



MEMORANDUM

To: Planning Coordinating Committee

Date: March 4, 2009

From: Matt Maloney, Senior Manager, Program and Policy Development

Re: CMAP's Federal-Metro Framework & FY 2010 Federal Budget Priorities

In January, the CMAP Board endorsed [Metropolitan Chicago's Proposed Framework for Federal Reform](#). Its purpose is to define priorities and principles for federal investment, specifically in relation to metropolitan regions like Chicago. The overarching message is that metropolitan regions represent the drivers of the U.S. economy; furthermore, the federal government should base its policy prescriptions and investments upon this reality. The document addresses issues related to transportation, environment, housing, and the regional economy. Many of the potential strategies covered in the framework are being researched and analyzed in more detail as part of *GO TO 2040*. These analyses continue to evaluate potential programs and public sector involvement, levels of investment, and other impacts.

On February 26, the White House Office of Management and Budget released [President Obama's version of the FY 2010 United States budget](#), accompanied by descriptions of program priorities by department. CMAP staff has analyzed the administration's budgetary priorities through the lens of the federal-metro framework. In brief, CMAP staff finds:

- The administration's priorities generally align with those in CMAP's proposed framework, particularly in the areas of economic development, green technology, human capital, climate change, and Great Lakes policy.
- While the overall vision for transportation is clearly articulated (sustainable financing, enhanced transit options, more emphasis on data & analytics) the administration's priorities do not yet emphasize programmatic reform, prioritization of metro areas, market-based pricing strategies, or the development of a national intermodal freight policy.

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- The administration's priorities do not emphasize the role of metropolitan areas or institutions. CMAP supports an increased emphasis on direct federal investment to metro regions like Chicago. These investments will create the greatest returns in terms of both economic growth and sustainability.
- Lastly, the administration's priorities make no mention of the vital connections between transportation and land use. CMAP considers this to be a high priority and believes that the federal government should reward, support, and enhance local decisions that express sound comprehensive planning principles and link transportation and land use planning.

At the March 11 meeting, staff will provide further description of these issues and seek committee feedback.

ACTION REQUESTED: Discussion.

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