



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning Annotated Agenda Wednesday, February 12, 2014 9:30 a.m.

**Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois**

- 1.0 Call to Order** 9:30 a.m.
Mayor Gerald R. Bennett, Board Chair
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—January 8, 2014**
ACTION REQUESTED: Approval
- 4.0 Executive Director’s Report**
4.1 Local Technical Assistance (LTA) Program update
4.2 Recent & Upcoming D.C. trips
4.3 Other Announcements
- 5.0 Procurements and Contract Approvals**
Approval to Purchase Information Technology Hardware and Software
ACTION REQUESTED: Approval
- 6.0 Committee Reports**
The chair of the Local Coordinating Committee will provide an update from the meeting held prior to the Board meeting. Written summaries of the working committees and the Council of Mayors Executive Committee will also be provided.
ACTION REQUESTED: Information
- 7.0 Federal Agenda**
Using GO TO 2040 as a guide, staff developed a set of principles to inform federal legislators and other national policy makers about CMAP’s positions on national policy issues. The agenda focuses on principles that will help to guide CMAP’s support or opposition to

specific pieces of legislation over the course of the federal legislative calendar.

ACTION REQUESTED: Approval

8.0 Other Business

9.0 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.

10.0 Next Meeting

The Board is scheduled to meet next on March 12, 2014.

11.0 Executive Session

(The Board will adjourn to a closed session for the purpose of reviewing prior closed session minutes).

ACTION REQUESTED: Approval

12.0 Visioning & Strategic Planning Session

13.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

___ Gerald Bennett, Chair

___ Rita Athas

___ Frank Beal

___ Roger Claar

___ Elliott Hartstein

___ Al Larson

___ Lisa Laws

___ Andrew Madigan

___ Raul Raymundo

___ Rick Reinbold

___ William Rodeghier

___ Carolyn Schofield

___ Peter Silvestri

___ Rae Rupp Srch

___ Thomas Weisner

___ André Ashmore

___ Sean O'Shea

___ Leanne Redden



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.1

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: February 5, 2014

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 126 local projects have been initiated. Of these, 54 projects have been completed, 58 are fully underway, and 14 will get actively underway in the near future. Projects that appear in this document for the first time are noted and highlighted in italics.

Further detail on LTA project status can be found on the attached project status table. Please note that in an effort to streamline updates and reduce paper, starting in 2014 the LTA Program Updates will only include updates to the “Completed Projects with Active Implementation” on a quarterly basis. The January 2014 Program Update had the latest updates on the status of these projects, and the next scheduled update will be in April.

ACTION REQUESTED: Discussion

Projects Currently Underway

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|-----------------------|---------------------------------|---------------------------------|---|
| Alsip zoning revisions | Jake Seid | Sept. 2013- Apr. 2014 | Staff assistance | Review and analysis of existing ordinance will take place from January through February. Steering Committee meeting scheduled for February 12 to discuss drafting direction for recommendations memorandum. |
| Antioch greenway plan (see website) | Jason Navota | Apr. 2012- Feb. 2014 | Staff assistance | Final plan is in the hands of the Village. Board review and approval process is expected in February. |
| <i>Barrington Hills bicycle-pedestrian plan</i> | <i>Jack Pfingston</i> | <i>June 2014- June 2015</i> | <i>Consultant assistance</i> | <i>Newly added to monthly report. RFP release expected in early March.</i> |
| Bensenville comprehensive plan (see website) | Sam Shenbaga | Mar. 2013- June 2014 | Staff assistance | Recommendations memo approved by Steering Committee. Future land use map drafted and sent to Village staff for review. Meeting with Village departments to discuss map scheduled for early February. Draft plan underway. |
| Berwyn capital improvements plan | Bob Dean | Feb.-Aug. 2014 | Staff and consultant assistance | Draft scope sent to City for review. |
| Berwyn parking study | Lindsay Bayley | Nov. 2013- Sept. 2014 | Staff assistance | Kick-off meeting on February 11 to review project scope, data collection methodology, and timeline. |
| Berwyn zoning revisions (see website) | Kristin Ihnchak | Jan. 2013- June 2014 | Staff and consultant assistance | Berwyn staff has approved the recommendations memo, which included a summary of the consensus reached on key zoning issues. CMAP staff is moving forward with drafting the zoning ordinance. |
| Big Rock comprehensive plan (see website) | Trevor Dick | Feb. 2013 - Apr. 2014 | Staff assistance | Kane County and CMAP staff are currently working on a draft plan. A public open house to review the draft plan is being scheduled for March 10 at the Big Rock Fire Department. |
| Calumet City comprehensive plan | Jack Pfingston | June 2013- May 2014 | Consultant assistance | Steering Committee met January 27 to consider land use and transportation recommendations and to review economic development strategy for the draft plan. The 'halfway' meeting between Teska and CMAP management was held January 30. A public open house to consider a downtown concept will be held February 20. |
| Campton Hills zoning and subdivision regulations | Kristin Ihnchak | May 2014- Aug. 2015 | Consultant assistance | RFP re-released on January 16 for consultant assistance. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|-----------------------|---------------------------|------------------------------|--|
| Carol Stream comprehensive plan | Nicole Woods | Feb. 2014-April 2015 | Staff assistance | The Village Board passed a resolution referencing the project scope in January. A CMAP and Village staff meeting, a tour of the community, and a presentation to the Village's Board are scheduled for February. The Steering Committee kick-off meeting is currently planned for late February or early March. |
| Chicago "Green Healthy Neighborhoods" in Pilsen and Little Village (see website) | Evy Zwiebach | Dec. 2013-Mar. 2015 | Staff assistance | CMAP staff is currently working with DPD on existing conditions analysis and data collection. Stakeholder interviews will begin in March 2014. |
| Chicago Heights comprehensive plan (see website) | Kendra Smith | Apr. 2013-June 2014 | Staff assistance | Staff is currently finalizing existing conditions report. Draft recommendations memo will be submitted to City staff for review mid-February for comment. A sub-area community charrette for Chicago Heights' 3 rd ward is being planned in conjunction with Cook County and APA-IL; date TBD. |
| Chinatown neighborhood plan (see website) | Stephen Ostrander | Apr. 2013-May 2014 | Staff assistance | Work this month focused on assessing all community input, information, and data gathered thus far and beginning to draft the recommendations memo for the project. CMAP Staff presented the project to CMAP's Land Use Committee, receiving extensive feedback from committee members. |
| Cicero comprehensive plan | Jonathan Burch | Mar. 2014-Feb. 2015 | Consultant assistance | The RFP was released on January 23, with responses due on February 13. |
| Cook County consolidated plan (see website) | Jonathan Burch | Apr. 2013-Nov. 2014 | Staff assistance | Sub-regional meetings have occurred this month on January 15 (Blue Island) and 29 (Berwyn). Staff is preparing the existing conditions memo for southern suburban Cook County guided by public feedback from both the MetroQuest site and the Blue Island meeting. Staff is also preparing an outreach strategy for phase 3 of this project. |
| Cook County Forest Preserve District trail counts and policy report | Trevor Dick | Apr. 2013-Feb. 2014 | Staff assistance | Staff has recently provided CCFPD staff with a draft plan for their review. |
| <i>Crete comprehensive plan</i> | <i>Jack Pfingston</i> | <i>May 2014-June 2015</i> | <i>Consultant assistance</i> | <i>Newly added to monthly report. RFP release targeted for late February.</i> |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|--|----------------------|----------------------|-----------------------|--|
| Crystal Lake transportation plan | Nora Beck | Mar. 2014-Feb. 2015 | Staff assistance | CMAP and City staff finalized the project scope; City Council will consider MOU and resolution on February 4. |
| Des Plaines neighborhood plan (see website) | Berenice Vallecillos | May 2013-Apr. 2014 | Consultant assistance | The second public meeting was held on January 15. The draft strategies were presented and received feedback from the community and other units of local government including the Park District. The consultant team met with St. Stephen Church, the major community anchor in the neighborhood, to develop ideas to improve their campus as a part of the neighborhood improvements recommended in the plan. The Implementation Plan will be drafted in January and February as part of the Final Plan document. A Steering Committee will be held to review changes to the Strategies Chapter and review the Implementation Plan. |
| Dixmoor planning prioritization report | Jessica Gershman | Jan.-Sept. 2014 | Staff assistance | Project MOU and resolution approved by Village Board on January 23. As part of the project's community engagement, a business community meeting, stakeholder interviews, and focus group discussions will begin in February to ascertain the community's primary issues and concerns. |
| DuPage County Homes for a Changing Region project | Kendra Smith | Sept. 2013-Oct. 2014 | Staff assistance | MetroQuest website (www.nedupage.metroquest.com) was launched January 27 and will be available until March 27; online engagement will take the place of onsite public meetings for this project. Staff will begin to outline municipal recommendations based on municipal Board and Council input while waiting for community feedback from the MetroQuest site. |
| DuPage County unincorporated areas plan (see website) | Jack Pflingston | Oct. 2012-Feb. 2014 | Consultant assistance | Draft plans presented to DuPage County Development Committee on January 21; County Board approval expected in late February. |
| Elgin sidewalk gap and transit stop study | Lindsay Bayley | June 2012-Feb. 2014 | Grant funds | Draft report to be voted on by City Council at their February 26 meeting. |
| Elmwood Park zoning assessment | Kristin Ihnchak | Jan.-Nov. 2014 | Staff assistance | Scope, MOU, and resolution were approved by Village Board on January 6. Steering Committee is being established, and a kick-off meeting with the Committee is being scheduled for February. |
| Evanston bicycle plan | Jack Pflingston | June 2013-Mar. 2014 | Grant funds | Existing conditions report draft reviewed by CMAP and partners in early January; Steering Committee met January 16 to consider revised report. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|--|---------------------|----------------------|------------------|---|
| Franklin Park industrial areas plan (see website) | Nicole Woods | Apr. 2013-Sept. 2014 | Staff assistance | In January, CMAP received Village staff feedback on the existing conditions report and incorporated these comments. CMAP staff also talked with additional businesses and developers regarding the strengths and weaknesses of the industrial corridor. In February, the revised existing conditions report be sent to the Steering Committee members and a Steering Committee meeting will be scheduled for late winter. |
| Hinsdale parking study (see website) | Lindsay Bayley | Nov. 2012-Mar. 2014 | Staff assistance | Village president and trustees are reviewing the final plan. Open house and business owner survey to follow their review. |
| IDNR, Office of Water Resources, permittee water loss evaluation project | Tim Loftus | Feb. 2013-Feb. 2014 | Staff assistance | A draft final report is undergoing internal review and final edits. The report is expected to be finalized and printed in February. |
| Kane County local food project | Jessica Gershman | Nov. 2012-Apr. 2014 | Staff assistance | Final project deliverables being prepared and reviewed include a process report outlining the evaluation tool to identify public lands suitable for conversion to food production, as well as a summary handout for broader distribution. Products will be used by the county in relation to their new local food production program called Growing for Kane. |
| Kane County transit plan implementation (see website) | Trevor Dick | July 2012-Mar. 2014 | Staff assistance | Staff is currently working on the draft plan. The draft plan is expected to be provided to County staff in February for their review. |
| Kane County / Carpentersville Homes for a Changing Region project (see website) | Jonathan Burch | Feb. 2013-Feb. 2014 | Staff assistance | Final sub-regional discussion with elected officials took place on January 22. Municipalities are providing comments on the current draft municipal sections. For those communities whose drafts are completed, design of the final document is underway. |
| Kane County / Geneva Homes for a Changing Region project (see website) | Drew Williams-Clark | July 2013-Apr. 2014 | Staff assistance | In January, municipal staff members suggested revisions and Kane County revised key recommendations memos. In February, CMAP, MPC, and MMC will work with Kane County staff to present those memos to municipal housing or plan commissions before drafting plans. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|--|-------------------|-----------------------|-------------------------------------|---|
| Kedzie Avenue (Garfield Park) corridor plan (see website) | Samantha Robinson | July 2013- June 2014 | Consultant assistance | Consultant is making edits to the existing conditions report based on feedback received from the Steering Committee. Key stakeholder interviews are being conducted. |
| Lake County Homes for a Changing Region project | Stephen Ostrander | Mar.-Dec. 2014 | Staff assistance | Scoping of project with participating communities is underway. |
| Lake County Route 53/120 land use plan (see website) | Jason Navota | Nov. 2013- Dec. 2015 | Staff and consultant assistance | The CMAP Board approved consultant selection in January, and contract negotiations are underway. Work is anticipated to begin in early February. Municipalities within the IL53/120 corridor have been contacted and invited into the planning process as members of the Land Use Committee and the Finance Committee. First BRAC meeting was held on September 17; Finance Committees were held October 21, December 3, and the next is February 13. First Land Use Committee meeting is anticipated for March 18. |
| Lake County sustainability plan (see website) | Kristin Ihnchak | Mar. 2012 – Mar. 2014 | Staff assistance | The project team held two meetings in January with the Regional Planning Commission, who formally recommended moving forward with public review and approval of the document. After County staff approves minor edits per the RPC's comments, CMAP staff will conduct a public open house. |
| Lan-Oak Park District master plan (see website) | Trevor Dick | Oct. 2013- June 2014 | Staff assistance | Staff is currently working on the existing conditions report. The next Steering Committee meeting to review the report is being scheduled for the end of February. |
| Lansing comprehensive plan (see website) | Sam Shenbaga | Oct. 2012- Apr. 2014 | Consultant assistance | Comments on draft plan submitted by Village and CMAP to consultant in early January. Consultant revising document accordingly. Revised draft to be resubmitted to CMAP in February and forwarded to Steering Committee in late February/early March. |
| Lincolnwood Devon Avenue corridor study | Liz Panella | June-Feb. 2014 | Staff assistance and small contract | This project involved a Technical Assistance Panel (TAP) convened by ULI on September 10-11. The final report is being prepared by ULI. |
| Lynwood comprehensive plan (see website) | Samantha Robinson | Oct. 2012- Feb. 2014 | Consultant assistance | Consultant is drafting the comprehensive plan. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|----------------|-------------------------|-----------------------|---|
| Lyons comprehensive plan (see website) | Sef Okoth | July 2013- June 2014 | Staff assistance | Staff completed key-person interviews, summarized the public visioning workshop, and launched an online survey. Existing conditions report being finalized to be shared with the Steering Committee in mid-February. Staff to begin drafting the project's recommendations memo in February. |
| Markham comprehensive plan | Erin Aleman | July 2013- June 2014 | Consultant assistance | The existing conditions were presented to the Markham Steering Committee in early December. It is anticipated that the draft plan will be presented to the Steering Committee in February. CMAP will continue provide support to the City as needed. |
| Morton Grove industrial areas plan (see website) | Nicole Woods | Feb. 2012- Apr. 2014 | Staff assistance | CMAP received feedback on the draft plan from Morton Grove staff in mid-January. CMAP staff is currently incorporating comments into the plan and expect the plan to undergo final staff review in February. A meeting with the Steering Committee is tentatively scheduled for March. |
| Niles multimodal transportation plan (see website) | Jack Pfingston | Mar. 2013- Mar. 2014 | Consultant assistance | Revised draft plan put on Village website in January; public "pop-up" meetings held January 20 through January 23. Steering Committee will meet in late February to consider public review of draft plan. |
| North Aurora comprehensive plan | Jack Pfingston | Jan.-Dec. 2014 | Consultant assistance | HLA selected as project consultant; project underway with kickoff meeting expected in early February. |
| Northwest Municipal Conference Des Plaines River trail access plan (see website) | Lindsay Bayley | May 2013- Apr. 2014 | Consultant assistance | Held Steering Committee meeting on January 23 to review the key issues and direction of recommendations. Project team continues to develop those recommendations. Revised existing conditions report to be presented at the February Steering Committee meeting. |
| Northwest Water Planning Alliance drought preparedness / strategic planning | Tim Loftus | Feb. 2013- Feb. 2014 | Staff assistance | The final report is undergoing internal review and final edits. The report is expected to be finalized and printed in February. |
| Oak Lawn 95 th Street corridor study (see website) | Jake Seid | Jan. 2013- Mar. 2014 | Consultant assistance | Consultant made revisions to draft final report based on Steering Committee input, including CMAP; led Steering Committee meeting to review implementation matrix (January 30). Project is set for completion with a workshop for trustees and commissioners (February 11), a public workshop (February 27) and adoption by the Village Board (March 11). |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|--|---------------------|----------------------|---------------------------------|---|
| Olympia Fields zoning ordinance update | Drew Williams-Clark | Apr. 2013-Mar. 2014 | Consultant assistance | Consultants revised a draft plan map per comments from the Village, CMAP, and Metra. They also presented the draft to the project Steering Committee in January. Consultants are now working to make final revisions to the draft for a public open house in February. |
| Openlands local food policy | Jason Navota | Feb. 2013-May 2014 | Staff assistance | Discussion draft of a scope of work for the Regional Food System Study is complete and being used as framework for discussing project with funders, academics/researchers, and local “industry representatives” working in the food system space. |
| Oswego market analysis | Trevor Dick | Mar 2013-Feb. 2014 | Staff assistance | The report will be presented to the Village Board on February 4 for discussion and approval. |
| Park Forest active transportation plan | Lindsay Bayley | Mar. 2014-Nov. 2014 | Staff assistance | Scope has been reviewed by project partners. Resolution to commence work to be added to Board agenda in February. Kick-off meeting scheduled for mid-February. |
| Park Forest zoning revisions (see website) | Kristin Ihnchak | June 2013-Sept. 2014 | Staff and consultant assistance | The project team completed a recommendations memo that outlines major suggested changes to Park Forest’s Zoning and Subdivision Ordinances. The memo is being reviewed internally prior to being sent to Park Forest staff and the Steering Committee for review. |
| Prospect Heights comprehensive plan | Jack Pflingston | Aug. 2013-July 2014 | Consultant assistance | Existing conditions report revised and SCB is working on initial recommendations memo. |
| Regional immigrant integration toolkit | Ricardo Lopez | Jan. 2013-Feb. 2014 | Staff assistance | Internal review of draft toolkit underway. Complete draft toolkit will go to Steering Committee for review and comment at February 11 meeting. |
| Richton Park comprehensive plan (see website) | Kendra Smith | Aug. 2012-Apr. 2014 | Consultant assistance | Draft plan is underway with a completed draft expected mid to late February. |
| Richton Park zoning revisions | TBD | Apr.-Dec. 2014 | Consultant assistance | Following the completion of the comprehensive plan, the consulting firm will update Richton Park’s zoning ordinance to be consistent with the newly adopted plan. |
| Riverdale comprehensive plan | Erin Aleman | Oct. 2013-June 2014 | Consultant assistance | The community-wide kickoff event was held January 9 and was well attended. The consultant held a series of key stakeholder interviews. The second Steering Committee meeting was held on January 30. At this meeting the Steering Committee was presented with an initial draft of the comprehensive plan for feedback. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|--|-------------------|----------------------|---------------------------------|--|
| Rosemont comprehensive plan (see website) | Sam Shenbaga | June 2013-May 2014 | Staff assistance | Existing conditions report drafted and being reviewed internally. Report to be submitted to Village in late February. Community outreach results being summarized and to be shared with RTA to assist with Rosemont Blue Line Station study. |
| South Elgin bicycle and pedestrian plan (see Facebook page) | John O'Neal | July 2013-June 2014 | Consultant assistance | The draft existing conditions report has been finalized, based on Steering Committee feedback (meeting held January 9). Preliminary recommendations memo is currently being developed. |
| SSMMA Calumet Green Manufacturing Partnership | Erin Aleman | TBD | Staff and consultant assistance | Project scoping is underway. |
| SSMMA Complete Streets plan | Lindsay Bayley | July 2014-Aug. 2015 | Staff assistance | Project scope being finalized. Review of previous plans underway. |
| SSMMA interchange land use planning (see website) | Jessica Gershman | July 2012-Feb. 2014 | Consultant and staff assistance | Steering Committee meeting was held December 12 to review final draft plan. Consultants are making final edits and will bring the plan back to local representatives for final approval early this month. |
| Summit comprehensive plan (see website) | Nora Beck | Dec. 2013-Nov. 2014 | Staff assistance | Existing conditions analysis and community outreach steps underway; Staff met with Village Board on January 21. First Village Steering Committee meeting scheduled February 3. |
| UIC multimodal transportation plan (see website) | Lindsay Bayley | June 2013-Sept. 2014 | Staff assistance | MetroQuest survey complete; data analysis underway. Class workshop on February 6, two public workshops on February 12. Developing key recommendations. |
| Waukegan subarea plan (see website) | Stephen Ostrander | Oct. 2012-Mar. 2014 | Staff assistance | CMAP staff continued drafting of the commercial corridor plan. Staff discussed key recommendations with potential community partners who may be able to help with implementation. |
| Westchester comprehensive plan (see website) | Samantha Robinson | Nov. 2011-Feb. 2014 | Staff assistance | The Plan Commission recommended approval of the comprehensive plan on October 29. The Village Board reviewed the plan in January and will consider adoption in February. |
| Wicker Park-Bucktown parking study (see website) | Lindsay Bayley | Jan. 2013-Apr. 2014 | Staff assistance | Steering Committee met to review recommendations on January 30. Suggested changes are being processed and draft plan writing is underway. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---------------------------------------|-------------------|---------------------|-----------------------|---|
| Will County brownfield prioritization | Jake Seid | June 2013-Feb. 2014 | Staff assistance | Prioritization of brownfield sites substantially completed using revised site criteria and analysis with Will County staff. Project is expected to be completed in February with creation of site marketing document for potential solar development firms. |
| Winthrop Harbor comprehensive plan | Sam Shenbaga | Mar. 2014-July 2015 | Staff assistance | MOU and resolution approved by Village Board. Project Steering Committee to be formulated and project to begin in March, as per community's request. |
| Worth planning prioritization report | Stephen Ostrander | Oct. 2013-May 2014 | Staff assistance | CMAP staff conducted research to obtain additional data and information needed to complement extensive community input obtained through the recently-concluded key stakeholder interview process. Staff began discussing potential report recommendations with partners who may be able to help with future planning work in the Village. |
| Zion comprehensive plan | Nora Beck | Feb. 2014-Jan. 2015 | Consultant assistance | Proposals received from 5 pre-qualified firms (Camiros, Houseal Lavigne Associates, Sam Schwartz Engineering, Solomon Cordwell Buenz, and Teska) and are currently being reviewed and scored. Interviews expected to take place in mid-February. |

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Using GO TO 2040 as a guide, the Chicago Metropolitan Agency for Planning (CMAP) has developed a set of principles to inform federal legislators and other national policy makers about CMAP's positions on national policy issues. This agenda focuses on principles that will help to direct CMAP's support or opposition to specific pieces of legislation over the course of the federal legislative calendar.

In this day and age, many public policy issues transcend local jurisdictions or can be too large for any one unit of government to undertake. Issues such as economic development, transportation, and environment require regional cooperation. Regional planning helps coordinate efforts and resources within a metropolitan area, providing state and federal governments with a unified vision for a region's future. As the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will, CMAP was mandated by state statute to develop and guide the implementation of the region's GO TO 2040 comprehensive plan. The plan builds on the region's assets, identifies shortcomings, and recommends actions to help sustain the region's economic vitality and global competitiveness over the next 30 years.

Pursue Coordinated Investments

Metropolitan regions drive the U.S. economy, and this should be reflected in federal policy and programs. An increasingly "regional approach" to investment decisions, which would both invest more in metropolitan areas as well as devolve more appropriate authority for funding decisions to the regional level, is helping to harness the economic power of regions. Comprehensive regional plans like GO TO 2040 should guide federal investment decisions since they identify regional priorities by linking transportation, land use, the natural environment, economic prosperity, housing, and human and community development.

Legislative Principles

CMAP supports legislative initiatives that take a regional approach and foster inter-jurisdictional collaboration. A more robust investment by federal agencies in regional comprehensive planning is central to this goal.

CMAP supports initiatives and programs that are competitive and based on comprehensive evaluation criteria considering the interconnected focus areas of transportation, land use, housing, the environment, and economic development. Past examples include the USDOT, HUD, and EPA joint Partnership for Sustainable Communities, and the Transportation Investment Generating Economic Recovery (TIGER) competitive, performance-based transportation funding program first offered through the American Recovery and Reinvestment Act.

Invest Strategically in Transportation

GO TO 2040 emphasizes the vital importance of strategic transportation investments. Given the transportation system's importance to the regional economy, this recommendation is especially pertinent in difficult economic times. GO TO 2040 recommends using existing revenue sources more wisely by implementing performance-based criteria rather than historical formulas for funding apportionments and project selection. These criteria should include broader elements of livability along with traditional engineering criteria. GO TO 2040 also recommends increasing user fees, as current revenues are insufficient to maintain, modernize, and expand the regional transportation system. The existing motor fuel tax should be brought up to date with today's actual costs of maintaining and operating the system. Additionally, the implementation of new and more innovative structures including congestion pricing will better reflect the broader social costs of transportation, such as congestion. To that end, the federal government can empower states and regions to provide adequate, sustainable funding for transportation by allowing tolls on the existing Interstate system.

Legislative Principles

CMAP supports legislative initiatives that increase and index the existing motor fuel tax to support the repair and modernization of the transportation system. Additionally, CMAP supports legislation to permit and encourage innovative transportation funding measures predicated on user fees.

CMAP supports implementing congestion pricing and managed lane strategies on new and existing infrastructure. CMAP supports the removal of federal restrictions on tolling the Interstate system.

CMAP supports legislative initiatives that empower metropolitan planning organizations to make strategic transportation investment decisions and allocate resources accordingly.

CMAP supports efforts to improve project selection based upon performance criteria, including those that reflect livable communities.

CMAP supports efforts to begin addressing the Moving Ahead for Progress in the 21st Century (MAP-21) reauthorization, which expires this fall.

Create a More Efficient Freight Network

Metropolitan Chicago is the nation's freight hub. An efficient freight system enables a global supply chain to provide goods at lower costs and gives businesses an advantage in today's global economy. While MAP-21 advances national freight policy, the next reauthorization bill should make that policy stronger with a dedicated source of revenue and incentives to promote greater investment in freight mobility including a truly multimodal vision, and a strong role for regional agencies in setting freight priorities.

A federal multi-modal freight policy and investment strategy can address the efficient movement of goods, and federal resources can be directed to the projects with the greatest national benefit. An overarching federal policy concerning freight would provide valuable guidance as regions attempt to confront freight challenges, many of which have national impacts.

Legislative Principles

CMAP supports a national freight policy with dedicated funding and investment incentives for freight projects and multi-modal corridors of national significance in which future investment will be focused.

CMAP supports an analysis of the future capacity of national freight rail networks as a potential long-term system management strategy of balancing freight movements among modes.

CMAP supports stronger legislative and policy ties between metropolitan regions across the U.S. to advance joint interests in national freight policy.

CMAP supports securing funding to complete the CREATE Program.

Increase Commitment to Public Transit

Federal funding for the maintenance, enhancement, and expansion of our region's public transit remains of vital importance. Public transit is highly valued by northeastern Illinois residents, and modernization of the system is a key recommendation of GO TO 2040. Capital needs continue to outpace available capital revenues, and the system faces a large backlog of deferred maintenance, which affects service across the region. While MAP-21 expanded the eligibility of New Starts funding for rehabilitation, reconstruction, and improvement projects -- rather than just new capacity -- the bill did not make reforms to level the playing field between transit and highway projects. Specifically, GO TO 2040 recommends addressing the different federal requirements for local

match funding of transit and highway projects, as well as the stricter requirements on the use of federal funds for the engineering of transit projects, to eliminate the funding bias in favor of highway projects. Additionally, we encourage our federal partners to support transit-oriented development through their transportation, housing, and economic development investments.

Legislative Principle

CMAP supports legislative initiatives that provide more resources for the maintenance and modernization of our transit system, transit-oriented developments, and that provide for reasonable expansion of the transit system as described in GO TO 2040.

CMAP supports revising federal requirements that place transit projects at a funding disadvantage relative to highway projects.

Achieve Greater Livability through Land Use and Housing

The federal government has an important leadership role to play in helping communities strive toward the principles of livability -- healthy, safe, walkable communities that offer transportation choices for access to schools, jobs, services, and basic needs. The federal government took steps to evaluate one aspect of these interrelated issues through HUD's initiative to create a national Housing and Transportation Affordability Index. As noted above in "Pursue Coordinated Investments," the federal government had increased its support for livable communities and addressed the need to link planning across disciplines through programs like the Sustainable Communities Initiative (which funded CMAP's Local Technical Assistance Program). However, Congress has not funded the SCI for two years or any other efforts to encourage local collaboration and planning such as the new Office of Economic Resilience, which would focus on supporting community's efforts to diversify their economies, address distressed and isolated neighborhoods, and fund development and infrastructure improvements. These agencies can also prioritize funding to communities engaging in intergovernmental planning, particularly those addressing the interconnected relationship between transportation, land use, and housing. Funding incentives from the federal government to encourage local governments to plan collaboratively for the future will help move northeastern Illinois toward the goal of greater livability.

Legislative Principles

CMAP supports funding restoration for implementation and expansion of the Sustainable Communities Initiative program and other similar initiatives that seek to link planning and investment decisions across disciplines.

CMAP supports the prioritization of federal funding to communities engaged in intergovernmental planning.

CMAP supports targeting housing programs toward the rehabilitation of existing housing stock in areas with transit access.

Manage and Conserve Water and Energy Resources

The conservation of water and energy is a top priority for GO TO 2040. Like other places in the country, the region has historically suffered from under-investment in drinking water infrastructure, leading to unnecessary leakage and reliability problems. Wastewater infrastructure funding has also been inadequate to meet identified needs. One of CMAP's major goals is to promote the investment in water and wastewater infrastructure necessary to maintain and improve service for residents, use water efficiently, and protect the environment. In addition, the Great Lakes are beset by numerous threats including invasive species, water level declines and ongoing and legacy pollution. The federal government can support the restoration of the Great Lakes through cleanup of legacy contamination, reduction of non-point contamination sources, promotion of green infrastructure, and full implementation of the Great Lakes Compact, which will ensure a cooperative, performance-based investment process that balances ecological and economic goals.

The federal government can provide local and regional funding assistance for communities to reduce energy consumption in buildings through retrofits. It can also redouble efforts to transition away from centralized electricity generation with inefficient long-distance transmission and toward smaller-scale, decentralized generation, and the “smart grid.” This will enable better demand management, and more intelligent utilization of capacity. The federal government can also invest in and provide incentives for research, production, and transmission of clean energy technologies and alternative fuels to reduce greenhouse gas emissions.

Lastly, climate change is a critical issue regionally and nationally. Comprehensive climate legislation at the federal level that addresses greenhouse gas emissions across all sectors would be the most efficient and effective way to combat the threat of a warming planet. Because evidence suggests that increases in storm intensity, flood heights, and heat wave frequency -- all thought to be effects of higher levels of greenhouse gases in the atmosphere -- are already occurring, assistance is needed in adapting to the effects of climate change. Rules governing planning and design for federal infrastructure funding programs may need to be reviewed to ensure they are accounting for the expected effects of climate change.

Legislative Principles

CMAP supports federal initiatives that encourage water efficiency, take a “green infrastructure” approach to water resources management, and protect the Great Lakes, including implementation of the Great Lakes Compact.

CMAP supports regional funding assistance for communities to reduce energy consumption in buildings through retrofits as well as federal investment in smart grid applications.

CMAP supports additional federal investment in water/sewer infrastructure and encourages the use of pricing to manage demand and recover the full cost of infrastructure through rates.

CMAP supports national targets for reducing greenhouse gas reductions and federal support for strategies for achieving those goals, as well as funding and technical assistance for local efforts to adapt to the effects of climate change. CMAP encourages the federal government to allow regions latitude to implement the most relevant local strategies to attain these targets.

Expand and Improve Parks and Open Space

Much of the park or open space is provided by state or local jurisdictions, but the federal government can still play a central role. Less than half of the residents of the CMAP region have access to adequate park and recreation areas near their homes, even though numerous studies have shown that such areas have a beneficial effect on both physical and mental health. The federal government should support direct investment in open space, particularly to preserve large “macrosites.” This can happen through formation of national wildlife refuges, as has begun at the newly established Hackmatack National Wildlife Refuge, or the transfer of surplus federal property to open space uses, as occurred at Midewin National Tallgrass Prairie and Fort Sheridan.

Legislative Principle

CMAP supports direct federal investment in open space preservation. This could include additional grant funding for the Land and Water Conservation Fund and Urban Park Recreation Recovery programs, the formation of national wildlife refuges, or the transfer of surplus federal property to open space.

Promote Sustainable Local Foods

There is growing concern about the environmental impacts, safety, and quality of our food. Also gaining widespread attention are the disparities of access to fresh, nutritious, and affordable foods and the health implications of “food deserts” (areas without nearby retail outlets that have fresh, nutritious, and affordable food). The federal government can support a variety of demonstration programs to evaluate different means of providing better food access in food deserts, including funding these efforts and communicating best practices.

The federal government can support local food production by providing the tools and resources necessary to ensure that its farmland preservation investments and general agricultural subsidies promote viable local food systems. Federal policy should recognize the importance of local food production.

Legislative Principle

CMAP supports legislative initiatives that facilitate sustainable local food production, increase access to safe, fresh, affordable, and healthy foods.

CMAP supports improved data collection research, training, and information sharing in this field.

Improve Education and Workforce Development

Researchers, business leaders, and elected officials agree that the quality of our workforce is one of the most important factors -- if not the most important -- in strengthening the region's economy. Not just in the region but across the U.S., student achievement has been declining compared to other industrialized nations. Additionally, numerous industries and occupations are suffering due to the lack of trained workers. In order to reverse these trends and grow a high quality workforce, the federal government can strengthen and expand strategies that link employers, educators, and other workforce development entities. The federal government should increase flexibility and funding for workforce development programs and better coordinate them with education and economic development efforts. The federal government should also play a role in monitoring impacts, communicating outcomes, and targeting resources toward effective strategies and strategic industries.

Legislative Principle

CMAP supports legislative initiatives that improve data-driven decision making to align workforce development and education with employers' needs.

Support Economic Innovation

Economic innovation, the development and commercialization of new products and processes, is a key driver of economic performance. Recent federal programs and policies have recognized the fact that regions are the drivers of our nation's economy. Investing in regional economic innovation is gaining importance in federal policy as a way to support economic growth. Federal financing can harness the power of regional industry clusters and help transition start-up firms from incubator programs into the business world. The federal government can help create innovation through a robust national policy agenda, which includes incentives for regional collaboration across stakeholder groups and developing regional clusters of innovation. Several federal initiatives to promote innovation have emerged recently and involve significant coordination between the federal agencies and local applicants. Technical assistance would help regions organize and successfully implement the federal government's vision.

Legislative Principles

CMAP supports reauthorizing and funding the America Competes Act, which invested in science, technology, engineering, and math (STEM) education and fostered innovative research and commercialization. Of significant regional interest is that the legislation authorizes the creation of a "regional innovation program" to "encourage and support the development of regional innovation strategies, including regional innovation clusters." This program would make awards available to regional cluster initiatives on a matching basis.

CMAP supports legislative initiatives that improve data-driven decision making and target investments toward industry clusters.

Tax Policy

CMAP's specific interest in tax policy is how these policies, which are set primarily on the state level, influence the overall economic well-being of the metropolitan region, including the commercial, industrial, and residential development of our communities. That being said, larger economic trends in consumer behavior may require joint action by the states and federal government. For example, an eroding sales tax base that is out of step with the Internet economy imperils the fiscal well-being of our communities. However, the State of Illinois cannot require out-of-state sellers to collect sales taxes on in-state purchases under current federal law, nor does it have the authority to provide a national solution. Only the federal government has the ability to enact the policy changes necessary to help ensure the sustainability of the region's sales tax revenues.

Legislative Principle

CMAP will support legislative initiatives such as the Main Street Fairness Act that ensure the sustainability of the region's tax base and allow states to require collection of sales taxes by all retailers.

Improve Access to Information

Most federal and state agencies control large amounts of data and information. Policy challenges cannot be solved -- and efficient governance cannot be achieved -- without comprehensive, current, and accurate data resources. Residents are served best when government information is freely accessible to all. When public bodies have access to complete, accurate, and timely information, leaders can make decisions that are better for our communities, our region and the state.

Legislative Principle

CMAP will support legislation that expands the dissemination of federal data, helps and provides incentives to state and local governments to post data online, and helps implement best practices and technological improvements that facilitate open exchange of data.

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About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now leads the implementation of GO TO 2040, metropolitan Chicago's first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million new residents, GO TO 2040 establishes coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See www.cmap.illinois.gov for more information.

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