



Jeffery Schielke, Chairman

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Kane/Kendall Council

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McHenry Council

John Schmitt

President, Village of Algonquin
McHenry Council

Roger Claar

Mayor, Village of Bolingbrook
Will Council

Jim Holland

Mayor, Village of Frankfort
Will Council

**Council of Mayors Executive Committee
Annotated Agenda**

Tuesday, January 29, 2013--9:30 a.m.

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

1.0 Call to Order and Introductions (Mayor Schielke)

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – November 13, 2012

4.0 Transportation Programming Updates/Action Items

4.1 Local Roads Update/STP Expenditure Report (Chad Riddle)

The IDOT Bureau of Local Roads and Streets status sheets and the STP expenditure report will be distributed at the meeting.

ACTION REQUESTED: Informational

4.2 Updated 2013 STP-L Marks (Holly Ostdick)

A revised allotment from IDOT has been received and STP-L Marks for FFY 2013 have been updated. Staff requests that the Council of Mayors Executive Committee approve the updated marks.

ACTION REQUESTED: Approval

4.3 Advance Funding Requests (Wierciak, Albin, Daigle)

There are advanced funding requests from the Central Council for \$1,178,213, McHenry Council for \$3,864,000 and DuPage for \$1,135,154 federal.

ACTION REQUESTED: Discussion and Approval

4.4 Congestion Mitigation and Air Quality Improvement (CMAQ) Program/Council of Mayors Expenditures and Call for Projects (Doug Ferguson)

An update on the CMAQ program will be given

ACTION REQUESTED: Discussion

4.5 Metropolitan Planning Area (MPA) Update (Patricia Berry)

The committee will be updated on the discussions that are underway on the recommended MPA.

ACTION REQUESTED: Discussion

5.0 Functional Class Revisions (Jim Mitchell)

IDOT’s consultant will present a brief presentation outlining the FAU Route designation process and identifying the “top 5” issues they have encountered resulting in the denial of functional class change requests.

ACTION REQUESTED: Informational

6.0 FY 2014 UWP -Transportation Planning Funds (Chalen Daigle)

The Planning Liaison (PL) program is funded with Federal Metropolitan Planning funds, as allocated in the Unified Work Program (UWP). Local matching funds are provided by each local Council. The PL Program receives funds to assist CMAP, as the Metropolitan Planning Organization for northeastern Illinois, in meeting Federal transportation planning requirements.

ACTION REQUESTED: Approval

7.0 Get America to Work Coalition (Joe Costello)

Joe Costello, the Executive Director of the RTA, will explain RTA’s effort to advocate for the capital funding necessary to bring all of America’s public transit systems into a state of good repair. The Get America to Work Coalition has been formed to focus on creating widespread awareness of this need. The RTA would like the mayors to join the coalition.

ACTION REQUESTED: Discussion

8.0 Industry Cluster Drill Down Report: Manufacturing (Garrett Ballard-Rosa and Simone Weil)

The second industry cluster drill down report which focuses on manufacturing will be presented. The report identifies major issues affecting future competitive advantage in this vital regional activity. Staff will summarize the major findings of this report, which analyzes the various subcomponents of the cluster and also surveys challenges and opportunities in the areas of infrastructure, innovation, and workforce. A handout will be available at the meeting.

ACTION REQUESTED: Informational

9.0 Municipal Survey Update (Lori Heringa)

Staff will report on the municipal survey.

ACTION REQUESTED: Informational

10.0 State Legislative Framework and Agenda (Gordon Smith)

CMAP staff will provide an update on the CMAP’s state legislative framework, legislative agenda and policy priorities during the 2013 legislative session.

ACTION REQUESTED: Informational

11.0 Other Business

12.0 Public Comment

This is an opportunity for comments from members of the audience.
The amount of time available to speak will be at the Chair’s discretion.

13.0 Next Meeting

The next meeting is scheduled for May 21.

14.0 Adjournment

Council of Mayors Executive Committee Members

- | | | |
|----------------------------|----------------------------------|-----------------------------|
| ___ President Dave Brady | ___ President Larry Keller | ___ Mayor Jeffery Schielke* |
| ___ President Rodney Craig | ___ Mayor Kristina Kovarik | ___ President John Schmitt |
| ___ Mayor Roger Claar | ___ President Al Larson | ___ Mayor Jeffrey Sherwin |
| ___ President Jim Discipio | ___ President Richard Mack | ___ Mayor Joseph Tamburino |
| ___ President Mike Einhorn | ___ Mayor John Mahoney | ___ Mayor George Van Dusen |
| ___ President Sandy Frum | ___ Mayor Arlene J. Mulder** | ___ Mayor Eugene Williams |
| ___ Mayor Larry Hartwig | ___ Mayor Leon Rockingham, Jr.** | *Chairman |
| ___ Mayor Jim Holland | ___ President William Rodeghier | **Vice-Chairman |



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Council of Mayors Executive Committee

November 14, 2012 – DRAFT MINUTES

11:00 a.m.

CMAP Offices – Cook County Room

Jeffery Schielke, Chairman
Mayor, City of Batavia
Kane/Kendall Council

Arlene J. Mulder, 1st Vice Chair
Mayor, Village of Arlington Heights
Northwest Council

Leon Rockingham, 2nd Vice Chair
Mayor, North Chicago
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President, Village of Ringwood
McHenry Council

John Schmitt
President, Village of Algonquin
McHenry Council

Roger Claar
Mayor, Village of Bolingbrook
Will Council

Jim Holland
Mayor, Village of Frankfort
Will Council

Executive Committee and Elected Officials Present

Mayor Arlene Mulder, Vice Chairman, President Dave Brady, President Rodney Craig, President Mike Einhorn, President Sandy Frum, Mayor Jim Holland, President Larry Keller, President Al Larson, Mayor John Mahoney, Mayor Leon Rockingham, President William Rodeghier, Mayor Jeffrey Sherwin, Mayor George Van Dusen, Mayor Eugene Williams

Others Present

Jennifer Becker, Len Cannata, Bruce Carmitchel, Bruce Christensen, Chalen Daigle, John Donovan, Tam Kutzmark (via phone), Hugh O'Hara, Ed Paesel, Andy Plummer, Chad Riddle, Dave Seglin, Claire Serdiuk, Vicky Smith, Chris Staron, Mike Sullivan, Thom Vander Woude, Mike Walczak, Tammy Wierciak

CMAP Staff Present

Patricia Berry, Randy Blankenhorn, Ylda Capriccioso, Randy Deshazo, Teri Dixon, Dolores Dowdle, Jesse Elam, Doug Ferguson, Don Kopec, Matt Maloney, Holly Ostdick, Ross Patronsny, Joy Schaad, Gordon Smith

1.0 Call to Order and Introductions

Vice Chairman Mulder called the meeting to order at 11:02 a.m. Introductions were made. A quorum was determined to be present.

2.0 Agenda Changes and Announcements

Item 7 regarding the Local Technical Assistance program was removed from the agenda. The November 7 staff report was included in the packet for those interested in an update on LTA.

3.0 Approval of Minutes – May 1, 2012

The minutes of the May 1, 2012 meeting were approved as presented.

4.0 Transportation Programming Updates/Action Items

4.1 Local Roads Update/ STP Expenditure Report

A status report from IDOT District One's Bureau of Local Roads was included in the meeting materials as was the updated STP Expenditure Report prepared by CMAP. In upcoming weeks, the planning liaisons, CMAP and Local Roads staff will be meeting to update the status of

Council of Mayors projects.

4.2 STP Marks 2013-2017

Ms. Ostdick explained that the regional mark from IDOT was about 20% less than in recent years. The forecasted marks for the Council of Mayors are based on IDOT's assessment of the federal outlook, which predated the passage of MAP-21. It is anticipated that IDOT will provide all MPOs with revised marks in the fall, after which CMAP will ask the Executive Committee to approve updated STP marks for the councils. On a motion by Mayor Holland, seconded by Mayor Rockingham, the STP2013-2017 STP marks were approved.

4.3 Advance Funding Requests

Ms. Ostdick informed the committee that since the May meeting, 13 projects have received advanced funding of just over \$11 million federal at a total project cost of \$22 million. Holly noted that Advanced Funding allows councils to borrow funds and over spend their allotment, which then increases the expenditure of the regional allotment and assists in avoiding rescissions (where the federal government reclaims funds) and strengthens the argument that the local governments in Illinois are in need of more funding to meet the needs of the transportation system.

Ms. Ostdick also explained the risk that if the federal STP program ends, the advanced funded amount would be taken from other councils with positive STP balances. Currently, the total amount advanced funded is above \$3 million. As it stands the chance of a project being held up based on the approval of the current advanced funding request is very slim.

Ms. Daigle of the McHenry Council outlined the Council's advanced funding request of \$1,835,431 for Johnsborg Road bottleneck elimination and Commercial Drive resurfacing. This request has McHenry borrowing into 2016. Mayor Sherwin said that with funding sources drying up everyone needed to be more cautious about money being spent. Mr. Riddle remarked that in the past there were local resolutions passed that stated that the communities that borrowed funds would pay the funds back if the STP program ended. Mayor Sherwin expressed his doubt in the ability of communities to repay what was borrowed and restated the need to be cautious about the future because of the crushing debt in Washington. Mayor Mulder said everyone needs to keep the potential problems in mind in future. On a motion by Mayor Holland, seconded by Mayor Keller, the request was approved.

4.4 CMAQ Improvement Program Management

Mr. Ferguson reported that in FFY12 \$230 million in CMAQ funds had been obligated and in the most recent years only \$70-80 million has been obligated annually. For FFY 13 there is an unobligated balance of \$115 million with new federal apportionment of \$106 million. The region must continue to be vigilant in

its effort to spend down the balance and meet the FFY 2013 obligation goal of \$123 million. Mr. Ferguson further reported that in October project status updates were requested. Twenty-four projects totaling \$59 million did not meet their accomplishment targets and were deferred, i.e. their funding has been removed from the program. If the projects make sufficient progress and there are CMAQ funds available, they could be restored to the program.

On December 10 there will be a Call for Projects for the 2014-2018 CMAQ program. The call ends February 8, 2013. Projects will be reviewed and evaluated. The Project Selection committee will recommend a proposed program in July and the proposed program will be presented for public comment. After addressing public comments, the proposed program will be presented to the MPO Policy and Board for approval in October. Mayor Einhorn requested a list of what projects are outstanding now. Mr. Ferguson stated that staff would get documentation out to the Mayors. Mayor Einhorn also wanted to know how IDOT accesses CMAQ funds and Mr. Riddle responded that IDOT applies in the same way as the locals. Mr. Ferguson concurred.

4.5 City of Chicago Regional STP project

Mr. Seglin explained that the Wells Street Bridge over the Chicago River is the City of Chicago's choice as the FY2013 regional STP project. He reminded the Committee that each year the city suggests a project for the Mayors' concurrence that impacts both the city and the suburbs and uses 5% off the top of the region's STP funds. Mr. Seglin explained that the Council of Mayors had approved funding for this project in the past, but the cost has nearly doubled. On a motion by Mayor Larson and a second by Mayor Mahoney, the committee unanimously concurred with the Wells Street Bridge rehabilitation as the FFY 2013 city of Chicago regional STP project.

4.6 Metropolitan Planning Area Update

Ms. Berry stated that as a result of the 2010 Census, the Metropolitan Planning Area (MPA) must be expanded to include, at a minimum, the boundaries of the Urbanized Area (UZA) defined by the Census Bureau. It is also to include any area that is expected to be urbanized in the next 20 years. She stated that the revisions to the MPA would be presented to the committee in January 2013 and it is anticipated that a recommendation to the CMAP Board and MPO Policy Committee will be made in March 2013.

5.0 Congestion Pricing

Mr. Elam discussed congestion pricing for "new" additional capacity lanes on a few strategic roadways, the benefits, and background on congestion pricing projects throughout the country. Mayor Holland emphasized that this was only to be done on roadways with new capacity. Mayor Holland asked if the pricing would totally offset the

cost of the roadway. Mr. Elam said no, the pricing is to manage traffic. Mayor Sherwin said it would be good if it was a revenue producer to pay for roads and noted that would be consumer driven revenue. Mayor Williams asked if the single lane would be constantly policed. Mayor Van Dusen wanted to know what happens if there is an accident. Mr. Elam stated that there were still operational issues to be worked out. Mayor Craig reminded everyone the lanes are not just for cars but also for transit and that we all need to look toward the next level to elevate mass transit and alleviate congestion.

6.0 Proposed 2013 Meeting Dates

On a motion by Mayor Craig, and a second by Mayor Rockingham, the committee approved the 2013 Council of Mayors Executive Committee meeting dates January 29, May 21, September 10 and November 12.

7.0 LTA Program

Removed from agenda.

8.0 Performance Based Evaluation Criteria and Transportation Funding

Mr. Maloney stated that at the Joint CMAP Board and MPO Policy Committee meeting on October 10 it was recommended that IDOT establish a technical advisory group consisting of IDOT and MPOs to hold discussions of performance based evaluation criteria. Mayor Holland asked if there was a concern that dollars are not being spent wisely. Mr. Maloney stated that the concern was making sure the dollars which are available are better invested. Mayor Einhorn reminded the committee how difficult the discussions were about the distribution of funds in the past. Mayor Holland reminded the committee that the state and locals must be involved. Mayor Mulder stated that lane miles should be included in any funding formulas.

9.0 FY 2014 UWP Process

Ms. Dowdle explained the 2014 UWP development process. The call for projects begins on January 3 and ends on January 31. There is approximately \$16.8 million available. Core proposals will be reviewed and selected in February. The Competitive proposals will be assessed in March. The FY 2014 proposed program will be considered by the CMAP Board and MPO Policy Committee in June.

10.0 State Legislative Update

Mr. Smith reported that there has been no recent legislative action and that little action is expected during the veto session. CMAP staff is currently developing CMAP's state legislative agenda and does not expect to be requesting any new legislation to be introduced. Congestion pricing, performance based evaluation criteria, and funding for CMAP are expected to be important issues. The committee members were asked to inform CMAP of their legislative issues so that CMAP could help engage legislators for a consistent message.

11.0 Other Business

There was no other business.

12.0 Public Comment

None.

13.0 Next Meeting

The next meeting of the Council of Mayors Executive Committee is scheduled for January 29.

14.0 Adjourn

The meeting was adjourned at 12:10.

STP-L FFY 2013 MARKS

2013 STP-L Marks Table

(all figures are federal dollars)

Revised Draft Marks as of 1/16/13.

	A	B	C	D	E	F	G	H	I	J	K	L
Council	FFY72-2012 Allotments	FFY72-2012 Expenditures	FFY72-2012 Balance	FFY 2013 Allotment	FFY13 Mark	Remaining FFY 13 Balance	FFY 2014 Allotment	FFY 2014 Mark	FFY 2015 Mark	FFY 2016 Mark	FFY 2017 Mark	2010 Population
Chicago	\$1,068,866,275	\$1,037,411,458	\$31,454,817	\$53,792,763	\$85,247,580		\$54,350,400	\$54,350,400	\$54,350,400	\$54,350,400	\$54,350,400	2,698,598
North Shore	\$88,360,072	\$90,082,812	-\$1,722,740	\$3,752,784	\$2,030,044		\$3,791,687	\$3,791,687	\$3,791,687	\$3,791,687	\$3,791,687	326,078
Northwest	\$166,835,900	\$156,460,586	\$10,375,314	\$8,215,054	\$18,590,368		\$8,300,215	\$8,300,215	\$8,300,215	\$8,300,215	\$8,300,215	713,803
North Central	\$87,612,970	\$84,772,692	\$2,840,278	\$3,573,004	\$6,413,282		\$3,610,043	\$3,610,043	\$3,610,043	\$3,610,043	\$3,610,043	310,457
Central	\$64,691,726	\$66,897,942	-\$2,206,216	\$2,967,754	\$761,538		\$2,998,519	\$2,998,519	\$2,998,519	\$2,998,519	\$2,998,519	257,867
Southwest	\$87,196,026	\$81,446,863	\$5,749,163	\$4,342,751	\$10,091,914		\$4,387,770	\$4,387,770	\$4,387,770	\$4,387,770	\$4,387,770	377,340
South	\$135,662,788	\$136,240,424	-\$577,636	\$5,983,660	\$5,406,024		\$6,045,689	\$6,045,689	\$6,045,689	\$6,045,689	\$6,045,689	519,918
DuPage	\$201,034,621	\$200,161,587	\$873,034	\$10,658,637	\$11,531,671		\$10,769,129	\$10,769,129	\$10,769,129	\$10,769,129	\$10,769,129	926,125
Kane/Kendall	\$100,611,935	\$97,477,217	\$3,134,718	\$7,689,249	\$10,823,967		\$7,768,959	\$7,768,959	\$7,768,959	\$7,768,959	\$7,768,959	668,116
Lake	\$133,366,337	\$126,994,836	\$6,371,501	\$8,045,345	\$14,416,846		\$8,128,746	\$8,128,746	\$8,128,746	\$8,128,746	\$8,128,746	699,057
McHenry	\$44,093,330	\$50,656,156	-\$6,562,826	\$3,742,806	\$0	-\$2,820,020	\$3,781,605	\$961,585	\$3,781,605	\$3,781,605	\$3,781,605	325,211
Will	\$84,115,736	\$77,931,117	\$6,184,619	\$6,775,665	\$12,960,284		\$6,845,904	\$6,845,904	\$6,845,904	\$6,845,904	\$6,845,904	588,735
Suburban Total	\$1,193,581,441	\$1,169,122,232	\$24,459,209	\$65,746,710	\$93,025,939		\$66,428,266	\$63,608,246	\$66,428,266	\$66,428,266	\$66,428,266	5,712,707
Regional Major Projects (1)				\$6,291,551	\$6,291,551		\$6,356,772	\$6,356,772	\$6,356,772	\$6,356,772	\$6,356,772	
Regional Total	\$2,262,447,716	\$2,206,533,690	\$55,914,026	\$125,831,024	\$184,565,070	-\$2,820,020	\$127,135,438	\$124,315,418	\$127,135,438	\$127,135,438	\$127,135,438	8,411,305

Notes

- 1- The City/Suburban Split includes a set-aside of 5% of the total for an agreed upon regional project
- 2 - All future allotments are contingent on congressional authorization.
- 3- While these draft marks may be used for fiscally constraining the TIP, CMAP anticipates working with IDOT and our federal partners which may result in adjusted amounts.

Methodology/Sources:		Original (1/13/12)	Revised (12/3/12)	FFY14 (1/16/13)	
Column A	Allotments 1972-2012 are from IDOT.				
Column B	Expenditures = STP-L obligations as reported by IDOT/FHWA and tracked by CMAP. (current as of 9/30/2012)				
Column C	The difference of Column A & B				
Column D	Current year (FFY 13) allotment (per IDOT) distributed using the 2010 census population (Column L).				
Column E	FFY 2013 Mark = Balance + FFY 12 allotment. A council with \$0 Mark has a negative balance (displayed in the next column)				
Column F	Remaining Balance = FFY13 Allotment + the end of FFY12 Balance (Column C).				
Column G	FFY 2014 Allotment from IDOT (1/16/13)				
Column H	FFY 2014 Mark = FFY14 allotment (McHenry's Mark is reduced by their FFY 13 balance) plus additional allotments for KKCOM (see note 4)				
Column I	FFY 2015 Mark = FFY14 allotment.				
Column J	FFY 2016 Mark = FFY14 allotment.				
Column K	FFY 2017 Mark = FFY14 allotment.				
Column L	2010 Census Population by COM Region.				
		2012 Regionwide STP Allotment:	\$106,078,783	\$125,831,024	\$127,135,438
		Regional Project by City (5% off total):	\$5,303,939	\$6,291,551	\$6,356,772
		95% of Regionwide STP Allotment:	\$100,774,844	\$119,539,473	\$120,778,666
		Suburban Portion (55% of 95% of total):	\$55,426,164	\$65,746,710	\$66,428,266
		City of Chicago Portion (45% of 95% of total):	\$45,348,680	\$53,792,763	\$54,350,400



Advance Funding Requests

New Requests

	TIP ID	Council	Location	Type of Project	Phase	Advance Funding Request	Scheduled Project Letting
2	05-09-0023	Central	East Ave	Resurfacing	C	\$1,178,213	6/14/2013
3	08-12-0031	DuPage	Swift Rd	LAFO	C	\$1,135,154	4/26/2013
4	11-10-0009	McHenry	McHenry Ave	Resurfacing	C	\$864,000	4/26/2013
5	11-00-0402	McHenry	Prospect Ave	Reconstruction	C	\$1,500,000	4/26/2013
6	11-03-0007	McHenry	IL 120 & IL 31	Reconstruction	C	\$1,500,000	4/26/2013
7	11-10-0013	McHenry	Crystal Lake Rd	Resurfacing	C	\$1,500,000	4/26/2013
8	11-04-0001	McHenry	Johnsburg Rd	Roundabout	C	-\$1,500,000	

New Requests Total

\$6,177,367

MEMBER COMMUNITIES

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Berwyn
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Brookfield
Cicero
Countryside
Elmwood Park
Forest Park
Forest View
Franklin Park
Harwood Heights
Hillside
Hodgkins
Indian Head Park
LaGrange
LaGrange Park
Leyden Township
Lyons
Lyons Township
Maywood
McCook
Melrose Park
Norridge
Northlake
North Riverside
Oak Park
River Forest
River Grove
Riverside
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Schiller Park
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ph 708/453-9100 fax 708/453-9101
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January 8, 2013

President Jeffery Schielke
Chairman, Council of Mayors Executive Committee
Chicago Metropolitan Agency for Planning
Sears Tower, Suite 800
233 S. Wacker Drive
Chicago, Illinois 60606

Chairman Schielke,

The Central Council of Mayors is requesting advance funding in the amount of \$1,178,213 federal dollars for FY13. This request reflects the advanced funding needed for the June letting based on the draft marks being considered at the January Council of Mayors Executive Committee meeting.

\$1,178,213 East Avenue, City of Berwyn TIP 05-09-0023

Please consider this request and contact me with any questions or for further clarification at (708) 453-9100 ext. 252.

Thank you,

Tammy Wierciak
Planning Coordinator
Central Council of Mayors
West Central Municipal Conference





DUPAGE MAYORS AND MANAGERS CONFERENCE

an association of municipalities representing 1,000,000 people

1220 Oak Brook Road
Oak Brook, Illinois 60523
(630) 571-0480
Fax: (630) 571-0484
www.dmmc-cog.org

Founded June 19, 1962

January 3, 2013

MEMBER MUNICIPALITIES

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- Bartlett
- Bensenville
- Bloomington
- Bolingbrook
- Burr Ridge
- Carol Stream
- Clarendon Hills
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- Elmhurst
- Glen Ellyn
- Glendale Heights
- Hanover Park
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- Itasca
- Lisle
- Lombard
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- Roselle
- St. Charles
- Villa Park
- Warrenville
- Wayne
- West Chicago
- Westmont
- Wheaton
- Willowbrook
- Winfield
- Wood Dale
- Woodridge

Honorable Jeffrey Schielke
Chairman, CMAP Council of Mayors Executive Committee
c/o Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear Mayor Schielke:

On behalf of the DuPage Council of Mayors, the DuPage Mayors and Managers Conference (DMMC) respectfully submits this letter for advanced funding of federal Surface Transportation Program (STP) dollars in the amount of \$1,135,154 for the construction phase of the project listed below. This request was approved by the DMMC Board of Directors on January 3, 2013 and is in anticipation of advancing the funds needed for this project to be included on the April 2013 letting.

Sponsor	Project	Total Cost	Federal STP
Addison	Swift Road LAFO	\$1,606,821	\$1,135,154
Total Request for Advanced Funding			\$1,135,154

DMMC staff will work with CMAP staff to ensure proper accounting of the funds used and will notify the Council of Mayors Executive Committee of any advanced funding that is not used.

If you have any questions regarding this request, please contact Mike Albin at 630/571.0480 x222 or malbin@dmmc-cog.org. Thank you for considering this request.

Sincerely,

Rodney Craig
President, Village of Hanover Park
President, DuPage Mayors and Managers Conference

cc: Patricia Berry, Russell Pietrowiak, Holly Ostdick, CMAP
Chad Riddle, IDOT



Chicago Metropolitan Agency for Planning

McHenry County Council of Mayors

16111 Nelson Road
Woodstock, IL 60098

- ALGONQUIN
- BARRINGTON HILLS
- BULL VALLEY
- CARY
- CRYSTAL LAKE
- FOX RIVER GROVE
- GREENWOOD
- HARVARD
- HEBRON
- HOLIDAY HILLS
- HUNTLEY
- JOHNSBURG
- LAKE IN THE HILLS
- LAKEMOOR
- LAKELAKE
- MARENGO
- MCCULLOM LAKE
- McHENRY
- OAKWOOD HILLS
- PORT BARRINGTON
- PRAIRIE GROVE
- RICHMOND
- RINGWOOD
- SPRING GROVE
- TROUT VALLEY
- UNION
- WONDER LAKE
- WOODSTOCK
- McHENRY COUNTY

December 14, 2012

Honorable Jeffrey Schielke, Chair
Council of Mayors Executive Committee
c/o CMAP
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear Mayor Schielke:

The McHenry County Council of Mayors respectfully requests that the Council of Mayors Executive Committee approve our request for advance funding in the amount of \$5,364,000 in federal Surface Transportation Program (STP) dollars. The request is for four projects in McHenry County scheduled for the April 26, 2013 letting. The projects are:

- City of Crystal Lake – McHenry Avenue - \$864,000 federal
- City of Marengo – Prospect Street - \$1,500,000 federal
- City of McHenry – IL 120 & IL 31 - \$1,500,000 federal
- City of McHenry – Crystal Lake Road - \$1,500,000 federal

Please note that the IL 120 & IL 31 project requested advance funding in July 2012, but was delayed due to right of way issues. The project sponsors anticipate a April letting; however two projects are still wrapping up right of way acquisition. Therefore, with the timing of the Council of Mayors Executive Committee meeting schedule, we are submitting these requests now in the even they are let in April.

If you have any questions or need any additional information please contact me at 815-334-4970. Thank you very much for your consideration and we look forward to hearing from you soon.

Sincerely,

Chalen L. Daigle
Planning Liaison
McHenry County Council of Mayors



ALGONQUIN

December 14, 2012

BARRINGTON HILLS

Honorable Jeffrey Schielke, Chair
Council of Mayors Executive Committee
c/o CMAP
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

BULL VALLEY

CARY

CRYSTAL LAKE

FOX RIVER GROVE

GREENWOOD

Dear Mayor Schielke:

HARVARD

The McHenry County Council of Mayors respectfully requests that the Council of Mayors Executive Committee remove our advance funding request for the McHenry County's Johnsburg Road project for FY 2013. The Council of Mayors Executive Committee approved our request on November 13, 2012 for \$1,500,000 federal.

HEBRON

HOLIDAY HILLS

HUNTLEY

JOHNSBURG

Although the project was on target for a 2013 IDOT letting, the project is delayed due to right of way. The project is now scheduled for a 2014 letting; therefore we will not need advance funding for this project in FFY 2013.

LAKE IN THE HILLS

LAKEMOOR

If you have any questions or need any additional information please contact me at 815-334-4970. Thank you very much.

LAKELWOOD

MARENGO

McCULLOM LAKE

McHENRY

Sincerely,

OAKWOOD HILLS

FORT BARRINGTON

Chalen L. Daigle
Planning Liaison
McHenry County Council of Mayors

PRAIRIE GROVE

RICHMOND

RINGWOOD

SPRING GROVE

TROUT VALLEY

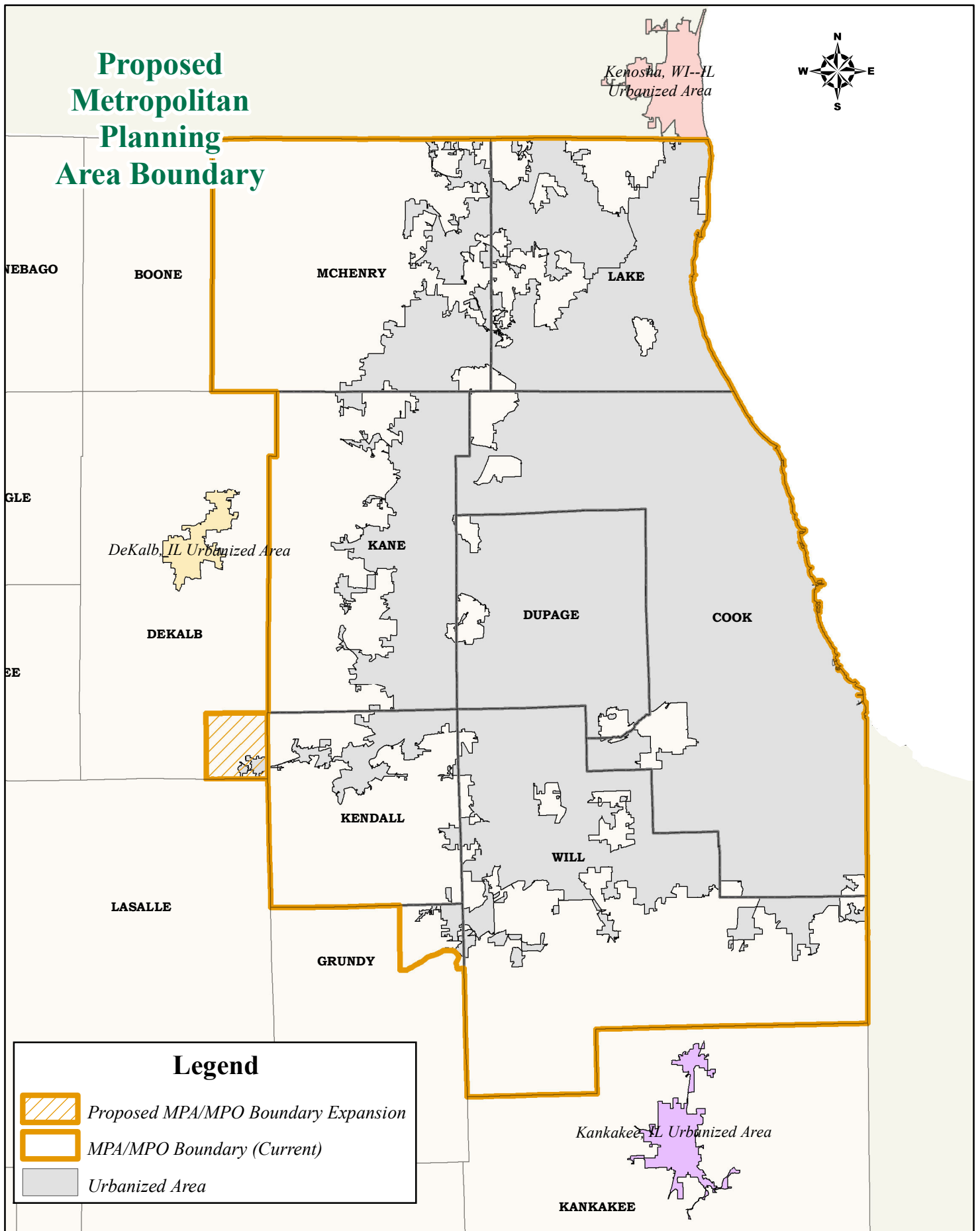
UNION

WONDER LAKE




WOODSTOCK

McHENRY COUNTY

Proposed Metropolitan Planning Area Boundary



Legend

-  Proposed MPA/MPO Boundary Expansion
-  MPA/MPO Boundary (Current)
-  Urbanized Area



CMAP Functional Classification Update

January 29, 2013

Presented By:

John Donovan
Metropolitan Planning Specialist
Federal Highway Administration

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IDOT District 1
Program Development Section Chief

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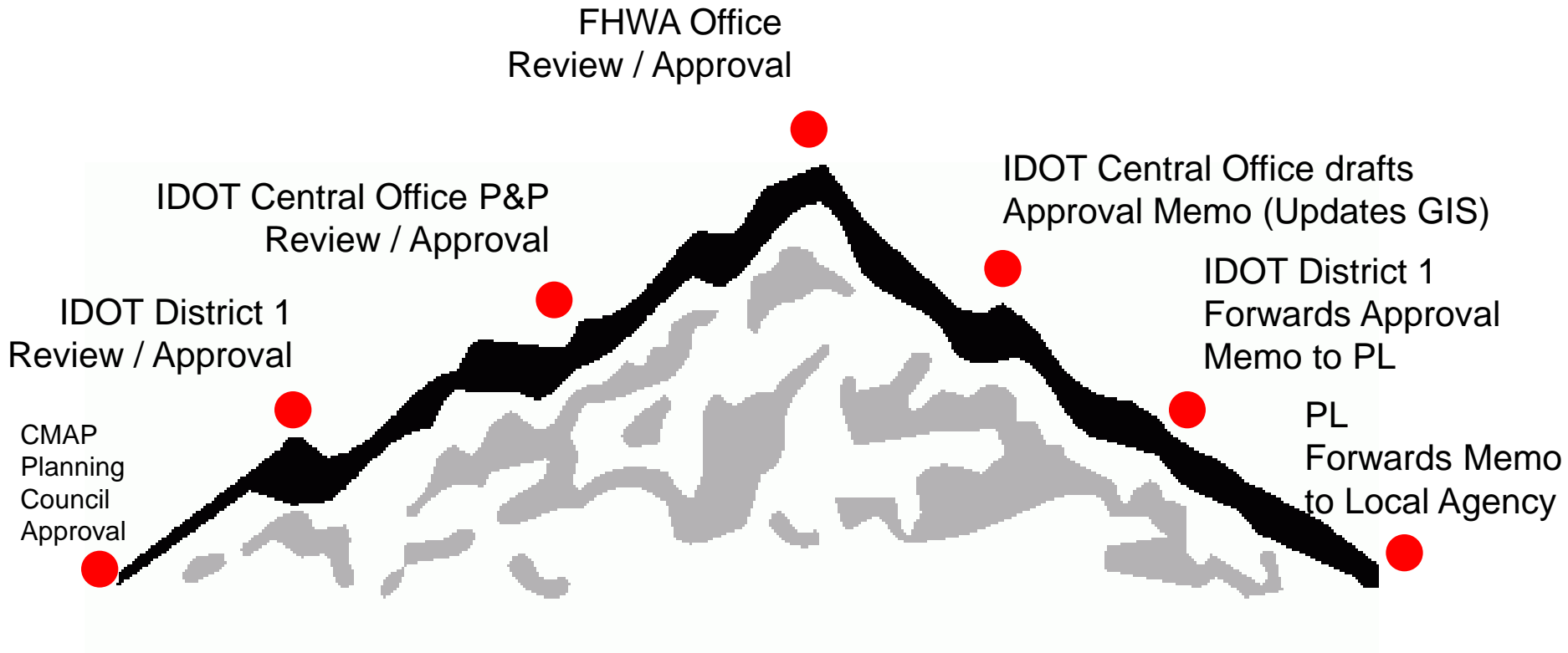
Presentation Summary

- Quick Facts
- FC Approval Process
- FC Approval Checklist
- Frequently Asked Questions
- Top Five - Reasons for Denial / Delay

Quick Fact

- Gewalt Hamilton Associates began contract to review Functional Classification Requests 1/15/2010 for IDOT District 1.
- Since January of 2010, The District 1 & GHA have processed approximately 175 Functional Classification upgrades. 92% of FC Submissions have been approved by IDOT District 1.
- Approximately 95% of these FC upgrades were from local roads to major collectors.

Functional Classification Approval Process



FC Submittal Checklist

- CMAP FC Upgrade Request Data Sheet
- Location Map (5 Year Functional Classification Map)
- Letter of Support From Sponsoring Municipality
- Letter of Support from adjacent Townships / Municipalities
- Resolution of Support from Planning Council

Required

-
- More Detailed Traffic Projections and Traffic Counts (Hi-stars)
 - Development Approvals / Comp Plan Maps
 - Jurisdictional Transfer Agreements / Annexation Agreements

Optional

Frequently Asked Questions

Q1: Who do I submit the application to?

A1: Pam.Heurich@illinois.gov (Submit Electronically)

Q2: Where can I find the most up to date Functional Classification Map?

A2: <http://www.gettingaroundillinois.com/default.htm>

- Choose the Map Tab
- Select the “Map Type” drop down and Select “Roadway Functional Classification”

Q3: What is my street’s FAU Number?

A3: FAU (Federal Aid-Urban) numbers are no longer published or provided by the FHWA or IDOT. The *Functional Classification* of a roadway (collector & above) determines eligibility for federal funding, not an FAU Number.

Q4: Where can I locate the Functional Classification Manual and CMAP FC Workbook?

A4: http://www.fhwa.dot.gov/planning/processes/statewide/related/functional_classification/index.cfm

A4: <http://www.cmap.illinois.gov/roadway-functional-classification>

Top 5 Reasons for FC denial or delay

#1 – Using “Funding” as Justification for Upgrading the Functional Classification of a Road

Do not provide references to “funding” as the reason for the submittal.

- In the Data Sheet
- In the Letters of Support
- In the Resolutions

Example:

“We would like to upgrade the road so we can use federal funds for pavement improvements.”

Usage of “Funding” as justification will result in a denial or a request for new documentation.

#2 – Not providing Letters of Support from adjacent Municipalities / Townships

Many FC change requests take place on the border between different Jurisdictions, such as municipalities & townships.

If a municipality requests a FC change and the IDOT (IRIS) Database shows that the street is under another jurisdiction, it is the responsibility of the town to show proof.

Determining who has jurisdiction of a given roadway is not a simple process due to annexations and jurisdictional transfers.

Letters of support are required from all jurisdictions.

When in doubt, provide a letter of support / concurrence from the adjacent community or township on their letterhead.

#3 – Spacing

Adjacent streets are being requested for FC upgrades to collectors with a higher frequency within the Chicago Area.

In general, IDOT District 1 prefers ¼ mile spacing between collectors and other Federal Aid Routes.

Are there exceptions? Clearly!

- One-Way pairs that operate jointly
- Frontage Roads & roads coming off of highway ramps
- Commercial areas that have large traffic generators

Each submittal is reviewed on a case by case basis. Roadway Geometrics may allow one road to be approved with limited spacing and not another.

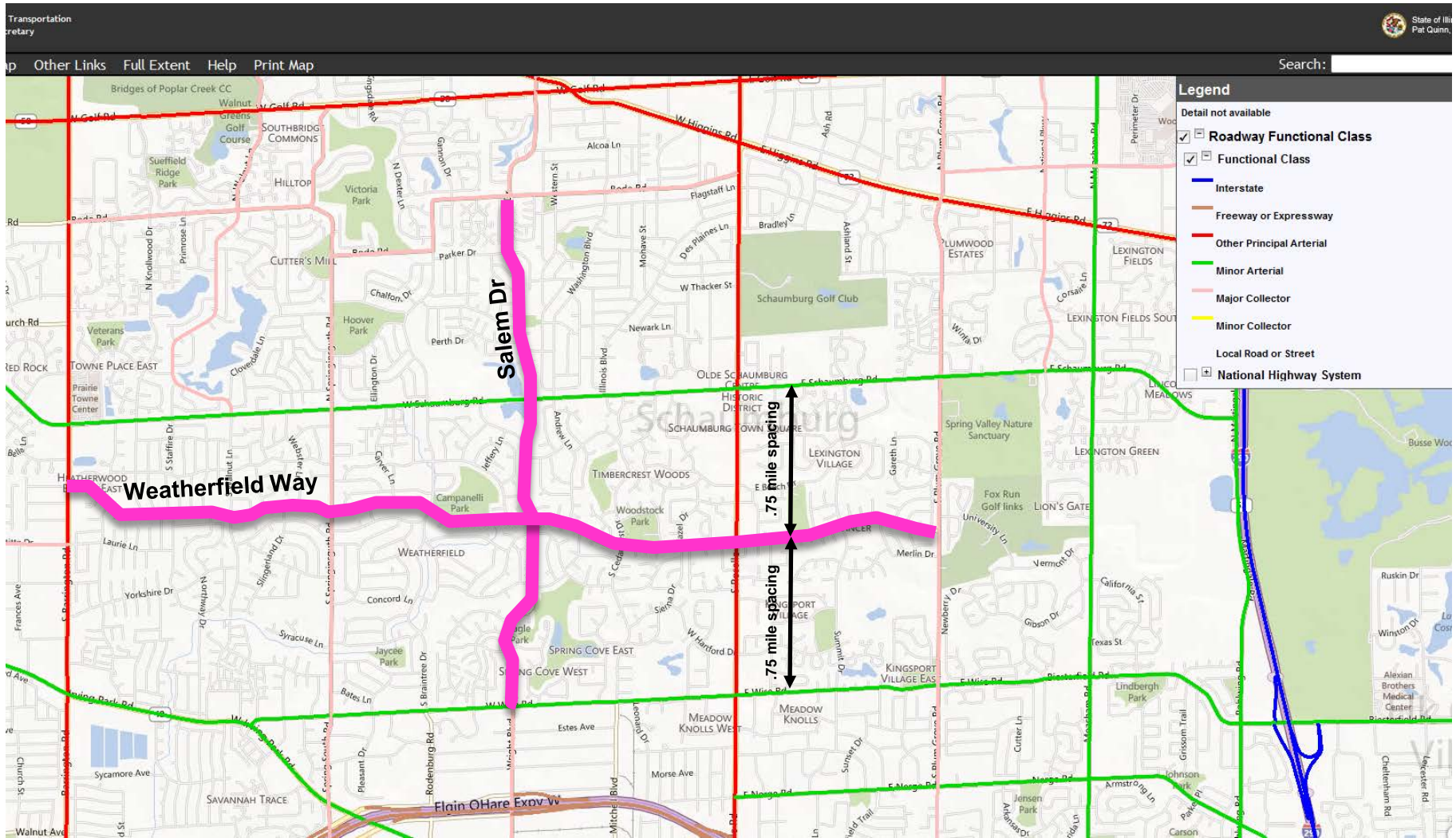
#4 – Not connecting from a Federal – Aid Route to another Federal – Aid Route

Federal Aid Routes - **Interstates**, **Major Arterials**, **Minor Arterials**, and **Collectors**.

In general, when upgrading a local road to a collector, it should connect from one Federal Aid route to another.

- No Dead-ends streets or streets that end at the municipal limit
- No Loop Roads (Start & End on the same Route)
 - Short Loops (NO)
 - Major Boulevards through large subdivisions (Maybe)

#4 – Continued



#5 – Not providing sufficient justification In the Letter of Support / Data Sheets

Example Justification on Data Sheet:

“Roadway is justified based on Collector Criteria”

The Letter of Support & Data Sheet is your opportunity to explain how the road functions differently than the surrounding local streets.

Major Traffic Generators:

- Schools
- Shopping Centers
- Office Complexes
- Large places of Worship / Community Centers
- Large parks
- Large Apartment Complexes or Subdivisions

Other Factors:

- At-Grade Railroad Crossings or Grade separated Crossings
- Bridges or Streams, Rivers
- Bus Routes
- Traffic Signals

#5 – Can I provide more information than The minimum? **(ABSOLUTELY)**

Detailed Traffic Counts (Hi-Star Counts)

CMAP Projections

Development Approvals / Subdivisions under Development

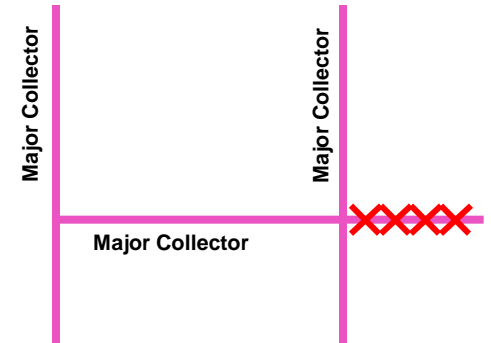
Comprehensive Plan – Transportation Map

Jurisdictional Transfer Agreements – (If roads were transferred to your Municipality)

Annexation Agreements – (If roads were transferred to your Municipality)

Changes Coming for 2013

Elimination of dead-end streets in the IRIS Database



Updating the Urbanized Area of the Chicago Region
(based upon new census data – To be updated by IDOT)

Updated FC Workbook
(IDOT would like to work with CMAP to revise workbook)

Questions?

Scope of Service/Responsibilities

FY 2014 Planning Liaison Scope of Services

For Council of Mayors Executive Committee Consideration on 1/29/13

The Planning Liaison (PL) Program is funded with Federal Metropolitan Planning funds, as allocated in the Unified Work Program (UWP). Local matching funds are provided by each local Council. The PL Program receives Core Supplemental funds to assist CMAP, as the Metropolitan Planning Organization for the Chicago region, in meeting Federal transportation planning requirements including development of a Long Range Transportation Plan, Transportation Improvement Program, and Congestion Management System. The PL Program includes five general task areas described below that will be completed using the Core Supplemental budget as allocated in the FY 2014 UWP.

Communication & Public Involvement

The PL program will be the basic communication link between CMAP and the suburban mayors. PL staff will provide information about CMAP transportation policies, programs and initiatives to local officials, provide feedback regarding those issues to the CMAP staff, committees and Board and ensure that CMAP is apprised of regional and sub-regional issues of importance to their communities. The PL program will be the primary public contact for local government projects in the Interactive TIP Map. The PL program will be the basic communication link between CMAP and the suburban mayors. PL staff will provide information about CMAP policies, programs and initiatives indirectly related to transportation to local officials, provide feedback regarding those issues to the CMAP staff, committees and Board and ensure that CMAP is apprised of regional and sub-regional issues of importance to their communities. The PL program will actively work to assist CMAP staff with the implementation of *Go To 2040*.

General Liaison

The PL program will provide staff assistance as part of the comprehensive regional planning effort. This includes being involved in the CMAP committee structure, providing technical and other support to help achieve CMAP objectives, and participating in and providing input on regional planning efforts surrounding the Transportation Improvement Program, Congestion Management System, and *Go To 2040*, specifically the CREATE program and other major capital projects, the STAR Line Mayors Task Force, the IDOT Eisenhower Expressway (I-290) study, the Southeast Commuter Rail Service, the Cook-DuPage Corridor Study, the Illiana Corridor Study, Tollway Efforts (including the I-90 Corridor and IL 53 North Extension), MAP-21 implementation, etc.

Program Development – Surface Transportation Program

The PL staff will facilitate the Surface Transportation Program (STP) at the discretion of local Council methodologies while meeting federal requirements. The PL staff will assist in the development of sub-regional annual and multi-year, multi-modal transportation improvement programs consistent with regional strategies and will be responsible for programming STP projects in the CMAP TIP and for facilitating the implementation of projects through the Illinois Department of Transportation.

Program Monitoring

The PL program will work with local officials, regional, state and federal agencies and consultants to ensure the timely, efficient and effective implementation of transportation projects. This will include providing regular project status reports as well as close coordination with CMAP and IDOT staff for all locally sponsored projects. The PL program will be responsible for Active Program Management, as well as review applications and assist in implementation for locally sponsored STP projects. The PL program will take an active role in the Congestion

Scope of Service/Responsibilities

FY 2014 Planning Liaison Scope of Services

For Council of Mayors Executive Committee Consideration on 1/29/13

Mitigation and Air Quality (CMAQ) project application review, selection and implementation process. Additional assistance, monitoring and review will be provided for the Safe Routes to School Program, Highway Bridge Replacement and Rehabilitation Program, High Priority Projects Program, Highway Safety Improvement Program, Illinois Transportation Enhancement Program as well as all fund sources under MAP-21.

Technical Assistance

The PL program will provide technical support and assistance regarding transportation issues to CMAP and local governments. It will provide data and analysis regarding issues of importance to regional or sub-regional agencies.

Basis for Council of Mayors FY 14 UWP Funding Request - Core Supplemental*

FY 2014												
Council	Population	% Total	Base Distribution	Population Distribution	Additional Staff	Federal Total	80/20 Federal	50/50 Federal	80/20 Local Match	50/50 Local Match	Local Match Total	Total Federal and Local
NorthShore	326,078	5.71%	\$87,428.14	\$8,277.13	\$0.00	\$95,705.27	\$95,705.27	\$0.00	\$23,926.32	\$0.00	\$23,926.32	\$119,631.59
Northwest	713,803	12.50%	\$87,428.14	\$18,119.80	\$0.00	\$105,547.94	\$105,547.94	\$0.00	\$26,386.99	\$0.00	\$26,386.99	\$131,934.93
NorthCentral	310,457	5.44%	\$87,428.14	\$7,885.74	\$0.00	\$95,313.88	\$95,313.88	\$0.00	\$23,828.47	\$0.00	\$23,828.47	\$119,142.35
Central	257,867	4.51%	\$87,428.14	\$6,537.62	\$0.00	\$93,965.76	\$93,965.76	\$0.00	\$23,491.44	\$0.00	\$23,491.44	\$117,457.20
Southwest	377,340	6.61%	\$87,428.14	\$9,581.75	\$0.00	\$97,009.89	\$97,009.89	\$0.00	\$24,252.47	\$0.00	\$24,252.47	\$121,262.36
South	519,918	9.10%	\$87,428.14	\$13,191.22	\$55,520.42	\$156,139.78	\$100,619.36	\$55,520.42	\$25,154.84	\$55,520.42	\$80,675.26	\$236,815.04
DuPage	926,125	16.21%	\$87,428.14	\$23,497.76	\$55,520.42	\$166,446.32	\$110,925.90	\$55,520.42	\$27,731.48	\$55,520.42	\$83,251.90	\$249,698.22
KaneKendall	667,392	11.68%	\$87,428.14	\$16,931.14	\$55,520.42	\$159,879.70	\$104,359.28	\$55,520.42	\$26,089.82	\$55,520.42	\$81,610.24	\$241,489.94
Lake	699,057	12.24%	\$87,428.14	\$17,742.91	\$55,520.42	\$160,691.47	\$105,171.05	\$55,520.42	\$26,292.76	\$55,520.42	\$81,813.18	\$242,504.65
McHenry	325,211	5.69%	\$87,428.14	\$8,248.13	\$0.00	\$95,676.27	\$95,676.27	\$0.00	\$23,919.07	\$0.00	\$23,919.07	\$119,595.34
Will	588,735	10.31%	\$87,428.14	\$14,945.21	\$55,520.42	\$157,893.77	\$102,373.35	\$55,520.42	\$25,593.34	\$55,520.42	\$81,113.76	\$239,007.53
Totals	5,711,983	100%	\$961,709.54	\$144,958.41	\$277,602.10	\$1,384,270.05	\$1,106,667.95	\$277,602.10	\$276,666.99	\$277,602.10	\$554,269.10	\$1,938,539.14

*Pending approval from Council of Mayors Executive Committee on January 29, 2013

FY 14 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2013 – June 30, 2014)

Project Title	Subregional Transportation Planning, Programming and Management
Sponsoring Agency	Council of Mayors
FHWA/FTA Amount Requested	\$1,384,270
Local Match Amount	\$554,269
Total Project Cost (Local Match Amount must be at least 20% of Total Project Cost)	\$1,938,539

Description and Justification

Brief Description: To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the Regional Planning Act and future legislation. To support the Council of Mayors by providing STP, CMAQ, SRTS, BRR, HPP, ITEP and other program development and monitoring, general liaison services, technical assistance and communication assistance

Major Tasks (up to 20)

1. Communication and Public Involvement
2. General Liaison Services
3. Program Development and Monitoring - Development of STP and monitoring of all funding sources
4. Active Program Management
5. Technical Assistance

FY 14 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2013 – June 30, 2014)

Core Justification: How are the tasks and products for this project aligned with core MPO responsibilities? Does it serve to close any existing gaps in the process?

The PL program provides a direct link between municipalities, counties, CMAP and other partner agencies working to accomplish core activities. PLs directly manage federally funded projects sponsored by local governments in the TIP, actively participate in the implementation of Go To 2040, assist with Air Quality Conformity and provide/promote local government involvement in all CMAP activities.

Core Justification: Please identify at least one principal of the regional priorities associated with this project and/or the required MPO activities.

Planning work toward implementation of Go To 2040 major capital projects.

Is this project a continuation of previous work? If so, please explain.

The PL program is a continuous program.

Is this project regional in scope? Please explain.

Yes. The Council of Mayors PL program is operated within the eleven subregional Councils.

Who will benefit from the interim or final products of this project?

The region's municipalities, counties and transportation agencies and the constituents of these bodies.

What is the source of funds for the local match portion of this project?

Each Council provides matching funds from their operating budget. The Council budgets are typically funded by local governments.

FY 14 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2013 – June 30, 2014)

Products and Completion Schedule		
Product	Product Type	Completion Date
Surface Transportation Program	Plan/Program	Ongoing
Congestion Mitigation and Air Quality Program	Plan/Program	Ongoing
Other Federal Funding Programs	Plan/Program	Ongoing
Other State Funding Programs	Plan/Program	Ongoing
Newsletters/ Annual Reports	Outside distribution	Ongoing
Quarterly Reports	Outside distribution	Ongoing
Other Plans/Programs, as needed	Plan/Program	Ongoing
Other Reports, as needed	Outside distribution	Ongoing
Overall Program Management	Plan/Program	Ongoing
Coordination with CMAP, IDOT and other agencies	Plan/Program	Ongoing

FY 14 Unified Work Program for Northeastern Illinois

Core Projects Proposal Form

State Fiscal Year (July 1 2013 – June 30, 2014)

Expense Breakdown	
Staff (including overhead) Cost	\$1,938,539
Total Person Months	192
Consultant Cost	\$0
Other Costs	\$0
Total Project Cost	\$1,938,539
Please specify the purpose of consultant costs and time line for expenditure N/A	
Please specify the purpose of other costs N/A	

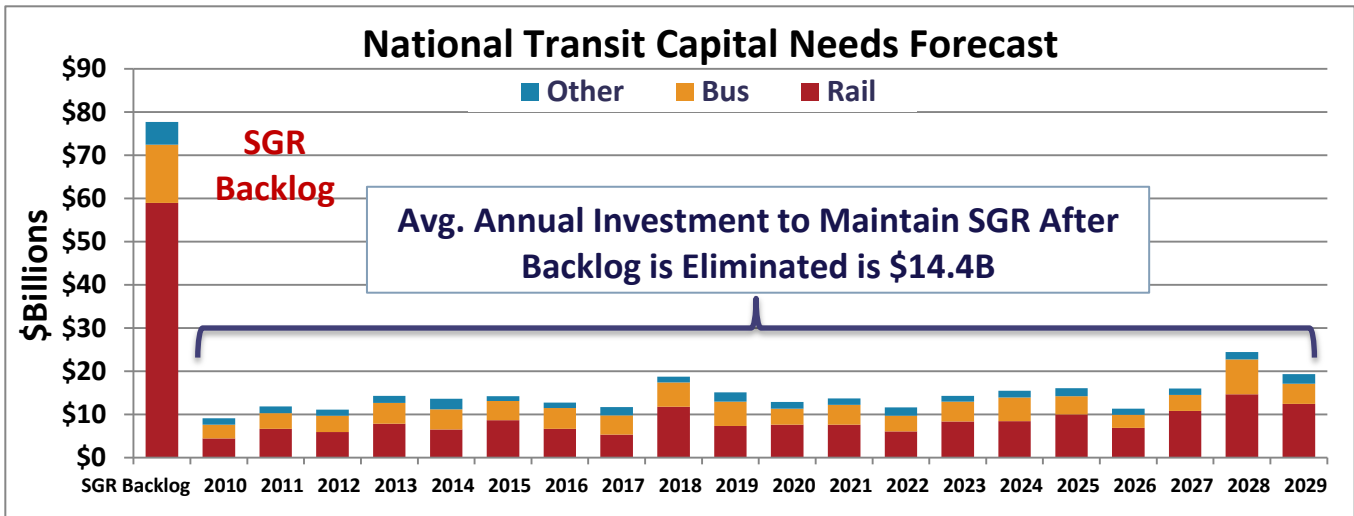


GETTING AMERICA TO WORK

What is *Getting America to Work*?

Getting America to Work (GATW) is a broad coalition of commuters, businesses, elected officials and transportation agencies that support vital investments in public transit. GATW focuses on advocating for the capital funding necessary to bring all of America's public transit systems into a state of good repair. This investment will preserve and create the jobs and economic development transit supports.

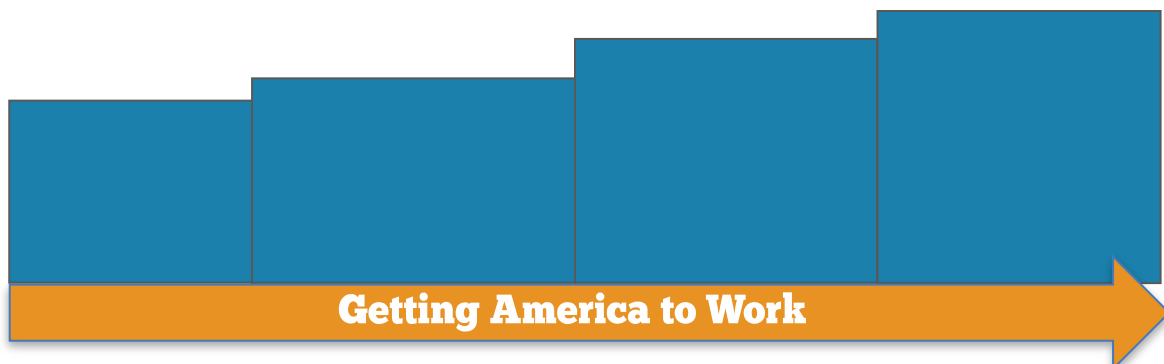
How Big is the State of Good Repair Challenge?



A National Solution is Necessary

Only by working together can we solve this national problem. We plan to share the tools & success of the GATW campaign in Illinois with all transit entities around the country to engage as many advocates as possible for the additional capital funding needed to achieve a state of good repair nationwide. To help create change GATW will:

- Build a diverse chorus of voices calling for change
- Propose legislation based on input from transit agencies for supporters to rally around
- Put transit on the agenda as a national priority



Join Us in *Getting America to Work*!

Register your organization today at: www.GettingAmericaToWork.com. Questions? Call Ben Thurchley at 202-674-5121.



GETTING AMERICA TO WORK

Getting America to Work's Draft Policy Principles

- Protect and preserve the Mass Transit Account within the Highway Trust Fund (HTF)
- Increase federal investment for public transportation through multiple sources of funding including the federal gas tax, TIFIA, public private partnerships (P3s) and new alternative mechanisms for financing capital improvements
- Increase funding for a national State of Good Repair program to address high-cost capital maintenance backlogs
- Support comprehensive approaches to multi-modal corridor planning and continue eligibility for multi-modal transit systems to access bus and bus facilities formula funding
- Sustain the pre-tax transit commuter benefit of \$240 per month to provide parity with the pre-tax benefit for qualified parking

Getting America to Work FAQ

Is There a Cost to Join?

There is no cost to join the coalition and no requirements on participation. However, by joining GATW you will add your organization as a named member to its website and other materials. That being said, we would welcome any involvement you want to have.

Does Joining Require Endorsement of a Specific Policy Proposal?

By joining, you are not endorsing any specific funding mechanism, just expressing support for transit and the additional capital funding needed. In the coming months, GATW's full membership will approve policy principles to guide the effort.

Current Getting America to Work Members

- Allen County Regional Transit Authority
- American Council of Engineering Companies of Illinois
- Champaign-Urbana Mass Transit District
- Chicago and Cook County Building-Construction Trades
- Chicago Jobs Council
- Chicagoland Chamber of Commerce
- Chicago Transit Authority
- Denver Regional Transportation District
- Greater Cleveland Regional Transit Authority
- Greater Peoria Mass Transit District
- Illinois Association of Aggregate Producers
- Illinois Environmental Council
- Illinois Road and Transportation Builders
- Illinois Public Transportation Association
- Jackson County Mass Transit District
- Lake County Municipal League
- Metra
- Metropolitan Planning Council
- Naperville Area Chamber of Commerce
- Pace Transit
- Port Authority of Allegheny County
- Regional Transportation Authority
- Rock Island County Metro Mass Transit
- Suburban Minority Contractors Association
- South Suburban Mayors and Managers Association
- Springfield Mass Transit District
- Toledo Area Regional Transit Authority
- Transportation for Illinois Coalition



The State of Illinois is key to the success of GO TO 2040 implementation. It allocates nearly \$50 billion per year across various program areas and plays a significant role in operating and maintaining the transportation system, promoting economic development, and maintaining and preserving our natural resources. The State's ongoing fiscal crisis, driven by an estimated \$85 billion and growing unfunded pension liability, continues to crowd out many of these investment priorities. Using GO TO 2040 as a guide, this document highlights policy priorities for CMAP during the 2012 legislative session. Generally speaking, CMAP is most interested in issues with a regional or statewide impact or those that could serve as precursors to broader, more comprehensive legislation. The document includes priority issues and legislative principles based on GO TO 2040's recommendations. The principles were developed to guide staff and inform our partners, the Governor, legislators, state agency directors, and others about CMAP's policy positions regarding legislative initiatives being discussed or introduced in the 98th General Assembly.

The Role of CMAP

Many public policy issues transcend local jurisdictions or can be too large an undertaking for any one unit of government. Issues such as economic development, transportation, wastewater management, water supply and improving the quality of life in our region are examples of challenges that require regional cooperation. Regional planning helps coordinate efforts and resources within a metropolitan area and provides local, state and federal governments with a unified vision. As the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will, the Chicago Metropolitan Agency for Planning (CMAP) is mandated by state statute to develop and guide the implementation of the region's first comprehensive regional plan, GO TO 2040. The plan was adopted in October 2010 and builds on the region's assets, identifies shortcomings, and recommends actions that will help sustain the region's economic vitality and global competitiveness. CMAP and GO TO 2040 serve an important role by identifying regional interests and impacts regarding actions being taken at various levels of government. CMAP is in a unique position to directly impact and improve the quality of life of more than eight million residents, more than half the state's population. To that end, CMAP is committed to working with the Governor, legislators, local elected officials, agencies and other partners in protecting and enhancing the quality of life for all who live and work in northeastern Illinois.

CMAP's Legislative Principles

Pursue Coordinated Investments

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

Legislative Principle

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

Invest Strategically in Transportation

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

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

Legislative Principles

CMAP will support legislative initiatives that establish more robust statewide measures for allocating transportation funds, establish a transparent and accountable process within IDOT to grant metropolitan regions more decision-making authority and flexibility in funding regional priorities.

CMAP will support legislative initiatives that increase and index the existing motor fuel tax to support the transportation system. Additionally, CMAP will support legislation to permit and encourage innovative transportation finance measures that reflect the marginal costs of using the system. Policies such as congestion pricing support more efficient management of existing transportation assets and encourage travelers to make judicious use of our scarce transportation resources.

CMAP will support efforts to include state capital program funding as part of the annual budgetary process, rather than in the form of infrequent state capital program packages. Again, project selection should be based upon performance criteria.

Increase Commitment to Public Transit

Public transportation is an essential component to the future economic prosperity of our region. The mobility choices provided by transit makes our region attractive for new businesses and residents alike. After decades of underinvestment, our transit system requires substantial funds to return to a good state of repair. The top priority of GO TO 2040 is to maintain and operate the existing transportation system - and transit is no exception. The goal is to move the system toward a "state of good repair," the point at which all transit facilities are in good condition and there is no backlog of capital maintenance. The plan also recommends a limited and conservative approach to expansion of service in the region. GO TO 2040 encourages the state to support transit-oriented development through its transportation, housing and economic development investments. GO TO 2040 also recommends securing new sources of revenue to support transit, including dedicating a portion of the proposed gas tax increase to transit, as well as some portion of future congestion pricing revenues.

Legislative Principle

CMAP will support legislative initiatives that provide more resources for the maintenance and modernization of our transit system, that encourage innovative transit financing, and that provide for reasonable expansion of the transit system as described in GO TO 2040.

Create a More Efficient Freight Network

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

Legislative Principle

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

Achieve Greater Livability Through Land Use And Housing

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

Legislative Principles

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

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

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

Manage and Conserve Water and Energy

The conservation of water and energy is a top priority for GO TO 2040. In the next 30 years, these resources will likely become more constrained, affecting business, government and residents. The energy priorities in GO TO 2040 are focused on meeting needs through demand reduction and for our region to determine a path to increase the use of renewable energy options. For water, implementing conservation and water supply planning recommendations outlined in *Water 2050* are critical to maintaining a sustainable water supply for the region and the State, however, this cannot be accomplished without new, sustainable funding for water supply planning

and management. It is likewise critical that funding for infrastructure itself support sustainability, particularly through a shift toward paying for the full costs of infrastructure through user fees. This is important in drinking water, stormwater, and wastewater systems. Finally, integration of land use and resource planning should play a central role in achieving better conservation. A key component to this is the support of watershed planning and the development of appropriate tools to manage the impact of growth on water resources.

Legislative Principle

CMAP will support energy and water conservation initiatives that meet our needs, yet reduce demand; establish new, sustainable funding for state/regional water management; incorporate more renewable energy options and technologies; and promote integrated water and land use planning through multi-objective planning.

Expand and Improve Parks and Open Space

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

Legislative Principles

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

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

Promote Sustainable Local Foods

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

Legislative Principle

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

Improve Education and Workforce Development

Researchers, business leaders and elected officials agree that the quality of our workforce is one of the most important factors — if not the most important — in strengthening the region’s economy. Like other states, Illinois makes large expenditures toward schools, from pre-kindergarten to community colleges to the university system. The state can help support the goals of GO TO 2040 particularly by ensuring that these expenditures are achieving the desired outcomes of increased educational attainment and preparing our residents for the jobs of tomorrow. GO TO 2040 emphasizes the importance of strengthening workforce development programs, which can have a significant role in sustaining economic growth by providing an important intermediary function in the labor market. The sheer complexity of the workforce development system can be strengthened through more coordination and better information networks to track, measure and analyze performance.

Legislative Principles

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

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

Support Economic Innovation

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

Legislative Principle

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

Reform State Tax Policy

Tax policy is essentially the responsibility of state government and affects communities across the entire state. Illinois’ current fiscal crisis results not only from an unfunded pension liability and unsustainable Medicaid growth, but also the State’s reliance on an eroding tax base, which is out of step with changes in the economy and demographics. CMAP’s specific interest in tax policy is how it influences the overall economic wellbeing of the metropolitan region, including the commercial, industrial, and residential development of our communities. The state’s tax policies sometimes distort land use decisions rather than allow markets or quality of life factors to guide them. In particular, the sales tax can foster intense competition among different local governments about the attraction or retention of retail business, to little or no regional benefit. In Illinois, sales and income tax rates (inclusive of the personal property replacement tax rate) remain relatively high, while the overall tax base remains increasingly narrow.

Legislative Principle

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

Improve Access to Information

Most state agencies control large amounts of data and information. Policy challenges cannot be solved – and efficient governance cannot be achieved – without comprehensive, current and accurate data resources. Residents are served best when government information is freely accessible to all. When public bodies have access to complete, accurate and timely information, leaders can make decisions that are better for our communities, our region and the state.

Legislative Principle

CMAP will support legislation that expands the dissemination of state data, helps local governments post data online, facilitates opportunities to form partnerships around data-sharing pilot projects with other interested regional partners, and helps implement best practices and technological improvements that facilitate open exchange of data.

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Revised December 26, 2012

During the 98th session of the Illinois General Assembly, the Chicago Metropolitan Agency for Planning (CMAP) is pursuing the following priorities as appropriate with our regional legislative delegation, relevant state agencies, the Governor and his staff, and CMAP partners. The agenda was based on the adopted GO TO 2040 plan, current priorities of the Governor and the General Assembly, and discussions with key leadership and CMAP partners. Additionally, many issues arise during the legislative session that are not listed below and will be addressed using the State Legislative Framework document.

CMAP Funding

To fulfill the legislative mandate that created CMAP, in 2007 the Illinois General Assembly established the Comprehensive Regional Planning Fund (CRPF), which supported effective planning in urban and rural areas of the state. In addition to supporting CMAP's important non-transportation work -- such as planning and policy development for housing, water, natural resources, economic development, and more -- the fund provided an essential match of our agency's federal transportation planning dollars. CMAP received funding from the CRPF for two fiscal years, 2008 and 2009.

For the past several years, the state's fiscal difficulties have resulted in deep budget cuts that included suspension of appropriations for the CRPF. In FY11, the General Assembly took the additional steps of "sweeping" the CRPF (i.e., transferring these dollars to the General Revenue Fund) and passing legislation to dissolve the fund. For the past four years, the Illinois Department of Transportation has provided replacement funds for the CRPF. Dissolving the fund was a critical setback in the state's commitment to effective planning across Illinois. This issue needs to be addressed to ensure that CMAP has a stable, dedicated funding source to effectively implement the comprehensive vision of GO TO 2040. **CMAP supports efforts to diversify its funding support from the State to secure stable dedicated non-transportation funding in addition to a \$6 million appropriation under Metropolitan Planning and Research in the IDOT FY14 budget for statewide metropolitan planning organizations (MPOs).**

State Fiscal Health and Tax Policies

CMAP closely monitors state fiscal policies because the Chicago region's ability to implement GO TO 2040 is significantly shaped by the fiscal and tax policies decisions made at the state level. GO TO 2040 emphasizes the importance of clear investment priorities to support our workforce, our communities, and our infrastructure. These investments are vital for northeastern Illinois to remain economically competitive in the 21st Century. The State's ability to make these investments will be increasingly affected by rising pension obligations, Medicaid costs, debt service payments, non-transparent budgeting, and a shrinking tax base. In Illinois, sales and income tax rates (inclusive of the personal property replacement tax rate) remain relatively high, while the overall tax base remains increasingly narrow. CMAP's Regional Tax Policy Task Force's advisory report recommended broadening the state's tax bases to align with the changing economy and demographics, for example adding more services to the tax base. It is vital for the State of Illinois to regain its fiscal footing. **CMAP supports comprehensive reforms to the State's pension program that will help close budget deficits, maintain essential services, and restore fiscal responsibility. In addition, CMAP will support legislative initiatives that broaden the sales and income tax bases to keep rates low and the state economically competitive.**

Transportation Investments and Revenues

Investments in transportation infrastructure continue to be crowded out by increasing pension payments and other debt obligations. The lack of priorities or criteria for selecting capital projects in a time of diminishing resources deteriorates our transportation network, a core factor to economic competitiveness. Oftentimes a capital bill is developed without the identification of new revenues. There are numerous transportation needs in northeastern Illinois that cannot be entirely funded by existing revenue streams, i.e., motor fuel tax and tolls. The Illinois General Assembly should increase the MFT and encourage innovative financing options, such as congestion pricing and value-capture. **CMAP will support legislation to increase the existing 19 cents per gallon gasoline tax and index the tax to inflation, of which a portion of these proceeds should be devoted to transit. Additionally, CMAP will support legislation that enables the creation of value-capture districts, to allow increased regionwide flexibility to finance all modes of transportation.**

Performance-based Transportation Funding

GO TO 2040 recommends that transportation funding decisions be based on transparent evaluation criteria, utilizing performance measures developed by the State, MPOs and the region's transportation stakeholders. Since the implementation of GO TO 2040, CMAP staff has engaged state, regional, and local partners in a multiple conversations about the benefits of a more transparent process for allocating scarce capital dollars. Furthermore, the recently-passed federal transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), signals a new federal emphasis on outcome-based performance measurement. **CMAP supports an initiative that urges the formation of a technical advisory group for implementing performance-based funding for transportation.**

State/Regional Water Planning and Management

Water 2050 noted something that has become all too apparent with the drought of 2012--even in a state blessed with an abundance of water, shortages are a real concern. Now more than ever, the State of Illinois and the Chicago metropolitan region are vulnerable to drought, shortage, and conflicts between water users. Much needs to be done to maintain sustainable water supply for the region, and the State, however, this cannot be accomplished without new, sustainable funding for water supply planning and management. In 2006, the State provided funding for state and regional water planning. This funding depleted steadily as the Illinois Department of Natural Resources (IDNR) continued to adjust to budget reductions due to limited state revenues. **CMAP supports increasing funding to IDNR with new revenues that will support state and regional water resources planning, with a portion to be directed to the 11-county CMAP water planning area.**

Transparency and Accountability

Government budgets are increasingly complex and citizens have the right to know how their tax dollars are being spent, especially in tough fiscal times. Data and information sharing through transparent and open governments improves efficiency and accountability. GO TO 2040 asserts that data which does not jeopardize personal privacy or public safety should be made available in a functional format, online and disseminated in a timely fashion. Most issues in today's policy and planning environment are fundamentally data-driven and cross-jurisdictional, and it is incumbent on all levels of government to engage in robust data sharing. As a public agency, CMAP relies on other agencies' data to complete its own work in planning and transportation programming. In addition to providing this data, governments should share how decisions are being made. The process by which data are selected and used to establish policies, prioritize projects, and administer funding is important to understanding how government operates and will help policy makers at all levels of government make better and more informed decisions. **CMAP supports legislation that facilitates more data and information sharing, especially at the budget and appropriations level, and requires agencies to report and make public agency program outcomes and results.**

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