



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

Thursday, January 8, 2015

9:30 a.m.

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

- 1.0 Call to Order and Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—October 9, 2014**
ACTION REQUESTED: Approval
- 4.0 Agency Reports**
 - 4.1 Executive Director's Report
 - 4.2 CMAP Board Report
 - 4.3 Council of Mayors' Report
- 5.0 Unified Work Program (UWP)**

Staff will provide an update on the process for developing the SFY 2016 UWP. Several recommendations and the proposed time line for the process are included in the attached memo.

ACTION REQUESTED: Information
- 6.0 Intelligent Transportation Systems (ITS) Architecture Update**

Starting in January of 2013, CMAP staff has met with agency representatives and reviewed GO TO 2040 to identify changes needed in the northeastern Illinois Regional ITS Architecture to ensure that it reflects expected ITS development over the next 15 years. The process has been completed, with changes and updated supporting documents reviewed by members of the Advanced Technology Task Force (ATTF). The ATTF is satisfied with the [updated Architecture](#), [Change Request Form](#), [Maintenance Plan](#), and [Architecture Summary](#) and has recommended approval along with the Transportation Committee. This activity was a quadrennial review recommendation.

ACTION REQUESTED: Recommendation of approval of the updated ITS Architecture and supporting documents

7.0 Local Technical Assistance (LTA) Program Evaluation

Last year, staff held a series of discussions with the working committees to evaluate the first three years of experience with the LTA program, with the intention of drawing conclusions that can be used to guide the program moving forward. Staff will describe the major findings and conclusions of the evaluation.

ACTION REQUESTED: Discussion

8.0 Mobility Data Visualizations

By mid-January, CMAP will launch a site of Mobility data visualizations. Its main purpose is to get people thinking about the system as an integrated whole, to demonstrate our command of these topics, and to emphasize the need for strategic investments. The Committee will see a demonstration of this site, which includes sections on Roads, Transit, and Freight.

ACTION REQUESTED: Discussion

9.0 Regional Infrastructure Fund –FUND 2040

In April, the Board gave direction to develop a strategy to address agency and regional infrastructure funding issues as discussed as part of this year's strategic planning session. Staff will provide an update regarding this strategy and proposal.

ACTION REQUESTED: Discussion

10.0 State Legislative Agenda

Staff will present the draft 2015 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: Discussion

11.0 Other Business

12.0 Public Comment

13.0 Next Meeting—March 12, 2015

14.0 Closed Session – IOMA Section 2(c)(11)

ACTION REQUESTED: Informational

15.0 Adjournment

MPO Policy Committee Members:

___ Erica Borggren, Chair

___ Kay Batey

___ Frank Beal

___ Forrest E. Claypool

___ Tom Cuculich

___ Joseph Gottemoller

___ Elliott Hartstein

___ R.A. Kwasneski

___ Kristi Lafleur

___ Christopher J. Lauzen

___ Aaron Lawlor

___ Wes Lujan

___ John McCarthy

___ Don Orseno

___ Leanne Redden

___ Rebekah Scheinfeld

___ Jeffery Schielke

___ John Shaw

___ Marisol Simon

___ Larry Walsh

___ John Yonan



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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MPO Policy Committee DRAFT Meeting Minutes October 9, 2014

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Members Present:

Erica Borggren-IDOT (Chair), Kay Batey-FHWA, Frank Beal-CMAP, Forrest Claypool-CTA, Tom Cuculich-DuPage County, Elliott Hartstein-CMAP, Peter Austin-McHenry County, David Kralik-Metra, Richard Kwasneski-PACE, Kristi Lafleur-Illinois Tollway, Chris Lauzen-Kane County, Aaron Lawlor-Lake County, Wes Lujan-Union Pacific RR, John McCarthy-Private Providers, Nick Palmer-Will County, Leanne Redden-RTA, Rebekah Scheinfeld-CDOT, Jeffery Schielke-Council of Mayors, John Shaw-Kendall County, Marisol Simon-FHWA, and John Yonan-Cook County

Staff Present:

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Kermit Wies, Bob Dean, Andrew Williams-Clark, Jesse Elam, Patricia Berry, and Sherry Kane

Others Present:

Mike Albin-DMMC, Reggie Arkell-FTA, Keith Benman-Munster Times, Ed Barry-CDC LMCC, Max Bosso-Village of Elwood, Tom Budesco, Carole Cheney-Congressman Bill Foster's office, Bruce Carmitchel-IDOT, Sheila Clements-FTA, Daniel Comeaux-Civic Consulting Alliance, Michael Connelly-CTA, Mark Copeland-IDOT, John Donovan-FHWA, Roger Driskell-IDOT, Colin Fleming-Metro Strategies, Mike Forti-IDOT, John Fortmann-IDOT, Aaron Fundich-Robinson Engineering, Tony Greep-FTA, Doc Gregory-Will/Grundy Building Trades, Scott Gryder-Kendall County, John Greuling-WC CED, Pete Harmet-IDOT, Charles Ingersoll-IDOT, Teresa Kernc-Village of Diamond, Michael Kleinik-CDC LMCC, Jon-Paul Koehler-FHWA, Dorothea Lidd-IDOT, Nathan Mansfield-House GOP Staff, Frank Manzo, IV-Illinois Economic Policy Institute, Jaime Martinez-IDOT, Larry Perinar, Jr.-Carpenters Local #174, Marta Perales-Chicago Jobs with Justice, Brian Pigeon-NWMC, Mark Pitstick-RTA, Jeffrey Putala-Lane Construction, Michael Ready-Indiana Resident Rita Renwick-Will County Audubon Society, Tom Rickert-Kane County, Steve Schilke-IDOT, David Seglin-CDOT, Ron Shimizu-Parsons Brinckerhoff, Karen Shoup-IDOT, Delia Smiles-IDOT, Jim Sullivan-Local 150, Mike Sullivan-

1.0 Call to Order and Introductions

Policy Committee Chair Erica Borggren (Acting Secretary, Illinois Department of Transportation), called the meeting to order at 9:42 a.m. Borggren provided a brief background and asked others to introduce themselves.

2.0 Agenda Changes and Announcements

There were no Agenda changes or announcements.

3.0 Approval of Minutes

A motion to approve the minutes of the June 12, 2014, meeting of the Policy Committee as presented was made by Frank Beal and seconded by Elliott Hartstein. All in favor, the motion carried.

4.0 Agency Reports

4.1 CMAP Executive Director Randy Blankenhorn deferred reporting, explaining that most of what had occurred during the past 3 months would be covered in agenda items.

4.2 Leanne Redden, who represents the MPO Policy Committee on the CMAP Board, reported that the Board had met the day before, had considered the GO TO 2040 Plan Update, and a motion (requiring a super majority of 12 votes) had failed on a 10-4 vote to remove the Illiana project from the Plan Update. Redden went on to report that a second motion to approve the Plan Update also failed by a 10-4 vote.

4.3 Mayor Jeffery Schielke, having arrived late, would give a Council of Mayors report later in the meeting.

5.0 Public Comment

Borggren stated that Policy Committee members had received the written testimony in advance of the meeting and there were a number of people who had signed up to give oral testimony, which would be limited to one minute. Any overflow of testimony would be given at the Public Comment period near the end of the meeting. Generally, those requesting public comment were opposed to or supportive of including the Illiana project in the GO TO 2040 update. Each was given an opportunity to address the Policy Committee. Alongside each commenter is their position.

Speaker	Representing	Oppose/Support
The Hon. Toi Hutchinson	40 th Legislative District	Support
The Hon. Pat McGuire	43 rd Legislative District	Support
The Hon. Larry Walsh, Jr.	86 th Legislative District	Support
The Hon. Al Riley	38 th Legislative District	Support
Stacy Meyers	Openlands	Oppose
The Hon. Rich Duran	Peotone	Support
Kevin Brubaker	ELPC	Oppose
Lois Arms	STAND	Oppose
Rita Runwick	Will County Audubon Society	Oppose

Speaker	Representing	Oppose/Support
The Hon. Jim Holland	Village of Frankfort	Support
Kyle Whitehead	Active Transportation	Oppose
Dan Johnson	HSR	Support CrossRail
Donnie Dan	Bird Conservation Network	Oppose
The Hon. Teresa Kernc	Village of Diamond	Support
Erica Dodt	Sierra Club	Oppose
John Greuling	Will County CED	Support
Kyle Smith	CNT	Oppose
Alan Mellis	former CMAP CAC member	Oppose
Elise Ziemann	Environmental Educator	Oppose
Heather Armstrong	Access Living	Oppose
Garland Armstrong	Access Living	Oppose
Mike Novak	PBS	Oppose
Dick Riner	Audubon Chicago Region	Oppose
Aaron Fundich	Robinson Engineering	Support
Benjamin Armstrong	Citizen	Oppose
Reggie Greenwood	Southland (SSMMA)	Support
Max Bosso	Village of Elwood	Oppose
Marta Perales	Rep. Al Riley office	Support
William Shea	No Illiana 4 Us	Oppose

Policy Committee Chair Borggren expressed thanks to all who had come down to speak.

6.0 GO TO 2040 Update, FFY 2014-19 Transportation Improvement Program (TIP), and Conformity Determination

CMAP staff Andrew Williams-Clark reported that minor edits had been made to the plan update that included clarifying the A-2 flyover (which remains under evaluation as part of the Metra UP West major capital project), updating data on the number of completed CREATE projects and updating the graph depicting the age of the region's municipal comprehensive plans. Williams-Clark announced that the final document was available and that staff is seeking approval of the update.

A motion by Vice-Chair Jeffery Schielke to approve the GO TO 2040 plan update was seconded by County Board Chair Chris Lauzen. The motion was amended by John Yonan, and seconded by Elliott Hartstein to first remove the Illiana project before approving the Plan Update and corresponding TIP and Conformity Determination.

Many of the policy committee members offered comment, the question was called and a roll call vote was taken:

	Yes	No	Abstain
Chicago Department of Transportation	1		
Chicago Metropolitan Agency for Planning	1		
Chicago Metropolitan Agency for Planning	1		
Chicago Transit Authority	1		
Cook County	1		
Council of Mayors		1	

	Yes	No	Abstain
DuPage County		1	
Illinois Department of Transportation		1	
Illinois Tollway		1	
Kane County		1	
Kendall County		1	
Lake County		1	
McHenry County	1		
Metra			1
PACE		1	
Private Providers	1		
Railroads		1	
Regional Transportation Authority	1		
Will County		1	
Total	8	10	1

The amended motion to remove the Illiana project from the GO TO 2040 Plan Update failed.

The motion by Mayor Jeffrey Schielke was seconded by Kane County Board Chair Chris Lauzen, to approve the GO TO 2040 Plan Update (including the Illiana project) and the FFY2014-19 Transportation Improvement Program (TIP) and Conformity Determination as had been presented. A roll call vote was taken:

	Yes	No	Abstain
Chicago Department of Transportation		1	
Chicago Metropolitan Agency for Planning		1	
Chicago Metropolitan Agency for Planning	1		
Chicago Transit Authority		1	
Cook County		1	
Council of Mayors	1		
DuPage County	1		
Illinois Department of Transportation	1		
Illinois Tollway	1		
Kane County	1		
Kendall County	1		
Lake County	1		
McHenry County		1	
Metra			1
PACE	1		
Private Providers		1	
Railroads	1		
Regional Transportation Authority	1		
Will County	1		
Total	12	6	1

The motion passed. The MPO Policy Committee approved the GO TO 2040 Update, FFY 2014-19 Transportation Improvement Program (TIP), and Conformity Determination.

7.0 Nominating Committee for the office of MPO Policy Committee Vice Chair

Chair of the Nominating Committee Richard Kwasneski reported that the Nominating Committee consisting of himself, Mayor Schielke, John Yonan, Frank Beal and Tom Cuculich had recommended that Lake County Board Chair Aaron Lawlor continue to serve as Vice Chair of the MPO Policy Committee for calendar year 2015 and that Chairman Lawlor had agreed to continue to serve.

A motion by Richard Kwasneski was seconded by Tom Cuculich that the Policy Committee accept the Nominating Committee recommendation that Lake County Board Chairman Aaron Lawlor serve as Vice Chair of the Policy Committee for calendar year 2015. There were no other nominations. All in favor, the motion carried.

8.0 Naming of Transportation Committee Chair and Vice Chair

Executive Director Randy Blankenhorn reported that the Policy Committee by-laws and the Memorandum of Understanding between the Policy Committee and the CMAP Board, allows for the Policy Committee to select the Chair and Vice Chair of CMAP's Transportation Committee. Traditionally, Blankenhorn continued, the terms are for two years and staff recommends that the Chair and Vice Chair of the Transportation Committee remain unchanged with Mike Connelly of the CTA, serving as Chair and Sis Killen of Cook County, as Vice Chair.

A motion by Richard Kwasnewski was seconded by Mayor Jeffery Schielke to approve the staff recommendation of the positions of chair and vice chair to the Transportation Committee as had been reported. All in favor, the motion carried.

9.0 Selection of Local Technical Assistance (LTA) Projects

CMAP staff Bob Dean reported that the recommendations for selection of the Local Technical Assistance (LTA) Projects had been considered by the Transportation Committee at its meeting on October 3, 2014 and again on October 8, 2014 by the Local Coordinating Committee, both had recommended and the CMAP Board had approved the twenty-five (out of 100 applications) new projects.

A motion by Frank Beal to approve the selection of the Local Technical Assistance (LTA) projects, as presented, was seconded by John Yonan. All in favor, the motion carried.

10.0 Congestion Mitigation and Air Quality (CMAQ) Improvement Programming and Management Policies

CMAP staff Jesse Elam reported that staff had performed a thorough process review of the CMAQ programming and management policies that had been considered by the CMAP Board and Policy Committee in 2012. Elam discussed the most significant changes related to clarifying project readiness requirements connecting some projects back to planning and offering guidance about how to use additional criteria related to performance measures beyond air quality and project ranking. Reviewed by the CMAQ Project Selection Committee, the Transportation Committee and the Regional Coordinating

Committee and the CMAP Board, Elam also stated that staff was seeking approval of the update by the Policy Committee.

A motion by Kane County Board Chair Chris Lauzen was seconded by Elliott Hartstein to approve the Congestion Mitigation Air Quality (CMAQ) Improvement Programming and Management Policies as presented. The motion carried. Wesley Lujan abstained from the vote.

11.0 Regional Exports Initiative

Executive Director Randy Blankenhorn introduced John Greuling of the Will County Center for Economic Development to give an overview of an initiative to increase regional exports. Blankenhorn added that the CMAP Board had approved a contribution to the project out of its general revenue fund because we believe it is a real good example of how to work together as a region around economic development.

Greuling stated that export activity fosters innovation and supports regional jobs, thanked Cook County Board President Toni Preckwinkle and reported that Metro Chicago Exports will assist manufacturers and business service companies in reaching international markets, focused on building a pipeline of export ready firms, strengthening the export ecosystem, and reducing the initial business costs to reach new markets.

12.0 Other Business

Policy Committee Chair Erica Borggren reported that she had received and forwarded a request from CMAP Board Chair Mayor Bennett suggesting that the Policy Committee consider voting as a super majority (as does the CMAP Board) versus a simple majority, which would require a change in the by-laws. A worthy topic, Chair Borggren agreed, may be taken up post a matter of pending litigation. There was no other business before the Policy Committee.

13.0 Public Comment

There were no additional public comments

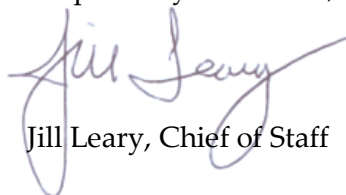
14.0 Next Meeting

The MPO Policy Committee is scheduled to meet next on January 8, 2015 at 9:30 a.m.

15.0 Adjournment

A motion by Mayor Jeffery Schielke was seconded by Kane County Board Chair Chris Lauzen to adjourn the regular meeting at 11:15 a.m. All in favor, the motion carried.

Respectfully submitted,



Jill Leary, Chief of Staff

12-15-2014
/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.0

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MEMORANDUM

To: MPO Policy Committee

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: December 30, 2014

Re: FY 2016 UWP Process

Unified Work Program (UWP) federal funding is available for transportation planning projects within a metropolitan area. IDOT has not received the allocation for the FY 2016 transportation planning projects, though it is projected that the funds will remain the same as the FY 2015 funds. For the CMAP region, it is anticipated that the federal funding will remain at \$16.7 million and that, with matching funds, the total project cost available for UWP projects will be over \$21 million.

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 core and competitive 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.

The UWP Committee, with concurrence of the Transportation Committee, Regional Coordinating Committee, CMAP Board and the MPO Policy Committee, has aligned the following UWP priorities with the regional priorities described in the GO TO 2040 Plan and the 2014 update.

- *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.

The FY 2016 UWP process will be as follows:

- 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 presented to the Committee. The Committee will score the Competitive proposals as in years past, based upon the alignment with the regional priorities listed above.
- CMAP staff will conduct an in-depth proposal review and develop a proposed program for the UWP Committee's consideration. The proposed program will incorporate the Committee's rankings of the Competitive proposals.
- The UWP Committee will consider CMAP's analysis, the Committee's ranking of Competitive proposals, and approve the FY 16 UWP program in March.

The schedule for the development and approval of the FY 2016 UWP process is as follows:

Development of Program Priorities and Selection Process

UWP Meeting	October 8, 2014
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Call for Proposals

Call for Proposals	January 5, 2015
All Proposals Due (Core and Competitive)	January 30, 2015

Proposal presentations

UWP Meeting - Presentation of Proposals	February 11, 2015
UWP Committee members rank proposals	Due to CMAP February 20, 2015
CMAP prepares committee ranked proposals with funding allocation	February 26, 2015
UWP Meeting - Adopt FY 2016 Program	March 5, 2015

Committee Approval

Transportation Committee considers approval of FY 2016 UWP to MPO Policy Committee	April 17, 2015
Regional Coordinating Committee approval of FY 2016 UWP to CMAP Board	June 10, 2015
CMAP Board considers approval of proposed FY 2016 UWP	June 10, 2015
MPO Policy Committee considers approval of proposed FY 2016 UWP	June 11, 2015
UWP Document Released	June 2015

ACTION REQUESTED: Information

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Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

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MEMORANDUM

To: MPO Policy Committee

From: Bob Dean, Deputy Executive Director for Local Planning

Date: December 30, 2014

Re: Local Technical Assistance (LTA) Program Evaluation

Last year, CMAP staff conducted a thorough evaluation of the Local Technical Assistance (LTA) program, with the intention of using the past three years of experience with the program in order to focus future resources most effectively. The findings of the evaluation have been shared with working committees and other stakeholders at a series of meetings during summer and early fall 2014. This memo represents the culmination of the program evaluation, and presents the key conclusions which will shape the program moving forward.

Some of the evaluation's conclusions have already influenced the 2014 selection of projects, which was completed in October. Other findings will be used to drive program focus and project selection in future years, and some of these will need further development. For example, CMAP staff recommends beginning to require local match, but this memo does not include a specific proposal for match requirements; those details will continue to be discussed through early 2015, in advance of next year's call for projects.

Discussion of the conclusions in the following pages is requested.

ACTION REQUESTED: Discussion

Introduction

The purpose of the Local Technical Assistance (LTA) program is to implement GO TO 2040, the region's long range comprehensive plan, by providing assistance to communities in aligning their local plans and regulations with the regional plan. The program was initiated in spring 2011 with a grant from the U.S. Department of Housing and Urban Development (HUD). This grant expired in January 2014, but the program has been continued since that time using other funding sources, primarily UWP funds.

As of November 2014, approximately 90 projects have been completed through the LTA program, with 50 more currently underway. CMAP maintains a separate webpage for each completed project, and many ongoing projects, on the [LTA website](#).

The material in this memo is taken largely from three separate documents which were presented to CMAP's committees during summer 2014. These background documents are available [at this link](#).

These documents describe the evaluation methods that were used to evaluate the LTA program. Methods included external surveys, internal project scoring (both quantitative and qualitative), basic statistical analysis, and a review of project accomplishments after completion. These methods are not described in this memo, which focuses on conclusions, but more description can be found in the background documents linked above.

Several key recommendations concerning the LTA program are described further in the following pages. The four main categories of recommendations include:

- The LTA program has been effective at translating the principles of GO TO 2040 to the local level, and should continue to be a major part of CMAP's work program for the foreseeable future.
- Some LTA projects have had implementation successes, leading to meaningful changes in the communities that they cover. Others have not progressed very far since their adoption. CMAP should increase the focus of the LTA program on plan implementation.
- The single most important driver of project quality is the degree of local commitment. CMAP should confirm that there is full local commitment to an LTA project before beginning work, and should also structure the project process to increase commitment. This includes requiring a local match, among other adjustments.
- The broad focus of the LTA program is beneficial, and CMAP should continue to seek external resources to support the non-transportation elements of the program. Some elements of GO TO 2040 deserve further focus in the LTA program: economic development and reinvestment; stormwater, flooding, and disaster resilience; and freight.

Program continuation

Since its initiation, the LTA program has been a major CMAP activity. Counting the new projects announced in October, the program has devoted over \$14 million in consulting contracts and staff resources to assist communities with planning. While still relatively new, the program is well-known across the region. In many ways, the LTA program has been the most

visible implementation of GO TO 2040. The plans produced through the LTA program have been strongly aligned with GO TO 2040, and have focused most thoroughly on multimodal transportation, reinvestment in existing communities, and intergovernmental coordination – all central elements of GO TO 2040. The program has also been highlighted as a best practice by numerous partners, including several federal agencies whose funding supports it.

The program has been quite popular with municipalities and community groups. This is demonstrated in part by the number of applications to the program. Each year, the number of applications continues to exceed available resources by a wide margin; in 2014, only one-quarter of applications were able to be funded. Results of follow-up surveys with local partners have also been very positive, with 90 to 95 percent of respondents expressing full satisfaction with the process and overall result of their LTA project.

Recommendations

Overall, this evaluation shows that the LTA program has been successful, and should continue to be a regular part of CMAP's activities. Some adjustments to the program are recommended, covered in more detail in the sections below.

Implementation

Plans are worth little unless they are implemented. The purpose of the LTA program is not simply to produce good plans, but to achieve positive results in the communities that they cover. Many project sponsors also recognize the importance of implementation, and many ask CMAP for advice and assistance with implementation after projects are complete. However, plan implementation has had mixed results: in some places, significant progress has been made, and in others, implementation efforts have been stymied or never got off the ground.

In the background documents mentioned above, case studies for three plans that were completed in 2012 – in Joliet, Park Forest, and Fairmont – are presented. All have seen implementation success, and share some common characteristics. In each case, there has been a dedicated local sponsor that has put significant effort into moving plan implementation along. Each has included a CMAP role, ranging from participation in implementation task forces to conducting significant follow-up LTA projects. Perhaps most significantly, all have also featured significant actions by external organizations. In Joliet, state-level elected officials have taken on plan implementation as a priority, and the Will County Forest Preserve District has pursued land acquisition consistent with the plan. In Park Forest, a grant from The Chicago Community Trust kicked off implementation by funding a staff person to focus on it. And in Fairmont, infrastructure investment by Lockport Township, Lockport Park District, and Pace has complemented investment by Will County.

These case studies confirm several observations about implementation roles. To start, leadership on implementation needs to be locally driven. Over the past two years, it has become extremely evident that local commitment to project success is the primary driver of implementation. "Local commitment" does not necessarily mean commitment of financial resources or staff time, although these certainly help. Instead, the term is used to mean a combination of responsiveness, energy, leadership, and willingness to use plan recommendations for day-to-day prioritization and decision-making.

CMAQ has typically taken a relatively minor, indirect role in implementation. CMAQ conducts quarterly check-ins with project sponsors to discuss implementation progress, and offers general advice and review; communities report that they find these regular check-ins helpful. In some cases, CMAQ also conducts training or commits to large follow-up projects through the LTA program. But most commonly, the CMAQ role has involved aligning community needs with available resources from other external partners. Most of the above examples, while facilitated by CMAQ, have involved resources and expertise from other groups. In all of these cases, CMAQ's role was limited in terms of time and resources committed, but was critical to link communities with relevant pools of resources and expertise.

The involvement of partner organizations, as noted above, appears to be quite important for implementation. This finding is somewhat unexpected, but makes sense in hindsight. Often, external partners have resources and responsibilities that put them in good positions to be key implementers.

Recommendations

Based on the above findings, several changes to the program are recommended. These are primarily adjustments to process and administration that are meant to encourage implementation as a regular part of the LTA program.

1. CMAQ should be more direct about assigning implementation responsibility to LTA staff. From this point on, staff in the Local Planning division will have items in their work plans related to implementation (from 5% to 15% of time), and their performance on these items will be evaluated each year. Staff will be expected to facilitate implementation of the projects they managed, and each staff person will also be responsible for involving certain types of external partners in the planning process.
2. The recommendations of LTA plans should be designed to align with infrastructure funding opportunities. Infrastructure recommendations, which often emerge from LTA plans, could be more carefully evaluated for feasibility and then directed explicitly to the most appropriate funding source. For example, more could be done to screen transportation projects during the planning process to determine whether they could ultimately be eligible for funding through CMAQ, STP, or other programs. While this would not guarantee funding availability, it would at least point project sponsors in the right direction for follow-up funding. The importance of infrastructure investment for plan implementation also suggests the need for additional regionally-programmed funding for this purpose.
3. Partner involvement has been shown to be very important. But most implementation activities involving partners, including all of the examples identified above, have occurred on a case-by-case basis. Typically, CMAQ, the local community, or a partner organization identifies an opportunity for collaboration on implementation, and then relationships are formed around that opportunity. While this has worked for the examples above, there have certainly

been missed opportunities, and partner involvement could occur more systematically.

CMAAP intends to identify common implementers – like state and county agencies, transportation agencies, civic organizations, or groups of private developers – and involve them in relevant projects, both while they are underway and after they are completed. The assignment of specializations to staff is meant to facilitate this and provide a more systematic approach to external involvement in the LTA program. While opportunistic implementation will still occur, it should be supported by a longer-term, consistent approach which manages relationships with common implementers.

4. Finally, local commitment is one of the key drivers of implementation success. Due to its importance, local commitment is covered in a separate section below.

Local commitment

Throughout the evaluation of the LTA program, local commitment has consistently emerged as the most important contributor to project success. As noted above, local leadership is needed for implementation to occur. Internal scoring of projects also demonstrated a high correlation between project outcomes and degree of local commitment: the LTA program's best projects have all been in communities that participated actively in the planning process, while those that turned out less well were typically in communities with lower degrees of ownership and commitment.

However, it is important to note that local commitment can be found in communities of all types. Community need – calculated based on a combination of median income, local tax base, and community size – has not been correlated with project outcomes. Since its inception, the LTA program has prioritized projects in higher-need communities. This has led to initial concerns about the ability of higher-need communities to conduct good planning projects and then implement them. However, CMAAP has found that local commitment and community need are not mutually exclusive, and a number of higher-need communities have shown the ability to produce and implement good plans.

Moving forward, CMAAP would like to conduct LTA projects only in communities with a high level of commitment. This implies screening carefully for commitment before selecting projects. It also may involve requiring formal commitments of some type from the project sponsor. It is also important to structure the project process as much as possible to increase the level of local commitment.

Recommendations

Several changes to the LTA program – some of them quite visible – are recommended to reflect the fundamental importance of local commitment to the program.

1. CMAAP staff recommends beginning to require local match for participation in the LTA program. A local match contribution helps to demonstrate local commitment, and can increase local ownership of the project since local

resources are supporting it. Most programs like the LTA program have local match requirements, so this is not an unusual step.

However, it is important to structure the match requirement in a way that does not preclude the involvement of high-need communities. Many of the region's smaller, lower-income communities do not have the resources to commit a local match share. Therefore, a sliding scale of match requirements, which takes community need into account, will likely be the best option. Lower-income communities may need to demonstrate commitment in ways other than financial contributions.

2. In addition to requiring local match, experience has shown that commitment of time by the local sponsor is critical. Whether time is committed by staff, elected officials, or volunteers is unimportant – but some local partner needs to spend time providing local knowledge and contacts, participating in meetings, strategizing about priorities, reviewing deliverables, and many other activities. All of these require time commitments by a local representative. During the 2014 application evaluation process, CMAP staff informed applicants that they would need to spend at least 200 hours on a project for it to be successful. CMAP staff recommends that local sponsors formalize this time commitment as part of the local agreement with CMAP before the project begins.
3. Local commitment should be assessed when reviewing applications, and a high level of commitment should be a precondition to receiving assistance. Applications that show flaws during the selection process are likely to have significant problems later on. Therefore, CMAP should be more aggressive about screening projects before they are selected, as well as addressing emerging problems early in the scoping process. This year, CMAP conducted more extensive follow-up with some shortlisted projects, including follow-up calls with senior staff and site visits in some cases, to verify commitment; this should continue in future years. This will result in a highly competitive selection process, as applicants that do not demonstrate sufficient local commitment will be screened out.
4. CMAP should begin more extensive use of a new project type, a “planning priorities report,” which allows community needs and commitment to be assessed before taking on a significant planning effort. This already occurred in the selection of projects in 2014, and should occur in future years as well.

Program focus

The LTA program has deliberately been broad in scope, and has resulted in products of many different types that implement elements of GO TO 2040. To date, the most common projects in the LTA program have been comprehensive plans. Other common types include plans that focus on a specific corridor or area, as well as transportation plans. Some plans have been more topically specific, on issues like housing, water resources, sustainability, or economic

development. More recently, project types that help to implement past plans, like zoning updates or capital improvement plans, have become more common.

CMAP attempts to gauge local interest in project types and topics in several ways. The applications submitted to the LTA program serve as one indication of topics of interest to local sponsors. Also, CMAP conducts biannual municipal surveys to ask local governments what types of potential assistance would be most useful. This year, in addition to confirming that comprehensive plans, zoning ordinances, and similar products continue to be useful, interest was also expressed in capital improvement plans, efforts to redevelop specific sites, and general assistance with public engagement.

While the program has covered a variety of project types, it has been centered on land use and transportation. The most common GO TO 2040 recommendations that are addressed at a high level of detail in local plans relate to infill, mixed-use and context-sensitive development, and bicycle and pedestrian improvements. This is not surprising, as these recommendations of GO TO 2040 include a number of implementation actions targeted directly to local governments, who are the most common participants in the LTA program. Other recommendations involving intergovernmental coordination and maintaining existing transportation infrastructure are also commonly addressed.

In contrast, some elements of GO TO 2040 are not found in LTA plans as frequently. In some cases, like housing and water issues, these elements were more common during the program's first several years, when it was funded by a very flexible HUD grant. With increased funding restrictions since that time, coverage of some topics has been reduced. Other topics are not as relevant for inclusion in local plans. The GO TO 2040 recommendations on access to information and economic innovation, for example, are regional in scale, and are less relevant to be a focus of community-level plans. Finally, in one notable case, the evaluation of the LTA program found that freight – a significant agency priority – had typically not been a focus of LTA projects. This represents a missed opportunity that can be addressed in the future.

Recommendations

The breadth of the LTA program has been beneficial, and should be preserved. Several changes or adjustments are recommended to the program to preserve its broad focus.

1. Several topics have been identified for increased focus through the LTA program. Freight, as noted above, is a key part of our region's economy, and could be better supported through LTA projects at the local level. Two new projects that focus on freight were selected in 2014, so this is already beginning to be addressed. Another key topic is economic development and reinvestment; LTA plans frequently seek to attract development to communities that have suffered disinvestment. While this is already commonly addressed, CMAP believes that it could be strengthened with appropriate external partnerships. Finally, flooding and stormwater management are crucial issues in many communities, but have not been a major element of the LTA program. Due to external funding possibilities, there is now an opportunity to include

stormwater planning and disaster resilience as a regular part of comprehensive plans.

2. Several new product types have been selected this year, and these may become more common. These include capital improvement plans (new projects selected in Blue Island and Richton Park); a review of the development approval process (in Lemont); and planning priorities reports (in Calumet Park, Fox Lake, Steger, and near the 95th Street Red Line station in Chicago). Other project types emerged through the municipal survey that may make up future LTA projects. For example, many communities could benefit from training on public engagement techniques. Linked with the increased attention to economic development mentioned earlier, several communities also expressed interest in CMAP's assistance in attracting development to specific sites, which so far has not been a focus of the LTA program.
3. External funding is needed to support all the recommendations above. LTA plans most frequently address issues at the intersection of land use and transportation, which reflects CMAP's primary reliance on federal transportation funding to support the LTA program. Topics like workforce development, water resources, and others have often required CMAP to secure external funding before pursuing projects that focus on these elements. In FY 14, over \$900,000 was raised through competitive applications to federal, state, and philanthropic sources. CMAP has a similar target for external grants in FY 15, and considers this a necessary way to supplement the transportation funding that makes up the bulk of the agency's resources.

Conclusions

The evaluation process has confirmed the value of the LTA program. The program should be continued, with efforts to keep it diverse, responsive to local needs, supportive of higher-need communities, and geared toward implementation. Most changes recommended above are adjustments to the process meant to achieve the above goals. The only significant recommended program change involves local match, and staff will prepare a proposal to bring to the Board in early 2015 on this matter.

Discussion of the conclusions and recommendations of this memo is requested.

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 9.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: December 30, 2014

Re: Update on FUND 2040

Metropolitan Chicago must compete economically on the global stage against regions whose public investments have for decades far outpaced our own. By making a new commitment to maintain and modernize our infrastructure, we can seize opportunities to increase prosperity and quality of life across northeastern Illinois. Other U.S. regions are far ahead of ours in raising revenues to support infrastructure projects with long-term benefits for livability, mobility, and the economy. These urban areas are using their regional revenues to make investments that give them a distinct competitive advantage over metropolitan Chicago. Current funding mechanisms in Illinois are simply not adequate, and new revenues are needed for the region to meet its infrastructure needs.

Also, CMAP's current financial structure creates major challenges for funding stability and the agency's ability to lead comprehensive GO TO 2040 implementation, particularly in areas outside of transportation. In September, the Board instructed CMAP staff to pursue a strategy that addresses these two issues of regional and agency funding. This memo summarizes staff efforts to develop a campaign strategy for pursuit of FUND 2040, a regional infrastructure fund for prioritized projects that support plan implementation; the fund will also diversify and stabilize CMAP's funding. Though not intended to solve all of the region's anticipated needs, the fund would help a significant number of projects move toward completion while leveraging private and public funding sources.

Strategy

Staff plans to launch a targeted legislative campaign in the 2015 spring legislative session to create FUND 2040, a regional infrastructure fund to be programmed by CMAP, in support of:

- Transportation system projects that reduce congestion, improve access to transit and jobs, and/or enhance the freight network.
- Parks system and open space projects that improve residents' access to recreation and enhance communities' livability.
- Stormwater projects that improve the region's ability to avoid flooding of communities, as well as water quality and supply projects.

The agency is building a strong regional coalition of business, labor, and civic leaders, supported by local governments, who can help make our case to the Illinois General Assembly. FUND 2040 is intended to be a component within broader statewide legislation that might emerge this spring, such as a possible new capital program or potential tax reform. Rather than a broad public campaign, CMAP will focus its outreach and coalition building efforts on securing support of key leaders from the private and public sectors. The strategy's ultimate success will also rely on strategic engagement of Illinois General Assembly members.

Legislation

In November, CMAP initiated a contract with the firm of TaylorUhe to help garner support for the proposal and navigate the legislative process. In early 2015, CMAP will identify co-sponsors for the legislation; educate members of the General Assembly on addressing the region's infrastructure needs; and engage the incoming administration and caucus leadership. This proposal would be part of larger policy efforts to address the state's infrastructure and fiscal climate. During the spring, staff will work with sponsors to identify a suitable opportunity to introduce legislation.

Website, Fund Proposal, and Media Coverage

In November, CMAP initiated a "soft launch" for the campaign. This included releasing the regional infrastructure fund's name, FUND 2040, via a website at <http://www.fund2040.org>. The website features a brief overview of FUND 2040, including a link to a more detailed [proposal](#) that describes how the fund would be structured and administered to implement GO TO 2040 while enhancing quality of life and economic development regionally. The proposal provides an overview of the transportation, water, and open space projects the fund would support, as well as the project selection process. An ideal FUND 2040 infrastructure project is one that meets multiple objectives and leverages additional public and/or private money. CMAP will use a robust performance-based programming process with clear, fair metrics in the selection of projects to ensure the public receives the best return for its investment. Of the money raised, CMAP will devote a small percentage to support administration of the fund and agency operations, including to match our federal transportation dollars and to provide comprehensive planning support for local governments.

In November, the proposal received local media coverage from [Crain's Chicago Business](#), the [Daily Herald](#), [Chicago Streetsblog](#), [WBEZ](#), and [WDCB](#). CMAP will re-engage local and Springfield media, including editorial boards, in conjunction with and following a late-January event, described below.

Outreach

A strong regional coalition will be essential. To convince legislators, the effort must be led by business, labor, and civic organizations, with the support of local governments. We have started and will continue building this coalition through one-on-one and larger group discussions in the coming months. In December, CMAP convened a meeting with its FUND 2040 external leadership team, which includes representatives from key stakeholder groups, to provide guidance on coalition building and legislative strategies.

Planning is also underway for our **January 29 launch event**, which will engage the Board, MPO Policy Committee, CMAP's working committees, and key regional stakeholders. The event will

be held from 9:00 to 11:30 a.m. at Venue SIX10 in downtown Chicago (610 South Michigan Avenue). A keynote speech will be given by Michelle Ha, principal designer and project lead at the IDEO innovation and design firm. Randy Blakenhorn will introduce the FUND 2040 proposal, followed by a panel on the need for and economic benefits of a regional infrastructure fund. WTTW's Geoffrey Baer will moderate, and confirmed panelists include Proskauer partner (and former CMAP Board member) Nigel Telman and Matthew Zieper of The Trust for Public Land. Attendees will have a chance to sign on as official coalition members and provide input on the fund proposal and campaign.

Messaging

Staff have developed and will continue to refine messages describing the need for a regional infrastructure fund (see attached one pager). To support our FUND 2040 proposal, we must convince target audiences that our region has significant unmet needs that the fund can address. For example, a key message is that the creation of FUND 2040 will be an important down payment to help ensure that prioritized projects can move forward to drive economic growth for years to come. It is also important to emphasize that this fund *does not replace* the need for increased state and federal investment, which remains critical for maintaining the current system.

ACTION REQUESTED: Discussion

###

FUND 2040

Investing in the Metropolitan Chicago Region



Metropolitan Chicago must compete economically on the global stage against regions whose public investments have for decades far outpaced our own. By making a new commitment to maintain and modernize our infrastructure, we can seize opportunities to increase prosperity and quality of life across northeastern Illinois.

Other U.S. regions are far ahead of ours in raising revenues to support infrastructure projects with long-term benefits for livability, mobility, and the economy. These urban areas are using their regional revenues to make investments that give them a distinct competitive advantage over metropolitan Chicago. Current funding mechanisms in Illinois are simply not adequate for our region to meet its infrastructure needs.

Since its inception in 2005, the Chicago Metropolitan Agency for Planning (CMAP) has worked closely with its partners and stakeholders to make the difficult choices required to boost the region's competitiveness in today's global economy. This emphasis on collaboration has helped set clear regional priorities as articulated in the award-winning GO TO 2040 comprehensive plan. But the region has been hampered by a lack of funding for the strategic investments that would help our communities achieve their goal of sustainable prosperity. While increased state and federal investment is critical, at best it is likely to meet only our maintenance needs.

CMAP is proposing creation of FUND 2040 (www.fund2040.org) to support prioritized infrastructure investments that help the region meet its goals for quality of life and economic prosperity. FUND 2040 is intended to be a component within broader statewide legislation that might emerge this spring, such as a possible new capital program or potential tax reform. For example, a modest quarter-cent increase of the regional sales tax would result annually in \$300 million for projects in three categories: **transportation, water, and open space**. FUND 2040 will support projects that contribute to implementation of the GO TO 2040 regional plan.

FUND 2040 will create regional benefits

While this program is not intended to solve all of the region's anticipated needs, the funds would move a significant number of important projects toward completion while leveraging private and public funding sources. And the program will be an important down payment to help drive regional economic growth for years to come. Its primary benefits include:

- **A stronger economy.** Our region's economic future is tied to smart, strategic infrastructure investments. FUND 2040 will build capital projects that are shown to have strong positive impacts on economic performance.
- **Less traffic congestion and more travel choices.** Congestion damages quality of life and economic strength across our region. FUND 2040 will support transportation projects that reduce this crippling congestion and provide alternatives to driving alone, like taking transit, bicycling, or walking.
- **Less flooding.** Severe floods strike our region with increasing frequency. FUND 2040 will support infrastructure to protect our communities from the impacts of these damaging weather events.
- **Healthier people.** Infrastructure that encourages active lifestyles can improve overall public health. FUND 2040 will build new parks, as well as transportation improvements that encourage walking and bicycling.
- **Healthier environment.** Investments that improve our region's economy can also enhance its environment. FUND 2040 will preserve and restore the most environmentally sensitive land in our region and also reduce the expensive waste of drinking water lost through leaky pipes.

- **Efficient government.** The region needs concerted effort to make infrastructure investments that accomplish the shared goals described in the GO TO 2040 regional plan. FUND 2040 will align its capital projects to leverage public and private investments.

FUND 2040 will set priorities

Infrastructure underlies long-term prosperity in the region. It allows for goods movement as well as passenger travel, protects the environment and public health, guards against property damage and loss of life, and supports livability. For the purpose of this regional fund, infrastructure is defined as a long-lasting physical asset, including land, that is publicly owned or that provides a significant public benefit. Transportation improvements, stormwater, sewer, and water systems, green infrastructure, parks, and open space all meet this definition of infrastructure.

An ideal FUND 2040 infrastructure project is one that meets multiple objectives or that blends transportation modes, such as:

- A new park with green infrastructure that reduces flood risk and also links to an off-street trail.
- A new express toll lane on a highway that also enables bus rapid transit (BRT).
- A street reconstruction combined efficiently with water main or sewer replacement.

Accomplishing several objectives in one project stretches limited resources further. Often, these multimodal or multi-objective projects have challenges assembling funds from varied sources -- a problem that FUND 2040 would address. Funding for different project types could vary from program year to program year based on the needs of the region, with the decision informed by broad discussion through CMAP's inclusive committee structure.

An ideal infrastructure project also reinforces and supports local, county, and regional plans, driving investment in places where growth is desired. FUND 2040 is meant to support infrastructure that creates regional economic growth to benefit all of our region's communities. Projects in communities that have carefully and inclusively planned for their futures, and have aligned their regulations and internal priorities to support their long-term vision, are ideal candidates for investment through FUND 2040.

To use as much of the fund as possible for improvements that measurably benefit our region, CMAP will devote no more than 3 percent of the total revenue to administration and operations. The remaining 97 percent will be competitively awarded to local sponsors across the region. This low administrative rate is possible because of CMAP's existing administrative processes and experience managing grant programs.

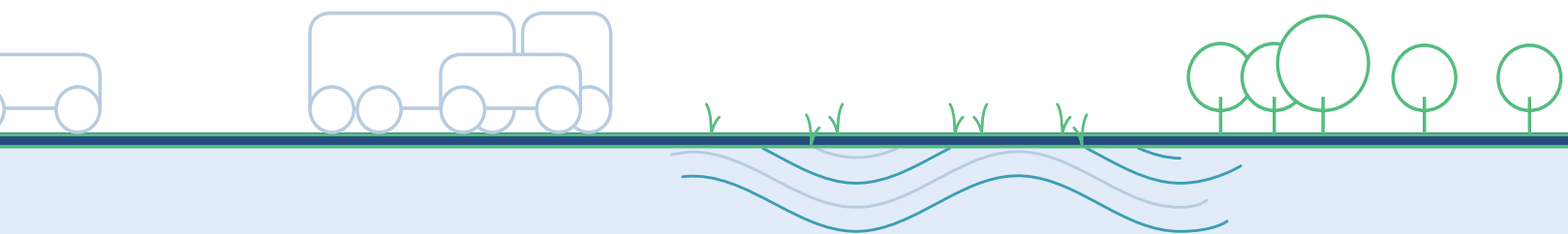
Help make the region's communities stronger

A broad FUND 2040 coalition is calling on the Illinois General Assembly to authorize the creation of a sustainable regional infrastructure fund. For this program to be enacted, CMAP will need your hands-on leadership in advancing the proposal. We are always interested in your views. To become part of this important regional effort, please contact CMAP executive director Randy Blankenhorn (312-386-8600 or rblankenhorn@cmaphillinois.gov).

Revised 12-30-14

FUND 2040

Investing in the Chicago Region



Metropolitan Chicago must compete economically on the global stage against regions whose public investments have for decades far outpaced our own. By making a new commitment to maintain and modernize our infrastructure, we can seize opportunities to increase prosperity and quality of life across northeastern Illinois.

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Since its inception in 2005, the Chicago Metropolitan Agency for Planning (CMAP) has worked closely with its partners and stakeholders to make the difficult choices required to boost the region's competitiveness in today's global economy. This emphasis on collaboration has helped set clear regional priorities as articulated in the award-winning GO TO 2040 comprehensive plan. But the region has been hampered by a lack of funding for the strategic investments that would help our communities achieve their goal of sustainable prosperity. While increased state and federal investment is critical, at best it is likely to meet only our maintenance needs.

CMAP is proposing creation of **FUND 2040** (www.fund2040.org) to support prioritized infrastructure investments that help the region meet its goals for quality of life and economic prosperity. A modest quarter-cent increase of the regional sales tax would generate \$300 million annually for projects in three categories: **transportation**, **water**, and **open space**. FUND 2040 will support projects that contribute to implementation of the GO TO 2040 regional plan.

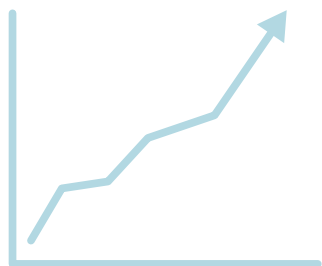
While this program is not intended to solve all of the region's anticipated needs, the funds would move a significant number of important projects toward completion while leveraging private and public funding sources. And the program will be an important down payment to help drive regional economic growth for years to come.

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FUND 2040 will create regional benefits



A stronger economy

Our region's economic future is tied to smart, strategic infrastructure investments. FUND 2040 will build capital projects that are shown to have strong positive impacts on economic performance.



Less traffic congestion and more travel choices

Congestion damages the quality of life and economic strength of our region. FUND 2040 will support transportation projects that reduce this crippling congestion and provide alternatives to driving alone, like taking transit, bicycling, or walking.



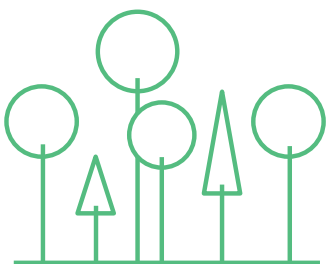
Less flood damage

Storms with heavy rainfall strike our region with increasing frequency. FUND 2040 will support infrastructure to protect our communities from the impacts of these damaging weather events.



Healthier people

Infrastructure that encourages active lifestyles can improve overall public health. FUND 2040 will build new parks, as well as transportation improvements that encourage walking and bicycling.



Healthier environment

Investments that improve our region's economy can also enhance its environment. FUND 2040 will preserve and restore the most environmentally sensitive land in our region and also reduce the expensive waste of drinking water lost through leaky pipes.



Efficient government

The region needs a concerted effort to make infrastructure investments that accomplish the shared goals described in the GO TO 2040 regional plan. FUND 2040 will align its capital projects to leverage public and private investments.

PLEASE NOTE

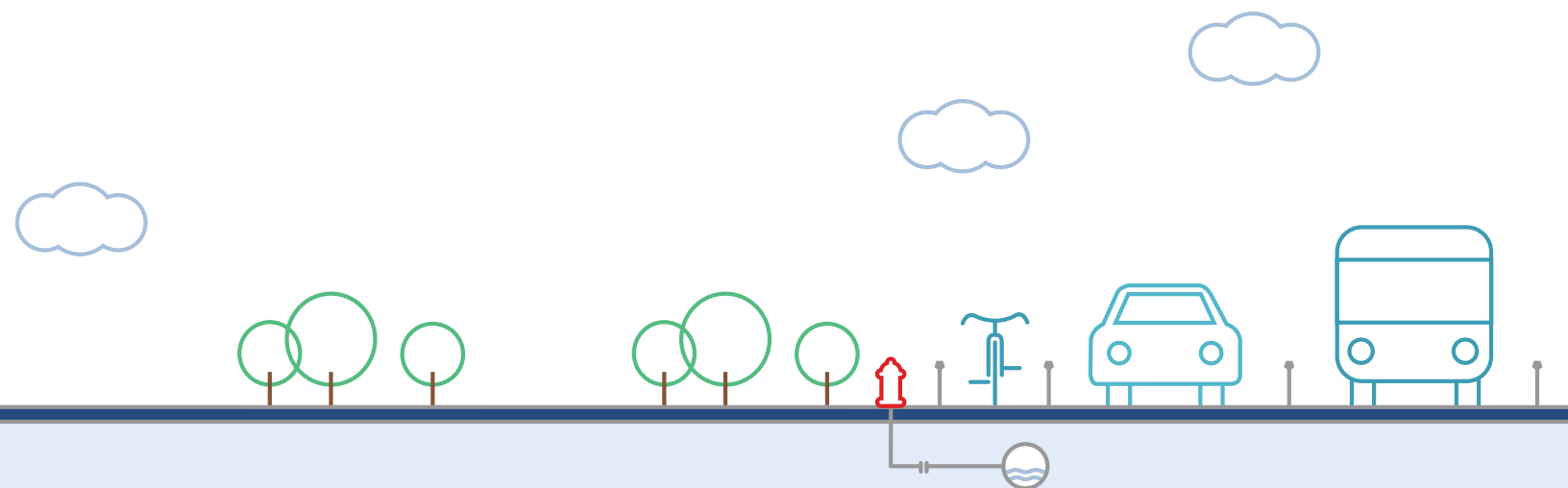
The following pages include examples of completed and proposed projects to describe the types of infrastructure FUND 2040 could support. No endorsement is implied for any proposed project, and all proposals would be subject to the same transparent, performance-based review prior to selection for funding.

FUND 2040 will set priorities

Infrastructure underlies long-term prosperity in the region. It allows for goods movement as well as passenger travel, protects the environment and public health, guards against property damage and loss of life, and supports livability. For the purpose of this regional fund, infrastructure is defined as a long-lasting physical asset, including land, that is publicly owned or that provides a significant public benefit. Transportation improvements, stormwater, sewer, and water systems, green infrastructure, parks, and open space all meet this definition of infrastructure.

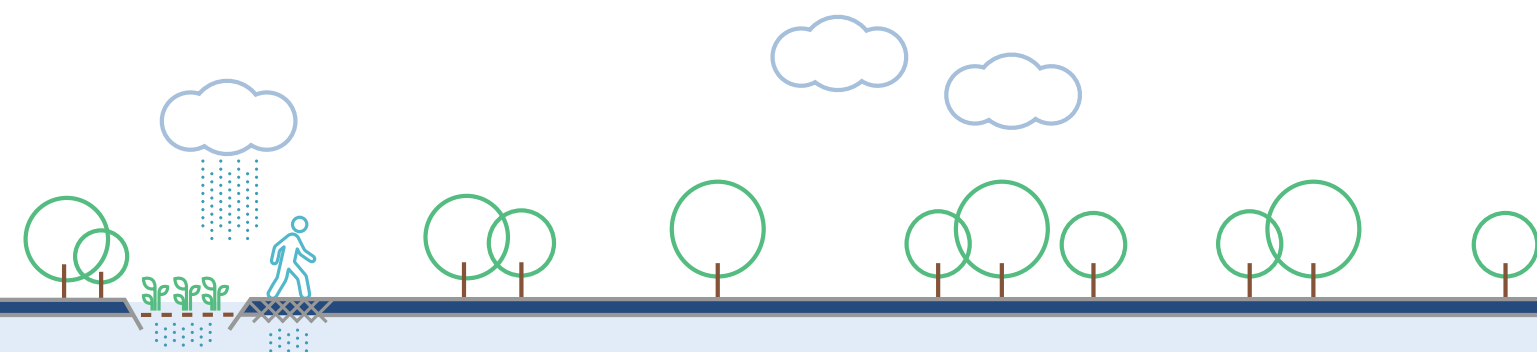
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Accomplishing several objectives in one project stretches limited resources further. Often, these multimodal or multi-objective projects have challenges assembling funds from varied sources — a problem that FUND 2040 would address. Funding for different project types could vary from year to year based on the needs of the region, with the decision informed by broad discussion through CMAP’s inclusive committee structure.

An ideal infrastructure project also reinforces and supports local, county, and regional plans, driving investment in places where growth is desired. FUND 2040 is meant to support infrastructure that creates regional economic growth to benefit all of our region’s communities. Projects in communities that have carefully and inclusively planned for their futures, and have aligned their regulations and internal priorities to support their long-term vision, are ideal candidates for investment through FUND 2040.



Transportation

The Chicago region's economy has long been driven by its strong network of transportation infrastructure. This region remains the center of our nation's freight system, with major rail terminals, seven interstate highways, two major airports, and the only inland waterway connecting the Great Lakes with the Mississippi River watershed. The Chicago region also boasts one of the oldest and largest transit systems in the country, serving two million riders on a daily basis. But the system faces challenges. To remain an asset that drives economic development, the region's transportation system requires continued, strategic investment to maintain and improve its performance.

Roadways

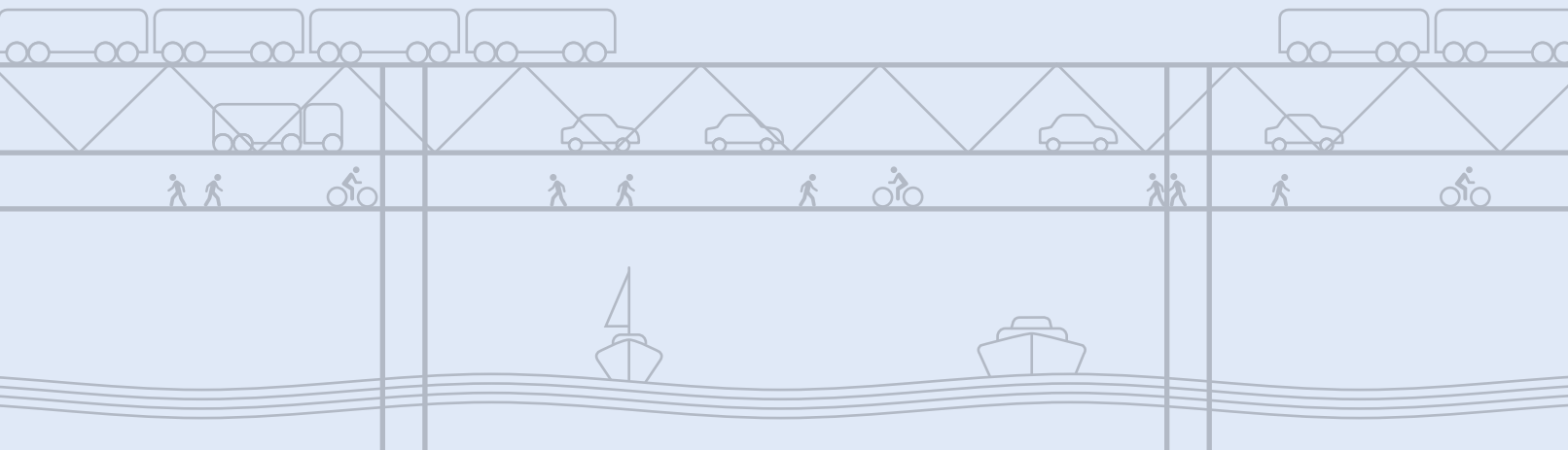
The Chicago region is consistently ranked as one of the most congested metro areas in the U.S. In 1982, congestion here caused an annual delay of 18 hours per automobile commuter. After 30 years in which congestion increased about 5 percent annually, delay has reached 71 hours per automobile commuter. As a result, congestion costs billions of dollars annually in wasted time and fuel, decreased productivity, and pollution. While FUND 2040 cannot eliminate congestion, it can help tackle some of the worst problems and do so in a strategic, cost-effective way. Project examples could include intersection improvements, bottleneck eliminations, expansions of arterial roads, technology enhancements, and many others. While pure maintenance projects are not a good fit for the fund, many supported projects would include reconstruction and modernization.


FACT: Congestion has been increasing 5 percent annually for 30 years.

Average commuter, hours stuck in traffic, by year



Source: Texas Transportation Institute.





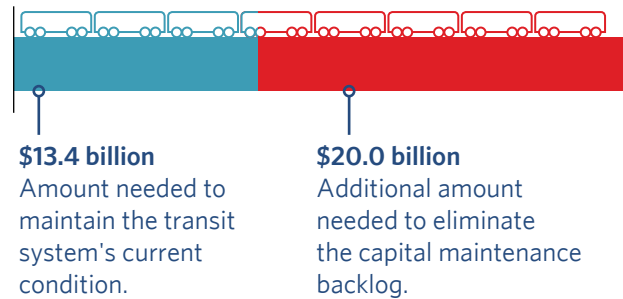
The **Stearns Road Bridge Corridor** made a critically needed connection across the Fox River while also providing environmental enhancements, including 200 acres of open space, three miles of new trails, four trail bridges, and green infrastructure to handle roadway water runoff. The proposed **Longmeadow Parkway** would provide opportunities for similar treatments. At an estimated cost of \$97 million, this new roadway would be another crossing over the Fox River in northern Kane County, improving safety, reducing congestion, and enhancing access to jobs. FUND 2040 could support projects of this type, leveraging other sources such as tolling.

Photo of Stearns Road Bridge Corridor by
the Kane County Division of Transportation.

Transit

Much of the region's transit infrastructure is a legacy system built in the early 20th Century, and some components date back earlier than that. Its modernization needs are significant. In early 2014, the Regional Transportation Authority (RTA) estimated that \$13.4 billion in reinvestment is needed over the next decade to maintain the system's present condition, and eliminating the backlog of deferred investments would require \$20 billion more. These very large sums are far beyond what FUND 2040 alone could accomplish, and they point to the need for dedicated transit capital funding. FUND 2040 would focus on modernization projects that provide major user benefits, like better reliability or faster service, while bringing the system toward a state of good repair. It could also support major new transit initiatives, like BRT, that significantly improve the travel experience and attract new riders to transit at a reasonable cost.

FACT: The RTA has significant capital needs over the next decade.

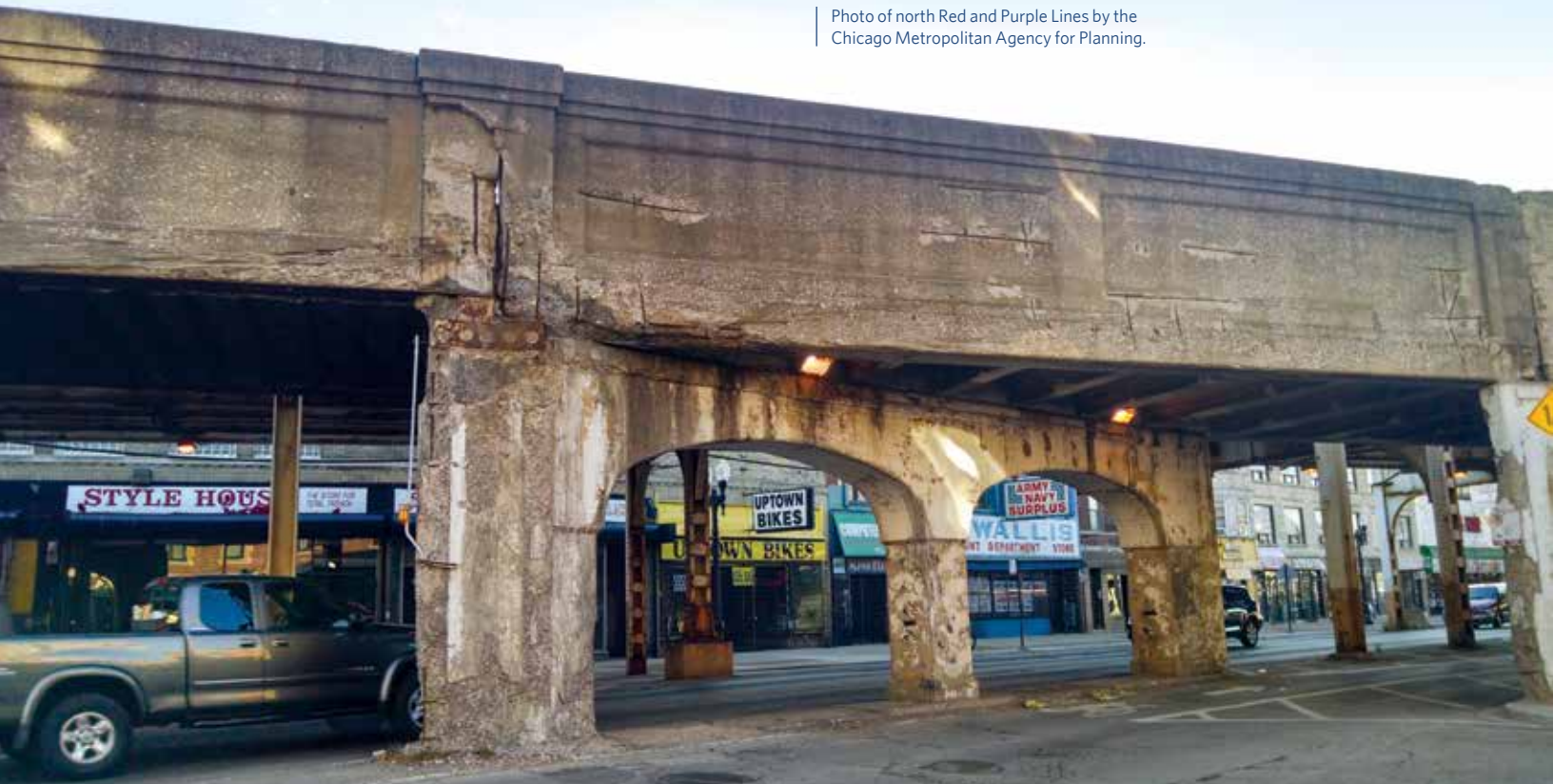


Source: Regional Transportation Authority.

The Chicago Transit Authority's (CTA) **Red Line South Reconstruction Project** recently rebuilt the ten-mile stretch of track between the Cermak-Chinatown and 95th Street stations. This project dramatically improved the line's condition, eliminating several miles of slow zones and reducing travel time for tens of thousands of riders. Similarly, the CTA **Red and Purple Modernization Project**

envisions rebuilding the 100-year old elevated line between the Belmont and Linden stations on Chicago's north side and north suburbs, replacing dilapidated viaducts, building new elevated structure and track, and upgrading stations, all of which will not only reconstruct the line for today's riders but will add much needed capacity for the next few generations.

Photo of north Red and Purple Lines by the Chicago Metropolitan Agency for Planning.



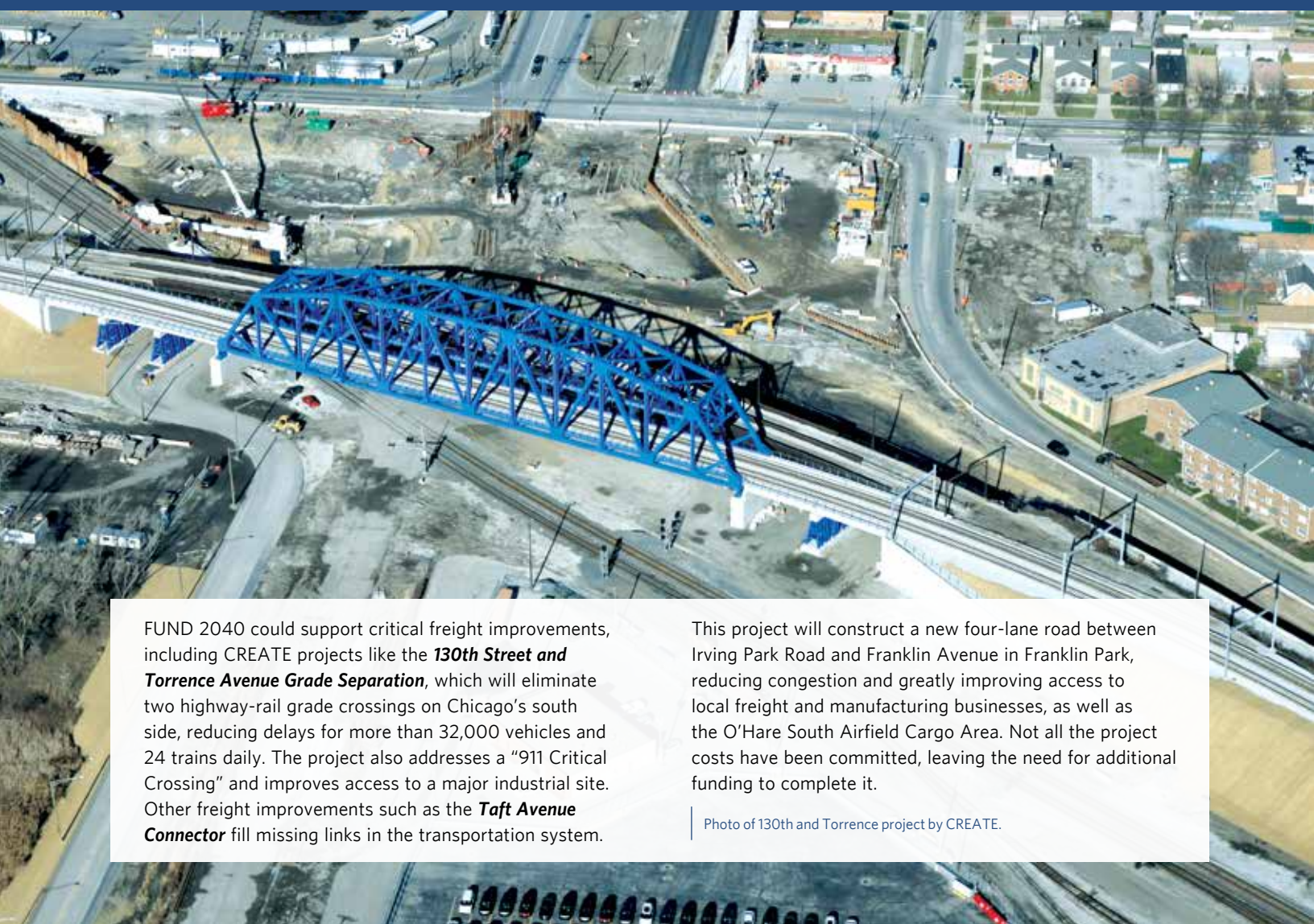
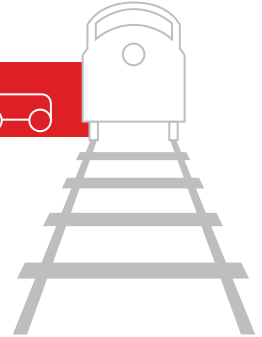
Freight

The Chicago area is our nation's freight hub, yet rail and highway bottlenecks plague goods movement in and through the region. Via the CREATE program, the federal government, State of Illinois, City of Chicago, Metra, and private railroads have formed a strong partnership to implement 70 rail projects aimed at improving freight mobility in the Chicago region. While major progress has been made, the program remains only partly funded. Truck traffic is also a major challenge, as is conflict between rail and auto traffic, which causes drivers to waste 7,800 hours each weekday waiting at rail crossings. This could be alleviated by grade separation projects. The growth of intermodal facilities has created new needs for improved access to those facilities, and dedicated corridors may be needed to support longer-term growth of freight traffic. Such projects are expected to bring substantial public benefits, including improved productivity and job creation.

FACT: Cars and trucks are delayed **7,800 hours** each weekday at rail crossings, or more than **2 million hours** per year.



Source: Chicago Metropolitan Agency for Planning analysis of Illinois Commerce Commission data.



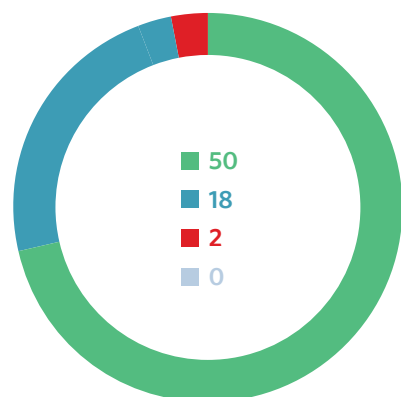
FUND 2040 could support critical freight improvements, including CREATE projects like the **130th Street and Torrence Avenue Grade Separation**, which will eliminate two highway-rail grade crossings on Chicago's south side, reducing delays for more than 32,000 vehicles and 24 trains daily. The project also addresses a "911 Critical Crossing" and improves access to a major industrial site. Other freight improvements such as the **Taft Avenue Connector** fill missing links in the transportation system.

This project will construct a new four-lane road between Irving Park Road and Franklin Avenue in Franklin Park, reducing congestion and greatly improving access to local freight and manufacturing businesses, as well as the O'Hare South Airfield Cargo Area. Not all the project costs have been committed, leaving the need for additional funding to complete it.

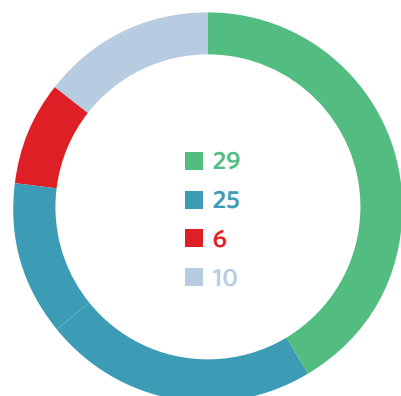
Photo of 130th and Torrence project by CREATE.

Status of the 70 CREATE projects

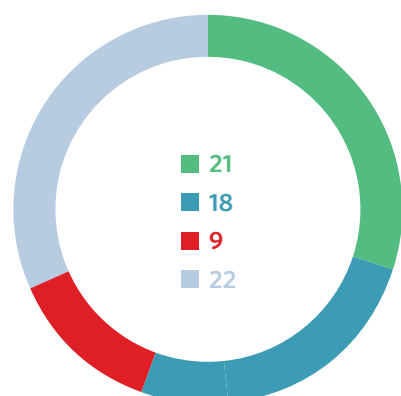
■ Not Started ■ In Engineering
■ Under Construction ■ Completed



2005



2010



2014

Source: CMAP staff analysis of CREATE program data.

Bicycle and Pedestrian

The region needs to safely accommodate walking and biking, the latter of which has become an increasingly widespread means of commuting. Across metropolitan Chicago, on-street bikeways and off-street trails are needed to support shifting travel preferences. This evolving preference for active travel has major benefits for public health. Furthermore, many local governments have adopted complete streets policies that encourage consideration of pedestrian and bicycling infrastructure when making road improvements. FUND 2040 could be a means to help implement these policies.

FACT: The number of bicycle commuters in the seven-county region has more than doubled since 2000.



Source: Chicago Metropolitan Agency for Planning analysis of Census data.

The **Cal-Sag Trail** will be a 26-mile multi-use path along the Calumet River and Cal-Sag Channel between south suburban Burnham and Lemont. Currently under construction, it will open in sections over the next two years. The trail is estimated to cost \$21 million, with all but \$2 million already having been secured from private and public sources. The **606 Trail** on Chicago's northwest side will transform three miles of unused rail line into the elevated Bloomingdale Trail and create six ground-level neighborhood parks. Construction of the 606 is also underway, with the first phase set to open in June 2015. Much of its projected \$95 million cost has been secured through public and private sources, but a gap remains. FUND 2040 could help novel projects such as the 606 and the Cal-Sag Trail meet funding gaps, while also providing the flexibility to address unconventional project needs.

Photo by Thomas' Photographic Services,
courtesy of Friends of the Cal-Sag Trail.



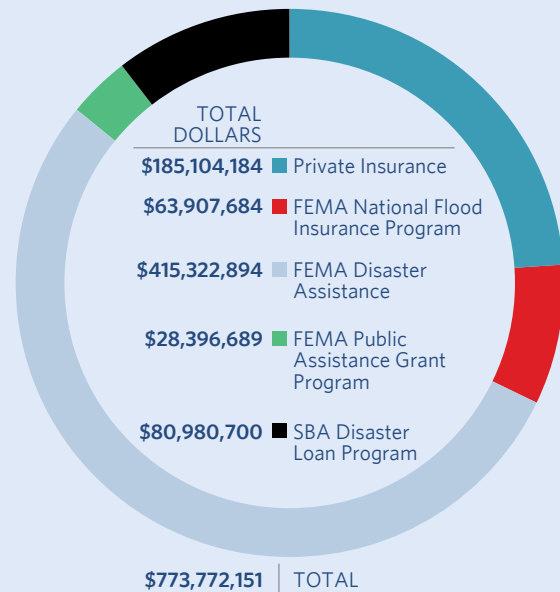
Water

Stormwater


With its clay soils, flat topography, and historical development patterns, much of the Chicago region is prone to localized flooding and basement backups. Some places, such as the Des Plaines and Little Calumet River basins, suffer major damage from overbank flooding. Many recent community plans propose flood control projects, policy changes, and other non-structural approaches to reduce flood risk, but implementation is lagging because of limited funding. For large, federally supported flood control projects, FUND 2040 could provide part of the required local match. Similarly, many municipalities have prepared stormwater master plans, typically for more localized problems. Yet even with dedicated fees for stormwater, funding to implement the plans is in short supply.

Green infrastructure — the use of natural systems to manage stormwater — is also part of the solution. It helps reduce flood damage and cleanse water pollutants, among many other benefits. Like other forms of infrastructure, it needs to be managed, restored, and expanded. In recent years, localities have begun to rely more on engineered natural systems to handle stormwater. Rather than only directing runoff away from a site, green infrastructure techniques are incorporated into a project's design to capture or treat runoff while enhancing aesthetics. FUND 2040 could help localities develop and then implement green infrastructure projects to solve problems ranging from basement backups to poor stream water quality.

Selected expenditures for flood-related property damage in Cook County, 2007-11



Source: Center for Neighborhood Technology, 2014. The Prevalence and Cost of Urban Flooding: A Case Study of Cook County, IL.



Extensive flooding in Warrenville prompted the **West Branch DuPage River Flood Control and Restoration Project**, a plan to identify opportunities for flood control and river corridor restoration. The \$18.3 million project includes raising the profile of key roads, reconstructing bridges, and constructing berms to protect neighborhoods, as well as several environmental restoration elements. Stormwater management can also take other forms, such as updating standard practices for street reconstruction. Instead of simply repaving alleys, the **Oak Park Green Alleys Program** will update nine alleys with interlocking permeable pavement to reduce the volume of stormwater sent to the community's combined sewer system. FUND 2040 could help important flood control and environmental improvement projects like these to move forward.

Photo of Oak Park green alley by the
Chicago Metropolitan Agency for Planning.

Water Supply

The Chicago region has wrestled with the complex issue of water supply for many decades. Pumping has led to steep declines in groundwater levels, and many groundwater-dependent communities face problems with water quality. FUND 2040 could help communities shift onto more reliable, more available, or higher-quality water sources. The emphasis would be on holistic approaches that recognize the interrelated nature of drinking water, wastewater, and stormwater. Aging infrastructure is also a major problem. In just the communities served by Lake Michigan, municipal water departments lose approximately \$100 million per year in wasted water from deteriorating pipes. FUND 2040 would focus on local asset management to upgrade water distribution while achieving other objectives, such as street reconstruction or sewer replacement, so that the costs of all projects together would be minimized. At the same time, the root causes of underinvestment in water infrastructure must be addressed — for example, through full-cost pricing — to put local government water utilities on a path toward financial sustainability.

Regional effects of water loss, all sources*

*Seven-county CMAP region, including Lake Michigan, inland surface, and groundwater sources.

Source: Chicago Metropolitan Agency for Planning analysis of Illinois Department of Natural Resources data.

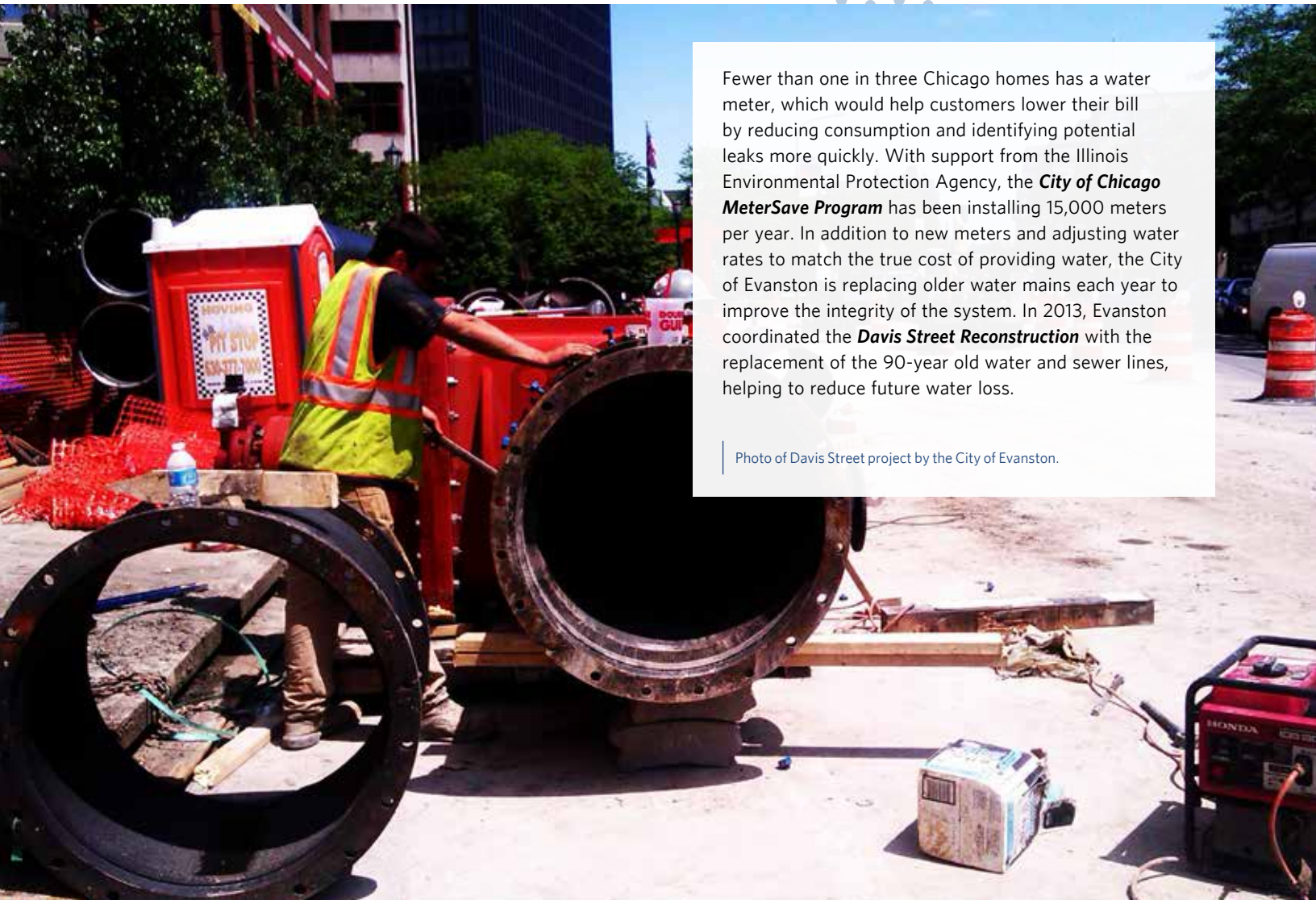
29 billion
gallons of water per
year lost to leaks.

Loss could provide water
for almost **1 million people**
per year.

Value of lost water at least
\$95 million per year.

Fewer than one in three Chicago homes has a water meter, which would help customers lower their bill by reducing consumption and identifying potential leaks more quickly. With support from the Illinois Environmental Protection Agency, the **City of Chicago MeterSave Program** has been installing 15,000 meters per year. In addition to new meters and adjusting water rates to match the true cost of providing water, the City of Evanston is replacing older water mains each year to improve the integrity of the system. In 2013, Evanston coordinated the **Davis Street Reconstruction** with the replacement of the 90-year old water and sewer lines, helping to reduce future water loss.

Photo of Davis Street project by the City of Evanston.



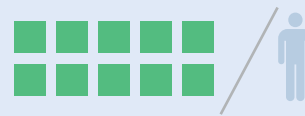
Open Space

Whether in the form of conservation land or neighborhood parks, open space enhances quality of life, protects the environment, and contributes to a resilient region. Besides providing recreational opportunities, it plays a crucial role in storing flood waters, promoting public health, and enhancing property values. It can protect water supplies and provide stormwater filtration, as well as directly preserve wildlife habitat. Parks are a popular neighborhood amenity that leads to increased physical activity among children and adults. And signature open spaces make the region more attractive to people and businesses considering whether to locate here.

Parks

Many residents of our region lack access to adequate parks within a short distance of their homes. Just over half the population currently enjoys adequate access, as defined by the standard of ten park acres per 1,000 people. Even by a lower standard of four acres per 1,000, over 30 percent of residents have inadequate access. FUND 2040 can help communities increase park access by helping to fund land acquisition and development of recreational amenities that encourage physical activity and enjoyment of outdoor spaces.

FACT:



48% of people in the Chicago region lack adequate access to parks by the standard of 10 acres per 1,000 people.



31% of people in the Chicago region lack adequate access to parks by the standard of 4 acres per 1,000 people.

Source: Chicago Metropolitan Agency for Planning analysis.



Conservation Open Space

Conservation land contributes to social benefits similar to neighborhood parks, while also adding significant environmental benefits by protecting water supplies, filtering stormwater runoff, and preserving wildlife habitat. Open space helps to ensure that water for replenishing aquifers is uncontaminated and to preserve floodplains and wetlands; these irreplaceable natural areas offer ecosystem services that have considerable economic value.

FUND 2040 would take a strategic approach to conservation land by drawing on research into the benefits of well-connected regional networks of open space. Priorities for the fund would include targeted conservation that helps complete open space corridors or contribute to a major regional conservation goal. Regional trails and greenways offer social benefits as part of this strategic approach, complementing open space and parks networks and supporting safe, active transportation across the region.

Agricultural land contributes similar aesthetic benefits and represents a major element of the region's economy, but farmland in the region has been rapidly converted to other land uses. FUND 2040 can help maintain such land's many benefits through agricultural easements or inclusion of agriculture in forest preserves.

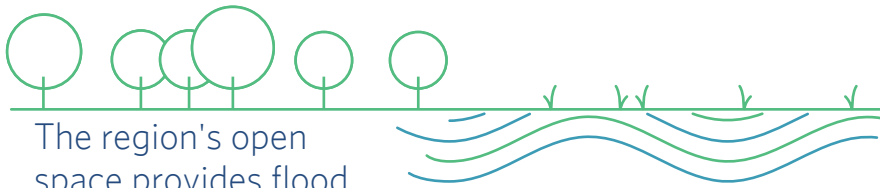
Offering recreational and environmental benefits in Chicago's West Loop neighborhood, **Mary Bartelme Park** opened in 2010 on the 1.4-acre site of a former infirmary. In a rapidly growing, formerly industrial area of Chicago, the park offers a fountain plaza, an Americans with Disability Act (ADA)-accessible children's play area, a dog park, a seating area, and an open lawn. Funded primarily through Tax Increment Financing (TIF), the park includes native vegetation and permeable pavers to facilitate stormwater infiltration. In Lake County, green stormwater

infrastructure is featured in the **Waukegan Community Sports Park**, a 2011 project that converted an underutilized golf course into popular, award-winning soccer fields, softball fields, walking trails, and support facilities. The site was laid out to direct runoff to stormwater management features along parking areas, including bioswales, a rain garden, native vegetation, and an irrigation pond.

Photo by Flickr user David Wilson.



FACT: Protected open space has economic benefits.



The region's open space provides flood protection worth **\$83,000** per acre per year.

Preserving a typical wetland saves habitat valued at up to **\$15,000** per acre per year.

Source: The Conservation Fund.



The Forest Preserve District of Will County has preserved a network of trails, wetlands, streams, and open space to form the **Spring Creek Greenway**. The project preserves more than 1,900 acres of land, provides habitat, and protects a key aquifer for community water supplies. Numerous state and local partners have devoted approximately \$12 million to the project for land acquisition, restoration, and construction. Designated by the U.S. Fish and Wildlife Service in 2012, the

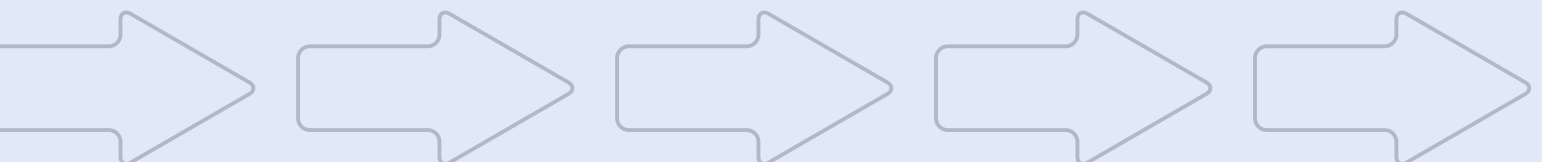
Hackmatack National Wildlife Refuge is the only national refuge within 100 miles of Chicago. It will eventually protect 11,200 acres of wildlife habitat, prairies, forest, and waterways in McHenry County and southeastern Wisconsin. FUND 2040 could support the project by funding anticipated land acquisitions and easements that are consistent with the Hackmatack proposal and local plans.

Photo of Spring Creek by Steve Glass.

Selection Process

Using robust criteria to evaluate the performance of candidate projects is an essential aspect of FUND 2040. It ensures transparency and objectivity so that the public receives the best return on its investments. Varying project categories would be evaluated differently and may have project-specific factors — for instance, stormwater management would be analyzed differently from a congestion relief project — but they would also have many assessment criteria in common:

- Economic prosperity**
 High priority will be given to projects with positive economic impacts, such as those caused by increases in business productivity, enhanced real estate values, or avoided water treatment costs.
- Environmental impacts**
 Many project types — for instance, green infrastructure — will be motivated by positive impacts on the environment. In cases where a project would have negative impacts, this is a strong indication that it should not be funded.
- Public safety and health**
 These benefits may result from projects that reduce hazards like flooding, transportation safety improvements, or from new or improved parks that provide opportunities for physical activity, for example.
- Effective planning**
 Projects that implement local priorities, as stated in an adopted local plan, are much better candidates for fund support than those that do not. “Local plans” in this context can mean comprehensive plans, water asset management plans, stormwater plans, or other local plans that identify priorities for investment.
- Improvements to existing infrastructure**
 Projects should build on and enhance the effectiveness of current infrastructure, supporting development that strengthens existing communities.
- Equity and geographic balance**
 Many projects will seek to improve conditions in communities that need investment the most. Regional infrastructure funding should be distributed fairly across the metropolitan area.
- Cost-effective strategies**
 To get the most value from public investment, all projects will be assessed for their efficiency in achieving intended results, and those that strategically combine multiple benefits will score particularly well.
- Matching other funds**
 To stretch public and private resources as far as possible, projects will leverage other funding, particularly to fill a funding gap that would otherwise prevent or delay successful project completion.



FUND 2040 will use a two-stage annual call for projects. As with the Local Technical Assistance program, CMAP will perform significant outreach to educate potential applicants about eligible project types and application criteria. This two-stage process will facilitate applications from a broad range of projects and applicants via an initial, low-effort phase. Only projects that are a good fit for the program will need to commit to the more substantive effort of the full application. While this process is likely to require more CMAP staff time, it may also generate a more inclusive applicant pool.

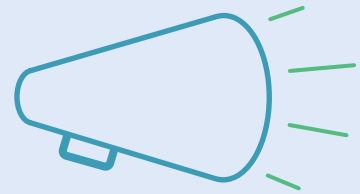
The first phase will be an expression of interest. This simple document, which will use the same application form regardless of project type, will require little effort on the part of applicants and allow CMAP to ensure that projects meet basic feasibility and eligibility criteria. Sample criteria include consistency with past plans, local and subregional support, availability of other leveraged funds, and conceptual alignment of the project with GO TO 2040. At this stage, projects will be reviewed by CMAP staff and CMAP working and coordinating committees; CMAP will also solicit feedback from appropriate external partners. Applicants will be interviewed, and staff may complete site visits. Projects that pass this initial evaluation will be invited to complete a full application.

In the second stage, applicants will submit a full proposal that will require significantly more technical information, with applications specific to each major project type. CMAP will complete a thorough technical review of the full proposals. This review will also incorporate CMAP working and advisory committee input, and the agency may also develop appropriate technical committees to provide advisory input on scoring and criteria. Staff will develop a recommended project list, which will be considered by the Coordinating Committee and the CMAP Board.

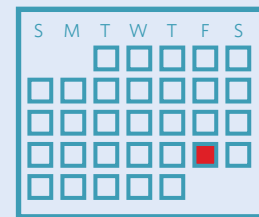
Proposed FUND 2040 application process

PHASE I

STEP 1:
Call for projects

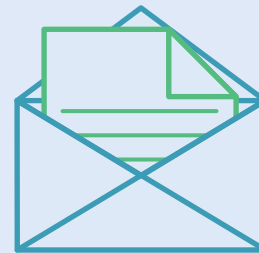


STEP 2:
Expression of
interest deadline

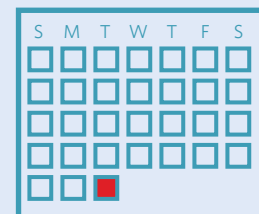


PHASE II

STEP 3:
Invitation to
full application



STEP 4:
Full application
deadline



STEP 5:
Recommended
projects list



Administration and Funding

FUND 2040 will use best practices in administration and oversight of infrastructure projects. It is a high priority for every dollar in FUND 2040 to be spent effectively, so CMAP will monitor project status aggressively, and delays or cost overruns will be addressed swiftly. CMAP has excellent internal administrative procedures that will be used to manage FUND 2040, ensuring that the fund delivers maximum benefit to our region.

To prevent the program from creating unnecessary paperwork for project sponsors, CMAP will use existing procedures already used by state agencies to administer similar infrastructure grants. For example, the rules concerning Motor Fuel Tax (MFT) funds could be followed for transportation projects, those for State Revolving Fund (SRF) loans will be used for sewer and water improvements, and those for Open Space Lands Acquisition and Development (OSLAD) grants will be used for open space and park projects.

To use as much of the fund as possible for improvements that measurably benefit our region, CMAP will devote no more than 3 percent of the total revenue to administration and operations. The remaining 97 percent will be competitively awarded to project sponsors across the region. This low administrative rate is possible because of CMAP's existing administrative processes and experience managing grant programs.

Revenue for FUND 2040 is proposed to be raised through a quarter-cent sales tax on purchases throughout the Chicago metropolitan area, as defined as the counties in the Regional Transportation Authority (RTA) service area — Cook, DuPage, Kane, Lake, McHenry, and Will. Other counties may be able to opt-in to FUND 2040 by contributing local revenues.

A little revenue =
a lot of improvement.

\$0.0025  → \$300M

Support FUND 2040

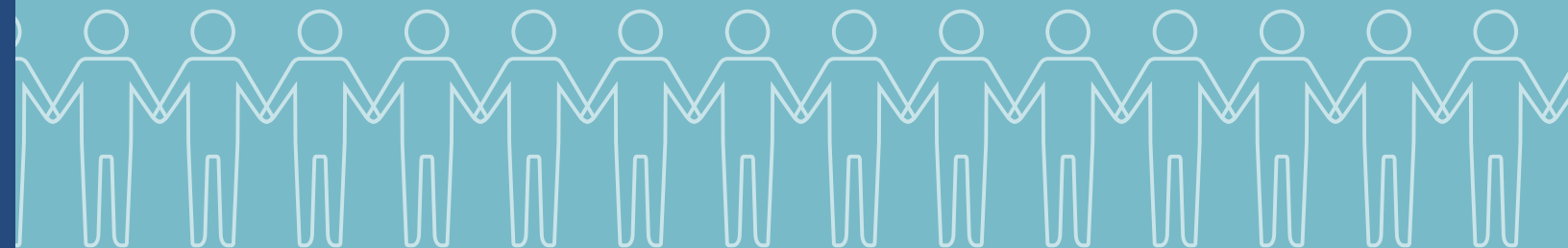
Your help is critical to building a strong region with improved quality of life and economic prosperity. Join the FUND 2040 coalition at www.fund2040.org.

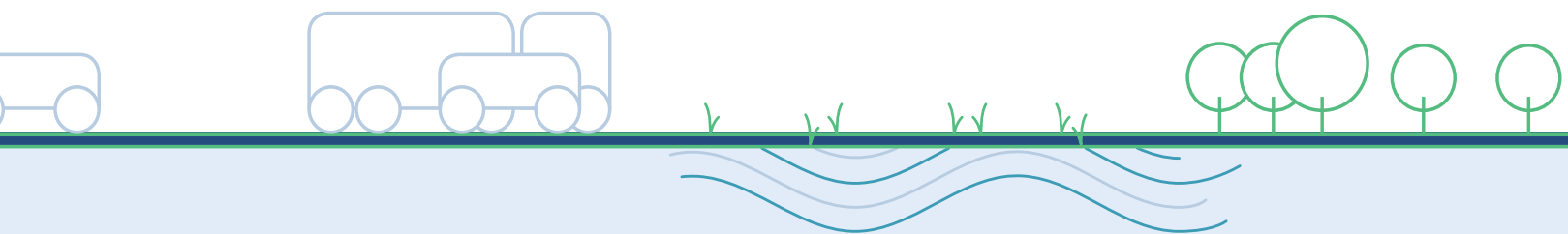
For more information contact:

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CMAP Agenda for the Illinois General Assembly, 99th Session 2015

The Chicago Metropolitan Agency for Planning (CMAP) annual legislative agenda serves as a tool for the Illinois General Assembly, relevant state agencies, the Governor, and CMAP partners. It describes priorities based on recommendations of the GO TO 2040 comprehensive regional plan and on related CMAP research. For more information about CMAP's policy statements and adopted positions, please visit www.cmap.illinois.gov/about/legislative-policy-statements.

FUND 2040

Current funding mechanisms in Illinois are inadequate to support improvements that are crucial to our economic competitiveness. While increased state and federal investment is critical, at best it is likely to meet only our maintenance needs. Other U.S. metropolitan regions are far ahead of ours in raising local revenues for infrastructure projects with long-term benefits of livability, mobility, and the economy. These urban areas are using their regional revenues to make investments that give them a distinct competitive advantage over metropolitan Chicago.

Our region needs to create FUND 2040 for prioritized projects that support implementation of the GO TO 2040 regional plan. The agency is building a broad coalition that will call on the General Assembly to authorize our region to create sustainable funding for infrastructure. This program is not intended to solve all of the region's anticipated needs. But the funds would help a significant number of prioritized projects move toward completion while leveraging private and public funding sources. And the program will be an important down payment to help ensure that some especially important projects can move forward to drive economic growth for years to come.

The CMAP-led coalition will propose legislation to add a mere quarter-cent to the sales tax in northeastern Illinois. To cover the costs of administering the \$300 million fund, each year CMAP would reserve three percent, which would also match the agency's federal transportation dollars and provide important planning support for local governments. Competitive proposals would be reviewed annually by CMAP, using regionally accepted performance-based criteria through a non-partisan process that builds on the agency's reputation for equity and transparency. Eligible types of capital infrastructure would include:

- *Transportation system projects that reduce congestion, improve access to transit and jobs, and/or enhance the freight network.*
- *Parks system projects that improve residents' access to recreation and enhance communities' livability.*
- *Stormwater projects that improve the region's ability to avoid flooding of communities and pollution of groundwater.*

Robust, Performance-Based Transportation Investments

Transportation funding in Illinois faces significant challenges. The traditional state revenue sources -- the motor fuel tax and vehicle registration fees -- have lost significant purchasing power over the last 20 years. Further, the motor fuel tax faces long-term threats to its viability as vehicles become more fuel efficient and travel behavior changes. The Chicago region's transit system remains critically underfunded and lacks a stable source of non-federal capital funding. Similarly, freight issues must be better incorporated into capital programming processes.

Approximately every ten years, the state provides a major capital program for transportation and other purposes. While these resources are welcome and necessary, their timing is unpredictable and their duration is brief. The most recent program, *Illinois Jobs Now!*, relied in part on speculative, inadequate new revenue sources, reducing the state's ability to finance the program. Contrary to GO TO 2040, these sources were also unrelated to use of the transportation system.

Investment decisions in Illinois are governed largely by arbitrary formulas like the "55/45 split," which sends 45 percent of highway funds to northeastern Illinois and 55 percent downstate. A more transparent, performance-based approach would ensure that limited resources are steered toward the most critical projects, also shedding light on how investment decisions are made.

CMAP supports increasing the motor fuel tax by 8 cents and indexing it to inflation in the near term but recognizes the need to develop a sustainable, long-term revenue source -- based on transportation user fees -- to replace the motor fuel tax.

CMAP supports new, sustainable revenues for transportation. CMAP also supports a dedicated source of capital funding for transit and a greater focus on improvements to the freight system.

CMAP supports legislative initiatives that encourage a commitment by transportation implementing agencies to use transparent, performance-based capital programming.

Innovative Tools for Transportation Investment

While enhanced transportation revenue sources would do much to move Illinois in the right direction, new tools are still needed to better manage the transportation system and develop complex projects. These tools focus on facility-specific approaches to raise revenues or finance projects, ensuring a closer connection between benefits received and costs paid by users of the transportation system.

Through **congestion pricing**, express toll rates rise and fall with traffic levels, encouraging more efficient use of the system while also raising revenues. **Value capture** strategies recognize that transportation investments increase property values and business activity, tapping into these sources to pay for upfront construction costs. **Public-private partnership (P3)** strategies can reduce costs and accelerate project delivery by tapping into private-sector expertise and financing. But as GO TO 2040 explicitly states, such agreements must be carefully structured to protect the public interest.

CMAP supports legislative initiatives that require IDOT and the Illinois Tollway to implement congestion pricing on new highway capacity, and to allow them to strategically price components of the existing highway network.

CMAP supports legislative initiatives that enable multijurisdictional value capture districts for transportation, while also ensuring equity considerations for underlying jurisdictions and the region's taxpayers.

CMAP supports legislative initiatives that require increased transparency and safeguards to protect the State of Illinois from undue financial risk in P3 projects.

State Tax Policy

The Chicago region's ability to make infrastructure and community investments recommended in GO TO 2040 is significantly shaped by fiscal and tax policy decisions made at the state level. CMAP is specifically interested in how tax policy influences the region's overall economy, including the commercial, industrial, and residential development of communities. State tax policies can sometimes distort land use decisions rather than allow markets or quality of life factors to guide them, and the same policies can inadvertently foster unproductive competition among local governments over economic development opportunities, to little or no overall regional benefit.

CMAP supports comprehensive reforms of state tax policy to broaden the tax base, encourage effective local land use decisions, and reduce the focus on intrastate and intraregional competition over economic development.

Water Supply Planning and Management

CMAP's Water 2050 plan emphasizes the need for better management of the region's water resources. The Lake Michigan Water Allocation Program, which provides water for nearly 70 percent of residents in the region, is undergoing revisions that may require the Illinois Department of Natural Resources (IDNR) and its regional partners such as CMAP to help implement new allocation rules and provide technical assistance to water utilities. However, the state currently does not have a dedicated revenue stream for a water supply planning and management program. With new funds, the state could formalize water planning within IDNR, support regional planning groups such as CMAP, and dedicate a portion to the Illinois State Water Survey's (ISWS) Illinois Water Inventory Program (IWIP).

CMAP supports new, sustainable revenues to support state and regional water planning for IDNR, ISWS, IWIP, and regional partners.

Transparency and Accountability

Data sharing through transparent, open governance improves efficiency and accountability. Further, CMAP relies on other agencies' data to complete its own work in planning, policy, and transportation programming. By sharing their data in a timely manner, usable format, and accessible location, public agencies also communicate clearly how they make decisions to establish policies, prioritize projects, and administer funding.

CMAP supports legislation to increase data and information sharing by requiring state and local agencies to make their programs and policies more transparent to the public.

About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 through state statute (70 ILCS 1707) and is the federally designated Metropolitan Planning Organization (MPO) for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. Its state and federal mandates require CMAP to conduct comprehensive regional planning, prioritize transportation investments, provide technical assistance for communities, and compile data resources that enhance decision making.

CMAP developed and now guides implementation of the region's GO TO 2040 comprehensive plan, which was adopted unanimously in October 2010 by leaders from across the seven counties, and updated in 2014. To address anticipated population growth of more than 2 million new residents, GO TO 2040 is an innovative, policy-based plan that establishes coordinated strategies to help the region's 284 communities address transportation, economic development, open space, water, energy, housing, and other quality-of-life issues. In 2013, CMAP received the American Planning Association's first-ever National Planning Excellence Award for a Planning Agency.

Contact

For additional information contact Gordon Smith, Director of Government Affairs, by phone at 312-386-8739 or gsmith@cmap.illinois.gov.

See www.cmap.illinois.gov for more information.

CMAP State Legislative Principles: Illinois General Assembly 2015

The State of Illinois is key to the successful implementation of GO TO 2040, metropolitan Chicago's comprehensive regional plan. State government allocates billions of dollars each year across various program areas and plays a significant role in operating and maintaining the transportation system, promoting economic development, and maintaining and preserving natural resources. However, the state's ongoing fiscal challenges continue to crowd out many of these investment priorities.

The Chicago Metropolitan Agency for Planning (CMAP) intends its state legislative principles to guide and inform partners, the Governor, legislators, state agency directors, and others about CMAP policy positions in the 99th General Assembly. Generally speaking, CMAP is most interested in legislative initiatives that have regional or statewide impacts, or those that could serve as precursors to broader, more comprehensive legislation. This detailed framework is a companion to the shorter state legislative agenda that CMAP prepares each year.

The remainder of this document describes CMAP's legislative principles organized around the twelve recommendations included in GO TO 2040. Also, please see <http://www.cmap.illinois.gov/about/legislative-policy-statements> for the agency's 2015 Legislative Agenda and periodic Legislative Updates.

Pursue Coordinated Investments

GO TO 2040 emphasizes effective, collaborative approaches to common problems, many of which are felt most keenly at the metropolitan scale. With a region as large and diverse as northeastern Illinois, implementation of the plan's recommendations will require that leaders recognize the interdependence of our communities and work across political boundaries to address issues facing multiple jurisdictions. To support coordinated investments, GO TO 2040 recommends taking a regional approach, promoting comprehensive solutions, and increasing the coordination and consolidation of local services.

Legislative Principles

CMAP supports efforts that invest more in metropolitan areas, comprehensive planning initiatives, and grant greater decision making authorities to regional level governance.

CMAP supports efforts that improve the coordination and alignment of programs, regulations, and funding across state agencies, ensuring a comprehensive perspective in decision making, and generating more efficient outcomes.

CMAP supports local government efforts to evaluate and implement the appropriate consolidation or coordination of local services, empowering them to solve problems with innovative solutions, and improve intergovernmental collaboration.

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 measures of need or impact. GO TO 2040 supports a more transparent, performance-driven approach for programming transportation investments. Further, transportation implementers should prioritize projects that maintain and modernize the existing system, while expensive new capacity projects should be built only when the need is great.

In addition to emphasizing strategic transportation investments, GO TO 2040 recommends increasing transportation funding through several new or expanded sources, and notes that user fees should be structured to track with the inflation of construction costs over time. While not representing a new source of revenue, the appropriate application of **public-private partnerships** can reduce costs and accelerate project delivery by providing a greater role for the private sector in project development and potentially in financing, operations, or maintenance. Due to their complexity and potential risk, GO TO 2040 states clearly that such agreements must be structured carefully to protect the public interest.

New revenues must be generated through efficient, sustainable user fees that better reflect the broader social costs of transportation and that better link costs paid with benefits received. Through **congestion pricing**, toll rates rise and fall with traffic levels, encouraging more efficient use of the system while also raising revenues. **Value capture** strategies recognize that transportation investments increase property values and business activity, tapping into these sources to pay for upfront construction costs.

Legislative Principles

CMAP supports legislative initiatives that create a transparent, performance-based funding process for state transportation investments and involves collaboration with MPOs and other stakeholders.

CMAP supports legislative initiatives that increase the existing motor fuel tax to support the transportation system and index it to inflation. CMAP also supports efforts to develop a sustainable, long-term replacement to the motor fuel tax based on transportation user fees.

CMAP supports legislative efforts to permit and encourage innovative transportation funding sources such as congestion pricing and value capture. Further, CMAP continues to support the judicious application of public-private partnerships, so long as the public interest is adequately protected.

Increase Commitment to Public Transit

Public transportation is essential to the future economic prosperity of our region. After decades of underinvestment, substantial funding is needed just to adequately maintain the system, and even more is required 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, as well as some portion of future congestion pricing revenues.

Legislative Principle

CMAP supports 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.

Create a More Efficient Freight Network

Metropolitan Chicago is the nation's freight hub, and the state plays a vital role in maintaining this position. In partnership with the federal government and the region, the state should make a high priority of implementing the CREATE program, a collection of 70 rail projects aimed at improving freight mobility in the Chicago region. Truck traffic is also a major challenge for the region. The state can take a leadership role in identifying opportunities for dedicated freight corridors, streamlined truck permitting, better cataloging and coordination of truck routes, and access improvements to intermodal facilities. Further, GO TO 2040 supports better integration of freight needs into existing capital programming approaches.

The CMAP Board convened the Regional Freight Leadership Task Force as a group of public and private stakeholders to investigate funding and governance issues facing the regional freight system. State action is needed to fulfill the task force recommendations, which include robust and comprehensive freight planning; new, dedicated funding sources for freight investment in northeastern Illinois; and an ongoing commitment and capacity to implement freight plans.

Legislative Principles

CMAP supports legislative initiatives that fund CREATE, provide regional trucking improvements, and better integrate freight issues into existing capital programming processes.

CMAP supports efforts that continue to develop the Regional Freight Leadership Task Force recommendations which include freight planning in northeastern Illinois, dedicated funding for freight, and implementation of freight plans.

Achieve Greater Livability through Land Use and Housing

The state has an important role to play in helping communities achieve 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 in the areas of transportation, housing, environmental, and economic development is critical to promoting sustainable, livable communities. Recognizing that they face common challenges like foreclosure prevention or prioritizing investments in affordable housing, many of the region's communities have created collaborative approaches to address these problems. However, state funding is often available only at the municipal level, limiting the ability of these collaborative approaches to receive funding and carry out multijurisdictional strategies.

Legislative Principles

CMAP supports legislative initiatives that align funding across various state agencies for planning, local technical assistance, and capital investments that align with GO TO 2040's livability principles.

CMAP supports legislative initiatives that either expand eligibility for existing resources or provide new funding or assistance to multijurisdictional organizations seeking to address shared housing and land use problems.

CMAP supports legislative initiatives that promote reinvestment in existing communities – specifically initiatives 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.

Manage and Conserve Water and Energy Resources

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 the region's economy and quality of life. The energy priorities in GO TO 2040 are focused on reducing demand and increasing efficiency, as well as the use of renewable energy options. The state can support energy conservation by providing funding, financing mechanisms, and local technical assistance.

Priorities for water efficiency and supply planning are outlined in the Water 2050 plan. New, sustainable funding is needed to support water supply planning and investment in water infrastructure. Pricing can help ensure the prudent management of water infrastructure, particularly through a shift toward paying for the full costs of water service delivery through user fees. Furthermore, many communities lose a considerable amount of treated water through leaks in their systems, wasting ratepayer and taxpayer dollars. This water loss should continue to be addressed through technical assistance, audits, and infrastructure improvements. At the same time, such technical assistance may be needed to help prepare local water suppliers for drought. The Illinois State Water Survey should continue its data collection, analysis, and education efforts on surface and groundwater supply – the Survey informs areas of the region that withdraw groundwater at unsustainable rates. Additionally, portions of northeastern Illinois suffer from chronic, destructive, and costly flooding. While there are many low-capital solutions to flooding, some problems can only be solved by a commitment to investing in flood control and improved stormwater management.

Legislative Principles

CMAP supports initiatives that help manage water and energy demand, help rehabilitate existing infrastructure, and incorporate more efficient, renewable energy options and technologies.

CMAP supports initiatives that establish new, sustainable funding for water infrastructure, water supply planning, and flood protection and that promote full-cost pricing of water infrastructure.

Expand and Improve Parks and Open Space

A top priority of GO TO 2040 is to expand the green infrastructure network, an inventory of the most significant locations in northeastern Illinois targeted for conservation. To do so, CMAP recommends making significant, priority-based investments in parks and open space. The state can play a critical role in this effort through IDNR's open space acquisition and management programs. Major benefits will follow from investing in the green infrastructure network, 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. GO TO 2040 recommends preserving an additional 150,000 acres of land by 2040 through a collaborative, multi-organizational, public-private approach.

Legislative Principles

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

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

Promote Sustainable Local Foods

Illinois has some of the most fertile soils in the country, yet most of the money spent on food feeds the economies of other states and nations. The state can support the economic and environmental benefits of local food production through its policies, regulations, and direct procurement. Further, the state can support a variety of demonstration programs to provide better food access in disadvantaged communities.

Legislative Principle

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

Improve Education and Workforce Development

The quality of our workforce is among the most important factors in maintaining a strong economy. The state plays a critical role in workforce development through coordinating and funding the public education system and workforce training. GO TO 2040 emphasizes the importance of strengthening workforce development programs to ensure that the region's pool of workers is prepared to meet the needs of current and future employers. Better information networks can help measure, track, and analyze performance to support this goal.

Legislative Principles

CMAP supports 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 supports legislative initiatives that improve the flexibility and delivery of workforce development services, including the strengthening of sector-based and community-focused provision of services.

Support Economic Innovation

Innovation plays a major role in sustainable economic prosperity and enhancing global competitiveness. The region's propensity to innovate -- develop new products, technologies, processes, business models, and markets -- results in goods and services that are faster, cheaper, and better. However, a variety of innovation measures indicate that the region and state's innovative capacity is lagging behind that of peers. Serious action to increase economic innovation will be necessary to keep the region thriving and globally competitive.

GO TO 2040 suggests that the state should use enhanced data to evaluate financial incentives and programs and target them toward the attraction and retention of innovative industries that provide good jobs. The state can strengthen its focus on nurturing regional industry clusters by working with industry coalitions to secure and leverage public and private funding.

Legislative Principle

CMAP supports legislative initiatives that evaluate and monitor economic development programs, identify successful approaches, and target investments toward the region's industry clusters.

Reform State Tax Policy

Metropolitan Chicago's ability to make infrastructure and community investments recommended in GO TO 2040 is significantly shaped by fiscal and tax policy decisions made at the state level. CMAP is specifically interested in how tax policy influences the overall economic well-being of the metropolitan region, including the commercial, industrial, and residential development of our communities. State 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 competition among local governments for the attraction or retention of sales tax-generating businesses, to little or no overall regional benefit. In Illinois, the sales and income tax bases remain relatively narrow, stifling the ability of tax revenues to keep pace with broader economic trends.

Legislative Principle

CMAP supports legislative initiatives that reform state tax policy through careful expansion of the sales and income tax bases, as well as the careful modification of state revenue sharing structures with local governments to encourage regional collaboration and broader GO TO 2040 development goals.

Improve Access to Information

Data sharing through transparent, open governance improves efficiency and accountability. CMAP relies on other agencies' data to complete its own work in planning and transportation programming and policy; its work depends on the timely reporting of data in a usable format and accessible location. Transparency in data is essential for understanding how government

operates, and helps policymakers at all levels of government make better and more informed decisions.

Legislative Principle

CMAP supports legislation to increase data and information sharing by requiring state and local agencies to make their programs and policies more transparent to the public.

About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 by state statute (70 ILCS 1707) and is the federally designated Metropolitan Planning Organization (MPO) for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. Its state and federal mandates require CMAP to conduct comprehensive regional planning, prioritize transportation investments, provide technical assistance for communities, and compile data resources that enhance decision making. CMAP developed and now guides implementation of the region's GO TO 2040 comprehensive plan, which was adopted unanimously in October 2010 by leaders from across the seven counties, and updated in 2014. To address anticipated population growth of more than 2 million new residents, GO TO 2040 is an innovative, policy-based plan that establishes coordinated strategies to help the region's 284 communities address transportation, economic development, open space, water, energy, housing, and other quality-of-life issues. In 2013, CMAP received the American Planning Association's first-ever National Planning Excellence Award for a Planning Agency.

Implementation of GO TO 2040 remains the top priority for CMAP. The agency provides extensive support to communities through its Local Technical Assistance (LTA) program. So far LTA has funded more than 150 projects in which counties, municipalities, and nongovernmental organizations are planning for increased livability, sustainability, and economic vitality. The program helps address significant demand in the region for updating local comprehensive plans, ordinances, and related planning activities. Though its three-year U.S. Department of Housing and Urban Development grant expired in December 2013, CMAP is continuing the LTA program with new funding from the U.S. Department of Commerce Economic Development Administration and the Illinois Attorney General national foreclosure settlement fund, among other local sources.

GO TO 2040 recommendations also guide the allocation of federal transportation dollars in northeastern Illinois through the following programs that CMAP administers:

- The Congestion Mitigation and Air Quality Improvement (CMAQ) program supports surface transportation improvements, which currently total \$465 million over five years (FY 2014-18).
- The Transportation Improvement Program (TIP) accounts for all federally funded and otherwise regionally significant projects, totaling \$12.5 billion from FY 2014-19.
- The Surface Transportation Program (STP) works with subregional Councils of Mayors to allocate these funds, which totaled \$129 million in fiscal year 2014.

- The Transportation Alternatives Program (TAP) was initiated in 2013 following passage of the federal Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill. Through a competitive project-selection process, it provided \$17 million over two years to support non-motorized transportation.

CMAQ conducts extensive, data-driven research and analysis related to policy objectives in GO TO 2040, including diverse economic factors such as workforce, innovation, and tax policies. The agency's series of drill-down reports has examined the resurgence of advanced manufacturing and its intersection with the region's freight cluster. CMAQ helps to coordinate efforts to build partnerships involving the institutions that provide education and training and the industries that need a reliable pool of highly skilled workers. CMAQ's research also sheds light on the impacts of state and local tax policies.

See www.cmap.illinois.gov for more information.