



Chicago Metropolitan Agency for Planning (CMAP) Board

Annotated Agenda

Wednesday, January 8, 2020

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—November 13, 2019**
ACTION REQUESTED: Approval
- 4.0 **Executive Director's Report**
- 4.1 ON TO 2050 Plan Implementation
 - 4.2 FY 2021 Work Plan and Budget
 - 4.3 Update on local dues collection
 - 4.4 Other Announcements
- 5.0 **CMAP Audit and Annual Financial Report for the Year Ended June 30, 2019**
James Savio from Sikich LLP will present the annual financial report and management letter.
ACTION REQUESTED: Acceptance
- 6.0 **Procurements and Contract Approvals**
- 6.1 Minooka Comprehensive Plan Update
 - 6.2 Travel Model Calibration
 - 6.3 Documentation of Planning Approaches for Equitable Development
- ACTION REQUESTED: Approval
- 7.0 **Committee Reports**
Per the Chairman's delegation, the Executive Director's recommendations for CMAP's working committee membership and meeting schedule for 2020 is included in the packet.
ACTION REQUESTED: Approval

The chair of the Coordinating Committee will provide an update from the meeting held prior to the board meeting.

A written summary of the working committees and the Council of Mayors Executive Committee will be distributed.

8.0 Unified Work Program (UWP)

Staff will provide an update on the process for developing the FY 2021 UWP. The proposed timeline for the process are included in the attached memo.

ACTION REQUESTED: Information

9.0 Federal Performance Target Development

Under MAP-21 and the FAST Act, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing targets for transportation performance measures. The MPO must adopt 2020 highway safety targets by January 2020. The Transportation Committee has voted to recommend these targets to the MPO. The Policy Committee will also hear updates on upcoming target-setting requirements and efforts to meet existing targets.

ACTION REQUESTED: Approval

10.0 ON TO 2050 Implementation: Traded industry clusters analysis

ON TO 2050 seeks to improve our region's ability to adapt in a changing global economy and to thrive by reducing economic inequality. The region is endowed with extensive assets, including its people, industries, educational and research institutions, infrastructure, and location. To support robust economic growth that leverages the region's many assets, the plan calls on CMAP to conduct additional analysis of metropolitan Chicago's globally traded industry clusters. Staff will provide the Board with a preview of recently completed technical analysis. The report offers new data on the region's major traded clusters, including their national competitiveness, growth in output and jobs, skills demand, opportunities for upward mobility, and transportation needs.

ACTION REQUESTED: Discussion

11.0 2020 Federal Agenda and Reauthorization Principles

Staff will present the draft 2020 Federal Agenda and Surface Transportation Reauthorization Principles. The principles and a summary of the agenda are included in the staff memo.

ACTION REQUESTED: Discussion

12.0 State Legislative Update, 2020 Draft State Agenda, Legislative Framework and Principles for Illinois Transportation Funding

Staff will update the Board on relevant legislative activities.

Staff will also present the draft 2020 State Legislative Framework, Agenda and Principles for Illinois Transportation Funding.
ACTION REQUESTED: Approval

13.0 Other Business

14.0 Next Meeting

The Board is scheduled to meet next on February 12, 2020.

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 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

___ Gerald Bennett, Chair	___ Jim Healy	___ Anne Sheahan
___ Rita Athas	___ Mike Montgomery	___ Matthew Walsh
___ Frank Beal	___ John Noak	___ Diane Williams
___ Matt Brolley	___ Rick Reinbold	
___ Maurice Cox	___ Nancy Rotering	___ Leanne Redden
___ Karen Darch	___ Carolyn Schofield	



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

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www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAP) DRAFT Board Meeting Minutes November 13, 2019

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

Board Members Present: Gerald Bennett, Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Jim Healy-representing DuPage County, Mike Montgomery-representing the City of Chicago, John Noak-representing Will County (via tele-conference), Rick Reinbold-representing south suburban Cook County, Carolyn Schofield-representing McHenry County (via tele-conference), Anne Sheahan-representing the City of Chicago, Nancy Rotering, representing Lake County, Diane Williams-representing Cook County, and non-voting member, Leanne Redden-representing the MPO Policy Committee

Board Members Absent: Matt Brolley-representing Kane/Kendall Counties, Maurice Cox-representing the City of Chicago, Karen Darch-representing northwest Cook County, and Matthew Walsh-representing west central Cook County

Staff Present: Erin Aleman, Amy McEwan, Angela Manning-Hardimon, Jesse Elam, Stephane Phifer, Gordon Smith, Tony Manno, Nora Beck, and Sherry Kane

Others Present: Elaine Bottomley and Jack Cruikshank-WCGL, Emily Daucher-McHenry County Council, Emily Karry-Lake County Council, Daniel Knickelbein-DMMC, Ryan Peterson and Troy Simpson-Kane/Kendall Council, and Leslie Phemister-SSMMA

1.0 Call to Order and Introductions

CMAP Board Chair Mayor Bennett called the meeting to order at approximately 9:35 a.m. and asked members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no Agenda changes. Chairman Mayor Bennett announced and congratulated CMAP's Executive Director Erin Aleman who was named to Crain's 40 under 40 list earlier in the morning.

3.0 Approval of Minutes

A motion to approve the minutes of the joint meeting of the CMAP Board and MPO Policy Committee meeting of October 10, 2019, as presented made by Diane Williams was seconded by Rita Athas, and with all in favor carried.

4.0 Executive Director's Report

Executive Director Erin Aleman reported on the following: the Local Technical Assistance (LTA) program update and 2020 meeting schedule were included in the packet; CMAP's emerging technology task force will kick off in 2020; a CMAQ award press conference with Mayor Lightfoot and the City's proposal to address congestion; a speaking engagement at the Inland Distribution Freight Conference in October; a meeting with Cleveland MPO peers and Northeast Ohio Areawide Coordinating Agency to discuss their hyperloop feasibility study; the NARC Executive Director's conference; and a meeting with the Chicago Jobs Council regarding the License to Work Act (SB 1786) that recently passed through both houses of the General Assembly.

5.0 Committee Reports

Frank Beal, the Chair of the Coordinating Committee gave a little background on the creation of the Coordinating Committee comprised of six members of the board and the chairs of CMAP's working committees. The early morning meeting consisted of a presentation of the CMAP Local Technical Assistance (LTA) Program/RTA Community Planning Program summary of applications for the joint call for projects and the criteria for assessing the projects. The committee also heard from CMAP's Communications and Outreach group regarding its many communications channels. A good grade was given by the committee. Beal also announced that CMAP was one of only four agencies to receive an A by the City Bureau [as to how well we adhere to Open Meetings Act and show a commitment to transparency].

6.0 Procurements and Contract Approvals

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon presented the following for approval: under State of Illinois Master Contract (CMS 6945110) with CDWG for the purchase of Microsoft Azure Cloud services in the amount of \$60,000; general contractor services contract with Power Construction in the amount of \$312,824; contract approval for Monee Comprehensive Plan with Ginkgo Planning & Design, Inc., in an amount not to exceed \$114,904.20; a 24-month contract with Jacobs Engineering Group in the amount of \$150,000 annually for [planning level] grade crossing feasibility studies; sole source procurement for the 1-year renewals of various commercial data sets totaling \$332,500; contract approval for a sole source procurement for accounting staffing services with GovHR USA for a term of 8 months at a cost of \$135,000; and the contract approval for temporary and project based accounting services with Baker Tilly Beers & Cutler for a term of 2 years at a cost of \$75,000 per year.

A motion by President Rick Reinbold was seconded by Mike Montgomery to approve the procurements and contract awards as presented. All in favor, the motion carried.

7.0 CMAP Local Technical Assistance (LTA) Program/RTA Community Planning Program

CMAP Senior Planner Tony Manno reported that CMAP and the RTA held a call for new LTA and Community Planning projects in the fall of 2019, coinciding with a series of topical Forum Events throughout the region to highlight CMAP's services and give municipal partners an opportunity to discuss implementation successes and challenges. The events were very successful, and 82 applications were received from 71 different applicants. CMAP staff is currently evaluating all applications and intends to present a list of those applications with highest potential to be selected for the FY21 Project Group in early 2020.

8.0 Climate Resilience: Helping Communities Identify and Reduce Flooding Risk

CMAP Senior Planner Nora Beck provided a summary of how LTA assistance has been partnering with communities to address flooding and become more resilient to climate change. To do this work, CMAP developed a tool called the Flood Susceptibility Index, which identifies areas at higher risk of flooding using past flood damage data. Beck reviewed the tool and stepped through an overview of how it was applied to 12 LTA projects that were partially funded through Cook County's Community development block grant Disaster Recovery program, and concluded the presentation covering next steps for integrating stormwater management solutions into land use and transportation planning.

9.0 State Legislative Update

Director of Legislative Affairs Gordon Smith gave the state legislative update, reporting the following: veto session recently concluded with the passage of local pension consolidation legislation, a cleanup of the budget implementation bill (BIMP), and an announcement that Senate President Cullerton will step down at the beginning of next session; included in the packet are the Legislative Framework and State Agenda for 2020 for discussion today and approval in January. The Agenda is framed by CMAP's ON TO 2050 comprehensive regional plan, which recommends legislative actions that promote inclusive growth, resilience, and prioritized investment.

10.0 Other Business

There was no other business before the CMAP Board.

11.0 Next Meeting

The CMAP Board will not meet in December, rather is scheduled to meet next in January, 2020.

12.0 Public Comment

There were no comments from the public

13.0 Executive Session

At approximately 10:36 a.m., a motion by Rita Athas, seconded by Mayor Nancy Rotering to move the Board to an executive session for the purpose of reviewing prior closed session minutes, and with all in favor carried.

At the conclusion of the Executive Session, Chairman Mayor Bennett reported the matters considered by the Board in the closed session and the following action was taken.

A motion by Mayor Rick Reinbold was seconded by Jim Healy to approve the draft minutes of previous closed session (February 13, and May 8, 2019) meetings. All in favor, the motion carried.

A motion to authorize the release of the minutes of the February 13, and May 8, 2019, closed session meetings made by Diane Williams, seconded by Jim Healy, and with all in favor carried.

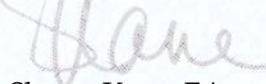
A motion by Jim Healy to continue confidentiality of other closed session minutes was seconded by Mike Montgomery and with all in favor carried.

Finally, a motion to authorize the destruction of all recordings of closed session meetings after 18 months was made by Rita Athas and seconded by Diane Williams. All in favor, the motion carried.

14.0 Adjournment

At approximately 10:41 a.m., a motion to adjourn by Mayor Nancy Rotering, seconded by Mike Montgomery, and with all in favor, carried.

Respectfully submitted,



Sherry Kane, EA

12-30-2019
/stk



MEMORANDUM

To: CMAP Board

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

Date: January 2, 2020

Re: Contract Approval for Village of Minooka Comprehensive Plan with
Houseal Lavigne Associates (RFP 224)

The CMAP Local Technical Assistance (LTA) program is meant to advance the implementation of ON TO 2050 by providing resources to local governments. Since the initiation of this program in 2011, CMAP has completed over 200 local planning projects, with over 30 more currently underway. Projects include comprehensive plans, corridor or subarea plans, studies of special topics such as housing or water resources, and similar planning activities. Most projects are led by CMAP staff, but some require external assistance to augment CMAP staff expertise.

The Village of Minooka, a community of approximately 11,352 residents, is located two (2) miles west of the I-55/I-80 interchange along Interstate 80 and is situated within three (3) counties: Grundy, Kendall, and Will. Minooka has a total incorporated area of 9.5 square miles, but with its current municipal boundary line agreements, the Village could grow an additional 22 square miles. Between 2000 and 2010, the Village experienced a 175% increase in population growth, and has continued to see an increase in residents. The Village has also seen significant growth in industrial sectors. Currently the Village has 14 logistic centers, up from just one in 2000, with two major expansions planned for 2019-20.

The Village of Minooka, in partnership with CMAP, wishes to pursue the development of a Comprehensive Plan. The Village last adopted a comprehensive plan in 2013 which consisted solely of a land use map. Updating the Comprehensive Plan will help guide future development, enhance quality of life for residents, recognize current market realities and community priorities, and identify feasible policies and strategies that leverage the Village's existing strengths and future opportunities.

Review Process

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on October 24, 2019. Staff held a non-mandatory pre-bid information session for consultants on October 28, 2019. On November 18, 2019, CMAP received proposals from three

consultants: Egret + Ox Planning (EOP), Houseal Lavigne Associates (HLA), and Teska Associates (TA).

Proposals were reviewed by two representative from the Village of Minooka and two staff members from CMAP. Minooka and CMAP staff scored each proposal independently. The criteria for selection included the following:

1. The demonstrated record of experience of the consultant, as well as identified staff, in providing the professional services identified in the scope of work, including addressing the topical issues identified in the RFP’s Project Background and Project Description sections.
2. Prior performance of previous CMAP contracts.
3. The consultant’s approach to preparing a Comprehensive Plan that addresses the priorities identified in the RFP’s Project Background and Project Description sections.
4. The quality and relevance of the examples of similar work.
5. The consultant’s integration of the principles of ON TO 2050 into the proposal.
6. Cost to CMAP, including consideration of all project costs and per-hour costs.

Table 1 shows the score of each firm that submitted a response to the RFP.

Table 1: Scoring

Criteria	Maximum Score	EOP	HLA	TA
Experience of consultant team and key personnel	38	23.1	28.9	27.7
Approach to comprehensive planning that addresses RFP’s priorities and examples of similar work	38	21.6	24.6	23.9
Integration of ON TO 2050 into proposal	4	2.6	2.5	2.5
Cost to CMAP	20	17.6 \$124,830	20.0 \$109,831	17.7 \$124,375
Total	100	64.9	76.0	71.8

Recommendation for Contractor Selection

Following a conversation with the Village, reviewing all three of the consultant teams, the Selection Committee reached a consensus to recommend **Houseal Lavigne Associates** as the contractor for the Village of Minooka Comprehensive Plan. The Selection Committee felt that HLA had strong project experience, the best working knowledge of Minooka, and was able to demonstrate how planning best practices could be tailored specifically to the Village. HLA’s inclusion of ESRI GeoPlanner (a scenario planning tool) and CityEngine (a 3D modeling tool) was also viewed as an innovation that would enhance the overall plan and enable a more seamless handoff of plan related data at the end of the project. In addition, HLA scored higher overall and provided the lowest cost proposal.

It is recommended that the Board approve a contract with **Houseal Lavigne Associates** for a total, not-to-exceed cost of \$109,831.00. Support for this project will be provided by a SPR grant awarded for this purpose by IDOT.

ACTION REQUESTED: Approval

**MEMORANDUM**

To: CMAP Board

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

Date: January 2, 2020

Re: Contract Approval for Estimation and Enhancement of CMAP's
Trip-Based Model with Cambridge Systematics (RFP 219)

As the metropolitan planning organization for Northeastern Illinois, CMAP performs travel demand modeling to support a number of regional activities including completing Air Quality Conformity analyses; assessing long-range Plan scenarios; evaluating the impacts of major capital projects; and conducting small area traffic forecasts. The current version of the travel demand model was developed using data from the Travel Tracker survey conducted during 2007-08. CMAP has recently completed data collection for the My Daily Travel survey and the trip-based model must be updated to reflect the travel trends and patterns currently observed in the region. Updating the travel model with new household travel survey data helps CMAP meet federal regulations, such as certifying that the regional transportation plan is consistent with current and forecasted trends in land use and transportation. The purpose of the project described is to estimate and calibrate the sub-models of CMAP's trip-based travel demand model using the My Daily Travel survey data, as well as to implement a set of enhancements to the model.

CMAP posted a Request for Proposals (RFP) on September 24, 2019 and held an online pre-bid session on September 30. The purpose of RFP 219 was to estimate and calibrate both the trip-based and activity-based models that CMAP maintains, as well as add some enhancements. Only one proposal was received. Two national firms also contacted CMAP to advise that they would not be submitting proposals due to concerns with the availability of their staff and their ability to complete the amount of work covered by the RFP. Rather than proceeding with a single proposal, CMAP issued a new RFP which scaled down the work items to only those required for the trip-based model.

The revised RFP was sent to potential contractors and posted to the CMAP website on November 15, 2019. As this was a re-posting of some of the work included in RFP 219, no pre-bid information session for consultants was held. On December 6, 2019, CMAP received

proposals from two consulting firms that are nationally recognized in the area of travel demand modeling: Cambridge Systematics and WSP.

Review Process

A selection team of four CMAP staff members reviewed and evaluated the proposals. In lieu of interviews, each consultant team received a set of follow-up questions from the selection committee seeking additional clarity on specific items in their proposal. Following receipt of the responses, the selection team members each independently scored the proposals based on the following five criteria listed in the RFP:

1. The demonstrated record of experience of the firm and personnel assigned to the project in providing the professional services identified in this scope of work.
2. Prior performance of previous CMAP contracts will be considered, if applicable. Past unsatisfactory performance will ordinarily be sufficient to justify a finding of non-responsibility.
3. The responsiveness of the proposal to the scope of work, as demonstrated through a substantive discussion of the issues; a clearly-defined methodology, process, and timeline; and the degree of innovation included in the proposal.
4. The quality and relevance of the examples of similar work.
5. Cost to CMAP, including consideration of all project costs and per-hour costs.

The individual scores of the selection team members were combined to develop a final composite score for each proposal, shown in the following table:

Criteria	Maximum Score	Cambridge Systematics	WSP
Demonstrated experience of the firm and personnel assigned to the project	25	21.9	18.8
Prior performance of previous CMAP contracts will be considered, if applicable	10	6.5	6.5
Responsiveness to the scope of work reflected in a substantive discussion; clearly defined methodology, process and timeline; and degree of innovation	30	26.3	21.8
Quality and relevance of examples of similar work performed	15	12.8	10.5
Cost, including consideration of all project costs and per-hour costs	20	19.98 (\$299,914.44)	20.0 (\$299,611.54)
Total	100	87.48	77.6

Recommendation for contractor selection

The selection team recommends **Cambridge Systematics** as the contractor for the estimation and enhancement of CMAP’s trip-based travel demand model. Cambridge Systematics is a well-known firm in the industry and is at the forefront of quantifying the uncertainty inherent in travel demand models, a specific task identified in the RFP. While both proposals addressed updating the trip-based model, the one from Cambridge Systematics included two additional

enhancements. The first is replacing the gravity model used in trip distribution with a more flexible destination choice model to offer a better representation of the travel costs faced by different kinds of households. Secondly, they proposed implementing a visitor trip model using their location-based services data to reflect how visitors to northeastern Illinois travel in our region.

It is recommended that the Board approve a contract with **Cambridge Systematics** to perform the estimation and enhancement of CMAP's trip-based travel demand model for the not-to-exceed amount of \$299,914.44.

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Board

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

Date: January 2, 2020

Re: Contract Approval for Documentation of Planning Approaches for
Equitable Development and Guidebook Creation with Muse
Community + Design (RFP 223)

The CMAP Local Technical Assistance (LTA) program is meant to advance the implementation of ON TO 2050 by providing resources to local governments. Since the initiation of this program in 2011, CMAP has completed over 200 local planning projects, with over 30 more currently underway. Projects include comprehensive plans, corridor or subarea plans, studies of special topics such as housing or water resources, and similar planning activities. Most projects are led by CMAP staff, but some require external assistance to augment CMAP staff expertise. This project is unique in that it is auditing CMAP's internal process on planning approaches and will result in the creation of a guidebook.

Review Process

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on November 5, 2019. Staff held a non-mandatory pre-bid information session for consultants on November 14, 2019. By November 22, 2019, CMAP had received proposals from three consultants: Camiros, MUSE Community + Design, and Greater Good Studio.

Proposals were reviewed and independently scored by four staff members from CMAP. The criteria for selection included the following:

1. The demonstrated record of experience of the consultant, as well as identified staff, in providing the professional services identified in the scope of work. The consultant's understanding of the purpose of the work, as demonstrated through the quality and relevance of the proposal.
2. The relevance of the consultant's approach to conducting activities described in the scope of services, as demonstrated by the level of detail and thoughtfulness provided in the approach.

3. The consultant’s previous experience working with disinvested communities and approach to diversity, equity, and inclusion; and familiarity with Elevated Chicago’s Community Engagement Principles and Recommendations.
4. The quality and relevance of the examples of similar work.
5. Cost to CMAP, including consideration of all project costs and per-hour costs.

Table 1 shows the average score if each firm that responded to the RFP.

Table 1: Scoring

Criteria	Maximum Score	Camiros	MUSE / CNT	Greater Good Studio
Experience of consultant team and key personnel, including experience with disinvested communities and approach to diversity, equity and inclusion	18	12	16	15
Relevance of consultant’s approach to conducting activities	38	23	31	31
Relevance of similar work	24	13	20	18
Cost to CMAP	20	14 (\$71,345)	20 (\$50,000)	17 (\$59,615)
Total	100	62	87	81

Recommendation for Contractor Selection

Following interviews of the consultant teams, the Selection Committee reached a consensus to recommend **Muse Community + Design** as the contractor for the Documentation of Planning Approaches for Equitable Development and Guidebook Creation. The Selection Committee felt that the team assembled by Muse possessed the most experience relevant to the issues, as well as a coherent, compelling approach to the project.

In the end, the selection committee felt confident that the team led by Muse was best suited to the needs of the project. Therefore, it is recommended that the Board approve a contract with Muse Community + Design, for a total, not-to-exceed cost of \$50,000.00.

It is recommended that the Board approve a contract with **Muse Community + Design** for a total, not-to-exceed cost of \$50,000.00. Support for this project will be provided by a SPR grant awarded for this purpose by IDOT.

ACTION REQUESTED: Approval

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MEMORANDUM

To: CMAP Board

From: Staff

Date: January 2, 2020

Re: CMAP Committee membership and meeting dates

Pursuant to CMAP Board Bylaws Article Three, Section 15, the Chairman delegates the authority for management of the following CMAP Committees to the CMAP Executive Director. Below are proposed membership and meeting dates. Written summaries of the meetings' activities will be distributed at each Board meeting.

COORDINATING COMMITTEE

Frank Beal-Chair, CMAP Board
Mike Montgomery, CMAP Board
President Richard Reinbold, CMAP Board
Diane Williams, CMAP Board
Matt Brolley, CMAP Board
Jason Keller, representing Economic Development Committee
Sean Wiedel, representing Environment and Natural Resources Committee
Mark VanKerkhoff, representing Housing/Land Use Committee
Sheri Cohen, representing Human and Community Development Committee
Rocco Zucchero, representing Transportation Committee

*meets: monthly, 2nd Wednesday
8:00 a.m.*

UNIFIED WORK PROGRAM (UWP) COMMITTEE

Tom Kelso (Chair), IDOT
Angela Manning-Hardimon (Vice-Chair), CMAP
Christina Bader, CTA
Holly Waters, Metra
Heather Mullins, RTA
Tom Rickert, Kane County Division of Transportation
Philip Banea, CDOT
Lorraine Snorden, PACE Suburban Bus
Mayor Eugene Williams, Village of Lynwood

*meets: Feb. 11, Mar. 11, June 10,
and Oct. 14--1:00 p.m.*

Non-Voting Members:

John Donovan, FHWA

Tony Greep, FTA

CITIZENS' ADVISORY COMMITTEE

Elliott Hartstein (Chair)

Garland Armstrong, representing Cook County

Heather Armstrong, representing Cook County

Lulu Blacksmith, representing Kane County

Thomas Gary, representing Cook County

Blake Grigsby, representing City of Chicago

Kevin Ivers, representing McHenry County

Renee Patten, representing City of Chicago

Stephenie Presseller, representing Cook County

Ruth Rosas, representing City of Chicago

Ben Ruhlig, representing City of Chicago

Faye Sinnott, representing Lake County

Amaal Tokars, representing Kendall County

Vacant, representing DuPage County

Vacant, representing Will County

*meets: (tentative) Mar. 10, June 9, Sept. 8,
and Dec. 8—2:00 p.m.*

COUNCIL OF MAYORS EXECUTIVE COMMITTEE

Mayor Jeffery Schielke (Chair), Batavia

Mayor Leon Rockingham, North Chicago

Mayor Eugene Williams, Lynwood

President Len Austin, Clarendon Hills

President Dave Brady, Bedford Park

Mayor Roger Claar, Bolingbrook

President Karen Darch, Barrington

President Jim Discipio, LaGrange Park

President Michael Einhorn, Crete

President Alice Gallagher, Western Springs

President Thomas Hayes, Arlington Heights

Mayor Jim Holland, Frankfort

President Lawrence Levin, Glencoe

President Richard Mack, Ringwood

President Robert Nunamaker, Fox River Grove

President Glenn Ryback, Wadsworth

President Jeffrey Sherwin, Northlake

President John Skillman, Carpentersville

President Erik Spande, Winfield

Mayor Joseph Tamburino, Hillside

Mayor George Van Dusen, Skokie

President Mary Werner, Worth

*meets: Jan. 28, Apr. 14, Aug 18,
and Oct. 27—9:30 a.m.*

COUNTIES COMMITTEE

Matt Asselmeier, Kendall County

meets: June 7 and Nov. 15

Susan Campbell, Cook County
Kevin Carrier, Lake County
David Dubois, Will County
Paul Hoss, DuPage County
Fran Klaas, Kendall County
Joseph R. Korpalski, McHenry County
John Ronaldson, Will County
Dennis Sandquist, McHenry County
Carl Schoedel, Kane County
Chris Snyder, DuPage County
Mark VanKerkhoff, Kane County
Eric Waggoner, Lake County
John Yonan, Cook County

ECONOMIC DEVELOPMENT COMMITTEE

*meets: Jan. 27, Mar. 23, June 22,
and Oct. 26—9:30 a.m.*

Jason Keller (Vice Chair), Federal Reserve Bank of Chicago
Dionne Baux, National Main Street Center
Lisa Castillo Richmond, Partnership for College Completion
Kevin Considine, Lake County Partners
Peter Creticos, Institute for Work and the Economy
Kristi DeLaurentiis, South Suburban Mayors and Managers Association
Xochitl Flores, Cook County Bureau of Economic Development
Jonathan Furr, Education Systems Center at Northern Illinois University
Bryan Gay, Invest Aurora
Terrance Hall, World Business Chicago
Emily Harris, Harris Strategies
Michael Horsting, Regional Transportation Authority (RTA)
Gretchen Kleinert, Chicago TREND
Kevin Kramer, Village of Hoffman Estates
Joey Mak, Chicagoland Chamber of Commerce
Agnes Masnik, Illinois Department of Commerce & Economic Opportunity
Kelly O'Brien, Alliance for Regional Development
Lance Pressl, IIT Kaplan Institute for Innovation and Tech Entrepreneurship
Doug Pryor, Will County Center for Economic Development
John Reinert, McHenry County Board

ENVIRONMENT NATURAL RESOURCES

*meets: Jan. 9, Mar. 5, May 7, July 9,
Sept. 3, and Nov. 5—9:30 a.m.*

Jack Darin (Co-Chair), Sierra Club, Illinois Chapter
Sean Wiedel (Co-Chair), City of Chicago
Lindsay Birt, Xylem Digital Solutions
Keary Cragan, USEPA-Region 5
Martha Dooley, Village of Schaumburg
Aaron Durnbaugh, Loyola University Chicago
Danielle Gallet, Metropolitan Planning Council
Elena Grossman, BRACE-Illinois at UIC
Andrew Hawkins, Forest Preserve District of Will County
Paul May, Northwest Suburban Municipal Joint Action Water Agency

Stacy Meyers, Openlands
Tom Rickert, Kane County Division of Transportation
John Rogner, Illinois Department of Natural Resources
Deborah Stone, Cook County Department of Environmental Control
Mike Sullivan, IDOT-District 1
Mike Warner, Lake County Stormwater Management Commission

HOUSING/LAND USE

*meets: bi-monthly, first Wednesday--
9:30 a.m.*

Mark VanKerkhoff (Chair), Kane County
Nancy Firfer (Co-Chair), Metropolitan Planning Council
Matthew Asselmeier, Kendall County
Drew Awsumb, City of Highland Park
Adam Ballard, Access Living
Alan Banks, Office of the Hon. Robin Kelly-Member of Congress
Angela Brooks, Chicago Housing Authority
Susan Campbell, Cook County Department of Planning
Allison Milld Clements, Illinois Housing Council
Lisa DiChiera, Landmarks Illinois
David Dubois, Will County Planning
Benjamin Fenton, Illinois Housing Development Authority
Sharon Gorrell, Illinois Association of Realtors
Paul Hoss, DuPage County
Christine Kolb, Focus Development
Steven Mannella, Metra
Heather Tabbert Mullins, RTA
Arnold Randall, Cook County Forest Preserve District
Caitlin Ritter, MB Real Estate
Dennis Sandquist, McHenry County
Kyle Smith, Metropolitan Mayors Caucus
Robert Tucker, Chicago Community Loan Fund
Eric Waggoner, Lake County

HUMAN AND COMMUNITY DEVELOPMENT

*meets: bi-monthly, first Tuesday
(excepting June and Dec.)--
10:00 a.m.*

Sheri Cohen (Co-Chair), Chicago Department of Public Health
Michael Davidson (Co-Chair), Chicago Community Trust
Geri Aglipay, Small Business Majority
Dasha Arias, Google Chicago
Fluturi Demirovski, Regional Transportation Authority (RTA)
Laurie Dittman, City of Chicago-Mayor's Office of People with Disabilities
Leslie Edstrom, Area on Aging Northeastern Illinois
Jackie Forbes, Kane County Division of Transportation
Joan Fox, DuPage County Community Services
Kendra Freeman, Metropolitan Planning Council
Melody Geraci, Active Trans
Jacky Grimshaw, Center for Neighborhood Technology
Eden Hurd, IFF
Hanna Kit, Cook County Department of Public Health
Tiffany McDowell, Chicagoland Equity Network

Kirsten Peachey, the Center for Faith and Community Health Transformation
Greg Polman, Chicago Lighthouse
Olatunji Oboi Reed, Equiticity
Enrique Salgado, Jr., Wellcare Health Plans, Inc./Harmony
Laura Schneider, Lake County Health Department and Community Health Center
Raj Shah, M.D., Rush Center for Community Health Equity
Rosalie Shemmer, School of the Art Institute of Chicago
Darnell Shields, Austin Coming Together
Janna Simon, Illinois Public Health Institute
Dominic Tocci, Cook County Bureau of Economic Development
William Towns, Benefit Chicago

TRANSPORTATION

*meets: Feb. 21, Apr. 3, May 22, June 26,
Aug. 7, Sept. 18, and Dec. 11—9:30 a.m.*

Chris Snyder* (Chair), DuPage County
Jessica Hector-Hsu (Vice Chair), RTA
Darwin Burkhart, Illinois Environmental Protection Agency
Kevin Carrier, Lake County
Lynnette Ciavarella, Metra
Michael Connelly, Chicago Transit Authority
Carrie Cooper, IDOT Office of Intermodal Project Implementation
Doug Ferguson, CMAP
Adrian Guerrero, Class I Railroads
Robert Hann, Private Providers
Jessica Hector-Hsu, Regional Transportation Authority (RTA)
Scott Hennings, McHenry County
Elizabeth Irvin, Center for Neighborhood Technology
Tom Kelso, IDOT Office of Planning & Programming
Fran Klaas, Kendall County
Christina Kuplowski, Will County
Erik Llewellyn, PACE Suburban Bus
Kevin Muhs, SEWRPC
Tara Orbon, Cook County Department of Transportation and Highways
Anthony Quigley, IDOT-District 1
Tom Rickert, Kane County
Leon Rockingham, Council of Mayors
Joe Schofer, Northwestern University
David Seglin, Chicago Department of Transportation
P.S. Sriraj, University of Illinois, Chicago
Scott Weber, NIRPC
Audrey Wennink, Metropolitan Planning Council
Rocco Zuccherro, Illinois Tollway

Non-Voting Members:

John Donovan, Federal Highway Administration
Tony Greep, Federal Transit Administration

FREIGHT

*meets: Feb. 24, May 18, Sept. 21,
and Dec. 7—10:00 a.m.*

Eric Gallien, Illinois Trucking Association (Chair)

Joe Alonzo, Chicago Department of Transportation
Elaine Bottomley, Council of Mayors
Mike Burton, C&K Trucking
Colin Duesing, Will County Land Use Department
Reggie Greenwood, South Suburban Mayors and Managers Association
Clayton Harris III, Illinois International Port District
Dr. J. Lee Hutchins, Jr., Consultant
Kazuya Kawamura, UIC-University Transportation Center
Mike Kowalczyk, FHWA
Aimee Lee, Illinois Tollway
John Loper, DuPage County Division of Transportation
Libby Ogard, Consultant
Adam Rod, Chicago Department of Aviation
DeAnna Smith, IDOT
Herbert Smith, Class I railroad
Erik Varela, Class I railroad
Vacant, Center for Neighborhood Technology
Vacant, Cook County
Vacant, Illinois Chamber of Commerce Infrastructure Council

ACTION REQUESTED: Approval

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 8.0

233 South Wacker Drive
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Chicago, Illinois 60606

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www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

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

Date: January 2, 2020

Re: FY 2021 UWP Call for Projects

Unified Work Program (UWP) federal funding is available for transportation planning and projects within a metropolitan area. For the CMAP area, it is anticipated that federal funding of approximately \$18.8 million, and with matching funds of approximately \$4.7 million, will provide total cost available for UWP planning and projects of \$23.5 million. FY 2021 funding reflects an increase of approximately 3%, or \$813,804, of federal and local match dollars as compared to FY 2020.

The Metropolitan Planning Organization (MPO) has the primary responsibility for preparing the UWP for its metropolitan area. The federal guidelines state that all planning and implementing agencies must be an integral part of the planning process and participate in the development of the UWP. In the CMAP region, the UWP Committee serves as the project selection body for this process. The committee is chaired by IDOT, who votes in case of a tie. The membership is comprised of a representative from each of the transit service boards (CTA, Metra and Pace), the City of Chicago, RTA, CMAP, a representative from the counties, and a mayor representing the Council of Mayors. In addition, non-voting members are representatives from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Illinois Environmental Protection Agency (IEPA).

The UWP Committee establishes program priorities and selects core and competitive proposals. The UWP Committee recommends and seeks concurrence from the Transportation Committee, Coordinating Committee, CMAP Board and the MPO Policy Committee for core and competitive proposals and budgets. The following UWP priorities with the regional priorities described in the ON TO 2050 Plan will guide the FY2021 Call for Projects selection process:

- **Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use.** The continuation of work to further ON TO 2050's list of fiscally constrained regionally significant projects is another planning area. Potential work includes planning for the inclusion of transit or bike/ped components as part of major highway projects, advancing projects through discretionary funding programs, and planning for supportive land use around transportation, among other efforts.
- **Local Technical Assistance and the Formation of Collaborative Planning Efforts.** A major emphasis area of ON TO 2050 is providing targeted technical assistance to local governments, particularly to interpret and implement the regional plan's recommendations at the local level. This may include planning for compact, walkable communities, including transportation investments to support infill development, as well as providing for alternative modes of transportation. Planning for joint efforts to provide local transportation services is also included here.
- **Modernization of the Public Transit System.** ON TO 2050's transit recommendations focus on making the transit system more competitive. Actions include developing policies for emerging technology to support and complement the transit system, studies to support improving the speed, frequency, and reliability of the transit system, revising highway design guidance to facilitate transit access, studies to support further fare and service coordination, and improving the effectiveness and accessibility of demand response services, particularly for persons with disabilities.
- **Leveraging the Transportation System to Promote Inclusive Growth.** ON TO 2050 is broadly concerned with ensuring economic opportunity is available to all residents of the region. The transportation system plays a role in this, as for example, research shows that minority residents have significantly longer commutes than others and transportation fees can weigh most on lower-income persons. Proposals should address any of the numerous facets of equity and transportation identified in ON TO 2050, such as developing culturally-relevant outreach methods, establishing performance measures that track progress towards reflecting community demographics, and demonstrating the impact of public engagement on project outcomes. They may also include planning to support transportation system access for those with disabilities, studying strategies to reduce burden of transportation fees, fares, and taxes on lower-income populations, and exploring new ways to provide targeted, flexible and/or on-demand transportation options in low-income or low-density areas, or for people with disabilities.
- **Harnessing Technology to Improve Travel and Anticipating Future Impacts.** Existing technologies can improve the performance of the transportation network, while in the long term, emerging technologies like connected and autonomous vehicles and private mobility services may have both positive and negative

impacts on the region, such as increasing competition for curb space or causing excess vehicle miles traveled. Planning projects under this priority would address studying and implementing further coordination of traffic operations using technology, establishing pricing and regulatory frameworks for connected and autonomous vehicles and developing pilot projects, and adapting the public way to emerging technology and new mobility, among other efforts

The process for review and approval of the FY 2021 UWP programs is as follows:

- FY2021 Call for Projects issued January 2, 2020.
- Both Core and Competitive proposals are due on January 30, 2020.
- All proposals will be forwarded to the UWP Committee on February 4 with presentations of the proposals at the Committee meeting on February 11.
- The Competitive proposals will be scored by the UWP Committee as in years past, based upon the alignment with the regional priorities listed above. The scoring of the competitive proposals will be due on February 28. CMAP staff will calculate the Committee’s rankings of the Competitive proposals.
- Based on the available funds for the FY 2021 UWP program, CMAP staff will develop a proposed program recommendation to the UWP Committee which considers (1) how the Core proposals meet the federal requirements; (2) alignment with the proposed priorities of ON TO 2050; (3) the requested level of funding; (4) and if applicable, previous years’ expenditure level of Core project funds and (5) the rankings of the Competitive proposals.
- The Committee will meet on March 11 to adopt the proposed FY 2021 program.
- The FY 2021 program will be presented at the April 3 Transportation Committee and the April 8 Coordinating Committee meetings for adoption.
- Draft of the UWP book provided to IDOT on May 1.
- Following the UWP program adoption by the MPO Policy Committee and the CMAP Board adoption in June, CMAP will draft contracts for the approved programs according to the following schedule (these dates should be considered with developing proposals):
 - Programs supporting staff and operating costs (normally core proposals) will be available during the State FY 2021 starting July 1, 2020. All funds will need to be expended by June 30, 2021.
 - Programs supporting consulting contracts and the competitive programs will be available for a period of three years—July 1, 2020 to June 30, 2023.

The schedule for the approval of the FY 2021 UWP process is as follows:

Call for Proposals

Call for Proposals	January 2, 2020
All Proposals Due (Core and Competitive)	January 30, 2020

Proposal presentations

UWP Meeting - Presentation of Proposals	February 11, 2020
UWP Committee members rank proposals	Due to CMAP February 28, 2020
CMAP prepares committee ranked proposals with funding allocation	March 4, 2020
UWP Meeting - Adopt FY 2020 Program	March 11, 2020

Committee Approval

Transportation Committee considers approval of FY 2021 UWP to MPO Policy Committee	April 3, 2020
CMAP Coordinating Committee considers approval of FY 2021 UWP to CMAP Board	April 8, 2020
Draft of the UWP book to IDOT	May 1, 2020
CMAP Board considers approval of proposed FY 2021 UWP	June 10, 2020
MPO Policy Committee considers approval of proposed FY 2021 UWP	June 11, 2020
Final UWP Document Released	June 2020

ACTION REQUESTED: Information

###



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: January 2, 2020

Re: 2020 Regional Traffic Safety Performance Targets

Under the federal Safety Performance Management (Safety PM) Rule, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) have responsibilities to set performance targets for a variety of transportation performance measures. For traffic safety, DOTs are required to establish quantitative highway safety performance targets on an annual basis and track progress toward meeting their targets for traffic safety.¹ MPOs have the choice to affirm the state's targets or to set their own quantitative targets.

Each year, the process begins with State DOTs establishing their highway safety targets as part of their Highway Safety Improvement Program report to Federal Highway Administration (FHWA). MPOs have 180 days, from the date the State DOT submits its targets to FHWA, to set their own regional targets or agree to support the State DOT targets. The Illinois Department of Transportation (IDOT) set its annual safety performance targets in July 2019; as a result the MPO Policy Committee and CMAP Board must act by January 2020.

This memorandum discusses why CMAP staff recommends that the Board and MPO support IDOT's 2020 safety targets. By agreeing to support IDOT's safety targets, the MPO is not agreeing to any specific share of the decrease in fatalities and serious injuries. Instead it is agreeing to integrate the targets as goals in the metropolitan planning process and to plan and program projects that help meet the State's targets. The selection of the target does not directly affect the allocation of funding at either the state or MPO level. However, the targets selected should ultimately reflect funding allocation priorities among other factors.

The remainder of this memo provides background on the Safety PM rule, reviews IDOT's 2020 statewide safety targets, the staff recommendation to support of the state's 2020 safety targets, and next steps.

¹ The safety performance measure requirements are set out in the Federal Highway Administration's [National Performance Management Measures: Highway Safety Improvement Program](#) final rule.

Background on the Safety Performance Management Rule

The Safety PM rule is part of the overall federal Transportation Performance Management (TPM) program and requires state DOTs and MPOs to establish safety targets on all public roads for: (1) the number of fatalities, (2) the rate of fatalities per 100 million vehicle miles traveled (VMT), (3) the number of serious injuries, (4) the rate of serious injuries per 100 million VMT, and (5) the number of non-motorized fatalities and non-motorized serious injuries. Injuries and fatalities from traffic crashes vary considerably from year to year due to numerous factors. To account for this the Safety PM requires the targets to be set as five-year rolling averages which smooths the data for large changes. The 2020 target is the desired value of the 2016-2020 rolling average for each of the measures.

The actual target should be set to what the state believes it can achieve;² the rule does not specify or provide guidance for how ambitious the targets should be. Each year the FHWA evaluates whether states have met, or made significant progress toward meeting, their targets. FHWA will consider states to be in compliance if they have met or improved from the baseline at least four of the five required performance targets.

MPOs have the option to support any or all of the state's safety targets, develop its own safety targets for any or all individual measures. The MPO is also required to integrate the Safety PM into its planning process by including it in the metropolitan transportation plan, in CMAP's case, ON TO 2050. In addition, the MPO must show how investments in the transportation improvement program (TIP) help achieve the Safety PM targets.

IDOT 2020 traffic safety performance targets

IDOT evaluated two methods to set the state's targets, a least squares trend line which approximates the actual trends, and a policy-based two percent annual reduction in the five-year average. IDOT selected the method that returns the greatest decrease in the five-year average for each measure. Because of a backlog for processing crash data, IDOT had to estimate the 2014-2018 five-year average for serious injuries and non-motorized serious injuries. For 2020, all targets were set using the policy-based two percent annual reduction in the five-year average.

Table 1. 2020 IDOT Statewide Traffic Safety Performance Targets

	Actual					Proposed 2020 target
	2010- 2014	2011- 2015	2012- 2016	2013- 2017	2014- 2018	2016-2020 ²
IDOT Safety Performance Target						
Total Fatalities -Illinois	943.0	957.0	989.4	1,017.6	1,025.6	985.0
Fatality Rate VMT -Illinois	0.90	0.91	0.94	0.96	0.95	0.91

² The annual safety targets are designed to be interim targets that agencies should use to track their performance toward meeting long-term goals. According to [FHWA guidance](#), state DOTs and MPOs are strongly discouraged from using aspirational goals, such as Towards Zero Deaths (TZD), when setting safety targets. While the FHWA agrees with a zero-fatality goal, and even supports the TZD initiative, the annual safety targets should enable agencies to track progress towards their long-term goals. Setting reasonable targets allows agencies to see how changes in policy or funding have an effect on traffic safety, and if agencies are not meeting goals, allow them to alter how they approach safety.

	Actual					Proposed 2020 target
Total Serious Injuries - Illinois ¹	12,203.2	12,245.8	12,168.6	12,111.8	12,149.8	11,668.7
Serious Injury Rate per 100 mil. VMT -Illinois ¹	11.7	11.7	11.5	11.4	11.2	10.8
Non-Motorized Serious Injuries and Fatalities - Illinois ¹	1,468.4	1,515.8	1,498.8	1,526.8	1,516.2	1,456.2

1 – 2014-2018 average estimated for serious injuries and non-motorized serious injuries and fatalities.

2 - 2% annual reduction in 5-year average.

Because of its outsized share of the state’s population and multimodal transportation system, the CMAP region greatly influences the safety performance trends at the statewide level. The region accounts for a little over 40 percent and 50 percent of the state’s five-year average for fatalities and serious injuries, respectively. When it comes to non-motorized fatalities and serious injuries, the CMAP region accounts for roughly 75 percent of the state’s total. This is due to the high number of pedestrians and pedal-cyclists compared to the rest of the state.

Table 2. 2020 CMAP Share of IDOTs Traffic Safety Performance Targets

	Actual					Proposed 2020 target
	2010- 2014	2011- 2015	2012- 2016	2013- 2017	2014- 2018	2016-2020 ²
Total Fatalities -CMAP	401.4	405.8	425.8	443.8	452.6	434.7
Fatality Rate VMT -CMAP	0.69	0.69	0.72	0.75	0.76	0.72
Total Serious Injuries - CMAP ¹	6,502.2	6,642.8	6,662.8	6,720.8	6,733.0	6,466.3
Serious Injury Rate per 100 mil. VMT -CMAP ¹	11.1	11.4	11.3	11.3	11.2	10.8
Non-Motorized Serious Injuries and Fatalities - CMAP ¹	1,115.0	1,158.8	1,149.0	1,182.0	1,181.3	1,134.5

1 - 2014-2018 average estimated for serious injuries and non-motorized serious injuries and fatalities.

2 - 2% annual reduction in 5-year average.

Recommendation for 2020 traffic safety performance targets

Staff recommends that the Board and MPO support IDOT’s policy-driven 2020 traffic safety targets. IDOT’s aggressive safety targets reflect the need for, and a commitment to, reducing fatal and serious injury crashes. The region has made significant progress in reducing fatalities and serious injuries through engineering, education, and technology, but the Chicago area still faces significant safety challenges in light of recent increases in non-motorized serious injuries and fatalities, and overall traffic fatalities. By supporting IDOT’s targets, the region will have a unified goal that supports making all roads in the region safer for all users. In November 2019, the CMAP Transportation Committee approved staff’s recommendation to support the IDOT’s 2020 safety targets. The Transportation Committee discussed how the region’s transportation

system operators are addressing safety and requested CMAP staff to develop a longer term strategy to help achieve the traffic safety targets. Given that the targets are set annually, CMAP can readily revisit target selection methodology each year.

CMAP local safety analysis and implementation

To facilitate progress on regional and state highway safety targets, CMAP has incorporated highway safety into its programming decisions and work plan. The CMAQ and STP-L Shared Fund programs had safety incorporated into project evaluations and CMAP staff encouraged the eleven Council of Mayors STP project evaluation systems to include safety as a measure. In addition to programming activities, CMAP staff are engaged in many safety initiatives, such as IDOT's Traffic Records Coordinating Committee and the City of Chicago's Vision Zero committees. CMAP recently completed a project to help IDOT catch up on processing crash records to address a multi-year backlog. CMAP is also exploring the usRAP software that identifies safety deficiencies in roadway characteristics. CMAP has also completed an analysis of safety related questions in the CMAP municipal survey and is seeking additional ways to encourage safety program implementation.

Next steps

Following discussion and approval by the CMAP Board and MPO Policy Committee, staff will prepare a memo informing IDOT that the CMAP MPO agrees to support the 2020 statewide safety targets. CMAP is also required to indicate how the Transportation Improvement Program (TIP) makes progress toward achieving the safety performance targets, the technical approach of how to accomplish this requirement is currently under development.

ACTION REQUESTED: Approval

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 11.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: January 2, 2020

Re: Draft 2020 Federal Agenda and Surface Transportation
Reauthorization Principles

Each year, CMAP produces a Federal Agenda to establish policy priorities and guide discussions with federal policymakers. Additionally, during years in which the federal surface transportation program is set to expire, CMAP has traditionally produced high-level principles for reauthorization. The current FAST Act authorization is set to expire in September 2020.

For your review and discussion, staff has revised the priorities contained in the Federal Agenda for 2020 and has identified five reauthorization principles. The surface transportation reauthorization principles are:

- Sustainable funding
- Reform funding to achieve national goals
- Support for goods movement
- Address the transportation system's role in climate change
- A stronger role for regions

These principles, as well as the more detailed recommendations of the 2020 Federal Agenda, are presented in the attachment. The agenda is presented in five sections, analogous to the chapters of ON TO 2050.

Staff recommends we use these principles and recommendations to guide conversations with federal policymakers. Based on your feedback and direction, we will finalize the 2020 Federal Agenda and surface transportation reauthorization principles for the February meeting.

ACTION REQUESTED: Discussion

###

CMAP Surface Transportation Reauthorization Principles

The Fixing America's Surface Transportation (FAST) Act authorizes surface transportation programs through September 2020. Policymakers should ensure the following principles are reflected in the upcoming reauthorization.

Sustainable funding

Transportation revenues must provide ongoing, sufficient, and sustainable funding to improve and enhance the system. Revenues should grow sustainably by indexing them to inflation to keep pace with the costs of operating and improving the system, which inevitably increase over time. Revenues must also change to adapt to new technology and changing transportation mode preferences.

Reform funding to achieve national goals

Reauthorization presents an opportunity to use performance measurement data to distribute funds based on system needs and performance to achieve national goals. Existing statutory goals can be supplemented to prioritize how well the multimodal transportation system connects people to jobs and services. A mix of formula and discretionary programs is appropriate, as is ensuring a certain level of year over year continuity for each state or region to enable long-term planning. Improving transparency in discretionary program development can improve program effectiveness.

Support for goods movement

America's goods movement system requires sustained and flexible federal support, and the benefits of the FAST Act's two freight focused programs are becoming evident. However, the national advantages of freight movement are often accompanied by negative impacts at the local level – particularly in disadvantaged communities. The region requires both continued federal support for freight and the ability to use funding for projects that mitigate negative impacts.

Address the transportation system's role in climate change

The transportation sector is the greatest source of greenhouse gas emissions in the United States. Moreover, climate change is already causing stronger and more frequent weather events, creating operational and safety problems on transportation facilities that were not typically designed to handle such events. Designing federal transportation programs toward both slowing the rate of emissions growth and responding to already occurring change will help ensure the transportation system's and the country's resilience.

A stronger role for regions

Federal surface transportation programs are founded on a federal-state-regional partnership. Regions are centers of population and economic activity, and often have unique transportation and economic needs within their states. They can also play a role in piloting responses to emerging mobility services and technology. MPOs have unique knowledge of these issues and the need for multijurisdictional solutions. Providing regions with greater funding and project selection authority allows a stronger connection between regional plans and investment decisions.

CMAP 2020 Federal Agenda

Surface transportation recommendations

Ensure sustainable, adequate revenue sources for multimodal transportation investments

- CMAP supports increasing the federal motor fuel tax rate, indexing it to an inflationary measure, and in the long term replacing it with a per-mile road usage charge.
- CMAP supports continued funding for per-mile user fee pilot programs, expansion of pilot program eligibility to MPOs, and development of a streamlined national solution that allows each state to collect road usage charges from out-of-state drivers.
- CMAP supports greater flexibility for states and regions to impose user fees by removing federal restrictions on tolling the Interstate system.
- CMAP supports removal of restrictions on commercial activity on the interstate system, e.g., the provision of power to electric vehicles and parking for commercial vehicles.

Strengthen the transit system

- CMAP supports legislative initiatives that provide more resources for the maintenance and modernization of transit systems, transit-oriented development, increased transit capacity, and intercity passenger rail.
- CMAP supports revising federal requirements to eliminate the funding disparity between transit projects and highway projects.
- CMAP supports aligning transportation, housing, and economic development programs to support transit.

Reform funding to achieve national goals

- CMAP supports application of performance-based funding principles across programs.
- CMAP supports amending the national highway goals in 23 USC § 150 to add a measure for how well the transportation system connects people to jobs and services.
- CMAP supports funding apportionments based on national goals, through a mix of formula and discretionary programs, while ensuring a certain level of year over year continuity for each state or region to enable long-term planning.
- CMAP supports reforms to discretionary programs such as BUILD and INFRA to increase decision-making transparency and multimodal needs.

Provide a greater role for metropolitan planning organizations in programming funds

- CMAP supports increases in the Surface Transportation Block Grant suballocation to urban areas and stronger requirements for MPO involvement in programming of these funds.
- CMAP supports MPO programming authority for a portion of transit and Highway Safety Improvement Program funds, reflecting new responsibilities for transit asset management and achieving new FHWA Safety Performance Management goals.
- CMAP supports establishment of a pilot program that allows large MPOs project selection authority for a portion of funds across various programs.

Reduce transportation emissions and adapt to climate change

- CMAP supports policies that incentivize non-single occupancy vehicle travel and improve services to provide these opportunities.
- CMAP supports funding to replace public vehicle fleets with electric or other low-emission propulsion systems.
- CMAP supports program eligibility and additional funding for projects that enable existing surface transportation assets to withstand weather events or natural disasters.

Issue Buy America waivers for air quality projects

- CMAP supports FHWA issuance of Buy America waivers for vehicle replacements and engine retrofits that substantially improve air quality.
- CMAP supports enactment of Buy America exemptions for vehicles and engine components used in emissions reduction projects.

Harness the benefits of emerging technologies and improve safety

- CMAP supports making space for innovation in emerging technology and mobility services -- with transit as the backbone -- through funding, regulations, and pilot programs.
- CMAP supports federal legislation that establishes processes to ensure transparent public access to AV safety data and establishes a role for the federal government in convening stakeholders -- including MPOs -- to establish technology standards that can enable long-range infrastructure planning by local and regional jurisdictions.
- CMAP supports federal policy that empowers local governments to enact AV policies consistent with land use and mobility goals.

- CMAP supports repeal of funding prohibitions for automated traffic safety enforcement.

Improve freight programs and acknowledge community impacts

- CMAP supports continuation and expansion of the freight programs -- both formula and discretionary -- with reforms to eliminate caps on multimodal projects.
- CMAP supports implementation of a federal fee on the cost of all shipments, regardless of mode, with revenues disbursed to states based on their freight needs.
- CMAP supports finalization of a National Freight Strategic Plan that includes a comprehensive freight system needs assessment.
- CMAP supports explicit eligibility for projects that mitigate the negative impacts of freight, such as reducing particulate pollution and reducing motorist delay at highway-rail grade crossings, through grade separations if necessary.
- CMAP supports collection of nationwide, representative grade crossing blockage data by the Federal Railroad Administration from the railroad industry and other available sources.

Address climate change and protect water and natural resources

- CMAP supports renewing the U.S. commitment to the Paris Agreement, expand renewable energy and efficiency programs, explore market mechanisms for reducing greenhouse gas emissions, and transition to renewable resources.
- CMAP supports actions to bolster climate resilience by investing in a more flexible and decentralized electric grid, such as the Smart Grid Investment Grant Program.
- CMAP supports additional investment in water and sewer infrastructure, and encourages the use of pricing to manage demand and recover the full cost of service through water rates.
- CMAP supports modernizing policies related to flooding, including making risk information available for property sales and reforming the National Flood Insurance Program to develop long-term solutions for properties that suffer repetitive losses or are at high risk of flooding.
- CMAP supports investments that maintain the health, recreational use, and economic benefits of Lake Michigan and the Great Lakes.
- CMAP supports direct federal investment in open space preservation.

Facilitate data-driven and transparent investment decisions

- CMAP supports the collection of comprehensive data by federal agencies as well as initiatives that facilitate open exchange of data by applying best practices and technological improvements.
- CMAP supports policies that ensure data from private transportation providers can be used by the public sector to assess transportation system needs.

Promote housing options, target assistance to disinvested areas, and coordinate planning

- CMAP supports changes to federal regulations to facilitate development of multifamily and mixed use projects.
- CMAP supports policies — such as Opportunity Zones — that catalyze growth in disinvested areas.
- CMAP supports funding for programs such as the former Sustainable Communities Initiative that link planning and investment decisions across disciplines.

Improve education and workforce development to reduce inequality

- CMAP supports federal resources that further the development, implementation, and expansion of career pathway programs.
- CMAP supports federal investment in the region's talent pool through robust and reliable funding for higher education and workforce development.



Chicago Metropolitan Agency for Planning

Agenda Item No. 12.0

233 South Wacker Drive
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MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: January 2, 2020

Re: 2020 Legislative Agenda for the Illinois General Assembly, ON TO
2050 Legislative Framework and Principles for Illinois
Transportation Funding

For your review and approval, staff has revised the 2020 Legislative Agenda for the 101st Illinois General Assembly, the ON TO 2050 Legislative Framework, and the Principles for Illinois Transportation Funding. Regular alterations to these documents reflect policies enacted in the previous legislative session and ongoing policy conversations statewide, as well as at the federal level.

The 2020 state agenda identifies five priorities and reflects key recommendations from ON TO 2050:

- Provide dedicated funds for comprehensive regional planning, including funding for natural resources work
- Support transparent, performance-based capital programming
- Collect and provide the data needed to support decision making and accountability
- Reform tax policy to strengthen communities
- Implement user fees and regional revenues to sustainably fund the region's multimodal transportation system

Limited changes to the ON TO 2050 Legislative Framework encapsulate Rebuild Illinois, and reflect the region's need for further investment in transportation at both the federal and state levels. The Principles for Illinois Transportation Funding continues to emphasize the state's role in funding transportation beyond steps taken with Rebuild Illinois.

Staff use the agenda, framework, and the principles for transportation funding to guide and inform policymakers in Springfield, including the Illinois General Assembly, the Governor, and state agency partners. Staff recommends the approval of the agenda, framework, and state

capital principles documents to further pursue key ON TO 2050 recommendations at both state and federal levels.

ACTION REQUESTED: Approval

###

Principles for Illinois Transportation Funding

Metropolitan Chicago's infrastructure, which has given the region its historic strategic advantage, remains in need of critical investment. Recent increases to existing revenue sources and indexing to make them more sustainable provided significant progress, but rebuilding and modernizing the transportation system requires additional long-term, equitable, user-supported funding solutions. These funds must be directed to projects with the greatest impact. The State of Illinois and metropolitan Chicago should lead the way on transformative policies to support infrastructure projects with long-term benefits for livability, mobility, and the economy. **The following principles are essential to any transportation revenue proposal:**

Sustainable – A long-term solution adaptable to evolving mobility trends

New transportation revenues must provide ongoing, sufficient, and sustainable funding to improve and enhance the system. Diversified sources improve the reliability of funding. Revenues should grow sustainably by indexing them to inflation to keep pace with the costs of operating and improving the system, which inevitably increase over time. Revenues must also change to adapt to new technology like electric vehicles, and changing preferences for how to get around.

User supported – Fees paid by those who gain the most benefit from the system

Costs should be paid primarily by those who use the transportation system or derive the most benefit. This may include replacing traditional revenue sources with modern user fees such as a road usage charge and setting varying rates based on vehicles' impacts on the system. Some sources, such as tolling, could raise revenues based on the benefits that users or businesses reap from specific improvements, while managing congestion.

Equitable – Options that consider the ability of users to pay

Some revenue sources can have disproportionate impacts on low income residents. To promote equity, new revenues should address the burden of increased costs on lower income individuals or offset such costs through other tax strategies.

Performance-based – Transparent criteria to address critical needs

Project selection criteria must be used to fund the projects of greatest benefit to the public. A performance-based approach can result in a geographically equitable distribution of funding while allowing all areas to access the funds they need for large, important projects.

Multimodal – Achieving a well-integrated system

Revenue must also be allocated to all modes of transportation to improve not only the region's road network but also transit, freight, bicycle, and pedestrian infrastructure to help the region achieve a well-integrated multimodal system. Supporting all modes requires that all jurisdictions be permitted to fund transportation improvements that would benefit their residents and businesses, regardless of jurisdiction or ownership.



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The Chicago Metropolitan Agency for Planning (CMAP) is our region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a new long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

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