 apportionment; and

WHEREAS, the determination of subarea apportionments is to be accomplished by local agreement; and

WHEREAS, the split of the apportionment is essential to the development of the Transportation Improvement Program; and

WHEREAS, the total funds made available to the Chicago, Illinois/ Northwestern Indiana urbanized area are allocated by agreement between the Regional Transportation Authority and the Northwestern Indiana representatives; and

WHEREAS, an agreement has been reached between northeastern Illinois and northwestern Indiana proposing to sub-allocate the total FFY 2016 apportionment of funds available to the Chicago, Illinois/Indiana UZA through annual attachments to the Letter of Understanding (LOU) for §5307/5340, for §5337, and for §5339 funding approved at the April 21, 2016 Regional Transportation Authority Board meeting.

NOW, THEREFORE, BE IT RESOLVED THAT: the MPO Policy Committee hereby endorses the proposed allocation of funds between northwestern Indiana and northeastern Illinois as set forth above.

BE IT FURTHER RESOLVED THAT: the Secretary of the MPO Policy Committee is hereby authorized and directed to transmit a certified copy of this resolution to the Regional Administrator of the Federal Transit Administration.

The above and foregoing resolution is hereby adopted the 9th day of June, 2016.

Randall S. Blankenhorn
Chairman, MPO Policy Committee

Thomas G. Kotarac
Secretary, MPO Policy Committee

Subscribed and sworn to before me, this ____ day of _____, 20__

METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

RESOLUTION
Number 16-02

**A RESOLUTION ENDORSING THE NORTHEASTERN ILLINOIS/SOUTHEASTERN
WISCONSIN SUBAREA ALLOCATION AGREEMENT FOR THE FFY 2016 FEDERAL
TRANSIT ADMINISTRATION §5307 FUNDING, INCLUDING §5340 URBANIZED AREA
FORMULA PROGRAM, §5337 STATE OF GOOD REPAIR AND §5339 BUS AND BUS
FACILITIES PROGRAM, BETWEEN NORTHEASTERN ILLINOIS AND SOUTHEASTERN
WISCONSIN**

WHEREAS, the Policy Committee is the Metropolitan Planning Organization (MPO) for northeastern Illinois, designated by the Governor, as being responsible together with the State of Illinois, and public transportation operators, for carrying out the provisions of Section 134 Title 23 U.S. Code and Sections 5303-06 Title 49 U.S. Code; and

WHEREAS, 23 U.S. Code 134(h) and 49 U.S. Code 5304 require the Metropolitan Planning Organization to develop a Transportation Improvement Program; and

WHEREAS, the *Federal Register* provides a combined northeastern Illinois/southeastern Wisconsin FFY 2015 apportionment; and

WHEREAS, the determination of subarea apportionments is to be accomplished by local agreement; and

WHEREAS, the split of the apportionment is essential to the development of the Transportation Improvement Program; and

WHEREAS the total funds made available to the Round Lake Beach-McHenry-Grayslake, IL-WI urbanized area are allocated by agreement between the Regional Transportation Authority and the southeastern Wisconsin representatives; and

WHEREAS, an agreement has been reached between northeastern Illinois and southeastern Wisconsin proposing to sub-allocate the total FFY 2016 apportionment available to the Round Lake Beach-McHenry-Grayslake, IL-WI UZA through annual attachments to the Letter of Understanding (LOU) for §5307/ §5340, for §5337, and for §5339 funding that was approved at the April 21, 2016 Regional Transportation Authority Board meeting.

NOW, THEREFORE, BE IT RESOLVED THAT: the MPO Policy Committee hereby endorses the proposed allocation of funds between southeastern Wisconsin and northeastern Illinois as set forth above.

BE IT FURTHER RESOLVED THAT: the Secretary of the MPO Policy Committee is hereby authorized and directed to transmit a certified copy of this resolution to the Regional Administrator of the Federal Transit Administration.

The above and foregoing resolution is hereby adopted the 9th day of June, 2016.

Randall S. Blankenhorn
Chairman, MPO Policy Committee

Thomas G. Kotarac
Secretary, MPO Policy Committee

Subscribed and sworn to before me, this ____ day of _____, 20__

METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

RESOLUTION
16-03

**A RESOLUTION ENDORSING THE REGIONAL TRANSPORTATION AUTHORITY
and the ILLINOIS DEPARTMENT OF TRANSPORTATION AS "DESIGNATED
RECIPIENTS" OF 5310 – FORMULA GRANT for the MOBILITY OF SENIORS AND
INDIVIDUALS with DISABILITIES**

WHEREAS, the Policy Committee is the Metropolitan Planning Organization (MPO), designated by the Governor as being responsible, together with the State of Illinois, and public transportation operators, for carrying out the provisions of Section 134 Title 23 U.S. Code, and Section 5310 Title 49 U.S. Code for northeastern Illinois; and

WHEREAS, 70 ILCS 3615/4.02 (b) specifies that the Regional Transportation Authority (RTA) is the primary public body in the metropolitan region with authority to apply for and receive any grants, loans or other funds relating to public transportation programs from the State of Illinois or any department or agency thereof, or from the federal government or any department or agency thereof; and

WHEREAS, 70 ILCS 3615/4.02 (b) further specifies that any unit of local government, Service Board or transportation agency may apply for and receive any such federal or state capital grants, loans or other funds, provided, however that a Service Board may not apply for or receive any grant or loan which is not identified in the Five Year Program of the RTA; and

WHEREAS, prior to the passage of Fixing America's Surface Transportation (FAST) Act, the Illinois Department of Transportation (IDOT) and RTA were both the designated recipients for federal Section 5310 funds for northeastern Illinois; and

WHEREAS, The RTA and IDOT continue to fulfill all requirements necessary to be designated recipients of 5310 funds;

WHEREAS, cooperative efforts by IDOT and the RTA will ensure that the Section 5310 program implementation will be seamless to grant recipients in northeastern Illinois with the passage of the FAST Act. IDOT will be responsible for a portion of the annual northeastern Illinois allocation to purchase lift and ramp-equipped paratransit vehicles for eligible program recipients under its consolidated vehicle procurement program and the RTA will be responsible for the remaining annual allocation to manage funds that may be used for public transportation projects that exceed the requirements of the Americans with Disabilities Act.

NOW, THEREFORE, BE IT RESOLVED THAT: the Policy Committee endorses the RTA and IDOT as "designated recipients" of 5310 funds until such time as the legislation and guidance regarding 5310 programming changes.

BE IT FURTHER RESOLVED THAT: the Secretary of the Policy Committee is hereby authorized and directed to transmit certified copies of this Resolution to the Regional Administrator of the Federal Transit Administration and to the Office of the Governor.

The above and foregoing Resolution is hereby adopted this ____ day of _____.

Randall S. Blankenhorn
Chairman, MPO Policy Committee

Thomas G. Kotarac
Secretary, MPO Policy Committee

Subscribed and sworn to before me, this ____ day of _____, 20__



Chicago Metropolitan Agency for Planning

Agenda Item No. 11.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: June 2, 2016

Re: Critical Urban Freight Corridors

CMAP staff has developed a preliminary recommendation of Critical Urban Freight Corridors (CUFCs) in the Chicago region for stakeholder discussion and eventual approval by the MPO Policy Committee. In large metropolitan areas such as northeastern Illinois, CUFCs are designated by the MPO to be part of the National Highway Freight Network, thus being eligible for apportioned and discretionary freight funding programs established recently under the National Highway Freight Program in the Fixing America's Surface Transportation (FAST) Act. An explanation of the network, the process of approval and designation, and a list of the recommended corridors follow.

National Highway Freight Network

The FAST Act's freight funds are to be programmed for projects that contribute to the efficient movement of freight on the National Highway Freight Network. The National Highway Freight Network is composed of four elements:

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

The Primary Highway Freight System was developed under MAP-21. It is comprised of more than 41,000 miles of the "most significant" freight highways in the nation. In Illinois, 1,685 miles of highway were designated earlier in 2016 by the Federal Highway Administration (FHWA) as part of this network. Factors used in identifying these highways included estimated tonnage (from FHWA's Freight Analysis Framework), estimated value, annual average daily truck traffic, international points of entry, National Highway System intermodal connectors, and system connectivity.

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

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

Critical Urban and Critical Rural Freight Corridors are designated by the state except in metropolitan areas with over 500,000 residents, in which case the urban corridors are designated by Metropolitan Planning Organizations (MPOs) in consultation with their state governments. Critical urban freight corridor centerline mileage in Illinois is limited 168.54 centerline miles, calculated as 10 percent of the Primary Highway Freight System. In Illinois, CMAP and the East-West Gateway Council of Governments (the two MPOs in urbanized areas greater than 500,000) may designate critical urban freight corridors, and the State of Illinois may so designate other urbanized areas. Furthermore, IDOT, CMAP, and East-West Gateway Council of Governments are to jointly determine how to distribute the CUFC mileage among the urbanized areas.

Critical urban freight corridors must:

(A) connect an intermodal facility to:

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

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

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

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

National Highway Freight Network: Policy Discussion

To foster freight fluidity, access to markets, and economic growth, CMAP and its partner agencies could use the National Highway Freight Network, including Critical Urban Freight Corridors, to prioritize projects for funding. CMAP staff suggests that stakeholders should

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

discuss the prioritization of the National Highway Freight Network for funding programs including, at a minimum, freight-system funding programs recently included in the FAST Act. A performance-based approach to designating Critical Urban Freight Corridors and future re-designations of the National Highway Freight Network would facilitate such prioritization. Noting the substantial congestion in the recommended Network, we believe discussions should also take place regarding the full development of a broad performance-based approach to programming freight funds at both the state and federal levels. These discussions should take place soon, since, in order to program its freight program apportionments, the State needs to develop a fiscally-constrained statewide freight plan, including a program of projects, in 2017. A programming approach that funds any eligible project under development would be a lost opportunity to improve system performance.

Critical Urban Freight Corridors: Staff Recommendation

Owing to the concentration of Illinois freight activity in the Chicago area, CMAP staff has prepared a recommended list of Critical Urban Freight Corridors using a performance-based approach. This recommendation, totaling 161.4 miles, is based on the following factors:

- Addressing intermodal connectivity missed in FHWA's initial designation of the National Highway Freight Network.
- Addressing freight bottlenecks, where truck congestion typically extends to six or more hours per day; or high-volume truck facilities, where volumes of more than four thousand heavy vehicles per day are typical. Many of these overlap facilities for intermodal connectivity; the remaining facilities provide access to concentrations of industrial land uses.
- Addressing planned facilities that will address known truck bottlenecks.

Process and Coordination with Partners

Staff has presented the preliminary recommended CUFCs to the Transportation Committee and Freight Committee as well as discussing them with individual agencies in the region, and several changes have been made in response. The recommendation has been discussed with IDOT, and additional meetings in the upcoming weeks are expected to refine the particular corridors in northeastern Illinois as well as the balance of CUFC mileage statewide. Staff recommends that the CUFCs be designated by the MPO Policy Committee at its October 2016 meeting so as to include them in the final National Multi-Modal Freight Network, scheduled to be designated by the U.S. Department of Transportation no later than December 4, 2016.

ACTION REQUESTED: Discussion

**Critical Urban Freight Corridors
Staff Proposal**

Corridor Number	Corridor	Limits	Notes
1	Western Avenue	I-290 to US 12/20 95 th Street	Connectivity to intermodal terminals
2	IL 43/Harlem Avenue	IL 43 to 71 st Street	Connectivity to intermodal terminals
3	US 12/20 95 th Street	I-294 Tri-State Tollway to Western Avenue	Heavily used truck route, connecting to above corridors
4	IL 50 Cicero Ave and 127 th Street	US 12/20 95 th Street to I-294	Connectivity to intermodal terminals.
5	Torrence Avenue	106 th Street to 130 th Street	Connectivity to port and manufacturing area
6	130 th Street	Torrence Avenue to I-94 Bishop Ford Freeway	Connectivity to port and manufacturing area
7	Kingery Expressway/Busse Road	IL 72 to I-55	Serves manufacturing, warehouse, industrial land
8	North Avenue	Kirk Road to IL 83 Kingery Highway	Serves manufacturing, warehouse, industrial land
9	Elgin-O'Hare Western Access	US 20 Lake Street to Proposed Western Access and from I-90 Jane Addams Tollway to I-294 Tri-State Tollway	Serves manufacturing, warehouse, industrial land.
10	US 20 Lake Street	Shales Parkway to Elgin-O'Hare Expressway	Serves manufacturing, warehouse, and industrial land
11	IL 53	I-55 to Normantown Road	Serves manufacturing, warehouse, and industrial land
12	Kirk Road/Farnsworth Avenue	IL 64 North Avenue to I-88 Reagan Tollway	Serves manufacturing, warehouse, and industrial land
13	Houbolt Road Bridge (Proposed)	I-80 to UP Joliet Intermodal Terminal	Connectivity to intermodal terminals
14	Orchard Road	I-88 Reagan Tollway to US 30	Serves manufacturing, warehouse, and industrial land
15	US 30	Orchard Road to US 34	Serves manufacturing, warehouse, and industrial land

Corridor Number	Corridor	Limits	Notes
16	Central Avenue (Proposed)	I-55 Stevenson Expressway to 79 th Street	Provides new alternative to two very congested intermodal corridors
17	Elmhurst-Touhy-Lee-Higgins-Patton	I-90 Addams Tollway to O'Hare Northeast Cargo Area	Serves new airport cargo area. Includes new Lee Street exist off I-90 and new Elmhurst Road interchange
18	IL 64 North Avenue	I-294 Tri-State Tollway to IL 171 1 st Avenue.	Serves manufacturing, warehouse, and industrial land
19	US 12/20/45 Mannheim Road	Lake Street to I-290 Eisenhower Expressway	Serves manufacturing, warehouse, and industrial land
20	US 41 Skokie Highway	Grand Avenue to I-94 Edens Expressway	Provides alternate route for I-94 Edens Expressway
21	US 52/IL 53	I-80 to Laraway Road	Connectivity to intermodal terminals. Also serves manufacturing, warehouse, and industrial land.
22	US 6 Eames Street and IL 7 Larkin Road	US 6 at I-55 to IL 7 at I-80	Serves manufacturing, warehouse, and industrial land
23	Pulaski Rd	33 rd Street to I-55 Stevenson Expressway	Serves manufacturing, warehouse, and industrial land
24	Weber Road	119 th Street to Taylor Road	Serves manufacturing, warehouse, and industrial land
25	IL 56/US 30/IL 47	I-88 Reagan Tollway to US 34	Serves manufacturing, warehouse, and industrial land
26	Columbus Avenue	Western Avenue to 79 th Street	Connectivity to intermodal terminal
27	Archer Avenue and Pulaski Road	IL 50 Cicero Avenue to 47 th Street	Connectivity between intermodal terminals

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Chicago Metropolitan Agency for Planning

Agenda Item No. 12.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: MPO Policy Committee

From: CMAP staff

Date: June 9, 2016

Re: Update on regionally significant project thresholds for ON TO 2050

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. Over the last year, the Transportation Committee (TC), CMAP Board, and MPO Policy Committee have all held discussions 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 (SOGR) projects should be included in ON TO 2050.

At the November 2015 TC meeting, staff proposed a threshold of regional significance for highway capacity projects on the National Highway System (NHS) and certain transit capacity projects, both if greater than \$100 million. A second threshold of \$250 million applied to non-capacity projects and was intended to identify large SOGR projects. TC agreed to move forward with these thresholds on a trial basis by having staff work with implementers to develop an early list of projects that meet the thresholds and then report back to the TC on the thresholds' appropriateness. This memo describes the results of those meetings and recommends an adjustment to the thresholds, then outlines a process for evaluation and selection of capital projects for ON TO 2050.

Results of Meetings with Implementers

At meetings in January and February, implementers were asked to indicate how many projects within their jurisdiction would meet the thresholds. Candidate projects were compared to the cost thresholds based on current dollars. The initial capital cost for the project, not just the cost of added capacity, was used to determine whether the project is regionally significant. Since several smaller projects in a corridor can ultimately amount to a larger project, sponsors were

encouraged to consider the cost and scope of the entire build-out expected in the corridor over the time frame of the regional plan.

Highway Agencies

On the highway side, the new cost thresholds indicate that a number of arterial expansions would be considered for the ON TO 2050 fiscally constrained project list. The Illinois Department of Transportation (IDOT) listed 25 arterial expansion projects meeting the capacity threshold – although IDOT indicated that some of these projects were merely under consideration and had not had significant engineering resources committed to them – in addition to the expressway projects previously evaluated for GO TO 2040. With a few exceptions, the counties each have a handful of arterial expansion projects meeting the capacity threshold as well. About eight expressway and bridge reconstruction projects from IDOT and the Tollway would meet the \$250 million SOGR threshold; no other implementer has highway projects meeting this threshold.

Transit Agencies

On the transit side, the capacity projects would likely be those considered for GO TO 2040, with the addition of a number of bus rapid transit (BRT) and arterial rapid transit (ART) projects. Although its individual ART projects would not meet the cost thresholds, Pace suggested that the Pulse initiative should be considered as a program of projects.¹ The Chicago Department of Transportation also identified four BRT projects that would qualify as regionally significant, either individually or as a program.

The non-capacity transit projects are more complex. The proposed \$250 million threshold was meant to identify large, discretionary, non-routine, discrete investments at particular locations with defined project limits, primarily for SOGR projects. Examples would be the Chicago Transit Authority's ongoing Your New Blue project and the rebuild of the Dan Ryan branch of the Red Line in 2013, as well as Metra's planned project at the A-2 crossing (if a rebuild rather than a grade separation is chosen). However, discussions with the transit agencies indicated that most of their anticipated large SOGR expenditures are for system-wide programs like vehicle purchases, structure rehabilitations, and so forth, with some mandated by federal law, like Positive Train Control.

Revision to Thresholds

The \$250 million threshold thus captures some items that may not be geographically concentrated in the same way that major capital projects were defined in the past. Yet these investments are critical to the system and would benefit from positive attention in the plan. They should also be accounted for in the financial forecast for the plan. Therefore the \$250 million threshold should be revised so that it does not cover all work types, but instead only SOGR improvements to particular lines and stations. In the financial plan, investments needed

¹ The [2014 MPO certification review](#) also indicated that projects seeking to move into the Engineering phase of the FTA Capital Investment Grant program needed to be specifically itemized in the plan.

to replace vehicles, make mandated improvements such as PTC, or make other SOGR improvements should be included as programmatic line items with a specific focus and discussion within the plan.

The revised thresholds are as follows:

Thresholds	How included in ON TO 2050
Individual projects that change capacity on the NHS or that are new expressways or principal arterials and cost \$100 m or more	Itemized
Individual projects that change capacity on transit services with some separate rights-of-way or shared right-of-way where transit has priority over other traffic and that cost \$100 m or more	Itemized
Discrete SOGR projects costing \$250 m or more	Itemized
Programs of SOGR projects (vehicle purchase, bridge rehab, etc.) or other projects of any cost	Programmatic line items in financial plan

Projects that change capacity are those with **non-exempt TIP work types** -- in other words, those that are already considered under federal rules to demonstrate air quality conformity. With the recommended changes, the following is the initial count of projects that would meet the thresholds, assuming that projects considered in GO TO 2040 would all be considered again.

	IDOT	Chicago	Counties	Tollway	Metra	CTA	Pace	Total
New/expanded arterial capacity	25		16					41
New/expanded expressway capacity	11			4				15
Transit capacity projects		5			26	9	1	41
Discrete SOGR projects \geq \$250 m	4			4	1			9

* Includes Pace Pulse as a program of projects ** Does not include CREATE projects save for those associated with Metra.

For the GO TO 2040 update, a universe of 56 major capital projects was identified. With the projects identified within each implementer's jurisdiction, the new thresholds would approximately double the number of projects under consideration. Staff considers this to be a feasible number of projects for evaluation during development of ON TO 2050.

Evaluation Framework and Schedule

The following is the anticipated schedule for evaluating and recommending capital projects for ON TO 2050:

- **Identify universe of capital projects to be considered in ON TO 2050.** In mid-summer 2016, staff would begin coordinating with implementers to ensure that this initial list of regionally significant projects reflects all projects that should be considered for the next

plan. Staff anticipates bringing the draft universe of capital projects to the TC in fall 2016. Staff is considering how best to seek public input into developing the list of projects for evaluation.

- **Develop an evaluation framework.** Before carrying out the project evaluations, the TC and other stakeholders should discuss the types of measures and other information needed. These discussions would take place with TC and other interested parties in summer and early fall. Initial thoughts on the framework are that the newly identified arterial capacity projects should be evaluated using simpler metrics and less-involved modeling than expressway projects, and that the discussion of SOGR projects should consist mostly of documenting and calling out the need for the project.
- **Prepare needs analysis and project benefit report.** The main product expected from the capital project evaluation is a report on the benefits and costs of the projects and the needs they serve, to be complete in summer 2017.
- **Select regionally significant projects.** Following completion of the project benefit report and discussion with the working committees, staff anticipates making a recommendation to TC on capital projects to include under fiscal constraint in late fall 2017 with presentations to the CMAP Board and MPO Policy Committee in early 2018. Financial plan development will also be completed in a similar timeframe.

Summary

The thresholds for regional significance would be relatively simple to implement, would allow a reasonably sized universe of projects to be considered in ON TO 2050, and would address the recommendations in the [U.S. DOT's certification review](#). Most importantly, the proposed threshold can still let the plan identify the most critical projects in the region and focus resources on their accomplishment. Staff recommends using the revised thresholds to define the types of projects to be considered in ON TO 2050.

As previously discussed with the Policy Committee, the committee should be aware that the definition may entail somewhat more plan amendments. While the plan amendment process should not become purely administrative in nature, some consideration should be given to establishing a regular plan amendment process outside of the four-year update cycle, perhaps annually. Note also that specifically listing a project in the long-range plan or calling it regionally significant does not trigger any other federal or state requirements for implementers, and it has the benefit to implementers of including the project within the conformity determination for the region without requiring funding to be identified within the TIP, eliminating the need for future conformity amendments to the TIP to accommodate the project.

ACTION REQUESTED: Discussion

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