



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

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

## **Chicago Metropolitan Agency for Planning (CMAP) Board**

### **Annotated Agenda**

**Wednesday, February 11, 2015**

**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**  
Recognition of Raul Raymundo for his service to the CMAP Board
- 3.0 Approval of Minutes—January 14, 2015**  
ACTION REQUESTED: Approval
- 4.0 Interim Executive Director's Report**
  - 4.1 Collar County Wastewater Appointment
  - 4.2 Press Activity for the Mobility Visualization Site
  - 4.3 LTA Program Update
  - 4.4 Other Announcements
- 5.0 Procurements and Contract Approvals**
  - 5.1 Resolution for Cook County 2013 Assessment Data
  - 5.2 Contract Approval to Create a Comprehensive Plan for the Village of Roselle
  - 5.3 Approval to Purchase Information Technology Hardware and Software
  - 5.4 Contract Approval for Executive Search FirmACTION REQUESTED: Approval
- 6.0 Committee Reports**

The chair of the Local Coordinating Committee will provide an update from the meeting held prior to the Board meeting. A written summary of the working committees and the Council of Mayors Executive Committee will also be distributed.

ACTION REQUESTED: Information

## 7.0 Federal Agenda

Using GO TO 2040 as a guide, staff developed a set of principles to inform federal legislators and other national policy makers about CMAP's positions on national policy issues. The agenda focuses on principles that will help to guide CMAP's support or opposition to specific pieces of legislation over the course of the federal legislative calendar.

ACTION REQUESTED: Approval

## 8.0 State Legislative Update

Staff will update the Board on relevant legislative activities and the bills that are being monitored based on our [State Legislative Framework](#) and [Agenda](#).

ACTION REQUESTED: Approval

## 9.0 Other Business

### 10.0 Next Meeting

The Board meets next on March 11, 2015.

### 11.0 Public Comment

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

### 12.0 Closed Session

The Board will adjourn to a closed session for the purpose of reviewing prior closed session minutes, under IOMA Section 2(c)(21), and legal matters under IOMA Section 2(c)(11).

ACTION REQUESTED: Discussion

### 13.0 Adjournment

#### Chicago Metropolitan Agency for Planning Board Members:

\_\_\_ Gerald Bennett, Chair

\_\_\_ Rita Athas

\_\_\_ Frank Beal

\_\_\_ Elliott Hartstein

\_\_\_ Al Larson

\_\_\_ Lisa Laws

\_\_\_ Andrew Madigan

\_\_\_ John Noak

\_\_\_ Raul Raymundo

\_\_\_ Rick Reinbold

\_\_\_ William Rodeghier

\_\_\_ Carolyn Schofield

\_\_\_ Peter Silvestri

\_\_\_ Rae Rupp Srch

\_\_\_ Thomas Weisner

\_\_\_ Bola Delano

\_\_\_ Leanne Redden/John Yonan



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 3.0

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## Chicago Metropolitan Agency for Planning (CMAP) DRAFT Board Meeting Minutes January 14, 2015

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

### Board Members Present:

Gerald Bennett, CMAP Board Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Elliott Hartstein-representing Lake County, Al Larson-representing Northwest Cook County, Lisa Laws-representing the City of Chicago, John Noak-representing Will County, Raul Raymundo-representing the City of Chicago, Rick Reinbold-representing South Cook County, William Rodeghier-representing West Cook County, Rae Rupp Sr-representing DuPage County, Peter Silvestri-representing Cook County (via tele-conference) and non-voting members John Yonan (for Leanne Redden)-representing the MPO Policy Committee and Bola Delano-representing the Office of the Governor

### Staff Present:

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Bob Dean, Gordon Smith, Tom Garritano, Claire Bozic and Sherry Kane

### Others Present:

Jim Savio-Sikich LLP, Mike Albin-DMMC, Kristen Andersen-Metra, Reggie Arkell-FTA, Heather & George Armstrong-Access Living, Jennifer Becker- Kane/Kendall Council of Mayors, Len Cannata-WCMC, Bruce Carmitchel-IDOT, Mike Connelly-CTA, John Donovan-FHWA, Janell Jensen-McHenry Council of Mayors, Patrick Knapp-Kane/Kendall Council of Mayors, Ashley Lucas-Lake County, Ed Paesel-SSMMA, Brian Pigeon-NWMC, Mark Pitstick-RTA, Andy Plummer-RTA, Vicky Smith-SW Conference, Mike Walczak-NWMC, Tammy Wierciak-WCMC, Laura Wilkison-Metro Strategies, and Barbara Zubek-Southwest Conference

### 1.0 Call to Order and Introductions

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:32 a.m., and asked Board members to introduce themselves.

## **2.0 Agenda Changes and Announcements**

The CMAP Board welcomed its newest member Mayor John Noak, replacing Mayor Roger Claar as Will County's representative. Executive Director Randy Blankenhorn announced that he would leave CMAP at month's end to assume the position of Secretary of the Illinois Department of Transportation.

## **3.0 Approval of Minutes**

A motion to approve the minutes of the November 12, 2014, meeting of the CMAP Board as presented was made by Elliott Hartstein and seconded by President Rick Reinbold. All in favor, the motion carried.

## **4.0 Executive Director's Report**

Executive Director Randy Blankenhorn reported that the Local Technical Assistance (LTA) update had been included in the Board materials, gave an update on the Governor's Infrastructure Transition report that had closely mirrored the principles of GO TO 2040, announced the 2014 Implementation Report poster was available for distribution, and introduced Joe Szabo, former Director of the Federal Railroad Administration (FRA) and former Mayor of the Village of Riverdale, who had joined CMAP as a Senior Fellow.

## **5.0 Annual Financial Report for the Year Ended June 30, 2014**

James Savio from Sikich LLP presented the annual financial report and management letter to the CMAP Board. Savio gave a brief timeline of activity that had begun in May and finalized in mid-November. Savio highlighted the Management's Discussion and Analysis (MDA) section and reported on the Statement of Net Position, the Statement of Revenues, Expenses and changes in Net Position, and Statement of Cash Flows. Savio also reported on the agency's credit risk and collateralization agreements, supplemental info related to IMRF, Schedule of Grant Receipts, Expenses and Balances, Internal Control over Financial Reporting and Report on Compliance for Each Major Federal Program. Savio reported that there were no material weaknesses and no non-compliance was exposed. Turning to the Auditor's Communication to the Members of the Board, Savio stated that no audit adjustments were necessary and there were no adjustments to the journal. There were no deficiencies in internal controls considered to be material weaknesses—that one comment from the prior year had been addressed.

Later in the meeting, a motion by Frank Beal was seconded by Rae Rupp Srch to accept the Annual Financial Report and Independent Auditor's Report as had been presented. All in favor, the motion carried.

## **6.0 Procurements and Contract Approvals**

Staff recommended the Board approve two contracts for renderings, illustrations and other visualizations for Local Technical Assistance projects; one with Solomon Cordwell Buenz, the second with Bondy Studio, the total of which is not to exceed \$50,000 per year or \$100,000 were the second year option be exercised to support the development of multiple illustrations for use in several LTA projects. A motion to approve the contract award made by Rita Athas was seconded by Mayor Al Larson. All in favor, the motion carried.

## **7.0 Committee Reports**

Elliott Hartstein, chair of the Regional Coordinating Committee reported that the committee had met earlier in the morning, and that staff from Cook County Department of Transportation and Highways had given a presentation on the planning process for the county's first Long Range Transportation Plan in 70 years. Hartstein also reported that CMAP staff discussed a recently released report, "Reorienting State and Regional Economic Development: Challenges and Opportunities for Metropolitan Chicago" examining policy and practices impacting economic development in northeastern Illinois. The Committee also considered both the Regional Intelligent Transportation Systems Architecture Update and the State Legislative Framework and Principles and recommends approval of both by the CMAP Board.

## **8.0 State Legislative Principles and Agenda**

CMAP staff, Gordon Smith presented CMAP's Legislative Principles for the Illinois General Assembly (this document was formerly known as the State Legislative Framework) and CMAP's Agenda for the Illinois General Assembly, both of which have been revised to align more closely to GO TO 2040. Smith went on to say that the detailed principles document is a companion to the shorter agenda that identifies specific state policy issues of interest to CMAP and the Region. Those are: FUND 2040; Performance-Based Transportation Investment; Innovative Tools for Transportation Investment; State Tax Policy; Water Supply Planning and Management; and Transparency and Accountability. Smith gave examples of some initiatives CMAP would support such as an increase to the Motor Fuel Tax, dedicated funding for transit and improvements to freight, supporting efforts to advance congestion pricing, increased transparency with P3 projects, reforms to the state tax policy, new and sustainable revenues to support state and regional water planning, and increase data and information sharing. An increase to the MFT was discussed briefly and staff confirmed that the material would be forwarded to the General Assembly. Staff was complimented on its work and a motion by Mayor Al Larson was seconded by Rae Rupp Srch to approve the material as presented. All in favor, the motion carried.

## **9.0 Unified Work Program (UWP)**

Briefly, Deputy Executive Director Dolores Dowdle reported that the Unified Work Program (UWP), the mechanism for allocating federal transportation funding to the region, is expected to mirror last year's allocation at \$16.7 million. This along with matching funds will total just over \$21 million. Dowdle went on to say that both the Core and Competitive Projects call for proposals will be due January 30, 2015, that the proposals will be presented to, reviewed and ranked by the UWP committee in February, that the Committee will adopt the FY 2016 program in March. Recommendations will then go to the Transportation Committee, the Regional Coordinating Committee and finally the CMAP Board and MPO Policy Committee in June.

## **10.0 Intelligent Transportation Systems (ITS) Architecture Update**

Also briefly stated, CMAP staff, Clair Bozic reported that since 2005, regions have been required to update their Intelligent Transportation Systems' (ITS) Architecture and Standards, that CMAP maintains the region's ITS which last updated in 2008, that the

review that began in 2013 has been completed, that changes and updated supporting documents were linked in the Board meeting agenda, and that the Advanced Technology Task Force (ATTF) is satisfied with the update and that both CMAP's Transportation Committee and Regional Coordinating Committee have reviewed the update and have recommended adoption by the CMAP board. A motion by Mayor Al Larson was seconded by Rae Rupp Srch to approve the updated Intelligent Transportation Systems (ITS) Architecture Update as presented. All in favor, the motion carried.

#### **11.0 Mobility Data Visualizations**

By mid-January, Communications Director Tom Garritano reported, CMAP will launch a set of interactive data visualizations to describe the region's transportation system.

Garritano gave a demo of the new site, [http://www.cmap.illinois.gov/mobility/explore#/,](http://www.cmap.illinois.gov/mobility/explore#/) explaining that the site contains interactive maps and data indicators that the agency uses to monitor implementation of GO TO 2040 as it guides the region and its 284 communities. Garritano walked through roads (touching on highway congestion, ride quality and bridge condition), transit (touching on access, ridership and maintenance), freight (crossing delays and CREATE) and finished up with moving forward (integration, innovation, and the implementation of FUND 2040).

#### **12.0 FUND 2040 Update**

Executive Director Randy Blankenhorn gave an update on FUND 2040 reporting that staff had continued its outreach to civic, labor and business groups and that the first external leadership meeting was held in December. The launch that had been scheduled for month's end, Blankenhorn continued, would be postponed and that staff will continue its outreach to the General Assembly and CMAP partners. Not taking a step backward, but taking a breath. One member asked that staff provide a list of the external leadership group members and Chairman Mayor Bennett reminded the Board that this effort was an offshoot of the visioning session held last February and remains a priority.

#### **13.0 Other Business**

There was no other business before the CMAP Board.

#### **14.0 Next Meeting**

The Board is scheduled to meet next on February 11, 2015

#### **15.0 Public Comment**

There were no comments from the public.

#### **16.0 Closed Session**

At 10:30 a.m., a motion to adjourn to a closed session to discuss a matter of litigation and a matter of personnel by Frank Beal was seconded by Rita Athas. All in favor, the motion carried.

#### **13.0 Adjournment**

At the conclusion of the closed session, Chairman Bennett reported that staff had given an update on the status of the pending lawsuit against CMAP and the MPO Policy

Committee and no action had been taken. Bennett also reported the Board considered the resignation of its Executive Director, assigning its Executive Committee to recruit a new Director and naming an Interim Director. The following actions relate to that discussion:

A motion by Frank Beal was seconded by Rae Rupp Srch to accept the resignation of CMAP Executive Director Randy Blankenhorn and releasing him from his contract effective January 31, 2015. All in favor, the motion carried.

A motion by Mayor Al Larson was seconded by President William Rodeghier to appoint CMAP's Executive Committee, with Rita Athas as chair, to recruit a new Executive Director. All in favor, the motion carried.

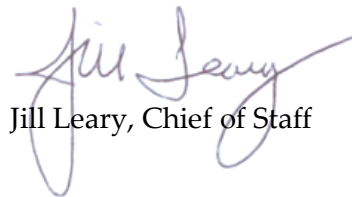
A motion by Mayor Al Larson was seconded by Rae Rupp Srch, instructing staff to post a Request for Proposal (RFP) by month's end for a search firm to assist the Executive Committee in its recruitment of a new Director. The name of the firm would be announced in February, resumes would be due quickly, interviews conducted in April and a new appointment to be considered in May. All in favor the motion carried.

A motion by Raul Raymundo was seconded by Rae Rupp Srch, effective after January 31, 2015, that Jill Leary be named Interim Executive Director, until a new Director is appointed. All in favor, the motion carried. Also, a motion by Mayor Al Larson was seconded by Rae Rupp Srch to allow the Board Chair to negotiate a salary adjustment with Ms. Leary. All in favor, that motion also carried.

Board Chairman Mayor Bennett expressed his congratulations to Randy Blankenhorn, and on behalf of all the board, thanked him for his years of service and wished him the best of luck!

At 10:40 a.m., a motion by President Rick Reinbold was seconded by Mayor Al Larson to adjourn the regular meeting. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Jill Leary", with a stylized flourish at the end.

Jill Leary, Chief of Staff

01-22-2015  
/stk







# Chicago Metropolitan Agency for Planning

## Agenda Item No. 4.3

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## MEMORANDUM

**To:** CMAP Board and Committees

**From:** CMAP Staff

**Date:** February 4, 2015

**Re:** Local Technical Assistance Program Update

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The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 155 local projects have been initiated. Of these, 96 projects have been completed, 49 are fully underway, and 10 will get actively underway in the near future.

Further detail on LTA project status can be found in the attached project status table. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

ACTION REQUESTED: Discussion



## Projects Currently Underway

| Project  | CMAP lead           | Timeline                   | Assistance type                 | Status and notes   |
|--|---------------------|----------------------------|---------------------------------|--|
| Algonquin-Carpentersville Fox River corridor plan (see <a href="#">website</a> ) | Brian Daly          | May 2014-Aug. 2015         | Staff assistance                | Staff has begun the visioning phase of the project and is drafting the recommendations memo. Staff presented the completed Existing Conditions Report to the Steering at a meeting on January 7. A public workshop took place in Carpentersville on January 21.                        |
| Arlington Heights bicycle-pedestrian plan (see <a href="#">website</a> )         | John O'Neal         | May 2014-June 2015         | Staff assistance                | Incorporated Village comments on Existing Conditions Report. Shared Existing Conditions Report with Steering Committee and scheduled meeting with them to discuss report (February 4). Began planning for Visioning Workshop.  |
| Barrington area bikeway feasibility study  | Jack Pfingston      | June 2014-June 2015        | Consultant assistance           | A public meeting to review and comment on the five proposed routes will be held on February 5 in Hoffman Estates. Steering Committee will narrow field to two routes after public meeting.   |
| <i>Bensenville comprehensive plan (see <a href="#">website</a>)</i>              | <i>Sam Shenbaga</i> | <i>Mar. 2013-Jan. 2015</i> | <i>Staff assistance</i>         | <i>Newly completed. Plan adopted unanimously by Village Board on January 28.</i>   |
| Berwyn parking study (see <a href="#">website</a> )                              | Lindsay Bayley      | Nov. 2013-June 2015        | Staff assistance                | Existing Conditions Report draft under internal review.  |
| Berwyn zoning revisions (see <a href="#">website</a> )                           | Kristin Ihnchak     | Jan. 2013-May 2015         | Staff and consultant assistance | No update this month.  |
| <i>Blue Island capital improvement plan</i>                                      | <i>Evy Zwiebach</i> | <i>Apr.-Dec. 2015</i>      | <i>Staff assistance</i>         | <i>Newly added to monthly report. Scoping is underway.</i>   |
| Calumet Park planning priorities report  | Sam Shenbaga        | TBD                        | Staff assistance                | Scoping is underway.   |
| Campton Hills zoning and subdivision regulations                                 | Kristin Ihnchak     | Jul. 2014-Oct. 2015        | Consultant assistance           | Cameros has completed a technical review memo in mid-December, which outlines initial recommendations for revisions to the zoning and subdivision ordinances. The project has been put on pause and will be picked back up after elections in April.                                   |
| Chicago Metro Metals Consortium  | Martin Menninger    | Nov. 2014-Apr. 2015        | Staff assistance                | Initial screening criteria were used to narrow the project list, with further discussion of evaluation criteria at a steering committee meeting on January 26. Further evaluation and prioritization will occur before the next steering committee meeting, scheduled for February 19. |

| Project  | CMAP lead         | Timeline             | Assistance type       | Status and notes  |
|--|-------------------|----------------------|-----------------------|---|
| Carol Stream comprehensive plan (see <a href="#">website</a> )                 | Trevor Dick       | Feb. 2014-June 2015  | Staff assistance      | The Steering Committee met on January 12 to review the Existing Conditions Report. Currently a recommendations memo is being prepared and a public visioning workshop is being planned for March.   |
| Chicago Pilsen-Little Village neighborhood plan (see <a href="#">website</a> ) | Evy Zwiebach      | Dec. 2013-Sept. 2015 | Staff assistance      | A focus group meeting on the industrial areas in Pilsen and Little Village was held on January 22. The team is preparing for upcoming community engagement, including a focus group and community workshops in the late winter and spring.  |
| Chicago West Pullman neighborhood plan   | Evy Zwiebach      | Oct. 2014-Sept. 2015 | Consultant assistance | The consultant submitted the revised draft Existing Conditions Report, which CMAP staff, as well as DPD and local partner, are reviewing. The first public meeting took place on January 15. The next Steering Committee meeting is scheduled for February 23.                        |
| Chicago Heights comprehensive plan (see <a href="#">website</a> )              | Kendra Smith      | Apr. 2013-Mar. 2015  | Staff assistance      | Draft comments have been received from Steering Committee and project partners; final plan underway. Planning for late February open house and planning and zoning commission presentation.   |
| Chinatown neighborhood plan (see <a href="#">website</a> )                     | Stephen Ostrander | Apr. 2013-Feb. 2015  | Staff assistance      | The public comment period for the draft plan ended on January 8. CMAP staff assisted main community partner in preparation of grant application to Chicago Community Trust for funding to support implementation of plan. CMAP staff began laying out the plan for final publication. |
| Cicero comprehensive plan (see <a href="#">website</a> )                       | Jonathan Burch    | Apr. 2014-June 2015  | Consultant assistance | The consultant presented the existing conditions report to the Steering Committee this past month and will proceed with visioning and plan development.   |
| Cook County consolidated plan (see <a href="#">website</a> )                   | Jonathan Burch    | Apr. 2013-Jan. 2015  | Staff assistance      | <i>Newly completed. On January 21, the Cook County Board adopted the plan. CMAP staff will now assist with submission of the plan to EDA (February 2015) and HUD (August 2015) while also pursuing implementation.</i>  |
| Crete comprehensive plan   | Jack Pfingston    | May 2014-Aug. 2015   | Consultant assistance | First meeting of the Steering Committee took place January 13. Data collection continues, with stakeholder interviews in first half of February to be followed by first public meeting and workshop (set for February 19).  |
| Crystal Lake transportation plan (see <a href="#">website</a> )                | Nora Beck         | Mar. 2014-June 2015  | Staff assistance      | Staff are drafting the existing conditions report for the City's review in February.  |

| Project   | CMAP lead           | Timeline              | Assistance type         | Status and notes  |
|---|---------------------|-----------------------|-------------------------|---|
| Dixmoor planning prioritization report (see <a href="#">website</a> ) | Jessica Gershman    | Jan. 2014-Feb. 2015   | Staff assistance        | Community reviewing draft report, with expected Board review and action in February.  |
| DuPage County / Addison Homes for a Changing Region project           | Kendra Smith        | Sept. 2013-Mar. 2015  | Staff assistance        | Draft comments received from municipalities. Finalization of draft plan underway.   |
| DuPage County / Hanover Park Homes for a Changing Region project      | Drew Williams-Clark | Nov. 2014-Oct. 2015   | Consultant assistance   | Initial fact finding discussions with municipal officials and staff took place in January.  |
| DuPage County Elgin-O'Hare bicycle and pedestrian planning            | John O'Neal         | Mar. 2015-Sept. 2016  | Consultant assistance   | Scoping underway, with RFP release expected in February.  |
| DuPage County sustainability guide (see <a href="#">website</a> )     | Louise Yeung        | June 2014-July 2015   | Staff assistance        | No update this month.   |
| Elmwood Park zoning assessment  | Patrick Day         | Nov. 2014-Aug. 2015   | Staff assistance        | A Steering Committee meeting to kick off the project will be held on February 9.  |
| Endeleo Institute planning priorities report                          | Kendra Smith        | Feb.-Oct. 2015        | Staff assistance        | Scoping underway, with project startup expected in early February.  |
| Fox Lake planning priorities report                                   | Jack Pfingston      | Dec. 2014-June 2015   | Staff assistance        | Stakeholder engagement proposal completed and reviewed. Stakeholder interviews will take place during weeks of February 9 and 16.                       |
| Franklin Park comprehensive plan                                      | TBD                 | Apr. 2015-June 2016   | Staff assistance        | Scoping underway.   |
| <i>Glenview natural resources plan</i>                                | <i>Brian Daly</i>   | <i>Feb.-Dec. 2015</i> | <i>Staff assistance</i> | <i>Newly added to monthly report. Scoping is underway.</i>  |
| Governor's State University green infrastructure plan                 | Holly Hudson        | Apr. 2015 – Mar. 2016 | Consultant assistance   | Scoping is near completion. Execution of an MOU with Governor's State University is expected in early February. An RFP release is expected in February. |

| Project   | CMAP lead         | Timeline            | Assistance type                 | Status and notes  |
|---|-------------------|---------------------|---------------------------------|---|
| Harvard comprehensive plan (see <a href="#">website</a> )                                   | Nora Beck         | May 2014-Nov. 2015  | Staff assistance                | Project has been restarted, with public kickoff meeting scheduled for March 5. Staff working on existing conditions analysis.   |
| Huntley zoning update   | Patrick Day       | May 2015-Apr. 2016  | Consultant assistance           | Newly added to monthly report. RFP release expected in early February.  |
| Kane County health impact assessment (see <a href="#">website</a> )                         | Stephen Ostrander | July 2014-Mar. 2015 | Staff assistance                | CMAP staff finished draft report on potential health impacts of roundabouts versus conventional intersections, and worked with partners from Kane County and the Village of Carpentersville to prepare presentation of main findings to Village Board on February 3, in anticipation of Village's upcoming application for CMAQ funding.  |
| Kane County transit plan implementation (see <a href="#">website</a> )                      | Trevor Dick       | July 2012-Feb. 2015 | Staff assistance                | The report will be presented to the County Transportation Committee on February 17.   |
| Lake County Route 53/120 land use plan (see <a href="#">website</a> )                       | Jason Navota      | Nov. 2013-Dec. 2015 | Staff and consultant assistance | The land use planning effort is underway. Draft Existing Conditions Assessment is under revision based on partner comments. Updated market projections and conservation, restoration, and mitigation priorities are complete. Corridor land use scenarios are in development. A Plan implementation strategy is being researched and developed. The IL Route 53/120 Corridor Plan Land Use Committee met for the fourth time on October 23, and the next LUC meeting will be held February 5. |
| Lake County / Round Lake Homes for a Changing Region project (see <a href="#">website</a> ) | Stephen Ostrander | July 2014-Oct. 2015 | Staff assistance                | CMAP staff prepared comprehensive summary of all input gathered thus far from municipalities, Lake County, nongovernmental partners, and other key stakeholders. Main project team (CMAP, MPC, MMC, and Lake County Community Foundation) reviewed this input and the analysis conducted so far to begin formulating potential recommendations for Homes plan.  |
| Lemont development review process analysis  | Jake Seid         | Jan.-May 2015       | Consultant assistance           | Consultant was selected for project in January following interview process. Project scoping will be completed in early February prior to project kick-off in late February.   |
| Lyons comprehensive plan (see <a href="#">website</a> )                                     | Jason Navota      | July 2013-Feb. 2015 | Staff assistance                | Final plan has been reviewed by the Village and Steering Committee and is being formatted. Public open house was held on January 27, and public hearing and adoption are anticipated for February.  |

| Project  | CMAP lead        | Timeline            | Assistance type                 | Status and notes  |
|--|------------------|---------------------|---------------------------------|---|
| McHenry County Comprehensive Economic Development Strategy                       | Jonathan Burch   | Jan.-Sept. 2015     | Staff and consultant assistance | The County Board adopted the resolution and signed the MOU in January. Scoping of consultant assistance is underway.  |
| North Aurora comprehensive plan  | Jack Pfingston   | Jan. 2014-Apr. 2015 | Consultant assistance           | Draft plan elements currently under review.   |
| North Chicago comprehensive plan (see <a href="#">website</a> )                  | Jake Seid        | May 2014-Sept. 2015 | Staff assistance                | CMAP staff discussed existing conditions report with City staff in preparation for meeting with Steering Committee, which will likely occur in February. A public visioning meeting will be held in the weeks following the presentation of the existing conditions report to the Steering Committee. |
| Oswego-Montgomery-Yorkville shared services study (see <a href="#">website</a> ) | Louise Yeung     | May 2014-July 2015  | Staff assistance                | Currently supporting staff in developing and executing sharing agreements; drafting Shared Services Assessment report.  |
| Park Forest zoning revisions (see <a href="#">website</a> )                      | Kristin Ihnchak  | June 2013-June 2015 | Staff and consultant assistance | No update for this month.   |
| Pingree Grove comprehensive plan   | Jack Pfingston   | Aug. 2014-Aug. 2015 | Consultant Assistance           | Key stakeholder interviews and focus group discussions completed; market analysis was discussed by Steering Committee at January 29 meeting. Existing Conditions Report expected in February.   |
| Regional truck permitting project  | Jessica Gershman | Jan. 2015-June 2016 | Consultant assistance           | Project Steering Committee met on January 13, and scope was revised according to that discussion. RFP was drafted and is currently being reviewed by Steering Committee, with expected release in early February.   |
| Richton Park zoning revisions  | Jake Seid        | Nov. 2014-June 2015 | Consultant assistance           | Consultant will complete stakeholder interviews and public workshops in January and February, and begin to assess the existing Zoning Ordinance and research best practices for the revised document.   |
| Roselle comprehensive plan   | Dan Olson        | Jan.-Dec. 2015      | Consultant assistance           | Proposal scoring completed and interviews were held with finalists on January 27. Consultant selected by project team and submitted for approval to the February Board meeting.   |

| Project  | CMAP lead         | Timeline            | Assistance type                     | Status and notes   |
|--|-------------------|---------------------|-------------------------------------|--|
| Rosemont comprehensive plan (see <a href="#">website</a> )                     | Sam Shenbaga      | Oct. 2013-Mar. 2015 | Staff assistance                    | Plan recommendations being drafted.  |
| South Elgin zoning update  | Jake Seid         | Oct. 2014-May 2016  | Staff assistance                    | Project kick off meeting with Steering Committee took place on January 21. In February, CMAP team will complete stakeholder interviews and begin process of reviewing existing plans and ordinances.   |
| SSMMA Calumet Green Manufacturing Partnership                                  | Brian Daly        | May 2014-Mar. 2015  | Staff and consultant assistance     | The Chicago Jobs Council has completed a draft of its existing conditions report and sustainability matrix. CMAP is currently reviewing the drafts.  |
| SSMMA Complete Streets plan  | John O'Neal       | July 2014-Aug. 2015 | Staff assistance                    | Map book created for review by local jurisdictions in the South Council of Mayors. Meeting with Active Transportation Alliance/CCDPH and SSMMA staff held to discuss collaboration and formation of advisory group. Active Trans presented new map to bicycle group in Chicago Heights for review. |
| Steger planning priorities report  | Jonathan Burch    | TBD                 | Staff assistance                    | Scoping complete. Kickoff meeting anticipated for February.  |
| Summit comprehensive plan (see <a href="#">website</a> )                       | Nora Beck         | Dec. 2013-Mar. 2015 | Staff assistance                    | Public Open House, scheduled for February 3, public hearing on draft plan scheduled for February 17.   |
| UIC multimodal transportation plan (see <a href="#">website</a> )              | Lindsay Bayley    | June 2013-Mar. 2015 | Staff assistance                    | Revised final draft under review by the Steering Committee, meeting planned for February 3.  |
| Waukegan subarea plan (see <a href="#">website</a> )                           | Stephen Ostrander | Oct. 2012-Feb. 2015 | Staff assistance                    | Steering Committee finished its final review on January 5. CMAP staff awaited final presentation to City Council for approval, as the City led preparatory discussion of the plan and implementation priorities with area aldermen, chambers of commerce, etc.                                     |
| West Suburban Chamber of Commerce and Industry cargo-oriented development plan | Evy Zwiebach      | June 2014-June 2015 | Staff assistance and small contract | No update.   |
| Westchester zoning ordinance   | Kristin Ihnchak   | Nov. 2014-Oct. 2015 | Consultant assistance               | Duncan Associates held a Steering Committee meeting to kick off the zoning ordinance update on January 22, and a follow up meeting with the committee will take place on February 26.  |



| Project  | CMAP lead    | Timeline                  | Assistance type       | Status and notes  |
|--|--------------|---------------------------|-----------------------|---|
| Winthrop Harbor comprehensive plan<br>(see <a href="#">website</a> ) | Sam Shenbaga | Sept. 2014-<br>Sept. 2015 | Staff assistance      | Existing conditions analysis underway.                                      |
| Zion comprehensive plan  | Nora Beck    | Feb. 2014-<br>Mar. 2015   | Consultant assistance | Consultant working on city-wide plan components for the comprehensive plan. |

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# Chicago Metropolitan Agency for Planning

## Agenda Item No. 5.1

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

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

### MEMORANDUM

**To:** CMAP Board

**From:** Dolores Dowdle  
Deputy Executive Director, Finance and Administration

**Date:** February 4, 2015

**Re:** Resolution for Cook County 2013 Assessment Data

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As the regional planning agency, CMAP maintains large data resources for use in its development, projection, and evaluation of land use and transportation in the northeastern Illinois region. The Cook County Assessor's Office has a geographic information database that will facilitate CMAP's decision making process with respect to planning for the region. Cook County requires that the CMAP Board pass a resolution authorizing the Executive Director to execute an Intergovernmental Agreement for the release of the database.

It is recommended that the Board adopt the attached resolution for obtaining Cook County 2013 Assessment Data.

ACTION REQUESTED: Adoption

CHICAGO METROPOLITAN AGENCY FOR PLANNING

RESOLUTION NO. 01-2015

WHEREAS, the Chicago Metropolitan Agency for Planning ("CMAP"), pursuant to the Regional Planning Act, 70 ILCS 1707/1 *et seq.*, is granted all powers necessary to carry out its legislative purposes in order to plan for the most effective public and private investments in the northeastern Illinois region and to better integrate plans for land use and transportation; and

WHEREAS, CMAP is constantly evaluating and accessing the land use information/attributes in the region; and

WHEREAS, the Cook County Assessor's Office has a geographic information ("GIS") database that it is willing to make available to CMAP at no cost; and

WHEREAS, GIS data sharing with the Cook County Assessor's Office will allow CMAP to access GIS data from the Assessor that will facilitate CMAP's decision making process with respect to planning for the region; and

WHEREAS, cooperation between and among governmental agencies and entities through intergovernmental agreements is authorized and encouraged by Article VII, Section 10 of the Illinois Constitution of 1970 and by the "Intergovernmental Cooperation Act" (5 ILCS 220/1 *et seq.*); and

WHEREAS, CMAP and the Cook County Assessor have negotiated an Intergovernmental Agreement, dated February 11, 2015, in substantially the form attached to this Resolution.

NOW, THEREFORE, BE IT RESOLVED by the Chicago Metropolitan Agency for Planning Board as follows:

The Executive Director is authorized to finalize an Intergovernmental Agreement between the Chicago Metropolitan Agency for Planning and the Cook County Assessor's Office in substantially the form of the agreement attached to this Resolution, and the Executive Director is authorized to execute said Intergovernmental Agreement.

Approved: \_\_\_\_\_  
Vice Chair

Date: February 11, 2015



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 5.2

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

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

### MEMORANDUM

**To:** CMAP Board

**From:** Dolores Dowdle  
Deputy Executive Director, Finance and Administration

**Date:** February 4, 2015

**Re:** Contract Approval to Create a Comprehensive Plan for the  
Village of Roselle

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The CMAP local technical assistance (LTA) program is designed to implement GO TO 2040 through assistance to local government. The purpose of the LTA program is to provide assistance to communities across the Chicago metropolitan region to undertake planning projects that advance the principles of GO TO 2040. Since the initiation of this program in 2011, CMAP has completed over 90 local planning projects, with 50 more currently underway and 30 set to begin in the near future.

The Village of Roselle, located primarily in north-central DuPage County with a few areas in Cook County, submitted a request for the LTA program to create a new Comprehensive Plan that provides holistic policy guidance for the municipality and surrounding unincorporated areas within its planning jurisdiction. The proposal identified the need for focused land use planning to take advantage of the Village's key transportation assets, including the upcoming Elgin O'Hare Expressway (IL Route 390), Lake Street corridor (U.S. Route 20), Roselle Road corridor, and Roselle Metra Station. The new Comprehensive Plan will promote the livability principles of CMAP's GO TO 2040 plan, and address issues resulting from demographic and economic changes since the adoption of the last Comprehensive Plan in 1990. It will provide policies and implementation actions to promote balanced growth and development for the next 15-20 years, with specific focus on economic development, unincorporated areas, infrastructure, housing, transportation, and plan implementation.

A Request for Proposal (RFP) was issued to potential contractors as well as posted on the CMAP website. Five proposals were received from Camiros, LTD., Ginkgo Planning and Design, Inc., Houseal Lavigne Associates, Ratio Architects, and Teska Associates, Inc.

The proposals were reviewed by a team comprised of CMAP staff members Samyukth Shenbaga and Daniel Olson and representatives from the Village of Roselle—Matt Fitzgibbon and Patrick Watkins. The team based the evaluation on the following criteria listed in the RFP:

1. The demonstrated record of experience of the consultant as well as identified staff in providing the professional services identified in this scope of work.
2. The consultant's approach to preparing a comprehensive plan that addresses the key topic areas identified in the Project Background and Project Description sections.
3. The consultant's approach to the comprehensive plan development process as described in the Scope of Services section, including community engagement, preparation of deliverables, and implementation.
4. The quality and relevance of the examples of similar work.
5. The quality of the option(s) submitted.
6. Cost to CMAP, including consideration of all project costs and per-hour costs.

The review team reviewed and ranked all proposals. The team interviewed the three proposals receiving the highest scores—Ginkgo, HLA, and Teska Associates. After interviewing the firms, the team discussed the results and followed up with relevant references.

| Criteria                    | Maximum Score | Camiros           | Ginkgo            | HLA              | Ratio            | Teska            |
|-----------------------------|---------------|-------------------|-------------------|------------------|------------------|------------------|
| Experience                  | 27.5          | 20.3              | 24.3              | 21.4             | 19.8             | 20.1             |
| Approach to key topic areas | 27.5          | 19.4              | 23.8              | 17.4             | 19.3             | 17.9             |
| Approach to process         | 15            | 8.9               | 12.6              | 12.2             | 10.8             | 11.8             |
| Examples of similar work    | 10            | 7.4               | 8.0               | 8.5              | 7.4              | 7.4              |
| Cost                        | 20            | 11.1<br>\$102,115 | 10.4<br>\$104,949 | 13.7<br>\$91,811 | 9.6<br>\$107,845 | 12.1<br>\$97,855 |
|                             |               |                   |                   |                  |                  |                  |
| <b>BASE TOTAL</b>           | <b>100</b>    | <b>67.1</b>       | <b>79.0</b>       | <b>73.2</b>      | <b>67.0</b>      | <b>69.2</b>      |

It is recommended that **Ginkgo Planning and Design** be selected as the contractor for the Roselle comprehensive plan. The Ginkgo team presented an approach to sub-area planning that was the most detailed and action-oriented, relaying a comprehensive understanding of the unique issues that the Village of Roselle faces. The Village has worked with S.B. Freidman and Associates, a sub-consultant on the Ginkgo team, on several economic development projects over the past 15-20 years and expressed satisfaction with the quality of their work and expertise of individuals assigned to this project. The Ginkgo team also featured Christopher Burke Engineering, a civil engineering firm, which would be an essential component for conducting a cost-benefit analysis of annexing unincorporated parcels. The other two teams interviewed lacked this expertise.

Firms were also permitted to submit options which were not part of the base cost but which could be included at the discretion of CMAP and the Village. It is recommended that two options proposed by Ginkgo be included; these involve design guidelines for three sub-areas and an economic analysis of the incorporation of unincorporated areas. These options have a combined price of \$11,000, and CMAP and the Village agreed that their added value to the comprehensive plan more than makes up for the increased cost. With the options, the not-to-exceed cost for Ginkgo's proposal will be \$115,949.

It is recommended that the Board approve a contract with Ginkgo Planning and Design for \$115,949 to create a comprehensive plan for Village of Roselle. Support for the contract is divided at \$57,974.50 each in the UWP contract grants and the Village of Roselle.

ACTION REQUESTED: Approval

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## MEMORANDUM

**To:** CMAP Board

**From:** Dolores Dowdle  
Deputy Executive Director, Finance and Administration

**Date:** February 4, 2015

**Re:** Approval to Purchase Information Technology Hardware and Software

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A systematic plan for the CMAP Information Technology (IT) hardware and software has been developed to annually update and expand the IT system to meet the needs of CMAP. The plan provides for replacing the older PCs, monitors, storage systems and servers, with the goal of future replacement every four to six years. New PCs, monitors, servers, storage devices and backup equipment will be procured and implemented. We will also continue to expand our network security through additional security system upgrades. These services monitor and analyze events that occur on a network system, looking for intrusion events that try and compromise the confidentiality, integrity, and availability of data. Additionally, we will be upgrading the audio/video (A/V) equipment within the CMAP main conference room (Cook). The upgrades will include replacing the microphone system with an up-to-date solution, including the integration of teleconferencing. New A/V switching technology will be implemented to allow for multiple video displays and a webcaster device will be implemented to allow for the ability to webcast meetings to accommodate larger audiences with improved viewing for overflow conference rooms.

The purchase of the software and hardware equipment will adhere to the procurement policy adopted by the Board. The procurement used will be (1) all items under \$10,000 will have an informal process where at least three bids from vendors will be received, (2) items over \$10,000 will have a formal Request for Proposal where the lowest bidder will be awarded the purchase or (3) items which are on a master procurement list developed by another governmental agency will be used for the purchase (normally this is the State of Illinois, City of Chicago or the federal GSA). The following table reflects the equipment to be purchased, the estimated cost and the type of procurement that will be follows:

| Description  | Quantity     | Total Estimated Cost | Type of Procurement |
|--|--------------|----------------------|---------------------|
|  |              |                      |                     |
| <b>Computer Hardware</b>                                     |              |                      |                     |
| Laptops, Monitors, Desktops, Printers                        | 2, 40, 30, 2 | \$53,000             | State List / Quotes |
|  |              |                      |                     |
| <b>IT Infrastructure</b>                                     |              |                      |                     |
| Backup System Storage  | 4            | \$62,000             | Government contract |
| Network Attached Storage systems                             | 1            | \$103,000            | State List          |
| Network Servers  | 4            | \$65,000             | State List          |
| Transportation Modeling Servers                              | 2            | \$22,000             | State List          |
| Network Switch equipment                                     | 2            | \$10,000             | State List          |
|  |              |                      |                     |
| <b>Software</b>  |              |                      |                     |
| Server Virtualization Software                               | 1            | \$14,000             | Government contract |
| Network Security Software(AntiVirus, Auditing, Firewall)     | 1, 1, 1      | \$19,000             | Quotes              |
| Graphic Design Software upgrade                              | 2            | \$2,000              | Quotes              |
|  |              |                      |                     |
| <b>AV Hardware</b>   |              |                      |                     |
| Microphone System, Video Displays, AV Distribution Equipment | 1            | \$126,000            | RFP                 |
| Video Conferencing System/Web Caster                         | 1            | \$29,000             | RFP                 |
|  |              |                      |                     |
| <b>AV Consulting Services</b>                                |              |                      |                     |
| MEPFP Engineering  | 1            | \$22,000             | RFP                 |
| Electrical & Mechanical Labor                                | 1            | \$42,000             | RFP                 |
| AV Installation, Configuration & Training                    | 1            | \$30,000             | RFP                 |
| AV Contingency   |              | \$11,000             | RFP                 |
|  |              |                      |                     |
| <b>Total Estimated Cost</b>                                  |              | <b>\$610,000</b>     |                     |

It is recommended that the Board approve the purchase of the above listed hardware and software for a total cost not to exceed \$610,000. Funds have been budgeted and approved in the FY 2015 UWP operating budget.

ACTION REQUESTED: Approval

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Chicago Metropolitan  
Agency for Planning

MEMORANDUM

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606  
312 454 0400  
www.cmap.illinois.gov

**To:** CMAP Board

**From:** Dolores Dowdle  
Deputy Executive Director, Finance and Administration

**Date:** February 6, 2015

**Re:** Contract Approval for Executive Search Firm

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In January Randy Blankenhorn, Executive Director (ED), announced that, effective January 31, he was resigning from CMAP to accept the Governor's appointment as Secretary of the Illinois Department of Transportation. The Board accepted the resignation and designated the Executive Committee as the Search Committee with Rita Athas the chair of the search. The Board requested a procurement be conducted for an executive search firm to assist in the recruitment and appointment of the Executive Director.

A Request for Proposal (RFP) was issued to potential firms as well as posted on the CMAP website. Eight proposals were received: Ralph Andersen & Associates, Colin Baenziger & Associates, Battalia Winston, GovHR USA, The Hollins Group, Inc., The Mercer Group, Inc., Witt/Kieffer, and Workplace.

The proposals were reviewed by a team comprised of Rita Athas, Rae Rupp Srch, and Dolores Dowdle. The team based the evaluation on the following criteria listed in the RFP:

- The firm's demonstrated record of experience and responsiveness in successfully providing executive recruitment services to similar types of organizations.
- The qualifications and experience of the firm's personnel to be assigned to CMAP's work in the areas identified in the Scope of Services and their training and experience.
- The firm's depth of staff and availability of resources in the areas identified in the Scope of Services.
- Cost to CMAP.

The review team reviewed and ranked all proposals, as reflected in the following chart. The team interviewed the three proposals receiving the highest scores—Ralph Andersen & Associates, Gov HR USA, and The Mercer Group, Inc.

| Criteria  | Maximum Score | Anderson  | Baenziger                                   | Battalia   | GovHR                               | Hollins                           | Mercer                               | Witt/Kieffer                                     | Work Place                        |
|---|---------------|---|---|--|-------------------------------------|-----------------------------------|--------------------------------------|--|-----------------------------------|
| Experience and successful recruitment services  | 25            | 23.3  | 20.0  | 20.0   | 21.7                                | 20.0                              | 21.7                                 | 20.0   | 20.0                              |
| Qualifications of assigned staff to recruitment | 25            | 17.5  | 15.0  | 15.0   | 23.3                                | 15.0                              | 20.0                                 | 15.0   | 17.5                              |
| Depth of staff and resources                    | 25            | 21.7  | 12.5  | 15.0   | 17.5                                | 17.5                              | 20.0                                 | 12.5   | 15.0                              |
| Cost<br><i>Fee/<br/>Estimated Expenses</i>      | 25            | 20.0<br><i>\$28,750<br/>Expenses<br/>included</i> | 20.0<br><i>\$28,500<br/>No<br/>Expenses</i> | 7.5<br><i>\$60,000<br/>Less<br/>than<br/>\$1,000</i> | 25.0<br><i>\$14,000<br/>\$6,000</i> | 0<br><i>\$66,000<br/>\$19,500</i> | 20.0<br><i>\$25,000<br/>\$10,000</i> | 7.5<br><i>\$60,000<br/>\$6,000-<br/>\$10,000</i> | 20.0<br><i>\$30,000<br/>5,000</i> |
|   |               |   |   |  |                                     |                                   |                                      |  |                                   |
| <b>BASE TOTAL</b>                               | <b>100</b>    | <b>82.5</b>                                       | <b>67.5</b>                                 | <b>57.5</b>  | <b>87.5</b>                         | <b>52.5</b>                       | <b>81.7</b>                          | <b>55.0</b>                                      | <b>72.5</b>                       |

It is recommended that **GovHR USA** be selected as the search firm for the Executive Director recruitment. GOV HR has conducted extensive executive searches for municipal clients and other public sector entities on a national basis. Based in Northbrook, Illinois, they are very familiar with the region and needs of CMAP. The search for CMAP will be conducted by Heidi Voorhees, the president of the firm. She has led recruitments that are tailored to provide elected and appointed officials the tools they need to make critical personnel decisions.

It is recommended that the Board approve a contract with GovHR USA for \$14,000 to conduct the recruitment for Executive Director and an estimated \$6,000 for expenses. Support for the contract will be funded through the overhead account.

ACTION REQUESTED: Approval

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CMAP



# Chicago Metropolitan Agency for Planning Federal Agenda

2015





# Introduction

The Chicago Metropolitan Agency for Planning (CMAP) is the official metropolitan planning organization (MPO) for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now guides the implementation of the GO TO 2040 comprehensive regional plan, first adopted in 2010 and updated in 2014. GO TO 2040 builds on the region's assets, identifies shortcomings, and recommends actions to help sustain the region's economic vitality and global competitiveness over the next 25 years. To promote regional mobility, it calls on the region to invest strategically in transportation, increase its commitment to public transportation, and create a more efficient freight network.

This document first presents CMAP's adopted transportation reauthorization principles. It then describes CMAP's broader principles to inform potential federal legislation across a wide range of topics.



# Legislative Agenda for Transportation Reauthorization

With the expiration of MAP-21 approaching, CMAP calls on the federal government to:

- Provide sustainable, robust funding for surface transportation, including both highways and transit.
- Implement performance-based funding.
- Provide regions the appropriate tools to support the transportation system.
- Support a robust freight program.
- Continue to streamline the project review process.

CMAP seeks **robust, sustainable funding** commensurate with a strong federal role in transportation. CMAP has long advanced the user-fee approach to transportation funding, and also supports the greater participation of private capital and other innovative approaches to project financing.

CMAP is concerned not only with how funds are raised, but also how they are spent. The next long-term transportation reauthorization bill is an opportunity to ensure that both the formula (i.e., the core programs) and discretionary (i.e., the competitive programs) components of the federal program are based on strong **performance measures**, better acknowledging the nation's capital needs and bringing the federal program to a greater emphasis on meaningful outcomes. Additionally, CMAP recognizes the need to continue **streamlining the project review process without sacrificing its integrity**.

Given metropolitan regions' importance as transportation hubs and centers of economic activity, the next reauthorization bill should build upon the federal-state-local partnership by providing appropriate tools to **strengthen the roles of metropolitan areas**. For example, the federal restriction on tolling the Interstate system should be removed, and the decision to pursue tolling should be left to local and state leaders. Allowing local and state decision-makers to toll the Interstate system provides them with the tools to effectively fund and manage the most critical component of the National Highway System. Additionally, the next reauthorization bill can strengthen the federal partnership by further empowering MPOs to make strategic investment decisions and allocate resources directly, given their greater knowledge of local needs.

Lastly, metropolitan regions must play a key role in a **national freight program**. Metropolitan Chicago is a strategic hub in national and global supply chains, and yet—like other regions with considerable freight traffic—it also bears the brunt of congestion, pollution, capital expense, and community disruption caused by goods movement. The next reauthorization bill should build on MAP-21's freight emphasis by providing dedicated funding for freight improvements and integrating metropolitan regions into the freight investment decision-making process. These views have been echoed by other major MPOs across the country.

For more information on CMAP's adopted policy positions, please see <http://www.cmap.illinois.gov/about/legislative-policy-statements>.

# Legislative Principles for Resilient Metropolitan Regions

One of the nation's few global economic centers, metropolitan Chicago is home to a diverse mix of industries, vast physical infrastructure and open space, and preeminent educational, cultural, and arts institutions. To support its long-term prosperity, as well as that of the state and nation, the region requires prudent federal investment and policy. Using GO TO 2040 as a guide, CMAP has developed a set of principles to inform federal legislators and other decision-makers on national policy issues that can strengthen metropolitan regions. The following discusses GO TO 2040's principles, which will direct CMAP's support or opposition to specific pieces of legislation over the course of the federal legislative calendar.



## Pursue Coordinated Investments

Metropolitan regions drive the U.S. economy, and many of their policy issues transcend local boundaries. An increasingly regional approach would invest more in metropolitan areas as well as devolve more appropriate authority for funding decisions to the regional level, tackling many issues at the right scale and harnessing the economic power of regions. Federal investment decisions should be guided by comprehensive regional plans like GO TO 2040 that identify regional priorities by linking transportation, land use, the natural environment, economic prosperity, housing, and human and community development.

### **Legislative Principles**

*CMAP supports legislative initiatives that take a regional approach and foster inter-jurisdictional collaboration. A more robust investment by federal agencies such as the U.S. DOT, HUD, and EPA in regional comprehensive planning is central to this goal.*

*CMAP supports initiatives and programs that are competitive and based on comprehensive evaluation criteria considering the interconnected topics of transportation, land use, housing, the environment, and economic development. Past examples include the former Sustainable Communities Initiative and the TIGER transportation funding program.*





## Invest Strategically in Transportation

GO TO 2040 recommends using existing revenue sources more wisely by implementing performance-based criteria for both funding apportionments and project selection. These metrics should include broader elements of livability along with traditional engineering criteria and should be the hallmark of a more transparent decision-making process.

As current revenues are insufficient to maintain, modernize, and expand the regional transportation system, GO TO 2040 also recommends raising additional revenues, specifically through user fees. Further, the existing motor fuel tax should be indexed to inflation to increase with changes in construction costs over time. However, GO TO 2040 recognizes that changes in travel behavior and vehicle technologies will require a replacement to the motor fuel tax in the long term, and encourages continued analysis, pilot projects, and implementation of options such as a vehicle-miles traveled fee.

The implementation of new approaches to transportation funding such as congestion pricing will better manage the transportation system by reflecting the broader costs of transportation. To that end, the federal government can empower states and regions to provide adequate, sustainable funding for transportation by allowing tolls on the existing Interstate system.

### **Legislative Principles**

*CMAP supports legislative initiatives that increase the existing motor fuel tax and index it to inflation to maintain and modernize the transportation system. Additionally, CMAP supports legislation to permit and encourage innovative transportation funding measures predicated on user fees.*

*CMAP supports implementing congestion pricing on new and existing infrastructure and removing federal restrictions on tolling the Interstate system.*

*CMAP supports legislative initiatives that empower metropolitan planning organizations to make strategic transportation investment decisions and allocate resources accordingly. CMAP supports efforts to improve project selection based upon performance criteria, including those that reflect livable communities.*



## Create a More Efficient Freight Network

While MAP-21 advances national freight policy, the next reauthorization bill should make that policy stronger by providing a dedicated source of revenue and incentives to promote greater investment in freight mobility. It should also include a truly multimodal vision and a strong role for regional agencies in setting freight priorities.

Metropolitan Chicago is the nation's freight hub. Federal policy should recognize the importance of critical hubs and chokepoints in the national freight system, directing funds to the projects with the greatest national benefit. An overarching federal policy for freight would provide valuable guidance as regions attempt to confront freight challenges, many of which have national impacts.

### **Legislative Principles**

*CMAP supports a national freight policy with dedicated funding and a focus on freight projects and multimodal corridors of national significance.*

*CMAP supports an analysis of the future capacity of the national freight system to support the efficient, balanced movement of goods across modes.*

*CMAP supports securing federal funding to complete the CREATE Program, a collection of 70 rail projects aimed at improving freight and passenger mobility in the Chicago region.*



## Increase Commitment to Public Transit

Public transportation is essential to the future economic prosperity of our region, but after decades of underinvestment, substantial funding is needed just to reach a good state of repair, and even more funding will be needed to modernize the system to world-class standards. Federal funding for public transit remains of vital importance. The New Starts program is the primary federal funding source for large transit projects. While MAP-21 expanded the eligibility of New Starts funding to allow rehabilitation, reconstruction, and improvement projects—rather than just new capacity—it did not make other reforms to level the playing field between transit and highway for large expansion projects. For transit, the New Starts program requires a substantial local match, and engineering work cannot begin without a Full Funding Grant Agreement. In contrast, a large highway expansion project is subject to the lower, standard local match and has more flexibility in using federal funds for engineering work. Additionally, federal agencies should support transit-oriented development through their transportation, housing, and economic development investments. Moreover, the federal income tax code should encourage transit ridership by ensuring that tax benefits for commuters provide parity for transit and parking.

### **Legislative Principles**

*CMAP supports legislative initiatives that provide more resources for the maintenance and modernization of transit systems, transit-oriented development, and reasonable expansion of transit systems.*

*CMAP supports revising federal requirements to eliminate the funding disadvantage between transit projects and highway projects.*

*CMAP supports reinstituting fairness between parking and transit tax benefit programs.*



## Achieve Greater Livability through Land Use and Housing

The federal government has an important leadership role to play in helping communities strive toward the principles of livability—healthy, safe, walkable communities that offer transportation choices for access to schools, jobs, services, and basic needs. While the federal government had taken steps in the past to support livable communities, in recent years it has failed to provide funding for collaborative planning and grant programs like the Sustainable Communities Initiative or the proposed Office of Economic Resilience. Federal agencies can prioritize funding to communities engaging in intergovernmental planning, particularly those addressing the interconnected relationship between transportation, land use, and housing. For example, federal housing programs can be targeted in areas that provide multiple transportation options.

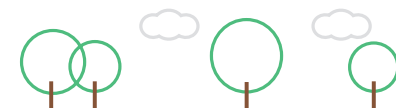
### **Legislative Principles**

*CMAP supports adequate and reliable funding for comprehensive metropolitan planning.*

*CMAP supports funding for the implementation and expansion of programs like the Sustainable Communities Initiative that link planning and investment decisions across disciplines.*

*CMAP supports prioritizing federal funding to support communities engaged in intergovernmental planning.*

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



## Manage and Conserve Water and Energy Resources

One of CMAP's major goals is to promote investment in water supply, stormwater management, and wastewater infrastructure necessary to maintain and improve service for residents, use water efficiently, and protect the environment. The federal government is a key player in providing funding assistance to states and local governments and should use these programs to encourage best practices such as green stormwater infrastructure and full-cost pricing for water service.

The Great Lakes are of unique interest to northeastern Illinois, but they face numerous threats including invasive species, water level fluctuations, and pollution. The federal government can support restoration of the Great Lakes through cleanup of pollution, reduction of nonpoint-source contamination, promotion of green infrastructure, and full implementation of the Great Lakes Compact.

GO TO 2040 supports energy conservation efforts. The federal government can provide funding for communities to reduce energy consumption in buildings through retrofits. It can also redouble efforts through programs like the Smart Grid Investment Program that encourage a transition away from centralized electricity generation toward decentralized generation and the "smart grid." Doing so will enable more effective use of existing capacity. The federal government can also invest in and provide incentives for research, production, and transmission of clean energy technologies and alternative fuels to reduce greenhouse gas emissions.

Lastly, climate change is a critical issue at all levels. Comprehensive climate legislation at the federal level that addresses greenhouse gas emissions across all sectors would be the most efficient and effective way to combat the risks associated with a changing climate. Additionally, assistance is needed to help communities adapt to climate change effects that are already occurring. Rules governing planning and design for federally funded projects may need to be reviewed to ensure the nation's infrastructure is more resilient to climate change.

### **Legislative Principles**

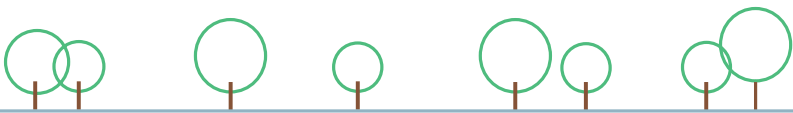
*CMAP supports additional federal investment in water and sewer infrastructure and encourages the use of pricing to manage demand and recover the full cost of service through water rates.*

*CMAP supports protecting the Great Lakes through a green infrastructure approach to stormwater management, mitigating the spread of invasive species, and implementing the Great Lakes Compact.*

*CMAP supports federal initiatives that encourage water efficiency through a congressionally endorsed WaterSense program.*

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

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



## Expand and Improve Parks and Open Space

Fewer than half of the residents of the CMAP region have access to adequate park and recreation areas near their homes. Although most park and open space is provided by state or local jurisdictions, the federal government can still play a central role. The federal government should support direct investment in open space, particularly to preserve large sites. This can happen through formation of national wildlife refuges, as has begun at the newly established Hackmatack National Wildlife Refuge, or the transfer of surplus federal property to open space uses, as occurred at Midewin National Tallgrass Prairie and Fort Sheridan.

### ***Legislative Principle***

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



## Promote Sustainable Local Foods

There is growing concern about the environmental impacts, safety, and quality of food, as well as the need for equitable access to fresh, nutritious, and affordable foods. Federal policy should recognize the importance of local food production and support demonstration programs to improve food access to disadvantaged communities.

### ***Legislative Principle***

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

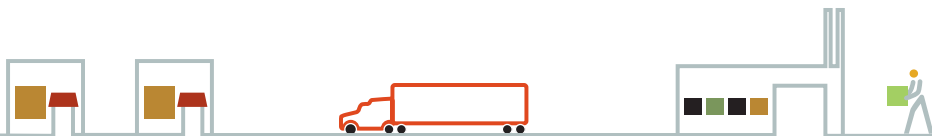


## Improve Education and Workforce Development

The quality of the workforce is one of the most important factors in strengthening the region's economy, yet numerous employers in particular industries have difficulty finding trained workers. In order to reverse these trends, the federal government can strengthen and expand strategies that link employers, educators, and workforce development entities together. The passage of the Workforce Innovation and Opportunity Act (WIOA) represents a significant step forward in reforming and streamlining federal workforce policies. It also emphasizes the development of regional priorities and strengthens regions' abilities to coordinate and align workforce programs to support metropolitan economies. The federal government should continue to increase flexibility and funding for workforce development programs, improving their coordination with education and economic development efforts. It should also play a continued role in monitoring impacts, communicating outcomes, and targeting resources toward effective strategies and regional industry clusters.

### ***Legislative Principle***

*CMAP supports legislative initiatives that increase flexibility and streamline delivery of workforce development services, as well as measure outcomes and improve data-driven decision making.*



## Support Economic Innovation

Innovation is a key driver of economic growth and disproportionately occurs within metropolitan regions. The federal government can help spur innovation through a robust national policy agenda, including incentives for regional collaboration across stakeholder groups, investment in research, and support for regional clusters of innovation. Several federal initiatives to promote innovation have emerged recently and involve significant coordination between federal agencies and local applicants. Technical assistance would help regions organize and successfully implement the federal government's vision.

### **Legislative Principle**

*CMAP supports reauthorizing and funding the America COMPETES Act, which invests in science, technology, engineering, and math (STEM) education, supports basic research, and fosters the development of new technologies.*



## Tax Policy

CMAP's specific interest in tax policy is how the types and rates of taxation, which are determined primarily at the state level, influence the overall economic well-being of the region. Beyond this, larger economic trends in consumer behavior may require joint action by the states and federal government. For example, an eroding sales tax base that is out of step with the Internet economy imperils the fiscal well-being of communities. Under current law, the State of Illinois cannot require out-of-state sellers to collect sales taxes on in-state purchases, nor does it have the authority to provide a national solution. Only the federal government has the ability to enact the policy changes necessary to help ensure the sustainability of the region's sales tax revenues.

### **Legislative Principle**

*CMAP supports legislative initiatives such as the Marketplace Fairness Act that ensure the sustainability of the region's tax base and allow states to require collection of sales taxes by all sellers.*



## Improve Access to Information

Most federal agencies control large amounts of data and information, and the federal government can make data transparency a requirement of states receiving federal funds. Policy challenges cannot be solved without comprehensive, current, and accurate data resources. Further, residents benefit from transparent data about the performance of government and expenditure of public resources.

### **Legislative Principles**

*CMAP supports the collection of comprehensive data by federal and state agencies as well as initiatives that facilitate open exchange of data by applying best practices and technological improvements.*

*CMAP supports legislative initiatives that improve transparency and data-driven decision making.*

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