



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606  
312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## **MPO Policy Committee**

### **Annotated Agenda**

**Thursday, June 13, 2019**

**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 14, 2019**  
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 MOU between Board and MPO**

CMAP staff is proposing updates to the CMAP-MPO Policy Committee Memorandum of Understanding (MOU) to reflect the CMAP Board's approved committee changes and to make other minor clarifying edits.

ACTION REQUESTED: Approval

## **7.0 FFY 2019 Federal Transit Administration (FTA) 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 MPO Policy Committee is being asked to approve 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

## **8.0 FY 2020 Unified Work Program (UWP)**

Staff will present the proposed FY 2020 UWP and seek approval by the MPO Policy Committee.  
ACTION REQUESTED: Approval

## **9.0 Public Participation Plan Update**

Staff will review highlights of the draft plan, which went through a public comment period and was discussed in several committees. The plan is a requirement of MPOs by the U.S. DOT. The MPO is asked to approve the plan.  
ACTION REQUESTED: Approval

## **10.0 ON TO 2050 Update**

CMAP staff will discuss considerations for the timing of the ON TO 2050 update.  
ACTION REQUESTED: Discussion

## **11.0 State Legislative Update**

Staff will update the Policy Committee on relevant legislative activities and bills monitored based on the [State Legislative Agenda](#).  
ACTION REQUESTED: Discussion

## **12.0 Federal Update**

Staff will update the Policy Committee on relevant legislative activities and bills monitored based on the [Federal Legislative Agenda](#).  
ACTION REQUESTED: Discussion

## **13.0 Innovation Roundtable**

13.1 City of Chicago New Transportation and Mobility Task Force Report  
In March the City of Chicago released a report developed by a group of thought leaders knowledgeable in emerging

transportation technology who oversaw the drafting of a set of goals and actions to help the City best take advantage of and manage mobility innovations. Chicago Department of Transportation staff will report on the task force's recommendations.

ACTION REQUESTED: Information

**13.2 Overview of Pace Suburban Bus initiatives**

New executive director Rocky Donahue will provide an overview of Pace as an agency and describe some of the strategic initiatives the agency will undertake.

ACTION REQUESTED: Information

**14.0 Other Business**

**15.0 Public Comment**

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

**16.0 Next Meeting – October 10, 2019**

This will be a joint meeting with the CMAP Board.

**17.0 Adjournment**

**MPO Policy Committee Members:**

\_\_\_ Omer Osman, Chair  
\_\_\_ Frank Beal  
\_\_\_ Kelley Brookins  
\_\_\_ Dorval Carter  
\_\_\_ Tom Cuculich  
\_\_\_ Jim Derwinski  
\_\_\_ Jack Franks

\_\_\_ Jose Alvarez  
\_\_\_ Scott Gryder  
\_\_\_ Sandy Hart  
\_\_\_ Arlene Kocher  
\_\_\_ R.A. Kwasneski  
\_\_\_ Christopher J. Lauzen  
\_\_\_ Leanne Redden

\_\_\_ Kevin O'Malley  
\_\_\_ Jeffery Schielke  
\_\_\_ Matt Brolley  
\_\_\_ Larry Walsh  
\_\_\_ John Yonan\*  
\_\_\_ Erik Varela

\*Vice-Chair





# Chicago Metropolitan Agency for Planning

## Agenda Item No. 3.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

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

### MPO Policy Committee

#### Draft Minutes

March 14, 2019

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:

John Yonan-MPO Policy Committee Vice-Chair, Frank Beal-representing the CMAP Board, Matthew Brolley-representing the CMAP Board, Lynette Ciavarella-representing Metra, Michael Connelly-representing the CTA, Sandy Hart-representing Lake County Aimee Lee-representing the Illinois Tollway, Holly Ostdick-representing IDOT, Leanne Redden-representing the RTA, Tom Rickert-representing Kane County, Rebekah Scheinfeld-representing CDOT, Jeffrey Schielke-representing the Council of Mayors, Lorraine Snorden-representing Pace, Chris Snyder-representing DuPage County, and non-voting members Glenn Fulkerson-representing the FHWA, Tony Greep-representing the FTA, and Erik Varela-representing Class 1 Railroads

#### Staff Present:

Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Jesse Elam, Gordon Smith, Russell Pietrowiak, Simone Weil, and Sherry Kane

#### Others Present:

Tom Budesco-Chicago Infrastructure Trust, Jack Cruikshank-WCGL, Laura Heckel-IDOT, Emily Karry and Mike Klemens-Lake County Council, Jon-Paul Kohler-FHWA, Jill Leary-RTA, David Seglin-CDOT, and Shane Schneider-Lake County

#### 1.0 Call to Order and Introductions

MPO Policy Committee Vice-Chair, John Yonan called the meeting to order at 9:38 a.m., and asked members (and audience) to introduce themselves.

#### 2.0 Agenda Changes and Announcements

There were no agenda changes.

#### 3.0 Approval of Minutes

A motion to approve the minutes of the January 10, 2019, meeting of the MPO Policy Committee was made by Mayor Jeffery Schielke and seconded by Mike Connelly. All in favor, the motion carried.

#### **4.0 Agency Reports**

- 4.1 CMAP Executive Director Joe Szabo reported on the following topics. CMAP Future Leaders in Planning (FLIP) applications (due May 20) are now available for the summer 2019 program. CoG outreach meetings continue. Dues have been collected at about 99%, (100% from both the transit agencies and the counties)—thank you. Testimony at a Senate Commerce Committee in February, representing CMAP and CAGTC, stressing mode-neutral and performance-based investment and eliminating the cap on multi-modal. CMAP Deputy Executive Director Jesse Elam testified at a House Appropriations Capital Committee in Springfield on March 7.
- 4.2 For the CMAP Board, Leanne Redden reported that the board had met in February and again just the day before. At the January meeting, the Board had considered the two ON TO 2050 plan amendments: O'Hare Express Service and the Jackson Park improvements. Yesterday, Redden continued, the Board approved the detailed legislative report, based on its Legislative Agenda and considered the pavement management program.
- 4.3 Mayor Jeffrey Schielke reported that the Council of Mayors Executive Committee met on March 5. The committee, representative of its 284 members, suggested a more visible presence in Springfield is necessary. CMAP staff gave a presentation on the principles for sustainable funding, with the committee acknowledging that sooner or later, there needs to be more funding for highway and transit in the region. The RTA needs a major influx of cash, the committee hopes that stirring up the mayors to tell this story in Springfield is helpful, and asked staff to develop talking points (and summaries) to inform of MFT and fees in Illinois compared to all 50 states. The committee is scheduled to meet next on May 14.

#### **5.0 Transportation Consent Agenda: Semi-Annual ON TO 2050/TIP Conformity Analysis and TIP Amendment**

Given the semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment was a consent agenda item from the Transportation Committee, Vice Chair John Yonan asked the matter be approved. A motion by Leanne Redden was seconded by Commissioner Rebekah Scheinfeld to approve the semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment as was recommended by the Transportation Committee and presented to the MPO Policy Committee.

Changes regarding Lake County were questioned, specifically related to Wadsworth Road at US 41, and Buffalo Grove Road from Illinois 22 Half Day Road, had CMAP staff Russell Pietrowiak reporting that the projects had been submitted by the programmers—in this case, the Planning Liaisons (PLs) of Lake County—based on conversations they have with the sponsors as to where the status of the projects were at the given time. Because these are conformed projects, Pietrowiak went on to say, they must conform to different requirements. Pietrowiak also suggested that an off line conversation with the PL and the project sponsors would be in order.

Pietrowiak also responded to a question raised regarding new data that had indicated a net result of a decrease of more than 10% in the total number of vehicles and explained that the

process is very complex, that the vehicle population takes into account the number, types, and ages of vehicles as different ages have different emissions controls. Data is routinely updated (not more than 5 years old) and due for the update, the data was obtained from the Secretary of State, noticed discrepancies, and ran the analysis using both the old and the new vehicle population and in both cases were able to meet our conformity budget. Following conversations with the Secretary of State, Pietrowiak concluded that an additional set of data was requested in order to establish any trends—fewer passenger vehicles, additional SUVs, more pickups, etc.

All in favor, the motion carried.

## **6.0 Local Technical Assistance (LTA) Program**

6.1 Deputy Executive Director for Planning, Stephane Phifer, presented the FY 2020 Program of Projects for approval, reporting the following. CMAP had held the call for new LTA projects in the fall of 2018, to correspond with the launch of ON TO 2050, and in conjunction with the RTA's Community Planning Program. Outreach was conducted to those communities identified by the Municipal Survey who needed help and a CCT-sponsored workshop was held for non-profits. A good response to the call was seen, Phifer continued, with 74 applications from 66 different sponsors with 35% of the applications coming from high needs communities. Phifer explained the evaluation—alignment with ON TO 2050, project-type, geographic distribution, staff expertise and availability. Phifer also explained the 17 traditional and 29 alternative support type projects. A motion by Mayor Jeffery Schielke to approve the FY 2020 Program of Projects under the Local Technical Assistance (LTA) Program as was presented, was seconded by Tom Rickert, and with all in favor, carried.

6.2 The Local Technical Assistance (LTA) Program Update was included in the meeting materials.

## **7.0 ON TO 2050 Plan Amendments**

Deputy Executive Director of Policy and Programming Jesse Elam presented the proposed amendments to the ON TO 2050 Plan, reporting that while the regional plan gets updated at least every four years, there is also a process to consider new regionally significant projects as amendments to the plan outside the required updates. Elam went on to explain the evaluation process, the memos that were released for a 30-day public comment period, briefings were given on the two projects (to the Board) by the City, and a staff evaluation and other feedback resulted in staff recommendations for the two amendment requests.

7.1 Regarding roadway Improvements to Support the Update to the South Lakefront Framework Plan, Elam suggested this project meets a number of ON TO 2050 transportation goals: improving circulation through Jackson Park; making needed safety improvements; helping to implement complete streets; improving walkability; improving transit; improving storm water management; encouraging reinvestment in disinvested communities; and helping Jackson Park prepare for traffic demands from the new Obama presidential center. Elam also reported that there were very few public comments and CDOT did a lot of engagement in the

community as it was designing the project. The project has a relatively small effect on the ON TO 2050 financial plan. Staff recommended approval of amending ON TO 2050 to include this project. A motion by Mayor Jeffery Schielke to approve the amendment as presented, was seconded by Mike Connelly, and with all in favor, carried.

- 7.2 Regarding the O'Hare Express Service (OES) amendment, Elam also presented the second ON TO 2050 Plan amendment (through a public private partnership and at no cost to the City) request citing the following plan recommendations: harnessing emerging technology to improve travel; encouraging innovation; bringing private capital to help meet public needs; connecting two of the region's biggest economic strengths (the Loop and O'Hare); supporting the plan's focus on investing in existing communities; using strategic public private partnerships. Elam reported that staff had built into its recommendation for approval a couple of checks—any change in the Transportation Improvement Program (TIP) would have to come before the Policy Committee and any significant change to the scope of the project would require both CMAP Board and MPO Policy Committee approval. Elam concluded that staff recommended that the OES be added to the Plan as a constrained project. Finally, Elam reported on the public comment process, most related to financing, which staff feels is being addressed by the checks recommended above. Since there is no public money involved, it does not affect the financial plan of ON TO 2050. A motion by Mike Connelly for approval of the plan amendment was seconded by Mayor Jeffery Schielke. Questions were raised regarding the following: access to the tunnels (design process is currently underway with oversight by FHWA); the ride time (45 mins via CTA, versus 12-15 mins); comments by the California person related to promises made that were not kept; concerns about the unknown (which may exist with any project); and concerns about the cost. CDOT Commissioner Rebekah Scheinfeld reported the following: that the approval is necessary to meet the NEPA evaluation process; that negotiations continue with the private party; that the proposed contract would be open to public process, and through the City Council; that additional details would be available as the process unfolds; that were changes in the project—specifically in the funding proposed or the type of use anticipated—this body could reconsider inclusion in the plan; and finally, Scheinfeld explained capacity and additional demand related to the modernization of O'Hare.

All in favor, the motion carried. Scheinfeld thanked the Policy Committee for its favorable support of the two plan amendments, as well as CMAP and its staff (Jesse Elam and Liz Schuh).

- 7.3 Given the approval of the plan amendments, Elam also requested approval of the ON TO 2050/TIP Conformity Analysis and TIP Amendment. A motion by Mayor Jeffery Schielke was seconded by Tom Rickert. All in favor, the motion carried.

## **8.0 State Legislative Update**

Vice Chair John Yonan announced that a number of CMAP staff were in Springfield, there was no state legislative update, and that questions could be fielded by other CMAP staff.



## **9.0 Federal Update**

Chief of Staff Melissa Porter gave the federal update that included a short summary of the President's 2020 Budget and reported that some proposals to cut programs that have been rejected by Congress in prior years and proposals not in line with the most recent appropriations bill (February 2019) will have an uphill battle to be included this coming year. Other topics from the update included the following. Hearing on FAST Act reauthorization, a potential infrastructure bill, and other transportation funding matters will likely continue through this year. The House Transportation and Infrastructure Committee will focus on putting together an infrastructure bill that may include a hearing on climate change and transportation while making a case for infrastructure investments. Finally, the Senate committees are focused on surface transportation reauthorization, the Senate Environment and Public Works Committee sent a request to Senate offices for priority issues to be included in the bill, and the Commerce Committee has been focused on freight transportation in particular.

RTA Executive Director Leanne Redden voiced concerns regarding the President's budget proposal and the \$1 billion cut to Capital Infrastructure Grant Program (CIGP) that is mission critical to our region. A question was also raised regarding motor fuel tax and electric and autonomous vehicles that has been captured in CMAP's federal agenda and talking points. Finally, a request was made for a one-page summary of the cuts being proposed.

## **10.0 Innovation Roundtable-Asset Management at IDOT**

Laura Heckel, Asset Management Engineer at IDOT, presented this meeting's innovation roundtable related to IDOT's Asset Management program. Heckel reported that IDOT is now 100% fully on board implementing asset management with tremendous strides having been made in only the past couple of years, explained why local agencies should care, citing MAP 21 legislation that implies the state is required to report local agencies' miles and bridges on the NHS system to the federal government. Heckel reviewed the following: NHS inventory; examples of coordination with local agencies and MPOs; IDOT's internal procedures that all roads and bridges be included in asset management; defined all (interstate mileage, marked route mileage, unmarked route mileage—mostly local—and a new category other NHS mileage—all marked and unmarked routes) pavements and bridges; explained IDOT's incorporation of asset management into all its bureaus, divisions, and districts; IDOT's collection of local agency NHS pavement data and local agency responsibility for bridge inspections and reporting; implementation of a pilot program related to condition rating service; desired state of acceptable condition used to measure the condition of the network; implementation of national performance management measures; changes to IDOT's investments strategies; maximizing asset conditions; program priorities (existing and expansion); and finally, next steps (help locals, support MPOs).

Heckel fielded questions related to: data availability (yes, data could be forwarded); why different standards—IDOT versus CMAP (federal law is different for MPOs (180 days), and the timeline between ON TO 2050 had CMAP publishing targets before IDOT was ready).

### **11.0 Other Business**

A press conference later in the day would announce the recommendations of former US DOT Secretary Ray LaHood taskforce on mobility and transportation to integrate new technology and business practices around transportation to ensure we continue to have a safe, equitable, and modern system for Chicago.

### **12.0 Public Comment**

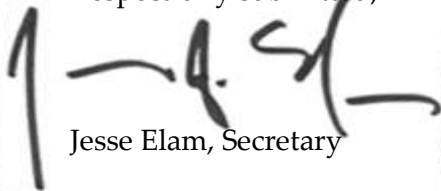
There were no comments from the public.

### **13.0 Next Meeting**

The MPO Policy Committee is scheduled to meet next on June 13, 2019. Vice Chair Yonan reported that IDOT has a new Acting Secretary who would likely chair the June meeting and asked members of the audience to introduce themselves.

### **14.0 Adjournment**

At 11:06 a.m., a motion to adjourn by Mike Connelly was seconded by Chris Snyder. All in favor, the motion carried.

Respectfully submitted,  
  
Jesse Elam, Secretary

05-20-2019  
/stk



## MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP Staff

**Date:** June 6, 2019

**Re:** CMAP-MPO Policy Committee

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Per the Memorandum of Understanding (MOU) between CMAP and the MPO Policy Committee, it is to be updated periodically but no less than every four years. It was last updated in October 2017.

Since that time, the CMAP Board has approved the committee changes that are not reflected in the MOU. The attached proposed edits update the Committee Reporting section. They also make other minimal substantive, grammatical, and stylistic changes, which are summarized below.

- Amend references to the “Policy Committee” to be the “MPO Policy Committee”, which is consistent with the MPO Policy Committee By-Laws, CMAP’s website, and CMAP practice.
- Revise the title of the top level of the committee structure to be called the “governing” level rather than the “policy” level, which more accurately reflects the CMAP Board and the MPO Policy Committee functions and avoids confusion with the use of the word policy in the MPO Policy Committee title.
- Provide descriptions for the coordinating and working committee levels that are more flexible to allow the CMAP Board to change their composition without requiring an MOU update.
- Clarify that the Transportation Committee is a working committee and its relation the MPO Policy Committee, as stated in the MPO Policy Committee By-Laws.
- Capitalize “Board” when referring to the CMAP Board.

- Include a reference to the “Regional Planning Act” and deletes an historical reference to the “Regional Planning Board”.

CMAF staff has consulted some members of the MPO Policy Committee previously on the proposed changes and feedback is included in this draft. The CMAF Board discussed the MOU at its May 2019 meeting. CMAF staff is seeking approval from the Policy Committee and will bring the MOU to the Board for approval at its next meeting.

ACTION REQUESTED: Approval

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

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This agreement is entered into by the Chicago Metropolitan Agency for Planning (CMAP) as the state-designated comprehensive regional planning agency and the Policy Committee serving as the federally designated metropolitan planning organization (MPO Policy Committee) for northeastern Illinois.

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

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

**INTENT**

The ~~signatory CMAP b~~Board and the MPO Policy Committees, by adopting this agreement, recognize the ~~appropriateness and~~ necessity to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process.

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

**OVERALL RESPONSIBILITIES**

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

MPO Policy Committee – as stated in federal legislation, the metropolitan planning

organization, in cooperation with the state and public transportation operators, shall develop long-range transportation plans and transportation improvement programs for the metropolitan area.

## **COMMITTEE REPORTING**

CMAP has established a four-level committee structure: ~~policy governing~~, advisory, coordinating, and working. At the ~~policy governing~~ level, the CMAP ~~B~~board and the MPO Policy Committee will review staff and committee work to ensure that consistency and consensus are achieved.

The Citizens' Advisory Committee (CAC), the Council of Mayors, and a committee made up of county officials will together comprise the advisory level. The Council of Mayors will continue ~~its current relationship to consider and assist in making recommendations on transportation funding allocations –that fall within with the MPO Policy Committee's responsibilities, while at the same time and also~~ serve as a municipal advisory body to the CMAP board.

The coordinating level will provide an opportunity for CMAP Board members and working committee members to provide input on CMAP staff work products, recommendations, and policy proposals. The CMAP Board may change the number and structure of committees at the coordinating level depending on the agency's needs.

Working committees will provide input on CMAP staff work products, recommendations, and policy proposals.

The Transportation Committee for CMAP, will ~~serve as a working committee for both continue- its current reporting relationship to the CMAP Board and the MPO Policy Committee. Per the MPO Policy Committee by-laws, unless otherwise directed, the Transportation Committee will consider recommendations and policy decisions prior to MPO Policy Committee action. —The MPO Policy Committee and the CMAP Bboard will jointly determine the structure and member organizations of the Transportation Committee. The Transportation Committee will also provide input to the two coordinating level committees of the CMAP board: Planning and Programming.—~~The MPO Policy Committee will appoint the chair and vice-chair of the Transportation Committee. ~~The chair and vice-chair will each serve on one of the coordinating committees.—~~

The ~~—MPO~~ Policy Committee will establish such committees and task forces as it may deem necessary to effectively carry out the region's transportation planning and programming activities.

## **STAFF SUPPORT**

It is the intent of both the CMAP ~~b~~Bboard and the MPO Policy Committee that the staff of CMAP be responsible for the region's work program that addresses planning for both transportation and land use in northeastern Illinois. The Executive Director of CMAP will ensure that adequate staff support is provided to carry out the transportation planning and programming activities as described in the annual Unified Work Program (UWP) and approved by the CMAP-Bboard and the MPO Policy Committee. CMAP staff will ~~interact with support~~ the MPO Policy Committee to ensure that the MPO Policy Committee is fully and meaningfully involved in the

development of at least those matters designated by federal law as within the MPO's purview.

### **FINANCIAL SUPPORT**

The CMAP ~~b~~Board and the MPO Policy Committee recognize the need for CMAP to have a diversified, sustainable match for its federal transportation funds, and they acknowledge the necessity for CMAP to charge dues to transportation agencies and local governments in the region. The CMAP ~~b~~Board will adopt a dues schedule each year as part of its budget, and also indicate other potential sources of revenue to help match transportation funds and support non-UWP eligible work that aligns with CMAP's statutory responsibilities and its mission.

### **CROSS COMMITTEE MEMBERSHIP**

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

### **APPROVAL PROCESS**

Federal regulations require the MPO to approve various plans, programs and related documents. CMAP staff will develop ~~S~~such plans, programs and related documents ~~will be developed by CMAP staff~~ utilizing the committee structure established by the CMAP ~~b~~Board and the MPO Policy Committee. Recommendations made by the Transportation Committee will be forwarded to the MPO Policy Committee and ~~either the Planning or Programming~~ a coordinating committee as appropriate. Recommendations from these committees will be forwarded to the CMAP ~~b~~Board, which will also receive input from the Citizens' Advisory Committee, a county officials committee, and the Council of Mayors, as relevant and appropriate. The CMAP ~~b~~Board will then forward its recommendation with comments to the MPO Policy Committee, which will act upon that recommendation. The MPO Policy Committee will take final action as required by federal law.

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

### **TERM**

This Memorandum of Understanding will be reviewed periodically but no less than every four years. The current version of the MOU remains in effect until a new version is approved by both ~~signatory boards~~ the CMAP Board and the MPO Policy Committee.

Adopted March 14, 2007  
Reaffirmed March 12, 2009 and March 11, 2010  
Revised and affirmed March 10, 2011  
Reaffirmed March 8, 2012, March 14, 2013, and March 13, 2014  
Revised and affirmed March 11, 2015  
~~Pending revision and reaffirmation~~Revised and affirmed October 11, 2017





## MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP Staff

**Date:** June 6, 2019

**Re:** FTA Urbanized Area Allocations

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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        |
| <b>Total</b>  | <b>\$265,534,668</b>                            | <b>\$253,127,650</b> | <b>\$12,223,256</b> | <b>\$183,763</b> |

|   | 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       |
| <b>Total</b>  | \$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  |
| <b>Total</b>  | \$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  |
| <b>Total</b>  | \$6,832,264  | \$6,356,963 | \$454,044 | \$21,257  |

ACTION REQUESTED: Approval

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| Currently Established Shares:                             | Total                | CTA                  | Metra                | Pace                |
|---|----------------------|----------------------|----------------------|---------------------|
|   | 100%                 | 58%                  | 34%                  | 8%                  |
| <b>Section 5307 Urban Area Formula Grants</b>             |                      |                      |                      |                     |
| UZA 3 Chicago IL - IN                                     | \$248,086,142        | \$128,022,445        | \$78,187,203         | \$41,876,493        |
| UZA 130 Chicago IL - WI                                   | \$5,041,508          | \$0                  | \$5,041,508          | \$0                 |
| <b>5307 IL Total</b>                                      | <b>\$253,127,650</b> | <b>\$128,022,445</b> | <b>\$83,228,711</b>  | <b>\$41,876,493</b> |
| <b>5307 IL Total Adjusted</b>                             | <b>\$253,127,650</b> | <b>\$128,022,446</b> | <b>\$83,228,711</b>  | <b>\$41,876,493</b> |
| <b>Section 5339 Bus and Bus Facilities Formula Grants</b> |                      |                      |                      |                     |
| 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           |
| <b>5339 IL Total</b>                                      | <b>\$15,880,903</b>  | <b>\$13,955,945</b>  | <b>\$0</b>           | <b>\$1,924,958</b>  |
| <b>Section 5337 State of Good Repair Grants</b>           |                      |                      |                      |                     |
| UZA 3 Chicago IL - IN                                     | \$271,811,228        | \$175,582,133        | \$96,229,095         | \$0                 |
| UZA 130 Chicago IL - WI                                   | \$6,698,362          | \$0                  | \$6,698,362          | \$0                 |
| <b>5337 IL Total</b>                                      | <b>\$278,509,590</b> | <b>\$175,582,133</b> | <b>\$102,927,457</b> | <b>\$0</b>          |
| <b>Illinois Full Fiscal Year Funding -Total</b>           | <b>\$547,518,142</b> | <b>\$317,560,523</b> | <b>\$186,156,168</b> | <b>\$43,801,451</b> |
| <b>Illinois Full Year Funding Total Adjusted</b>          | <b>\$547,518,142</b> | <b>\$317,560,523</b> | <b>\$186,156,168</b> | <b>\$43,801,451</b> |

| 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          |
| <b>5310 IL Total</b>          | <b>\$ 6,356,962.55</b> |
| <b>5310 IL Total Adjusted</b> | <b>\$ 6,356,963</b>    |

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).



METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE

**RESOLUTION**  
**Number 19- 01**

**A RESOLUTION ENDORSING THE NORTHEASTERN ILLINOIS/NORTHWESTERN INDIANA SUBAREA ALLOCATION AGREEMENT FOR THE FFY 2017 FEDERAL TRANSIT §5307 FUNDING, INCLUDING §5340 URBANIZED AREA FORMULA PROGRAM, §5337 STATE OF GOOD REPAIR PROGRAM, §5339 BUS AND BUS FACILITIES FORMULA PROGRAM and §5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES BETWEEN NORTHEASTERN ILLINOIS AND NORTHWESTERN INDIANA**

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

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

WHEREAS, the *Federal Register* provides a combined northeastern Illinois/northwestern Indiana 2018 apportionment; and

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

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

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

WHEREAS, an agreement has been reached between northeastern Illinois and northwestern Indiana to sub-allocate the total FFY 2018 apportionment of funds through annual attachments to the Letter of Understanding (LOU) for §5307/5340, for §5337, §5339, and for 5310 funding to be approved at the June 20, 2019 Regional Transportation Authority Board meeting.

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

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

The above and foregoing resolution is hereby adopted the 13th day of June, 2019.

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Omer Osman  
Chairman, MPO Policy Committee

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Jesse Elam  
Secretary, MPO Policy Committee

Subscribed and sworn to before me, this \_\_\_\_ day of \_\_\_\_\_, 20\_\_

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METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE

**RESOLUTION**  
**Number 19-02**

**A RESOLUTION ENDORSING THE NORTHEASTERN ILLINOIS/SOUTHEASTERN WISCONSIN SUBAREA ALLOCATION AGREEMENT FOR THE FFY 2017 FEDERAL TRANSIT ADMINISTRATION §5307 FUNDING, INCLUDING §5340 URBANIZED AREA FORMULA PROGRAM, §5337 STATE OF GOOD REPAIR AND §5339 BUS AND BUS FACILITIES FORMULA PROGRAM and §5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES BETWEEN NORTHEASTERN ILLINOIS AND SOUTHEASTERN WISCONSIN**

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

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

WHEREAS, the *Federal Register* provides a combined northeastern Illinois/southeastern Wisconsin FFY 2018 apportionment; and

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

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

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

WHEREAS, an agreement has been reached between northeastern Illinois and southeastern Wisconsin proposing to sub-allocate the total FFY 2018 apportionment available to the Round Lake Beach-McHenry-Grayslake, IL-WI UZA for FFY 2018 through annual attachments to the Letter of Understanding (LOU) for §5307/5340, for §5337, §5339, and for

§5310 funding to be approved at the June 20, 2019 Regional Transportation Authority Board meeting.

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

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

The above and foregoing resolution is hereby adopted the 14th day of June 2018.

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Omer Osman  
Chairman, MPO Policy Committee

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Jesse Elam  
Secretary, MPO Policy Committee

Subscribed and sworn to before me, this \_\_\_\_ day of \_\_\_\_\_, 20\_\_

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# Chicago Metropolitan Agency for Planning

Agenda Item No. 8.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

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

## MEMORANDUM

**To:** MPO Policy Committee

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

**Date:** June 6, 2019

**Re:** FY2020 UWP Budget

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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 FY2020 UWP budget. This budget has also been approved by the Transportation and Coordinating Committees. Table 2 reflects the FY2020 UWP approved program.

**TABLE 2  
APPROVED FY2020 UWP**

|  |  | FY2020 - UWP<br>APPROVED |                     |                      |
|--|--|--------------------------|---------------------|----------------------|
| Agency   | Project Title  | Federal                  | Local Match         | Total                |
| <b>Core</b>  |  |                          |                     |                      |
| 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             |
| <b>Total of Core</b>   |  | <b>\$ 17,084,725</b>     | <b>\$ 4,271,231</b> | <b>\$ 21,355,956</b> |
| * Proposed Local Match includes an overmatch of \$231,857.75 |  |                          |                     |                      |
|  |  |                          |                     |                      |
| <b>Competitive</b>   |  |                          |                     |                      |
| 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            |
| <b>Total of Competitive</b>                                  |  | <b>\$ 1,053,000</b>      | <b>\$ 263,200</b>   | <b>\$ 1,316,200</b>  |
| <b>Total Programs</b>  |  | <b>\$ 18,137,725</b>     | <b>\$ 4,534,431</b> | <b>\$ 22,672,156</b> |
| <b>FY2020 UWP Fed Mark</b>                                   |  | <b>\$ 18,137,725</b>     | <b>\$ 4,534,431</b> | <b>\$ 22,672,156</b> |

ACTION REQUESTED: Approval

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## MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP Staff

**Date:** June 6, 2019

**Re:** Schedule for ON TO 2050 Update

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The current comprehensive plan development schedule at CMAP overlaps the statewide election cycle (and some county offices), with the election itself falling less than a month after plan adoption. For example, GO TO 2040 was adopted in 2010, and the GO TO 2040 update was adopted in October 2014. ON TO 2050 was adopted in October 2018, and on the current schedule the update to ON TO 2050 would have to be complete by October 2022. Some stakeholders have suggested moving the plan cycle to avoid difficulties in crafting recommendations in during the most intense part of an election campaign. This memo is meant to help the MPO Policy Committee determine the degree to which the current schedule is a significant issue and to aid discussion by the committee of the pros and cons changing the schedule.

### Options

Under federal law, metropolitan planning organizations serving regions that do not meet air quality standards -- like CMAP in the Chicago area -- have to update their long-range plans at least every four years. If CMAP were to change its plan cycle, it would need to do so by producing the update earlier than October 2022. (Producing an update on 2023 would be one year longer than permitted by law.) However, CMAP could do a brief technical update sooner to trigger a new long-range planning timeline. CMAP could then do a more significant update four years later and a new long-range plan four years after that. Based on these considerations, there are at least three options:

Adopt full update October 2021. This option would move the plan cycle one year ahead of the statewide election, which is the earliest time that CMAP staff would be able to carry out sufficient analysis, committee presentations, and public engagement that a full update would require. However, the schedule would be tight. One benefit is that offering state level proposals to the plan a year before an election could aid implementation, if a candidate that champions

them is elected. The risk, on the other hand, is that the opposite could occur. Furthermore, moving the update to the year before a gubernatorial election may do little to depoliticize issues given how long election seasons are. There may also be limited willingness to take up new initiatives in the year before an election, and a new administration may set aside the initiatives of the prior one, both of which could stymie early plan implementation.

Adopt technical update October 2020, then full update in October 2023. Because the next full update would be drafted in the year after the statewide election and the City of Chicago mayoral election, the plan could better reflect the initiatives of recently elected officials. And because of the longer timeframe before the full update, Census 2020 data will be available and CMAP's land use model should be ready for use, which will improve the technical basis of the plan.

Stay on current cycle. One benefit of this approach is that the plan's recommendations are fresh immediately after major election, which can help generate momentum soon after plan adoption when policy agendas are still in formation. The plan can help to shape policy. Garnering broad support for, and approving, a plan during a contentious time can show the strength of a planning process. The main downside is that the current cycle may make the plan more difficult for elected officials (or their appointees) to vote on when they are facing reelection.

## **Next Steps**

The main reason for discussing the plan cycle so soon after ON TO 2050 adoption is because staff would potentially need to begin work on an update in the next fiscal year. This memo also addresses a persistent question from stakeholders about the effect elections have on plan development. The plan will always come soon after or soon before some election. The advantage or disadvantage of adopting a plan ahead of or after an election may depend unpredictably on the specifics of the plan and the campaign issues.

In the next few months, CMAP staff intends to hold further discussions with other stakeholders as well as soliciting the perspectives of the Federal Highway Administration and the Illinois Department of Transportation. The options considered may change as a result. Staff anticipates preparing a recommendation for the joint October Board and MPO Policy Committee meeting, which allows for input by the new CMAP executive director as well.

ACTION REQUESTED: Discussion

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