

## **NORTHWEST MUNICIPAL CONFERENCE**

1600 East Golf Road, Suite 0700  
Des Plaines, Illinois 60016  
(847) 296-9200 • Fax (847) 296-9207  
[www.nwmc-cog.org](http://www.nwmc-cog.org)



*A Regional Association of Illinois  
Municipalities and Townships  
Representing a Population of Over One Million*

### **MEMBERS**

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Arlington Heights  
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*Executive Director*  
Mark L. Fowler

## **Northwest Municipal Conference Transportation Committee Thursday, September 28, 2017 8:30 a.m.**

**NWMC Offices  
1600 East Golf Road, Suite 0700 Des Plaines**

### **AGENDA**

- I. Call to Order**
- II. Approval of May 25, 2017 Meeting Minutes (Attachment A)**  
**Action requested:** Approval of minutes
- III. 2017-2018 Committee Meetings Dates (Attachment B)**  
**Action requested:** Informational
- IV. 2017-2018 Committee Membership (Attachment C)**  
**Action requested:** Informational
- V. Transportation Committee Topics for 2017-2018 (Attachment D)**  
The attached memo outlines some of the potential projects and issues which staff expects to discuss at committee meetings in the coming year. The committee is encouraged to share other topics of interest.  
**Action Requested:** Discussion
- VI. Surface Transportation Program (STP) Programming and Distribution Discussion (Attachments E, F, G and H)**  
The CMAP Council of Mayors has given approval for their Chairman to execute the attached agreement in October to change programming and distribution of STP funds in the region. Staff will discuss concerns NWMC still has with the agreement and potential actions.  
**Action Requested:** Discussion
- VII. CMAP Update**  
An update on relevant activities from CMAP's committees will be provided.  
**Action requested:** Informational
- VIII. Agency Reports (Attachment I)**
- IX. Other Business**
- X. Next Meeting**  
The next meeting is scheduled for October 26, 2017 at 8:30 a.m. at NWMC offices.
- XI. Adjourn**

**TRANSPORTATION COMMITTEE**  
**MEETING MINUTES**  
**Thursday, May 25, 2017**  
**8:30 a.m.**  
**NWMC Offices**  
**1600 E. Golf Road, Suite 0700**  
**Des Plaines, IL**

**Members Present:**

Bill McLeod, Mayor, Village of Hoffman Estates, Co-Chair  
Jeff Berman, Trustee, Village of Buffalo Grove  
Tim Frenzer, Village Manager, Village of Wilmette  
Bob Israel, Trustee, Village of Northbrook (via phone)  
Joe Kenney, Community Development Director, Village of Glenview  
Phil Kiraly, Village Manager, Village of Glencoe  
Al Larson, Mayor, Village of Schaumburg  
Maria Lasday, Village Manager, Village of Bannockburn  
Matt Roan, Deputy Village Manager, Elk Grove Village  
Greg Summers, Development Services Director, Village of Barrington

**Others Present:**

Steve Andrews, Pace  
Jane Grover, CMAP  
Dan Jedrzyak, Chastain & Associates  
Katherine Knapp, City of Evanston (via phone)  
Rick Mack, Metra  
Elaine McKenzie, Cambridge Systematics  
Karyn Robles, Village of Schaumburg  
Andy Plummer, RTA  
Brian Pigeon, NWMC

**I. Call to Order**

Co-Chair McLeod called the meeting to order at 8:30 a.m. and had those present provide introductions.

**II. Approval of April 27, 2017 Meeting Minutes**

On a motion made by Mr. Frenzer, seconded by Trustee Berman, the committee voted to approve the April 27, 2017 meeting minutes.

**III. NWMC Multimodal Transportation Plan**

Mr. Pigeon discussed the draft RFQ for updates to the NWMC Bicycle Plan. He reported that the Bicycle and Pedestrian Committee had reviewed the draft RFQ over the course of several months with the input from the Bicycle and Pedestrian Committee. Ms. Robles asked if the plan could include data to quantify the economic benefit of bike infrastructure. On a motion by Mr. Frenzer, the committee voted to approve the RFQ and send it to the Executive Board for their consideration.

#### **IV. O'Hare Subregion Truck Routing Plan**

Ms. McKenzie discussed the existing conditions related to truck traffic in the O'Hare subregion, recommendations that arouse during the planning process and the potential role for NWMC and the committee going forward.

#### **V. CMAP On To 2050 Alternative Futures**

Ms. Grover discussed the Alternative Futures planning model currently being used to gather information for the On To 2050 regional plan. She noted that the five alternative futures being considered were: changed climate, walkable communities, innovative transportation, constrained resources, and a transformed economy. She led the committee through a presentation that included keypad voting to identify their top priorities. Ms. Grover was asked if CMAP was factoring in the growth in teleconferencing. She confirmed that this was a consideration under changed economy scenario. Mr. Plummer added that this phenomenon could be contributing to a decline in public transit ridership.

#### **VI. Legislative Issues**

Mr. Pigeon provided an update on relevant legislation in Springfield and noted that the repeal of the federal MPO consolidation rule had been signed into law the previous week.

#### **VII. CMAP Update**

Ms. Grover reported that CMAP would be holding an On To 2050 forum entitled "Harnessing Technology for Future Mobility" at the Illinois Institute of Technology on Thursday, June 22.

#### **VIII. Agency Reports**

Mr. Mack reported that the Metra Board had approved improvements on bridges on the UP North Line with details to be released in the future. He also discussed how Metra is dealing with declining ridership due to teleconferencing.

Mr. Andrews distributed the May 2017 Pace newsletter and provided updates on the Pulse Milwaukee Line and park-and-ride service along I-90.

Mr. Plummer noted that the state match in the RTA sales tax was coming in very slowly and discussed HB 3004 "Extension of Sunset on Regional Transportation Authority's Short Term Borrowing Capacity." He also discussed the annual "Dump the Pump Day."

Mr. Pigeon reported that the Tollway Board voted to move forward with recommendations for the I-294 Central Tri-State Reconstruction Master Plan. He noted that the plan was still at a high-level and details were not expected until the fall. He added that the Tollway board was voting that day on the approval of \$25m for an environmental impact study on the Route 53 extension.

#### **IX. Other Business**

#### **X. Next Meeting**

Co-Chair Turry reported that the next meeting of the Transportation Committee is scheduled for 8:30 a.m. on Thursday, September 28, 2017.

**XI. Adjournment**

On a motion by Trustee Berman, the committee unanimously voted to adjourn the meeting at 9:36 a.m.

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Attachment B

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Highland Park

*Executive Director*

Mark L. Fowler

**To:** NWMC Transportation Committee

**From:** Mike Walczak, Transportation Director  
Brian Pigeon, Program Associate for Transportation

**Date:** September 28, 2017

**Subject:** 2017-2018 NWMC Transportation Committee dates

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**The NWMC Transportation Committee is scheduled to meet on the following dates in 2017-2018:**

September 28, 2017  
October 26, 2017  
November 30, 2017 (fifth Thursday)  
December 21, 2017  
January 25, 2018  
February 22, 2018  
March 22, 2018  
April 26, 2018  
May 24, 2018

All meetings begin at 8:30 a.m. and are held at NWMC offices.

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Attachment C

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Mark L. Fowler

**To:** NWMC Transportation Committee

**From:** Mike Walczak, Transportation Director  
Brian Pigeon, Program Associate for Transportation

**Date:** September 28, 2017

**Subject:** 2017-2018 NWMC Transportation Committee membership

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### **The following elected officials and municipal staff will be serving on the NWMC Transportation Committee in 2017-2018.**

Bill McLeod	Mayor, Hoffman Estates (Co-Chair)
Rod Craig	President, Hanover Park (Co-Chair)
Bob Israel	Trustee, Northbrook (Vice-Chair)
Maria Lasday	Manager, Bannockburn
Greg Summers	Director of Development Services, Barrington
Jeff Berman	Trustee, Buffalo Grove
Robert "Bob" Benton	Trustee, Deerfield
Matt Roan	Deputy Village Manager, Elk Grove Village
Anne Marrin	Administrator, Fox Lake
Phil Kiraly	Village Manager, Glencoe
Jeff Brady	Director of Planning, Glenview
*Mike Hankey	Director of Transportation, Hoffman Estates
Ray Keller	Manager, Lake Zurich
William Grossi	Trustee, Mount Prospect
* Mike Cassady	Manager, Mount Prospect
* Sean Dorsey	Director of Public Works, Mount Prospect
Matt Farmer	Village Engineer, Northbrook
Peter Falcone	Assistant to the City Administrator, Prospect Heights
Joe Gallo	Alderman, City of Rolling Meadows
Al Larson	President, Schaumburg
*Karyn Robles	Director of Transportation, Schaumburg
Jason Wicha	Assistant Village Manager, Skokie
Mark Janeck	Public Works Director, Wheeling
Tim Frenzer	Manager, Wilmette

\*Alternate

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Attachment D

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**To:** NWMC Transportation Committee

**From:** Mike Walczak, Transportation Director  
Brian Pigeon, Program Associate for Transportation

**Date:** September 28, 2017

**Subject:** Potential Committee Topics - 2017-2018 NWMC Transportation Committee

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### **The following issues and projects are potential agenda items for the NWMC Transportation Committee in 2017-2018.**

#### **Illinois Tollway**

##### *Jane Addams Tollway*

The reconstruction and widening of the tollway has been completed with SmartRoad technology allowing for real-time driver information and priority lanes for busses. Additional Park and Ride facilities are still under construction.

##### *Elgin-O'Hare Western Access*

The extension of Illinois 390 from Interstate 290 to Illinois 83 is nearing completion. Future phases of the project are planned connecting 390 with I-90 on the north and I-294 on the south.

##### *Illinois Route 53/120 extension*

In May, the Tollway Board approved moving forward with an Environmental Impact Study for the extension of Route 53 from Lake-Cook Road to Illinois 120.

#### **IDOT**

##### *State Capital Bill*

Any potential capital bill that would include funding for transportation projects would likely have to include an increase in the gas tax.

#### **Pace**

##### *Pulse Arterial Rapid Transit Network*

Pace is currently undertaking two Arterial Rapid Transit projects in the NWMC area. The Milwaukee Avenue line, from Jefferson Park to Golf Mill in Niles, is scheduled to begin service later this year. The Dempster Avenue Line is moving into environmental review and station locations are being finalized. The Dempster project has been recommended for Congestion Mitigation and Air Quality (CMAQ) funds in the upcoming program.

##### *Edens Bus on Shoulder*

A study is currently underway to implement bus on shoulder on the Edens Expressway (I-94), similar to existing service on I-55.

#### *North Shore Coordination*

Pace and CTA are studying their operations along the North Shore to improve coordination and explore service expansion opportunities.

#### **Metra**

##### *Fare Study*

Metra is currently undertaking a study to evaluate the agency's distance-based fare structure and fare products.

#### **RTA**

##### *Regional Transit Strategic Plan*

The RTA has begun a study to guide near-term investments in the region's transit system.

#### **CMAP**

##### *STP Programming and Distribution Changes*

Proposed changes on how STP funds are distributed could be adopted this fall (see next agenda item).

##### *On To 2050 Development*

CMAP continues development of the region's next long range comprehensive plan, titled On To 2050. For transportation, the plan will include prioritized regional capital projects with a constrained financial plan. The plan will be adopted in October, 2018.

#### **Bike/Ped Projects**

##### *NWMC Bike Plan Update*

The Conference applied for Local Technical Assistance grant through CMAP to update the 2010 NWMC Bike Plan and expand it to include more pedestrian and access to transit planning. Award notifications are expected this fall.

#### **Cook County**

##### *Invest In Cook Grants*

The first Invest In Cook transportation grants were announced in July and included good representation from NWMC member communities. The annual program is expected to hold another call for projects in January.

##### *Freight Plan*

The County has begun a freight plan to create a prioritized list of freight-specific policy, funding, and project recommendations to address current and future needs.

#### **Innovative Transportation**

To prepare for municipalities for future transportation trends, agendas may include presentations on innovative technologies including Electric Vehicle Charging Stations and Driverless Cars.



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Attachment E

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Mark L. Fowler

## Memorandum

TO: NWMC Transportation Committee

FROM: Mike Walczak, Transportation Director  
Brian Pigeon, Program Associate for Transportation

RE: Surface Transportation Program Draft Memorandum of Understanding

DATE: September 22, 2017

**Recommendation:** Direct staff and the Northwest and North Shore Council co-chairs to work with our regional partners including the other Councils of Government, the City of Chicago, and CMAP to ensure our concerns about a supermajority vote requirement of the Shared Fund Project Selection Committee and a set review timeline for the Memorandum of Understanding (MOU) are reflected in the final MOU that proposes changes to the programming of Surface Transportation Block Grant (STP) funding in the region. Actions include: working with Mayor Schielke, the other Councils of Government, and the City of Chicago to include proposed recommendations from NWMC and other councils in the final MOU; directly addressing our concerns with CMAP staff; and, directly addressing the CMAP Board and MPO Policy Committee at their joint meeting on October 11 to propose including the recommendations or recommending delaying approval of the MOU until further discussions can be held.

**Issue:** The Memorandum of Understanding approved by the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee does not address two key recommendations from NWMC.

**Background:** The CMAP Council of Mayors Executive Committee met on September 12 to discuss a draft Memorandum of Understanding (MOU) that proposes changes to the programming of Surface Transportation Block Grant (STP) funding in the region. The proposed MOU replaces the longstanding population based method for distribution of STP funds. In part, the MOU calls for:

- creation of a shared, regional fund accessible to both the City of Chicago and suburban councils
- distribution of the remaining funding to the City and Councils using needs-based formula
- inclusion of project selection criteria tied to the regional plan at the council level
- active program management of projects to ensure funds are spent in a timely manner

A few of the councils of mayors and municipal conferences shared proposed changes to the draft MOU at the meeting, including Barrington Village President Karen Darch, who presented the attached letter on behalf of the NWMC. Chicago Department of Transportation Commissioner Rebekah Scheinfeld also shared the city's proposals to change the composition of the Shared Fund Project Selection Committee and to slow the ramp up in funding the Shared Fund. The MOU does include language addressing previous council concerns with

incomplete data collection by recommending final distribution allotments not be made until after data collection is completed in 2019.

CMAAP staff argued against some of the recommendations received, including requests for a supermajority vote for projects to be approved by the Shared Fund Project Selection Committee and for establishing a set timeline to review the MOU. They also stressed that they didn't want to delay the approval past October since FHWA could impose sanctions including withholding STP funds. Executive Committee Chairman and Batavia Mayor Jeff Schielke stated that, while the details still needed to be worked out, the basic framework is in place. He assured the committee that the MOU would be a standing agenda item and would also be subject to further review and possible amendment. With those assurances, the committee approved giving Mayor Schielke the authority to sign the agreement.

The NWMC strongly recommends that the final MOU should include the supermajority vote requirement of the Shared Fund Project Selection Committee and a set review timeline for the MOU. Going forward, it is uncertain whether the vote locked Chairman Schielke into signing this exact proposal and whether the City will sign the agreement without its concerns being addressed. There are also questions about the timing. CMAAP is pushing to get the MOU approved by the CMAAP Board and MPO Policy Committee on October 11, but this has always just been a goal, not an absolute deadline. Since FHWA is just starting its MPO certification review, it is unclear whether any sanctions would be considered at this time, especially since significant progress has been made.

NWMC staff will continue working with our regional partners including the other, the City of Chicago, and CMAAP to ensure our concerns are reflected in the final MOU.

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Attachment F

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Mark L. Fowler

September 11, 2017

Mr. Joe Szabo  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Drive Suite 800  
Chicago, IL 60606

Dear Mr. Szabo,

On behalf of the Northwest Municipal Conference (NWMC), please accept the following comments on the draft memorandum of understanding for the programming of Surface Transportation Block Grant (STP) funds in the region. The Conference is pleased to see previous recommendations received as part of the working group process incorporated into the draft memorandum. These include smoothing the programming marks over the first three years of the new agreement as well as the emphasis on additional data collection before the final programming marks are established. We also offer the following recommendations for consideration by the Council of Mayors Executive Committee:

- To ensure that the program of projects which are selected to receive funding through the Shared Local Fund promote regional equity, we recommend a supermajority vote be required for actions of the Shared Fund Project Selection Committee, matching the consensus required of the CMAP Board.
- We recommend conducting a periodic review (i.e. every two years) and analysis of the projects selected by the Shared Fund Project Selection Committee to ensure that the past projects chosen meet the goals of the memorandum's signatories and the regional comprehensive plan.
- During the first five-year update of the performance-based data, we recommend that CMAP and the signatories to the memorandum undertake an evaluation of this new system to measure success and allow for changes to be made.
- With the requirements to incorporate pavement management systems into all maintenance and system preservation programming decisions, we would like to emphasize the regional nature of this effort and encourage the funding to be drawn from regional sources such as Unified Work Program (UWP) funding and not become a burden on individual councils or municipalities.

- As the Active Program Management requirements are being developed by the Shared Fund Project Selection Committee, we recommend including language which acknowledges delays from factors beyond the control of municipalities and ensure that no municipality or council loses funding due to these factors.

Thank you for your consideration of these recommendations and please do not hesitate to contact Conference staff if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Harriet Rosenthal". The ink is dark and the signature is fluid.

Harriet Rosenthal  
President, Northwest Municipal Conference  
Mayor, Village of Deerfield



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 3.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

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

### MEMORANDUM

**To:** Council of Mayors Executive Committee

**From:** CMAP Staff

**Date:** September 5, 2017

**Re:** Surface Transportation Program

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Since early 2017, a working group composed of representatives from the Council of Mayors Executive Committee, council planning liaisons, COG directors, the Metropolitan Mayors Caucus, the City of Chicago, Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), and CMAP has been discussing principles for programming the region's Surface Transportation Block Grant (known as STP) funds and options for implementing those principles. The working group was formed in response to a federal certification recommendation from the US DOT and provisions within the STP distribution agreement between the Council of Mayors and City of Chicago that call for the review of the agreement with the passage of any new federal transportation funding bill. A draft agreement focused on four major themes described in more detail in this memo is being presented for the committee's consideration. Approval for the Chairman of the Council of Mayors Executive Committee to sign the agreement is being requested. Execution of the agreement is expected to take place following review by the MPO Policy Committee and CMAP Board at their joint meeting on October 11, 2017.

## Background

The northeastern Illinois portion of STP funding is currently suballocated according to an agreement among the MPO Policy Committee, the City of Chicago, and the Council of Mayors Executive Committee, which provides that the individual councils and the City of Chicago are each responsible for programming funds in their areas. The agreement is generally renegotiated with passage of a new federal transportation bill, and the basic arrangement is a holdover from the former Federal Aid Urban program that began in the 1970s. The [current agreement](#) between the City of Chicago and the Council of Mayors was reaffirmed on June 13, 2013 and calls for:

- 5% for one or more regional projects as selected by the City of Chicago that benefits both the city and the suburbs.
- 45% of the remaining 95% to be programmed by the City of Chicago.

- 55% of the remaining 95% to be programmed by the individual Councils of Mayors, which is then further subdivided by council population.

The five percent set-aside for regional projects is a relatively recent innovation that began with the renegotiation of funding splits in 2005. The City is the programmer of those funds and seeks the concurrence of the Council of Mayors on an annual basis for the selected projects. The benefits of proposed regional projects are evaluated qualitatively, and while the definition of “regional project” is not formally designated, it is generally taken to mean City projects that would benefit suburban users as well. Examples include improvements to bridges leading over the Chicago River from Ogilvie and Union Stations. Each of the projects proposed under this arrangement has received concurrence from the Council of Mayors Executive Committee.

The use of negotiated percentages and a division of funds by population does not directly address the performance of the region’s transportation system or relate funding to system needs. In the U.S. Department of Transportation’s (USDOT) 2014 Chicago, Illinois TMA Certification Review, federal reviewers found that CMAP should not be using non-performance based methods to allocate funds and called for an examination of the practice the next time the agreement between the City and the Council of Mayors is reconsidered. Furthermore, the current agreement itself calls for a reexamination of its provisions when a new federal transportation bill is passed, as happened at the end of 2015.

## **Working Group Discussions**

At the urging of FHWA Division office representatives, an STP working group was formed in early 2017 to begin discussing the future of the program. It was composed of representatives from the Council of Mayors Executive Committee, planning liaisons, COG directors, the Metropolitan Mayors Caucus, the City of Chicago, Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), and CMAP. The group met three times throughout the spring and summer of 2017 to discuss the history of the program, principles for programming, and options for a new programming approach. At their first meeting, the group reviewed the history of the funding agreement, current council allotments, and the types of projects typically funded with STP in the region. Changes to the federal program to emphasize performance were also reviewed. To direct future discussions, basic principles including support for regional priorities, an equitable, transparent, and data-driven process, and predictable funding, were discussed.

At the next meeting, the group continued discussing principles for programming, and generally agreed that:

- Funds would be used to make large and lasting contributions to regional priorities in GO TO 2040/ON TO 2050:
  - Improving the condition of the region’s transportation system using asset management principles
  - Supporting local planning priorities
  - Improving transit access and service quality
  - Facilitating infrastructure improvement in areas of economic distress
  - Reducing congestion

- Promoting economic growth
  - Supporting natural resources
  - Improving safety
- Project selection would use a data-driven, performance-based method developed in consultation with regional partners.
- The eligibility and selection of projects should strive to ensure an equitable distribution of investments across the region considering regional differences in access to state resources, maintenance responsibilities, and construction costs.
- Project evaluation, selection, and management would be conducted in a transparent manner.
- The program should help attract additional local/state investment, encourage multijurisdictional coordination, and help engage communities in regional and sub-regional planning.
- STP funds allocated to the region will be accounted for by all parties using an agreed-upon method.
- The program should encourage the timely expenditure of funds and use active management to ensure that projects advance when they are ready.
- The program should help the state and region meet their federal performance targets.
- The program should strive for predictable year-to-year funding levels.

The group was also presented with findings from a review of the programming practices of other MPOs for large and mid-sized regions. Many MPOs concentrate on priority projects, such as those identified in their long range plan, or on priority programs that focus on connecting land use and transportation. Some MPOs establish funding ranges or set-asides by project type, and many pool regionally programmed fund sources. In New York City, the MPO delegates all STP programming to the state DOT. Based on the peer review and prior discussions, two broad programming options were discussed. The first focused on changing the funding distribution to a performance-based formula, standardizing programming criteria region-wide, but leaving the project selection responsibility with the councils and city. The second proposed utilizing a single region-wide programming process. Both options called for transparent and data-driven project selection, and active program management to ensure timely expenditure. The consensus of the group was to pursue a hybrid of these options.

At the working group's final meeting, a draft proposal that addressed the principles for programming and prior discussion was presented. The proposal included four elements:

1. New shared funding program
2. Local funding distributed using a needs-based formula
3. Supplemental local project selection criteria based on ON TO 2050
4. Enhanced program management

The working group generally agreed with the proposal, and requested development of an agreement based on the proposal. The remainder of this memo describes the agreement elements in more detail.

## **Shared Local Fund**

Historically, it has been difficult for individual councils to fund large, regionally important projects due to the size of individual funding allocations and policies to limit or cap awards to

individual sponsors or projects. Some councils have at times saved their annual allocation for several years in order to implement these projects, leaving funding unspent while they save. These projects are important to the entire region and the funding burden should not necessarily fall on a single council, but should be shared to facilitate timely implementation. As such, a Shared Local Fund would be established for funding larger projects supported by the suburban councils or the City of Chicago that address regional performance measures and help advance local and regional priorities.

The Shared Local Fund would be established using a set-aside of the region's annual allotment of STP funding. Beginning in FFY 2020, the set-aside would be 10%, increasing to 12.5% in FFY 2021, and to 15% in FFY 2022 and all subsequent years. The fund would also be seeded with excess unobligated federal funding, also known as carryover, to be made available by IDOT for programming and obligation by project sponsors in the region. A total of \$75 million will be made available: \$30 million in FFY 2020, \$25 million in FFY 2021, and \$20 million in FFY 2022. It is envisioned that additional funds would be added to the shared fund annually as a result of active program management policies discussed later in this memo, keeping the Shared Local Fund around \$40 million annually.

A Shared Fund Project Selection Committee composed of representatives from the Council of Mayors Executive Committee, the City of Chicago, IDOT, the counties, the Regional Transportation Authority (RTA) or a designated service boards representative and CMAP staff would be established. To preserve the strong municipal participation in decision-making, the Councils and City of Chicago would each have three votes, with other represented agencies each having one vote. CMAP staff would only vote in the event of a tie. The Shared Fund Project Selection Committee would have the authority to review applications and recommend projects to the MPO Policy Committee, to develop a project selection methodology for the Shared Local Fund, to update performance measures described below, to develop parameters for providing assistance to disadvantaged communities, including defining eligible communities, and to develop an active program management system applying to both the Shared Local Fund and local programs.

## Local Programs

US DOT's 2014 Chicago, Illinois TMA Certification Review of CMAP encouraged the region to move away from the population-based sub-allocation formula for STP and to expand performance-based programming methods throughout the region. Therefore, after the set-asides for the Shared Local Fund, the remainder of the region's annual STP allotment would be distributed to the eleven regional councils of mayors and the City via a performance-based formula.

**Performance Measures.** The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) transportation reauthorization bill featured a new federal emphasis on performance measurement that was strengthened in the Fixing America's Surface Transportation (FAST) Act. These laws also require each State and MPO to set performance targets that address the [established measures](#). Based on the scale and types of projects typically implemented by local governments using STP funds, the local programs can affect the region's ability to meet certain performance targets. Similarly, certain federal measures are best suited to define need, and the



funding distribution is proposed to be calculated by CMAP staff based on the measures in Table 1.

**Table 1. Proposed Performance Measures**

Category	Measure
Pavement Condition	Lane-miles in poor condition as defined in 23 CFR 490.
Bridge Condition	Square feet of deck area in poor condition as defined in 23 CFR 490.
Congestion	Congested centerline miles, until such time as data is available to calculate peak hour excess delay as defined in 23 CFR 490.
Safety	Number of annual serious injuries and fatalities for the most recent year from IDOT's annual crash data extract.
SOV travel	Total number of single occupant vehicle (SOV) commuters based on the most recent American Community Survey.

**Distribution.** In order to direct funding to sub-regions where it is most needed, the distribution of funding to the councils and City will be by formula and be based on the relative performance of the local jurisdiction system of roadways, functionally classified as collectors or higher, for the five measures.

$$\text{Council Mark (\$)} = \text{Regional Mark(\$)} \times \text{Performance (\%)}$$

where:

$$\text{Performance (\%)} = \left( \frac{\text{Council } M_1}{\text{Region } M_1} + \frac{\text{Council } M_2}{\text{Region } M_2} + \frac{\text{Council } M_3}{\text{Region } M_3} + \frac{\text{Council } M_4}{\text{Region } M_4} + \frac{\text{Council } M_5}{\text{Region } M_5} \right) / 5$$

“Council” in this formula means each of the eleven individual subregional councils and the City.  $M_1$ ,  $M_2$ , etc. represent the individual performance measures, which would be weighted equally, and the 5 in the formula is the number of measures. In order to transition from the current population-based distribution to the performance-based distribution, the FFY 2020 distribution for each council and the City would be no more than 10% above or below its FFY 2017 distribution, and the FFY 2021 distribution would be no more than 20% above or below its FFY 2017 distribution. Additionally, no council would have an allocation of less than \$3 million in any year.

Adjustments to the annual programming marks for local distribution and the shared local fund to account for changes to the regional allotment would be made by CMAP staff each year and the performance-based share would be re-calibrated to account for changes in conditions every five years, beginning in FFY 2025. In order to provide incentive for accomplishing the region’s performance targets, a factor to increase funding for those councils that improve conditions would be added to the formula beginning in FFY 2025 using a methodology to be developed in the next two years by the Shared Fund Project Selection Committee.

For illustrative purposes, CMAP staff used available data sources described in Table 2 to estimate how the FFY 2020 distribution would compare to the FFY 2017 distributions. The data,

particularly for the pavement condition and congestion measures, is based on a very small sample size of local jurisdiction collectors and arterials. To support the determination of relative need, CMAP will work with regional partners over the next two years to collect more complete data, and the agreement reflects the dates by when this should occur.

**Table 2. Performance Data Sources**

Measure	Specific metric	Source	Year	Notes
Lane-miles in poor condition	Estimated lane-miles with International Roughness Index > 170	Year-end Illinois Roadway Information System file	2016	Data represent federal aid roads under municipal, county, and township jurisdiction (functional class < 7 and jurisdiction type = 3, 4, 6, 8, 9). Not all local federal aid roads have been inventoried; the total lane-mileage in poor condition was estimated as the percentage in poor condition for the lane miles that have been inventoried * total lane-miles in council. Once full data are available for the local Federal Aid system, this measure will be exact rather than estimated. The IRI > 170 threshold is taken from the FHWA pavement and bridge condition rule. Note that after a transition period, the rule specifies that pavement condition will be defined by a combination of International Roughness Index, cracking, and rutting for flexible pavements.
Congested centerline miles	Centerline miles where travel time index >= 1.25	HERE/MS2	2012	Data represent congestion on non-expressway routes in the HERE/MS2 data file. Not all federal aid local routes have congestion data; total congested centerline mileage was estimated as the percentage of congested centerline mileage for routes with data * total local federal aid centerline mileage in the council. Jurisdiction includes municipal, county, and township. Congestion is defined as having a travel time index of >= 1.25, where the travel time index is the ratio of congested travel time to free-flow travel time. This measure should be replaced with peak hour excess delay, as specified in the FHWA system performance rule, once it is calculated.

Measure	Specific metric	Source	Year	Notes
Annual serious injury and fatal crashes		IDOT Safety Portal	2015	Data represent a simple count of serious injury ("A"-type) and fatal ("K"-type) crashes for non-state jurisdiction roads as defined in the IDOT data release. The dataset is considered complete. This measure combines two of the five safety measures in the FHWA performance measure rules.
Bridges in poor condition by deck area	Square footage of bridges with deck, superstructure, or substructure rating of $\leq 4$	National Bridge Inventory	2016	Data represent municipal, county, and township bridges (owner code = 2, 3, 4). This dataset was downloaded as a CSV file from the NBI website in 2017, and is primarily composed of bridge inspection reports from 2014 and 2015. This dataset is considered complete. Municipalities were allocated to COM boundaries based on place code (data item 4). Unincorporated place codes were allocated as follows: For the county-based regions (McHenry, Lake, Kane/Kendall, DuPage, and Will), records were allocated by code (data item 3). For Cook, bridges were manually allocated to the appropriate COM region using GIS locations from the National Transportation Atlas Database 2015 shapefile. As in the FHWA pavement and bridge condition rule, poor bridge condition is defined as having either a deck, superstructure, or substructure rating $\leq 4$ .
Percent of non-SOV travel	Number of SOV commuters	American Community Survey	2011-15	Census ACS is a sample representing a 5-year period that is updated every year. The data for individual Census tracts were aggregated to the City and Council boundaries. Using ACS data to calculate mode share is one of three methods allowed under the FHWA system performance rule.

The proposed distribution floor and ceiling were applied, resulting in the illustrative distribution in Table 3. Again, the actual distribution would occur in 2020 based on data collected at that point.

**Table 3. Illustrative Change in Local Program Distribution FFY 2017 to FFY 2020**

<b>Council</b>	<b>FFY 2017 allotment</b>	<b>Illustrative FFY 2020 allotment</b>	<b>Change FFY 2017 to FFY 2020</b>
Central	\$3,138,388	\$3,000,000	-4.4%
Chicago <sup>1</sup>	\$63,871,101	\$57,483,991	-10.0%
DuPage	\$11,271,468	\$11,198,233	-0.6%
Kane/Kendall	\$9,868,205	\$10,026,004	1.6%
Lake	\$8,507,921	\$9,358,713	10.0%
McHenry	\$3,958,003	\$4,114,692	4.0%
North Central	\$3,778,438	\$4,156,282	10.0%
North Shore	\$3,968,555	\$4,365,411	10.0%
Northwest	\$8,687,388	\$7,818,649	-10.0%
South	\$6,327,698	\$5,694,928	-10.0%
Southwest	\$4,592,442	\$4,536,672	-1.2%
Will	\$7,165,240	\$7,669,809	7.0%

<sup>1</sup> Chicago FFY 2017 allotment includes the 5% regional project set-aside

<sup>2</sup>Kane/Kendall FFY 2017 allotment includes STP funds accumulated by Plano (\$591,525) and Sandwich (\$781,854) prior to joining the CMAP Planning region.

## Project Selection to Support the Goals of ON TO 2050

In addition to addressing federal performance measures, the region must develop and implement a long range plan. The development of the region's next plan, ON TO 2050, is currently on-going, and will include several priorities that can be influenced by transportation infrastructure investments. To encourage investments that support the goals of ON TO 2050, each individual council and the City would incorporate regional priorities into their project selection methodologies by assigning at least 25% of the points to these six regional priorities:

**Table 4. Regional Priorities**

<b>Priority</b>	<b>Points awarded to:</b>
Green Infrastructure	Projects that use green infrastructure to manage stormwater
Reinvestment	Projects that serve a reinvestment area defined in ON TO 2050
Freight movement	Projects that benefit multi-modal freight movement
Economically disconnected areas	Projects that improve equity through benefits to economically disconnected areas as defined in ON TO 2050
Complete streets	Projects from sponsors that have adopted a complete streets ordinance. (Applies to councils only.)
Transit supportive density	Projects from sponsors that have permitted density at transit-supportive levels where transit is available or planned. (Applies to councils only.)

Since not all of these ON TO 2050 priorities will be equally relevant in all councils and the City, each would have the flexibility to distribute points to any or all of these regional priorities based on local prerogative.

## **Pavement Management Systems**

ON TO 2050 is also expected to continue the strong emphasis on maintenance and system preservation contained in GO TO 2040. Although more than half of the locally programmed STP funds obligated over the last 10 years went toward road resurfacing and reconstruction, the region cannot provide an overall condition rating for the locally controlled Federal-aid eligible routes. Nor is it clear that the funds were used in the most cost-effective way within each council by programming the most appropriate treatment given the age and condition of the pavement, as might be determined with the aid of a pavement management system. Pavement management systems are data collection and analysis tools that would help the region determine the optimum strategies for the most cost-effective pavement maintenance.

During the phase-in of new agreement provisions, CMAP will work with the councils and City, in cooperation with the counties and IDOT to establish local pavement management systems throughout the region. The pavement management systems should be used to determine the appropriate timing for pavement projects, and these types of projects should not be considered for federal funding unless they are included in a pavement management system. CMAP has released a Request for Information to learn more about the costs and technical requirements of these systems in order to design a program, which would be done in consultation with the councils and City. CMAP is also seeking funding to implement such a program.

## **Active Program Management**

Ensuring that federal funds are obligated in a timely manner is a priority of the region. Funds left unobligated are subject to both lapse and rescission. The use of active program management (APM) practices encourages timely expenditure and ensures that projects that are ready to go can move forward. Several councils currently use APM strategies, and the region has successfully implemented APM policies for the CMAQ and TAP funded programs. Collectively, the councils have also employed advance funding procedures to advance out year projects using other councils' unobligated balances. While advance funding has accelerated implementation of projects, it typically has not been able to make a significant dent in the region's overall unobligated balance. Stronger policies that will prevent the reservation of funding for projects that are not moving forward are needed. In order to provide a fair and equitable approach, an APM system that is uniform and applies to both the shared local fund and local programs would be developed by the Shared Fund Project Selection Committee. At a minimum, the system would include deadlines for projects to be initiated, deadlines for project phases to be obligated, grace periods for local reprogramming of funds, policies for project and phase eligibility, and policies for re-distribution of unobligated funds to the shared local program.

## **Phase-in**

Phase-in of the agreement would begin immediately upon execution and would continue through the initial calls for projects for the shared local fund and local programs. In order to

establish the Shared Local Fund, while still honoring commitments that councils have made to project sponsors, the addition of new projects or phases of projects to council programs would be discontinued until the initial calls for projects. All individual council funding balances, whether positive or negative, would be forgiven, and a single regional balance of funding would be established. The balance would use that portion of the existing unobligated carryover not reserved for seeding the shared fund that is available for obligation, along with the entire northeastern Illinois allotments for FFY 2018 and 2019, and that portion of the FFY 2020 allotment not set-aside for the shared fund. Council and City project phases would be advanced to federal obligation on a “first ready, first funded” basis until all committed phases are complete, all funds have been exhausted, or a call for local projects is issued for FFY 2021 - 2025. Documented adopted policies for maximum funding caps and cost increases would be honored for applicable projects or project phases within each council. For sponsors seeking cost increases that are within councils without established policies, CMAP staff would determine if the requested funding is anticipated to be available and would provide a staff recommendation for approval or denial by the Council of Mayors Executive Committee. In the absence of an adopted program, by contrast, the commitment to the City of Chicago would be defined as the annual allotment, including the 5% regional set-aside, which the City was entitled to for FFY 2017.

## **Other Considerations**

**Assistance for Disadvantaged Communities.** A major concern of the working group was to ensure that all communities within the region have reasonable access to federal funds without an undue burden caused by lack of resources for required local matching funds. As such, eligible communities would be permitted to request Transportation Development Credits in lieu of required local match for the construction phase of projects. The Shared Fund Project Selection Committee would be tasked with defining the eligible communities and parameters for utilizing the credits. CMAP would work with IDOT to revise its rules for the use of Transportation Development Credits to accommodate this policy.

**Transparency.** In support of the principles and procedures of the Grant Accountability and Transparency Act (GATA), and in the interest of promoting transparent decision-making and opportunities for public engagement, project selection methodologies would be published on the City, individual subregional council, and/or CMAP websites. During each call for projects cycle, recommended programs would be subject to a minimum public comment period, and all final programs of projects, and any subsequent program updates, would be published on the City, individual subregional council, and/or CMAP websites.

**Establish a Pipeline of Projects.** To support the timely obligation of federal funding and to ensure that no funds allotted to the region are lost to rescission or lapse, it is important to establish a strong pipeline of projects for implementation. CMAP’s Local Technical Assistance (LTA) program is one source for identifying potential transportation projects that meet local needs, support the goals of ON TO 2050, and can move the region toward meeting performance targets. Consideration should also be given to establishing state, county, or council programs to fund phase 1 engineering for projects that may be good candidates for future federal funding.

## Next Steps

As the region transitions from the current population-based sub-allocation of STP funds to the new program established in the agreement between the Council of Mayors and the City of Chicago, there are a number of implementation deadlines to meet. The transition would start with the establishment of the Shared Fund Project Selection Committee by the end of 2017. That committee would begin development of an Active Program Management system to be established by June 30, 2018. The committee would also develop the shared fund evaluation methodology prior to the first call for projects for the Shared Local Fund. The individual subregional councils and City of Chicago would continue to implement committed projects, and would develop revised local project selection methodologies that include consideration of regional priorities. Concurrently, CMAP, the councils, the city, and the Shared Fund Project Selection Committee would collaborate with each other and appropriate regional partners to collect data necessary for performance-based distribution of funding and the establishment of pavement management systems. Finally, CMAP would work with IDOT and FHWA to reconcile accounting of past STP accomplishments to ensure a stable, reliable, and predictable source of funding to implement the new agreement.

### Staff Contact

Jesse Elam, Director, [jelam@cmap.illinois.gov](mailto:jelam@cmap.illinois.gov), 312-386-8688

**ACTION REQUESTED:** Approval for the Chairman to execute the agreement with the City of Chicago following the joint meeting of the CMAP Board and MPO Policy Committee on October 11, 2017.

###

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

The following agreement is entered into between the city of Chicago (hereafter referred to as the City) and the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors (hereafter referred to as the Council). The agreement entered into on this \_\_\_\_ day of \_\_\_\_\_, 2017 is for the purpose of programming local Surface Transportation Block Grant funds (hereafter referred to as STP) made available to northeastern Illinois under the Fixing America's Surface Transportation (FAST) Act.

The parties do hereto mutually agree, through their duly authorized representatives, to the following:

1. Shared Local Fund. The City and Council agree to establish a shared local fund available to the City and Councils for the purpose of funding important regional projects that address regional performance measures and the goals of ON TO 2050.
  - a. Set-aside. The shared local fund will be established using a set-aside of the region's annual allotment of STP funding, as follows:
    - i. In FFY 2020, the set-aside shall be 10%;
    - ii. In FFY 2021, the set-aside shall be 12.5%; and
    - iii. In FFY 2022 and all subsequent years, the set-aside shall be 15%.
  - b. Use of carryover/obligation authority. In collaboration with the Illinois Department of Transportation (IDOT), excess unobligated federal funding, also known as carryover, will be made available to the parties for programming and obligation and shall be used for the shared local fund in the amount of:
    - i. \$30 million in FFY 2020;
    - ii. \$25 million in FFY 2021; and
    - iii. \$20 million in FFY 2022.

This obligation authority will be in addition to the obligation authority associated with the annual allotment of STP, Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP) funds to the northeastern Illinois region.
  - c. Project selection committee. The City and Council agree to establish a Shared Fund Project Selection Committee, composed as follows:
    - 3 Votes from the Council of Mayors Executive Committee
    - 3 Votes from the City of Chicago
    - 1 Vote from IDOT
    - 1 Vote from the Counties
    - 1 Vote from the Regional Transportation Authority or a designated Service Board representative
    - 1 Vote from CMAP staff, only in the event of a tied vote



The Shared Fund Project Selection Committee will be supported by CMAP staff and shall have the authority to:

- i. Review applications and recommend projects to the MPO Policy Committee for the shared local fund
  - ii. Develop a project selection methodology for the shared local fund and update as needed;
  - iii. Update performance measures described in section 2; and
  - iv. Develop an Active Program Management system, applying to both the local programs and the shared fund, as described in section 3.
  - v. Develop parameters for providing assistance to disadvantaged communities, including defining eligible communities, as described in section 6.
2. Local Distribution. After the set-asides described above, the remainder of the region's annual STP allotment will be distributed via a performance-based formula to the eleven regional councils of mayors and the City for programming by each entity as described below.
  - a. Performance Measures. The City and Council agree to apply the following performance measures on the local jurisdiction system of roadways, functionally classified as collectors or higher, for determining relative need:
    - i. Pavement Condition. To be measured as lane-miles in poor condition as defined in 23 CFR 490.
    - ii. Bridge Condition. To be measured as square feet of deck area in poor condition as defined in 23 CFR 490.
    - iii. Congestion. To be measured as congested centerline miles, until such time as data is available to calculate peak hour excess delay as defined in 23 CFR 490.
    - iv. Safety. To be measured as the number of annual serious injuries and fatalities for the most recent year from IDOT's annual crash data extract.
    - v. SOV travel. To be measured as the total number of single occupant vehicle (SOV) commuters based on the most recent American Community Survey.
  - b. Distribution. The City and Council agree that initial annual programming allotments for FFY 2020 – FFY 2024 shall be determined by applying the sum of the City's and each Council's relative performance for the five measures, using data current as of the deadline in section 5 and weighted equally, to the total funding available for local distribution. CMAP staff shall be responsible for computing all measures. The FFY 2020 distribution for each council and the City shall be no more than 10% above or below its FFY 2017 distribution, and the FFY 2021 distribution shall be no more than 20% above or below its FFY 2017 distribution; in no case shall the performance-based distribution result in an individual council allotment below \$3,000,000. Beginning in FFY 2025 an improvement score, to be developed by the Shared Fund Project Selection Committee, shall be incorporated into the distribution calculation. Attachment A to this agreement contains an illustrative example of the distribution, using data currently available.
  - c. Project Selection. The City and Council agree that each individual subregional council and the City shall establish its own points-based methodology for selecting projects and that a minimum of 25% of those points shall be allocated to regional priorities:
    - i. Green Infrastructure. Points awarded to projects that use green infrastructure to manage stormwater.

- ii. Reinvestment. Points awarded to projects that serve a reinvestment area as defined in ON TO 2050.
- iii. Multi-modal freight movement. Points awarded to projects that benefit freight movement.
- iv. Economically disconnected areas. Points awarded to projects that improve equity through benefits to economically disconnected areas as defined in ON TO 2050.
- v. Complete streets. Points awarded to projects from sponsors that have adopted a complete streets ordinance. (Applicable to councils only.)
- vi. Transit supportive density. Points awarded to projects from sponsors that have permitted density at transit-supportive levels where transit is available or planned. (Applicable to councils only.)

Within the overall 25% weight, each individual subregional council and the City may weight these criteria according to their own local prerogatives.

3. Active Program Management. The Council and City agree to use a uniform active program management system for the shared local fund and local distributions to ensure projects are obligated in a timely manner to avoid having a large unobligated balance of STP funds due to unreasonable or excessive delay. The active program management system will be developed in coordination with CMAP staff and agreed upon by the Shared Fund Project Selection Committee established in section 1.c. of this agreement, and will contain, at a minimum:
  - a. deadlines for projects to be initiated;
  - b. deadlines for project phases to be obligated;
  - c. grace periods for local reprogramming of funds;
  - d. policies for project and phase eligibility; and
  - e. policies for re-distribution of unobligated funds.
4. Phase-in. The Council and City agree that the provisions of this agreement shall be phased in over a period of three years during which time the following will occur:
  - a. Pause new programming. The addition of new projects or phases of projects to local programs that would cause the City or a council to exceed in three years, the amount of their FFY 2017 allotment times three shall pause upon execution of this agreement.
  - b. Regional fiscal constraint. All individual funding balances, whether positive or negative, shall be forgiven. A single regional balance of funding shall be established from:
    - i. the existing carryover balance available for obligation that is not reserved for use in the shared local fund in FFY 2020 - 2022;
    - ii. the entire northeastern Illinois allotment for FFY 2018 and FFY 2019; and
    - iii. the amount of the FFY 2020 northeastern Illinois allotment that is not set-aside for the shared local fund.
  - c. Honor existing commitments. All project phases programmed within FFY 2018 – FFY 2020 in each suburban council's adopted multi-year program as of the execution of this agreement will continue implementation on a "first ready, first funded" basis, until such time as any of the following occur:
    - i. all committed project phases have been obligated or voluntarily withdrawn by the project sponsor;
    - ii. all available funds described in section 4.b. above have been exhausted; or
    - iii. the start of FFY 2021.

Documented adopted policies for maximum funding caps and cost increases shall be honored for applicable projects or project phases. For sponsors seeking cost increases that are within councils without established policies, CMAP staff will determine if the requested funding is anticipated to be available and will provide a staff recommendation for approval or denial by the Council of Mayors Executive Committee. In the absence of an adopted program, the commitment to the City of Chicago shall be defined as three times the annual allotment, including the 5% regional set-aside, to which the City was entitled for FFY 2017. The City shall notify CMAP staff of changes to their established program prior to seeking federal obligation in order to facilitate regional accounting.

5. Implementation Deadlines. The Council and City agree that:
  - a. Shared Fund Project Selection Committee voting procedures shall be established by December 31, 2017.
  - b. The Shared Fund Project Selection Committee shall adopt the shared local fund project selection methodology, referenced in Section 1.c., no less than three months prior to the initial call for projects or FFY 2021 – FFY 2025 program development to be funded with the shared local fund.
  - c. Individual subregional councils and the City shall each adopt local project selection methodologies, as referenced in Section 2.c., no less than three months prior to the initial call for projects or FFY 2021 – FFY 2025 program development to be funded with the local distribution.
  - d. The Shared Fund Project Selection Committee shall establish an Active Program Management system by June 30, 2018.
  - e. Complete and uniform performance data shall be collected by CMAP, in coordination with local partners, by June 30, 2019, and shall be updated at least every five years.
  - f. Performance-based distribution allotments shall be determined by December 31, 2019, and shall be re-calibrated every five years based on the updated data.
  - g. The methodology for recalibrating distribution to account for improved performance shall be established by the Shared Fund Project Selection Committee by December 31, 2019.
6. Other Provisions. The Council and City agree to these additional provisions.
  - a. Assistance for disadvantaged communities. Eligible communities, as defined by the Shared Fund Project Selection Committee, shall be permitted to request Transportation Development Credits in lieu of required local match for the construction phase of projects based on credit availability and with the approval of IDOT and within federal and state policies and guidance.
  - b. Transparency. The City and Council agree, in support of the principles and procedures of the Grant Accountability and Transparency Act (GATA) and in the interest of promoting transparent decision-making and opportunities for public engagement, that:
    - i. Project selection methodologies shall be published on the City, individual subregional council, and/or CMAP websites;
    - ii. Recommended programs of projects shall be subject to a minimum public comment period; and
    - iii. Final programs or projects, and any subsequent updates thereto, shall be published on the City, individual subregional council, and/or CMAP websites.

- c. Period of agreement. The terms of this agreement shall remain in effect as long as the participating parties deem appropriate, and shall be subject to review and renewal upon:
- i. passage of new federal transportation authorization legislation replacing the FAST Act;
  - ii. request or recommendation of the US DOT as a part or condition of any certification review of the metropolitan planning process; or
  - iii. substantial changes to the overall condition of transportation funding and needs in northeastern Illinois.

The City and the Council hereby cause this memorandum of agreement to be executed on the day and year identified in the first paragraph.

SIGNED:

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Jeffery D. Schielke  
Chairman, Council of Mayors  
Mayor, City of Batavia

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Rebekah Scheinfeld  
Commissioner, Department of Transportation  
City of Chicago

ATTEST:

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Randall S. Blankenhorn  
Secretary  
Illinois Department of Transportation

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Joseph C. Szabo  
Executive Director  
Chicago Metropolitan Agency for Planning

## ATTACHMENT A: Illustrative Local Distribution of Funding

Local distribution change due to formula

	FFY17 allotment	FFY20 allotment	Difference	Percent Difference
Central	\$3,138,388	\$3,000,000	-\$138,388	-4%
Chicago <sup>1</sup>	\$63,871,101	\$56,548,195	-\$7,322,906	-11%
DuPage	\$11,271,468	\$11,326,208	\$54,740	0%
Kane/Kendall	\$9,868,205	\$10,140,582	\$272,377	3%
Lake	\$8,507,921	\$11,081,203	\$2,573,282	30%
McHenry	\$3,958,003	\$4,161,715	\$203,712	5%
North Central	\$3,778,438	\$4,318,685	\$540,247	14%
North Shore	\$3,968,555	\$4,689,047	\$720,492	18%
Northwest	\$8,687,388	\$6,464,370	-\$2,223,018	-26%
South	\$6,327,698	\$5,347,400	-\$980,298	-15%
Southwest	\$4,592,442	\$4,588,518	-\$3,924	0%
Will	\$7,165,240	\$7,757,461	\$592,221	8%

<sup>1</sup>Chicago FFY 2017 allotment includes the 5% region project set-aside

<sup>2</sup>Kane/Kendall FFY 2017 allotment includes STP funds accumulated by Plano (\$591,525) and Sandwich (\$781,854) prior to joining the CMAP Planning region.

Local distribution change due to formula, with a smoothed phase-in (showing first year only) limiting the change (+/-) to 10% in FFY20 and 20% in FFY21.

	FFY17 allotment	FFY20 adjusted	Difference	Percent Difference
Central	\$3,138,388	\$3,000,000	-\$138,388	-4%
Chicago <sup>1</sup>	\$63,871,101	\$57,483,991	-\$6,387,110	-10%
DuPage	\$11,271,468	\$11,198,233	-\$73,235	-1%
Kane/Kendall	\$9,868,205	\$10,026,004	\$157,799	2%
Lake	\$8,507,921	\$9,358,713	\$850,792	10%
McHenry	\$3,958,003	\$4,114,692	\$156,689	4%
North Central	\$3,778,438	\$4,156,282	\$377,844	10%
North Shore	\$3,968,555	\$4,365,411	\$396,856	10%
Northwest	\$8,687,388	\$7,818,649	-\$868,739	-10%
South	\$6,327,698	\$5,694,928	-\$632,770	-10%
Southwest	\$4,592,442	\$4,536,672	-\$55,770	-1%
Will	\$7,165,240	\$7,669,809	\$504,569	7%

<sup>1</sup>Chicago FFY 2017 allotment includes the 5% region project set-aside

<sup>2</sup>Kane/Kendall FFY 2017 allotment includes STP funds accumulated by Plano (\$591,525) and Sandwich (\$781,854) prior to joining the CMAP Planning region.

**FOR IMMEDIATE RELEASE****Metra Board picks James M. Derwinski to lead agency***Current Chief Mechanical Officer to be the next Executive Director/CEO*

CHICAGO (August 16, 2017) – The Metra Board of Directors has unanimously selected James M. Derwinski to be the next Executive Director/CEO of the commuter rail agency.

Mr. Derwinski, 49, has had a long career in Metra's Mechanical Department and currently serves as its Chief Mechanical Officer. In that role he oversees 650 employees responsible for the repair, inspection, cleaning and maintenance of nearly 1,200 railcars and locomotives. He is also in charge of in-house railcar and locomotive rehabilitation programs, a contract for locomotive remanufacturing and the installation of Positive Train Control on cab cars and engines.

"In Jim Derwinski we have an inspirational leader, well known for his effective communications and ability to develop people, thus earning him great respect within Metra. Using his intelligence and skills, Jim has developed processes and procedures that make efficient use of taxpayer dollars," said Metra Board Chairman Norman Carlson. "Prime examples are his department's rolling stock rehabilitation, remanufacturing and maintenance programs that keep our aging cars and locomotives running – helping us to meet our on-time performance goal for 29 months and counting."

"We interviewed many qualified candidates for this position but we feel Jim is best qualified to lead Metra," said Board Vice Chairman Romyne C. Brown, who led the board's search. "With our funding challenges, we need someone with his proven energy and resourcefulness to keep us on track as we face some difficult years ahead. Jim is that person. He is an innovator who is willing to try new things that have achieved very effective use of precious capital dollars."

Mr. Derwinski will replace Don Orseno, who is retiring at the end of 2017. The Board made the selection at this time so that there will be a lengthy transition period before Mr. Orseno retires. Mr. Derwinski will be paid a salary of \$275,000 effective January 1, 2018.

"With Jim's background, railroad knowledge and collaborative working relationship with BNSF, Union Pacific and the regulatory agencies, I am confident he will hit the ground running when he takes the helm at Metra in 2018," Mr. Orseno said. "I will be pleased to leave the agency under Jim's leadership."

After a six-year stint in the U.S. Navy as an electrician on nuclear submarines, Mr. Derwinski began his railroad career as a locomotive electrician with the Chicago & North

Western Railroad in 1993. He joined Metra as an electrician in 1997 and steadily rose through the ranks serving as a foreman, general foreman, shop superintendent, director of systems maintenance, locomotive superintendent, Rock Island division director and Milwaukee division director and then senior director of mechanical operations. He was named Chief Mechanical Officer in September 2013.

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***About Metra***

*Metra is one of the largest and most complex commuter rail systems in North America, serving Cook, DuPage, Will, Lake, Kane and McHenry counties in northeastern Illinois. The agency provides service to and from downtown Chicago with 241 stations over 11 routes totaling nearly 500 route miles and approximately 1,200 miles of track. Metra operates more than 700 weekday trains, providing about 300,000 passenger trips each weekday.*

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