



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Council of Mayors Executive Committee

April 12, 2016

9:30 a.m.

CMAP Offices – Cook County Conference Room

Jeffery Schielke, Chairman
Mayor, City of Batavia
Kane/Kendall Council

Leon Rockingham, Jr., 1st Vice Chair
Mayor, City of North Chicago
Lake Council

Eugene Williams, 2nd Vice Chair
Mayor, Village of Lynwood
South Council

George Van Dusen
Mayor, Village of Skokie
North Shore Council

Sandy Frum
President, Village of Northbrook
North Shore Council

Al Larson
President, Village of Schaumburg
Northwest Council

Karen Darch
President, Village of Barrington
Northwest Council

Jeffrey Sherwin
Mayor, City of Northlake
North Central Council

Joseph Tamburino
Mayor, Village of Hillside
North Central Council

James Discipio
President, Village of LaGrange Park
Central Council

William Rodeghier
President, Village of Western
Springs
Central Council

Dave Brady
President, Village of Bedford Park
Southwest Council

John Mahoney
Mayor, Village of Palos Park
Southwest Council

Michael Einhorn
President, Village of Crete
South Council

Erik Spande
President, Village of Winfield
DuPage Council

TBD
DuPage Council

Ed Ritter
President, Carpentersville
Kane/Kendall Council

Glenn Ryback
President, Wadsworth
Lake Council

Richard Mack
President, Village of Ringwood
McHenry Council

Robert Nunamaker
President, Village of Fox River Grove
McHenry Council

Roger Claar
Mayor, Village of Bolingbrook
Will Council

Jim Holland
Mayor, Village of Frankfort
Will Council

1.0 Call to Order and Introductions – Mayor Schielke

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – January 12, 2016
ACTION REQUESTED: Approval

4.0 Transportation Programming Updates/Action Items

4.1 IDOT Bureau of Local Roads Update/ CMAP STP-L Expenditure Report (Chad Riddle)

The IDOT Bureau of Local Roads & Streets status sheets will be distributed at the meeting. CMAP's [STP expenditure report](#) is included in the committee packet.

ACTION REQUESTED: Information and Discussion

4.2 Advance Funding Requests (Lenny Cannata)

The North Central Council is requesting advanced funding for three projects, with a total federal amount of 1,854,601. If approved, the council will have a positive balance in Federal Fiscal Year (FFY) 19.

ACTION REQUESTED: Approval of advance funding request

5.0 ON TO 2050 Launch Event Summary (Jane Grover)

CMAP held an open house launch event in the late spring in which over 300 people attended and provided input into the development of ON TO 2050. A summary will be given.

ACTION REQUESTED: Discussion

6.0 Regional Commute Trends (Elizabeth Irvin)

CMAP staff used the recently released U.S. Census Bureau American Community Survey and other data sources to analyze travel behavior in the CMAP Region. A summary of the results, which will be published in full as one of the existing conditions snapshot reports, will be presented.

ACTION REQUESTED: Discussion

7.0 Municipal Survey (Patrick Day)

Every two years CMAP staff surveys the municipalities of the region on their plans, programs, and operations. Responses to the 2016 survey, launched April 1, will help identify the types of technical assistance projects provided

through the LTA program to support municipalities, inform policy analysis, track implementation of GO TO 2040, and inform the ON TO 2050 plan. An update will be given on the process for administering the 2016 survey.

ACTION REQUESTED: Discussion

8.0 Federal Legislative Update (Alex Beata)

Staff will present an update on the activities of the 114th Congress' legislative session including a summary of the FAST Act and what it means for the STP Program in CMAP's region.

ACTION REQUESTED: Information

9.0 State Legislative Update (Gordon Smith)

Staff will present an update on the activities of the 99th Illinois General Assembly's legislative session.

ACTION REQUESTED: Information

10.0 CMAP Funding (Bob Dean)

A proposal for action by the CMAP Board has been drafted and will be considered on April 13, 2016. A summary will be given.

ACTION REQUESTED: Discussion

11.0 Other Business

12.0 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.

13.0 Next Meeting

July 12, 2016

14.0 Adjourn

Council of Mayors Executive Committee Members:

___ President Dave Brady	___ President Al Larson	___ Mayor Jeffery Schielke*
___ Mayor Roger Claar	___ President Richard Mack	___ Mayor Jeffrey Sherwin
___ President Karen Darch	___ Mayor John Mahoney	___ President Erik Spande
___ President Jim Discipio	___ President Robert Nunamaker	___ Mayor Joseph Tamburino
___ President Mike Einhorn	___ President Ed Ritter	___ Mayor George Van Dusen
___ President Sandy Frum	___ Mayor Leon Rockingham, Jr**	___ Mayor Eugene Williams**
___ Mayor Jim Holland	___ President William Rodegheir	___ * Chairman
___ TBD	___ Mayor Glenn Ryback	___ ** Vice-Chairman



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Council of Mayors Executive Committee

Draft Minutes – January 12, 2016

9:30 a.m.

CMAP Offices – Cook County Conference Room

Jeffery Schielke, Chairman
Mayor, City of Batavia
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Leon Rockingham, Jr., 1st Vice Chair
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Erik Spande
President, Village of Winfield
DuPage Council

Thomas Karaba
President, Clarendon Hills
DuPage Council

Ed Ritter
President, Carpentersville
Kane/Kendall Council

Glenn Ryback
President, Wadsworth
Lake Council

Richard Mack
President, Village of Ringwood
McHenry Council

Robert Nunamaker
President, Village of Fox River Grove
McHenry Council

Roger Claar
Mayor, Village of Bolingbrook
Will Council

Jim Holland
Mayor, Village of Frankfort
Will Council

Executive Committee and Elected Officials Present

Mayor Jeffery Schielke, Chairman, Mayor Leon Rockingham, Jr., 1st Vice Chair, Mayor Eugene Williams, 2nd Vice Chair, President Dave Brady, President Karen Darch, Mayor Jim Holland, President Ed Ritter, President William Rodeghier, Mayor Glenn Ryback, Mayor Jeffrey Sherwin, President Erik Spande

Others Present

Jennifer Becker, Elaine Bottomley, Len Cannata, Bruce Christensen, Jackie Forbes, Janell Jensen, Mike Klemens, Patrick Knapp, Aimee Lee, Scott Smith, Mike Walczak, Tammy Wierciak, Rocco Zuccherro, Barbara Zubeck

CMAP Staff Present

Jesse Elam, Tom Kotarac, Jen Maddux, Holly Ostdick, Russell Pietrowiak, Ross Patronsky, Gordon Smith, Joseph C. Szabo, Berenice Vallecillos

1.0 Call to Order and Introductions

Mayor Schielke called the meeting to order at 9:35 a.m.

2.0 Agenda Changes and Announcements

Ms. Vallecillos announced that CMAP will be launching the development of the next long-range plan on February 24, 2016. All partners are encouraged to save the date on their calendars and join CMAP for a fun morning where they can learn the new plan's name and tell us what they want the plan to accomplish. They can secure their spot and learn more about the event by registering at <http://cmap.is/next-plan-rsvp>.

3.0 Approval of Minutes – November 10, 2015

President Ritter made a motion, seconded by Mayor Williams, to approve the minutes of November 10, 2015. With a vote of all ayes, the motion carried.

4.0 Transportation Programming Updates/Action Items

4.1 IDOT Bureau of Local Roads Update/CMAP STP-L Expenditure Report

Ms. Ostdick gave an update on the region's STP expenditures. Ms. Ostdick reported that since the beginning of the federal fiscal year, which began on October 1, 2015, the region has spent 6% of its mark and that the region is not spending at a pace that demonstrates the needs of northeastern Illinois. Ms. Ostdick reported that in FFY 2015, the region was able to spend 5% of its mark through advanced funding.

4.2 Advanced Funding Requests

Ms. Ostdick reported that the North Central Council is requesting advanced funding for three projects, with a total federal amount of just over \$3 million. If approved, the council will have a positive balance in FFY 18. The McHenry Council is requesting advanced funding for two projects, with a total federal amount of \$2.7 million. If approved, the council will have a positive balance in FFY 20. President Spande made a motion, seconded by President Rodegheir, to approve the advanced funding requests. With a vote of all ayes, the motion carried.

4.3 Active Program Management of STP-L

Ms. Ostdick reported that after the last meeting, CMAP staff and the planning liaisons met to discuss their individual councils' approaches to spending down unobligated balances as a first step in recommending possible regional approaches to spend down the unobligated balance of STP funds in the region.

Ms. Ostdick reported that most councils have increased project cost caps and some begun funding projects and phases they have not historically funded. The Will Council started programming all project in an illustrative list and moving projects into the program only when they are ready. Despite these efforts over several years, the unobligated STP balance remains high. Ms. Ostdick noted that creating rules for accomplishing project phases or facing consequences such as removal of funding is not popular and that a regional goal of achievement would be a good starting point.

Ms. Ostdick stated that the CMAQ program went from a \$300 million unobligated balance to \$17 million in four years. It took a great deal of discussion and input as well as strict rules for accomplishment and severe consequences for not meeting those rules, and it would be good to see the unobligated balance decrease with the STP-L program. Ms. Ostdick stated that at this time a process is still to be developed, but CMAP staff is generally seeking support in moving towards a regional goal that will include consequences for letting funding remain unspent.

The committee discussed the reasons projects can be delayed including right-of-way acquisition, lack of local match, and turnover in priorities due to changes in administration. Mayor Sherwin suggested that CMAP impose a rescission method such that any unexpended funds may be reallocated within the region after ten years, which he stated is a better option than federal rescission. He also reminded the committee that a large unobligated balance is not a good discussion point when renegotiating the city/suburb split. President Darch suggested that CMAP staff and planning liaisons investigate why councils are not implementing projects. Mayor Schielke stated that municipal competition for federal funding becomes a political issue, but that the region's program stands out as honest and well-run. He noted that the large unobligated balance should continue to be stressed and attempts to remediate continued.

Ms. Ostdick reminded the committee that every four years, USDOT performs a certification review for CMAP. She noted that the region's process by which STP funds are distributed to the councils is not congruent with federal law, and that a larger unobligated balance draws more attention to the distribution process.

President Spande inquired about what is done in other places. Ms. Ostdick replied that in other regions MPOs program STP funds, but in some cases the MPO allows counties or

municipalities to program projects based on programming guidance that is attached to the funding. Mayor Schielke stated that this region has always distributed funding based on “fair share” and made decisions at the local level. President Rodegheir asked how fair share is determined. Ms. Ostdick replied that council marks are determined by population. Mayor Rockingham asked if councils are saving up for large projects. Ms. Ostdick replied that is not the case, and with advanced funding a council would not need to save up.

Mayor Williams stated that some communities are not creative enough to know whether a project qualifies for STP funding and suggested that mayors do outreach to all of their communities that do not have a strong presence at meetings. Ms. Ostdick noted that the issue is not a lack of projects but a lack of accomplishment, which is likely to draw adverse attention.

Mayor Schielke stated that there is inherent value to being at these meetings and discussing the issue. He thanked CMAP staff for their oversight and diligence and stated that local communities should be informed that the unobligated balance is being discussed.

5.0 Illinois Tollway and Central Tri-State Corridor Planning Council

Mr. Zucchero gave a presentation on the Tollway’s I-294 Central Tri-State Reconstruction Project. The Tollway convened a Corridor Planning Council (CPC) to create a broad regional vision for the future of the roadway, ensuring that near-term investments will be relevant in the long-term. The CPC is comprised of representatives from Councils of Mayors, regional transportation agencies, local business association leaders and representatives from the commercial freight industry. The CPC will be completing its work this month through the formalization of a final report. A draft of the report is currently in review and comments are welcomed through January 18, 2016.

Mayor Sherwin pointed to North Avenue as a facility that was is needed to improve access to the Tri-State and part of the Elgin O’Hare Western Access Bypass and used STP many years ago to complete an access justification report, phase one, and phase two engineering and has successfully secured \$30 million in CMAQ funds. President Ritter noted the need for improvements at the I-290/I-294 interchange. Mr. Zucchero said such problem areas would be reviewed, but there currently is not enough funding now to address all of them.

6.0 Unified Work Program Distribution

Mr. Walczak reported on the Planning Liaison (PL) program’s scope of services and funding proposal for Federal Metropolitan Planning funds, as allocated in the Unified Work Program. Local matching funds are provided by each local Council. The PL program receives funds to assist CMAP, as the Metropolitan Planning Organization for northeastern Illinois, in meeting federal transportation planning requirements. Mr. Walczak reported that the PL program is requesting a 3% increase in funding this year. Mayor Schielke stated that the planning liaisons are a key component to the Council of Mayors operations and an invaluable resource. He encouraged the approval of the funding proposal.

President Spande made a motion, seconded by President Darch, to approve the scope of services and funding proposal. With a vote of all ayes, the motion carried.

7.0 State Legislative Update

Mr. Smith gave an update on state legislative activities. He reported that there is not much movement in the General Assembly.

8.0 Federal Legislative Update

Mr. Kotarac gave an update on federal legislative activities. He reported that congress passed Fixing America’s Surface Transportation (FAST), a five-year federal transportation reauthorization bill, the first multi-year bill in over a decade. He noted that Illinois received a 10% increase in funding over five years. Mr. Kotarac continued that FAST is the first federal transportation bill to provide funding specifically for freight projects. Funding for freight projects will come through two funding streams: a formula program allocated to the state and a competitive grant program for which municipalities, counties, and MPOs are eligible to apply. He stated that the programming approach for freight formula funds allocated to the state has yet to be determined and stressed the importance of reminding IDOT and Springfield that most freight congestion is in the Chicago region. Mr. Kotarac also reported that the competitive TIGER grant program will return this year; municipalities are eligible to apply. President Darch asked if multimodal projects are eligible for the freight program. Mr. Kotarac confirmed that the freight program can be used to a limited extent for rail projects; grade separation projects are fully eligible. President Darch asked if CMAP is considering a second CREATE-type list of projects in the next long range plan. Mr. Kotarac responded that in the FAST Act, freight planning is required, at the state level a plan is required in two years. He said that CMAP staff will ask for input from the mayors on this topic as the long range planning process continues. Mayor Schielke stated that he really appreciates the insight and political strategy Mr. Kotarac has brought to CMAP and encouraged the committee members to contact their representatives as a step in ensuring federal transportation funds are spend the way they were intended.

9.0 Other Business

There was no other business.

10.0 Public Comment

There was no public comment.

11.0 Next Meeting

The next meeting is scheduled for April 12, 2016.

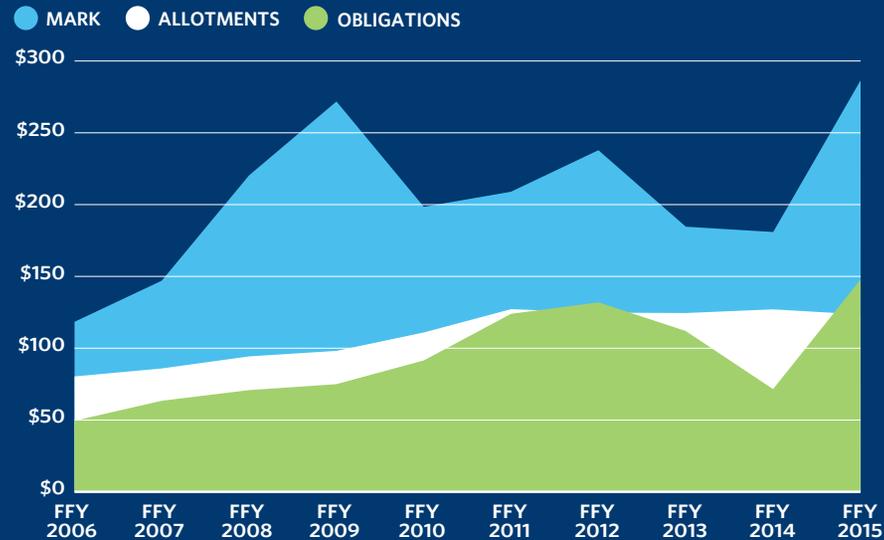
12.0 Adjourn

Mayor Schielke thanked the committee for attendance and participation despite the weather. President Spande made a motion to adjourn the meeting, seconded by President Darch, and with a vote of all ayes, the meeting adjourned at 10:47 a.m.

Council of Mayors Executive Committee Members:

- | | | |
|----------------------------|---------------------------------|-----------------------------|
| ___ President Dave Brady | ___ President Al Larson | ___ Mayor Jeffery Schielke* |
| ___ Mayor Roger Claar | ___ President Richard Mack | ___ Mayor Jeffrey Sherwin |
| ___ President Karen Darch | ___ Mayor John Mahoney | ___ President Erik Spande |
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| ___ President Sandy Frum | ___ Mayor Leon Rockingham, Jr** | ___ Mayor Eugene Williams** |
| ___ Mayor Jim Holland | ___ President William Rodegheir | ___ * Chairman |
| ___ TBD | ___ Mayor Glenn Ryback | ___ ** Vice-Chairman |

STP-L history, in millions of dollars, as of September 30, 2015



Sources: Illinois Department of Transportation, Federal Highway Administration, and Chicago Metropolitan Agency for Planning.

For more information, visit
<http://www.cmap.illinois.gov/council-of-mayors/stp-resources>.



Status of Surface Transportation Program - Local (STP-L)

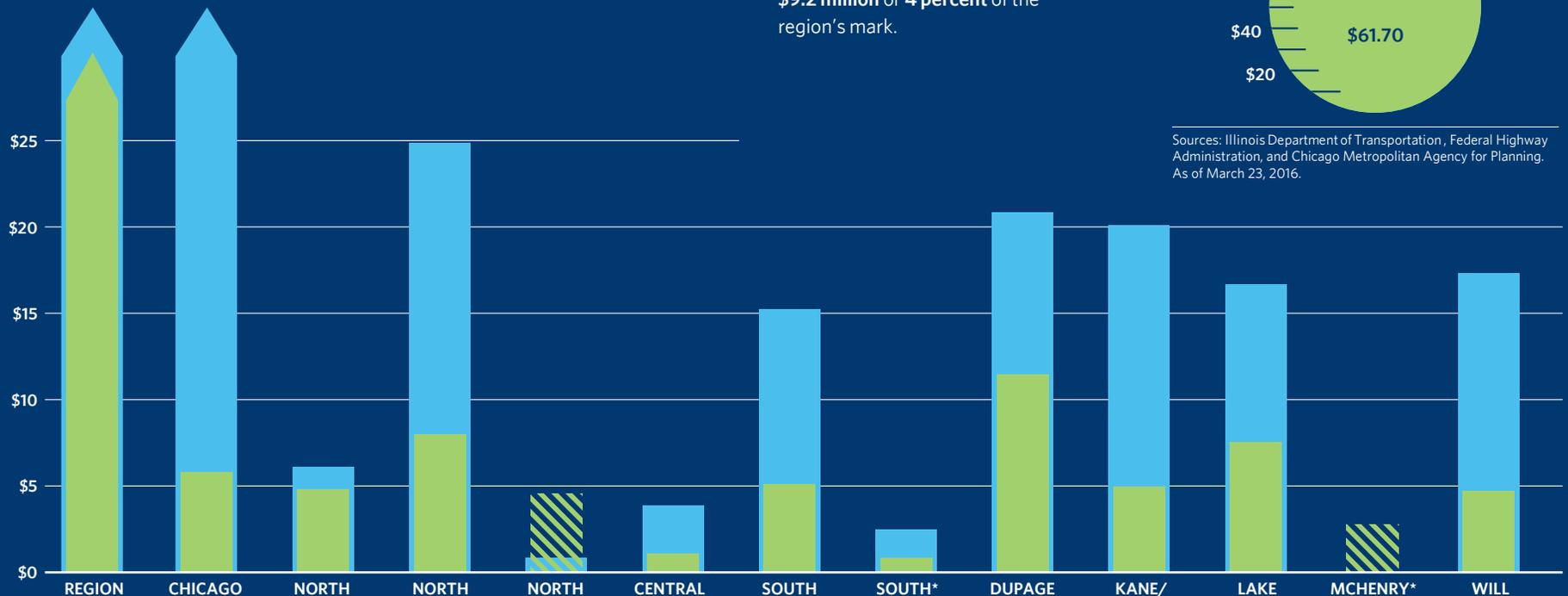
March 2016



The federal Surface Transportation Program (STP-L) provides financing for projects and is funded through Moving Ahead for Progress in the 21st Century, the federal transportation authorization bill. This program is administered through the Chicago Metropolitan Agency for Planning (CMAP) and the Illinois Department of Transportation (IDOT). The City of Chicago and each of the 11 subregional councils have a self-determined method for selecting the most beneficial projects. During development of the method of project selection, the Councils consider policies from the GO TO 2040 comprehensive regional plan. Each of metropolitan Chicago's 11 subregional councils and the City of Chicago has a Planning Liaison who coordinates the project selection process with each council's approval.

STP-L program, in millions of dollars

● MARK ● OBLIGATIONS



	MARK	CHICAGO	NORTH SHORE	NORTH WEST	NORTH CENTRAL	CENTRAL	SOUTH WEST	SOUTH*	DUPAGE	KANE/KENDALL	LAKE	MCHENRY*	WILL
MARK	\$257.69	\$129.29	\$6.11	\$24.88	\$0.84	\$3.87	\$15.28	\$2.48	\$20.85	\$20.10	\$16.72	\$0.00	\$17.30
OBLIGATIONS	\$61.70	\$5.84	\$4.82	\$7.99	\$4.53	\$1.11	\$5.12	\$0.85	\$11.45	\$4.96	\$7.54	\$2.78	\$4.72

Sources: Illinois Department of Transportation, Federal Highway Administration, and Chicago Metropolitan Agency for Planning. As of March 23, 2016.
 *Councils with \$0 for their mark, or have higher obligations than their mark, need advance funding approved to program/expend STP funds.

FFY 2016 STP - L summary

- **77 projects** have been obligated in FFY 2016 using STP-L funds.
- **\$61.70 million** or **24 percent** of the region's programming mark has been obligated in FFY 2016. There are four more opportunities for obligating funds in this Federal Fiscal Year.
- The region's obligations for FFY 2015 have **exceeded** the new allotment for FFY 2015, which results in no additional funding added to carryover. However, the unobligated balance still remains large at **over \$125 million**.
- The Council of Mayors Executive Committee approved advance funding in 2016 for **9 projects** totaling **\$9.2 million** or **4 percent** of the region's mark.

FFY 2016 STP-L, summary in millions of dollars



Sources: Illinois Department of Transportation, Federal Highway Administration, and Chicago Metropolitan Agency for Planning. As of March 23, 2016.

FFY 16 Advance Funding Requests (04/12/16)

New Requests

updated 3/31/16

TIP ID	Council	Location	Type of Project	Phase	Advance Funding Request	Scheduled Project Letting	Council Balance (if approved)	Council Pay Back FFY	Notes
04-11-0004	North Central	McDermott Dr from Taft Ave to Wolf Rd	Resurfacing	C	141,540	3/4/2016	(\$6,892,688)	19	Supplemental to already approved request of \$1,557,980 and \$267,165 as bid was high.
04-09-0020	North Central	North Ave Ramp Study	Access Justification Report	EII	323,513	4/22/2016	(\$7,216,201)	19	
04-16-0004	North Central	Fullerton Ave from, Webster St to Harlem Ave	Resurfacing	C	791,948	4/22/2016	(\$8,008,149)	19	
04-10-0022	North Central	Whitehall Ln from Wolf Rd to Geneva Ave	Sign and Pavement Marking improvements	C	597,600	3/4/2016	(\$8,605,749)	19	
New Requests Total					\$1,854,601				
North Central's annual STP allotment = \$3,488,344									

CHAIRMAN

Mayor Jeffrey T. Sherwin
City of Northlake

MEMBER COMMUNITIES

Mayor Frank A. Pasquale
Village of Bellwood

President Robert E. Lee, Jr.
Village of Berkeley

Mayor Sherman Jones
Village of Broadview

President Angelo Saviano
Village of Elmwood Park

Mayor Anthony Calderone
Village of Forest Park

President Barrett F. Pedersen
Village of Franklin Park

President Arlene Jezierny
Village of Harwood Heights

Mayor Joseph T. Tamburino
Village of Hillside

Mayor Edwenna Perkins
Village of Maywood

Mayor Ronald M. Serpico
Village of Melrose Park

President James Chmura
Village of Norridge

Mayor Hubert Hermanek Jr.
Village of North Riverside

President Anan Abu-Taleb
Village of Oak Park

President Cathy Adduci
Village of River Forest

President Marilyn J. May
Village of River Grove

Mayor Bradley A. Stephens
Village of Rosemont

Mayor Barbara J. Piltaver
Village of Schiller Park

Mayor Beniamino Mazzulla
Village of Stone Park

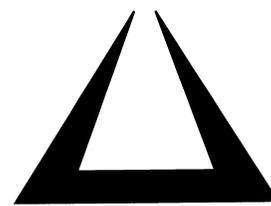
President Sam D. Pulia
Village of Westchester

COUNCIL LIAISON

Leonard B. Cannata

March 21, 2016

Honorable Jeffrey Schielke, Chair
Council of Mayors Executive Committee
c/o CMAP
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606



NORTH CENTRAL
COUNCIL OF MAYORS

c/o WCMC
2000 Fifth Avenue, Building N
River Grove, Illinois 60171
Ph 708/453-9100 Fax 708/453-9101

Mayor Schielke,

The North Central Council of Mayors requests that the Council of Mayors Executive Committee approve our request for advance funding in the amount of \$1,854,601 in federal Surface Transportation Program (STP) dollars for the Villages of Berkeley, Oak Park, and River Forest. The project details are listed below:

Project	Letting	Federal Amount
Berkeley – McDermott Drive – 04-11-0004	March 2016	141,540
Northlake/Elmhurst - 04-09-0020		323,513
Elmwood Park – Fullerton/Diversey 04-16-0004	July 2016	791,948
Northlake – Whitehall Avenue 04-10-0022	June 2016	597,600
	TOTAL	1,854,601

The Berkeley project came in high and requires the additional funds (The project is a reconstruction). The Northlake/Elmhurst project requires the additional funding to complete EII on a major project that has been awarded nearly \$30 million in CMAQ funds. Elmwood Park and Whitehall Avenue are two products which will help extend the life of the roadway as the respective entities plan for reconstructions in the late future.

The total request is for \$1,854,601

If you have any questions please contact me at 708-453-9100 Ext. 241

Sincerely,

Leonard B. Cannata
Planning Liaison
North Central Council of Mayors



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: Council of Mayors Executive Committee

Date: April 12, 2016

From: Patrick C. Day, CMAP Staff

Re: 2016 Municipal Plans, Programs, and Operations Survey

To inform agency work and track the progress of GO TO 2040 implementation, CMAP conducts a biennial survey of municipal governments. CMAP staff use survey results to help identify the types of technical assistance projects that are provided through the [Local Technical Assistance](#) program; inform policy analysis of such topics as freight and infrastructure development; track the implementation of GO TO 2040 by updating indicators of progress, and help inform the ON TO 2050 plan.

Mayors and managers were emailed links to the 2016 survey and mailed hard copies on **April 1, 2016**. CMAP is requesting that completed responses be submitted by **April 29**. It is recommended that one individual be assigned the role of Survey Shepard to ensure responses are gathered from relevant staff and successfully submitted, as it is not expected that one person will necessarily know the answers to all questions.

Surveys may be completed and submitted in the following formats:

- Completed on-line at <https://www.surveymonkey.com/r/2016CMAPMuniSurvey>
- U.S. Mail, using the provided self-addressed, stamped envelope
- Fax to 312-454-0411
- Scanned and emailed to survey@cmap.illinois.gov

An analysis of survey responses will be distributed by CMAP in Winter 2016. As with all previous surveys, staff will not use survey data to create municipal scorecards or rank municipalities.

Members are encouraged to contact Patrick Day (pday@cmap.illinois.gov) with any questions or concerns that arise outside of the meeting. Planning Liaisons for each subregional council may also be contacted with questions regarding the survey and will assist with periodic reminders.

Additional copies of the survey are available in .pdf format on the project webpage: <http://www.cmap.illinois.gov/programs-and-resources/municipal-survey>



MEMORANDUM

To: Council of Mayors Executive Committee

From: CMAP Staff

Date: April 5, 2016

Re: Alternative Long-Term Funding Options

This memo continues the discussion of alternative long-term funding options for the agency that began in late 2015 and has continued since then. In January, the Board and MPO Policy Committee discussed initial thoughts prepared by staff and directed staff to continue to explore the elements of a backup approach, to be exercised in the absence of state legislation, that included local dues, fee-for-service arrangements, and external grants. In February, the Board continued this conversation, beginning to discuss budget targets.

These discussions have led to an initial proposal, described further in the following pages. In March, the Board and the MPO Policy Committee discussed the following material, and the Board will consider the proposal in April. Staff also recommends making adjustments to the Memorandum of Understanding between the Board and the MPO Policy Committee to reflect elements of this proposal.

The options discussed in this memo are long-term solutions to CMAP's funding issues. Even if the backup plan described in this memo is successfully put into place, CMAP will still experience significant cash flow issues in early FY17. Staff is developing options to address this and will report on progress at future meetings.

Target long-term funding levels

Table 1 shows FY16 budget amounts and proposed approximate targets for future budgets.

Table 1. Proposed long-term budget adjustments

Revenue source	FY16 budget	Proposed long-term adjustments
FHWA and FTA	\$12,725,455	Maintain, with growth over time as federal spending increases
IDOT	\$3,601,364	Reduce to \$2 million annually
Local dues	\$250,000	Increase to \$1.5 million annually
Fee-for-service	\$100,000*	Increase to \$500,000 annually
Other	\$1,009,300	Increase to \$2 million annually
Total	\$17,586,119	

* Fee-for-service revenue was not initially included in the 2016 budget because the LTA local match requirement, which took effect in fall 2015, had not yet been implemented. Approximately \$200,000 annually is expected to be generated through this requirement, with a smaller amount (\$100,000) in the initial year.

As this table shows, the proposed changes seek to raise approximately \$1.6 million additional annually through local dues and fee-for-service arrangements. This amount is half of the \$3.2 million that is required to match CMAP's federal funding. Correspondingly, expected funding from IDOT, which currently contributes all of the required match plus an additional \$400,000, is proposed to be cut by \$1.6 million. In other words, this proposal evenly splits the required match between IDOT and other local sources. On top of this, CMAP also intends to pursue external grants more aggressively, with the target of doubling the amount received through such sources.

These increases in dues and fee-for-service are significant, so staff proposes to phase them in over a two-year period. Table 2 shows a proposed stepped increase in FY17 and FY18 to reach the proposed long-term levels. Further future increases to accommodate inflation will also be necessary, but these details will be worked out at a later point.

Table 2. Future budget proposal

Revenue source	FY16 budget	FY17 proposal	FY18 proposal
Local dues	\$250,000	\$900,000	\$1,500,000
Fee-for-service	\$100,000	\$300,000	\$500,000

The remainder of this memo walks through a proposal for the dues structure. It contains some additional thoughts on fee-for-service arrangements and additional grantseeking, but covers these topics in less detail.

Local dues

Local dues collection is proposed to rise to \$1.5 million annually, up from \$250,000 today, with a FY17 target of \$900,000. Local dues are proposed to be split evenly between the three types of agencies that support and govern CMAP: Counties, municipalities, and transportation agencies. In other words, each of these types of agencies would be charged \$300,000 in dues in FY17, and \$500,000 in dues in FY18 and beyond, as shown in Table 3.

Table 3. Dues proposal, FY17 and FY18

	2006 contributions	2014 contributions	FY17 proposal	FY18 proposal
Cook	\$207,279	\$25,000	\$134,823	\$224,705
DuPage	\$69,634	\$25,000	\$36,359	\$60,598
Kane	\$24,496	\$25,000	\$27,143	\$45,238
Kendall	\$0	\$25,000	\$17,822	\$29,703
Lake	\$68,243	\$25,000	\$31,102	\$51,836
McHenry	\$17,901	\$25,000	\$22,030	\$36,717
Will	\$38,950	\$25,000	\$30,721	\$51,202
County subtotal	\$426,503	\$175,000	\$300,000	\$500,000
City of Chicago	\$173,831	\$25,000	\$101,928	\$169,880
Suburban municipalities	\$325,000	\$50,000	\$198,072	\$330,120
Municipal subtotal	\$498,831	\$75,000	\$300,000	\$500,000
Transit agencies (through RTA)	\$52,000	\$100,000	\$240,000	\$400,000
Tollway	\$25,513	\$25,000	\$60,000	\$100,000
Transportation agency subtotal	\$77,513	\$125,000	\$300,000	\$500,000
Total	\$1,002,846	\$375,000*	\$900,000	\$1,500,000

* This amount is the invoiced amount, but contributions are voluntary; approximately \$250,000 is actually collected.

Among municipalities, Table 3 shows distribution between the City of Chicago and the suburban municipalities. This proposal distributes dues by current population. The FY18 dues rate would be approximately 6.2 cents per capita, meaning a community with a population of 12,000 (the median community size in the region) would have an annual dues request of approximately \$750. At their meeting in April, the CMAP Board will discuss other elements of the dues proposal that relate specifically to suburban municipalities, including incentives for the Councils of Mayors to assist with dues collection, and waivers or reductions for municipalities that are very small or economically distressed.

Mandatory dues

Currently, CMAP dues are voluntary, and there is no consequence for non-payment. Staff believes that dues must become mandatory, and has found strong support for this position in previous discussions with potential dues-paying groups. CMAP has no ability to compel payment, but it can withhold services from organizations that do not pay. Some services, like processing TIP changes or considering applications for Congestion Mitigation and Air Quality

(CMAQ) or Transportation Alternatives Program (TAP) funding, cannot be withheld by federal law; in other areas, the Board and MPO Policy Committee have more discretion in allocating resources.

Staff proposes two consequences for non-payment of dues. First, non-dues-payers should not have access to the Local Technical Assistance (LTA) program. Second, and more significantly, non-dues-payers should not have access to Unified Work Program (UWP) funding. The UWP program, administered by CMAP, is the main funding source for CMAP, but also provided nearly \$4 million in federal funds in FY16 to external agencies. Many of the agencies that will be requested to increase their dues contributions already receive a much higher amount of funding through the UWP program.

Demonstration of CMAP's value

CMAP has begun to prepare short, one-page documents, customized to each agency that will be asked to contribute local dues, explaining the reasons why CMAP must request a higher dues contribution, describing the work that CMAP has done with each agency, and enumerating the reasons why funding CMAP is directly beneficial to them. Individualized, specific documents have been created each Council of Mayors and sent to each municipality and Council.

Fee-for-service arrangements and external grantseeking

Local dues are proposed to be a significant way in which additional revenue for CMAP's activities can be generated, but there are other methods as well, including charging for services that CMAP offers. This was recently initiated for the LTA program, and there may be opportunities to charge fees for other services as well. Suggestions from stakeholders have included charging for modeling, analysis, or data requests by consultants or transportation implementers; adding an administrative fee to CMAQ or similar applications; or charging for trainings conducted by CMAP. CMAP, IDOT, and FHWA are still discussing what activities are eligible for fee-for-service requirements, so staff is not yet able to provide much detail on this element of the backup plan. As discussed earlier, the proposal for fee-for-service revenue is \$500,000 annually, with a lower target of \$300,000 in FY17. However, this amount may change based on the legality and practicality of charging for various services.

Staff recommends increasing CMAP's efforts to seek external grants, doubling the annual target from \$1 million to \$2 million. However, funds raised through external grantseeking are likely not appropriate to contribute to the required local match for federal transportation funding. Therefore, this element of the backup plan is not extensively explored in this memo.

ACTION REQUESTED: Discussion

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