



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee Annotated Agenda Friday, April 26, 2019--9:30 a.m.

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

- 1.0 Call to Order/Introductions** **9:30 a.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes— February 22, 2019**
ACTION REQUESTED: Approval
- 4.0 Committee Reports**
A report on the April 10, 2019 Coordinating Committee will be provided. A copy of the new CMAP Committees update that was emailed to members on April 9, 2019 is also attached.
ACTION REQUESTED: Information
- 5.0 FFY 2019-2024 Transportation Improvement Program (TIP) Amendments and Administrative Modifications**
A memo summarizing the formal TIP amendments [19-05](#) and [19-05.3](#) and administrative amendments [19-05.1](#) and [19-05.2](#) is included in the meeting materials.
- 5.1 TIP Amendment 19-05**
TIP Amendment [19-05](#) was published to the eTIP web site on April 19, 2019 for committee review and public comment.
ACTION REQUESTED: Approval
- 5.2 TIP Amendment 19-05.3**
TIP Amendment [19-05.3](#) was published to the eTIP web site on April 19, 2019 for committee review and public comment.
ACTION REQUESTED: Approval

6.0 FFY 2019 Federal Funding Allocations

An overview of the FFY 2019 Federal allocations to the Service Boards and the subarea allocations of FFY 2019 FTA §5307/ §5340, §5337, §5339, and §5310 funding with northwestern Indiana and FTA §5307/§5340, §5339, and §5310 funding with southeastern Wisconsin described in the attached memo, will be presented to the committee. The Transportation Committee is asked to recommend MPO Policy Committee approval of the subarea allocations between Northwestern Indiana-Northeastern Illinois and Southeastern Wisconsin-Northeastern Illinois, contingent on RTA Board approval. The FFY 2019 State/Regional Resources table and distributions to the service boards will be revised to reflect this action.
ACTION REQUESTED: Approval

7.0 FY 2020 Unified Work Program (UWP)

Staff will present the proposed FY 2020 UWP and seek approval of a recommendation to the CMAP Board and MPO Policy Committee.
ACTION REQUESTED: Approval

8.0 Public Participation Plan Update

Staff will review highlights of the [draft plan](#), which is currently available for public comment through May 21, 2019. Committee feedback is requested for inclusion in the comments. The Committee will be asked to recommend approval of the final plan to the CMAP Board and MPO Policy Committee in June.
ACTION REQUESTED: Discussion

9.0 Illinois Tollway Budget and Capital Program

Staff from the Tollway will present an overview of the agency's budget and capital program.
ACTION REQUESTED: Information

10.0 Kane County Division of Transportation (KDOT) Budget and Capital Program

Staff from KDOT will present an overview of the department's budget and capital program.
ACTION REQUESTED: Information

11.0 Pavement Condition Data and Pavement Management Plan Update

Staff will provide an update on data collection and development of municipal pavement management plans.
ACTION REQUESTED: Information

12.0 FAST Act Rescissions

The FAST Act includes an end of FFY 2019 rescission that will be applied in June 2020. The rescission will be applied to individual federal fund codes in proportion to their unobligated balances on September 30, 2019. Staff will discuss the current status of unobligated balances and strategies for reducing the rescission liability for fund sources programmed by CMAP.

ACTION REQUESTED: Information

13.0 Legislative Update

Staff will provide an update on relevant legislative activities.

ACTION REQUESTED: Information

14.0 Status of the Local Technical Assistance (LTA) Program

The LTA program status report is available [here](#).

ACTION REQUESTED: Information

15.0 Other Business

16.0 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 time for the public comment period will immediately follow the last item on the agenda.

17.0 Next meeting

The next Transportation Committee meeting will be June 7, 2019.

18.0 Adjournment

Committee Members

| | | |
|---------------------------|---------------------------|------------------------|
| _____ Ron Burke | _____ Robert Hann | _____ Anthony Quigley |
| _____ Darwin Burkhart | _____ Jessica Hector-Hsu | _____ Tom Rickert |
| _____ Kevin Carrier | _____ Scott Hennings | _____ Leon Rockingham |
| _____ Lynnette Ciavarella | _____ Elizabeth Irvin | _____ Joe Schofer |
| _____ Michael Connelly | _____ Tom Kelso | _____ Lorraine Snorden |
| _____ John Donovan*** | _____ Fran Klaas | _____ Chris Snyder** |
| _____ Doug Ferguson | _____ Christina Kupkowski | _____ P.S. Sriraj |
| _____ Tony Greep*** | _____ Beth McCluskey | _____ Trey Wadsworth |
| _____ Adrian Guerrero | _____ Kevin Muhs | _____ Audrey Wennink |
| _____ Luann Hamilton | _____ Tara Orbon | _____ Rocco Zuccherro* |

*Chair

**Vice-Chair

***Non-voting



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAP) DRAFT

Transportation Committee Meeting Minutes

February 22, 2019

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

Members Present: Rocco Zuccherro – Illinois Tollway, Chair, Lynnette Ciaverella – Metra, Michael Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMAP, Tony Greep – FTA, Luann Hamilton – CDOT, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Chris Hiebert – SEWRPC, Elizabeth Irvin – CNT, Tom Kelso – IDOT OP&P, Mike Klemens – Lake County, Christina Kupkowski – Will County, Tara Orbon – Cook County, Ryan Peterson – Kane County, Joe Schofer (via phone) – Academic & Research, Troy Simpson – Kendall County, Chris Snyder – DuPage County, P.S. Sriraj – Academic & Research, Mike Sullivan – IDOT D1, Audrey Wennink – MPC

Staff Present: Dominic Argumedo, Sarah Buchhorn, Dustin Calliari, Anthony Cefali, Emily Daucher, Teri Dixon, Kama Dobbs, Jesse Elam, Maggie Jarr, Erin Kenney, Leroy Kos, Stephanie Levine, Jen Maddux, Tony Manno, Martin Menninger, Stephane Phifer, Russell Pietrowiak, Katanya Raby, Jeff Schnobrich, Liz Schuh, Aseal Tineh, Sarah Welwema, Simone Weil, Barbara Zubek

Others Present: Jane Anderson, Garland Armstrong, Heather Armstrong, Noel Basquin, Elaine Bottomley, Nathan Bruemmer, Tom Budescu, Dan Burke, Jack Cruikshank, Grant Davis, Scott Figved, Scott Hennings, Cole Jackson, Kendra Johnson, Josh Klingenstein, Daniel Knickelbein, Sandy Koo, Jeff Lind, John McFarlene, Kelsey Mulhausen, Dan Persky, Rajiv Pinto, Brian Plum, Adam Rod, Veronica Rodriguez, Adam Rolstad, Courtney Sage, David Seglin, Cody Sheriff, Troy Simpson, Anish Tailor

1.0 Call to Order and Introductions

The meeting was called to order at 9:31 by chair Zuccherro.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

A motion to approve the minutes of the January 18, 2019 meeting, as presented, made by Ms. Hamilton, and seconded by Ms. Hector-Hsu, carried.

4.0 Committee Reports

Ms. Phifer reported that the coordinating committee held their first meeting on February 13, 2019. Most of the conversation was about what the committee responsibilities will be. Ms. Phifer also reported that CMAP will be developing a leadership academy to help build up the capacity of the entire region.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

5.1 TIP Amendments and Administrative Modifications

Mr. Kos reported that formal amendment 19-03 was published to the eTIP website on February 15, 2019 for committee review and public comment. Administrative amendment 19-03.1 was also posted for information. A memo summarizing the formal and administrative changes was included in the packet. A motion to approve formal TIP amendment 19-03, made by Mr. Peterson and seconded by Mr. Snyder, carried.

5.2 Semi-Annual ON TO 2050/TIP Conformity Analysis and TIP Amendment

Mr. Kos reported that the public comment period for the semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment 19-04 ended on February 19, 2019. No comments were received. A motion to recommend approval of the Semi-Annual ON TO 2050/TIP Conformity Analysis and TIP Amendment 19-04 to the MPO Policy Committee, made by Ms. Hamilton and seconded by Mr. Snyder, carried.

6.0 ON TO 2050 Regionally Significant Projects Amendments

6.1 O'Hare Express Service Overview

Mr. Burke presented an overview of the O'Hare Express Service proposed to be developed by the Boring Company in partnership with the City of Chicago. Chair Zucchero asked about the status of NEPA documentation and Mr. Burke responded that the draft Environmental Assessment will be submitted this month. Chair Zucchero asked if there is a demonstration of the tunnel. Mr. Burke responded a one-mile test tunnel opened in December in California. He stated that the vehicles for this project are still in development and said he is very confident that the Boring Company can design a 16 person autonomous vehicle for use in the tunnel. Ms. Wennink asked what kind of provisions there are if the Boring Company stops operating or only partially builds the project. Mr. Burke stated the city has several protections, including a surety provision which states that at any time during construction if the developer defaults or pulls out there would be payment to the City to close the project and render it to a safe condition. If the developer does pull out, they do not have ownership of the constructed facility and it would be turned over to the city with no capital costs. If the system is operational and the developer walks away, there will be a payment associated with that and the City will take possession of the system. Mr. Taylor, an audience member, asked what the ticket price will be. Mr. Burke responded that the ticket price is not finalized yet but the goal is to be around \$25, approximately

half of the cost of rideshare. Mr. Kelso asked who controls the price. Mr. Burke stated that the City is likely to propose price caps in the contract.

6.2 Summary of Public Comments

Ms. Schuh presented an overview of public comment received to date regarding the proposed amendments. Fifteen comments were received about the O'Hare Express Service, with one comment in full support of the project and 14 comments in opposition. Four comments were received about the Jackson Park project, with two comments not related to the transportation improvements proposed in the project, one comment opposed, and one in support. Ms. Irvin stated that CNT is still working on their comments and said they echo some of the same concerns about the details of the O'Hare Express Service project and want to make sure the process sets us up for a precedent for future amendments.

6.3 ON TO 2050/TIP Conformity Analysis and TIP Amendment 19-04.1

Mr. Pietrowiak reported that the ON TO 2050/TIP Conformity Analysis and TIP Amendment 19-04.1 did not receive any public comments. Ms. Hector-Hsu asked what would trigger another plan and TIP amendment if either project were to change for some reason. Mr. Pietrowiak stated that if there was a funding change that exceeded a threshold or if the project completion year moved beyond the current scenario years that would trigger a TIP amendment. A motion to approve the ON TO 2050/TIP Conformity Analysis and TIP Amendment 19-04.1 made by Mr. Connelly, seconded by Ms. Hamilton, carried.

7.0 Chicago Department of Transportation (CDOT) Budget and Capital Program

Mr. Davis presented an overview of the department's federal capital program. Chair Zucchero asked how far out CDOT plans for their Transit Asset Management Plan. Mr. Davis stated that CDOT plans long term for their assets beyond 10 years. Mr. Donovan asked what opportunities there are for public input. Mr. Burke replied that the City publishes the Capital Improvement Program annually and there is public comment associated with that. He added that CDOT is also required to go through the new STP selection process. Ms. Irvin thanked CDOT for the helpful information.

8.0 Legislative Update

Mr. Cefali reported that the CMAP Board approved the 2019 Legislative Framework and state and federal agendas on February 13, 2019. Staff will use these documents to guide legislative activities at both state and federal levels. He stated that the deadline for filing bills was on February 15, 2019 and staff is tracking and analyzing those with relevance to ON TO 2050. He announced that Governor Pritzker delivered the joint State of the State and Budget address that called for a capital bill this session. CMAP staff has made contact with all relevant capital appropriations committees in the House and the Senate and CMAP will participate in a series of hearings throughout the spring regarding the state's transportation infrastructure. Chair Zucchero commented that House Bill 2785, the Geolocation and Privacy Protection Act, is a bill to watch.

9.0 Local Technical Assistance (LTA) Program

9.1 FY 2020 Program of Projects

Ms. Phifer presented the recommended program of projects for consideration for a recommendation for approval to the CMAP Board and MPO Policy Committee. She briefly described the outreach during the call for projects. There were 74 applications received from 66 applicants. In total, staff recommends 17 new projects for the LTA program and 12 projects for alternative support. Mr. Snyder asked what it means that five projects are contingent on funding availability. Ms. Phifer stated one of the projects is a housing project that does not fit in the traditional UWP transportation funding and the other four are dependent on competitive UWP funding approval. Ms. Hector-Hsu stated that the RTA portion of the program is also out for public comment until March 8, 2019 and will go to the RTA Board for approval on March 21, 2019. A motion to recommend approval of the FY 2020 LTA Program to the CMAP Board and MPO Policy Committee made by Mr. Snyder, seconded by Mr. Sullivan carried.

9.2 Status Report

The LTA program status report was included in the meeting materials.

10.0 Other Business

There was no other business.

11.0 Public Comment

Heather Armstrong stated she believes most people don't want O'Hare Express Service and due to the cost would just take the Blue Line. She suggested more to improve North Central service to O'Hare or to add an O'Hare stop on the Milwaukee District-West line would be better than using taxpayer dollars on something people won't use. She added that she is concerned about bridge conditions and stated they need to be fixed before they fall apart.

Michelle Flagg introduced herself as a real estate attorney and owner of a woman-owned business enterprise (WBE) and disadvantaged business enterprise (DBE). She asked what considerations would be given in the O'Hare Express Project for WBE and DBE companies. Ms. Hamilton stated that the specific provisions are unknown and suggested that Mr. Burke, who had left the meeting earlier, may be able to provide more information.

12.0 Next Meeting

The next Transportation Committee meeting is scheduled for April 26, 2019.

13.0 Adjournment

On a motion by Mr. Snyder, seconded by Mr. Hennings, the meeting adjourned at 10:32 a.m.

Respectfully submitted,



Barbara Zubek

CMAP COMMITTEES

April 9, 2019

Dear CMAP Committee members and friends,

In an effort to better coordinate across CMAP's committees, staff will periodically provide an update on timely developments, upcoming presentations in other committees, and a recap of recent meetings.

For questions about committee meetings, please contact the staff member listed on the [Committees](#) page. Please note that any changes to committee meeting dates or times will be listed on the individual committee's webpage.

Upcoming Local Technical Assistance project approval for FY2020

On Wednesday, April 10, the CMAP Board will vote to approve recommended projects from the [FY 2020 Local Technical Assistance \(LTA\) Call for Projects](#). CMAP's [LTA program](#) directs resources to communities pursuing planning work that helps to implement [ON TO 2050](#), the region's comprehensive plan.

Building local capacity

CMAP's Embedded Staff Planner (ESP) program officially kicked off in March after approval by the village trustees of Sauk Village and Calumet Park. Staff will present updates on the ESP program at the April Board meeting.

Upcoming meetings' highlights

Agenda items are subject to change. To check meeting agendas and access all committee materials: <https://www.cmap.illinois.gov/committees>.

Coordinating Committee

Wednesday, April 10, 8:00 a.m.

Staff will request approval of the [FY 2020 Unified Work Program](#), which sets out the agenda and funding levels for much of the transportation planning work in the region. Staff will present findings from analysis on northeastern Illinois' traded industry clusters, and solicit feedback from the committee on related strategies before completing a final report in spring 2019.

Board Meeting

Wednesday, April 10, 9:30 a.m.

Join the CMAP Board in person at CMAP's office or [stream the meeting online](#).

Staff will request approval of the [FY 2020 Local Technical Assistance Program recommendations](#). Staff will present an update on the Embedded Staff Planner program, which officially kicked off in March in Sauk Village and Calumet Park.

Surface Transportation Project (STP) Project Selection Committee

Thursday, April 11, 9:30 a.m.

Staff will provide a summary of the STP applications received during the most recent call for projects, which closed in March. The committee will consider staff recommendation for the program at the July meeting.

Congestion Mitigation and Air Quality (CMAQ) Project Selection Committee

Thursday, April 11, 2:00 p.m.

Staff will provide a summary of the CMAQ applications received during the most recent [call for projects](#), which closed in March. The committee will consider staff recommendations for the program at the July meeting.

Freight Committee

Monday, April 15, 10:00 a.m.

A trucking industry representative will provide the Freight Committee an overview of recent analysis measuring truck dwell times at intermodal facilities, conducted with the goal of increasing drayage capacity and operational efficiency.

Transportation Committee

Friday, April 26, 9:30 a.m.

Over the course of the year, transportation implementers will present their capital programs at the Transportation Committee. In February, the Chicago Department of Transportation presented an overview of Chicago's [2019-23 Federal and State Capital Program](#). At the April meeting, staff from the [Illinois Tollway](#) and [Kane County](#) will present overviews of their transportation budgets and capital plans.

Environment and Natural Resources Committee

Thursday, May 2, 9:30 a.m.

Edith Makra from the [Metropolitan Mayors Caucus](#) will present on the [Greenest Region Compact](#), which promotes sustainability in Chicago communities across the region.

Land Use and Housing Committee

Tuesday, May 7, 10:00 a.m.

Committee members will discuss the newly formed committee's 2019 work plan to implement [ON TO 2050](#).

Recap of February and March meetings

Citizens' Advisory Committee

[Met on March 12](#). Staff provided the committee a summary of recent [CMAP outreach activities and events](#) as well as an overview of amendments made to the [ON TO 2050 Regionally Significant Projects](#). The committee discussed the projects being recommended for the [FY 2020 Local Technical Assistance program](#).

Economic Development Committee

[Met on March 25](#). The agenda focused on regional efforts to promote inclusive growth. Lisa Castillo Richmond, managing director of the [Partnership for College Completion](#), provided an overview of the [Illinois Equity in Attainment \(ILEA\)](#) initiative. ILEA aims to close the college completion gap by developing campus-specific equity plans across 25 participating colleges and universities. CMAP staff reviewed the portfolio of ongoing CMAP projects related to inclusive growth, including the use of equity criteria in [transportation programming](#) and recent [policy research on demographics of the labor force](#).

Feedback from the committee included comments on place-based strategies for expanding economic opportunity, issues of workforce mobility and access to jobs, and the region's fare box recovery ratio. ON TO 2050 recommends leveraging the transportation network and supporting pathways for upward economic mobility, in part by improving commute options for those living in disinvested areas. CMAP staff will incorporate feedback from the committee into related efforts to scope a regional data scan on workforce trends and to develop strategies for promoting reinvestment in disinvested areas.

Environment and Natural Resources Committee

[Met on March 7](#). The agenda included a discussion of recent changes CMAP adopted to its committee structure and procedures, a draft terms of committee

membership, and potential work plan activities for 2019. Staff provided an overview of the [call for transportation projects](#), including the Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, and Transportation Alternatives Program-Local. CMAP staff gave an update on the [Robbins TOD and Industrial Area Plan](#), where CMAP is providing assistance through the Local Technical Assistance program to the Village to maximize development potential to support the flood mitigation and storm water park development proposed by the Metropolitan Water Reclamation District of Greater Chicago.

Human and Community Development Committee

[Met on February 5](#). The committee discussed membership and did an exercise to update the mission and vision. They also conducted an analysis of strengths and weaknesses, and discussed the kinds of projects that they would like to help inform this year, along with potential field trips and partnerships. They heard a presentation on disinvested areas that is part of CMAP's work implementing ON TO 2050's Inclusive Growth principle.

Land Use and Housing Committee

[Met on March 5](#). At the first meeting of the newly formed committee, the members discussed the development of the [committee's charge and workplan for 2019](#). Staff provided updates on the development of CMAP's new capacity building program and engaged the committee in a discussion of the region's [local training and capacity building needs](#).

Transportation Committee

[Met on February 22](#). The committee approved formal [Transportation Improvement Program \(TIP\) amendment 19-03](#) and recommended approval of the semi-annual [ON TO 2050/FFY 2019-2024 TIP conformity analysis](#) and [TIP amendment 19-04](#) to the MPO Policy Committee. Staff from the Chicago Department of Transportation (CDOT) provided an overview presentation about the [proposed O'Hare Express Service project](#). CMAP staff gave an update on public comment received through February 21 on proposed amendments to ON TO 2050 Regionally Significant Projects (RSPs). The committee recommended CMAP Board and MPO Policy Committee approval of the [ON TO 2050/FFY 2019-2024 Conformity Analysis](#) and [TIP amendment 19-04.1](#) containing the proposed RSP amendments and the staff recommended FY 2020 Local Technical Assistance Program. The City of Chicago gave a presentation about [CDOT's 2019-2023 Federal/State Capital Program](#) and staff updated the committee on the activities of CMAP's Coordinating, Working, and Advisory Committees. CMAP staff gave an overview of the agency's legislative activities, including the [state](#) and [federal](#) agendas and [framework](#).

Attending meetings

All committee meetings are held at CMAP's office, 233 S. Wacker Dr., Chicago, Suite 800, which is accessible and in compliance with the Americans with Disabilities Act. If a committee member or a member of the public requires a reasonable accommodation in order to attend a committee meeting, please contact Ingrid Witherspoon at 312-454-0400 or iwitherspoon@cmmap.illinois.gov at least five days in advance of the meeting.

Note: This notice is being sent using an email expediting firm, Constant Contact. This system is also used for other agency communications. If you wish to receive only select communications, please reply to Sherry Kane at skane@cmmap.illinois.gov. "Safe Unsubscribing" to any of our Constant Contact emails using their automated system may prevent you from receiving any communications from us, regardless of the subject.

Subscribe





MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: April 19, 2019
Re: Transportation Improvement Program (TIP) Amendments

Since the February 22nd committee meeting, project programmers submitted 69 formal amendments for Transportation Committee consideration. Additionally, 239 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendments 19-05 and 19-05.3.

Formal Amendment 19-05

A total of 59 Formal Amendments were submitted for Transportation Committee approval on amendment **19-05**. Cost changes made to 38 projects added \$117.5 million in total cost to the TIP. Financial changes made when phases were moved into or out of the active years (FFY 2019 – 2023) of the TIP on thirteen (13) projects added just under \$4 million in total cost and an addition \$10.7 million was added with eleven (11) new projects. Three (3) projects were deleted from the TIP, removing \$2.4 million in total cost, and cost adjustments made when changing fund sources programmed for three (3) projects removed an additional \$224 thousand. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of just over \$129.6 million to the TIP, as summarized below.

| Type of change | # of projects | Change in total cost | Total cost before | Total cost after |
|---------------------------------------|---------------|----------------------|------------------------|------------------------|
| Cost change | 29 | \$117,516,843 | \$4,064,977,216 | \$4,182,494,059 |
| Phase(s) added to or removed from TIP | 13 | \$3,940,848 | \$145,129,500 | \$149,070,348 |
| New Project | 11 | \$10,720,881 | \$0 | \$10,720,881 |
| Delete project | 3 | -\$2,380,213 | \$2,619,034 | \$0 |
| Change fund sources | 3 | -\$224,000 | \$62,950,000 | \$62,726,000 |
| Grand Total | 59 | \$129,574,359 | \$4,275,675,750 | \$4,405,011,288 |

Formal Amendment 19-05.3

A total of ten (10) Formal Amendments were submitted for Transportation Committee approval on amendment **19-05.3**. These changes were made to allow the use of Transportation Development Credits – Highways (TDCH), also known as “toll credits”, to permit additional federal funds to be used in lieu of a non-federal match for nine (9) projects within IDOT District 1 and one (1) project within IDOT District 3 that are scheduled for construction letting on June 14, 2019. In addition to increasing the federal share on these projects, schedule, cost, and minor scope changes were also made. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$1.56 million to the TIP and the total amount of TDCH being used is \$2.5 million, as summarized in the table below.

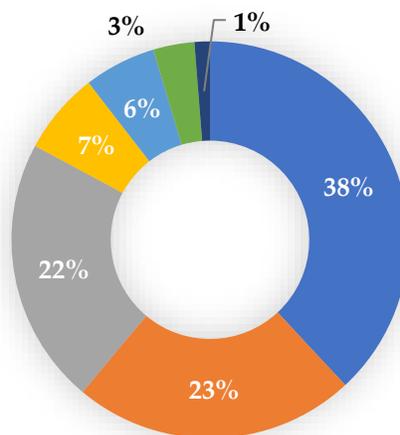
| Type of change | # of projects | Change in total cost | Total cost before | Total cost after | TDCH Used |
|------------------------------------|---------------|----------------------|----------------------|----------------------|--------------------|
| Schedule & cost change; TDCH added | 2 | \$490,000 | \$1,810,000 | \$2,300,000 | \$410,000 |
| Minor scope change; TDCH added | 1 | \$0 | \$4,522,500 | \$4,522,500 | \$397,000 |
| Schedule change; TDCH added | 3 | \$0 | \$5,298,000 | \$5,298,000 | \$487,000 |
| TDCH added | 2 | \$180,000 | \$171,197,000 | \$171,377,000 | \$747,000 |
| Cost change; TDCH added | 2 | \$890,000 | \$81,660,000 | \$82,550,000 | \$460,000 |
| Grand Total | 10 | \$1,560,000 | \$264,487,500 | \$266,047,500 | \$2,501,000 |

Administrative Amendments 19-05.1 and 19-05.2

A total of 239 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments **19-05.1** and **19-05.2**. Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

19-05.1 & 19-05.2 Administrative Amendments - Type of Change

■ AC ■ Schedule ■ Cost ■ Other ■ New ■ Scope ■ Delete



The majority of administrative changes submitted were related to Advance Construction (AC), with 69 projects having at least one phase authorized in AC by FHWA and 22 projects having at least one phase converted from AC status. Cost adjustments made with the AC changes added just under \$6 million in total cost to the TIP. Cost changes made with 55 schedule changes added \$1.2 million. Fifty-two (52) projects experienced cost changes below the amendment thresholds or changes to non-federal fund sources that resulted in \$33.5 million being removed from the TIP. Fourteen (14) new projects that added nearly \$29 million to the TIP either do not include federal funds or have all funding programmed in future years. Three (3) deleted projects removed \$1.3 million from the TIP. Other changes, such as updates to target lettings, updates to project identifiers, and changes to fund sources, made to sixteen (16) projects added under \$100 thousand. Overall, the 239 administrative changes resulted in \$1.2 million being added to the TIP. The type of change, number of projects affected, and total project cost information is shown on the next page. Total cost includes all fund sources and all project phases in prior, current, and future years.

| Type of change | # of projects | Change in total cost | Total cost before | Total cost after |
|--|---------------|----------------------|------------------------|------------------------|
| Phase(s) placed in AC status | 69 | \$4,942,445 | \$272,636,989 | \$277,579,434 |
| Phase(s) converted from AC status | 22 | \$964,471 | \$887,270,627 | \$888,235,098 |
| Schedule change | 55 | \$1,229,662 | \$2,611,241,747 | \$2,612,471,409 |
| Cost change below amendment thresholds | 52 | -\$33,545,780 | \$1,517,203,809 | \$1,483,658,029 |
| New project | 14 | \$28,837,000 | \$0 | \$28,837,000 |
| Minor scope change | 8 | \$34,298 | \$66,916,658 | \$66,950,956 |
| Delete project | 3 | -\$1,340,000 | \$1,340,000 | \$0 |
| Other | 16 | \$99,681 | \$1,139,298,941 | \$1,139,398,622 |
| Grand Total | 239 | \$1,221,777 | \$6,495,908,771 | \$6,497,130,548 |

ACTION REQUESTED: Approval

###



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: April 19, 2019
Re: FTA Urbanized Area Allocations

The Consolidated Appropriations Act, 2019 (Public Law 116-6). contains full FFY 2019 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 2019.

| | FTA Section 5307/5340 Urban Area Formula Grants | | | |
|---|--|-----------------|----------------|------------------|
| Region | Total | Illinois | Indiana | Wisconsin |
| Chicago, Illinois/Indiana Urbanized Area | \$260,309,398 | \$248,086,142 | \$12,223,256 | \$0 |
| Round Lake Beach, McHenry, Grayslake Urbanized Area | \$5,225,270 | \$5,041,508 | \$0 | \$183,763 |
| Total | \$265,534,668 | \$253,127,650 | \$12,223,256 | \$183,763 |

| | FTA Section 5337 State of Good Repair Grants | | | |
|---|---|----------------------|---------------------|------------------|
| | Total | Illinois | Indiana | Wisconsin |
| Chicago, Illinois/Indiana Urbanized Area | \$281,982,447 | \$265,198,769 | \$16,783,679 | \$0 |
| Round Lake Beach, McHenry, Grayslake Urbanized Area | \$6,698,362 | \$6,698,362 | \$0 | \$0 |
| Total | \$288,680,809 | \$271,897,131 | \$16,783,679 | \$0 |

| | FTA Section 5339 Bus and Bus Facilities Formula Grants | | | |
|---|---|---------------------|------------------|------------------|
| | Total | Illinois | Indiana | Wisconsin |
| Chicago, Illinois/Indiana Urbanized Area | \$16,117,560 | \$15,569,381 | \$548,179 | \$0 |
| Round Lake Beach, McHenry, Grayslake Urbanized Area | \$331,427 | \$311,522 | \$0 | \$19,905 |
| Total | \$16,448,987 | \$15,880,903 | \$548,179 | \$19,905 |

| | FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Grants | | | |
|---|---|--------------------|------------------|------------------|
| | Total | Illinois | Indiana | Wisconsin |
| Chicago, Illinois/Indiana Urbanized Area | \$6,630,296 | \$6,176,252 | \$454,044 | \$0 |
| Round Lake Beach, McHenry, Grayslake Urbanized Area | \$201,968 | \$180,711 | \$0 | \$21,257 |
| Total | \$6,832,264 | \$6,356,963 | \$454,044 | \$21,257 |

The committee is requested to recommend MPO Policy Committee approval of the funding splits as presented for §5307/ §5340, §5337, §5339, and §5310, contingent upon RTA Board approval.

ACTION REQUESTED: Approval

###

FFY 2019 Full Year Apportionments

| Currently Established Shares: | Total | CTA | Metra | Pace |
|---|----------------------|----------------------|----------------------|---------------------|
| | 100% | 58% | 34% | 8% |
| Section 5307 Urban Area Formula Grants | | | | |
| UZA 3 Chicago IL - IN | \$248,086,142 | \$128,355,942 | \$78,382,702 | \$41,347,497 |
| UZA 130 Chicago IL - WI | \$5,041,508 | \$0 | \$5,041,508 | \$0 |
| 5307 IL Total | \$253,127,650 | \$128,355,942 | \$83,424,210 | \$41,347,497 |
| 5307 IL Total Adjusted | \$253,127,650 | \$128,355,943 | \$83,424,210 | \$41,347,497 |
| Section 5339 Bus and Bus Facilities Formula Grants | | | | |
| UZA 3 Chicago IL - IN | \$15,569,381 | \$13,955,945 | \$0 | \$1,613,436 |
| UZA 130 Chicago IL - WI | \$311,522 | \$0 | \$0 | \$311,522 |
| 5339 IL Total | \$15,880,903 | \$13,955,945 | \$0 | \$1,924,958 |
| Section 5337 State of Good Repair Grants | | | | |
| UZA 3 Chicago IL - IN | \$265,198,769 | \$171,413,409 | \$93,785,360 | \$0 |
| UZA 130 Chicago IL - WI | \$6,698,362 | \$0 | \$6,698,362 | \$0 |
| 5337 IL Total | \$271,897,131 | \$171,413,409 | \$100,483,722 | \$0 |
| Illinois Full Fiscal Year Funding -Total | \$540,905,684 | \$313,725,296 | \$183,907,932 | \$43,272,455 |
| Illinois Full Year Funding Total Adjusted | \$540,905,684 | \$313,725,297 | \$183,907,932 | \$43,272,455 |
| | | 0.58 | 0.34 | 0.08 |

FFY 2019 Full Year Apportionments

| | |
|----------------------|-------|
| Chicago (RTA Region) | Total |
| | 100% |

Section 5310 Enhanced Mobility of Seniors and People with Disabilities

| | | |
|-------------------------------|-----------|---------------------|
| UZA 3 Chicago IL - IN | \$ | 6,176,251.85 |
| UZA 130 Chicago IL - WI | \$ | 180,710.70 |
| 5310 IL Total | \$ | 6,356,962.55 |
| 5310 IL Total Adjusted | \$ | 6,356,963 |

Note: The allocations between different UZAs are based on Census and American Community Survey data, Table B.17024, "Age by Ratio of Income to Poverty in the Last Twelve Months," (2012-2016 dataset) and refers to persons with incomes of up to 150% of poverty. This table contains Urban Clusters (under 50,000) as well as Urbanized Areas (over 50,000).



MEMORANDUM

To: CMAP Transportation Committee

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

Date: April 17, 2019

Re: FY2020 UWP Budget

On January 2, 2019, CMAP issued a Call for Projects for the FY2020 UWP proposals. Sixteen total proposals were received with 8 for core projects and 8 for the competitive projects.

The FY2020 Budget reflects efforts to ensure that CMAP remains operational and provides for the core transportation planning dollars for the City of Chicago, the Council of Mayors, Cook County and the transit agencies. The FY2020 Budget also reflects efforts to ensure that funding for competitive proposals, as indicated by the UWP committee as an important component of the UWP program in terms of advancing and implementing regional priorities, remain available for committee-selected projects. Federal funding is estimated to be \$18,137,725 for FY2020, an increase of \$190,483 over the FY2019 federal funding level. With the required match, the total UWP program for FY2020 is estimated to be \$22,672,156.

CORE PROPOSALS

The core proposals submitted totaled \$22,323,907 of which \$17,859,126 are for federal funds. A brief synopsis of each core program was presented and discussed at the UWP committee meeting on February 13.

FY2020 funding reflects an increase of approximately 1% or \$190,483 of federal dollars as compared to FY2019. It is recommended that based on this increase that the budgets remain unchanged. This budget will also allow for a larger competitive program to award to projects that implement the regional priorities identified in the new plan, ON TO 2050, that was adopted in October 2018. The recommendation on funding levels for the core proposals is as follows:

- CMAP request for \$18,049,491 be approved at \$17,253,048. This reflects an increase of 2.5% or \$440,711 from the FY2019 budget. This increase is due to relocation cost related to the agency's move scheduled for August 2020.
- CDOT request for \$883,575 be approved at \$866,250, unchanged from FY2019.

- County request for \$300,000 be approved.
- Council of Mayors request for \$1,837,091 be approved at \$1,834,158. *Note that Council of Mayors contributes an overmatch of \$231,857.75 to their local match.*
- CTA request for \$593,750 be approved at \$525,000, unchanged from FY2019.
- Metra request for \$450,000 be approved at \$420,000, unchanged from FY2019.
- Pace (TIP Development and Monitoring) request be approved at \$75,000, and Pace (Rideshare Service Program – Smart Mobility Initiative), be approved at \$82,500, unchanged from FY2019.

COMPETITIVE PROPOSALS

At the February 13 meeting, all competitive proposals were presented and the committee had an opportunity to ask further questions regarding the projects. Committee members ranked the proposals as reflected in Table 1.

TABLE 1
FY2020 COMPETITIVE PROPOSALS RANKING

| Agency | Project Title | Total Score |
|-----------------------------|--|-------------|
| CTA - partnered with CDOT | Chicago Bus Priority Network Plan | 19 |
| CMAP - suballocation to RTA | Local Planning Assistance - Community Planning Program | 16 |
| CDOT | North Grant Park - Streeterville Transportation Demand Management Plan | 14 |
| Pace | Pace Suburban Bus Capital Facilities Planning | 13 |
| Metra | Rock Island Electrification Feasibility Study | 12 |
| CDOT | Economic Benefits of Walkable Livable Streets | 11 |
| Lake County | Single Occupancy Vehicle (SOV) Reduction Study | 11 |
| CTA | South Shops Reconstruction and Reconfiguration Study | 9 |

Based on scoring by the UWP Committee and federal funding (plus match) of \$1,316,200 for competitive proposals, it is recommended that the following proposals and amounts be approved:

- CTA / CDOT - Chicago Bus Priority Network Plan for \$375,000 (reflects federal funds and local match)
- CMAP/RTA – Local Planning Assistance – Community Planning Program for \$541,200 (reflects federal funds and state match)
- CDOT – North Grant Park - Streeterville Transportation Demand Management Plan for \$400,000 (reflects federal funds and local match)

Based on funding of \$1,316,200, the top three projects were awarded with the goal of providing 100% of its federal funding request. Selecting additional projects would have reduced the

amount available per project, thereby reducing the feasibility of proceeding with the selected projects.

On March 13, the UWP Committee met to approve the FY 2020 UWP budget. Table 2 reflects the FY2020 UWP Committee approved program.

**TABLE 2
APPROVED FY2020 UWP**

| | | FY2020 - UWP APPROVED | | |
|--|--|--------------------------|---------------------|----------------------|
| Agency | Project Title | Federal | Local Match | Total |
| Core | | | | |
| CMAP | MPO Activities | \$13,802,398 | \$3,450,650 | \$17,253,048 |
| City of Chicago (CDOT) | City of Chicago Transportation and Programming | \$693,000 | \$173,250 | \$866,250 |
| Council of Mayors* | Subregional Transportation Planning, Programming, and Management | \$1,467,326 | \$366,832 | \$1,834,158 |
| CTA | Program Development | \$420,000 | \$105,000 | \$525,000 |
| Cook County | Cook County Transit Study | | | |
| Will County | Countywide Intelligent Transportation System (ITS) Study | \$240,000 | \$60,000 | \$300,000 |
| Metra | Program Development | \$336,000 | \$84,000 | \$420,000 |
| Pace | Rideshare Services Program (Smart Mobility Initiative) | \$66,000 | \$16,500 | \$82,500 |
| Pace | TIP Development and Modeling | \$60,000 | \$15,000 | \$75,000 |
| Total of Core | | \$ 17,084,725 | \$ 4,271,231 | \$ 21,355,956 |
| * Proposed Local Match includes an overmatch of \$231,857.75 | | | | |
| Competitive | | | | |
| CMAP/suballocation to RTA | Local Planning Assistance - Community Planning Program | \$433,000 | \$108,200 | \$541,200 |
| CDOT | North Grant Park - Streeterville Transportation Demand Management Plan | \$320,000 | \$80,000 | \$400,000 |
| CTA/CDOT | Chicago Bus Priority Network Plan | \$300,000 | \$75,000 | \$375,000 |
| Total of Competitive | | \$ 1,053,000 | \$ 263,200 | \$ 1,316,200 |
| Total Programs | | \$ 18,137,725 | \$ 4,534,431 | \$ 22,672,156 |
| FY2020 UWP Fed Mark | | \$ 18,137,725 | \$ 4,534,431 | \$ 22,672,156 |

ACTION REQUESTED: Approval

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 12

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: April 19, 2019

Re: FAST Act Rescission

As a measure to ensure that the budget totals of the legislation balance, section 1438 of the FAST Act of 2015 orders that \$7.569 billion in unobligated funds nationwide be rescinded (canceled) on July 1, 2020. The amount to be rescinded within each state and program is based on account balances on September 30, 2019. CMAP is working with project sponsors to reduce unobligated balances in advance of this date.

The FAST Act specifies how the rescission is to be applied. First, it exempts certain programs from the calculation entirely, including funding sub-allocated by population to metropolitan areas, certain safety programs, and funding not distributed via formula such as discretionary freight grants. Next, each state's share of the rescission is calculated based on that state's share of nationwide unobligated balances subject to the rescission as of September 30, 2019. Thus, a state that has obligated funds quickly -- relative to other states -- will shoulder less of the burden of the rescission. Finally, within each state, the rescission is applied to each non-exempt program by multiplying the state's total rescission amount by the share of that state's unobligated balance for the program as it relates to the state's total unobligated balance for all programs subject to the rescission. Further explanation from FHWA is available [here](#).

Staff are especially concerned about the potential impact on the CMAQ and Transportation Alternatives (TAP) programs, as these fund sources are of particular interest for northeastern Illinois. Nationwide, these programs tend to spend out more slowly than other programs, putting them at risk of rescission. This has been demonstrated in [previous rescissions](#). To help states and MPOs plan, FHWA published a [table](#) showing programmatic impacts if the rescission were applied as of September 30, 2018. If applied on that date, Illinois' share of the rescission would have been 4.01 percent, which is greater than the approximately 3.6 percent share of funding the state typically receives. Amounts rescinded would have been \$47.1 million for CMAQ and \$31.1 million for locally programmed TAP. CMAQ would have shouldered 15.5 percent of Illinois' rescission amount, despite the program representing just 7.6 percent of new funds annually. TAP would have shouldered 10.3 percent of the rescission despite representing just 0.7 percent of new funds.

In order to mitigate the impact of the rescission on CMAQ and TAP, CMAP is working with project sponsors to identify projects that can be obligated prior to the September 30, 2019 deadline, as well as projects currently authorized in Advance Construction that can be converted to current obligations. All project sponsors are encouraged to identify additional projects and expedite obligations and conversions where possible.

ACTION REQUESTED: Information

###