



**Joint Meeting
Chicago Metropolitan Agency for Planning (CMA) Board and
MPO Policy Committee**

Annotated Agenda

****REVISED****

Wednesday, October 14, 2020 — 9:30 a.m.

There is no need to register in advance for this meeting:

Link updated: 10-08-2020

<https://zoom.us/j/98634030382?pwd=cTJBdTdxGM0bnZzdTgraGxTU0JuUT09>

- 1.0 Call to Order and Introductions** 9:30 a.m.

- 2.0 Agenda Changes and Announcements**
Acknowledge and thank Heather & Garland Armstrong for their contribution(s) over the years to the disability community.

- 3.0 Approval of CMA Board Minutes—September 9, 2020**
ACTION REQUESTED: CMA Board Approval

- 4.0 Approval of MPO Policy Committee Minutes—June 11, 2020**
ACTION REQUESTED: MPO Policy Committee Approval

- 5.0 Agency Reports**
 - 5.1 Executive Director’s Report
 - 5.2 CMA Board Report
 - 5.3 Council of Mayors’ Report

- 6.0 Procurements and Contract Approvals**
 - 6.1 CBRE Commercial Broker for Sublease of OPO 5th Floor
 - 6.2 IGA University of Wisconsin, Madison for Applied Population Laboratory Information
 - 6.3 GovHR USA for Temporary Accounting ServicesACTION REQUESTED: CMA Board Approval

- 7.0 Release Closed Session minutes related to a Closed Session Meeting held May 8, 2019**
Following last month’s reporting, Staff recommends action to open the CMA Board minutes from May 8, 2019.
ACTION REQUESTED: CMA Board Approval

8.0 Election of MPO Policy Committee Vice Chair

The Chair's Nominating Committee recommendation for Vice Chair of the MPO Policy Committee will be provided.

ACTION REQUESTED: MPO Policy Committee Approval

9.0 CMAQ Performance Report and Targets

Under federal requirements, MPOs receiving Congestion Mitigation and Air Quality Improvement (CMAQ) program funding must issue a report on the performance of the program and establish emissions reduction targets.

ACTION REQUESTED: CMAP Board and MPO Policy Committee Approval

10.0 FFY 2021-2025 STP Local Programs in the TIP

Programming for locally-programmed STP funded projects for all local Councils and the City of Chicago is complete. The programs were subject to 30-day public comment periods from June to August 2020. The following amendments must be included in the TIP for projects to proceed. Amendments: 21-00.1 CDOT; 21-00.2 North Shore; 21-00.3 Northwest; 21-00.4 North Central; 21-00.5 Central; 21-00.6 Southwest; 21-00.7 South; 21-00.8 DuPage; 21-00.9 Kane/Kendall; 21-00.10 Lake; 21-00.11 McHenry; 21-00.12 Will

ACTION REQUESTED: CMAP Board and MPO Policy Committee Approval

11.0 Local Government Network (LGN)/Census Outreach

Staff will give an update on the newly launched Local Government Network (LGN) and related outreach activities.

ACTION REQUESTED: Information

12.0 Legislative Update

Staff will provide an update on relevant legislative activities.

ACTION REQUESTED: Information

13.0 Other Business

14.0 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.

15.0 Next Meeting

The CMAP Board will meet next on November 18, 2020 (NOTE: Third Wednesday, due to Veterans Day Holiday).

The MPO Policy Committee is scheduled to meet next on January 14, 2021.

16.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

<input type="checkbox"/> Gerald Bennett, Chair	<input type="checkbox"/> Jim Healy	<input type="checkbox"/> Matthew Walsh
<input type="checkbox"/> Rita Athas	<input type="checkbox"/> John Noak	<input type="checkbox"/> Diane Williams
<input type="checkbox"/> Frank Beal	<input type="checkbox"/> Rick Reinbold	
<input type="checkbox"/> Matt Brolley	<input type="checkbox"/> Nancy Rotering	<input type="checkbox"/> Leanne Redden
<input type="checkbox"/> Maurice Cox	<input type="checkbox"/> Carolyn Schofield	
<input type="checkbox"/> Karen Darch	<input type="checkbox"/> Anne Sheahan	

MPO Policy Committee Members:

<input type="checkbox"/> Omer Osman, Chair	<input type="checkbox"/> Jack Franks	<input type="checkbox"/> Jeffery Schielke
<input type="checkbox"/> José Alvarez	<input type="checkbox"/> Scott Gryder	<input type="checkbox"/> John Yonan, Vice Chair
<input type="checkbox"/> Frank Beal	<input type="checkbox"/> Sandy Hart	<input type="checkbox"/> Denise Winfrey
<input type="checkbox"/> Matt Brolley	<input type="checkbox"/> R.A. Kwasneski	
<input type="checkbox"/> Dorval Carter	<input type="checkbox"/> Chris Lauzen	<input type="checkbox"/> Kelley Brookins
<input type="checkbox"/> Dan Cronin	<input type="checkbox"/> Kevin O'Malley	<input type="checkbox"/> Arlene Kocher
<input type="checkbox"/> Jim Derwinski	<input type="checkbox"/> Leanne Redden	<input type="checkbox"/> Erik Varela



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAP) DRAFT Board Meeting Minutes September 9, 2020

from computer, tablet or smartphone:

<https://attendee.gotowebinar.com/register/839199360685363471>

via TELEPHONE:

United States: +1 (914) 614-3221; Access Code: 961-890-430

**Board Members
Present:**

Gerald Bennett, Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Matt Brolley-representing Kane/Kendall Counties, Maurice Cox-representing the City of Chicago, Karen Darch-representing northwest Cook County, Jim Healy-representing DuPage County (via tele), John Noak-representing Will County, Rick Reinbold-representing south suburban Cook County (via tele), Carolyn Schofield-representing McHenry County, Anne Sheahan-representing the City of Chicago, Matthew Walsh-representing west central Cook County, Diane Williams-representing Cook County, and non-voting member Leanne Redden-representing the MPO Policy Committee

Absent:

Nancy Rotering-representing Lake County

Staff Present:

Erin Aleman, Amy McEwan, Angela Manning-Hardimon, Kathy Lane, Jesse Elam, Laura Wilkison, Stephane Phifer, Gordon Smith, Tina Fassett Smith, and Sherry Kane

Others Present:

Heather and Garland Armstrong-Access Living, Cemal Ayvalik, Melissa Meyer and Jessica HectorHsu-RTA, Elaine Bottomley-WCGL, Lenny Cannata-WCMC, Dustin Clark and Holly Waters-Metra, Emily Daucher-McHenry County, John Donovan-FHWA, Jackie Forbes-Kane County Council, Michael Fricano-West Cook, Jacky Grimshaw-CNT, Kendra Johnson and Matt Pasquini-NWMC, Noah Jones and Troy Simpson-Kane County, Jason Keller-Federal Reserve, Tom Kelso and Ted Penesis-IDOT, Mike Klemens and Joseph Surdam-Lake County Council, Daniel Knickelbein-DMMC, Ryan Peterson-McHenry County, Leslie Phemister-SSMMA, Oboi Reed-Equiticity, Tom Rickert-Kane County, Joseph Schofer-Northwestern, David Seglin-CDOT, and Vicky Smith-Southwest Conference

1.0 Call to Order and Introductions

CMAP Board Chair Mayor Bennett called the meeting to order at approximately 9:42 a.m., reminded the members that the meeting was being live-streamed, and asked Executive Director Erin Aleman to call the roll.

Mayor Bennett	Present	Rita Athas	Present	Frank Beal	Present
President Brolley	Present	Maurice Cox	Present	Mayor Darch	Present
Jim Healy	Present	Mayor Noak	Present	President Reinbold	Present
Mayor Rotering	Absent	Carolyn Schofield	Present	Anne Sheahan	Present
Matt Walsh	Present	Diane Williams	Present	Leanne Redden	Present

2.0 Agenda Changes and Announcements

Chairman Mayor Bennett reported that staff reached out to members of the board seeking their input and interest and recommends, and he concurs, that President Rick Reinbold serve as the Chair of CMAP's Coordinating Committee.

3.0 Approval of Minutes

A motion to approve the minutes of the June 10, 2020, meeting as presented was made by Matt Walsh, seconded by Rita Athas, and a roll call vote followed:

Mayor Bennett	Yes	Rita Athas	Yes	Frank Beal	Yes
President Brolley	Yes	Maurice Cox	Yes	Mayor Darch	Yes
Jim Healy	Yes	Mayor Noak	Yes	President Reinbold	Yes
Mayor Rotering	-	Carolyn Schofield	Yes	Anne Sheahan	Yes
Matt Walsh	Yes	Diane Williams	Yes	Leanne Redden	-

The motion carried.

4.0 Executive Director's Report

Executive Director Erin Aleman's report included the following: the move to the Old Post Office; an update on the FLIP program; diversity, equity, and inclusion trainings with staff; census engagements; and, notice from the State's Public Access Bureau regarding May 8, 2019 minutes.

5.0 Procurements and Contract Approvals

The following procurements and contract approvals were presented for approval: a cost increase to the SPAN contract for design integration at an annual maximum not-to-exceed amount of \$300,000; contract approval for the purchase of additional laptops from Lenovo at a not-to-exceed cost of \$82,790.50; and the approval of 1-year renewals of itemized commercial datasets at a cost of \$294,000.00.

A motion by Mayor John Noak to approve the procurements and contracts as presented, was seconded by Frank Beal, and a roll call vote followed:

Mayor Bennett	Yes	Rita Athas	Yes	Frank Beal	Yes
President Brolley	Yes	Maurice Cox	Yes	Mayor Darch	Yes

Jim Healy	Yes	Mayor Noak	Yes	President Reinbold	Yes
Mayor Rotering	-	Carolyn Schofield	Yes	Anne Sheahan	Yes
Matt Walsh	Yes	Diane Williams	Yes	Leanne Redden	-

The motion carried.

6.0 Committee Reports

On behalf of President Rick Reinbold, Deputy Executive Director Stephane Phifer gave a summary of the Coordinating Committee meeting that took place earlier in the morning.

7.0 Equity Vision and Framework

Executive Director Erin Aleman and Director of Innovation Tina Fassett Smith, as part of the implementation of the Inclusive Growth principle on ONTO 2050, and in line with the agency's core value to Pursue Equity, gave an overview of the equity work that has been completed to date, a review of activities of peer MPOs, and recommended next steps. The presentation was followed by Board discussion.

8.0 Mobility Recovery Focus and RFP/RTA's Regional Recovery Planning

CMAP Deputy Executive Director of Plan Implementation Laura Wilkison gave background on this project, the primary objective of which was to develop a mobility strategy and action plan to aid a more equitable recovery from the COVID-19 crises. RTA's Director of Planning and Market Development Jessica Hector-Hsu followed with an overview of scenario planning work to prepare the region's transit systems to successfully navigate the next 1-2 years of uncertainty brought about by COVID. The presentation was followed by Board discussion.

9.0 Election of Officers

On behalf of Chairman's nominating committee, Frank Beal presented the recommendations for the membership of the Executive Committee.

A motion by Deputy Mayor Sheahan to approve the slate as recommended, was seconded by Diane Williams, and a roll call vote followed:

Mayor Bennett	Yes	Rita Athas	Yes	Frank Beal	Yes
President Brolley	Yes	Maurice Cox	Yes	Mayor Darch	Yes
Jim Healy	Yes	Mayor Noak	Yes	President Reinbold	Yes
Mayor Rotering	-	Carolyn Schofield	Yes	Anne Sheahan	Yes
Matt Walsh	Yes	Diane Williams	Yes	Leanne Redden	-

The motion carried.

10.0 Legislative Update

Deputy Executive Director of Plan Implementation Laura Wilkison reported briefly on matters related to federal legislation including the transportation reauthorization, federal appropriations for COVID relief, and outreach efforts to congressional leadership related

to the Census as well as an associated policy brief that shows the impact to the state of an undercount in terms of COVID relief and an upcoming delegation briefing coordinated through Senators Duckworth’s and Durbin’s offices.

Director of Government Affairs, Gordon Smith also gave an update on state legislative matters recapping from his June report that a shortened legislative session had seen a budget passed, along with associated budget implementation and appropriations bills all of which were signed by the Governor. Veto session is scheduled for November 17, and a second week December 1. CMAP staff have continued its outreach to the General Assembly and has been working on updating both the Federal and State Legislative Agenda and making adjustments to the Legislative Framework that are expected late November.

11.0 Other Business

There was no other business before the CMAP Board.

12.0 Public Comment

Heather Armstrong-Access Living, expressed concerns related to housing for those with disabilities here in Chicago and the state of Illinois compared to other areas in the Midwest. Garland Armstrong-Access Living, asked that Pace be made fully aware of drop off and pick up locations at the OPO for the ADA meeting, as well as other meetings that will be held there.

Commissioner Maurice Cox called attention to CMAP advancing its work related to racial equity with GARE and others organizations, adding that Equiticity has a developed framework in its Statement of Principles, that he hoped could be rolled into our work.

13.0 Next Meeting

The Board will meet next jointly with the MPO Policy Committee on October 14, 2020.

14.0 Executive Session

At approximately 11:10 a.m., a motion to adjourn the Board to an Executive Session pursuant to 5 ILCS 120/2 (c)(1) to discuss the Executive Director’s performance review was made by Rita Athas, seconded by Frank Beal, and a roll call vote followed:

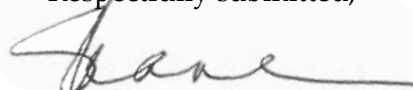
Mayor Bennett	Yes	Rita Athas	Yes	Frank Beal	Yes
President Brolley	Yes	Maurice Cox	Yes	Mayor Darch	Yes
Jim Healy	-	Mayor Noak	Yes	President Reinbold	-
Mayor Rotering	-	Carolyn Schofield	Yes	Anne Sheahan	Yes
Matt Walsh	-	Diane Williams	Yes	Leanne Redden	-

The motion failed as there were insufficient votes to adjourn to the Executive Session.

15.0 Adjournment

At approximately 11:18 a.m., a motion to adjourn by Diane Williams, seconded by Rita Athas, and with all in favor, carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Sherry Kane", written over a light gray diamond-shaped background.

Sherry Kane, EA

09-29-2020
/stk



MEMORANDUM

To: CMAP Board

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

Date: October 7, 2020

Re: Contract Approval for CBRE, Inc. for Commercial Real Estate Broker
and Project Management Services for the 5th floor of the Old Post Office

On January 3, 2019, CMAP entered into a lease with 601 W. Companies Chicago to lease 47,900 sq. ft. of space in the Old Post Office (OPO), 433 W. Van Buren, Suite 450 and 555 for its new office location. This lease includes office space of 43,328 sq. ft. located on the 4th floor (Suite 450) and conference room space of 4,632 sq. ft. on the 5th floor (Suite 555).

In October 2019, CMAP explored the option of consolidating the 4th and 5th floor space to provide for additional cost savings by reducing total sq. ft. cost to the Agency. In working with its architects, Wright Heerema, CMAP was able to redesign the floorplan to accomplish this consolidation. It was determined that CMAP would complete construction of the 4th floor and negotiate a return to the landlord or sublease of the 5th floor to another tenant. On September 1, 2020, CMAP relocated its office to the 4th floor of the OPO. The 5th floor remains unimproved and leased space under the CMAP lease.

On August 26, 2020, CMAP issued a RFQ for Commercial Office Leasing Services to lease the 5th floor of the OPO. Proposals were due September 11, 2020. Proposals were sent to 35+ commercial real estate brokers in the central business district and posted to CMAP's website. CMAP received one (1) responsive proposal to this RFQ. CBRE, Inc. was the only respondent.

Brokers were contacted to learn more about why they did not respond to this RFQ. In general, brokers indicated that they were not taking on new clients in the COVID 19 market due to the number of clients reducing footprint, negotiating "out" of leases, or not interested in looking for new space. In addition, the 5th floor space, originally designed to be conference room space, is located in the middle of an existing tenant and landlord space and would need to potentially be marketed as adjacent landlord space. This seemed challenging for several brokers. CMAP discussed with the landlord returning the space, 601 W. Companies Chicago declined, but supported a joint marketing effort to lease the space.

Proposals were reviewed by CMAP staff, utilizing the following selection criteria, the results of which can be found in Table 1:

1. The firm’s demonstrated record of experience with the Scope of Services.
2. The qualifications of the personnel assigned to the project.
3. The reputation of the firm based on references.
4. Cost to CMAP, including consideration of all project costs and per-hour costs

Table 1 shows the final score for CBRE, Inc.

Evaluation Criteria	Max. Number of Points	Average
The firm’s demonstrated record of experience with the Scope of Services described above.	40.00	40.00
The qualifications of the personnel assigned to the project.	20.00	16.67
The reputation of the firm based on references	20.00	18.33
Cost to CMAP	20.00	20.00
Total	100.00	95.00

The CBRE, Inc. proposal outlined three possible cost scenarios associated with this project.

Scenario 1 – Termination of sublease space

The broker will negotiate with the current landlord to release CMAP from its fiscal obligation for the 5th floor space. CMAP would be responsible for fee of eight-percent based upon cost saving over the term of the lease. The cost of this scenario would be \$176,000.

Scenario 2 – Sublease the space as-is to an existing tenant

The broker would secure a tenant to sublease the space from CMAP for a specific number of years. In determining the cost of this scenario, CMAP assumed the term of the sublease to be fifteen years. The cost of this scenario would be \$157,000.

Scenario 3 – Sublease space with tenant improvement and project management services

The broker would not be able to secure a tenant to sublease the space as-is, from CMAP. CMAP would be required to build out the space to a “white box” condition. In this scenario, CBRE, Inc. would manage the project build. The cost of this scenario, not including potential build out costs, would include sublease costs in addition to project management costs for a total cost of \$175,000.

CBRE was the only responsive bidder to this RFQ. They are the largest commercial real estate broker firm in the country. CBRE has an extensive client list in which to market the CMAP space. They have also represented other tenants, Uber and HomeChef, in the OPO, and have a tremendous amount of experience in negotiations with 601 W. Companies Chicago.

CMAP staff is seeking Board approval for the selection of CBRE, Inc. to represent CMAP, for a not-to-exceed cost of \$180,000. Staff recommends an initial six-month agreement with two six-month options for renewal. Support for this project will be provided from the general fund.

ACTION REQUESTED: Approval

###



MEMORANDUM

To: CMAP Board

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

Date: October 7, 2020

Re: IGA with University of Wisconsin Applied Population Lab

As the MPO for the Chicago region, the Chicago Metropolitan Agency for Planning (CMAP) is required to produce population and employment forecasts as part of our long-range planning process. Our most recent forecast was published in 2018, accompanying our ON TO 2050 plan, and we're preparing to revisit the forecast as part of our 2022 plan update.

The ON TO 2050 forecast was produced by a consultant, using traditional cohort-component techniques for the demographic portion, relying on publicly-available datasets and doing all of the work in Excel. We would like to bring this process in-house for the upcoming and future plan cycles, turning it into a more flexible model where we can update data inputs and tweak assumptions. While CMAP has the technical capacity to handle the data and create the model, we lack demographic expertise to make sure we are working with the right data, and that we are working with it in an appropriate manner.

CMAP staff is seeking Board approval to enter into an Inter-Governmental Agreement (IGA) with the University of Wisconsin-Madison's Applied Population Lab (APL) to provide subject matter expertise in support of CMAP's development of a regional demographic projection model ("Model"). CMAP is seeking advisory assistance in the following areas:

- A review and critique of the methodology of the prior demographic forecast, produced by CMAP's previous consultant;
- Identification of proper public sources for input data to the demographic modeling process;
- Proper incorporation of vital statistics, migration calculations and estimates, and other data inputs;
- Identification and appropriate application of demographic formulas;

- Development of assumptions for future-year trends, including potential ranges (e.g. minimum-maximum) for scenario exploration;
- Review of the demographic model's outputs for reasonableness, recommending corrective measures, where necessary;
- Completion of model documentation.

It is recommended that the Board approve an Intergovernmental Agreement with the University of Wisconsin-Madison under 5 ILCS 220, the Intergovernmental Cooperation Act, for a not-to-exceed amount of \$35,000. Support for this project will be provided by the FY21 UWP Operating grant.

ACTION REQUESTED: Approval

###



Chicago Metropolitan
Agency for Planning

MEMORANDUM

Agenda Item No. 6.3

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

To: CMAP Board

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

Date: October 7, 2020

Re: Approval for Vendor Limit Increase for Sole Source Procurement for
Accounting Staffing Services with GovHR USA

On November 13, 2019, the Board approved a sole-source contract with GovHR USA for Accounting Staffing Services for a total not to exceed amount of \$135,000 to hire an interim Controller to assist in managing the Agency's accounting and audit functions.

At the conclusion of the engagement, the Agency hired the interim Controller, Molly Talkington, to serve as its Finance Principal, effective September 28, 2020. Per Section 5.04 "Termination of Agreement to Execute Temp to Hire Option" of the GovHR USA contract, CMAP is required to pay two (2) weeks of the assigned employee gross salary to GovHR USA in addition to outstanding invoices for services rendered. The total amount of the hire option fee and final invoices is \$8,500.00.

Staff is seeking Board approval for a vendor limit increase of \$8,500.00 for a total not to exceed amount of \$143,500.

ACTION REQUESTED: Approval

###



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: October 7, 2020

Re: Public Access Bureau Update

As was reported briefly last month, CMAP received an official response from the Attorney General's Public Access Counselor (PAC), concerning the Request for Review of the closed session minutes from May 8, 2019, and specifically concerning the discussion about the hiring of a new executive director. The PAC has determined that it was not proper to discuss "the process for filling a particular position" in closed session, and that it was in error to have a purely procedural discussion in closed session. As a remedy, the PAC has requested that the Board make the minutes and recording of the May 8, 2019, closed session available to the public.

This opinion is advisory and not binding; however, both staff and legal counsel have reviewed and recommend opening the closed session minutes from May 8, 2019.

ACTION REQUESTED: Approval

###



Chicago Metropolitan
Agency for Planning

CMAQ Mid-Point Performance Plan

CMAQ Mid-Point Performance Plan

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Performance Plan	1
Baseline Performance	1
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<i>Non-SOV Travel</i>	2
<i>Total Emissions Reduction</i>	3
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CMAQ Program Performance

This report summarizes the federal requirements for the Chicago Metropolitan Agency for Planning (CMAP) in the establishment and monitoring of performance measure targets associated with the Congestion Mitigation and Air Quality Improvement (CMAQ) program. On October 10, 2018 the 2-year and 4-year targets contained in this report were approved by the MPO Policy Committee along with the adoption of ON TO 2050¹. The performance measure targets include unified urbanized targets for the performance measures of Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (SOV) travel in the area of traffic congestion, and a quantifiable target for Emissions Reduction for applicable pollutants and precursors for the nonattainment/maintenance areas within the CMAP planning area boundary. The targets describe in this report meet the Moving Ahead for Progress in the 21st Century Act (MAP-21)/ Fixing America's Surface Transportation Act (FAST Act) performance-based planning and programming requirements and are consistent with the target setting approaches of Illinois and Indiana. This report contains a 2-year progress assessment in achieving those performance targets.

See Appendix A for a background and overview of the federal performance measure targets for CMAQ and Appendix B for data requirements and sources.

Performance Plan

Baseline Performance

The CMAQ Performance Plan is required to report baseline performance for each CMAQ measure. For the PHED and Non-SOV measures, baseline performance is reported for calendar years 2017 and 2016 respectively. For the Total Emissions Reduction measure, baseline performance is reported for the applicable pollutants associated with CMAQ funded projects obligated in federal fiscal years 2014 through 2017.

Peak Hour Excessive Delay (PHED)

This measure is calculated using data from the Federal Highway Administration's (FHWA) National Performance Management Research Data Set (NPMRDS). The NPMRDS provides travel time by road segment for the National Highway System (NHS) in 15-minute intervals. Travel times are provided for passenger, freight, and combined values. Along with the travel time information, a geographic file of the road segments is provided through the NPMRDS.

¹ <https://www.cmap.illinois.gov/2050>

The geographic file includes information for each road segment including length in miles, average annual daily traffic, functional classification, and other roadway attributes. A conflation process was used to assign a speed limit information to the NPMRDS data. The 4:00 p.m. – 8:00 p.m. afternoon peak is used to be consistent with CMAP’s travel model time periods.

The PHED is calculated for each 15-minute interval in the peak periods for all segments in the Chicago urban area. The 15 minute interval PHED is calculated in the following steps:

- Segment length divided by a segment’s speed threshold (larger of 20 miles per hour, or 60 percent of speed limit) times 3,600 where travel time less than or equal to 900 seconds.
- Segment travel time minus the result from above step
- If result from above step greater than 0, then result divided by 3600
- Result from above step multiplied by the 15-minute volume and the average vehicle occupancy for the segment
- The results from the above steps are summed for the urban area and divided by the urbanized area population

The total PHED is divided by the urbanized area population to calculate the peak hour excessive delay per capita. Illinois Department of Transportation (IDOT) provided access to the Regional Integrated Transportation Information System (RITIS)² tool that was used to calculate this measure.

Table 1. Baseline Performance Period PHED

CY 2017 Performance
14.8 hours

Non-SOV Travel

The baseline for the Non-SOV Travel is calculated using the most recent table DP03 from five-year estimated of the U.S. Census Bureau’s American Community Survey (ACS) dataset. 2016 is the most recent five-year data available. The percentage of commuters that predominantly do not commute by driving alone in a car, van or truck is used.

Table 2. Baseline Performance Period Non-SOV Travel

CY 2017 Performance
30.6% (2016)

² Regional Integrated Transportation Information System www.ritis.org



Total Emissions Reduction

Applicable criteria pollutants for the CMAP non-attainment area include ozone and particulate matter 10 microns (PM₁₀) as reported in Environmental Protection Agency's Green Book.³ Primary precursors for ozone are volatile organic compounds (VOC) and nitrogen oxides (NO_x). In the recent past, the region was also in non-attainment for particulate matter 2.5 microns (PM_{2.5}) and only entered attainment status due to faulty monitoring data. It is likely that the region will again enter non-attainment status once reliable data is available in the next couple of years. Because of this, baseline performance and targets are reported for PM_{2.5} but are not required at this time.

The Total Emissions Reduction measure for each of the criteria pollutants or applicable precursors for all projects reported to FHWA's CMAQ Public Access System are calculated to the nearest one thousandth by using the daily kilograms of emission reductions. CMAP staff calculates the daily kilograms of emission reductions as part of the project evaluation and selection process and provides that information to IDOT staff for inclusion in the CMAQ Public Access System. Lyons Township in western Cook County is declared a maintenance area for PM₁₀. The maintenance area is not the result of mobile source emissions, but a point source problem related to quarry activities within the township. Because these emissions are unrelated to transportation and mobile sources the baseline performance and targets are reported as zero.

Table 3. Baseline Performance Period Total Emissions Reduction

Criteria Pollutants and Applicable Precursors	FFYs 2014-2017 Performance (kg/day)
Volatile Organic Compounds (VOC)	279.242
Nitrogen Oxides (NO _x)	1,271.470
Particulate Matter (PM _{2.5})	47.555
Particulate Matter (PM ₁₀)	0.000

Targets and Assessment of Progress

CMAP must establish both 2-year and 4-year targets for the Chicago metropolitan planning area for each CMAQ performance measure and assess the progress of those targets with each biannual update of this report.

³ <https://www.epa.gov/green-book>



Peak Hour Excessive Delay (PHED)

The 2017 baseline PHED of 14.8 hours was used to set the 2022 target. This target was set in coordination with CMAP and Northwestern Indiana Regional Planning Commission (NIRPC) staff using data developed by NIRPC staff for the Indiana portion and RITIS for the Illinois portion of the urban area. Trend data and other factors were considered in setting the target including construction and agency policies and goals of increasing transit ridership, transit supportive land uses, and improving traffic operations.

Table 4. PHED Performance Targets

Baseline	2-year Target	2-year Progress Assessment	4-year Target
14.8	N/A	14.5	15.4

While the PHED is a 4-year target, a 2-year progress assessment was done using RITIS numbers from 2018 and 2019. RITIS showed a PHED of 14.5 hours for 2019. This is below the baseline of 14.8 hours set in 2017 but the 2019 numbers may be an anomaly as RITIS had the PHED for 2018 at 17 hours. No adjustment to the 4-year target is recommended at this time.

Non-SOV Travel

The targets were set in coordination between CMAP and NIRPC staff based upon ACS trends between 2012 and 2016 and the ON TO 2050 goal of doubling transit ridership in the CMAP region by 2050 and the anticipated effects this would have on the non-SOV travel in the urbanized area.

Table 5. Non-SOV Travel Performance Targets

Baseline	2-year Target	2-year Progress Assessment	4-year Target
30.6% (2016)	31.4%	31.2% (2018)	31.9%

The 2-year progress assessment shows a non-SOV travel percentage of 31.2% which is just below the 2-year target of 31.4%. Because of the delay in ACS data the assessment data is for 2018 and the 2-year target is set for 2019. The non-SOV travel percentage is moving in the right direction for the 4-year target and an adjustment of that target is not proposed.

Total Emissions Reduction

The combined total daily emissions for CMAP's FFY 2018-2022 CMAQ program was used to develop an annual estimate to generate the 2-year and 4-year targets.



Table 6. Total Emissions Reduction Performance Targets

Criteria Pollutants and Applicable Precursors	Baseline	2-year Target (kg/day)	2-year Progress Assessment (kg/day)	4-year Target (kg/day)
Volatile Organic Compounds (VOC)	279.242	123.035	106.143	246.070
Nitrogen Oxides (NOx)	1,271.470	3,321.759	7,247.636	6,643,518
Particulate Matter (PM _{2.5})	47.555	216.088	505.023	432.176
Particulate Matter (PM ₁₀)	0.000	0.000	0.000	0.000

The progress assessment for the emissions reduction shows that both the 2-year targets for NOx and PM_{2.5} have been met as well as the 4-year year targets for those criteria pollutants. The VOC assessment shows a 16.892 kilograms per day short fall which is 14% of the 2-year target. Looking at the description of projects in Table 7 below shows that 5 out of the 9 project types underperformed based upon the program of projects in 2018. Those projects that did not move to construction or implementation are still in the program and the region is still able to meet the VOC 4-year target. No adjustment to the 4-year target is recommended at this time.

Description of Projects

Included in the table below are the project type categories identified for funding in CMAP's FFY 2018-2022 CMAQ program⁴ and a description of how they will contribute to achieving the 2-year and 4-year targets for the traffic congestion and on-road mobile source emissions reduction measures.

⁴ Programmed projects as of June 14, 2018



Table 7. Description of Projects in FFY 2018-2022 CMAQ Program and 2-year Progress Assessment

Project Category	Programmed FFY	Programmed Total Emissions Reduction (kg/day)			2-year Progress Assessment of Total Emissions Reduction (kg/day)			PHED Benefit	Non-SOV Travel Benefit
		VOC	NOx	PM _{2.5}	VOC	NOx	PM _{2.5}		
Access to Transit	2018	4.835	0.721	0.000	4.778	0.994	0.000	No	Yes
	2019	1.295	0.490	0.000	0.875	0.600	0.000		
	2020	0.000	0.000	0.000					
	2021	0.303	0.089	0.000					
	2022	0.326	0.092	0.000					
Bicycle & Pedestrian	2018	2.077	1.507	0.000	0.401	0.281	0.000	No	Yes
	2019	5.688	4.029	0.000	1.972	1.340	0.000		
	2020	0.047	0.035	0.000					
	2021	0.001	0.000	0.000					
	2022	0.000	0.000	0.000					
Bottleneck Elimination	2018	5.809	2.492	0.000	4.330	1.0115	0.000	Yes	No
	2019	0.687	0.831	0.000	0.698	0.698	0.000		
	2020	1.679	0.000	0.000					
	2021	0.000	0.000	0.000					
	2022	1.274	0.292	0.000					
Direct Emissions Reduction	2018	41.046	456.799	26.425	0.000	0.000	0.000	N/A	N/A
	2019	13.219	296.448	3.570	56.802	7222.29	505.023		
	2020	0.000	0.000	0.000					
	2021	67.805	7368.582	510.225					
	2022	0.000	0.000	0.000					
Intersection Improvement	2018	4.912	5.758	0.000	1.895	2.570	0.000	Yes	No
	2019	1.901	1.663	0.000	0.496	0.333	0.000		
	2020	0.274	0.207	0.000					
	2021	0.592	0.219	0.000					
	2022	0.341	0.085	0.000					
Signal Interconnect	2018	1.701	1.899	0.000	0.494	0.144	0.000	Yes	No
	2019	51.689	44.827	0.000	7.827	9.258	0.000		
	2020	0.000	0.000	0.000					
	2021	2.951	3.832	0.000					
	2022	0.000	0.000	0.000					
Transit Facility Improvement	2018	0.046	0.034	0.000	5.584	1.698	0.000	No	Yes
	2019	0.000	0.000	0.000	0.000	0.000	0.000		
	2020	4.968	1.304	0.000					
	2021	1.534	0.422	0.000					
	2022	1.788	0.302	0.000					
	2018	28.546	44.660	0.000	5.821	2.370	0.000	No	Yes



Project Category	Programmed FFY	Programmed Total Emissions Reduction (kg/day)			2-year Progress Assessment of Total Emissions Reduction (kg/day)			PHED Benefit	Non-SOV Travel Benefit
		VOC	NOx	PM _{2.5}	VOC	NOx	PM _{2.5}		
Transit Service	2019	0.678	0.431	0.000	14.170	13.100	0.000		
	2020	0.000	0.000	0.000					
	2021	0.000	0.000	0.000					
	2022	0.000	0.000	0.000					
Other	2018	13.274	12.860	0.000	0.000	0.000	0.000	No	Yes
	2019	45.270	52.570	0.000	0.000	0.000	0.000		
	2020	0.000	0.000	0.000					
	2021	0.000	0.000	0.000					
FFY Totals	2018	102.554	527.649	26.425	23.303	9.022	0.000	N/A	
	2019	120.427	401.288	3.570	82.840	7247.61	505.023		
	2020	6.968	1.546	0.000					
	2021	73.186	7373.144	510.225					
	2022	4.453	0.771	0.000					
Total	2018-2022	307.587	8304.398	540.220	123.04	7,247.6	216.088		



Appendix A: Background and Overview

The Moving Ahead for Progress in the 21st Century Act (MAP-21),⁵ signed into law on July 6, 2012, transformed the policy and programmatic framework for making investments that guide the growth and development of the Nation’s surface transportation program and created a performance-based surface transportation program. The Fixing America’s Surface Transportation Act (FAST Act),⁶ signed into law on December 4, 2015, continued and refined these efforts. To examine the effectiveness of the Federal-aid Highway Program as a means to address surface transportation performance at a national level, the United States Department of Transportation (USDOT) established a set of national measures on which state DOTs must report performance.⁷

For the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, MAP-21 required USDOT to establish measures for state DOTs to use to assess traffic congestion and on-road mobile source emissions.⁸ To meet this requirement, FHWA finalized three CMAQ performance measures (two congestion measures and one on-road mobile source emission reduction measure), listed in Table 8.

Table 8. Performance Measures for the CMAQ Program

Measure	Description
Traffic Congestion	PHED: Annual hours of peak hour excessive delay (PHED) per capita
	Non-SOV: Percent of non-single occupancy vehicle (SOV) travel
On-Road Mobile Source Emissions	Total Emissions Reduction: 2-year and 4- year total emissions reductions for each applicable criteria pollutant and precursor for all projects funded with CMAQ funds (kg/day)
Source: 82 Fed. Reg. 5970 (Jan. 18, 2017) (codified at 23 CFR Part 490), available at https://www.gpo.gov/fdsys/pkg/FR-2017-01-18/pdf/2017-00681.pdf	

The two traffic congestion performance measures are the PHED measure and the percent of non-SOV travel measure. The PHED measure is the annual hours of peak hour excessive delay per capita that occurs within an applicable urbanized area. The percent of non-SOV travel measure is the percentage of non-SOV trips within an applicable urbanized area. The traffic congestion measures apply to the Chicago, IL-IN urbanized area because it includes NHS mileage and has a population over 1 million people.⁹ The on-road mobile source emissions performance measure is the total emissions reduction measure. The total emissions reduction

⁵ Pub. L. 112-141

⁶ Pub. L. 114-94

⁷ 23 U.S.C. 134, 135, and 150

⁸ 23 U.S.C. 150(c)(5)

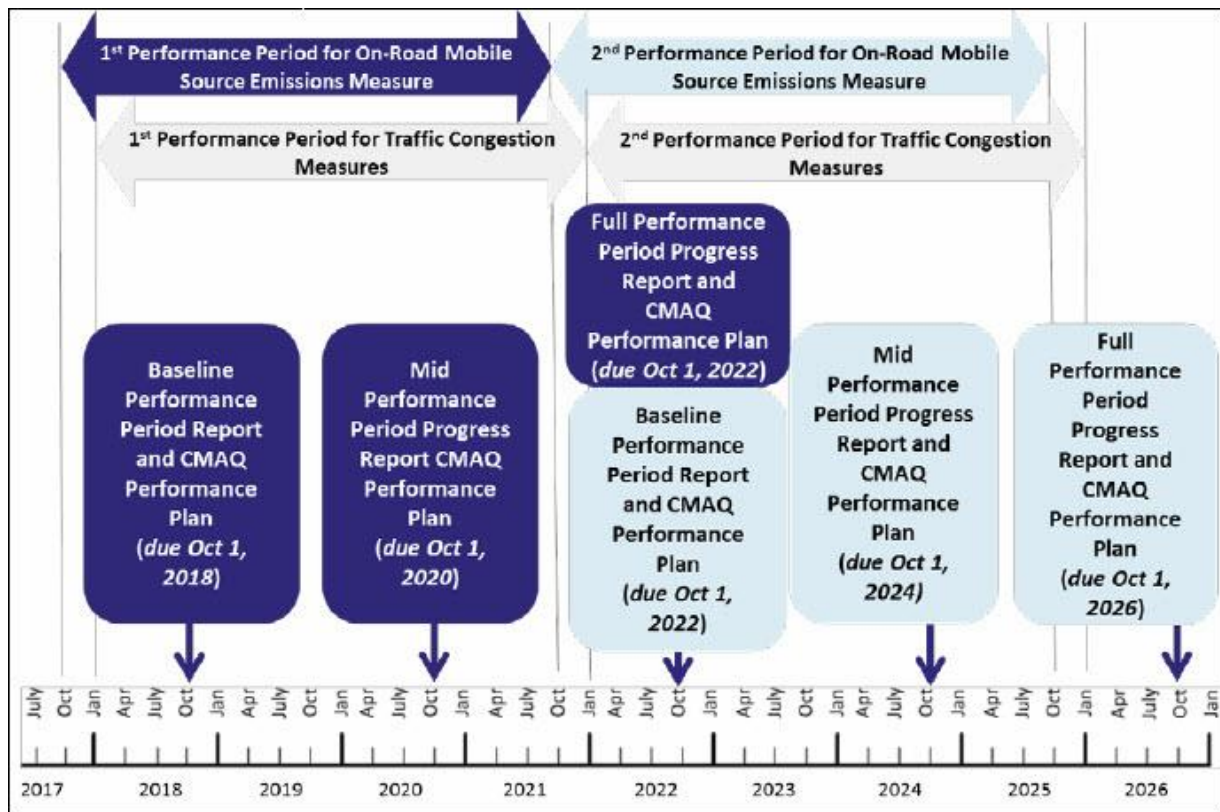
⁹ 23 CFR 490.703



measure is the estimated emission reductions, for all CMAQ funded projects, of particulate matter (PM₁₀) and volatile organic compounds (VOC) and oxides of nitrogen (NO_x) because these are the applicable criteria pollutants and precursors for which the Chicago area is designated nonattainment or maintenance.¹⁰

The target reporting deadline for all measures for the 1st performance period is October 1, 2018.¹¹ In establishing targets, CMAP staff coordinated with the IDOT, INDOT and NIRPC to ensure consistency to the maximum extent practicable. In addition to the reporting required by the regulation, 23 United States Code (U.S.C.) 149(l) requires each MPO serving a transportation management area (TMA) with a population over 1,000,000 that includes a nonattainment or maintenance area to develop a CMAQ Performance Plan to support the implementation of the CMAQ measures.¹² In the CMAQ Performance Plan and its biennial updates, CMAP will report 2 and 4 year targets, describe how we plan to meet our targets, and detail our progress toward achieving the targets over the course of the performance period. The performance periods and reporting timeline for CMAQ measures are indicated in Figure 1 below.

Figure 1. Performance Periods for CMAQ Measures and Reporting Timeline



Source: FHWA CMAQ Performance Plan Guidebook for MPOs

¹⁰ 23 CFR 490.807

¹¹ 23 CFR 490.107(b)(1)(i)

¹² 23 CFR 490.107(c)(3)

Appendix B: Data Requirements and Sources

Certain data sources are required by USDOT to calculate condition and performance for the traffic congestion and on-road mobile source emissions measures, as follows.

Peak Hour Excessive Delay (PHED)

IDOT, INDOT, CMAP and NIRPC are required to use the same travel time data set for calculating the PHED measure and must establish and report single, unified targets for the Chicago urbanized area.¹³ The data sets used to calculate the PHED were processed by CMAP staff and the RITIS¹⁴ MAP-21 PHED tool.

Table 9. Data Sources for PHED Measure

Data	Data Source
Urbanized Area Boundary	U.S. Decennial Census; FHWA's Highway Performance Monitoring System (HPMS) Filed Manual
Urbanized Area Population	5-year annual estimates of the total population of the urbanized area from the American Community Survey (Table DP05)
Reporting Segments	National Performance Management Research Data Set (NPMRDS)
Travel Times in 15-minute Intervals	NPMRDS
Hourly Traffic Volume	NPMRDS via HPMS. Hourly volume estimates follows the method described in "MAP-21 Proposed Measures for Congestion, Reliability, and Freight: Step-by-Step Calculations Procedures" (https://www.apta.com/gap/fedreg/Documents/MAP-21_Proposed_Measures_for_Congestion,_Reliability,_and_Freight.pdf)
Annual Vehicle Classification for Buses, Trucks, and Cars	NPMRDS via HPMS.
Annual Vehicle Occupancy for Buses, Trucks, and Cars	Values recommended by FHWA. https://www.fhwa.dot.gov/tpm/guidance/avo_factors.pdf
Speed Limits	Illinois Highway Information System (IHIS)

¹³ 23 CFR 490.103(e) and 23 CFR 490.105(f)(5)(iii)(B)

¹⁴ Regional Integrated Transportation Information System www.ritis.org



Non-SOV Travel

For the Chicago urbanized area, IDOT, INDOT, CMAP and NIRPC agreed upon a data source and method to calculate the Non-SOV travel measure.

Table 10. Data Sources for Non-SOV Travel Measure

Data	Data Source
Mode of Commuting to Work	5-year estimate for “Commuting to Work” totaled by mode from the U.S. Census Bureau’s American Community Survey dataset, table DP03, for Chicago urbanized area.

Total Emissions Reduction

FHWA’s CMAQ Public Access System is the required data source for calculating the Total Emissions Reduction measure.¹⁵ IDOT is responsible for submitting project information to the CMAQ Project Tracking System by March 1 of each federal fiscal year (FFY), along with the CMAQ Annual Report, for all projects obligated in the previous FFY.

Table 11. Data Sources for Total Emissions Reduction Measure

Data	Data Source
Emissions reduction estimated for each CMAQ funded project by pollutant and precursor (kg/day)	IDOT extracted data from the CMAQ Public Access System found at https://fhwaapps.dot.gov/cmqa_pub/

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¹⁵ 23 CFR 490.809(a)



**MEMORANDUM**

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: October 7, 2020

Re: FFY 2021 – 2025 Local STP programs and TIP Amendments
20-00.1 through 20-00.12

On October 11, 2017, the CMAP Board and MPO Policy Committee approved the execution of a **Memorandum of Agreement** between the City of Chicago and the CMAP Council of Mayors regarding the distribution and active program management of locally programmed Surface Transportation Block Grant funds under the Fixing America’s Surface Transportation Act. This agreement reformed the way in which Surface Transportation Program (STP) funds were allocated in Northeastern Illinois and laid the groundwork for the local councils of mayors and City of Chicago to establish their own points-based methodology for selecting projects that would consider both subregional priorities and regional planning factors that uphold the core principles of ON TO 2050.

From January through March of 2020 the subregional councils and City of Chicago issued individual calls for projects to be funded in federal fiscal years (FFYs) 2021 through 2025. Regionwide, 171 different sponsors requested over \$1.3 billion in federal funds for more than 400 projects. Project applications were scored and ranked according to each subregion’s methodology and proposed programs were developed according to the region’s Active Program Management policies. Each of the proposed programs was subject to public comment for at least 30 days.

The final approved programs allocate over \$600 million in STP funds over the next five federal fiscal years for 273 projects. These STP funds leverage \$240 million in other federal funds, \$135 million in state funds, and \$567 million in local funds, for a total value of over \$1.5 billion. In order to eliminate or lessen the burden of providing local match for some of the region’s highest need communities, \$2.7 million in Transportation Development Credits – Highways (TDCHs, also known as “toll credits”) are proposed to be used for 19 projects in southern Cook and McHenry counties. Additionally, the City of Chicago has programmed \$29 million in Rebuild Illinois bond funds to be used on nine projects. These investments will fund more than 200 road and bridge maintenance and modernization projects, 17 road expansions, 27 intersection

improvement projects, 30 bicycle and pedestrian projects, as well as parking, safety, signal systems, transit stations, and transportation enhancements.

Detailed project descriptions and proposed funding for these projects is presented in the below twelve TIP amendments. Within these amendments, projects which may impact the region's air quality conformity determination are illustrative, as are projects awaiting final approval by an individual council of mayors.

- 21-00.1 City of Chicago
- 21-00.2 North Shore Council of Mayors
- 21-00.3 Northwest Council of Mayors
- 21-00.4 North Central Council of Mayors
- 21-00.5 Central Council of Mayors
- 21-00.6 Southwest Council of Mayors
- 21-00.7 South Council of Mayors
- 21-00.8 DuPage Council of Mayors
- 21-00.9 Kane/Kendall Council of Mayors
- 21-00.10 Lake Council of Mayors
- 21-00.11 McHenry Council of Mayors
- 21-00.12 Will Council of Mayors

Staff requests CMAP Board and MPO Policy Committee approval of TIP amendments 21-00.1 through 21-00.12. Following approval, staff will take the necessary steps to incorporate the illustrative projects into the region's next conformity determination and will seek Illinois Department of Transportation (IDOT) approval of the use of Transportation Development Credits – Highways (TDCH) for the projects proposing their use. The programs of projects represented by these amendments will also be forwarded to IDOT for inclusion in the Statewide Transportation Improvement Program (STIP) and Multi-Year Improvement Program (MYP).

ACTION REQUESTED: CMAP Board and MPO Policy Committee Approval

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