



MPO Policy Committee

Annotated Agenda

Thursday, June 14, 2018

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 8, 2018

ACTION REQUESTED: Approval

4.0 Agency Reports

4.1 Executive Director's Report

4.2 CMAP Board Report

4.3 Council of Mayors' Report

5.0 Nominating Committee for the Office of Vice Chair

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 FY 2019 Unified Work Program (UWP)

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

Summary details the allocation of funding and awarded projects.

ACTION REQUESTED: Approval

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

At its June 21, 2018 meeting the RTA Board will consider approval of the total allocation of FFY 2018 FTA §5307/ §5340, §5337, §5339, and §5310 funding with northwestern Indiana and FTA §5307/§5340, §5339, and §5310 funding with southeastern Wisconsin, as presented in the attached memo. The RTA staff has negotiated the splits of all funding with northwestern Indiana and southwestern Wisconsin. The Transportation committee is recommending approval of the subarea allocations between Northwestern Indiana-Northeastern Illinois and Southeastern Wisconsin-Northeastern Illinois, contingent on RTA Board approval, to the MPO Policy Committee. The State/Regional Resources table and distributions to the service boards will be revised to reflect this action.

ACTION REQUESTED: Approval

8.0 Intergovernmental Agreement between IDOT and CMAP – Performance Measures

On March 8, 2018, the MPO Policy Committee delegated approval authority of the agreements to the Transportation Committee to allow more time for review of the [CMAP/IDOT Intergovernmental Agreement concerning Federal Performance Measures - 2018](#) and the [CMAP/IDOT/RTA and Service Boards Agreement - 2018](#). At the April 27, 2018 Transportation Committee meeting both agreements were approved.

ACTION REQUESTED: Information

9.0 National Highway System Updates

CMAP staff has worked with IDOT to develop changes to the National Highway System, a network of roads important to the nation's economy and the basis for many FAST Act performance measures. Proposed changes are based on changes in functional classification approved in 2016, changes in the highway system, and changes in intermodal freight activity. The changes also include a number of technical corrections to reconcile IDOT and FHWA records. The Transportation Committee is recommending MPO approval for the changes to the NHS system.

ACTION REQUESTED: Approval

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

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

ACTION REQUESTED: Information

11.0 Report from Revenue Subcommittee

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

ACTION REQUESTED: Information

12.0 ON TO 2050

12.1 ON TO 2050 Public Comment Draft

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

ACTION REQUESTED: Information

12.2 ON TO 2050 Communications Material

Staff will present the overall design and visual assets currently in development for the comprehensive regional plan. Included will be the ON TO 2050 web (with interactive infographics and maps), urban design illustrations, and photo library, previewing content that will not be public until the plan launch in October.

ACTION REQUESTED: Information

12.3 ON TO 2050 Launch Event

Staff will provide an overview of the ON TO 2050 launch event that will be held on Wednesday, October 10, 2018 from 10:00 am to noon, at Millennium Park. [Registration](#) is now open.

ACTION REQUESTED: Information

12.4 Implementation Priorities of the ON TO 2050 Plan

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

ACTION REQUESTED: Information

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

Federal regulations mandate the update of the TIP by October 2018. The [TIP document](#) includes discussion of how the TIP implements the recommendations of ON TO 2050 within the constraints of the financial plan. The TIP will be out for public comment June 15 through August 14. Staff anticipates approval October meeting of the Board and MPO Policy Committee.

ACTION REQUESTED: Information

14.0 State Legislative Update

Staff will update the Policy Committee on relevant legislative activities and bills monitored based on the [State Legislative Framework and State](#)

Agenda, which was approved by the CMAP board in February 2018.

ACTION REQUESTED: Information

15.0 Innovation Agenda: Google Sidewalk Labs

Sidewalk Labs will provide a brief overview of Replica and its upcoming availability to the Chicago region. Replica is a product for transportation and planning professions to better understand how their cities and regions move. Chicago will be one of the first U.S regions to receive access to Replica, expected in early 2019.

ACTION REQUESTED: Discussion

16.0 Other Business

17.0 Public Comment

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

18.0 Next Meeting – October 10, 2018

19.0 Adjournment

MPO Policy Committee Members:

___Randy Blankenhorn, Chair	___Jack Franks	___Leanne Redden
___Kay Batey	___Adrian Guerrero	___Rebekah Scheinfeld
___Frank Beal	___Scott Gryder	___Carolyn Schofield
___Liz Gorman	___R.A. Kwasneski	___Jeffery Schielke
___Dorval Carter	___Christopher J. Lauzen	___Larry Walsh
___Tom Cuculich	___Aaron Lawlor	___John Yonan
___Jim Derwinski		



**MPO Policy Committee
Draft Minutes**

March 8, 2018

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

**Policy Committee
Members Present:**

Randy Blankenhorn-MPO Policy Committee Chair, Frank Beal-representing the CMAP Board, Michael Connelly-representing the CTA, Jim Derwinski-representing Metra, Joe Gottemoller-representing McHenry County, Sis Killen-representing Cook County, Richard Kwasneski-representing Pace, Aaron Lawlor-representing Lake County, Aimee Lee-representing the Illinois Tollway, John Loper-representing DuPage County, Leanne Redden-representing the RTA, Tom Rickert-representing Kane County, Rebekah Scheinfeld-representing CDOT, Jeffrey Schielke-representing the Council of Mayors, Larry Walsh-representing Will County, and non-voting members Kay Batey-representing the FHWA, Tony Greep-representing the FTA, and Adrian Guerrero, representing the Railroads.

Staff Present:

Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Tom Garritano, Tom Kotarac, Gordon Smith, Teri Dixon, Elizabeth Schuh, Elizabeth Irvin, Russell Pietrowiak, Anthony Cefali, and Sherry Kane.

Others Present:

Erin Aleman-IDOT, Jackie Forbes-KaneKendall Council, Scott Hennings-McHenry County, Mark Kerr-FTA, Mike Klemens-Lake County, Matt McAnarney-IDOT, Taqhi Mohammed-Pace, Leslie Phemister-SSMMA, Brian Pigeon-NWMC, Shane Schneider-Lake County DOT, Mike Vanderhoof-IDOT, and Mike Walczak-NWMC

1.0 Call to Order and Introductions

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

2.0 Agenda Changes and Announcements

There were no agenda changes. Chairman Secretary Blankenhorn did report that John McCarthy who had served the Policy Committee for decades had retired, and thanked him for his many years of service.

3.0 Approval of Minutes

A motion to approve the minutes of the January 11, 2018, meeting of the MPO Policy Committee, as presented was made by Mayor Jeffery Schielke and seconded by Tom Rickert. All in favor, the motion carried.

4.0 Agency Reports

4.1 CMAP Executive Director Joe Szabo gave an update on the following topics.

Regarding the ON TO 2050 process, Szabo thanked stakeholders for their help drafting preliminary sections of the plan, touched briefly on the past three (3) years of work resulting in the seven (7) snapshot reports, and reported activities over the coming months that culminate with the draft plan release for public comment in June. Szabo also reported very briefly that the Revenues Subcommittee that had been named by the MPO Policy Committee and CMAP Board, had met and reporting would be made at the Policy Committee meeting in June.

4.2 For the CMAP Board, Leanne Redden reported that the CMAP Board had met once since the Policy Committee had last met, had named Frank Beal and Carolyn Schofield as CMAP representatives to the Policy Committee, had considered major recommendations of the land use chapter of ON TO 2050, and staff had given a presentation on the development of an approach to assess vulnerability to climate impacts and how communities can increase their resilience.

4.3 Mayor Jeffrey Schielke reported that the Council of Mayors Executive Committee met in January. Staff gave an overview of the initial meeting of the STP Project Selection committee and their roles and responsibilities, timelines, voting, meeting dates and themes for each meeting. IDOT gave a local roads update and information about STP projects and the January 2018 letting. A summary of the STP locally programmed expenditure report that shows obligating approximately \$34 million in federal funds was given, and the UWP request for the Planning Liaison (PL) Program was presented. Schielke explained that a 5% increase was requested for all PL positions funded at 80/20. The committee approved the scope of services and FY 2019 PL proposal for submission to the 2019 UWP program. Both freight and legislatives updates were also given. The committee meets next May 15.

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

CMAP staff Russell Pietrowiak presented the semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendments, reporting that our region is a nonattainment area for Ozone and explained why this is important for Policy Committee approval. Pietrowiak also reported that the projects in the TIP are not only not to make air quality worse, but also should contribute to a reduction in VOC and NOx emissions. The memo in the packet included information about new projects along with various changes to existing project that were already part of the regional air quality analysis. Further, while the region does conform to VOC budget 2025, it is by a very small margin. The list of projects was released for a 30-day public comment period, during which no comments were received. Staff's analysis, Pietrowiak concluded, demonstrate that the semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendments are found to conform to the motor vehicle emissions budget for our region. Pietrowiak responded to questions raised by the

Chairman regarding the 2025 budgets, the technology for modeling and if the EPA budgets are reasonable. Currently approved, valid, and undergoing review, there should be new budgets in ON TO 2050, and current budgets would be used until new ones are available.

6.0 Intergovernmental Agreement between IDOT and CMAP – Performance Measures

CMAP staff Teri Dixon presented the Intergovernmental Agreement between IDOT and CMAP that outlines the respective responsibilities of each for cooperation in the development and sharing of information related to performance data, performance targets, and associated reporting on the data. A motion by Tom Rickert was seconded by Joe Gottemoller to approve the agreement as presented. After a fairly lengthy discussion, and with committee consensus, the motion was amended by Leanne Redden and seconded by County Executive Walsh to table the matter for now, and because of an FHWA May 27, 2018, due date ask the Transportation Committee to consider the agreement at its next meeting on April 27, 2018, thus allowing the signers additional time for review. All in favor the motion carried. The matter should be reaffirmed at the next meeting of the MPO Policy Committee of June 14, 2018.

7.0 ON TO 2050

7.1 2050 Draft Process Review

CMAP staff Liz Schuh gave a brief reporting of the review process of the draft plan, covering the process leading up to release for public comment in June and also reporting that tasks are underway related to implementation. The plan is being built as web-based, and covers five (5) major topical chapters. Each of CMAP's working committees can expect to review at least two (2) of the chapters. Schuh went on to say that the month of March would see the mobility chapter, with Regionally Significant Projects (RSPs) following in April.

7.2 Introduction to ON TO 2050 Mobility Recommendations

CMAP staff Elizabeth Irvin gave an introduction to the ON TO 2050 Mobility Recommendations covering the draft review timeline, the three (3) overarching principles of the plan--promote prioritized investment, advance inclusive growth, and improve resilience—and the strategy papers and snapshots used to inform the chapter. Irvin described a number of the proposed ON TO 2050 Mobility recommendations, the strategies to implement, and example actions to implementation that included the following. 1. Meeting changing travel demands—harnessing technology to improve travel and anticipate future needs; making transit more competitive—investments, efficiencies, and reliability; retain the region's status as North America's freight hub. 2. A system that works better for everyone—leveraging the transportation network to promote inclusive growth; eliminate traffic fatalities; improve the resilience of the network. 3. Increased investment in transformative projects—fully fund the region's transportation system; build regionally significant projects. Feedback from the committee included the following: technology may be too generic (i.e., autonomous vehicles, electric vehicles, and ride sharing); risk of increasing congestion; good step toward inter-dependency (i.e., funding, projects, etc.), parking and land use; electricity is free; workforce mobility in the private sector (i.e., Amazon may provide services for employees to get point to

point), through ride-share, van-pool, or direct shuttle and help to finance; changing roadway design to reduce crashes; study speeding and behavior (i.e., ped/bike & headphones); incentivizing public-private partnerships in first/last mile rides; work with business to promote, leverage data; bus on shoulder has been wildly successful, measure rather than vehicles through, number of people through (i.e., moving people versus individual vehicles); would like to see more about asset management, extending useful life and how technology will be involved; dedicated funding for non-highway projects that is sustainable over the long term—revenues that are timely, multi-modal; and finally, leverage building capacity for disinvested areas sensitive to ability to local match.

8.0 State Legislative Update

CMAP staff Anthony Cefali gave the state legislative update and reported that the draft state agenda and principles document that had been presented in January, had now been approved by the CMAP Board. The document was distributed this morning. Regarding the second year of the 100th General Assembly, Cefali went on to say that the Governor had delivered both that the State of the State and Budget addresses, and that between the two chambers, over 4000 bills had been filed. Staff continues to monitor those that have relevance to GO TO 2040. Cefali also reported that Committee Leadership in Transportation: Regulations, Roads, and Bridges filed HB 5048 (a proposed FY 2019 IDOT capital appropriation) and HB5468 (proposing a number of large-scale transportation policy changes). Cefali also mentioned the following important dates: March 8 and 15, respectively House and Senate recess, reconvening on April 9; March 20 is the statewide primary; and April 13 is the next legislative deadline where all substantive bills pass out of committee into both chambers.

9.0 Federal Update

CMAP staff Tom Kotarac gave an update on relevant federal developments being monitored based on the Federal Agenda that the CMAP Board approved in February. TIGER grants, Kotarac reported, are about to be announced (one in the State of Illinois, Williamson County)—congratulations to IDOT for the \$7 + million grant. Other large INFRA grants are likely to be announced in June—now is a good time to redouble advocacy of CREATE. Kotarac also covered highlights of the President’s Infrastructure Proposal—\$200 billion over 10 years, that does not fix the highway trust fund, does not include “pay fors”, and redefines the federal/local relationship related to transportation funding (now at 80/20 match, would be reversed to 20/80)—the Senate’s Democrats \$1 trillion budget plan that has “pay fors” that includes a grant program that would incentivize MPOs and State DOTs to meet targets (not so sound on gas tax)—and, Congress’ appropriations omnibus, \$20 billion of which over the next two (2) years to go toward infrastructure. Members weighed in on the topics, specifically related to the INFRA grant proposal program, the difficulty in matching 20/80, the trust fund funding gap, the work of the subcommittee on revenues, presuming an 80/20 match, could drastically shift projections, and concerns about not taking advantage of existing programs.

10.0 Election of Interim MPO Policy Committee Secretary

With best wishes and thanks, Chairman Secretary Blankenhorn acknowledged the departure of Tom Kotarac as a member of the CMAP staff and secretary to the MPO Policy

committee, and nominated Jesse Elam to serve as Interim Secretary. A motion by Mayor Jeffery Schielke was seconded by Leanne Redden, and with all in favor, carried.

11.0 Innovation Agenda: Autonomous Vehicles (AV)

Justine Sydello and Matt McAnarney, addressing the innovation agenda, gave a presentation on autonomous vehicles (AV). Innovative, game changing, and meant to reduce fatalities and save lives, Sydello reported that autonomous vehicles are coming. Today's Agenda would cover Illinois Interagency AV Working Group Overview, Proposed AV Testing Framework, AV 102-A Data Primer, and finally discussion. Sydello covered the vision statement, the respective state agencies involved in the working group, and responsibilities of those agencies, the vision in practice, and the interagency working group activities. Matt McAnarney covered the portions of the presentation related to the testing framework, citing states and describing laws or executive orders that had been enacted. McAnarney also covered the testing program, gave background on current Illinois law (HB 791 introduced last session) related to testing, and reported key testing recommendations (vehicle registration, vehicle insurance, self-certification clauses, and autonomous vehicle decals. McAnarney described AV/CV testing demonstrations, and AV 102-A Data Primer covering data uses, use cases, and data concerns related to ownership, access, privacy and security. Bills will continue to be monitored, McAnarney concluded, and an Illinois AV Association is likely to be created.

12.0 Other Business

There was no other business before the MPO Policy Committee.

13.0 Public Comment

There were no comments from the public.

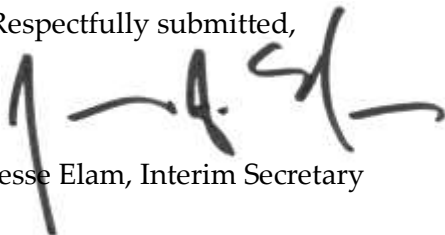
14.0 Next Meeting

The MPO Policy Committee is scheduled to meet next June 14, 2018.

15.0 Adjournment

At 11:39 a.m., a motion to adjourn by Frank Beal was seconded by Tom Rickert. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'J. Elam', is written over the typed name.

Jesse Elam, Interim Secretary

05-18-2018
/stk



MEMORANDUM

To: CMAP Board and MPO Policy Committee

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

Date: June 7, 2018

Re: FY 2019 Unified Work Program (UWP)

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

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

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

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

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

ACTION REQUESTED: Approval

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

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

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

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

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

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

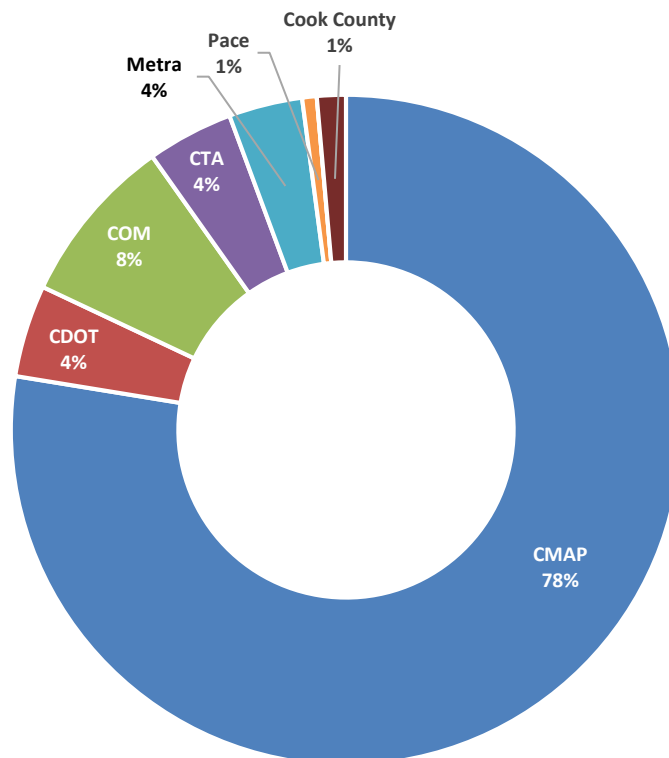
The UWP budget is submitted to CMAP's Transportation Committee, which recommends approval of the UWP budget to the Programming Committee and the MPO Policy Committee. The Programming Committee also recommends approval of the UWP budget to the CMAP Board. Approval by the MPO Policy Committee signifies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

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

Funding by Agency

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

FIGURE 1
Share of FY 2019 UWP Funds by Agency



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

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

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

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

Summary of UWP Projects and Budgets by Recipient Agency

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

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

Brief Synopses of FY 2019 Recommended UWP Projects

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

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

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

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

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MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: June 7, 2018

Re: FTA Urbanized Area Allocations

In March 2018 the Consolidated Appropriations Act, 2018 became law (Public Law 115-141). The new law contained full FFY 2018 apportionments for FTA grant programs. A variety of FTA grant programs distribute funding via a formula to urbanized areas. In the CMAP region there are two urbanized areas: Chicago, IL-IN and Round Lake Beach-McHenry-Grayslake, IL-WI. Each of these urbanized areas is within the boundaries of two MPOs. The funding that is allocated to each urbanized area is then sub-allocated based on the agreements negotiated between Illinois and Indiana for §5307/ §5340, §5337, §5339, and §5310 funding; and Illinois and Wisconsin for §5307/§5340, §5339, and §5310 funding. The 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, information in the National Transit Database, and Census data. The splits between Indiana/Illinois and Wisconsin/Illinois are available in the below table.

FTA Apportionments for the Chicago, Illinois/Indiana Urbanized Area and Round Lake Beach, McHenry, Grayslake Urbanized Area for FFY 2018.

	FTA Section 5307/5340 Urban Area Formula Grants			
Region	Total	Illinois	Indiana	Wisconsin
Chicago, Illinois/Indiana Urbanized Area	\$255,825,286	\$243,687,501	\$12,137,785	\$0
Round Lake Beach, McHenry, Grayslake Urbanized Area	\$5,463,788	\$5,282,794	\$0	\$180,994
Total	\$261,289,074	\$248,970,295	\$12,137,785	\$180,994

	FTA Section 5337 State of Good Repair Grants			
	Total	Illinois	Indiana	Wisconsin
Chicago, Illinois/Indiana Urbanized Area	\$291,252,929	\$273,813,212	\$17,439,717	\$0
Round Lake Beach, McHenry, Grayslake Urbanized Area	\$7,082,351	\$7,082,351	\$0	\$0
Total	\$298,335,280	\$280,895,563	\$17,439,717	\$0

	FTA Section 5339 Bus and Bus Facilities Formula Grants			
	Total	Illinois	Indiana	Wisconsin
Chicago, Illinois/Indiana Urbanized Area	\$17,519,228	\$16,921,668	\$597,560	\$0
Round Lake Beach, McHenry, Grayslake Urbanized Area	\$386,972	\$365,242	\$0	\$21,730
Total	\$17,906,200	\$17,286,910	\$597,560	\$21,730

	FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Grants			
	Total	Illinois	Indiana	Wisconsin
Chicago, Illinois/Indiana Urbanized Area	\$6,552,912	\$6,104,167	\$448,745	\$0
Round Lake Beach, McHenry, Grayslake Urbanized Area	\$196,928	\$176,201	\$0	\$20,727
Total	\$6,749,840	\$6,280,368	\$448,745	\$20,727

The committee is requested to approve the funding splits as presented for §5307/ §5340, §5337, §5339, and §5310, contingent upon RTA Board approval on June 21, 2018.

ACTION REQUESTED: Approval

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MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: June 7, 2018

Re: National Highway System Changes

CMAP and IDOT have been collaborating on revisions to the National Highway System (NHS). The NHS is periodically revised as conditions change. Revisions proposed by IDOT are subject to review by Counties and the Metropolitan Planning Organization. Final approval is by the Federal Highway Administration. CMAP staff will have presented NHS changes to the Freight Committee and to the Transportation Committee in anticipation of approval by the CMAP MPO Policy Committee in June 2018.

The NHS consists of the Interstate System, highways functionally classed as freeways and expressways, and other principal arterials, plus intermodal connectors. Intermodal connectors link intermodal terminals to the remainder of the NHS. Changes in both functional classifications and access to intermodal terminals are the primary sources of proposed changes.

IDOT approved changes in functional classifications in 2016. These changes, developed collaboratively with CMAP staff, were reviewed by the Counties and the Councils of Mayors. Many of the functional classification changes resulted from a close look at principal arterials, which had not been reviewed prior to their addition to the NHS. Most of the changes now being proposed for the mainline NHS follow directly from the 2016 changes in functional classification. A few additional mainline NHS changes also arose in reviewing intermodal connectors (e.g., Higgins Rd. in the vicinity of O'Hare) and in planning by the City of Chicago for the Obama Presidential Center.

In addition, CMAP and IDOT reviewed the status of intermodal connectors. Many of the changes are technical, to reconcile FHWA and IDOT records (based on prior approved changes). Other changes are based on changes in connectivity or better information regarding truck routing. Still more changes were based on changes and facility consolidation in the intermodal industry.

The proposed changes are posted at <http://www.cmap.illinois.gov/mobility/roads/cmp/NHS>.

ACTION REQUESTED: Approval.

###



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: Subcommittee on Transportation Revenue

Date: June 7, 2018

Re: Recommendations on transportation system revenues

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

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

Purpose of increasing transportation system funding

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

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

ON TO 2050 funding recommendations

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

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

Funding implementation priorities and principles

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

Transportation funding principles

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

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

Revenue structure

Able to sustain the transportation system

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

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

Benefit based

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

Considers ability to pay

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

Investment structure

Invested via performance based approaches

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

Supports all modes

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

Proposals for near-term transportation revenue increases

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

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

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

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

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

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

The region should consider the following implementation issues:

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

Future steps

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

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

ACTION REQUESTED: Information

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MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: June 7, 2018

Re: Near Term External Implementation of ON TO 2050

On June 15, a draft of ON TO 2050 will be released for public comment. Before the final plan is adopted on October 10, there is an opportunity to compile these comments, summarize them, and make revisions. In preparation for a seamless transition from plan development to implementation and based on input from the CMAP Board, committees, and other stakeholders, staff have prioritized a series of near term implementation projects, with a focus on those that require support or participation from external stakeholders. At this time, staff are working to scope projects, form needed partnerships, or raise funds. In some cases, staff have already begun to execute project tasks.

The list below identifies implementation projects that require external partnerships. All of these projects are still in the formative stages. Staff is seeking input from the CMAP Board and committees at this time and will continue to do so at regular intervals in the future. It is anticipated that many of these projects will ultimately be reflected in the FY 2020 agency work plan. Processes already included in the FY 2019 work plan or already underway, such as development of programming criteria for the CMAQ program, are not included on this list.

Goal	Lead	Status
Community		
Develop a targeted reinvestment area (TRA) program.	Schuh, Elam	Staff are scoping a timeline and process to engage stakeholders in defining TRA criteria and structuring a program.
Governance		
Establish regional coordination on Inclusive growth.	Scott, Williams-Clark	CMAP, the Local Initiatives Support Corporation (LISC) Chicago, and World Business Chicago are working with a consultant to explore a broader coalition effort with shared goals and outcome measures.

Goal	Lead	Status
Evaluate options to incorporate capacity building into CMAP programs as well as partner activities.	Ihnchak	Staff are in the advanced stages of scoping. Preliminary fundraising meetings have taken place internally and with philanthropy.
Explore options for expanding and coordinating primary health data collection.	Lopez	Staff are discussing this potential with departments of public health.
Prosperity		
Support development of an entity with the mandate and resources to implement a regional economic growth strategy	Weil, Edwards	The CMAP Board recently approved funding to support the Chicago Regional Growth Corporation (CRGC) and staff are in discussions on ways to assist CRGC. In June, CMAP will co-host a forum with CRGC and the Chicago Fed for the region's chambers of commerce.
Conduct additional analysis of the region's globally traded clusters	Weil, Edwards	Staff are scoping and beginning data analysis for a report that will assess the performance, workforce and planning needs, and contributions to inclusive growth of the region's specialized industry clusters, expected in early 2019.
Focus economic development and workforce training on pathways for upward economic mobility	Weil, Edwards	Staff are developing a policy update series on labor market polarization and demographics of the workforce. This analysis will inform the development of a report on current workforce programs and the state of jobs in the economy, expected in mid-2019.
Environment		
Determine interest and seek funding for developing and the next iteration of the Green Infrastructure Vision.	Daly, Hyland	Staff have compiled feedback on the conservation areas layer and plan to initiate partner discussions this summer.
Explore the potential for a new regional climate resilience partnership to focus on key strategies from ON TO 2050.	Ihnchak	Staff plan to convene meetings of the climate resource group over the summer.
Explore the potential to create updated municipal emissions profiles in conjunction with a partner.	Ihnchak	Staff have initiated discussions with an appropriate partner.
Mobility		
Support new transportation revenues research and initiatives.	Hollander	A subcommittee of the CMAP Board and MPO Policy Committee explored new revenue principles and a memo will be shared at the June, 2018 meeting.
Form a private provider committee or task force as part	Irvin	Staff are in the scoping phase of this project and exploring the potential to address larger emerging

Goal	Lead	Status
of CMAP's working group structure.		technology issues.
Work with IDOT and FHWA to allow the use of Transportation Development Credits generated by the tollways to be the local match for transportation investments in high need communities.	Elam, Dixon, Ferguson	Staff continue to discussion with both IDOT and FHWA.
Work with IDOT to revise design manuals to improve outcomes for bike and pedestrian safety, walkable neighborhoods and suburban downtowns, stormwater management, and other ON TO 2050 priorities	Schuh	Staff are scoping this project and are engaging stakeholders in preliminary discussions.
Conduct a series of truck routing, permitting, and delivery management studies in the region's freight-intensive land use clusters.	Schnobrich	Staff have conducted initial scoping activities and applied for IDOT funding to support the project.

ACTION REQUESTED: Information

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Chicago Metropolitan Agency for Planning

Agenda Item No. 14.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: June 7, 2018

Re: State Legislative Update

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

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

ACTION REQUESTED: Information

June 2018 Legislative Summary

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

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

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

Roster of CMAP Board-reviewed bills

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

2017

[HB3004](#) RTA working cash notes (CMAP supports)
[SB520](#) Continued federal appropriations (CMAP supports)
[SB1337](#) and [HB2756](#) Stormwater management (CMAP supports)
[SB1507](#) County-led stormwater management (CMAP supports)
[HB496](#) Township consolidation (CMAP supports)
[HB662](#) Registration fee increase for electric and alternative fuel vehicles (CMAP supports)
[HB2802](#) Transit benefit programs (CMAP supports)
[HB3136](#) Increase the motor fuel tax (CMAP neutral)
[SJR7](#) and [HJR12](#) I-55 managed lanes (CMAP supports)

2018

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

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