Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee

Annotated Agenda

Friday, January 19, 2018--9:30 a.m.

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

1.0 Call to Order/Introductions **9:30 a.m.**

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes— November 17, 2017
ACTION REQUESTED: Approval

4.0 Coordinating Committee Reports
A report on the January 11, 2018, Programming Committee will be given. The Planning Committee will meet on February 14, 2018.
ACTION REQUESTED: Information

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 TIP Amendments and Administrative Modifications
TIP Amendment **18-02** was published to the **eTIP web site** on January 12, 2018 for committee review and public comment. A memo summarizing the formal TIP amendment **18-02** and administrative amendments **18-02.1** and **18-02.2** is included in the meeting materials.
ACTION REQUESTED: Approval

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment
Approval to release the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment **18-04** for a 30-day public comment period from January 19 to February 19, 2018 is requested.
ACTION REQUESTED: Approval

6.0 Unified Work Program (UWP)
Staff will provide an update on the process for developing the SFY 2019 UWP. The proposed time line for the process is included in the attached memo.
ACTION REQUESTED: Information

7.0 ON TO 2050

7.1 Update on Regionally Significant Projects Benefit Report
Staff will provide an update on the Regionally Significant Projects Benefit Report progress and meetings with project implementers.
ACTION REQUESTED: Information

7.2 Traffic Safety Paper
Staff will review the draft of the safety paper CMAP is preparing. The safety paper explores ways to improve the safety of the region's highway system for motorists, bicyclists, and pedestrians. It identifies key recommendations for the CMAP region that can be carried forward in planning and programming. It focuses on reducing serious injury and fatal crashes as opposed to less severe crashes involving only minor injury or property damage.
ACTION REQUESTED: Discussion

7.3 Asset Management
Staff will present ON TO 2050 asset management recommendations described in the attached memo.
ACTION REQUESTED: Discussion

8.0 Status of the Local Technical Assistance (LTA) Program

The LTA program status report is available **here**.
ACTION REQUESTED: Information

9.0 Legislative Update

The draft 2018 CMAP Federal Agenda and State Legislative Agenda and Principles were discussed by the CMAP Board on January 10, 2018.
ACTION REQUESTED: Information

10.0 Other Business

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 time for the public comment period will immediately follow the last item on the agenda.

12.0 Next meeting

The next Transportation Committee meeting will be February 23, 2018.

13.0 Adjournment

Committee Members

_____ Gabrielle Biciunas	____ Luann Hamilton	_____ Randy Neufeld
_____ Darwin Burkhart	____ Robert Hann	_____ Anthony Quigley
_____ Kevin Carrier	____ Jessica Hector-Hsu	_____ Tom Rickert
_____ Lynnette Ciavarella	____ Scott Hennings	_____ Leon Rockingham
_____ Michael Connelly	____ Tom Kelso	_____ Joe Schofer
_____ John Donovan***	____ Jennifer (Sis) Killen*	_____ Lorraine Snorden
_____ Doug Ferguson	____ Fran Klaas	_____ Chris Snyder
_____ Tony Greep***	____ Christina Kupkowski	_____ P.S. Sriraj
_____ Jacky Grimshaw	____ Beth McCluskey	_____ Audrey Wennink
_____ Adrian Guerrero	____ Kevin Muhs	_____ Rocco Zucchero**

*Chair **Vice-Chair ***Non-voting

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Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee

Draft Minutes

November 17, 2017

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

Committee Members Present:	Jennifer Killen – Cook County, Chair, Chuck Abraham – IDOT OIPI Jennifer Becker– Kendall County, Kevin Carrier – Lake County, Lynette Ciavarella – Metra, John Donovan – FHWA, Doug Ferguson – CMAP, Tony Greep – FTA, Luann Hamilton – CDOT, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, Christina Kupkowski – Will County, John Loper – DuPage County, Leah Mooney – CTA, Kevin Muhs – SEWRPC, Tom Rickert – Kane County, Chad Riddle – IDOT District One, Lorraine Snorden – Pace, Trey Wadsworth – NIRPC, Audrey Wennink – MPC, Rocco Zucchero – Illinois Tollway
Absent:	Darwin Burkhart – IEPA (via phone), Jacky Grimshaw – CNT, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Randy Neufeld – Bicycle and Pedestrian Task Force, Mayor Leon Rockingham – Council of Mayors, Joe Schofer – Academic and Research, P.S. Sriraj – Academic and Research
Others Present:	Garland Armstrong, Heather Armstrong, Mark Baloga, Ryan Bigbie, Susan Borucki, Elaine Bottomley, Len Cannata, Jack Cruikshank, Jackie Forbes, Mike Fricano, Will Gillespie, Emily Karry, Mike Klemens, Kelsey Mulhausen, Brian Pigeon, Mark Pitstick, Lauren Platt, Adam Rod, Adam Rolstad, David Seglin, Chris Strom, Mike Walczak, Lillian Yan
Staff Present:	Claire Bozic, Anthony Cefali, Diana Cooke, Bob Dean, Teri Dixon, Kama Dobbs, Jesse Elam, Kelwin Harris, Elizabeth Irvin, Wei Luo, Leroy Kos, Tom Kotarac, Jen Maddux, Martin Menninger, Kevin Peralta, Noel Peterson, Russell Pietrowiak, Melissa Porter, Todd Schmidt, Gordon Smith, Joe Szabo, Simone Weil, Barbara Zubek

1.0 Call to Order/Introductions

Chairman Killen called the meeting to order at 9:34 a.m.

2.0 Agenda Changes and Announcements

Chairman Killen announced CMAP is convening staff from the counties and the City of Chicago departments of health, planning, and transportation to receive input on the draft Health Equity paper following the Transportation Committee meeting.

3.0 Approval of Minutes – September 27, 2017

A motion to approve the minutes as presented made by Mr. Zucchero, seconded by Mr. Loper, carried.

4.0 Coordinating Committee Reports

Both the Planning Committee and Programming met on October 11, 2017. Mr. Zucchero provided an update from the Planning Committee meeting. The committee received a presentation on the Water Resources and Stormwater Strategy papers and approved the ON TO 2050 Preview Report. Chairman Killen provided an update from the Programming Committee and stated the Committee received an update on the Berwyn Zoning Code and Comprehensive Plan which were developed through LTA program assistance. The committee approved the Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment, the FFY2018-22 CMAQ and FFY2018-20 TAP programs, and new LTA project selections.

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 Federal Fiscal Year 2017-2021 State/Regional Resources Table

Mr. Pietrowiak presented the Federal Fiscal Year 2017-2021 State/Regional Resources Table. Ms. Hamilton noted that the resource table does not reflect the extra IDOT contribution to the STP-local program. Mr. Pietrowiak stated that once IDOT identifies the specific fund source for that contribution, it will be included in the table.

5.2 TIP Amendments and Administrative Modifications

Mr. Kos reported that formal amendment 18-01 to the FFY 2014-2019 TIP was published to the eTIP website for committee review and public comment. Administrative amendments, 17-12.1, 18-00, 18-01.1, and 18-01.2 were posted for information. A memo summarizing the formal and administrative changes was included in the meeting packet. A motion to approve formal amendment 18-01 made by Ms. Hamilton, seconded by Mr. Rickert, carried.

Mr. Kos also reminded the committee that TIP changes to be considered in the next semi-annual conformity analysis must be submitted via eTIP by December 5, 2017. The amendment and analysis is expected to be presented to the committee for release for public comment in January.

6.0 Draft Regional Transit Strategic Plan

Ms. Hector-Hsu provided an overview of the 2018-2023 Regional Transit Strategic Plan, which provides a visionary roadmap for near-term transit investment in the RTA six-county area. Through the Strategic Plan, the Chicago region's transit agencies have examined capital and operational investments needed over the next five years to deliver great public transportation in light of changing demographics, transportation, and technology. Chairman Killen thanked the RTA for the extended stakeholder coordination. Ms. Mooney thanked the RTA for the collaborative process that involved all of the service boards.

7.0 2018 Regional Safety Targets

Mr. Schmidt presented the draft 2018 regional safety targets, which support IDOT's 2018 safety targets. He informed the Committee that county agency staff met in October to discuss regional safety targets and recommended that the Regional Transportation Operations Coalition (RTOC) vet the targets. Due to the February 2018 deadline for the MPO to set 2018 safety targets, staff will seek RTOC's input at its regularly scheduled December meeting, then use that feedback to finalize its recommendation to the MPO Policy and CMAP Board in January. He also provided background on how other state DOTs and MPOs are setting 2018 safety targets and reviewed preliminary options on how to integrate safety into the TIP.

8.0 ON TO 2050

8.1 Regionally Significant Projects Update

Ms. Bozic presented the draft Regionally Significant Projects Benefits Report. The solicitation of projects and evaluation framework process was discussed. The draft project evaluation results will be released in April 2018.

Ms. Wennink asked how the performance measures are aligning with the overarching goals of the plan. Ms. Bozic replied that now that the ON TO 2050 Preview Report has been released the measures can be categorized with the goals. Mr. Zucchero asked what was incorporated or changes from GO TO 2040. Ms. Bozic replied that more emphasis was placed on planning factors and existing conditions. Ms. Ciavarella stated that Metra has some concerns with the data and has questions that still need to be resolved. Ms. Bozic stated that staff will be answering questions and revising the report throughout December. Ms. Ciavarella asked how the publicly submitted project costs were calculated. Ms. Bozic stated where costs were not available CMAP used their own estimates and explained that CMAP is aware of the wide range of cost estimates. Ms. Mooney stated she appreciates the effort to align with regional goals and use metrics that look at economically disconnected areas and infill development. She stated that time needs to be spent on understanding the metrics because there can be certain implications such as cost estimates. Ms. Hector-Hsu stated the risk measure that was added is important because it acknowledges risk and reality.

Mr. Donovan suggested that side conversations are less advantageous than open discussion and suggested that the committee members share their concerns with each other. Chairman Killen requested an update be provided at the next meeting in January. Ms. Wennink commented that mode neutral performance measures should be considered for evaluation of projects.

8.2 Transportation Indicators

Mr. Peterson presented a proposed set of transportation indicators designed to quantify the goals and measure the implementation progress of ON TO 2050. Thirteen indicators were proposed, which include four GO TO 2040 indicators, six MAP-21 performance measures, and three entirely new measures. They span a range of topics, including: motorist delay and congestion; transit usage and availability; pavement, bridge and transit asset condition; safety; advanced bus infrastructure; and, freight rail delay. Mr. Peterson also noted that five GO TO 2040 indicators are proposed to be eliminated, four of which have direct replacements from the MAP-21 performance measures that can be used to reduce staff effort on indicator tracking.

Chairman Killen stated that percentage rather than number should be used for the indicators such as number of highway traffic signals with transit priority and/or queue jumping and miles of roadway with transit preference. She added that the CREATE program completion indicator should not be eliminated. Ms. Ciaveralla stated the using percentage for dedicated bus lanes would make the indicator look insignificant because it would be a low percentage and added that bus on shoulder should be looked at separately.

9.0 2018 Transportation Committee Meeting Schedule

Chairman Killen noted there are two meeting dates in September, one for the TIP amendment approval and the other to approve ON TO 2050. A motion to approve the 2018 Transportation Committee schedule made by Mr. Rickert, seconded by Mr. Zucchero, carried.

10.0 Status of the Local Technical Assistance (LTA) Program

An update was included in the packet.

11.0 Legislative Update

There was no update and no questions from the committee.

12.0 Other Business

Chairman Killen announced that Bob Dean is leaving CMAP in December and thanked him for his service and dedication to the LTA program and the agency.

13.0 Public Comment

Mr. Armstrong offered congratulations for the completion of the Grand Ave Corridor and noted it is finally smooth sailing. He asked if work on the south side will happen because the roads are in bad condition. He noted that sidewalks in residential areas are also bumpy for wheelchairs.

14.0 Next Meeting

The next Transportation Committee meeting will be January 19, 2018.

15.0 Adjournment

On a motion by Mr. Loper, seconded by Ms. Ciavarella, the meeting adjourned at 11:25 a.m.

Agenda Item No. 5.1

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: January 12, 2018

Re: Transportation Improvement Program (TIP) Amendments

Since the November committee meeting, project programmers submitted 143 Formal Amendments for Transportation Committee consideration. Additionally, 213 Administrative Amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and a report containing the full change details for each amendment are available on the Amendments tab of the **eTIP public web page**.

Formal Amendment 18-02

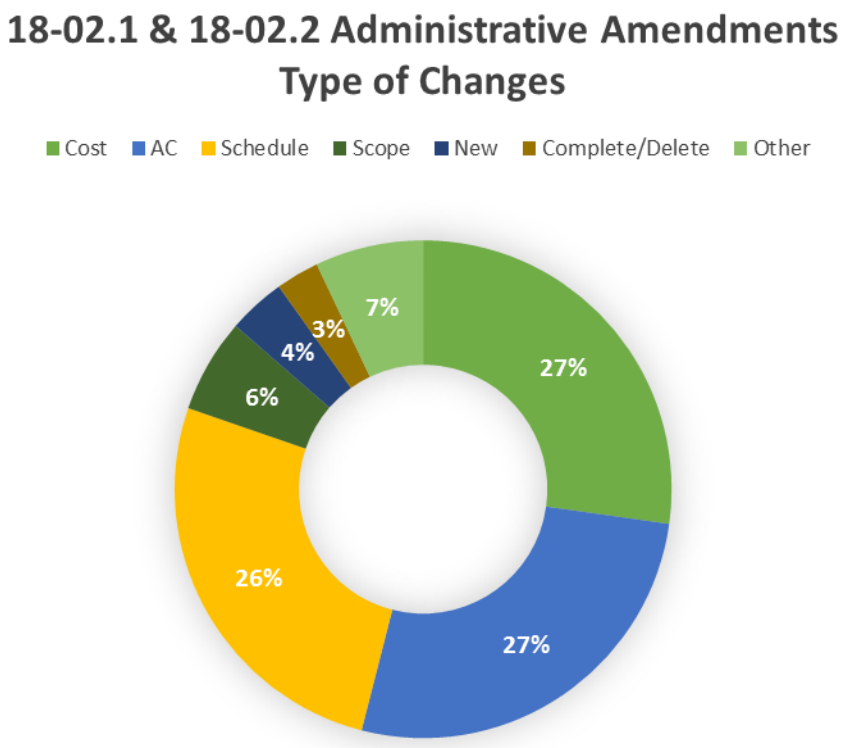
A total of 143 **Formal Amendments** were submitted for Transportation Committee approval. The majority of changes were adjustments to project costs, with nearly $455 million added to the TIP. Since the RTA approved a budget in December that allocates funding to the service boards, over half of the cost changes submitted were from the service boards. Thirty-six (36) schedule changes occurred, adding $3 million to the TIP. Twenty-seven (27) new projects added $161 million, while five projects were deleted, removing $17 million from the TIP. Six (6) project changes included phases being added to or removed from the active TIP years. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of over $607 million to the TIP, as summarized below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after
Cost change	60	$454,540,397	$10,018,318,357	$10,472,858,754
Schedule change	36	$3,033,051	$3,758,545,237	$3,761,578,288
New Project	27	$160,730,338	$0	$160,730,338
Delete project	5	-$16,871,329	$16,871,329	$0
Phase(s) added to or removed from TIP	6	$6,226,935	$96,974,676	$103,201,611
Other changes	9	$0	$20,829,522	$20,829,522
Grand Total	**143**	**$607,659,392**	**$13,911,539,121**	**$14,519,198,513**

Administrative Amendments 18-02.1, and 18-02.2

A total of 213 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments **18-02.1** and **18-02.2**. Administrative amendments include new projects that are

not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.



The majority of administrative changes were to adjust project and phase costs on 58 projects, removing $34.3 million from the TIP. Half of the cost adjustments were made by the service boards, which received 2018 budget information from the RTA in December. Updates to 56 project schedules were made. Thirty (30) project phases were placed in Advance Construction (AC) status, and twenty-seven (27) project phases were converted from AC. Cost adjustments made at the time of AC changes added $6.5 million to the TIP. Minor scope changes, such as adding work types or adjusting project limits, on thirteen (13) projects added $1.6 million to the TIP. An additional $13.5 million was added to the TIP with the addition of eight (8) new projects. Five projects were deemed financially complete, one project was deleted, and fifteen other changes, such as adding project identification numbers to the TIP record, were made. In total, the administrative changes resulted in $13.6 million being removed from the TIP. The type of change, number of projects affected, and total project cost information is shown below. Total cost includes all fund sources and all project phases in prior, current, and future years.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after
Cost change below amendment thresholds	58	-$34,312,133	$2,655,184,863	$2,620,872,730
Schedule change	56	$0	$488,768,692	$488,768,692
Phase(s) placed in Advance Construction status	30	-$270,000	$332,030,032	$331,760,032
Phase(s) converted from Advance Construction status	27	$6,819,666	$984,349,829	$991,169,495
Minor scope change	13	$1,563,554	$70,186,567	$71,750,121
New Project	8	$13,481,500	$0	$13,481,500
Complete project	5	$0	$249,378,557	$249,378,557
Delete project	1	-$900,000	$900,000	$0
Other	15	-$21,000	$4,163,344,350	$4,163,323,350
Grand Total	**213**	**-$13,638,413**	**$8,944,142,890**	**$8,930,504,477**

ACTION REQUESTED: Approval

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Agenda Item No. 5.2

Chicago Metropolitan Agency for Planning

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MEMORANDUM

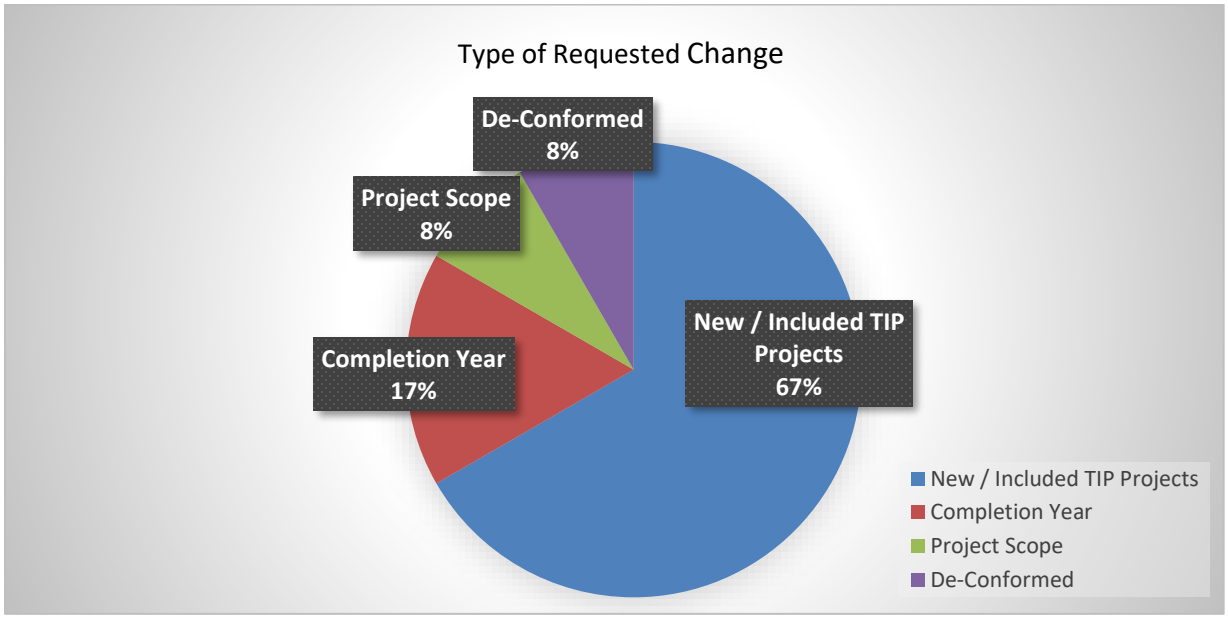
To: CMAP Transportation Committee

From: CMAP Staff

Date: January 12, 2018

Re: GO TO 2040/TIP Conformity Analysis & TIP Amendment

In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, twelve projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, eight new non-exempt projects will be included in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

The new projects are:

- TIP ID **06-15-0012**: I-294 NB at 88th Ave, and Archer Rd (Entrance Ramp)
- TIP ID **08-17-0020**: Westmore-Meyers Road Diet - Bike Lanes
- TIP ID **09-18-0003**: Randall Road at Weld Road/US 20
- TIP ID **10-17-0027**: IL 83 from IL 120 to IL 137, and the Atkinson Road Extension
- TIP ID **10-18-0005**: Hook Drive Extension
- TIP ID **12-14-0020**: TH 181 Baker Road at Jackson Creek
- TIP ID **12-18-0006**: Houbolt Road (I-80 to US Route 6)
- TIP ID **12-18-0007**: Houbolt Road extension (Des Plaines River Bridge)

Other changes to existing projects are described below.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There are no projects with significant limit changes.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2040. The analysis years are currently 2020, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis.

A CREATE project updated its completion year requiring a revision to the conformity analysis:

- TIP ID **01-06-0058**: 71st St at B&OCT (CSX) Blue Island Subdivision, a Rail-Highway Grade Separation (GS-19) linked to the 75th Street Corridor Improvement Project

The following non-exempt project crossed an analysis year and is included in the conformity analysis:

- TIP ID **12-13-0004**: Corridor improvement along Laraway Road from US 52 to IL 43 Harlem Ave

The scope of a project is determined by the **work types** associated with the project.

- Non-exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of non-exempt work types are adding lanes to a road, interchange expansion, signal timing and the major expansion of bus route service.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of these types of projects in the travel demand model. Exempt tested projects include new commuter parking lots, rolling stock replacement, and road reconstruction with lane widening to standard widths (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

This GO TO 2040 Major Capital Project revision is now defined by two Express Toll Lanes (ETL) in each direction east of I-294 and keeps the designed one ETL west of I-294 to I-355 for the conformity analysis.

- TIP ID **12-10-9001**: I-55 Managed Lane from I-355 to I-90 I-94 (I-55 Stevenson Express Toll Lanes)

A status change to de-conformed, after the sponsor indicated the following project is delayed:

- TIP ID **12-07-0021**: Ridge Road from South of Minooka Rd to McEvilly Road

The public website of the **eTIP database** is available through the hyperlink for current project information. Newly submitted changes are found in the **18-04 Conformity Amendments** report.

The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the US Environmental Protection Agency's MOVES 2014a model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP).

Direct $PM_{2.5}$ and NOx Emissions in Tons per Year for $PM_{2.5}$ Conformity

	Fine Particulate Matter		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	**1,645.14**	5,100.00	**43,455.25**	127,951.00
2025	**1,212.52**	2,377.00	**29,788.75**	44,224.00
2030	**1,003.17**	2,377.00	**23,902.09**	44,224.00
2040	**908.81**	2,377.00	**20,682.66**	44,224.00

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

	Volatile Organic Compounds		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	**76.33**	117.23	**114.29**	373.52
2025	**60.04**	60.13	**77.01**	150.27
2030	**47.74**	60.13	**60.54**	150.27
2040	**37.55**	60.13	**50.73**	150.27

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes:
Off-model benefits are not included in the total emissions estimates
Results updated as of December 21, 2017

ACTION REQUESTED: Approval

###

Agenda Item No. 6.0

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: Transportation Committee

From: Angela Manning-Hardimon
Deputy Executive Director, Finance and Administration

Date: January 12, 2018

Re: FY 2019 UWP Call for Projects

Unified Work Program (UWP) federal funding is available for transportation planning projects within a metropolitan area. For the CMAP area, it is anticipated that federal funding of approximately $17.9 million, and that, with matching funds of approximately $4.5 million, will provide total project cost available for UWP projects of $22.4 million. FY 2019 funding reflects an increase of approximately 4%, or $904,858, of federal and local match dollars as compared to FY 2018.

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 Programming Committee, CMAP Board and the MPO Policy Committee for approval.

The UWP Committee, with concurrence of the Transportation Committee, Programming Committee, CMAP Board and the MPO Policy Committee, has maintained 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 process for review and approval of the FY 2019 UWP programs is as follows:

- Both Core and Competitive proposals are due on January 29, 2018.
- All proposals will be forwarded to the UWP Committee on February 7 with presentations of the proposals at the Committee meeting on February 14.
- The UWP Committee will score the Competitive proposals as in years past, based upon the alignment with the regional priorities listed above. The scoring of the competitive proposals will be due on February 23. CMAP staff will calculate the Committee's rankings of the Competitive proposals.
- Based on the available monies for the FY 2019 UWP program, CMAP staff will develop a proposed program recommendation to the UWP Committee which considers (1) how the Core proposals meet the federal requirements; (2) alignment

with the proposed priorities in GO TO 2040; (3) the requested level of funding; (4) and if applicable, previous years' expenditure level of Core project and; (5) the rankings of the Competitive proposals.

- The Committee will meet on March 14 to adopt the FY 2019 program.
- The FY 2019 program will be presented at the April 27 Transportation Committee for adoption.
- In June, following UWP Plan adoption by the Regional Planning Committee, MPO Policy Committee, and the CMAP Board, CMAP will draft contracts for the approved programs according to the following schedule (these dates should be considered with developing proposals):
    - Programs supporting staff and operating costs (normally core proposals) will be available during the State FY 2019. All funds will need to be expended by June 30, 2019.
    - Programs supporting consulting contracts and the competitive programs will be available for a period of three years—July 1, 2018 to June 30, 2021.

The FY 2019 UWP allocated $13,482,347 of PL funds and $4,464,896 of FTA funds, for a total of $17,947,242 of federal funds.

The schedule for the approval of the FY 2019 UWP process is as follows:

Call for Proposals

Call for Proposals	January 2, 2018
All Proposals Due (Core and Competitive)	January 29, 2018

Proposal presentations

UWP Meeting - Presentation of Proposals	February 14, 2018
UWP Committee members rank proposals	Due to CMAP February 23, 2018
CMAP prepares committee ranked proposals with funding allocation	March 2, 2018
UWP Meeting - Adopt FY 2019 Program	March 14, 2018

Committee Approval

Transportation Committee considers approval of FY 2019 UWP to MPO Policy Committee	April 2018
Programming Committee considers approval of FY 2019 UWP to CMAP Board	May 2018

CMAP Board considers approval of proposed FY 2019 UWP	June 2018
MPO Policy Committee considers approval of proposed FY 2019 UWP	June 2018
UWP Document Released	June 2018

###

Agenda Item No. 7.3

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: Transportation Committee

From: CMAP staff

Date: January 12, 2018

Re: ON TO 2050 Transportation Asset Management Recommendations

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Transportation Asset Management (TAM) is a process to minimize the life-cycle asset costs necessary to attain performance goals. TAM was identified early in the ON TO 2050 process as a mechanism to strategically invest in transportation, consistent with CMAP's broad goals. During the development of ON TO 2050, staff investigated TAM to determine its applicability to transportation planning in the CMAP region. This memo summarizes that work and lays out recommended actions for ON TO 2050 implementation.

Implementation of TAM is already under way. The Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, passed in 2012, instituted TAM requirements for state departments of transportation (for the National Highway System, regardless of jurisdiction) and transit agencies. MAP-21 strategically integrates TAM into a performance management framework. In addition, local agencies have been increasingly adopting TAM, particularly for pavement management. CMAP found, in its 2016 *Municipal Plans, Programs, and Operations Survey*, that 46% of municipalities have implemented pavement management systems, though the measures, processes, and program decision criteria vary substantially from one municipality to the next. ON TO 2050's role in TAM will be supportive and complementary of existing efforts. ON TO 2050 will recommend expansion of TAM in the region.

Earlier Work.
In support of developing asset management recommendations, CMAP has prepared the following materials:

- **Municipal surveys**. CMAP included questions regarding pavement management systems in the 2012 and 2016 municipal surveys.
- **Setting Pavement Condition Targets**. Planning Information Forum Meeting Notes. September, 2015.
- **Asset Management Strategy Paper: Introduction**. Memo to Transportation Committee. March, 2016.

- **State of Practice, Policy Options, and MPO Role**. Memo to Transportation Committee. November, 2016
- **Transportation Asset Management: Update on Final Federal Rulemaking**. Memo to Transportation Committee. November, 2016.
- **Performance Measures and Target-Setting**. Memo to Transportation Committee. March, 2017.
- **Pavement Data Collection and Pilot Pavement Management Program for Northeastern Illinois**. Request for Informational Presentation. August, 2017.

In addition, CMAP staff has been meeting with county engineers and sub-regional Councils of Mayors to discuss pavement management activities.

Summary of Findings

Transportation asset management can make scarce transportation dollars go further. In particular, when applied to pavement management systems, asset management principles can economize investments. Given the widespread need for efficiencies in pavement management, and given the extensive literature supporting pavement management, focusing regional TAM activities on pavement management presents an opportunity. The "right treatment, to the right pavement, at the right time" can extend the useful life of pavements and improve condition ratings.[1]

MAP-21 and FAST Act regulations will require the development of TAM plans for IDOT and the transit agencies. These TAM plans will be integrated with established performance measures and adopted targets. There are extensive rules guiding the development of these plans, so regional involvement in these plans will be supportive, but not central. On the other hand, CMAP may play a more crucial role for developing new TAM plans and improving existing TAM plans among local communities to extend state-of-the-art asset management to more communities.

TAM plans have been used effectively by some local agencies for multiple needs. For example, deployment of pavement management systems have been used to economize overall pavement management expenditures. But pavement management plans have also provided convincing arguments to decision makers of the need to devote more funding to pavement maintenance to prevent long-term declines in pavement conditions.

Asset management principles are broadly supported in the transportation community. Nevertheless, issues remain. First, pavement management systems have not been developed for all communities. Approximately half of municipalities in the CMAP region have pavement management systems. Additional economies can be gained by extending pavement management processes to more communities.

Second, among communities with pavement management systems, the systems may not be utilized to their full potential. While the state state-of-the-practice is to use benefit-cost analysis to minimize life-cycle costs to achieve desired pavement performance targets, many communities with pavement management systems still revert to "worst first" or other sub-

[1] IDOT. Bureau of Design and Environment Manual. Chapter 52. Pavement Preservation.

optimal decision criteria. Additional economies can be gained by improving pavement management process to improve decision criteria when the systems are updated. In some cases, asset management systems can help decision makers build a case for the new revenues needed to improve system conditions.

Third, there are data gaps and problems with regard to regional pavement information. While IDOT collects pavement data for the National Highway System, there is limited pavement data for the remainder of the federal-aid system, consisting of collector streets and minor arterial highways. Furthermore, there is no uniformly adopted measure of pavement condition within the region. And among vendors reporting the same measure, differences exist in the methods for calculating and reporting those measures, though the seriousness of these variations is not established. More uniformity in data collection and analysis may help decision-makers understand and prioritize pavement conditions.

ON TO 2050 Recommendations

ON TO 2050 support of asset management is recommended. Asset management can be used to minimize costs by prioritizing preventive maintenance treatments to extend the useful life of capital assets, including freshwater, wastewater, signals and communications, vehicles, transit facilities and equipment, and pavements. CMAP has federally-established roles supporting TAM plans developed by IDOT and the transit agencies. Among other potential applications for regional priorities, developing and improving pavement management systems for local agencies most closely align with CMAP's regional role, available resources, and regional needs.

The following are CMAP actions to implement proposed ON TO 2050 TAM recommendations:

- Support IDOT and transit agency TAM plan development. Among other activities, this will include review and approval of regional transit asset condition targets. For highways, this will include continued work with IDOT and local agencies to appropriately define the National Highway System, on which IDOT's TAM plan will be focused.
- In a new initiative, facilitate new and expanded pavement management plans for local agencies. Among other activities, this will include providing information and encouragement for communities to develop or improve pavement management systems. This may also include a pilot program to demonstrate best practices for local agencies in pavement management system development and improvement, moving more agencies to a system that minimizes life-cycle costs. Also explore strengthening IDOT policies to facilitate asset management by local agencies.
- Explore ways to move pavement management systems toward more uniform data collection and analysis procedures in the region. This will include exploring the feasibility of data sharing, perhaps facilitated by counties. This is also expected to result in the first region-wide federal-aid pavement condition data system for roadways not on the National Highway System, as required by recently approved Surface Transportation Program agreements.

ACTION REQUESTED: Discussion

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Agenda Item No. 8.0

Chicago Metropolitan Agency for Planning

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Chicago, Illinois 60606

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: January 3, 2018

Re: Local Technical Assistance (LTA) Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 196 local projects have been initiated. Of these, 162 projects have been completed, and the remainder are underway.

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: Information

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Beach Park regional bike plan	*John O'Neal*	*Jan. 2018-June 2019*	*Consultant assistance*	*Scoping underway*
Beecher comprehensive plan	*Ricardo Lopez*	*Jan. 2018-June 2019*	*Consultant assistance*	*Scoping underway*
Bensenville zoning update (see website)	Jake Seid	Oct. 2015-Apr. 2018	Staff assistance	CMAP staff reviewed Module 2 of 3 with Village staff. This Module of the Ordinance will be discussed with the Steering Committee in late January.
Berwyn stormwater management plan (see website)	Kate Evasic	May 2017-Feb. 2018	Consultant assistance	CMAP staff and the consultant continued to interview key stakeholders. Development of key recommendations is underway.
Brookfield comprehensive plan	Heidy Persaud	Oct. 2016-Dec. 2017	Consultant assistance	Plan adoption meeting is scheduled for January 22nd.
Calumet Park comprehensive plan	*John Carlisle*	April 2018-October 2019	Consultant assistance	
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	July 2014-Apr. 2018	Consultant assistance	No update
Channahon comprehensive plan	*Brandon Nolin*	*Jan. 2018-June 2019*	*Consultant assistance*	*RFP released and proposals due January 5. Consultant selection to occur in January and February.*
Chicago Heights zoning update	Maggie Jarr	Nov. 2016-May 2018	Consultant assistance	The consultant will present to the Plan Commission during a public hearing in January.
Chicago North River Communities neighborhood plan (see website)	Brian Daly	Nov. 2015-Dec. 2017	Staff assistance	CMAP staff is currently drafting the plan. The ULI report on workforce housing strategies for the North River communities, developed in partnership with the LTA plan, was released on December 14.
Chicago Pilsen-Little Village neighborhood plan (see website)	Ricardo Lopez	Dec. 2013-Dec. 2017	Staff assistance	Project is complete, though pending Chicago Plan Commission approval.
Chicago Riverdale area transportation plan	Tony Manno	Nov. 2016-Mar. 2018	Consultant assistance	The consultant is revising the existing conditions report based on additional feedback from external partners and amending the draft recommendation ideas. A preliminary list of recommendations will be available for steering committee review in early January.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Cook County (Maine-Northfield) unincorporated area plan (see website)	John Carlisle	July 2016-May 2018	Staff assistance	CMAP staff anticipate sending the draft plan to the steering committee for first review in January 2018. The stormwater subconsultant has produced draft concept plans to be integrated into the plan. The fiscal impact subconsultant is working with CMAP and the study area's four neighboring municipalities on a benefit-cost report regarding annexation. CMAP will author the final report with subconsultant input. This report is expected in Spring 2018.
Des Plaines comprehensive plan	Heidy Persaud	Nov. 2016-May 2018	Staff assistance	The Homes for a Changing Region panel took place on December 11th. Development of key recommendations is underway.
DuPage County / Hanover Park Homes for a Changing Region (see website)	Jonathan Burch	Nov. 2014-Dec. 2017	Consultant assistance	Plan adopted/accepted by all communities. Complete.
DuPage County Corridor Study	*John Carlisle*	*Jan 2018-June 2019*	*Consultant assistance*	*Scoping underway*
Frankfort Plan Commissioner training	*Maggie Jarr*	*Jan. 2018-June 2018*	*Staff assistance*	*Scoping underway*
Glenview sustainability ordinance review	*Kelsey Pudlock*	*Jan. 2018-Dec. 2018*	*Staff assistance*	*Scoping underway*
Governors State University green infrastructure plan	Holly Hudson	June 2015-Oct. 2017	Consultant assistance	Project complete.
Harvard zoning update	Jake Seid	Jan. 2017-Nov. 2017	Consultant assistance	Camiros completed a revised version of the UDO that was reviewed by CMAP and Harvard staff. Following minor edits, this version of the UDO will be presented to the Steering Committee in late January to early February.
Huntley zoning update	Patrick Day	May 2015-Nov. 2017	Consultant assistance	Full Draft is complete; Huntley Staff are preparing for public open house in advance of adoption hearing.
Illinois International Port District planning priorities report	*Elizabeth Scott*	*April 2018-April 2019*	*Staff assistance*	*Scoping set to begin in January 2018*
Joliet Chicago Street plan	Stephen Ostrander	Dec. 2016-May 2018	Consultant assistance	Building upon guidance provided by Project Advisory Committee in November, consultant team refined design alternatives for plaza with City staff, planned upcoming public meeting expected in February or March, and met with new City Manager.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Joliet Public Water Commission water supply planning	*Nora Beck*	*Jan. 2018-Dec. 2019*	*Consultant assistance*	*Scoping underway*
Justice I&M Canal trail extension feasibility study	*John O'Neal*	*Jan. 2018-June 2019*	*Consultant assistance*	*RFP issued – responses due Jan. 5, 2018*
Lisle downtown parking plan (see website)	Lindsay Bayley	Mar. 2016-Dec. 2017	Staff assistance	CMAP staff had a poster board display and handout setup at an Open House for the Downtown Master Plan project on Dec 14th . Approximately two dozen attendees provided comments on the Master Plan and Parking Plan recommendations. Plan drafting underway.
Lower Salt Creek Watershed-based Plan (see website)	Holly Hudson	Jan. 2016-Dec. 2017	Staff assistance	Project is complete.
McHenry County Fox River corridor study (see website)	Kate Evasic	Sept. 2016-Mar. 2018	Staff assistance	The third steering committee meeting was held on December 5 to discuss the draft key recommendations memo. CMAP staff has incorporated input and is currently drafting the plan.
McHenry County Council of Governments Shared Services Study	*Patrick Day*	*March 2018-August 2019*	*Staff assistance*	*Scoping underway*
North Lawndale community plan (see website)	Brandon Nolin	Feb. 2016-Mar. 2018	Staff assistance	Plan chapters currently being drafted. Targeting end of February for draft plan delivery to LISC for formatting/layout and Spring 2018 for plan adoption. Additional subarea/ catalyst project outreach and visualizations planned for Spring 2018.
Oswego, Montgomery, and Yorkville shared water treatment plant study	*Nora Beck*	*Jan. 2018-June 2019*	*Consultant assistance*	*Scoping underway*
Palos Park bikeways and trails plan (see website)	John O'Neal	Apr. 2017-Apr. 2018	Consultant assistance	Outreach and engagement continue. Draft plan, including proposed bikeway network and prioritization of key routes and treatments currently underway.
Park Forest zoning revisions (see website)	*Jake Seid*	*June 2013-Dec. 2017*	*Staff and consultant assistance*	*UDO was adopted December 11, 2017.*
Robbins stormwater, TOD, and industrial area plan	*Kelwin Harris*	*Jan. 2018-June 2019*	*Staff assistance*	*Scoping underway*
Sauk Village comprehensive plan update	*Stephen Ostrander*	*April 2018-October 2019*	*Consultant assistance*	*Scoping underway*

Project	CMAP lead	Timeline	Assistance type	Status and notes
South Elgin zoning update (see website)	Patrick Day	Oct. 2014-Feb. 2018	Staff assistance	CMAP staff reviewed Module Two (2 of 3) with VOSE PZC on December 20. Drafting of Module Three is underway.
South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015-Jan. 2018	Staff assistance	Village staff and full project Steering Committee finished review of draft plan. CMAP staff met with Steering Committee on December 12 to review all recommendations and receive input from Committee members. Following revisions in early January, draft plan will next be presented to Village Community Development Committee/Board of Trustees for adoption.
South Suburban Mayors and Managers Association Pilot Circuit Rider Program	*Patrick Day*	*April 2018-April 2020*	*Staff assistance*	*Scoping underway*
Villa Park zoning ordinance	Patrick Day	July 2015-Nov. 2017	Consultant assistance	Public open houses have been completed; Village Staff are scheduling public hearing for adoption.
Westchester zoning ordinance	Maggie Jarr	Nov. 2014-May 2018	Consultant assistance	A public open house was held on December 14. The consultant will present to the Plan Commission during a public hearing in January.
Wilmington downtown plan (see website)	Maggie Jarr	Jan. 2017-May 2018	Staff assistance	CMAP staff is currently drafting the plan.

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2018 CMAP Federal Agenda

Introduction

The Chicago Metropolitan Agency for Planning (CMAP) is the comprehensive planning agency for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will; and CMAP's policy committee is the metropolitan planning organization (MPO) for the same region. CMAP's Board membership reflects the region, with balanced membership from the City of Chicago, suburban Cook County, and the collar counties of DuPage, Kane, Kendall, Lake, McHenry, and Will. The Board's governing by-laws are intended to generate regional consensus.

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 competiveness. 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. As required by federal law, CMAP is developing the next comprehensive regional plan, ON TO 2050. This document first presents CMAP's positions on the implementation of new federal transportation policies. It then describes CMAP's broader principles to inform potential federal legislation across a wide range of topics.

Building on the FAST Act

Sustainable, adequate funding for surface transportation, including both highways and transit. The FAST Act fails to provide a sustainable source of revenue for transportation improvements. Rather, the law relies on $70 billion in funding offsets transferred from the General Fund to the Highway Trust Fund. CMAP continues to support transportation user fees as a sustainable, effective source of funding. CMAP also reiterates the need for increased funding for transportation investments, rather than financing. Finally, CMAP supports loosening restrictions on tolling the existing Interstate system to help pay for looming reconstruction needs on that critical piece of the nation's highway network.

Implementation of performance-based funding across programs. The FAST Act does little to advance performance-based funding, whether through the high-level apportionment of funds among federal programs or the evaluation and prioritization of projects. CMAP remains committed to transparent, data-driven approaches to program transportation funds.

Providing regions with appropriate tools to support the transportation system. The FAST Act did not take any significant strides to empower MPOs to make strategic investment decisions and allocate resources directly. CMAP supports a greater role for MPOs in programming federal resources to better connect regional plans with investment decisions.

Harnessing the benefits of emerging technologies. The FAST Act established the Advanced Transportation and Congestion Management Technologies Deployment program to provide grant funding to model deployments of advanced transportation technologies, and called for the U.S. Government Accountability Office to assess the status of autonomous transportation technology policy. However, rapid developments in automated vehicle (AV) technology have highlighted the need for additional policy development at all levels of government. Federal automated vehicle legislation should address both passenger and commercial applications and establish processes to ensure transparent public access to vehicle safety information. Legislation should empower local jurisdictions to enact AV policies consistent with land use and mobility goals. The federal government also has a critical role to play in convening a

broad range of stakeholders to establish technology standards that can enable long-range infrastructure planning by local and regional jurisdictions.

Critical importance of highway safety. The FAST Act continues the Highway Safety Improvement Program and the Section 402 education and enforcement programs, which are critical as traffic deaths and injuries are climbing again after years of improvement. However, federal aid should focus more than it does on behavioral programs, including financial incentives to encourage state/local traffic enforcement and repeals of funding prohibitions for automated enforcement. The U.S. Department of Transportation (U.S. DOT) should redouble efforts to implement vehicle technology improvements that tie the operability of vehicles to seat belt use, and consider similar efforts for impaired driving and additional resources for the study and regulation of the causes of distracted driving.

Implementation of the FAST Act's freight provisions

The FAST Act is the first new long-term transportation authorization in several years and for the first time includes dedicated funding for freight improvements—a total of $10.7 billion over five years. As the first truly new federal highway program in over two decades, it is critical to establish good policies to implement the FAST Act's federal provisions.

Freight funding is split between a formula program to the states and a national competitive program administered by U.S. DOT, known as the Infrastructure for Rebuilding America (INFRA) grants program. While the overall emphasis is on highway improvements, both freight programs allow a portion of funds to be used for multimodal projects, including freight rail improvements. It is important to ensure that these types of projects receive the funding set aside for them, as Congress intended, and that the national competitive funds are awarded through a transparent, performance-based process. To maximize public benefits, scarce competitive funds should be steered toward the projects that meet the most important national interests.

Unfortunately, U.S. DOT largely failed to achieve these objectives in its first round of administering the competitive program. Most of the selected projects do not address major congestion points in the nation's freight system, and some have little to no nexus to goods movement. While U.S. DOT demonstrated a willingness to invest in non-highway projects, selected projects tend to be related to ports, rather than rail or other modes that play a critical role in the national distribution of goods. CMAP encourages U.S. DOT to address these shortcomings in the next round of the INFRA program.

Further, the FAST Act requires U.S. DOT to establish a multimodal freight network and develop a multimodal freight plan. The new freight network would have bearing on the use of the new federal freight funds. The development of the multimodal freight network and plan through a collaborative, data-driven process, focused on true national priorities for goods movement is critical. As part of these development processes, U.S. DOT solicited input—which CMAP has actively provided—but has issued no final products.

Additionally, the FAST Act requires states to develop freight plans and encourages them to establish freight advisory committees. It also provides responsibilities to states and MPOs to designate portions of the national freight network. Federal regulations have done little to ensure a collaborative, performance-based planning and programming process at the state level, yet CMAP has actively coordinated with the Illinois Department of Transportation (IDOT) to prioritize freight facilities. CMAP supports strategically directing the FAST Act's new freight resources to the most critical freight facilities.

Lastly, given the critical role of metropolitan areas in goods movement and the responsibility of MPOs in addressing freight needs, the U.S. DOT should strongly consider enlarging the role of MPOs in the INFRA program by giving additional consideration to applications submitted by implementing agencies in partnership with their MPO.

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 describes 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. Investing more in metropolitan areas and devolving more authority for funding decisions to the regional level would address many issues at the appropriate scale and harness the economic power of regions. Federal investment decisions should be guided by comprehensive regional plans such as 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 interjurisdictional collaboration. A greater investment by federal agencies such as the U.S. DOT, U.S. Department of Housing and Urban Development (U.S. HUD), U.S. Economic Development Administration, and U.S. Environmental Protection Agency in regional comprehensive planning is central to this goal.

CMAP supports initiatives and programs that are competitive and based on comprehensive evaluative criteria considering the interconnected topics of transportation, land use, housing, the environment, and economic development. Examples include the former Sustainable Communities Initiative and the Transportation Investments Generating Economic Recovery 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 by increasing user fees such as the federal gasoline tax. Further, the existing motor fuel tax should be indexed to inflation to keep pace with changes in construction costs over time. However, GO TO 2040 recognizes that changes in travel behavior and vehicle technologies will require a replacement for 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. State initiatives to implement vehicle miles traveled fees would be enhanced by a federal solution that helps account for travel across state borders.

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. The federal government can empower states and regions to provide adequate, sustainable funding for transportation by allowing tolls on the existing Interstate system. Financing mechanisms also must be modernized to mitigate congestion and generate revenue for the existing 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, including for freight users.

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 MPOs 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
The FAST Act advances national freight policy in significant ways, including by establishing a more multimodal perspective and, for the first time, dedicating funding for freight improvements. It also requires a national multimodal freight plan, the development of state freight plans, and the designation of a National Highway Freight Network and Primary Highway Freight System.

Metropolitan Chicago is the nation's freight hub. The implementation of the FAST Act's new provisions should recognize the importance of critical hubs and chokepoints in the national freight system, directing funds to the projects with the greatest benefit. It also should recognize the many ancillary benefits of improvements to the freight system, such as improved passenger rail services, and reduced emissions and highway congestion. CMAP expects U.S. DOT will provide valuable guidance as metropolitan Chicago and other regions attempt to confront freight challenges, many of which have national impacts.

Legislative principles
CMAP supports the implementation of a multimodal national freight plan and network, focusing on truly national needs.

CMAP supports a transparent, performance-based approach to the implementation of the FAST Act's funding programs, including both the formula and competitive programs.

CMAP supports an engaged role for MPOs in enhanced freight planning and project selection.

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. Neither the Moving Ahead for Progress in the 21st Century Act nor the FAST Act made 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 the completion of significant engineering work prior to consideration for federal funding. 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. Finally, CMAP recognizes the important role intercity passenger rail plays in the regional transportation system, particularly its close connection with the provision of mass transit services and its ability to link Midwestern economies.

Legislative principles
CMAP supports legislative initiatives that provide more resources for the maintenance and modernization of transit systems, transit-oriented development, reasonable expansion of transit systems, and intercity passenger rail.

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

Achieve greater livability through land use and housing
The federal government has an important leadership role to play in helping communities strive toward the principles of livability—healthy, safe, walkable communities that offer transportation choices for access to schools, jobs, services, and basic needs. 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, such as the former Sustainable Communities Initiative. Federal agencies should 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 should focus on 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 such as the former 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 and incentives toward the rehabilitation of existing housing stock in areas with transit access and other infill development, and redevelopment opportunities in areas already served by infrastructure.

Expand and improve parks and open space
Fewer than half the residents in the CMAP region have access to adequate parks and recreation areas near their homes. Although most parks and open space are provided by state or local jurisdictions, the federal government can still play an important 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, like the 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, formation of national wildlife refuges, or transfer of surplus federal property to open space.

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. As a key player in providing funding assistance to states and local governments, the federal government should use its programs to encourage best practices, such as green stormwater infrastructure and full-cost pricing for water service, wherein user fees pay the full cost of water service delivery. Flood insurance programs should address urban flooding, which is more widespread and incurs greater damages than riverine flooding, as well as provide stronger incentives for flood prevention and mitigation.

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 protection and restoration of the Great Lakes through cleanup of pollution, reduction of nonpoint-source contamination, promotion of green infrastructure, restoration of coastal environs, and full implementation of the Great Lakes Compact. More broadly, the federal government should encourage and facilitate water quality and volume trading programs that achieve broad water resource management goals.

GO TO 2040 supports energy conservation efforts. The federal government can provide funding for communities to reduce energy consumption in buildings through retrofits. It also can redouble efforts through programs such as 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 also can 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 of government. 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, communities need assistance to 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.

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 for disadvantaged communities.

Legislative principle
CMAP supports legislative initiatives that facilitate sustainable local food production and increase equitable 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 specific industries have difficulty finding trained workers. 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 also should 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, particularly 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 Creating Opportunities to Meaningfully Promote Excellence in Technology, Education, and Science Act, which invests in science, technology, engineering, and math education, supports basic research, and fosters the development of new technologies.

Ensure a sustainable tax base
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. One of the most critical data resources is the U.S. Census, which informs the allocation of billions of federal dollars and provides social, demographic, and economic profiles of the nation's population to guide policy decisions at each level of government. 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 facilitate data-driven decision making.

CMAP supports legislative and administrative initiatives that ensure the U.S. Census Bureau can conduct an accurate and complete count in the 2020 Census.

About CMAP

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Implementation of GO TO 2040 and concurrent development of ON TO 2050 are the main priorities for CMAP. The agency provides extensive support to communities through its Local Technical Assistance (LTA) program. So far, CMAP has initiated more than 200 LTA 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. HUD grant expired in December 2013, CMAP has

continued the LTA program with funding from IEPA and Cook County Community Development Block Grants, among other sources. GO TO 2040 recommendations guide the allocation of federal transportation dollars in northeastern Illinois through the following programs that CMAP administers:

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2018 CMAP Legislative Agenda and Principles

Northeastern Illinois is home to one of the world's great economic centers, abundant natural resources, and a vast multimodal transportation system that enables mobility of people and goods. Among all these assets, the residents of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties are themselves the region's greatest resource. The Chicago Metropolitan Agency for Planning (CMAP) works to maintain, nurture, and grow these resources through collaborative, comprehensive regional planning.

The State of Illinois is key to implementing GO TO 2040, metropolitan Chicago's current comprehensive regional plan, and to setting the context for the next regional plan, ON TO 2050, due for adoption in October 2018. The 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 overshadow these investment priorities. This document articulates the agency's legislative agenda and principles for the 100th General Assembly, and informs partners, the Governor, legislators, state agency directors, and others of CMAP's policy positions and priorities.

Legislative Agenda

Ensure reliable access to planning funds

State legislation to create CMAP included language pledging to fund the agency's operations and to match federal formula funds with state funding. The language in the enabling legislation included a directive to the state that "additional funding shall be provided to CMAP to support those functions and programs authorized by [the enabling legislation]" (70 ILCS 1707/62).

CMAP was charged with the responsibility to comprehensively plan for the Chicago region, incorporating land use and transportation planning with work on housing, regional economic growth, water resource management, community development, and environmental issues. Funding from the state needs to support all of CMAP's planning activities as mandated in the state enabling legislation.

Federal law requires states to allocate the portion of Highway Trust Fund dollars set aside for regional planning to Metropolitan Planning Organizations (MPOs). In Illinois, this includes CMAP and 15 other MPOs. States not fulfilling this requirement put all of their federal transportation funding in jeopardy. The 2015-16 state budget crisis led to an interruption in those payments, requiring unprecedented efforts by the Illinois Department of Transportation (IDOT) and Federal Highway Administration to avoid suspension of CMAP's essential planning activities. Reliable access to planning funds would ensure that MPOs, including CMAP, can meet their state and federal planning requirements and avoid jeopardizing billions of federal transportation dollars.

CMAP supports ensuring dedicated planning revenues with continuous appropriation to support all of CMAP's comprehensive planning activities.

Secure sustainable and adequate transportation funding

Current transportation funding mechanisms in Illinois are inadequate to support maintenance—let alone improvements—that are crucial to our economic competitiveness. 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 as vehicle miles traveled continue to decline.

Home to the nation's freight hub and one of its largest transit systems, Illinois needs adequate multimodal investments to address metropolitan Chicago's multifaceted infrastructure challenges. The Chicago region's transit system remains critically underfunded and lacks a stable source of non-federal capital funding. Similarly, state capital programming must better address freight infrastructure issues.

In November 2016, voters amended the Illinois Constitution to prevent sweeps or diversions at all levels of government of transportation funds away from transportation purposes. However, the provision did not result in increased funding available for infrastructure. Further, the amendment's language introduces considerable confusion about eligible expenditures. Additional rules, guidance, and legislation will be required to ensure that transportation revenues may be applied to support the state's multimodal transportation system and comprehensive planning.

Increased state and federal investment, while critical, will likely be insufficient to meet the region's significant needs. Metropolitan Chicago needs to create an infrastructure fund for prioritized projects that support implementation of the GO TO 2040 regional plan.

Other U.S. metropolitan regions are far ahead of ours in raising local revenues for infrastructure projects with long-term benefits to 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. Regionally raised and regionally invested funds would help complete a significant number of prioritized projects and modernize the system while leveraging private and public funding sources.

CMAP supports increasing the motor fuel tax and indexing it to inflation in the near term, but recognizes the need to develop a sustainable, long-term revenue source— based on the principle of 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 intercity passenger rail, and a greater focus on improvements to the freight system.

CMAP supports state legislation clarifying the eligible uses of transportation revenues described in the Constitution (Article IX, Section 11), including specific eligibility for CMAP's comprehensive planning activities, and eligibility for all administration, operational, and capital expenses necessary to support a strong, equitable, multimodal transportation system.

CMAP supports state legislation enabling northeastern Illinois to secure sustainable and substantial revenues to make performance-based investments that modernize roadway, transit, and bike/pedestrian facilities, and coordinate transportation, water, stormwater, and open space projects.

Promote performance-based transportation investments

Allocation of transportation funding in Illinois is governed largely by arbitrary formulas that do not reflect the most pressing needs throughout the state. A more transparent, performance-based approach would steer limited resources toward the most critical projects, and shed light on how investment decisions are made. IDOT has made progress with a performance-based project-ranking process used in the FY18-22 Multi-year Highway Program for capacity projects, but additional efforts to support data-driven decision making and transparency are needed.

CMAP supports legislative initiatives and administrative efforts that encourage a commitment by transportation implementers to use transparent, performance-based capital programming.

Advance 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 would 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, which IDOT is proposing for new capacity on I-55 between downtown Chicago and I-355, toll rates rise and fall with traffic levels, encouraging more efficient use of the system while also raising revenues. Value capture strategies, such as the Transportation Facility Improvement Areas (35 ILCS 120/11) signed into law in 2016, recognize that transportation investments increase property values and business activity, tapping into these sources to pay for upfront construction costs.

New legislation establishing Transportation Facility Improvement Areas is a good start, although these districts are limited to certain capital improvements in the city of Chicago and suburban Cook County. Public-private partnership (P3) strategies can reduce costs and accelerate project delivery by tapping into private-sector expertise and financing. However, 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, including congestion pricing for new managed lanes on I-55.

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 and other public agencies from undue financial risk in P3 projects.

Reform the state's tax policies
Fiscal and tax policy decisions made at the state level significantly affect the Chicago region's ability to make infrastructure and community investments recommended in GO TO 2040. 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. These same policies can inadvertently foster unproductive competition for economic development opportunities between local governments, with little or no overall regional benefit.

The tax system also should reflect the region's and state's economies and demographics. The state should modernize outmoded aspects of its tax system, ensuring tax policy changes minimize economic distortions by broadening the tax base and potentially lowering rates.

The General Assembly should reform the tax system in a manner that helps achieve the goals and recommendations included in GO TO 2040. Specifically, the General Assembly should evaluate key revenue sources, such as the income and sales taxes, to determine whether, in what manner, and how to reform those taxes' structures.

CMAP supports comprehensive reforms of state tax policy to broaden the tax base in a manner that may lower rates.

CMAP supports tax policy reforms that encourage effective local land use decisions, generate sustainable economic development, and reduce the focus on intrastate and intraregional competition over economic development, while ensuring adequate revenues for state and local governments to invest in infrastructure and provide services.

Dedicate revenue for 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, has undergone revisions that 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 by IDNR, ISWS, IWIP, and regional partners.

Address flooding through improved stormwater management and watershed planning
Portions of northeastern Illinois suffer from chronic, destructive, and costly flooding. Released in June 2015, the report that resulted from the Urban Flooding Awareness Act (PA 98-858) identified northeastern Illinois as particularly susceptible to the effects of urban flooding, which occurs when local drainage systems are overwhelmed. The effects of both urban and riverine flooding are expected to increase due to further urban development and climate change. While there are many low-capital solutions to flooding, such as encouraging watershed plans, updating risk mapping, and revising development standards, some problems can only be solved by a commitment to retrofitting public infrastructure with stormwater management solutions.

CMAP supports comprehensive watershed planning to identify the most significant water resource problems and address flooding throughout the region.

CMAP supports policies that promote green infrastructure retrofits to better manage stormwater on-site.

Improve government transparency and accountability
CMAP relies on other agencies' data to complete its own work in planning, policy, and transportation programming. Data sharing through transparent, open governance improves efficiency and efficacy, and promotes accountability. 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 and administrative efforts to increase data and information sharing by requiring state and local agencies to make their programs and policies more transparent to the public.

Legislative Principles

While CMAP's agenda outlines the agency's top legislative priorities, the Illinois General Assembly will consider numerous other policy topics during the legislative session. The remainder of this document describes CMAP's legislative principles that guide the agency's policy positions. CMAP is interested in legislation that furthers the goals of GO TO 2040. This section applies the 12 recommendations included in GO TO 2040 to overarching legislative principles.

In general, CMAP is most interested in legislative initiatives that have regional or statewide impacts, and those that can serve as precursors to broader, more comprehensive legislation. Considering the recent state budget and looming crises in regional transportation funding—from 2019-50, CMAP forecasts a $24 billion shortfall between expected revenues and the cost of simply operating and maintaining northeastern Illinois' transportation system in its current state—CMAP strongly supports prioritized investment and regional collaboration.

Pursue coordinated investments

The GO TO 2040 comprehensive regional plan for northeastern Illinois emphasizes effective, collaborative approaches to address resource, infrastructure, and investment needs, many of which are felt most keenly at the metropolitan scale. With a region as large and diverse as northeastern Illinois, implementation of GO TO 2040'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 and their comprehensive planning initiatives, and that 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, to ensure a comprehensive perspective in decision making and to generate more efficient outcomes.

CMAP supports policies that enable local governments to evaluate and implement the appropriate consolidation or coordination of local services, 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 structuring user fees to track with the inflation of construction costs over time. New revenues must be generated through efficient, sustainable user fees that better reflect the broader social costs of transportation and link costs paid with benefits received.

While not representing a significant 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, and/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.

Legislative principles
CMAP supports legislative initiatives that create a transparent, performance-based funding process for state transportation investments, and encourage 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 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 that protect the public's interest.

Increase commitment to public transit
Public transportation is essential to the future economic prosperity of the Chicago 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 motor fuel tax increase, as well as some portion of future congestion pricing revenues, to transit.

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 dedicated capital funding to allow 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 prioritize implementing the CREATE program, a collection of 70 rail projects aimed at improving freight mobility in the Chicago region. Truck traffic also presents a major challenge for the region. The state can take a leadership role in identifying opportunities for dedicated freight corridors, streamlined truck permitting, better documented and coordinated truck routes, and improved access 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. Although the task force concluded in 2014, state action is needed to fulfill its recommendations, which include 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.

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, such as preventing foreclosures 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 multijurisdictional partnership to receive funding and carry out coordinated strategies.

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

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

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 use comprehensive evaluative criteria that considers the interconnections between 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 water supply planning are outlined in the Water 2050 regional plan. CMAP needs new, sustainable funding 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 user fees that cover the full costs of water service delivery. Further, 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. Technical assistance also may be needed to help prepare local water suppliers for drought.

Legislative principles
CMAP supports initiatives that manage water and energy demand, 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 northeastern Illinois' green infrastructure network, an inventory of the most significant locations targeted for land conservation. To do so, CMAP recommends making significant, prioritized investments in parks and open space. The state can play a critical role in this effort through the IDNR 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 such as 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 northeastern Illinois' most important natural areas.

CMAP supports legislative initiatives that increase funding to 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 production feeds the economies of other states and nations. Indeed, a small fraction of the region's farms produce food directly for human consumption. 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 improve access to affordable, healthy food 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 by 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, measure outcomes, and 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 a sustainable, prosperous, and globally competitive regional economy. 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, numerous innovation metrics indicate that the region's 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 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
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