



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MPO Policy Committee

Annotated Agenda

January 9, 2014 — 10:00 a.m.

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

- 1.0 Call to Order and Introductions** 10:00 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – October 17, 2013**
ACTION REQUESTED: Approval
- 4.0 Agency Reports**
 - 4.1 Council of Mayors' Report
 - 4.2 CMAP Board Report
 - 4.3 CMAP Staff Report
- 5.0 Unified Work Program (UWP)**

Staff will provide an update on the process for developing the SFY 2015 UWP. Several recommendations and the proposed time line for the process are included in the attached memo.

ACTION REQUESTED: Information
- 6.0 GO TO 2040 Update**

Federal regulations require that the region's long range plan for transportation be updated at least every four year's. Accordingly, CMAP needs to have an updated plan approved by October 2014. While it is anticipated that the core policies of the plan will remain mostly unchanged, the transportation financial plan and major capital projects will be reviewed and revised as necessary. Staff will update the Committee on the process and work accomplished to date.

ACTION REQUESTED: Information and discussion
- 7.0 Transportation Alternatives Program (TAP)**

Moving Ahead for Progress in the 21st Century (MAP-21) created a new funding program (Transportation Alternatives) which in part replaced the

Transportation Enhancements Program. A feature of that program called for a sub-allocation of funds to MPOs with a population over 200,000. CMAP received approximately \$17 million for the two year cycle of FFY 2013-2014. In June of 2013 the Board and Policy Committee approved an approach to programming the funds that focuses on bicycle/pedestrian projects, and a call for projects was issued in July 2013 with proposals due in August. The Transportation Committee released the proposed program for a 30-day public comment period in November 2013. Three public comments were received; the comments and staff's responses are available at the [TAP webpage](#). Staff will present the proposed program.

ACTION REQUESTED: Approval of the Transportation Alternatives Program for 2013-2014.

8.0 New CMAP Website Demonstration

Launched in December, our new website includes improved navigation with more ways for CMAP to share and feature analysis, reports, and other information. Staff will provide an overview of the new site for the Committee.

ACTION REQUESTED: Information

9.0 Illiana Corridor Update

The Illinois and Indiana Departments of Transportation issued requests for proposals last month. IDOT received responses from five firms or partnerships. Work has also continued on Tier II of the Environmental Impact Statement, which is anticipated to be complete early in 2014. Staff from IDOT will update the Committee on the status of the project.

ACTION REQUESTED: Information

10.0 Legislative Update

Staff will present the recently approved 2014 State Legislative Framework and Agenda. The State Legislative Framework lists CMAP's legislative principles based on GO TO 2040. The State Agenda highlights the policy priorities for CMAP in the upcoming legislative session.

ACTION REQUESTED: Information and Discussion

11.0 Other Business

12.0 Public Comment

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

13.0 Next Meeting – Thursday, March 13, 2014 at 10:00 a.m.

14.0 Adjournment

MPO Policy Committee Members:

	Kay Batey		R.A. Kwasneski		Leanne Redden
	Frank Beal		Kristi Lafleur		Jeffery Schielke
	Forrest E. Claypool		Christopher J. Lauzen		Ann Schneider
	Tom Cuculich		Aaron Lawlor		John Shaw
	Luann Hamilton		Wes Lujan		Marisol Simon
	Elliott Hartstein		John McCarthy		Larry Walsh
	Tina Hill		Don Orseno		John Yonan



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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MPO Policy Committee

Minutes

October 17, 2013

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

MPO Policy Committee Members Present:

Reggie Arkell – Federal Transit Administration, Kay Batey – Federal Highway Administration, Gerald Bennett - Chicago Metropolitan Agency for Planning, Forrest Claypool, Chicago Transit Authority, Tom Cuculich – DuPage County, Gabe Klein – Chicago Department of Transportation, Joe Korpalski – McHenry County, Rich Kwasneski – Pace, Kristi Lafleur – Illinois Tollway, Christopher J. Lauzen - Kane County, Aaron Lawlor - Lake County, Wes Lujan - Class I Railroads, Donald Orseno - Metra, Leanne Redden – Regional Transportation Authority, Jeffery Schielke - Council of Mayors, Secretary Ann Schneider - Illinois Department of Transportation, John Shaw – Kendall County, Larry Walsh – Will County, John Yonan - Cook County

MPO Policy Committee Members Absent:

None

Staff Present:

Aleman, Erin; Berry, Patricia; Blankenhorn, Randy; Dean, Bob; Kopec, Don.

Others Present:

Agema, Tom; Albin, Mike; Bailey, Linda; Barber, Bob; Barry, Ed; Becker, Jennifer; Benman, Keith; Bixby, David; Blackburn, Will; Bossert, Michael; Bosso, Max; Botts, Paul; Brooks, Herbert; Brubaker, Kevin; Bryant, Rick; Buget, Faith; Bunte, Gerry; Burke, Ron; Byars, Chris; Byrne, Dominick; Cann, Brian; Cappeller, Fred; Ceveuh, John; Choca - Urban, Maria; Christensen, Bruce; Ciavarella, Lynette; Cizmar, Jim; Connelly, Mike; Cook, Joe; Cooper, Jim; Coreland, Mark; Culvertson, Ronald; Daigle, Chalen; Daniel, John; Darin, Jack; Delano, Bola; Donovan, John; Driskon, Ruge; Dubi, Len; Duffy, Kevin; Duran, Rich; Farquitar, Jay; Fleming, Bud; Forti, Mike; Freemark, Yonah; Freitag, Ragan; Friefeld, Bruce; Fritz, Matt; Gardner, Danielle; Gates-Hamann, Virginia; Gazzarno, Jordan; Gonzales, Manuel; Goodson, Lee A.; Gould, Bruce; Gray, George; Greenberg, Eric; Gregory, John; Griffin-Stegink, Ryan; Grimshaw, Jackie; Gryder, Scott; Guida, Anothony; Hamann, Bruce; Hamilton, Luann; Handwork, David; Hanlon, Alicia; Harmet, Pete; Hart, Suzanne; Heinrich, Jerry; Hernandez, Alex; Hernard, Alex; Hightower, Tiffany; Holland, Jim; Hosty, Patrick; Hunt, James; Hutchinson, Toi; Ingersoll, Charles; Jirak, Clayton; Johnson J.D., Rev. Mitchel L.; Jones, Jonathan; June, Casey; Kelly, Robin; Kernc, Terry

Kleinik, Michael; Kleinmark, Dan; Kohler, Jon Paul; Kukiela, Katie; Kunz, Brent; Lazzara, Steve; Leonard, Edward; Macellaio, Mike; Maher, Edward; Manzo III, Frank; McGuire, Pat; McLaughlin, Kevin; McMahon, Eamon; Melis, Allan; Meyer, Jerry; Meyers, Stacy; Moran, Don; Morse, Tracy; Mussman, Harold; Mussman, Patricia; Narducci, Nick; Negov, Tom; Ogalla, Judy; OKeefe, Diane; Osman, Omer; Paleologos, Mary; Palmer, Nick; Palmer, Phyllis; Perales, Marta; Pitstick, Mark; Poulos, Mark; Prince, Kevin; Puente, Michael; Pyke, Marni; Quigly, Steve; Ranieri, Ariel; Reaves, Brian; Riley, Al; Roberts, Bob; Roberts, Brian; Rogina, Robert; Roja, Will; Ross, T.J.; Rossborough, Tim; Sanfilippo, James; Schilke, Steve; Seglin, David; Shaw, John; Shimizu, Ronald; Shoup, Karen; Shuftan, Frank; Sing, Kevin; Skosey, Peter; Skvukrad, Cindy; Smith, Kyle; Smith, Vicky; Spencer, Deb; Staron, Chris; Sturino, Mike; Sullivan, Jim; Szymanski, Greg; Trigg, Paula; Urbaszewski, Brian; Van Mill, Michael; Vanausdoll, LeighAnn; Vance, Steven; Vota, Georgette; Walczak, Mike; Walsh Jr., Larry; Webber, Tammy; Wierciak, Tammy; Wronski, Rich; Zaleski, Alex; Zuccherro, Rocco.

1.0 Call to Order and Introductions

3:00 p.m.

Secretary Schneider called the meeting to order at 3:00 p.m.

2.0 Agenda Changes and Announcements

There were no changes or announcements

3.0 Approval of Minutes – June 13, 2013

On a motion by Mr. Cuculich, seconded by Mayor Schielke, the minutes of June 13, 2013 were approved.

4.0 Agency Reports

4.1 Council of Mayors' Report

Mayor Schielke reported that the Council of Mayors Executive Committee met on September 10. The region has spent over \$57 million, or 60%, of the Council's programming mark for 2013. The Council's 2013 expenditures exceeded our 2013 allotment, so we have started to spend into our unobligated balance. The Executive Committee considered and approved an additional \$4 million in advanced funding. The region's proposed CMAQ program and progress toward reaching our 2013 goal was also discussed. Reports were given on various topics including several on our agenda today. The Council of Mayors Executive Committee meets next on Tuesday November 19, 2013.

4.2 CMAP Board Report

Ms. Redden reported that the CMAP Board has met twice since the last meeting of the MPO Policy Committee in June.

At their September meeting, the CMAP Board elected officers and members of their Executive Committee received a staff report on the GO TO 2040 Update process, and discussed public comments on the Illiana Corridor project.

At their October meeting last week, the CMAP Board approved the proposed FFY 2014-2018 CMAQ program and approved the selection of new projects for the Local Technical

Assistance (LTA) program. The CMAP Board voted 10 to 4 against amending the GO TO 2040 Plan to include the Illiana Corridor project. All three of those items are also on the Policy Committee agenda today.

4.3 CMAP Staff Report

Mr. Kopec stated the first meeting of the Regional Freight Leadership Task Force will be held tomorrow at 9:30 a.m. in the Cook County room at the CMAP offices. The group will examine how freight institutions have been developed in other regions, potential institutional models, the impact of operational and capital improvements and revenue strategies to support freight movement. Mr. Kopec continued to state that the U.S. Environmental Protection Agency recently redesignated the Chicago region in attainment of the 1997 fine particulate matter, or soot standard. While this is good news and indicates that we are making progress in cleaning up the air, it must be noted that USEPA has issued new, tighter standards that will go into effect within the next year, likely putting us out of attainment again. So while we are making progress, there is still much more to do to clean up our region's air quality.

Mr. Blankenhorn stated that Mr. Kopec was honored by the Association of Metropolitan Planning Organizations for Outstanding Individual Leadership.

5.0 **Nominating Committee for the office of MPO Policy Committee Vice-Chairman**

Mayor Schielke reported on behalf of the nominating committee that included Rocco Zuccherio of the Illinois State Toll Highway Authority, T.J. Ross of Pace Suburban Bus, Frank Beal of Chicago Metropolitan Agency for Planning, and John Yonan of the Cook County Department of Transportation and Highways. Their decision is to nominate Lake County Chairman Aaron Lawler as the vice-chairman of the MPO Policy Committee. Mayor Schielke made a motion, seconded by Mr. Kwasneski to approve Mr. Lawler as vice-chairman of the MPO Policy Committee, with a vote of all ayes, the motion carried.

6.0 **Naming of Transportation Committee Chair and Vice Chair**

Chairman Schneider recommended that Michael Connelly of the Chicago Transit Authority be the chair of the Transportation Committee and Jennifer (Sis) Killen of the Cook County Department of Transportation and Highways be the vice-chair of the Transportation Committee. Chairman Schneider thanked Leanne Redden for chairing the Transportation Committee for the last two years. Ms. Redden made a motion, seconded by Mayor Schielke to approve Michael Connelly of the Chicago Transit Authority as chair and Jennifer (Sis) Killen of the Cook County Department of Transportation and Highways as vice-chair of the Transportation Committee, with a vote of all ayes, the motion carried.

7.0 **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

Ms. Berry stated that in the meeting material is a proposed program of projects for the Congestion Mitigation and Air Quality Improvement Program. The program funds projects in Federal Fiscal Years 2014 through 2018. The proposed program is comprised of 51 projects totaling \$286 million and is recommended for approval by the Transportation Committee. Combined with already programmed projects, the region will have a five year program of \$582 million. As Don reported, the region has met the 1997 PM_{2.5}

standard, but will not meet the revised standard. The MAP-21 requirement that 25 percent of CMAQ investments are in projects that reduce fine particulate matter (PM_{2.5}) will continue to apply to our region. With these projects, emissions of volatile organic compounds; nitrogen oxides and particulate matter will be reduced. Mr. Klein made a motion, seconded by Mr. Cuculich to approve the FFY 2014-2018 Congestion Mitigation and Air Quality Improvement Program, with a vote of all ayes, the motion carried.

8.0 Selection of Local Technical Assistance (LTA) Program Projects

Mr. Dean stated the the Local Technical Assistance proposed program of projects has been recommend for approval to the MPO Policy Committee by the Transportation Committee. He continued that the CMAP board approved the program of projects at their October 9, 2013 meeting. Mayor Schielke made a motion, seconded by Don Orseno to approve the Local Technical Assistance Program of Projects, with a vote of all ayes, the motion carried.

9.0 National Highway System (NHS)

Mr. Kopec reported that one of the changes implemented by MAP-21 was an expansion of the National Highway System adding to it all principal arterials in the region. There is also an increased emphasis on performance measurement for this system. Accordingly, CMAP took an in-depth look at our system which included conversations with our partner agencies to assure that the NHS was appropriately defined. We are requesting approval of NHS changes in Cook, DuPage, and Kane Counties consisting of additions, deletions, and modifications of existing routes. The updates were conducted to:

- Reflect recent system planning updates (e.g. Central Avenue)
- Reflect up-to-date highway planning and new construction, including the Stearns Road bridge in Kane County (also to be included in the SRA System)
- Address technical corrections, reflecting everything from closed roads to limit changes to new additions to the system resulting from MAP-21, which added all principal arterials to the NHS.
- Requested changes are the result of local agency review, including county and municipal jurisdictions, and IDOT coordination

If approved today, the proposed NHS changes will need subsequent approvals by IDOT and the USDOT.

Mayor Schielke made a motion that was seconded by Gabe Klein to approve the changes to the NHS system. The vote is all ayes, motion passes.

10.0 Human Services Transportation Plan (HSTP)

Mr. Kopec reported that the region's Human Service Transportation Plan has been updated by the RTA in response to changes mandated by MAP-21, specifically the merging of the New Freedom program into the Section 5310 program. 5310 funds projects for the enhanced mobility of seniors and individuals with disabilities. The updated HSTP builds on the region's currently adopted plan, examines the existing conditions and needs in the region, and identifies strategies to address these needs. The plan also includes updated selection criteria that will be used to evaluate and select projects using Section 5310 funds. The plan was adopted by the RTA Board at their last meeting. Gabe Klein

made a motion that was seconded by Mayor Bennett to approve the HSTP. The vote is all ayes, motion passes.

11.0 Proposed Amendment to GO TO 2040 – Illiana Corridor

Chairman Schneider stated that there are additional letters from IDOT at each member's place and read off the signatories. She continued by stating that the next step, after today's vote, is the procurement process for the public/private partnership. IDOT will then be able to evaluate the proposals on whether it is right for the citizens of Illinois.

Mr. Blankenhorn gave an overview of the CMAP staff recommendation for the Illiana Corridor. In return, Mr. Harmet provided information from IDOT regarding the Illiana Corridor. Chairman Schneider concluded the presentations by stating that Illinois and Indiana agreed on the Public/Private partnership process two weeks ago.

Mr. Walsh stated that Will County is the 4th most populated county in Illinois, and in the last twenty years is the fastest growing county in Illinois and one of the fastest growing counties in the nation. Close to 700,000 residents and all projections relate that it will be the second most populated county in Illinois by 2030/35. Will County is home to CenterPoint intermodal in Elwood that is doing 100,000's of lifts each year. Union Pacific has a distribution yard in Joliet and there is remaining capacity. He stated that Bridgeport has proposed a 2,000 acre facility that will include 20-25 million square feet under roof for development. The number of vehicles on arterial roads and the interchange at I-80 and IL RT 53 is not designed for truck traffic. He states this is the present, what will the future hold? He stated Will County is the largest inland port in North America. The need for safe highway conditions is the first and foremost issue. CenterPoint's investment is over \$2 billion in our area and has created thousands and thousands of jobs. He continued that this roadway will be economic development for north of the road including the South Suburban Airport. Hopefully this will promote the revitalization of the area through economic development. The municipalities along the route are all in favor and support of the project.

Mr. Hartstein stated he understands and appreciate the strong advocacy about this project. He wants to emphasize what he perceives our role to be here today as the MPO and what our role was at the CMAP board. It is all about priorities, not to say one project or another shouldn't be considered, it is a question about making a decision. Prioritizing is tough and this is what that is all about and that is what our obligation is today and what our obligation was at the CMAP board. At the CMAP board we came to the conclusion, in terms of priorities, that the Illiana corridor didn't measure up according to the standards we put into GO TO 2040. There are three basic reasons.

- The state isn't in a great financial position and we all know as we look at the projects it does not look to improve. The limited funds emphasize the need to prioritize. There is a major financial risk to the State of Illinois and in light of the financial situation of the State.

- In terms of prioritization we have to look at the total region, and one of our biggest problems is congestion, and based on all analysis it appears that there is not any significant impact on congestion within this region.
- CMAP has long advocated for performance based decision making. We discuss it time and time again and adopted it as a concept, principal, policy for moving forward for transportation. Making decisions based on priorities and performance based analysis. Unlike Elgin/O'Hare and IL 53 extension, the Illiana simply does not give the bang for the buck. It does not merit being made a priority project.

He continues to urge the committee to consider performance based decision making.

Mr. Lauzen asked about vehicle and truck projections and a range of the tolls and revenues that will be collected. Mr. Blankenhorn stated that revenue projections between IDOT and CMAP were not much different.

Mr. Lawlor asked if the Public/Private partnership could be structured so payments are back loaded when the highway will make money. This is a public/private partnership that without the private interest this project will not move forward. There are environmental concerns and NEPA will address those. The action today will show whether the region creates a welcome environment for public/private partnerships, which are needed in the region due to the financial outlook.

Ms. LaFleur stated that the Illinois State Toll Highway Authority uses market based forecasting, as IDOT did, and have found that projects are .3% consistent with actuals. She continued to state that the fiscal constraint requirements with GO TO 2040 is a bit of a chicken and egg situation in terms of public/private partnerships. She continued that this discussion is a good start to solving this issue.

Mayor Bennett stated that there is estimated trucks of 10,000 and estimated cars are 18,000 cars that will use the Illiana corridor, currently on I-80 there is 187,000 vehicles and the Illiana is estimated to carry 10% of those vehicles.

Chairman Schneider stated that this vote is not the last step in the process and if it is amended into GO TO 2040 we will start the procurement process and receive bids. If bids do not show the Illiana paying for itself, IDOT would not pursue this project using a public/private partnership. If you look at the GO TO 2040 plan, the Illiana corridor ranks in the top three on three different measures when compared to other projects in the plan.

Mr. Kwasneski stated that they have supported many projects in the City of Chicago and suburbs and support the opportunity for jobs in the region. We do not have any plans for service on the facility but our staff has been working closely with IDOT and we do have a lot of service near I-80 and one route on Halsted and as trucks exit I-80 at Halsted it delays our service on Halsted. We also need to work, as a region, on how we are going to work on public/private partnerships and this is an opportunity to let those private investors

know that Northeastern Illinois is in support of public/private partnerships. Pace supports the other project in GO TO 2040.

Ms. Redden questioned if the consideration of amending GO TO 2040 to include the Illiana Corridor could not wait until the currently under process GO TO 2040 update is considered. The RTA supports public/private partnerships, but the region has adopted a plan and that plan should be implemented.

Mr. Arkell asked if a benefit/cost analysis had been conducted and if so, what is the ratio? Mr. Harmet stated that during the federal environmental impact statement process we look at many factors. The Illiana corridor is amongst the top three for three categories.

Chairman Schenider stated that public comment would begin and there will be a two minute limit on public comment.

Congresswoman Robin Kelly spoke in support of amending GO TO 2040 to include the Illiana Corridor.

State Senator Toi Hutchinson spoke in support of amending GO TO 2040 to include the Illiana Corridor.

State Senator Pat McQuire spoke in support of amending GO TO 2040 to include the Illiana Corridor.

State Representative Al Riley spoke in support of amending GO TO 2040 to include the Illiana Corridor.

State Representative Larry Walsh Jr. spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Will County Board Member Ragan Freitag spoke against amending GO TO 2040 to include the Illiana Corridor.

Will County Board Member Judy Ogalla spoke against amending GO TO 2040 to include the Illiana Corridor.

Mayor of Channahon Joe Cook spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Jim Holland representing the Will County Governmental League spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Mayor of Peotone Rich Duran spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Brian Cann, Will Township Supervisor, spoke against amending GO TO 2040 to include the Illiana Corridor.

Beecher Village President Greg Szymanski spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Board Chairman Mike Bosser of Kankakee County spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Highway Commissioner Jerry Meyer of Beecher township spoke against amending GO TO 2040 to include the Illiana Corridor.

Will County Board member Don Moran and on behalf of the Will/Grundy County Building Trades Council spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Reverend Mitchell Johnson spoke against amending GO TO 2040 to include the Illiana Corridor.

Linda Bailey spoke against amending GO TO 2040 to include the Illiana.

Pastor David Bixby of a suburban Baptist church requested the committee consider the poor when making a decision regarding amending GO TO 2040 to include the Illiana Corridor.

Gerry Bunte a Will township member spoke against amending GO TO 2040 to include the Illiana.

Jim Cizmar spoke against amending GO TO 2040 to include the Illiana.

Max Bosso of the Village of Elwood spoke against amending GO TO 2040 to include the Illiana, and if it is voted to be included request that the motion includes no interchange at IL 53.

Paul Botts spoke against amending GO TO 2040 to include the Illiana Corridor.

Father Len Dubi spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Virginia Gate-Hamann spoke against amending GO TO 2040 to include the Illiana Corridor.

Bruce Hamann spoke against amending GO TO 2040 to include the Illiana Corridor.

Gerry Heinrich, President of the Midewin Tall Grass Prairie spoke against amending GO TO 2040 to include the Illiana Corridor.

Kevin Brubaker of the Environmental Law and Policy Center spoke against amending GO TO 2040 to include the Illiana Corridor.

Reverend James Hunt of New Hope Church spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Patricia Mussamn of Eagle Creek Township spoke against amending GO TO 2040 to include the Illiana Corridor.

Stacy Myers of Openlands spoke against amending GO TO 2040 to include the Illiana Corridor.

Peter Skosey of the Metropolitan Planning Council spoke against amending GO TO 2040 to include the Illiana Corridor. He also spoke to the benefits of the process the region has just gone through to thoroughly discuss the Illiana project.

Clayton Jirik spoke against amending GO TO 2040 to include the Illiana Corridor.

Steve Lazzara of Will County Land-Use department spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Kyle Smith of the Center for Neighborhood Technology spoke against amending GO TO 2040 to include the Illiana Corridor.

John Grueling of the Will County Center for Economic Development spoke in support of amending GO TO 2040 to include the Illiana Corridor.

Fred Cappaller spoke against amending GO TO 2040 to include the Illiana Corridor.

Ron Burke of the Active Transportation Alliance spoke against amending GO TO 2040 to include the Illiana Corridor.

Mayor Schielke made a motion to amend GO TO 2040 to include the Illiana Corridor. Larry Walsh seconded the motion. A roll call vote occurred with 11 voting in support of the motion and eight against the motion. Motion Carried.

12.0 Approval of GO TO 2040/TIP Conformity Determination and TIP Amendment

Ms. Berry stated that CMAP has conducted a GO TO 2040/TIP conformity determination and TIP amendment showing the region will meet the air quality goals set out for it. She stated the analysis was released for public comment; two comments were received and included in the packet as well as their responses. Chairman Schneider asked if roll call vote should occur or if the vote from amending GO TO 2040 should mirror this vote. The Committee agreed the vote should mirror the amendment to GO TO 2040. Mayor Schielke made a motion to approve the GO TO 2040/TIP Conformity Determination and TIP

Amendment. Mr. Cuculich seconded the motion. A roll call vote occurred with 11 voting in support of the motion and eight against the motion. Motion Carried.

13.0 Federal Certification Review

Mr. Donovan stated that the federal certification review is completed every four years discussing the metropolitan planning process and will be occurring soon. He encourages participation in the review. Mayor Schielke states the region tends to work cooperatively and the planning process is working. Mayor Hartstein commented that public/private partnerships should be re-thought in how they should be included in the long range plan. Chairman Schneider agreed with Mayor Hartstein.

14.0 Other Business

There was no other business brought before the Committee.

15.0 Public Comment

There was no additional public comment.

16.0 Next Meeting – Thursday, January 9, 2014 at 10:00 a.m.

The next meeting of the Policy Committee is scheduled for January 9, 2014 at 10:00 a.m.

17.0 Adjournment

On a motion by Mayor Schielke, seconded by Mr. Korpalski, the meeting was adjourned at 6:02 p.m.



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.0

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MEMORANDUM

To: UWP Committee
CMAP Board
MPO Policy Committee

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: January 2, 2014

Re: FY 2015 UWP Process

At the UWP Committee meeting in October, the FY 2015 UWP process was discussed regarding how the next fiscal year's project proposals will be submitted and selected, and specifically if the committee should reconsider the proposals that are submitted as "core". The committee delayed approving the FY 2015 process and the call for projects until further discussion could be scheduled. The committee is scheduled to meet on January 8 and the call for projects will be issued on January 10.

The Unified Work Program (UWP) federal funding is available for transportation planning projects within a metropolitan area. The Metropolitan Planning Organization (MPO) has the primary responsibility for preparing the UWP for its metropolitan area. The federal guidelines state that all planning and implementing agencies must be an integral part of the planning process and participate in the development of the UWP.

In the CMAP region, the UWP Committee serves as the project selection body for this process. The committee is chaired by IDOT, who votes in case of a tie. The membership is comprised of a representative from each of the transit service boards (CTA, Metra and Pace), the City of Chicago, RTA, CMAP, a representative from the counties, and a mayor representing the Council of Mayors. In addition, non-voting members are representatives from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Illinois Environmental Protection Agency (IEPA). The UWP Committee establishes program priorities and selects the funded proposals. Final selections are approved by the Transportation Committee and then forwarded to the Regional Coordinating Committee, CMAP Board and the MPO Policy Committee for approval.

For a number of years, the annual process has had two proposal groups-- core and discretionary elements:

1. Core Element - The core elements are primarily the work central to the MPO's primary functions under federal law. First, the core program funds the CMAP core functions of long range planning, the transportation improvement program (TIP), the congestion management process, public participation, policy development, information technology management and regional information and data analysis. The CMAP proposal includes staff time, related expenses and consulting services required for these core activities. Second, the core program supports the staff time and related expenses of recipient agencies, including the transit boards, the City of Chicago and the Regional Council of Mayors, for activities that contribute directly to the MPO process. Activities which require consultant services for this second group is considered only in the Discretionary Element. Third, for the last couple years, the seven counties have selected one of the counties to submit a proposal for the preparation of a long range transportation plan. All the funds are for consulting services.
2. Discretionary Element – The discretionary element programs other projects which align with the regional priorities described in the GO TO 2040 Plan. These are primarily for activities that require consultant services and not intended to fund staff time and expenses. The level of funding is determined after the core elements have been selected for funding.

The approved priorities are:

- *Modernization of the Public Transit System.* GO TO 2040 recommends an enhanced focus on prioritizing planning work for the modernization of the existing transit system. Actions include work on coordinating services and fares, including pursuit of a universal fare payment system, work on traveler information systems, and technological improvements including transit signal priority and ART. Project proposals, especially from the transit agencies, should feature these elements as a primary component.
- *Financial Planning Including Innovative Financing Strategies.* GO TO 2040 also stresses an array of recommendations related to transportation finance, including improved financial planning. Actions include strengthening transit financial oversight, planning for efficiencies that reduce transit operating costs, the identification of funding sources for CREATE, and continued planning/policy work on other important issues of fiscal policy to improve the transportation system.
- *Improving Decision-Making Models and Evaluation Criteria for Project Selection.* GO TO 2040 also emphasizes improving decision-making processes for transportation projects, as well as the overarching importance of prioritization for making investments given constrained funding. This includes constructing improved models for answering the most pressing questions about major projects and designing appropriate and regionally-vetted evaluation criteria for judging projects.
- *Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, Including Supportive Land Use.* The continuation of near-term work to further GO TO 2040's short list of fiscally constrained major capital projects is also a high priority. Potential work includes planning for the inclusion of transit components as part of major highway projects, advancing recommended transit projects

through the New Starts program or other discretionary funding programs, and planning for supportive land use around transportation, including active technical assistance to local governments.

- *Local Technical Assistance and the Formation of Collaborative Planning Efforts.* A major emphasis area of GO TO 2040 is providing targeted technical assistance to local governments, information sharing, and formal planning efforts that focus on transportation and other interconnected issues of livability.

Recommendation:

Staff recommends that UWP Committee, CMAP Board and MPO Policy committee consider the following:

1. The two-step review process is consistent with assuring that the available UWP funds are allocated according to the priorities of the region and the requirements of FHWA and FTA. Even though FHWA and FTA do not refer the projects as “core” or “competitive”, these are terms that have assisted the region with prioritizing the UWP proposals.
2. The funding priorities are first to support the required MPO responsibilities of CMAP and then the other regional agencies who have on-going planning responsibilities.
3. The requests that are for one-time projects and will primarily support consultant services will be considered as “competitive”.
4. The FY 2015 UWP process follow the same format as the FY 2014 UWP process:
 - The Call for Projects will be made in January and will include both the Core and the Competitive proposals. The Core and the Competitive proposals will be considered separately by the Committee.
 - CMAP staff will conduct an in-depth proposal review and develop a proposed program for the UWP Committee’s consideration. The review and recommendation process will be as follows:
 - Proposal Selection – Core. CMAP staff will review the Core proposals and make a proposed program recommendation to the UWP Committee for approval. The proposal review will consider the following: federal requirements; alignment with the proposed priorities in GO TO 2040; the requested level of funding; and if applicable, previous years’ expenditure level of Core projects.
 - Proposal Selection – Competitive. The Competitive proposals will be scored by the UWP Committee as in years past, based upon the alignment with the regional priorities listed above. Based on the available monies after the Core proposals have been funded, CMAP staff will incorporate the Committee’s rankings and make a proposed program recommendation to the UWP Committee that follows the same considerations outlined above in the Core program.

The revised schedule for the development and approval of the FY 2015 UWP process is as follows:

Development of Program Priorities and Selection Process

UWP Meeting	October 10, 2013
UWP Meeting	January 8, 2014

Call for Proposals

Call for Proposals	January 13, 2014
All Proposals Due (Core and Competitive)	January 31, 2014

Core Elements Selection Process

CMAP review and recommend program	February 13, 2014
UWP Meeting- Adopt Core Program	February 20, 2014

Competitive Elements Selection Process

UWP Meeting - Presentation of Competitive Proposals	February 27, 2014
UWP Committee members rank proposals	Due to CMAP March 7, 2014
CMAP prepares committee ranked proposals with funding allocation	March 13, 2014
UWP Meeting - Adopt Competitive Program	March 20, 2014

Committee Approval

Transportation Committee considers approval of FY 2015 UWP to MPO Policy Committee	April 25, 2014
Regional Coordinating Committee considers approval of FY 2015 UWP to CMAP Board	May or June 2014
CMAP Board considers approval of proposed FY 2015 UWP	June 11, 2014
MPO Policy Committee considers approval of proposed FY 2015 UWP	June 12, 2014
UWP Document Released	June 2014

ACTION REQUESTED: Informational

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Chicago Metropolitan Agency for Planning

Agenda Item No. 6.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: MPO Policy Committee

From: Drew Williams-Clark, CMAP Staff

Date: January 2, 2014

Re: GO TO 2040 plan update

The GO TO 2040 comprehensive plan was adopted by the CMAP Board and Policy Committee in October 2010 and serves as the metropolitan transportation plan for the seven-county Chicago region. Moving Ahead for Progress in the 21st Century (MAP-21) requires that GO TO 2040 be updated in October 2014. CMAP staff expects to ask the Board and Policy Committee for approval to release a draft plan update for public comment in June 2014. Staff does not expect to recommend changes to the policy recommendations in GO TO 2040. Good progress has been made in the first half of FY14. The plan update project is made up of several component projects. The remainder of this memorandum will update the board on progress made by each of these projects.

Implementation Actions

As part of the plan update, staff are conducting a review of the implementation action area tables found in each of GO TO 2040's 12 recommendation sections. Specifically, each of these action tables is being updated to reflect their implementation status. This project does not envision the drafting of new recommendations, but some implementation actions may be added within the areas. Over the past several months, staff worked to identify implementation examples in collaboration with CMAP's working committees. Those examples have been compiled and will inform the Moving Forward 2013: GO TO 2040 implementation report. In October, staff conducted an internal review to determine the high-level status of each implementation action – classifying each as “retain,” “revise,” “complete,” or “delete” – and providing a brief rationale for each classification. At their November meetings, CMAP staff asked the working committees to review those classifications for relevant plan recommendation sections. In January, staff will present draft revisions to some implementation actions for discussion with working committees. Staff expects final revisions to be complete in February.

Indicators

GO TO 2040 includes a set of performance measures under each recommendation area, which are intended to serve as benchmarks for monitoring the progress of plan implementation. A decision was made to revise some of the performance measures in the plan update to better

match the agency's policy needs and data availability following experience gained over the first few years of implementing the plan, as well as the knowledge staff developed in further analyzing the indicators. Much of this work was based on staff assessments of the performance measures conducted over the past two years. Staff presented an overview of the process CMAP used to develop the revised list of plan indicators and discussed the indicators that have been modified at working committees and the Board meeting in November. The next step in the process will be to update the short and long-term indicator targets in GO TO 2040. Staff expects to begin this discussion with working committees in February.

Financial Plan

Working in coordination with representatives from the Illinois Department of Transportation (IDOT), the Illinois Tollway, the Regional Transportation Authority (RTA), as well as county and municipal transportation departments, staff have prepared revenue and expenditure forecasts for the financial plan update. Staff presented a memorandum to the Transportation Committee at the November meeting that includes draft core revenues and operating and "safe and adequate" capital expenditures, compares these forecasts to GO TO 2040, and provides a menu of potential "reasonably expected revenues" which will be necessary for the region to safely and adequately maintain, modernize, and expand the system between now and 2040. Proposed reasonably expected revenues include a state motor fuel tax increase, regionally-imposed transportation user fee, congestion pricing on the existing system, long-term MFT replacement, performance-based funding, and variable parking pricing. Staff asked for feedback from the committee at that meeting. Updated forecasts and allocations will be presented to the Regional Coordinating Committee at the January meeting. Staff will be asking project implementers and local governments within the region to make an increased commitment to implement reasonably expected revenues as part of the update process.

Major Capital Projects

From October to December, CMAP staff reviewed the GO TO 2040 menus of fiscally constrained and unconstrained major capital projects with staff from the Chicago Department of Transportation (CDOT), Metra, Regional Transportation Authority (RTA), Illinois Toll Highway Authority (Tollway), Illinois Department of Transportation (IDOT), Chicago Transit Authority (CTA), and Pace Suburban Bus (Pace). CMAP staff also discussed major capital project plans with staff from the same implementing agencies. Staff requested that project implementers provide as much of the cost information pertaining to each of their projects as possible. This included not only total project costs, but also all components of total costs that are relevant to the plan update project. CMAP asked for all cost estimates in year-of-expenditure dollars. CMAP staff distributed a memo containing updated project summaries of all proposed major capital projects to the transportation committee in December. Staff expects to present a framework for evaluating major capital projects to the transportation committee at the January meeting for discussion. Staff have also discussed the treatment of Bus Rapid Transit projects proposed on the region's arterial roadways and expect to present a framework for how this will be addressed in the plan update to the transportation committee in the spring.

ACTION REQUESTED: Information and Discussion

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

233 South Wacker Drive
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Chicago, Illinois 60606
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MEMORANDUM

To: MPO Policy Committee

From: CMAP staff

Date: January 2, 2014

Re: Recommended projects for FY 13 – 14 Transportation Alternatives program

Moving Ahead for Progress in the 21st Century (MAP-21) created a new Transportation Alternatives program (TAP) to fund non-motorized transportation. It also gave Metropolitan Planning Organizations (MPOs) with populations over 200,000 the responsibility to program part of each state's apportionment under TAP. At their June 2013 meetings, the CMAP Board and MPO Policy Committee directed staff to program both years of funding with bicycle and pedestrian facilities by holding an abbreviated call for projects in summer 2013. Bicycle and pedestrian facilities that were submitted for the FY 14 – 18 Congestion Mitigation and Air Quality (CMAQ) program but not funded are also being considered under TAP without requiring a separate application.

At its November meeting, the Transportation Committee reviewed the proposed program and released it for a 30-day public comment period. Three public comments were received; the comments and staff's responses are available at the [TAP webpage](#). The recommended program of projects is now being presented for approval.

Overall Process

Staff developed the proposed program by first applying a set of basic screening criteria, then ranking the remaining projects according to evaluation criteria. One-on-one meetings or phone calls were then held with the sponsors of the higher-ranking projects to verify project details and assess complications that might affect project readiness. As MAP-21 contains relatively stringent funding sunsets, staff wanted to minimize the risk that project delays could cause the TAP funds to lapse and become unavailable to the region. In sum, the projects in the recommended program are those that will provide significant benefits to the region and that, in the judgment of staff, are most likely to proceed in a timely way.

Project Scoring

The screening criteria are as follows:

1. Sponsors must have submitted a final Project Development Report (PDR) to the Illinois Department of Transportation (IDOT) by October 15, 2013 or have already received Phase I design approval for their projects.
2. Sponsors must show that their project is featured in at least one formally adopted or approved bike plan, comprehensive plan, or other plan by a local government, subregional council, CMAP, or the State of Illinois.

Following screening, projects were evaluated on a 100-point scale using criteria discussed with several CMAP working committees and the Bicycle and Pedestrian Task Force in September 2013. The criteria are shown in Table 1, and they are explained in more detail in a [staff memo](#).

Table 1. Evaluation criteria for Transportation Alternatives program

Completion of Regional Greenways and Trails Plan (30 points max)	
30 Points	Connects two existing trail sections
25	Extends an existing regional trail
20	Builds a new isolated section of planned regional trail
10	Builds a new facility that intersects an existing regional trail
Population + Employment Density within Buffer Area [proxy for usage] (30 max)	
30	Top quartile of region
24	Second quartile
16	Third quartile
8	Lowest quartile
Facility Design Quality (FDQ) (30 max)	
(Score after less score before) * 6	Safety/attractiveness rating improvement: 0: Impassable barrier for walking and bicycling 1: Arterial road with no bike/ped accommodation 2: Arterial road with some bike/ped accommodation, including marked shared lanes, and collector streets with no accommodation; 3: Low-speed, local streets with no bike/ped accommodation 4: Unprotected bike lane; local and collector streets with full accommodation 5: Trail or arterial sidepath, cycletrack, protected bike lane, or buffered bike lane
Bonus (10 max)	
5	No ROW or easements to obtain
5	Phase II Engineering complete
100	Points total

Figure 1 shows the proposed projects in comparison to the Greenways and Trails Plan and the population/employment density quartiles (facility design quality is not shown because it is more granular). Table 2 shows the scores for each project. Projects that did not meet either of the screening criteria were not ranked.

Figure 1. Proposed Transportation Alternatives projects in comparison to selection criteria.

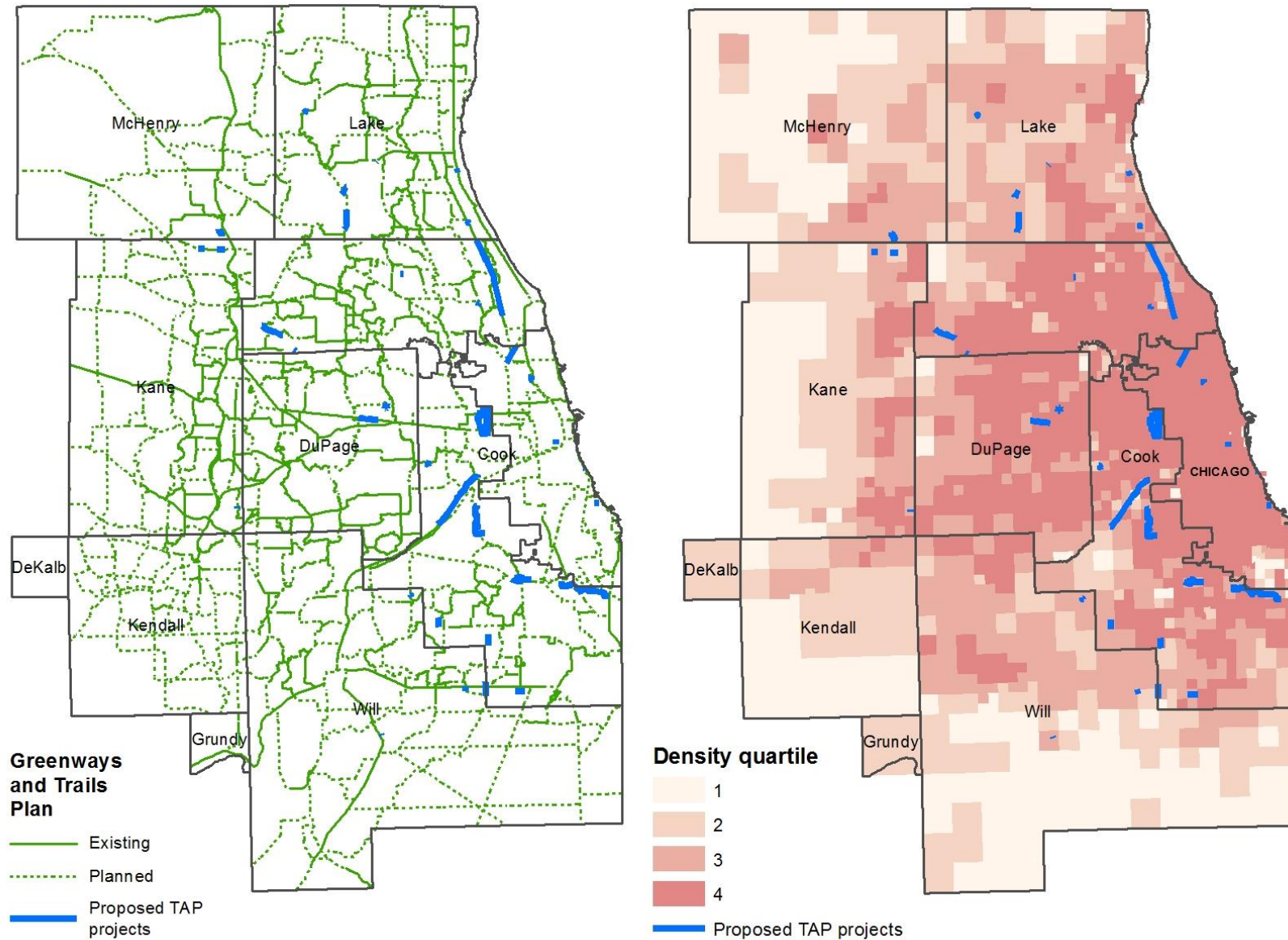


Table 2. Proposed Transportation Alternatives project rankings.

Sponsor	Project Title	Screening Criteria		Ranking Criteria					
		In Plan	PDR by Oct 15	Greenways Plan	Pop + Emp	FDQ × 6		Bonus	Total
						Before	After		
Lake County Forest Preserves	Wilson Rd Underpass from .1 M S of Levi Waite Rd to .3 M North of Litchfield Dr	Yes	Yes	30	24	0	5	5	89
Chicago DOT	43rd St Bike-Ped Access Bridge to Lakefront Trail	Yes	Yes	25	30	0	5	0	85
FPD of Cook County	Centennial Trail Completion	Yes	Yes	30	24	0	5	0	84
Dolton Park District	Cal-Sag Trail East - Dolton Leg	Yes	Yes	25	30	1	5	0	79
Alsip Park District	Cal-Sag Trail East-Alsip Segment	Yes	Yes	30	24	1	5	0	78
Chicago DOT	North Branch Trail/Riverwalk - Addison Underbridge Connection	Yes	Yes	30	30	2	5	0	78
Lake County DOT	Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River	Yes	Yes	30	24	1	5	0	78
Lake Forest	Robert McClory Bike Path	Yes	Yes	30	30	3	5	5	77
Bridgeview	Bridgeview Community Multi-Use Path	Yes	Yes	20	30	1	5	0	74
Frankfort	Pfeiffer Rd Multi-Use Trail	Yes	Yes	25	24	1	5	0	73
Lake County DOT	Quentin Rd from Main St to White Pine Rd	Yes	Yes	20	24	1	5	0	68
Mundelein	Pedestrian Bridge over CNRR at McKinley Av	Yes	Yes	0	30	1	5	5	59
Prospect Heights	Willow Rd Sidewalk Improvements	Yes	Yes	0	30	1	5	5	59
Riverdale	Calumet-Sag Greenway Trail-Riverdale Segment	Yes	Yes	10	24	1	5	0	58
Hawthorn Woods	Hawthorn Woods Midlothian Rd Bike Path	Yes	Yes	0	24	1	5	5	53
Manhattan	Rt 52 Sidewalk	Yes	Yes	0	24	1	5	5	53
Highland Park	Old Deerfield Rd Bike Path from UP Freight Line to Old Skokie Valley Rd Pedestrian Bridge	Yes	Yes	10	24	3	5	5	51

		Screening Criteria		Ranking Criteria					
Sponsor	Project Title	In Plan	PDR by Oct 15	Greenways Plan	Pop + Emp	FDQ × 6		Bonus	Total
						Before	After		
Lombard	Great Western Trail Lighting from W end of Village Limits at I-355 to E end of Village Limits at 3rd Ave	Yes	Yes	0	30	5	5	5	35
Oak Park	Bicycle Detection and Pedestrian Signal Improvements	Yes	Yes	0	30	2	2	5	35
Algonquin	Harper Drive Multi-Use Path	No	No	—	—	—	—	—	—
Aurora Township Highway Department	Ogden Gardens Safe Walk to School	No	Yes	—	—	—	—	—	—
Chicago DOT	Weber Spur Trail	Yes	No	—	—	—	—	—	—
Chicago DOT	71st St Road Diet Bike Lane	Yes	No	—	—	—	—	—	—
Chicago DOT	Sangamon Paseo	No	No	—	—	—	—	—	—
Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	Yes	No	—	—	—	—	—	—
Glenview	Waukegan Rd/Overlook Dr Multi-use Path	Yes	No	—	—	—	—	—	—
Homer Glen	Goodings Grove Extension-Homer Glen Heroes Trail	No	Yes	—	—	—	—	—	—
Kane County DOT	Longmeadow Road Bike Path Extensions	Yes	No	—	—	—	—	—	—
Oak Park	Ridgeland Av from North Av to Roosevelt Rd	Yes	No	—	—	—	—	—	—
Orland Park	108th Av from 159th St to 167 St	Yes	No	—	—	—	—	—	—
Richton Park	Richton Park ComEd Easement Bike Trail	Yes	No	—	—	—	—	—	—
Rosemont	Rosemont CTA Station PedCrossing: River Rd at I-190	No	Yes	—	—	—	—	—	—
Streamwood	IL 19/Irving Park Rd from Schaumburg Rd to Bartlett Rd	Yes	No	—	—	—	—	—	—
Streamwood	US 20/Lake St from Walnut Av to Center Av Sidewalk	No	Yes	—	—	—	—	—	—
Villa Park	Villa Park North Side Sidewalks	No	Yes	—	—	—	—	—	—

		Screening Criteria		Ranking Criteria					
Sponsor	Project Title	In Plan	PDR by Oct 15	Green-ways Plan	Pop + Emp	FDQ × 6		Bonus	Total
						Before	After		
Western Springs	Wolf Rd from Salt Creek Bicycle Trail to IL 38/Ogden Av	Yes	No	—	—	—	—	—	—
Wilmette	Skokie Valley Trail from Lake Cook Rd to Dempster St	Yes	No	—	—	—	—	—	—

Recommended Program

Staff recommends funding the eight projects in the following list. The projects were selected in order of their score on the evaluation criteria, with two exceptions discussed below.

- **Lake County Forest Preserves, Wilson Road Underpass**
 - Construction phase, \$1,810,000
 - This project completes a gap in the Millennium Trail in Lake County and serves both residential areas and major employers. No ROW is required, utility relocations are relatively minor, and some Phase II Engineering has been completed.
- **Dolton Park District, Cal-Sag Trail East – Dolton Segment**
 - Right of way, \$16,000; Construction, \$3,542,000
 - This interjurisdictional project will help complete the Cal-Sag Trail, a major regional trail with remaining gaps to fill. This stretch of trail has only some relatively minor acquisition required, but it will have some railroad involvement and wetland mitigation requirements. Phase II Engineering is being funded through CMAQ; TAP funds will enable this trail segment to be constructed.
- **Alsip Park District, Cal-Sag Trail East – Alsip Segment.**
 - Right of way, \$16,000; Construction, \$2,694,000
 - This project funds another portion of the Cal-Sag Trail. Alsip Park District is the only agency with a direct role in implementation. This stretch of trail has only one small acquisition required and no utility or railroad involvement. Phase II Engineering is being funded through CMAQ; TAP funds will enable this trail segment to be constructed.
- **Chicago Department of Transportation, North Branch Trail -- Addison Underbridge Connection.**
 - Construction, \$5,888,000
 - This project completes a gap in the North Branch Trail by continuing the trail under Addison Street and building a bridge across the Chicago River to rejoin the trail further north. The project is also using Transportation Enhancement funding from a previous grant cycle; TAP funding will allow the project to proceed to construction.
- **Lake County DOT, Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River.**
 - Right of way, \$112,000; Construction, \$172,000
 - This project completes a gap between the Buffalo Grove path network and the Des Plaines River Trail. The project is also using Transportation Enhancement funding from a previous grant cycle; TAP funding will allow the project to proceed to construction.
- **City of Lake Forest, Robert McClory Bike Path.**
 - Construction, \$764,000

- This project completes a gap caused by a parking lot for the Lake Forest Metra Station which intersects with the path. The Robert McClory Path is part of the Grand Illinois Trail. This project will help make this a more seamless trail. Phase II engineering is already underway, and the project could be under construction as early as the summer of 2014.
- **Village of Bridgeview, Bridgeview Community Multi-Use Path.**
 - Engineering 2, \$120,000; Construction, \$1,480,000
 - This project begins a portion of a bikeway identified in the Greenways and Trails Plan and would connect to a Pace transit center at Toyota Park. Phase I Engineering was completed using local funds. While some alignment decisions may be reconsidered, ROW acquisition is likely to be minor.
- **Village of Frankfort, Pfeiffer Rd Multi-Use Trail.**
 - Engineering 2, \$31,200; Construction, \$356,800
 - This project is an extension of existing path to the north and connects directly to the Old Plank Rd Trail. Eventually this project will connect into the future planned Sauk Rd Trail and continue further south on Pfeifer Rd.

The following projects were ranked second and third, respectively, but were passed over for the following reasons:

- **Chicago Department of Transportation, 43rd Street Access Bridge to the Lakefront Path.**
 - Engineering 2, \$884,000; Construction, \$18,320,000
 - While it is a high-ranking project and provides access to the lakefront in an underserved area, the funding request is more than the total amount available in the TAP program. Providing partial funding would make obligation of the TAP funds contingent on the availability of other funds. The project also has a number of complications, including ROW acquisition and railroad coordination, which could delay project delivery.
- **Forest Preserve District of Cook County (FPDCC), Centennial Trail.**
 - Engineering 2, \$280,000; Right of way, \$288,000; Construction, \$5,590,000
 - This project would complete a significant gap in a major regional trail. However, ROW acquisition issues and railroad involvement make it complex. FPDCC staff indicated that they probably would not be able to construct the trail within the timeframe required by TAP and asked for only funds to obtain easements and complete Phase II Engineering. Rather than provide partial funding, CMAP staff recommends that FPDCC complete these phases and apply for construction funds in a later TAP cycle.

Table 3 shows the federal request for each submitted project in comparison to its ranking as well as the amount of funding recommended to be awarded. The columns FY13 and FY14 refer to the federal fiscal year for which funding is authorized. The FY 13 mark for northeastern Illinois is \$8,650,889. The FY 14 mark is expected to be about 1.5% higher (\$8,780,652), bringing

the total for both years to about \$17.4 million. By comparison, funding requests come to \$82.7 million. A small portion of the TAP funding (2.5%) was reserved to help accommodate the possibility for scope changes and unforeseen events.

Funding Sunsets and Project Accomplishment Goals

Funds for the Transportation Alternatives program will only be available for three years from the end of each federal fiscal year (for example, FY 13 funds will be available until the end of September 2016). In the application package, CMAP asked sponsors to meet the interim milestones described below. Monitoring sponsors' progress toward interim milestones should help keep projects on track and also give time for CMAP to reprogram the funds to other projects that are proceeding. Without this active program management, funding could lapse and become unavailable to the region.

Regardless of the fiscal year for which funding is programmed, the following milestones should be met. For projects not requiring easements or right-of-way (ROW) acquisition:

- By the end of February 2014, project sponsors must submit locally-executed agreements for Phase II Engineering to IDOT (if Phase II Engineering will be federally funded).
- By the end of April 2014, a Phase II Engineering kickoff meeting between the sponsor and IDOT's Bureau of Local Roads and Streets must have taken place.
- By the end of June 2015, pre-final plans must have been submitted to IDOT.
- By the end of September 2015, federal authorization of construction must have occurred.

For projects requiring easements or ROW acquisition, the following milestones should be met:

- By the end of February 2014, project sponsors must submit locally-executed agreements for Phase II Engineering to IDOT (if Phase II Engineering will be federally funded)
- By the end of April 2014, a Phase II Engineering kickoff meeting between the project sponsor and IDOT's Bureau of Local Roads and Streets must have taken place.
- By the end of June 2014, plats and legal documentation must have been prepared.
- By the end of September 2014, appraisals must have been prepared.
- By the end of March 2015, ROW negotiations must be concluded.
- By the end of June, 2016, pre-final plans must have been submitted to IDOT.
- By the end of September 2016, ROW must be certified by the IDOT Bureau of Land Acquisition.
- By the end of September 2016, federal authorization of construction must have occurred.

Following project selection, CMAP staff will monitor progress toward completing projects. Staff will inform the Transportation Committee of sponsors' progress and make any recommended action to reprogram funds.

ACTION REQUESTED: Approve the Transportation Alternative Program for 2013-2014

Table 3. Scores, funding requests, and recommended funding for proposed Transportation Alternatives projects

Sponsor	Project	Score	Requested (federal share)				Recommended	
			Eng 2	ROW	Construction	Total	FY13	FY14
Lake County Forest Preserves	Wilson Rd Underpass from .1 M S of Levi Waite Rd to .3 M N of Litchfield Dr	89			\$1,810,000	\$1,810,000	\$1,810,000	
Chicago DOT	43rd St Bike-Ped Access Bridge to Lakefront Trail	85	\$884,000		\$18,320,000	\$19,204,000		
FPD of Cook County	Centennial Trail Completion	84	\$280,000	\$288,000	\$5,590,000	\$6,158,000		
Dolton Park District	Cal-Sag Trail East - Dolton Leg	79		\$16,000	\$3,542,000	\$3,558,000		\$3,558,000
Alsip Park District	Cal-Sag Trail East-Alsip Segment	78		\$16,000	\$2,694,000	\$2,710,000	\$2,710,000	
Chicago DOT	North Branch Trail/Riverwalk - Addison Underbridge Connection	78			\$5,888,000	\$5,888,000		\$5,888,000
Lake County DOT	Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River	78		\$112,000	\$172,000	\$284,000	\$284,000	
Lake Forest	Robert McClory Bike Path	77			\$764,000	\$764,000	\$764,000	
Bridgeview	Bridgeview Community Multi-Use Path	74	\$120,000		\$1,480,000	\$1,600,000	\$1,600,000	
Frankfort	Pfeiffer Rd Multi-Use Trail	73	\$31,200		\$356,800	\$388,000	\$388,000	
Lake County DOT	Quentin Rd from Main St to White Pine Rd	68			\$2,583,000	\$2,583,000		
Mundelein	Pedestrian Bridge over CNRR at McKinley Av	59	\$320,000		\$3,120,000	\$3,440,000		
Prospect Heights	Willow Rd Sidewalk Improvements	59			\$284,000	\$284,000		
Riverdale	Calumet-Sag Greenway Trail-Riverdale Segment	58			\$2,183,000	\$2,183,000		
Hawthorn Woods	Hawthorn Woods Midlothian Rd Bike Path	53	\$34,024		\$534,656	\$568,680		
Manhattan	Rt 52 Sidewalk	53			\$76,000	\$76,000		
Highland Park	Old Deerfield Rd Bike Path from UP	51	\$6,400		\$72,200	\$78,600		

Sponsor	Project	Score	Requested (federal share)				Recommended	
			Eng 2	ROW	Construction	Total	FY13	FY14
	Freight Line to Old Skokie Valley Rd Pedestrian Bridge							
Lombard	Great Western Trail Lighting	35			\$880,000	\$880,000		
Oak Park	Bicycle Detection and Pedestrian Signal Improvements	35	\$24,096		\$425,696	\$449,792		
Algonquin	Harper Drive Multi-Use Path	—	\$40,530		\$636,990	\$677,520		
Aurora Township Highway Department	Ogden Gardens Safe Walk to School	—	\$0		\$55,000	\$55,000		
Chicago DOT	Weber Spur Trail	—			\$17,996,000	\$17,996,000		
Chicago DOT	71st St Road Diet Bike Lane	—			\$2,784,000	\$2,784,000		
Chicago DOT	Sangamon Paseo	—	\$282,240	\$120,000	\$1,756,160	\$2,158,400		
Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	—	\$144,000	\$80,000	\$1,077,600	\$1,301,600		
Glenview	Waukegan Rd/Overlook Dr Multi-use Path	—	\$16,000		\$278,000	\$294,000		
Homer Glen	Goodings Grove Extension-Homer Glen Heroes Trail System	—	\$20,000		\$203,200	\$223,200		
Kane County DOT	Longmeadow Road Bike Path Extensions	—			\$381,700	\$381,700		
Oak Park	Ridgeland Av from North Av to Roosevelt Rd	—	\$16,000		\$220,000	\$236,000		
Orland Park	108th Av from 159th St to 167 St	—			\$590,000	\$590,000		
Richton Park	Richton Park ComEd Easement Bike Trail	—	\$6,400		\$181,600	\$188,000		
Rosemont	Rosemont CTA Station Pedestrian Crossing: River Rd at I-190	—			\$497,000	\$497,000		
Streamwood	US 20/Lake St from Walnut Av to Center Av Sidewalk Project	—			\$348,000	\$348,000		

Sponsor	Project	Score	Requested (federal share)				Recommended	
			Eng 2	ROW	Construction	Total	FY13	FY14
Streamwood	IL 19/Irving Park Rd from Schaumburg Rd to Bartlett Rd	—			\$960,000	\$960,000		
Villa Park	Villa Park North Side Sidewalks	—	\$65,000		\$65,000	\$130,000		
Western Springs	Wolf Rd from Salt Creek Bicycle Trail to IL 38/Ogden Av	—	\$123,000	\$24,000	\$900,000	\$1,047,000		
Wilmette*	Skokie Valley Trail from Lake Cook Rd to Dempster St	—						

* Funds requested only for Phase I Engineering, which is not eligible.

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Chicago Metropolitan Agency for Planning

Agenda Item No. 10.0

233 South Wacker Drive
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MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: January 2, 2014

Re: 2014 State Legislative Framework and Agenda

Staff has revised the State Agenda and Legislative Framework to reflect policy priorities based on research developed at CMAP and issues that remain important to the implementation of GO TO 2040. CMAP intends to use the Framework to inform the Governor, legislators and other state policy makers about CMAP's principles regarding transportation, land use, energy and water, economic development, and other quality of life issues that have a regional and statewide impact. The revised version contains minor edits and is recommended for approval.

The State Agenda is developed and approved in advance of each regular session of the Illinois General Assembly. The agenda identifies specific state policy issues of interest to CMAP and its partners. Many other issues arise during the legislative session that are not listed in the Agenda and will be addressed using the revised Legislative Framework. The 2014 State Agenda identifies six priority issues:

- Sustainable Funding for Comprehensive Regional Planning;
- Steady and Reliable Capital Investments for Transportation;
- Innovative Strategies to Manage Congestion and Fund Capital Projects;
- Performance-based Transportation Funding;
- State Tax Policy; and
- Transparency and Accountability.

For this calendar year, staff is recommending these six priorities be pursued as appropriate with the Governor, Illinois General Assembly, relevant state agencies, and key partners. Based on your feedback and direction at the Board meeting, we will formalize these documents and outline a strategy to communicate these priorities.

ACTION REQUESTED: Discussion and Approval

2014 State Agenda

The Chicago Metropolitan Agency for Planning (CMAP) develops an annual State Legislative Agenda to communicate its policy priorities regarding specific issues that directly impact northeastern Illinois. The priorities are based on GO TO 2040 and policy research previously developed by CMAP. This document serves as a tool for our state delegation, relevant state agencies, the Governor and his staff and CMAP partners.

SUSTAINABLE FUNDING FOR COMPREHENSIVE REGIONAL PLANNING

In FY 2011, the General Assembly passed legislation that dissolved the Comprehensive Regional Planning Fund (CRPF), which supported effective planning in urban and rural areas of the state. In addition to supporting CMAP's important non-transportation work – such as housing, land use, water, natural resources, economic development and more – the fund provided an essential match of our agency's federal transportation planning dollars. Dissolving the fund was a critical setback in the state's commitment to effective planning across Illinois. Currently the Illinois Department of Transportation (IDOT) provides replacement funds, but this limits CMAP's ability to complete non-transportation work. *CMAP supports diversification of funding from the state with secure stable, dedicated non-transportation sources, in addition to a \$6 million appropriation under Metropolitan Planning and Research in the IDOT FY 2014 budget for statewide metropolitan planning organizations (MPOs).*

STEADY AND RELIABLE CAPITAL INVESTMENTS FOR TRANSPORTATION

The traditional state revenues for transportation— the motor fuel tax and vehicle registration fees— have lost significant purchasing power over the last 20 years, jeopardizing the safe and adequate maintenance of our highway system. The region's transit system also remains critically underfunded, with no stable source of non-federal capital funding. In recent months, transportation and business leaders across Illinois have begun the conversation about a potential new capital program and the need to increase revenues for transportation. Given the lack of stable funding, the continuation of the arbitrary "55/45 split" that directs only 45 percent of state highway funds to the Chicago region, and the lack of transparent project selection, CMAP believes that any new state capital program must be coupled with reform. *CMAP supports a new program that must: 1) be funded through new user-fee generated revenues; 2) move away from the 55/45 split and toward a performance-based funding system;; and 3) provide additional capital funding for both highways and transit. Not all new revenues should be used for debt service— some of the new revenue should have a "pay-as-you-go" element to stabilize the State road fund to pay for ongoing needs.*

PERFORMANCE-BASED TRANSPORTATION FUNDING

CMAP recommends that transportation funding decisions be based on transparent evaluation criteria, utilizing performance measures developed by the state, MPOs, and the region's transportation stakeholders. Since the implementation of GO TO 2040, CMAP staff has engaged state, regional and local partners in multiple conversations about the benefits of a more transparent process for allocating scarce capital dollars. Furthermore, federal transportation law signals a new federal emphasis on outcome-based performance measurement. *CMAP supports legislative initiatives that encourage IDOT to implement a transparent process of performance-based funding for the selection of transportation projects.*

INNOVATIVE STRATEGIES TO MANAGE CONGESTION AND FUND CAPITAL PROJECTS

The Chicago region is consistently ranked as one of the most congested regions in the United States. Congestion costs billions of dollars annually in wasted time and fuel, decreased productivity, inefficient freight movements, and pollution. The region needs to invest strategically in proven solutions, such as congestion pricing, to help alleviate delay experienced on roadways. With congestion pricing, toll rates rise at times when more drivers want to use the highway, then fall when demand is low. *CMAP supports legislative initiatives that encourage IDOT and the Illinois Tollway to prioritize the implementation of congestion pricing on new highway capacity.*

“Value capture” strategies have the potential to generate significant revenue for new transportation facilities. However, statutory changes are required to make value capture work in Illinois. Most significantly, the ability to create multijurisdictional districts to provide funding for transportation improvements does not exist today. *CMAP supports legislative initiatives that enable the establishment of these districts, while also ensuring equity considerations for underlying jurisdictions and the region’s taxpayers.*

Lastly, Illinois has begun to pursue Public-Private Partnerships (P3s) to help finance transportation facilities. CMAP supports the appropriate use of P3s but also cautions that these arrangements must be handled with a high degree of transparency and care. *CMAP supports legislative initiatives that require increased transparency as well as safeguards to protect the State of Illinois from undue financial risk in P3 projects.*

STATE TAX POLICY

The Chicago region’s ability to make the infrastructure and community investments recommended in GO TO 2040 is significantly shaped by fiscal and tax policy decisions made at the state level. CMAP’s specific interest in tax policy is how it influences the overall economic well-being of the metropolitan region, including the commercial, industrial and residential development of our communities. The upcoming expiration of the 2011 income tax rate increase may present an opportunity for a statewide conversation about comprehensive tax reform. *CMAP supports comprehensive reforms to state tax policy, including broadening the tax base, with a focus on lowering tax rates, encouraging effective local land use decisions, easing the intensity of intrastate and intraregional competition over economic development, and encouraging transparency and efficient governance.*

WATER SUPPLY PLANNING & MANAGEMENT

CMAP’s Water 2050 Plan emphasizes the need for better management of our water resources. The state’s Lake Michigan Water Allocation Program, which provides water for nearly 70 percent of residents in the region, is undergoing rule revisions that may necessitate Illinois Department of Natural Resources (IDNR) and its regional partners, like CMAP, to provide technical assistance to communities to meet the new rule requirements. Currently, the state does not have a dedicated revenue stream for such technical assistance or other water planning. New revenues for IDNR should be based on modest user fees, such as a small charge per 1,000 gallons used, that ultimately benefit those who pay the fee. With these new funds the state could formalize water planning within IDNR, support existing and new regional planning groups—like CMAP, and dedicate a portion to the Illinois State Water Survey’s Illinois Water

Inventory Program (IWIP). *CMAAP supports new, sustainable revenues to support state and regional water planning for IDNR, IWIP, and its regional partners.*

TRANSPARENCY AND ACCOUNTABILITY

Data and information sharing through transparent and open governance improves efficiency and accountability. As a public agency, CMAAP relies on other agencies' data to complete its own work in planning and transportation programming. In addition to providing this data in a timely manner, usable format, and accessible location, governments clearly communicate how decisions are being made. The process by which data are selected and used to establish policies, prioritize projects, and administer funding is important to understanding how government operates and will help policymakers at all levels of government make better and more informed decisions. *CMAAP will develop and support legislation that facilitates more data and information sharing, and requires agencies to report and make agency program outcomes and results public and transparent.*

State Legislative Framework, 2014

The State of Illinois is key to the successful implementation of GO TO 2040. It allocates nearly \$50 billion per year across various program areas and plays a significant role in operating and maintaining the transportation system, promoting economic development, and maintaining and preserving our natural resources. The state's ongoing fiscal crisis continues to crowd out many of these investment priorities. Using GO TO 2040 as a guide, this document highlights policy priorities for CMAP during the 2014 legislative session. Generally speaking, CMAP is most interested in issues with a regional or statewide impact or those that could serve as precursors to broader, more comprehensive legislation. The document includes priority issues and legislative principles based on GO TO 2040's recommendations. The principles were developed to guide staff and inform our partners, the Governor, legislators, state agency directors and others about CMAP's policy positions regarding legislative initiatives being discussed or introduced in the 98th General Assembly.

CMAP's Legislative Principles

PURSUE COORDINATED INVESTMENTS

Metropolitan regions drive the U.S. economy, but state governments make most of the decisions about how and where to invest our tax dollars. The state all too often spreads those resources around too thinly, which undermines the ability of regions to implement plans – no matter how well-conceived. To harness the economic power of regions like ours, GO TO 2040 recommends that the state return and invest more resources in metropolitan areas and give those areas more authority to decide how to use those funds. Such a regional approach could focus state investments to maximize their economic impact.

Legislative Principle

CMAP will support legislative initiatives that foster interjurisdictional collaboration and focus state resources toward metropolitan regions, which will maximize economic returns for the State of Illinois.

INVEST STRATEGICALLY IN TRANSPORTATION

The future prosperity of Illinois depends on strategic transportation investments, yet our investments are often predicated on arbitrary formulas rather than economic or performance-based criteria. Illinois, unlike many other states, lacks a transparent, performance-driven approach to programming its transportation investments. GO TO 2040 emphasizes that the state and other transportation implementers should first prioritize efforts to maintain and modernize existing assets before expanding the system, and that investments of all types take a multimodal approach. Additionally, the state's larger capital funding process is inadequate and occurs too infrequently, averaging about one funding package per decade. Dependable, predictable funding is crucial for complex, long-term transportation projects.

In addition to emphasizing strategic transportation investments, GO TO 2040 recommends increasing transportation funding through several new or expanded sources. The generation of new revenues must be done through efficient, sustainable user fees, which should better reflect the actual costs of maintaining and operating the system. Additionally, user fees should also reflect broader social costs of transportation, such as the costs of traffic congestion.

Legislative Principles

CMAP will support legislative initiatives that create more robust measures for allocating state transportation funds, and establish a transparent and accountable process within IDOT to

grant metropolitan regions more decision-making authority and flexibility in funding regional priorities.

CMAAP will support legislative initiatives that increase and index the existing motor fuel tax to support the transportation system. Additionally, CMAAP will support legislative efforts to permit and encourage innovative transportation funding sources. Policies such as congestion pricing and value capture support more efficient management of existing transportation assets, and directly link benefits received with costs paid. Further, CMAAP continues to support the judicious application of public-private partnerships, so long as the public interest is adequately protected.

CMAAP will support efforts to include robust capital funding as part of the annual budgetary process, rather than in the form of infrequent state capital program packages. State capital funding for transportation should incorporate new user-fee generated revenues, be allocated based on performance-based criteria, and provide additional capital funding for transit. Not all new revenues should be used for debt service— some of the new revenue should have a “pay-as-you-go” element to stabilize the State road fund to pay for ongoing needs.

INCREASE COMMITMENT TO PUBLIC TRANSIT

Public transportation is an essential component to the future economic prosperity of our region, but after decades of underinvestment substantial funding is needed just to reach a good state of repair, and even more to modernize the system to world-class standards. While the top priority of GO TO 2040 is to maintain and modernize the existing transportation system, the plan also recommends a limited and conservative approach to expansion of service in the region. Further, GO TO 2040 encourages the state to support transit-oriented development through its transportation, housing and economic development investments. It also recommends securing new sources of revenue to support transit, including dedicating a portion of any proposed gas tax increase to transit, as well as some portion of future congestion pricing revenues.

Legislative Principle

CMAAP will support legislative initiatives that provide more resources for the maintenance and modernization of our transit system, encourage innovative transit financing, and provide for reasonable expansion of the transit system as described in GO TO 2040. Transit investment decisions should be based on robust, transparent evaluation and prioritization using explicit performance measures.

CREATE A MORE EFFICIENT FREIGHT NETWORK

By any measure, our region is the nation's rail and truck freight hub, and the state has a vital role to play in ensuring that we maintain this position. In partnership with the federal government and the region, the state should prioritize the implementation of the CREATE rail improvement program. Truck traffic in the region is also important, and the state can take a leadership role in identifying opportunities for dedicated freight corridors and access improvements to intermodal facilities and terminals. Funding and implementing specific freight improvements must be a priority, but should be accomplished efficiently, equitably, and on a metropolitan scale. GO TO 2040 recommends the exploration of a regional freight authority that would prioritize and finance freight infrastructure in the metropolitan area.

Legislative Principle

CMAAP will support legislative initiatives that fund CREATE, efficiently and effectively improve regional truck-oriented intermodal and terminal access, and that explore regional or statewide governance solutions to funding and prioritizing freight capital projects.

ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING

Our state has an important role to play in helping communities strive toward the principles of livability – healthy, safe, and walkable communities that offer transportation choices for access to schools, jobs, services and basic needs. More coordinated investment among transportation, environmental and housing expenditures can go a long way toward ameliorating some of the unintended consequences that can sometimes occur when policy areas are evaluated separately. Additionally, while housing and land use decisions have traditionally been the purview of individual municipalities, many of the region’s communities have realized that they face common problems like foreclosure prevention or prioritizing investments in affordable housing. As a result, they have created structures and organizations to address these problems with shared resources and solutions. However, state funding for housing and land use initiatives is often available only at the municipal level, limiting the ability of these organizations to receive funding and carry out multijurisdictional strategies.

Legislative Principles

CMAQ will support legislative initiatives that align funding across various state agencies for planning, ordinance updates, and capital investments that align with GO TO 2040’s livability principles.

CMAQ supports legislative initiatives that promote reinvestment in existing communities and align with the livability principles of GO TO 2040. Specifically, CMAQ supports initiatives and programs that are competitive, offered on a statewide or regional basis, allocate funds based on need, and are based on comprehensive evaluation criteria considering the interconnected focus areas of transportation, housing, the environment and economic development.

CMAQ supports legislative initiatives that provide funding or assistance to multijurisdictional organizations seeking to address shared housing and land use problems. This can be achieved through expanding eligibility for existing resources or providing new resources for multijurisdictional organizations.

MANAGE AND CONSERVE WATER AND ENERGY

The conservation of water and energy is a top priority for GO TO 2040. Over the next 30 years, these resources will likely become more constrained, affecting business, government and residents. The energy priorities in GO TO 2040 are focused on meeting needs through demand reduction and for our region to determine a path to increase the use of renewable energy options. For water, implementing conservation and water supply planning recommendations outlined in Water 2050 are critical to maintaining a sustainable water supply for the region and the state. However, this goal cannot be accomplished without new, sustainable funding for water supply planning and management. It is likewise critical that funding for infrastructure itself support sustainability, particularly through a shift toward paying for the full costs of infrastructure through user fees. This is important in drinking water, stormwater and wastewater systems. Finally, integration of land use and resource planning should play a central role in achieving better conservation. A key component to this is the support of watershed planning and the development of appropriate tools to manage the impact of growth on water resources.

Legislative Principle

CMAQ will support energy and water conservation initiatives that sustainably support growth and reduce demand within the existing infrastructure; establish new, sustainable funding for state/regional water management; incorporate more renewable energy options and technologies; and promote integrated water and land use planning through multi-objective planning.

EXPAND AND IMPROVE PARKS AND OPEN SPACE

The State of Illinois plays an important role in conserving natural areas, promoting access to parks, and providing funding through various grant programs to local governments for acquiring and managing parks and open lands. The state operates and maintains large quantities of open space throughout northeastern Illinois and IDNR has been a leader in land acquisition and helping the region achieve various parks and open lands objectives. A top priority of GO TO 2040 is to expand the green infrastructure network. To do so, CMAP recommends making significant, criteria-based investments in parks and open space. Major benefits will follow from this, including enhanced quality of life and property values, improved public health through the promotion of active lifestyles, and the protection of ecosystem services like biodiversity, water supply, flood storage and water purification. CMAP and GO TO 2040 recommend that an additional 150,000 acres of land be preserved over the next 30 years through a collaborative, multi-organizational, public-private approach.

Legislative Principles

CMAP will support legislative initiatives that coordinate open space investment to create a connected green infrastructure network and prioritize preservation of the most important natural areas.

CMAP will support legislative initiatives that increase funding to provide parks and conserve land, that invest in the establishment of new parks, and policies that provide green connections through greenway trails.

PROMOTE SUSTAINABLE LOCAL FOODS

Food – like air, water and shelter – is a basic human need and directly influences the economy, environment, public health and overall quality of life. Hunger and food security continue to be major issues of concern in our region and across the state. The Illinois Department of Human Services (IDHS) and the Illinois State Board of Education (ISBE) administer and/or oversee many of the nutrition and hunger-relief programs that operate in Illinois. Better alignment of government agencies and services across the region and state can enhance program delivery around the needs of individuals and families. In addition, the use of technology and better data and information systems can streamline programs and services and make it easier for residents to apply for and renew for certain services.

Legislative Principle

CMAP supports legislative initiatives applied statewide or regionally that facilitate sustainable local food production; increase access to safe, fresh, affordable and healthy foods; and improve local food-related data, research, training and information sharing.

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. Like other states, Illinois invests considerable amounts on schools, from pre-kindergarten to community colleges to the university system. The state can help support the goals of GO TO 2040 particularly by ensuring that these expenditures are achieving the desired outcomes of increased educational attainment and preparing our residents for the jobs of tomorrow. GO TO 2040 emphasizes the importance of strengthening workforce development programs, which can have a significant role in sustaining economic growth by providing an important intermediary function in the labor market. The sheer complexity of the workforce development system can be strengthened through more coordination and better information networks to track, measure and analyze performance.

Legislative Principles

CMAP will support legislative initiatives that align workforce development, education, and economic development initiatives to measure outcomes, as well as efforts that improve data-driven decision making.

CMAP will support legislative initiatives that increase flexibility and improve delivery of workforce development services, including the strengthening of community-focused provision of services.

SUPPORT ECONOMIC INNOVATION

Economic innovation, the process by which new ideas transform into new goods and services, is generated largely by the private sector, but the public sector has an important role in helping spur innovation by supporting ideas, institutions, and relationships. The regional economy can gain substantial benefits from innovation through the creation of high-paying jobs, specifically knowledge and high-tech jobs. Data indicates that the region is underperforming across a variety of innovation measures, and is falling behind compared to other U.S. metropolitan areas. It will require serious action to increase economic innovation to keep the metropolitan Chicago region thriving and globally competitive. GO TO 2040 suggests the state use enhanced data to evaluate financial incentives and programs and target them toward the attraction and retention of innovative industries with good jobs. The state can strengthen its focus on nurturing regional industry clusters like freight and logistics, advanced manufacturing, and biopharmaceuticals, and work with industry coalitions to secure and leverage public and private funding.

Legislative Principle

CMAP will support legislative initiatives that evaluate and expand successful programs, improve data-driven decision making, and target investments towards the region's industry clusters.

REFORM STATE TAX POLICY

The Chicago region's ability to make the infrastructure and community investments recommended in GO TO 2040 is significantly shaped by fiscal and tax policy decisions made at the state level. CMAP's specific interest in tax policy is how it influences the overall economic well-being of the metropolitan region, including the commercial, industrial and residential development of our communities. The state's tax policies sometimes distort land use decisions rather than allow markets or quality of life factors to guide them. In particular, the sales tax can foster intense competition among different local governments about the attraction or retention of retail business, to little or no regional benefit. In Illinois, sales and income tax rates (inclusive of the personal property replacement tax rate) remain relatively high, while the overall tax base remains narrow.

Legislative Principle

CMAP supports legislative initiatives that reform state tax policy through 1) careful expansion of the sales and income tax base, 2) careful modification of state revenue sharing structures with local governments to encourage regional collaboration and broader GO TO 2040 development goals, and 3) increased transparency of the system, including tax incentives.

IMPROVE ACCESS TO INFORMATION

Data and information sharing through transparent and open governance improves efficiency and accountability. As a public agency, CMAP relies on other agencies' data to complete its own work in planning and transportation programming. In addition to providing this data in a timely manner, usable

format, and accessible location, governments clearly communicate how decisions are being made. The process by which data are selected and used to establish policies, prioritize projects, and administer funding is important to understanding how government operates and will help policymakers at all levels of government make better and more informed decisions.

Legislative Principle

CMAF will develop and support legislation that facilitates more data and information sharing, and requires agencies to report and make agency program outcomes and results public and transparent.