



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

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

Lawrence Levin
President, Village of Glencoe
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President, Village of Barrington
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Alice Gallagher
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Dave Brady
President, Village of Bedford Park
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Mary Werner
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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

Council of Mayors Executive Committee

Annotated Agenda

May 14, 2019 – 9:30 a.m.

CMAP, 233 South Wacker Drive, Suite 800

Cook County Conference Room

1.0 Call to Order and Introductions

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – March 5, 2019

ACTION REQUESTED: Approval

4.0 STP Project Selection Committee Update

The STP Project Selection Committee (PSC) met on April 11, 2019. At that meeting CMAP staff presented an [overview of applications](#) received and the approach that will be used to develop the staff recommended active and contingency programs.

Staff is currently completing the review and analysis of applications. Draft scores will be released in early June for council and applicant review and the staff recommended active and contingency programs will be discussed with the PSC in July. Following a public comment period, final recommended programs will be considered by the PSC in September for approval by the CMAP Board and MPO Policy Committee in October.

The next meeting of the PSC is scheduled for July 18, 2019.

ACTION REQUESTED: Information

5.0 Transportation Programming Updates

5.1 Surface Transportation Program – Locally Programmed (STP-L) Expenditures

Staff will provide an update on Federal Fiscal Year 2019 STP-L expenditures.

ACTION REQUESTED: Information

5.2 IDOT Bureau of Local Roads Update

Current topics and updates from IDOT Local Roads will be shared.

ACTION REQUESTED: Information

6.0 Legislative Discussion/Update

Staff will follow up from the last legislative discussion about sustainable transportation funding and discuss next steps.

ACTION REQUESTED: Discussion

7.0 Unified Work Program (UWP)

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

ACTION REQUESTED: Approval

8.0 Pavement Condition Data and Pavement Management Plan Update

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

ACTION REQUESTED: Information

9.0 Municipal Survey

Every two years CMAP conducts a survey of the region's municipalities on their plans, programs, and operations. The 2018 survey achieved record participation- with 235 of 284 municipalities responding (83% response rate). The survey helps assess which forms of technical assistance are most in-demand to support municipalities, informs policy analysis, and helps track implementation of ON TO 2050. A report will be given on the responses received, including new information on trends in coordinated investment, professional development, and plan implementation.

ACTION REQUESTED: Information

10.0 Other Business

11.0 Public Comment

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

12.0 Next Meeting

The next meeting is scheduled for August 20, 2019.

13.0 Adjournment

Council of Mayors Executive Committee Members:

- | | | |
|-------------------------------|---------------------------------|-----------------------------|
| ___ President Len Austin | ___ President Al Larson | ___ President John Skillman |
| ___ President Dave Brady | ___ President Lawrence Levin | ___ President Erik Spande |
| ___ Mayor Roger Claar | ___ President Richard Mack | ___ Mayor Joseph Tamburino |
| ___ President Karen Darch | ___ President Robert Nunamaker | ___ Mayor George Van Dusen |
| ___ President Jim Discipio | ___ Mayor Leon Rockingham, Jr** | ___ President Mary Werner |
| ___ President Mike Einhorn | ___ President Glenn Ryback | ___ Mayor Eugene Williams** |
| ___ President Alice Gallagher | ___ Mayor Jeffery Schielke* | * Chairman |
| ___ Mayor Jim Holland | ___ Mayor Jeffrey Sherwin | ** Vice-Chairman |



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Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee Meeting Minutes March 5, 2019

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

Members Present: Mayor Jeffery Schielke, Chairman, President Dave Brady, President Karen Darch, President Michael Einhorn, President Alice Gallagher, Mayor Jim Holland, President Al Larson, Mayor Leon Rockingham, President Glenn Ryback, Mayor Jeffrey Sherwin, President John Skillman, President Mary Werner, Mayor Eugene Williams

Staff Present: Mandy Burrell, Anthony Cefali, Teri Dixon, Jesse Elam, Lindsay Hollander, Stephanie Levine, Stephane Phifer, Russell Pietrowiak, Liz Schuh, Elizabeth Scott, Gordon Smith, Tina Smith, Joe Szabo, Simone Weil, Barbara Zubek

Others Present: Dave Bennett, Elaine Bottomley, Len Cannata, Jack Cruikshank, John Donovan, Nancy Firfer, Cole Jackson, Emily Karry, Mike Klemens, Josh Klingenstein, Daniel Knickelbein, Kelsey Mulhausen, Ed Paesel, Dan Persky, Ryan Peterson, Leslie Phemister, Suzette Quintell, Claire Serduik, Cody Sheriff, Troy Simpson

1.0 Call to Order and Introductions

The meeting was called to order at 9:31 a.m. by chair Schielke.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

A motion to approval the minutes of the January 15, 2019 meeting, as presented, made by President Ryback, and seconded by Mayor Williams, carried.

4.0 Recommendations for Sustainable Transportation Funding

Mr. Elam presented the ON TO 2050 recommendations for sustainable transportation funding and gave an overview of the recently approved principles that outline components that should be part of any transportation revenue proposal. Mayor Schielke requested that staff put together talking points for the committee. The committee had a robust discussion about transportation revenues and strategies for a stronger political presence.

5.0 Legislative Update

Mr. Smith stated that the committee has an opportunity to inform new players about the importance of finding a long-term solution to the funding shortfalls the region is experiencing. The committee agreed that future legislation should not be a quick fix but a sustainable long-term solution. Mayor Rockingham stated that the committee needs to speak in one unified voice and get behind the plan. Mr. Szabo stated that many COGs already adopted policies aligned with ON TO 2050 but everyone needs to be vocal with officials and the new IDOT secretary.

6.0 Other Business

There was no other business before the Council of Mayors Executive Committee.

7.0 Public Comment

There was no public comment.

8.0 Next Meeting

The next Council of Mayors Executive Committee meeting is scheduled for May 14, 2019.

9.0 Adjournment

At 11:10 a.m., a motion to adjourn was made by President Einhorn and seconded by President Darch. All in favor, the motion carried.

Respectfully submitted,



Barbara Zubek



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May 14, 2019

Dear Members of the Illinois General Assembly:

The Council of Mayors of metropolitan Chicago is joining the growing statewide call for sustainable transportation revenues for Illinois, enacted with reforms that earn the public's confidence that funding will be spent wisely.

The Council serves as a vital link between our region's local elected officials and its transportation agencies. Our public is demanding – and deserves – a safe and reliable transportation system, and our regional and state economy depend on it.

Yet across the region, roads, bridges, and transit have been starved of adequate funding for far too long. Nine years have passed since Springfield last passed a capital bill – one that ultimately was inadequate. Across the region, we experience frequent reminders of this lagging investment: falling concrete at Union Station, frequent breakdowns and delays on transit, emergency repairs closing parts of I-80 and Lake Shore Drive in Chicago, crumbling bridges, and thousands of potholes. Nearly a quarter of our region's National Highway System (NHS), almost 10 percent of NHS bridges, and a full third of our transit system is in poor condition.

We must do better. The time for Illinois to invest in transportation in a sustainable consistent way, including local highways and bridges, is now. This requires a more thoughtful approach to adequate and sustainable funding than has been used in the past.

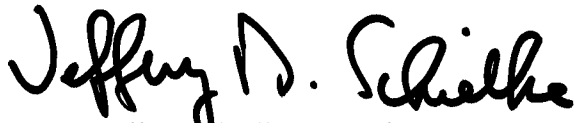
To break the feast-or-famine cycle of transportation funding, the 101st General Assembly must pass a new kind of capital bill this session. It should start with adequate, reliable, and sustainable funding sources and a pay-as-you-go program. We need a genuine fix, with real revenues, not funding gimmicks. It must be coupled with a transparent, data-driven process to select high-performing projects that provide the most public benefit. Everyone who buys groceries, for example, benefits from the transportation system that provides them. But we should not forget that those who use the system most directly derive the most benefit and should pay their fair share of its costs. And the capital bill needs to encourage raising local revenues to invest along with state revenues.

And finally, funding must go to the most urgent priorities, regardless of mode. In metropolitan Chicago, it is just as vital to bring our transit system to a state of

good repair, to continue to serve some 2 million rides each day as it is to insure that our roads and bridge can serve those who must reach areas not served by mass transit. Continuing to allow our trains and busses to become obsolete will not only hurt millions of residents, in particular those who depend on transit to get to jobs, school, and doctor's appointments, but also will negatively affect the region's and state's ability to attract new businesses and jobs. It is, therefore, incumbent upon you to create funding mechanisms and programs that will sustain fully both our mass-transit and our inter-municipality roads and bridges.

We ask you for your leadership in addressing this statewide crisis, and we stand ready to work with you to move the state forward.

Sincerely,



Mayor Jeffery Schielke, City of Batavia
Chair, Council of Mayors Executive Committee



Mayor Leon Rockingham, City of North Chicago
Vice Chair, Council of Mayors Executive Committee



Mayor Eugene Williams, Village of Lynwood
Vice Chair, Council of Mayors Executive Committee

TD:JS/stk



April 29, 2019

Dear Members of the Illinois General Assembly:

The public deserves a safe and reliable transportation system, and our regional and state economy depend on it. This session, the 101st General Assembly should pass a transportation revenue package that uses real and sustainable funding -- not gimmicks -- to fix our roads, bridges, and transit. More than half of the states have raised new revenues for their transportation systems in the past seven years. Illinois is falling behind.

Our transportation infrastructure is deteriorating. The state has had to pursue emergency repairs to bridges on I-80, as has the City of Chicago on Lake Shore Drive. Based on its current funding, the Illinois Department of Transportation expects road condition to decline further. Meanwhile, Metra riders face persistent delays and unreliable commutes, some traveling in coaches that were manufactured in the 1950s and 60s. The Regional Transportation Authority has reported a very large maintenance backlog for Metra, Pace, and Chicago Transit Authority. We must do better.

Historically the state has responded to transportation needs through capital bills. But prior capital bills have been sporadic, inadequate in size, too focused on bonding, and funded by novel revenue sources that did not live up to expectations. Nor did these bills ensure that the funding went to high-performing projects that provide the most public benefit.

We need a new kind of capital bill, one that is sustainably funded, adequate to the task, and that includes a reliable annual pay-as-you-go element. The funding should come from user fees, which are the fairest way to fund the system. It should encourage raising local revenues to invest along with state revenues. And finally, it should use a transparent, data-driven process to select projects.

Funding must go to our most urgent priorities. The public deserves a process that ensures transportation dollars are spent wisely. We need to be able to flexibly address needs on road, transit, and freight systems, as well as funding bicycle and pedestrian infrastructure. At the same time, we should factor in project readiness. This performance-based approach should be tailored to work statewide, allowing all areas to access the funds they need for large, important projects.

We are ready to work with you to move the state forward.

Respectfully,

Toni Preckwinkle, President
Cook County Board of Commissioners

Sandy Hart, Chair
Lake County Board

Dan Cronin, Chair
DuPage County Board

Jack Franks, Chair
McHenry County Board

Chris Lauzen, Chair
Kane County Board

Scott Gryder, Chair
Kendall County Board

Lawrence M. Walsh, County Executive
Will County



MEMORANDUM

To: Council of Mayors

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

Date: May 14, 2019

Re: FY2020 UWP Budget

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

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

CORE PROPOSALS

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

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

- CMAP request for \$18,049,491 be approved at \$17,253,048. This reflects an increase of 2.5% or \$440,711 from the FY2019 budget. This increase is due to relocation cost related to the agency's move scheduled for August 2020.
- CDOT request for \$883,575 be approved at \$866,250, unchanged from FY2019.
- County request for \$300,000 be approved.

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

COMPETITIVE PROPOSALS

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

**TABLE 1
FY2020 COMPETITIVE PROPOSALS RANKING**

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

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

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

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

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

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

**TABLE 2
APPROVED FY2020 UWP**

		FY2020 - UWP APPROVED		
Agency	Project Title	Federal	Local Match	Total
Core				
CMAP	MPO Activities	\$13,802,398	\$3,450,650	\$17,253,048
City of Chicago (CDOT)	City of Chicago Transportation and Programming	\$693,000	\$173,250	\$866,250
Council of Mayors*	Subregional Transportation Planning, Programming, and Management	\$1,467,326	\$366,832	\$1,834,158
CTA	Program Development	\$420,000	\$105,000	\$525,000
Cook County	Cook County Transit Study			
Will County	Countywide Intelligent Transportation System (ITS) Study	\$240,000	\$60,000	\$300,000
Metra	Program Development	\$336,000	\$84,000	\$420,000
Pace	Rideshare Services Program (Smart Mobility Initiative)	\$66,000	\$16,500	\$82,500
Pace	TIP Development and Modeling	\$60,000	\$15,000	\$75,000
Total of Core		\$ 17,084,725	\$ 4,271,231	\$ 21,355,956
* Proposed Local Match includes an overmatch of \$220,693.21				
Competitive				
CMAP/suballocation to RTA	Local Planning Assistance - Community Planning Program	\$433,000	\$108,200	\$541,200
CDOT	North Grant Park - Streeterville Transportation Demand Management Plan	\$320,000	\$80,000	\$400,000
CTA/CDOT	Chicago Bus Priority Network Plan	\$300,000	\$75,000	\$375,000
Total of Competitive		\$ 1,053,000	\$ 263,200	\$ 1,316,200
Total Programs		\$ 18,137,725	\$ 4,534,431	\$ 22,672,156
FY2020 UWP Fed Mark		\$ 18,137,725	\$ 4,534,431	\$ 22,672,156

ACTION REQUESTED: Approval

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