1.0 Call to Order and Introductions  

2.0 Agenda Changes and Announcements  
Welcome new Board member Mayor John Noak, replacing Mayor Roger Claar as Will County’s representative.

3.0 Approval of Minutes — November 12, 2014  
ACTION REQUESTED: Approval

4.0 Executive Director’s Report  
4.1 LTA Program update  
4.2 Infrastructure Transition Team  
4.3 2014 Implementation Report  
4.4 Other Announcements

James Savio from Sikich LLP will present the annual financial report and management letter.  
ACTION REQUESTED: Acceptance

6.0 Procurements and Contract Approvals  
LTA Illustrations  
ACTION REQUESTED: Approval

7.0 Committee Reports  
The meeting schedule for the coordinating committees (held prior to the Board meetings at 8:00 a.m.) is as follows:  
- Local Coordinating Committee – February 11, May 13, August 12 and October 14  
- Regional Coordinating Committee – January 14, March 11, June 10 and October 14
The chair of the Regional Coordinating Committee will provide an update from the meeting held prior to the board meeting. A memo showing CMAP working committee membership and meeting schedule is provided; and a written summary of the working committees and the Council of Mayors Executive Committee will also be distributed.

ACTION REQUESTED: Information

8.0 State Legislative Framework and Agenda
Staff will present the draft 2015 State Legislative Framework and Agenda. The State Legislative Framework lists CMAP’s legislative principles based on GO TO 2040. The State Agenda highlights the policy priorities for CMAP in the upcoming legislative session.

ACTION REQUESTED: Approval

9.0 Unified Work Program (UWP)
Staff will provide an update on the process for developing the FY 2016 UWP. Several recommendations and the proposed time line for the process are included in the attached memo.

ACTION REQUESTED: Information

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

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

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

ACTION REQUESTED: Discussion

12.0 FUND 2040 Update
In April, the Board gave direction to develop a strategy to address agency and regional infrastructure funding issues as discussed as part of this
year’s strategic planning session. Staff will provide an update regarding this strategy and proposal.

ACTION REQUESTED: Discussion and provide direction to staff

13.0 Other Business

14.0 Next Meeting

The Board meets next on February 11, 2015.

15.0 Public Comment

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

16.0 Closed Session

The Board will adjourn to a closed session for the purpose of discussing IOMA Section 2(c)(1) and 2(c)(11).

ACTION REQUESTED: Discussion

17.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

___Gerald Bennett, Chair       ___Andrew Madigan       ___Peter Silvestri
___Rita Athas                  ___John Noak             ___Rae Rupp Srch
___Frank Beal                  ___Raul Raymundo        ___Thomas Weisner
___Elliott Hartstein          ___Rick Reinbold         ___Bola Delano
___Al Larson                   ___William Rodeghier     ___Juan Morado, Jr.
___Lisa Laws                   ___Carolyn Schofield     ___Leanne Redden/John Yonan
1.0 Call to Order and Introductions
CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:32 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements
There were no agenda changes.
3.0 **Approval of Minutes**
A motion to approve the minutes of the October 8, 2014, meeting of the CMAP Board as presented was made by Mayor Al Larson and seconded by Elliott Hartstein. All in favor, the motion carried.

4.0 **Executive Director’s Report**
Executive Director Randy Blankenhorn reported that the Local Technical Assistance (LTA) program update had been included in the Board packet, as was the 2015 Board meeting schedule. Blankenhorn also reported that CMAP had received the U.S. Department of Defense Patriotic Employer Support of Guard and Reserve award. Greg Portetto, supervised by Jose Rodriguez, had been a Field Data Intern during the summer 2014.

5.0 **Procurements and Contract Approvals**
The following procurements and contract approvals were submitted for approval: a contract with Duncan Associates totaling $86,345 to update the zoning ordinance for the Village of Westchester; a contract increase for market and financial analysis for local technical assistance projects to Valerie S. Kretchmer Associates for $75,000, bringing the total contract to $175,000; a contract with Teska Associates, Inc., for $127,530 to develop a long-range housing policy plan for the three municipalities of Glendale Heights, Hanover Park and West Chicago; and, a contract with Taylor Uhe, LLC for $125,500 (that includes $30,000 for a subcontractor) to provide targeted State legislative advocacy services. A motion by Rae Rupp Srch was seconded by Carolyn Schofield to approve the procurements and contract approvals as had been presented. All in favor, the motion carried.

6.0 **Committee Reports**
Neither of the Coordinating Committees had met prior to the Board meeting. A written summary of the working committees and the Citizens’ Advisory Committee was provided.

7.0 **Local Technical Assistance (LTA) Program Evaluation**
CMAP staff Bob Dean reported that material included in the Board packet regarding the Local Technical Assistance (LTA) Program Evaluation represented the culmination of the program evaluation and contained key conclusions that will shape the program moving forward. The four main categories of recommendations, include: (a) the program has been successful and should continue to be a part of CMAP’s work program; (b) CMAP should increase the focus of the LTA program on plan implementation; (c) CMAP should confirm that there is full local commitment to the project—either in the form of a local match, or in a commitment of time; and (d) diversity in programming, i.e., non-transportation related, such as freight, economic development (reinvestment) and stormwater management. The idea of a local match was discussed and staff will come back to the board in early 2015 with a menu of options to consider.

8.0 **Regional Infrastructure Fund**
Executive Director Randy Blankenhorn described the progress that had been made thus far on pursuing a Regional Infrastructure Fund, touching on strategy, messaging.
outreach, and legislation. The proposed FUND 2040 would generate about $300,000 annually from a modest quarter-cent increase of the regional sales tax, Blankenhorn reported, to support projects in the categories of transportation, water, and open space, while contributing to the implementation of GO TO 2040. Having met with more than three dozen organizations since August—building a coalition of business, labor and civic organizations with the support of local governments—feedback has been very supportive. The program, Blankenhorn continued, is not intended to solve all the region’s problems, rather would be used as first money in or last money out, while leveraging private and public funding and driving regional economic development. Blankenhorn went on to say that success would be heavily dependent on the complex legislative process, explained the structure of the external leadership group, and efforts to identify legislative partners and coalition building. The program, Blankenhorn suggested, should be business and labor led, not government, and may be combined with other activities versus stand-alone.

CMAP staff Bob Dean walked through the proposal, citing reasons to move ahead and the associated regional benefits of a stronger economy, less congestion and more travel choices, less flooding, healthier people and environment and efficient governance. Dean defined infrastructure as a long-lasting physical asset and suggested that transportation improvements, storm water, sewer and water systems, parks and open space all meet this definition, and gave examples of current or recently underway projects that would benefit from the FUND. Dean went on to describe the selection process and criteria that would be used to evaluate the performance of candidate projects and the application process which would mirror the LTA program, with its two stage process—first, an expression of interest and second, a full proposal requiring significant technical information. The review process would incorporate consultation across CMAP working committees, and if necessary, Dean continued, technical committee review. Finally, Dean explained Administration (using best practices in administration and oversight) and funding (CMAP would devote no more than 3% of the total revenue to administration and operations with the remaining 97% competitively awarded across the region.)

Board members offered suggestions, comments and perspectives related to a sales tax increase, support of the concept, non-home rule municipalities, unseen ground water and storm water issues, bonding, and the business communities’ take of the regional economy that had suffered decline over the past decade.

CMAP staff Tom Garritano walked through the new website www.FUND2040.org, following the board meeting, that shows pictorially how it works, what we get, and a page to sign on to support the coalition.

Blankenhorn concluded the presentation announcing a kick-off event coming in late January 2015, and asking the Board’s help with building the coalition.

9.0 Other Business
Staff will be reaching out to the new administration, Executive Director Randy Blankenhorn reported. Blankenhorn had been asked to serve on the Governor-elect’s infrastructure transition team.
10.0 Next Meeting
The December meeting of the Board was cancelled; the Board is scheduled to meet next on January 14, 2015.

11.0 Public Comment
Heather Armstrong-Access Living, asked that the Board push for accessible taxi service in the suburbs in the surrounding area.

Andrew Armstrong-Environmental Law & Policy Center spoke in opposition to the proposed Illiana Tollway, and urged the CMAP Board to remain resolute in its opposition to the Illiana and vote against any further modifications of the Transportation Improvement Program to include additional expenditures for the Illiana.

12.0 Closed Session
At 10:58 a.m., a motion to adjourn to a closed session to discuss a matter of litigation by Frank Beal was seconded by Rita Athas. All in favor, the motion carried.

13.0 Adjournment
At the conclusion of the closed session, Chairman Bennett reported that staff had given an update on the status of the pending lawsuit against CMAP and the MPO Policy Committee and no action was taken. A motion by President Rick Reinbold was seconded by President William Rodeghier to adjourn the regular meeting at 11:02 a.m. All in favor, the motion carried.

Respectfully submitted,

[Signature]

Jill Leary, Chief of Staff

12-16-2014
/stk
MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: January 7, 2015

Re: Local Technical Assistance 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, 153 local projects have been initiated. Of these, 94 projects have been completed, 48 are fully underway, and 11 will get actively underway in the near future. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

Further detail on LTA project status can be found on the attached project status table. This month’s report also includes implementation progress on selected completed projects.

ACTION REQUESTED: Discussion
<table>
<thead>
<tr>
<th>Project</th>
<th>CMAP lead</th>
<th>Timeline</th>
<th>Assistance type</th>
<th>Status and notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Algonquin-Carpentersville Fox River corridor plan</td>
<td>Brian Daly</td>
<td>May 2014-Aug. 2015</td>
<td>Staff assistance</td>
<td>Staff has completed the draft Existing Conditions Report. The Steering Committee will hold a meeting January 7 to discuss the ECR. A public workshop will take place in Carpentersville on January 21.</td>
</tr>
<tr>
<td>Arlington Heights bicycle-pedestrian plan</td>
<td>John O'Neal</td>
<td>May 2014-Apr. 2015</td>
<td>Staff assistance</td>
<td>Draft Existing Conditions Report and internal staff review completed. Internal review comments are being incorporated for Steering Committee review and meeting in January or early February.</td>
</tr>
<tr>
<td>Barrington area bikeway feasibility study</td>
<td>Jack Pfingston</td>
<td>June 2014-June 2015</td>
<td>Consultant assistance</td>
<td>Data collection and stakeholder interviews continue; IDOT reviewing five routes that came out of November 24 steering committee meeting. The Steering Committee will meet again on January 29 to further reduce the number of routes under consideration.</td>
</tr>
<tr>
<td>Bensenville comprehensive plan (see website)</td>
<td>Sam Shenbaga</td>
<td>Mar. 2013-Jan. 2015</td>
<td>Staff assistance</td>
<td>Public hearing held on December 15. Plan recommended for adoption to Village Board. Plan adoption meeting scheduled for January 20.</td>
</tr>
<tr>
<td>Berwyn parking study (see website)</td>
<td>Lindsay Bayley</td>
<td>Nov. 2013-June 2015</td>
<td>Staff assistance</td>
<td>Project is currently on hold.</td>
</tr>
<tr>
<td>Berwyn zoning revisions (see website)</td>
<td>Kristin Ihnchak</td>
<td>Jan. 2013-May 2015</td>
<td>Staff and consultant assistance</td>
<td>CMAP staff have completed a draft of the Zoning Code, which is now in the process of internal review.</td>
</tr>
<tr>
<td>Calumet Park planning priorities report</td>
<td>Sam Shenbaga</td>
<td>TBD</td>
<td>Staff assistance</td>
<td>Scoping is underway.</td>
</tr>
<tr>
<td>Campton Hills zoning and subdivision regulations</td>
<td>Kristin Ihnchak</td>
<td>Jul. 2014-Oct. 2015</td>
<td>Consultant assistance</td>
<td>Camiros has completed a technical review memo in mid-December, which outlines initial recommendations for revisions to the zoning and subdivision ordinances. The memo will be reviewed by staff prior to being presented to the Steering Committee.</td>
</tr>
<tr>
<td>Chicago Metro Metals Consortium</td>
<td>Martin Menninger</td>
<td>Nov. 2014-Apr. 2015</td>
<td>Staff assistance</td>
<td>Proposed selection criteria were reviewed at the December 8 infrastructure subcommittee. Based on feedback, screening criteria are being applied to narrow the project list for the January 26 subcommittee.</td>
</tr>
<tr>
<td>Carol Stream comprehensive plan (see website)</td>
<td>Trevor Dick</td>
<td>Feb. 2014-June 2015</td>
<td>Staff assistance</td>
<td>Village staff has reviewed the Existing Conditions Report and a copy has been shared with the steering committee. The steering committee will meet on January 12 to review the Existing Conditions Report.</td>
</tr>
<tr>
<td>Project</td>
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<tr>
<td>Chicago Pilsen-Little Village neighborhood plan (see <a href="#">website</a>)</td>
<td>Evy Zwiebach</td>
<td>Dec. 2013-Sept. 2015</td>
<td>Staff assistance</td>
<td>The project team is preparing for a focus group meeting on the industrial areas in Pilsen and Little Village, which will take place in late January. The team is also preparing for a historical resources focus group, which will take place in early March.</td>
</tr>
<tr>
<td>Chicago West Pullman neighborhood plan</td>
<td>Evy Zwiebach</td>
<td>Oct. 2014-Sept. 2015</td>
<td>Consultant assistance</td>
<td>The consultant submitted the draft Existing Conditions Report, which CMAP staff, as well as DPD and local partner, are reviewing. The first public meeting will take place in mid-January.</td>
</tr>
<tr>
<td>Chicago Heights comprehensive plan (see <a href="#">website</a>)</td>
<td>Kendra Smith</td>
<td>Apr. 2013-Mar. 2015</td>
<td>Staff assistance</td>
<td>City staff has reviewed draft and provided comments. CMAP staff will meet with steering committee on January 8 for comments. Draft will be sent to external partners for review following steering committee meeting.</td>
</tr>
<tr>
<td>Chinatown neighborhood plan (see <a href="#">website</a>)</td>
<td>Stephen Ostrander</td>
<td>Apr. 2013-Jan. 2015</td>
<td>Staff assistance</td>
<td>CMAP staff, community partners, and Alderman Solis presented the draft plan to the community at a town hall meeting at Pui Tak Center on December 8. The event was attended by approximately 200 community members, who were given executive summary booklets (in English and Chinese) and encouraged to review the entire plan online and invited to provide feedback by January 8. Several hundred copies of the plan summary booklet in Chinese were distributed throughout Chinatown by community service organizations following the event.</td>
</tr>
<tr>
<td>Cicero comprehensive plan</td>
<td>Jonathan Burch</td>
<td>Apr. 2014-June 2015</td>
<td>Consultant assistance</td>
<td>CMAP has received and reviewed the draft existing conditions report.</td>
</tr>
<tr>
<td>Cook County consolidated plan (see <a href="#">website</a>)</td>
<td>Jonathan Burch</td>
<td>Apr. 2013-Jan. 2015</td>
<td>Staff assistance</td>
<td>Public comments received on the draft have been reviewed and incorporated. CMAP staff has completed document design and the design draft is undergoing final county review. January adoption is anticipated.</td>
</tr>
<tr>
<td>Crete comprehensive plan</td>
<td>Jack Pfingston</td>
<td>May 2014-Aug. 2015</td>
<td>Consultant assistance</td>
<td>Data collection underway; first meeting of the steering committee will take place in mid-January.</td>
</tr>
<tr>
<td>Crystal Lake transportation plan</td>
<td>Nora Beck</td>
<td>Mar. 2014-Apr. 2015</td>
<td>Staff assistance</td>
<td>Staff are drafting the existing conditions report for the City’s review in January.</td>
</tr>
<tr>
<td>Dixmoor planning prioritization report</td>
<td>Jessica Gershman</td>
<td>Jan. 2014-Feb. 2015</td>
<td>Staff assistance</td>
<td>Internal review of draft report is occurring, with community review in January.</td>
</tr>
<tr>
<td>DuPage County / Addison Homes for a</td>
<td>Kendra Smith</td>
<td>Sept. 2013-Feb. 2015</td>
<td>Staff assistance</td>
<td>Draft plan sent to municipalities for review.</td>
</tr>
<tr>
<td>Project</td>
<td>CMAP lead</td>
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<tr>
<td>Changing Region project</td>
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<tr>
<td>DuPage County / Hanover Park Homes for a Changing Region project</td>
<td>Drew Williams-Clark</td>
<td>Nov. 2014-Oct. 2015</td>
<td>Consultant assistance</td>
<td>A project kick-off meeting was held with consultants and municipal staff contacts in December. Initial discussions with municipalities will take place in January.</td>
</tr>
<tr>
<td>DuPage County sustainability guide</td>
<td>Louise Yeung</td>
<td>June 2014-July 2015</td>
<td>Staff assistance</td>
<td>No update this month.</td>
</tr>
<tr>
<td>Elmwood Park zoning assessment</td>
<td>Kristin Ihnchak</td>
<td>Nov. 2014-Aug. 2015</td>
<td>Staff assistance</td>
<td>No update this month.</td>
</tr>
<tr>
<td>Fox Lake planning priorities report</td>
<td>Jack Pfingston</td>
<td>Dec. 2014-June 2015</td>
<td>Staff assistance</td>
<td>Stakeholder engagement proposal to be completed in mid-January and review of planning documents to begin in late January.</td>
</tr>
<tr>
<td>Governor’s State University green infrastructure plan</td>
<td>Holly Hudson</td>
<td>TBD</td>
<td>Consultant assistance</td>
<td>Scoping underway.</td>
</tr>
<tr>
<td>Harvard comprehensive plan</td>
<td>Nora Beck</td>
<td>May 2014-Nov. 2015</td>
<td>Staff assistance</td>
<td>Project is currently on hold.</td>
</tr>
<tr>
<td>Kane County health impact assessment (see website)</td>
<td>Stephen Ostrander</td>
<td>July 2014-Mar. 2015</td>
<td>Staff assistance</td>
<td>CMAP staff worked with partners from Kane County and the Village of Carpentersville to research potential health impacts of implementing a roundabout vs. traditional improvements for Carpentersville’s problematic intersection at Washington/Main and anticipated application for CMAQ funding.</td>
</tr>
<tr>
<td>Kane County transit plan implementation (see website)</td>
<td>Trevor Dick</td>
<td>July 2012-Feb. 2015</td>
<td>Staff assistance</td>
<td>County staff is reviewing the updated Draft Report. The report is expected to be sent to the Oversight Committee in early January 2015.</td>
</tr>
<tr>
<td>Project</td>
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</tr>
<tr>
<td>Lake County Route 53/120 land use plan (see website)</td>
<td>Jason Navota</td>
<td>Nov. 2013-Dec. 2015</td>
<td>Staff and consultant assistance</td>
<td>The land use planning effort is underway. Draft Existing Conditions Assessment has been distributed to project partners for review. Corridor land use scenarios are in development. Public open houses were held November 12 (175 attendees) and 19 (125 attendees). The IL Route 53/120 Corridor Plan Land Use Committee met for the fourth time on October 23, and the next LUC meeting is anticipated for late January.</td>
</tr>
<tr>
<td>Lake County / Round Lake Homes for a Changing Region project (see website)</td>
<td>Stephen Ostrander</td>
<td>July 2014-Oct. 2015</td>
<td>Staff assistance</td>
<td>On December 3, project team held a stakeholder workshop involving all 5 municipalities and area organizations and key stakeholders. Attended by over 50 stakeholders, the workshop helped identify priorities for the Round Lake cluster Homes project. CMAP staff began consolidating all community input from the workshop and previous events, in preparation for drafting recommendations next in early 2015.</td>
</tr>
<tr>
<td>Lan-Oak Park District master plan (see website)</td>
<td>Trevor Dick</td>
<td>Oct. 2013-Dec. 2014</td>
<td>Staff assistance</td>
<td>Newly completed. The Master Plan was adopted by Park Board of Commissioners on December 15.</td>
</tr>
<tr>
<td>Lemont development review process analysis</td>
<td>Jake Seid</td>
<td>Jan.-May 2015</td>
<td>Consultant assistance</td>
<td>CMAP received five responses to RFP and two firms were selected for interviews on January 6. Consultant selection and project kick-off will occur in January.</td>
</tr>
<tr>
<td>Lyons comprehensive plan (see website)</td>
<td>Jason Navota</td>
<td>July 2013-Feb. 2015</td>
<td>Staff assistance</td>
<td>Draft plan has been reviewed by the Village and Steering Committee, revisions are underway, and the public open house and public hearing are anticipated for early 2015.</td>
</tr>
<tr>
<td>North Chicago comprehensive plan</td>
<td>Jake Seid</td>
<td>May 2014-Sept. 2015</td>
<td>Staff assistance</td>
<td>Existing conditions report was completed by project team in December. City staff will review the ECR prior to review by the Steering Committee. The ECR will be presented at a Steering Committee meeting on January 28.</td>
</tr>
<tr>
<td>Oswego-Montgomery-Yorkville shared</td>
<td>Louise Yeung</td>
<td>May 2014-July 2015</td>
<td>Staff assistance</td>
<td>Held second municipal staff workshops to share further research on prioritized services and selected one service per working group to</td>
</tr>
<tr>
<td>Project</td>
<td>CMAP lead</td>
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<tr>
<td>services study</td>
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<td>pursue; currently supporting staff in developing and executing sharing agreements.</td>
</tr>
<tr>
<td><em>Park Forest active transportation plan</em></td>
<td>Lindsay Bayley</td>
<td>Mar. 2014-Dec. 2014</td>
<td>Staff assistance</td>
<td>Newly completed. The plan was adopted by the Village Board at their December 8 meeting.</td>
</tr>
<tr>
<td>Park Forest zoning revisions (see <a href="#">website</a>)</td>
<td>Kristin Ihnchak</td>
<td>June 2013-June 2015</td>
<td>Staff and consultant assistance</td>
<td>The project team is drafting the Unified Development Ordinance.</td>
</tr>
<tr>
<td>Regional truck permitting project</td>
<td>Jessica Gershman</td>
<td>Jan. 2015-June 2016</td>
<td>Consultant assistance</td>
<td>A project scope has been drafted, which will be reviewed and discussed at the next Steering Committee meeting on January 13 at CMAP’s office.</td>
</tr>
<tr>
<td>Richton Park zoning revisions</td>
<td>Jake Seid</td>
<td>Nov. 2014-June 2015</td>
<td>Consultant assistance</td>
<td>Stakeholder meetings regarding zoning issues will begin in January.</td>
</tr>
<tr>
<td>Roselle comprehensive plan</td>
<td>Dan Olson</td>
<td>Jan.-Dec. 2015</td>
<td>Consultant assistance</td>
<td>RFP responses were received on December 19 from 5 consulting firms. Proposal scoring is underway, and interviews will occur in mid-January, with consultant selection expected in February.</td>
</tr>
<tr>
<td>Rosemont comprehensive plan (see <a href="#">website</a>)</td>
<td>Sam Shenbaga</td>
<td>Oct. 2013-Mar. 2015</td>
<td>Staff assistance</td>
<td>Plan recommendations being drafted.</td>
</tr>
<tr>
<td>South Elgin zoning update</td>
<td>Jake Seid</td>
<td>Oct. 2014-May 2016</td>
<td>Staff assistance</td>
<td>Project kick off meeting with staff took place on December 12. Kick off meeting with Steering Committee will take place on January 21.</td>
</tr>
<tr>
<td>SSMMA Calumet Green Manufacturing Partnership</td>
<td>Brian Daly</td>
<td>May 2014-Mar. 2015</td>
<td>Staff and consultant assistance</td>
<td>No update for this month.</td>
</tr>
<tr>
<td>SSMMA Complete Streets plan</td>
<td>Lindsay Bayley</td>
<td>July 2014-Aug. 2015</td>
<td>Staff assistance</td>
<td>Data collection and mapping of existing and planned bikeway plans and plan elements from various jurisdictions within South Council of Mayors begun. Meeting with Active Transportation Alliance/CCDPH and SSMMA staff to discuss collaboration and formation of advisory group scheduled for January.</td>
</tr>
<tr>
<td>Steger planning priorities report</td>
<td>Jonathan Burch</td>
<td>TBD</td>
<td>Staff assistance</td>
<td>Scoping underway.</td>
</tr>
</tbody>
</table>
### Projects with Active Implementation

*This list only includes projects with significant implementation actions in the past quarter. A full list of completed projects is available at [www.cmap.illinois.gov/lta](http://www.cmap.illinois.gov/lta).*

<table>
<thead>
<tr>
<th>Project</th>
<th>CMAP lead</th>
<th>Completion date</th>
<th>Assistance type</th>
<th>Recent implementation progress (updated quarterly)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elmwood Park comprehensive plan</td>
<td>Nicole Woods</td>
<td>Apr. 2013</td>
<td>Staff assistance</td>
<td>Elmwood Park continues to implement recommendations from the comprehensive plan. The Drop-Off Center, which is a new public</td>
</tr>
</tbody>
</table>

---

**Selected Projects with Active Implementation**

**CMAP**

**Timeline**

**Assistance type**

**Status and notes**

---

**CMAP**

**Dec. 2013-Mar. 2015**

**Staff assistance**

Draft Comprehensive Plan was reviewed by the Village Steering Committee on December 16. Staff are planning for the Public Open House, tentatively scheduled for early February.

**CMAP**

**June 2013-Mar. 2015**

**Staff assistance**

No update for this month.

**CMAP**

**Oct. 2012-Feb. 2015**

**Staff assistance**

While the City led review and discussions of the plan with area aldermen, chambers of commerce, etc., CMAP staff shared the plan with all members of the project’s steering committee, encouraging their final feedback by January 5.

**CMAP**

**June 2014-June 2015**

**Staff assistance and small contract**

Phase 2 of the project, the ULI TAP, is underway. ULI selected a site in Willow Springs, and is currently working on setting a TAP date, and finalizing the TAP discussion questions.

**CMAP**

**Nov. 2014-Oct. 2015**

**Consultant assistance**

The selected consultant team, Duncan Associates and CodaMetrics, met with CMAP and Village staff on December 18 to kick off the zoning ordinance update.

**CMAP**

**Sept. 2014-Sept. 2015**

**Staff assistance**

Existing conditions analysis underway. Stakeholder interviews completed. Public workshop held on December 11 with 50+ attendees.

**CMAP**

**Feb. 2014-Mar. 2015**

**Consultant assistance**

Consultant has drafted sub-area plans for three important areas for the comprehensive plan.
<table>
<thead>
<tr>
<th>Project</th>
<th>CMAP lead</th>
<th>Completion date</th>
<th>Assistance type</th>
<th>Recent implementation progress (updated quarterly)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(see website)</td>
<td></td>
<td></td>
<td></td>
<td>development near the train station, is 95% completed. The center supports the plan’s recommendation for pedestrian, bicycle, and train station enchantments. The Village also continues to make progress redeveloping the commercial nodes at Harlem and North Avenues and Grand and Harlem Avenues. In addition, the Village is developing a shared parking facility for Restaurant Row and completing the major infrastructure improvements as part of Phase I of the Flood Mitigation Project. Finally, the Village is preparing for a zoning review led by CMAP staff.</td>
</tr>
<tr>
<td>Franklin Park industrial areas plan</td>
<td>Nicole Woods</td>
<td>Nov. 2014</td>
<td>Staff assistance</td>
<td>An implementation kick-off meeting will take place in January.</td>
</tr>
<tr>
<td>Hanover Park corridor study (see website)</td>
<td>Stephen Ostrander</td>
<td>Dec. 2012</td>
<td>Staff assistance and small grant</td>
<td>This project is completing its two-year implementation checkpoint. A final implementation letter, summarizing implementation progress over the two years, is being prepared.</td>
</tr>
<tr>
<td>Kane County Homes for a Changing Region (Carpentersville Homes)</td>
<td>Jonathan Burch</td>
<td>June 2014</td>
<td>Staff assistance</td>
<td>East Dundee continues to seek approval for a façade improvement program and is trying to identify an appropriate program design and funding source. Carpentersville adopted a new resident welcome packet and continues to work with West Dundee and the owners of Spring Hill Mall regarding its future. West Dundee is developing a new downtown plan and Village will be asking CMAP to review this document.</td>
</tr>
<tr>
<td>Kane County / Geneva Homes for a Changing Region project (see website)</td>
<td>Drew Williams-Clark</td>
<td>Dec. 2014</td>
<td>Staff assistance</td>
<td>An implementation kick-off conference call took place in December. The group agreed to prioritize Employer-Assisted Housing and exploration of a Community Land Trust as year-one activities.</td>
</tr>
<tr>
<td>Morton Grove industrial areas plan</td>
<td>Nicole Woods</td>
<td>Nov. 2014</td>
<td>Staff Assistance</td>
<td>An implementation kick-off conference call took place on December 16. A second call is scheduled for the end of January/early February to help prioritize plan recommendations and outline action steps.</td>
</tr>
<tr>
<td>Niles environmental action plan (see website)</td>
<td>Kristin Ihnchak</td>
<td>Feb. 2013</td>
<td>Staff assistance</td>
<td>Niles, in conjunction with Camiros, has created a draft zoning ordinance; CMAP staff reviewed the draft in December and provided feedback on ways to incorporate specific EAP recommendations. Niles also adopted an anti-idling policy, which serves to implement another</td>
</tr>
<tr>
<td>Project</td>
<td>CMAP lead</td>
<td>Completion date</td>
<td>Assistance type</td>
<td>Recent implementation progress (updated quarterly)</td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
<td>--------------------</td>
<td>-----------------</td>
<td>-----------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Openlands local food policy</td>
<td>Jason Navota</td>
<td>Sept. 2014</td>
<td>Staff assistance</td>
<td>EAP recommendation. CMAP staff provided complete streets policy examples to the Village to assist in the creation of a Niles-specific policy and will continue to forward relevant grant opportunities.</td>
</tr>
<tr>
<td>Red Line livability project (see <a href="#">website</a>)</td>
<td>Kendra Smith</td>
<td>Nov. 2012</td>
<td>Staff assistance</td>
<td>Openlands recently applied for and received funding for the first phase of a research project to examine the regional food system over the next several years. CMAP will remain involved in guiding the project.</td>
</tr>
<tr>
<td>Regional arts and culture toolkit (see <a href="#">website</a>)</td>
<td>Stephen Ostrander</td>
<td>June 2013</td>
<td>Staff assistance</td>
<td>DCP has established 6 community working groups (PODS) of residents and stakeholders at key Roseland intersections/neighborhood priority areas (including intersections of proposed Red Line stations) to interact with RTA and City of Chicago and advocate for community inclusion and education surrounding transportation and policy issues related to the proposed extension. The City of Aurora’s LTA application for the development of a Downtown Master Plan focused on walkability was selected as a new LTA project. The City also applied for a separate project to develop a Downtown Art District, following the steps and approaches detailed in the Toolkit; instead, arts is expected to be incorporated as a central component of the Downtown Master Plan.</td>
</tr>
<tr>
<td>Round Lake Heights comprehensive plan (see <a href="#">website</a>)</td>
<td>Jonathan Burch</td>
<td>Oct. 2013</td>
<td>Staff assistance</td>
<td>The Village continues to participate in the ongoing Homes study. The Village designated a board member who will meet with an official from the Solid Waste Agency of Lake County to discuss how recycling programing can be put to use in Round Lake Heights.</td>
</tr>
</tbody>
</table>

###
MEMORANDUM

To: CMAP Board

From: Dolores Dowdle
      Deputy Executive Director, Finance and Administration

Date: January 7, 2015


The annual financial report for the year ended June 30, 2014 has been prepared by Sikich, LLP. James Savio, Partner will present the report to the Board for its consideration. The report provides the opinion that the financial position of the business-type activities of CMAP ended in conformity with generally accepted accounting principles. In addition, a review was conducted in accordance with the U. S. Office of Management and Budget (OMB) Circular A-133 Compliance Supplement. Sikich stated an opinion that the CMAP complied with the requirements of its major federal programs.

ACTION REQUESTED: It is recommended that the Board accept from Sikich, LLP the annual financial report, the OMB Circular A-133 supplement review and the communications from the auditor.

###
MEMORANDUM

To: CMAP Board

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: January 7, 2015

Re: Contract Approval for Renderings, Illustrations and other Visualizations for Local Technical Assistance Projects

The CMAP Local Technical Assistance (LTA) program advances the implementation of GO TO 2040 by providing resources to local government. Over 90 LTA projects have been completed through the LTA program, with 50 more underway and 30 more set to begin in the near future. Projects include comprehensive plans, corridor or subarea plans, studies of special topics such as housing or water resources, and similar planning activities.

Many of the LTA projects are enhanced by the inclusion of high-quality visualizations demonstrating the impact that alternative planning or policy directions would have on a specific site or area within a community. Often, visualizations are the best way to communicate planning concepts to the public, as they allow residents to envision what a site or area could look like in the future. The term “visualizations” includes a wide range of products including renderings, illustrations, sketches, photosimulations, animations, and others, and including both street-level and birds-eye views. These products appear within the relevant local plans, and also are used by CMAP to illustrate the results of the LTA program. The visualizations will likely appear on CMAP’s website and in presentations, videos, and printed materials, and therefore must be of the highest quality.

A Request for Proposal (RFP) was issued to firms to provide renderings, illustrations, and other visualizations for LTA Projects over the next two years. The RFP was sent to potential contractors as well as posted on the CMAP website. Six proposals were received from Bondy Studio, Gregory Ramon, Houseal Lavigne, Solomon Cordwell Buenz (SCB), Ratio, and Teska.

The proposals were reviewed by a team comprised of Erin Aleman, Bob Dean, and Brian Daly. The team based the following evaluation on the criteria listed in the RFP:
1. The demonstrated record of experience of the firm and identified individuals in providing the professional services identified in the Scope of Services.
2. The quality and relevance of the example visualizations provided for each of the four representative visualization types.
3. The appropriateness and quality of the proposed process for preparing each of the visualizations.
4. The reputation of the firm based on references.
5. Cost to CMAP, including consideration of per-hour costs.

The review team reviewed all proposals. The review team ranked all other proposals and interviewed Bondy Studio and SCB, the two proposals receiving the highest scores. The rankings of the proposals are based on the written proposals and interviews. The proposals included cost consideration based on various types of renderings (bird’s eye – large scale, bird’s eye – medium scale, street level rendering, photosimulation). The score for the cost were based on the average cost for the four different visualization types.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Maximum Score</th>
<th>Bondy Studio</th>
<th>Gregory Ramon</th>
<th>HLA</th>
<th>Ratio</th>
<th>SCB</th>
<th>Teska</th>
</tr>
</thead>
<tbody>
<tr>
<td>Experience of firm and staff</td>
<td>25</td>
<td>22.5</td>
<td>10.5</td>
<td>17.5</td>
<td>21.2</td>
<td>24.2</td>
<td>18.0</td>
</tr>
<tr>
<td>Quality and relevance of examples</td>
<td>50</td>
<td>43.8</td>
<td>9.6</td>
<td>28.3</td>
<td>33.3</td>
<td>45.0</td>
<td>30.4</td>
</tr>
<tr>
<td>Appropriateness and quality of proposed process</td>
<td>15</td>
<td>12.2</td>
<td>3.8</td>
<td>13.0</td>
<td>10.8</td>
<td>13.7</td>
<td>11.8</td>
</tr>
<tr>
<td>Cost</td>
<td>10</td>
<td>8.0</td>
<td>2.0</td>
<td>6.2</td>
<td>5.6</td>
<td>6.8</td>
<td>6.8</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>86.5</td>
<td>25.9</td>
<td>65.0</td>
<td>70.9</td>
<td>89.7</td>
<td>66.8</td>
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<tr>
<td>Rank</td>
<td>2</td>
<td>6</td>
<td>5</td>
<td>3</td>
<td>1</td>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>

Based on the strength of proposal, presentation, and performance during interviews, staff recommends that both Bondy Studio and SCB be selected for this procurement. Both firms have excellent visualization skills and excel at all the scales of visualizations requested. The difference between the two firms is the style of visualization. Bondy Studio produces almost exclusively hand-drawn renderings and SCB’s work is computer rendered. Depending on the community’s desired “feel” of the visualization, staff would issue a specific project authorization to either Bondy or SCB.

It is recommended that the Board approve two contracts for the renderings, illustrations and other visualizations for Local Technical Assistance Projects; one with Solomon Cordwell Buenz and one with Bondy Studio. The contracts will be for a one-year period with an option to exercise a second year. The total expenditure for the two contracts will not annually exceed $50,000, or a total of $100,000 if the option year is exercised. This contract amount will support the development of multiple illustrations of the types described above for use in several LTA projects. Support for the contract is included in the FY 2015 UWP contract grant.

ACTION REQUESTED: Approval

###
MEMORANDUM

To: CMAP Board

From: Staff

Date: January 7, 2015

Re: CMAP Committee membership and meeting dates

Following is CMAP working committee membership and frequency of meetings. Written summaries of the meetings’ activities will be distributed at the Board meeting.

**CITIZENS’ ADVISORY COMMITTEE**

- Jennifer Artis, St. James Hospital and Health Centers
- Lulu Blacksmith, Waubonsee Community College
- Abbey Delgadillo, (represents City of Chicago)
- Martin Egan, Elmwood Park resident
- Kevin Ivers, Woodstock resident
- Thomas Jacobs, Krueck & Sexton Architects
- John Knoelk, Contractor John, Inc.
- Valerie Leonard, Community Development Consultant
- Phyllis Palmer, (represents City of Chicago)
- Stephenie Presseller, Moraine Valley Community College, Center for Sustainability
- Faye Sinnott, Solution Navigators, Inc.
- Wendy Walker Williams, South East Chicago Commission
- Terry Witt, Trails Linking Communities
- Vacant, (represents City of Chicago)
- Vacant, (represents Northwest Cook)
- Vacant, (represents Kendall County)

**COUNCIL OF MAYORS EXECUTIVE COMMITTEE**

**North Shore**
- President Sandy Frum, Northbrook
- Mayor George Van Dusen, Skokie

**Northwest**
- President Al Larson, Schaumburg
- President Karen Darch, Barrington

meets quarterly, 2nd Tuesday

meets Jan., May, Sept., Nov.
North Central
President Jeffrey Sherwin, Northlake
Mayor Joseph Tamburino, Hillside

Central
President William Rodeghier, Western Springs
President Jim Discipio, LaGrange Park

Southwest
President Dave Brady, Bedford Park
Mayor John Mahoney, Palos Park

South
President Michael Einhorn, Crete
Mayor Eugene Williams, Lynwood

DuPage
President Thomas Karaba, Clarendon Hills
President Erik Spande, Winfield

Kane
President Edward Ritter, Carpentersville
Mayor Jeffery Schielke, Batavia

Lake
Mayor Leon Rockingham, North Chicago
President Glenn Ryback, Wadsworth

McHenry
President Richard Mack, Ringwood
President Robert Nunamaker, Fox River Grove

Will
Mayor Roger C. Claar, Bolingbrook
Mayor Jim Holland, Frankfort

ECONOMIC DEVELOPMENT COMMITTEE
meets most months, 4th Monday
Oswaldo Alvarez, Lloyd A. Fry Foundation
Greg Bedalov, Choose DuPage
Patrick Carey, Cook County
Peter Creticos, Institute for Work and the Economy
JoAnn Eckmann, World Business Chicago
Joanna Greene, Chicago Cook Workforce Partnership
Reggie Greenwood, South Suburban Mayors & Managers Association
John Greuling, Will County Center for Economic Development
Rand Haas, Medusa Consulting
Katie Hamilton, Chicago Chamber of Commerce
Emily Harris, Harris Strategies
Mark Harris, Illinois Science & Technology Coalition
Bret Johnson, Northwestern University Transportation Center
Jason Keller, Federal Reserve Bank of Chicago
Gretchen Kosarko, RW Ventures
Judith Kossy, Policy Planning Partners
Kevin Kramer, Village of Hoffman Estates
Mary Beth Marshall, DuPage Workforce Investment Board
Kelly O’Brien, Alliance for Regional Development
Kurtis Pozsgay, Berwyn Development Corporation
Lance Pressl, Institute for Work and the Economy
Nick Provenzano, McHenry County Board
Ed Sitar, ComEd
Gary Skoog, Golden Corridor
Christine Sobek, Waubonsee Community College
Carrie Thomas, Chicago Jobs Council
Jerry Weber, College of Lake County

ENVIRONMENT NATURAL RESOURCES
Ed Collins, McHenry County Conservation District
Jack Darin, Sierra Club, Illinois Chapter
Martha Dooley, Village of Schaumburg
Jon Grosshans, USEPA-Region 5
Pete Harmet, IDOT District 1
Martin Jaffe, University of Illinois at Chicago
Anne McKibben, CNT Energy
Stacy Meyers, Openlands
Joe Schuessler, Metropolitan Water Reclamation District
Deborah Stone, Cook County Department of Environmental Control
Mike Sullivan, Kane/Kendall Council of Mayors
Wallace Van Buren, Illinois Association of Wastewater Agencies
Patricia Werner, Lake County Stormwater Management Commission
Sean Wiedel, City of Chicago
Nancy Williamson, Illinois Department of Natural Resources

HOUSING
Alan Banks, Office of the Hon. Robin Kelly-Member of Congress
Nora Boyer, Village of Arlington Heights
Rob Breymaier, Oak Park Regional Housing Center
Allison Milld Clements, Metropolitan Mayors Caucus
Paul Colgan, PSColgan & Co.
Spencer Cowan, Woodstock Institute
Adam Dontz, LakeStar Advisors
Mark Fick, Chicago Community Loan Fund
Nancy Firfer, Metropolitan Planning Council
Kristine Giornalista, Village of Oak Park
Becca Goldstein, Neighborhood Housing Services of Chicago, Inc.
Sharon Gorrell, Illinois Association of Realtors
Jane Hornstein, Cook County Bureau of Economic Development
Christine Kolb, Focus Development
Paul Leder, Manhard Consulting, Ltd.
Anthony Manno, Regional Transportation Authority
Lisa Pugliese, Affordable Housing Corporation of Lake County
Carrol Roark, DuPage County Community Development
Geoff Smith, DePaul University Institute for Housing Studies
Andrea Traudt, Illinois Housing Council
Aisha Turner, Illinois Housing Development Authority  
Kim Ulbrich, McHenry County Planning and Development  
Lakeshia Wright, South Suburban Housing Collaborative  
Stacie Young, the Preservation Compact  
TBA, Latino Policy Forum

**HUMAN AND COMMUNITY DEVELOPMENT**  
meets monthly, 2nd Monday

- Gina Massuda Barnett, Cook County Department of Public Health  
- Jennifer Becker, Kane/Kendall Council of Mayors  
- Jeanette Castellanos Butt, United Way of Metropolitan Chicago  
- Jennifer Clary, Social IMPACT Research Center, a program of Heartland Alliance  
- Sheri Cohen, Chicago Department of Public Health  
- Eira Corral, Village of Hanover Park  
- Michael Davidson, Chicago Community Trust  
- Fluturi Demirovski, Regional Transportation Authority  
- Laurie Dittman, Mayors Office for People with Disabilities, City of Chicago  
- John Edmondson, Illinois Department of Transportation  
- Marla Fronczak, Northeastern Illinois Area on Aging  
- Caroline Goldstein, Local Initiatives Support Corporation (Chicago)  
- Joanna Greene, Chicago Cook Workforce Partnership  
- Jacky Grimshaw, Center for Neighborhood Technology  
- Mary Keating, DuPage County  
- Rene Luna, Access Living  
- Lynn O’Shea, Association for Individual Development (AID)  
- Greg Polman, Chicago Lighthouse  
- Jay Readey, Chicago Lawyers’ Committee for Civil Rights  
- Enrique Salgado, Jr., Wellcare/Harmony  
- Laura Schneider, Lake County Health Department and Community Health Center  
- Janna Simon, Illinois Public Health Institute  
- Dominic Tocci, Cook County Bureau of Economic Development  
- Tammy Wierciak, West Central Municipal Conference

**LAND USE**  
meets monthly, 3rd Wednesday

- Ed Paesel, South Suburban Mayors and Managers  
- Judy Beck, U.S. EPA, Great Lakes National Program Office  
- Robert Cole, Village of Oak Park  
- Kristi DeLaurentis, Metro Strategies, Inc.  
- Lisa DiChiera, Landmarks Illinois  
- Michael Kowski, Village of Orland Park  
- Mark Muenzer, City of Evanston  
- Curt Paddock, Will County  
- Arnold Randall, Cook County Forest Preserve District  
- Dennis Sandquist, McHenry County  
- Heather Smith, Field Foundation  
- Heather Tabbert, Regional Transportation Authority  
- Todd Vanadilok, APA - Chicago Metro Section / Illinois Chapter  
- Mark VanKerkhoff, Kane County  
- Eric Waggoner, Lake County
Nathaniel Werner, City of Elmhurst
Nancy Williamson, Illinois Department of Natural Resources
Adrienne Wuellner, PACE Suburban Bus
Ruth Wuorenma, Neighborhood Capital Institute
Angela Zubko, Kendall County

**TRANSPORTATION**
meets Jan., March, April, June, Aug., Sept., Nov.

Michael Connelly, Chicago Transit Authority
Jennifer (Sis) Killen, Cook County
Charles Abraham, IDOT Dept. of Public and Intermodal Transportation
Michael Bolton, PACE Suburban Bus
Bruce Carmitchel, IDOT Office of Planning & Programming
Lynnette Ciavarella, Metra
John Fortmann, IDOT District One
Luann Hamilton, Chicago Department of Transportation
Alicia Hanlon, Will County
Robert Hann, Private Providers
Emily Karry, Lake County
Fran Klaas, Kendall County
Holly Ostdick, CMAP
Wes Lujan, Class One Railroads
Randy Neufeld, Bicycle Pedestrian Advisory Committee
Scott Hennings, McHenry County
Leanne Redden, RTA
Tom Rickert, Kane County
Leon Rockingham, Council of Mayors
Mike Rogers, Illinois Environmental Protection Agency
Steve Schlickman, University of Illinois, Chicago
Joe Schofer, Northwestern University
Peter Skosey, Metropolitan Planning Council
Kyle Smith, Center for Neighborhood Technology
Chris Snyder, DuPage County
Steve Strains, NIRPC
Ken Yunker, SEWRPC
Rocco Zucchero, Illinois Tollway

**Non-Voting Members:**
Reggie Arkell, Federal Transit Administration
John Donovan, Federal Highway Administration

**ACTION REQUESTED:** Informational

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

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

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

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

Legislative Principles

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

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

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

The future prosperity of Illinois depends on strategic transportation investments, yet our investments are often predicated on arbitrary formulas rather than measures of need or impact. GO TO 2040 supports a more transparent, performance-driven approach for programming transportation investments. Further, transportation implementers should prioritize projects that maintain and modernize the existing system, while expensive new capacity projects should be built only when the need is great.

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

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

Legislative Principles

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

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

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

Public transportation is essential to the future economic prosperity of our region. After decades of underinvestment, substantial funding is needed just to adequately maintain the system, and even more is required to modernize the system to world-class standards. While the top priority of GO TO 2040 is to maintain and modernize the existing transportation system, the plan also recommends a limited and conservative approach to expansion of service in the region. Further, GO TO 2040 encourages the state to support transit-oriented development through its transportation, housing, and economic development investments. It also recommends securing new sources of revenue to support transit, including dedicating a portion of any proposed gas tax increase, as well as some portion of future congestion pricing revenues.

Legislative Principle

CMAP supports legislative initiatives that provide more resources for the maintenance and modernization of our transit system, encourage innovative transit financing, and provide for reasonable expansion of the transit system.

Create a More Efficient Freight Network

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

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

Legislative Principles

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

CMAP supports efforts that continue to develop the Regional Freight Leadership Task Force recommendations.
Achieve Greater Livability through Land Use and Housing

The state has an important role to play in helping communities achieve the principles of livability—healthy, safe, and walkable communities that offer transportation choices for access to schools, jobs, services, and basic needs. More coordinated investment in the areas of transportation, housing, environmental, and economic development is critical to promoting sustainable, livable communities. Recognizing that they face common challenges like foreclosure prevention or prioritizing investments in affordable housing, many of the region’s communities have created collaborative approaches to address these problems. However, state funding is often available only at the municipal level, limiting the ability of these organizations to receive funding and carry out multijurisdictional 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 organizations seeking to address shared housing and land use problems.

CMAP supports legislative initiatives that promote reinvestment in existing communities—specifically initiatives that are competitive, offered on a statewide or regional basis, allocate funds based on need, and are based on comprehensive evaluation criteria considering the interconnected focus areas of transportation, housing, the environment, and economic development.

Manage and Conserve Water and Energy Resources

The conservation of water and energy is a top priority for GO TO 2040. Over the next 30 years, these resources will likely become more constrained, affecting the region’s economy and quality of life. The energy priorities in GO TO 2040 are focused on reducing demand and increasing efficiency, as well as the use of renewable energy options. The state can support energy conservation by providing funding, financing mechanisms, and local technical assistance.

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

**Legislative Principles**

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

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

A top priority of GO TO 2040 is to expand the green infrastructure network, an inventory of the most significant locations in northeastern Illinois targeted for conservation. To do so, CMAP recommends making significant, priority-based investments in parks and open space. The state can play a critical role in this effort through IDNR’s open space acquisition and management programs. Major benefits will follow from investing in the green infrastructure network, including enhanced quality of life and property values, improved public health through the promotion of active lifestyles, and the protection of ecosystem services like biodiversity, water supply, flood storage, and water purification. GO TO 2040 recommends preserving an additional 150,000 acres of land by 2040 through a collaborative, multi-organizational, public-private approach.

**Legislative Principles**

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

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

Promote Sustainable Local Foods

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

**Legislative Principle**

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

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

Legislative Principles

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

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

Support Economic Innovation

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

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

Legislative Principle

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

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

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

Improve Access to Information

Data sharing through transparent, open governance improves efficiency and accountability. CMAP relies on other agencies’ data to complete its own work in planning and transportation programming and policy; its work depends on the timely reporting of data in a usable format and accessible location. Transparency in data is essential for understanding how government operates, and helps policymakers at all levels of government make better and more informed decisions.

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

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

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

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

- The Congestion Mitigation and Air Quality Improvement (CMAQ) program supports surface transportation improvements, which currently total $465 million over five years (FY 2014-18).
- The Transportation Improvement Program (TIP) accounts for all federally funded and otherwise regionally significant projects, totaling $12.5 billion from FY 2014-19.
- The Surface Transportation Program (STP) works with subregional Councils of Mayors to allocate these funds, which totaled $129 million in fiscal year 2014.
- The Transportation Alternatives Program (TAP) was initiated in 2013 following passage of the federal Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill. Through a competitive project-selection process, it provided $17 million over two years to support non-motorized transportation.

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

See www.cmap.illinois.gov for more information.
Chicago Metropolitan Agency for Planning

Agenda for the Illinois General Assembly

2015
FUND 2040

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

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

Transparent and Objective Project Selection

Competitive proposals would be reviewed annually by CMAP, using regionally accepted performance-based criteria through a non-partisan process that builds on the agency’s reputation for equity and transparency. Eligible types of capital infrastructure would include:

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

Revenue and Administration

FUND 2040 is intended to be a component within broader statewide legislation that might emerge this spring, such as a possible new capital program or potential tax reform. For example, a modest quarter-cent increase of the regional sales tax would generate $300 million annually for transportation, water, and open space projects. To cover the costs of administering the fund, each year CMAP would reserve three percent, which would also match the agency’s federal transportation dollars and provide important planning support for local governments.
The Chicago Metropolitan Agency for Planning (CMAP) annual legislative agenda serves as a tool for the Illinois General Assembly, relevant state agencies, the Governor, and CMAP partners. It describes priorities based on recommendations of the GO TO 2040 comprehensive regional plan and on related CMAP research. For more information about CMAP’s policy statements and adopted positions, please visit www.cmap.illinois.gov/about/legislative-policy-statements.

**Robust, Performance-Based Transportation Investments**

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

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

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

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

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

**CMAP supports legislative initiatives that encourage a commitment by transportation implementing agencies to use transparent, performance-based capital programming.**
Innovative Tools for Transportation Investment

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

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

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

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

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

State Tax Policy

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

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

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

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

Transparency and Accountability

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

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

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

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

Contact

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

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

To: CMAP Board

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: January 7, 2015

Re: FY 2016 UWP Process

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

The Metropolitan Planning Organization (MPO) has the primary responsibility for preparing the UWP for its metropolitan area. The federal guidelines state that all planning and implementing agencies must be an integral part of the planning process and participate in the development of the UWP. In the CMAP region, the UWP Committee serves as the project selection body for this process. The committee is chaired by IDOT, who votes in case of a tie. The membership is comprised of a representative from each of the transit service boards (CTA, Metra and Pace), the City of Chicago, RTA, CMAP, a representative from the counties, and a mayor representing the Council of Mayors. In addition, non-voting members are representatives from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Illinois Environmental Protection Agency (IEPA). The UWP Committee establishes program priorities and selects core and competitive proposals. Final selections are approved by the Transportation Committee and then forwarded to the Regional Coordinating Committee, CMAP Board and the MPO Policy Committee for approval.

The UWP Committee, with concurrence of the Transportation Committee, Regional Coordinating Committee, CMAP Board and the MPO Policy Committee, has aligned the following UWP priorities with the regional priorities described in the GO TO 2040 Plan and the 2014 update.
• **Modernization of the Public Transit System.** GO TO 2040 recommends an enhanced focus on prioritizing planning work for the modernization of the existing transit system. Actions include work on coordinating services and fares, including pursuit of a universal fare payment system, work on traveler information systems, and technological improvements including transit signal priority and ART. Project proposals, especially from the transit agencies, should feature these elements as a primary component.

• **Financial Planning Including Innovative Financing Strategies.** GO TO 2040 also stresses an array of recommendations related to transportation finance, including improved financial planning. Actions include strengthening transit financial oversight, planning for efficiencies that reduce transit operating costs, the identification of funding sources for CREATE, and continued planning/policy work on other important issues of fiscal policy to improve the transportation system.

• **Improving Decision-Making Models and Evaluation Criteria for Project Selection.** GO TO 2040 also emphasizes improving decision-making processes for transportation projects, as well as the overarching importance of prioritization for making investments given constrained funding. This includes constructing improved models for answering the most pressing questions about major projects and designing appropriate and regionally-vetted evaluation criteria for judging projects.

• **Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, Including Supportive Land Use.** The continuation of near-term work to further GO TO 2040’s short list of fiscally constrained major capital projects is also a high priority. Potential work includes planning for the inclusion of transit components as part of major highway projects, advancing recommended transit projects through the New Starts program or other discretionary funding programs, and planning for supportive land use around transportation, including active technical assistance to local governments.

• **Local Technical Assistance and the Formation of Collaborative Planning Efforts.** A major emphasis area of GO TO 2040 is providing targeted technical assistance to local governments, information sharing, and formal planning efforts that focus on transportation and other interconnected issues of livability.

The FY 2016 UWP process will be as follows:

• The Call for Projects will be made in January and will include both the Core and the Competitive proposals.

• The Core and the Competitive proposals will be presented to the Committee. The Committee will score the Competitive proposals as in years past, based upon the alignment with the regional priorities listed above.

• CMAP staff will conduct an in-depth proposal review and develop a proposed program for the UWP Committee’s consideration. The proposed program will incorporate the Committee’s rankings of the Competitive proposals.

• The UWP Committee will consider CMAP’s analysis, the Committee’s ranking of Competitive proposals, and approve the FY 16 UWP program in March.
The schedule for the development and approval of the FY 2016 UWP process is as follows:

**Development of Program Priorities and Selection Process**

<table>
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<th><strong>UWP Meeting</strong></th>
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**Call for Proposals**

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**Proposal presentations**

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<td>UWP Committee members rank proposals</td>
<td>Due to CMAP February 20, 2015</td>
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<tr>
<td>CMAP prepares committee ranked proposals with funding allocation</td>
<td>February 26, 2015</td>
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<tr>
<td><strong>UWP Meeting</strong> - Adopt FY 2016 Program</td>
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**Committee Approval**

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<tr>
<td><strong>Regional Coordinating Committee</strong> approves of FY 2016 UWP to CMAP Board</td>
<td>June 10, 2015</td>
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<tr>
<td><strong>CMAP Board</strong> considers approval of proposed FY 2016 UWP</td>
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<tr>
<td><strong>MPO Policy Committee</strong> considers approval of proposed FY 2016 UWP</td>
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<td>UWP Document Released</td>
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**ACTION REQUESTED:** Information

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| Detailed Description: (what is to be added, deleted, or modified): |

| Rationale for Change: |

| Other Agencies Affected by Change: |

| Other Systems Affected by Change: |

| Link to Web-Based Architecture Entry for this Component: |

| Additional Comments |

Northeastern Illinois Regional ITS Architecture Change Request Form 9-19-2014
<table>
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<th>Advanced Technology Task Force</th>
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<tr>
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<td>Decision: (Accept, Reject, More information):</td>
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<td>Comments:</td>
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Northeastern Illinois Regional ITS Architecture Maintenance Plan

Draft
November 2014
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Introduction

According to the Federal Highway Administration (FHWA) Final Rule on Intelligent Transportation Systems’ (ITS) Architecture and Standards, “the agencies and other stakeholders participating in the development of the regional ITS architecture shall develop and implement procedures and responsibilities for maintaining it, as needs evolve within the region.”

The Northeastern Illinois ITS Architecture Maintenance Plan was last revised in 2007 and, while the plan has not changed significantly, it has been updated to reflect current practices. The goal of this process is to provide a straightforward, better understood process for architecture use and maintenance, one that regional ITS stakeholders can follow to improve their ITS projects and to encourage regional integration and cooperation in project deployment and operations.

Maintenance Responsibility

The Chicago Metropolitan Agency for Planning (CMAP), as staff to the MPO of Northeastern Illinois, has primary responsibility for maintaining the ITS Architecture. This task cannot be accomplished without the input of the region’s ITS implementers. To accomplish this, CMAP also hosts and staffs the region’s Advanced Technology Task Force (ATTF), whose members provide input and review of changes to the region’s ITS Architecture. The Task Force is co-chaired by the Chicago Department of Transportation and the Regional Transportation Authority. Members include IDOT, Illinois Tollway, CTA, Metra, Pace, the counties and UIC. The group is also open to the participation of other interested attendees and audience members participate freely to share information.

Maintenance Frequency

CMAP intends to maintain the regional Architecture continuously, with updates and revisions being made as they are identified. We have fallen short of this objective, but will redouble our efforts to meet with ATTF quarterly so we can meet this goal.

Maintenance Items

The region’s ITS Architecture is maintained in a Turbo Architecture® database, with an associated user-friendly web-based presentation of the information. These items will be maintained as part of the maintenance plan:

- Description of the Region – The Architecture focuses on the CMAP area. It does not change frequently.
• List of Stakeholders – Most often, stakeholders have changed to reflect name changes, for example from Highway Department to Division of Transportation.

• List of ITS Elements (inventory) – The list of elements is comprehensive, but implementation of some projects may result in a revised element description or a new element. In CMAP’s architecture development, we add a project to reflect the element being developed, and an element to describe the finished product of the project. For example, a project may describe equipping vehicles with AVL technology and purchasing a fleet management system for the operations center. Consequently, the description of vehicles will be changed to reflect that they are AVL equipped, and a new element called Agency X Fleet Management System will also be added.

• Interfaces between Elements (interconnects and information flows) – This is the most difficult item to establish and maintain. Interfaces are included in the architecture, and many times they have been included based on likely interfaces presented by the Turbo Architecture® software. These will be refined as needed when a project or element is subject to the scrutiny arising from project development.

• Project Descriptions – In the past, projects were described in a separate document. Project information is now being housed in the architecture database. Often, a project may be entered to reflect an agency expanding a capability it already has. For example, an agency may operate a type of field equipment at one location. If a project to expand that type of equipment at another location is being planned, a project will be added to reflect that in the Architecture. This will not result in new ITS elements, because the field and center information already existed in the inventory.

• Project Sequencing – Project sequencing is addressed in a general way, with each project classified as a short-term (1-5 years), mid-term (5-10 years) or long-term (10-15 years) project.

• System Functional Requirements – The National Architecture, as reflected in Turbo Architecture®, provides guidance and the ability to select functional requirements.

• Operational Concept - The concept of operations is included in the Turbo Architecture® database.

• List of Agreements – Identifying existing agreements and potential future agreements continues.

• Applicable ITS Standards – The Turbo Architecture® database associates applicable ITS standards with projects based on how the projects are defined.

• Web-based ITS Architecture Presentation – The new Turbo Architecture® makes keeping up the web based presentation simple through its ability to export the desired information in a format that can be directly added to the agency website.
The required Maintenance Plan will also be updated to reflect maintenance procedures as they evolve.

**Summary of Change Procedure / Maintenance Steps**

The maintenance plan is based on the five ITS architecture maintenance steps identified in the FHWA’s *Regional ITS Architecture Guidance Document* (Figure 1).

**Figure 1: Process for Change Identification**

1. Identify Change
2. Evaluate Change
3. Approve Change
4. Update Baseline
5. Notify Stakeholders

**Step 1: Identify Change**

ITS Architecture changes occur primarily as a result of stakeholder changes or ITS projects being added, deleted, modified, or reprioritized. Other changes result from adjustments in regional needs or change in the National ITS Architecture. It has been most productive to focus on changes needed in response to ITS project changes. Discussion of the project changes lead to identification of new projects, items needed for the project which must be added to the stakeholder inventory, and new agreements that may be needed to support the project.

ATTF meetings provide an opportunity to identify ITS projects. Architecture Change Request Forms will be distributed electronically to all ATTF members as an attachment to meeting invitations, which ATTF members can then use to identify new regional ITS projects. At ATTF meetings, regional ITS updates by the Illinois Department of Transportation (IDOT), Illinois State Toll Highway Authority (ISTHA), Regional Transportation Authority (RTA), counties, municipalities, and other ATTF members

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should reference the architecture (using the Change Request Forms as formal submittals), when applicable. CMAP architecture staff will facilitate this process. Through this approach, the ATTF members can identify appropriate elements, user services, interconnect diagrams, standards, agreements, etc. from the architecture that may be affected – and identify potential integration opportunities.

To improve the flexibility of architecture change identification, the Change Request Form was modified to allow for attachments (e.g., spreadsheet, text document) in instances when the text areas on the form are too small or when there is a report that can be attached. This will provide a regional ITS stakeholder with more space to clarify a requested change.

**Step 2: Evaluate/Approve Change**

It is critical that the ATTF actively seek out architecture changes, provide support to regional ITS stakeholders as they incorporate the architecture into their processes, and serve as the decision makers for regional architecture changes. This group consists of members that are familiar with ITS architecture and the systems engineering process, and are highly aware of regional ITS activities. This group should meet quarterly to discuss potential changes to the architecture. Potential architecture changes could come from ATTF members or other ITS stakeholders.

The ATTF would evaluate a potential change to determine whether it constituted a minor revision and needed only ATTF approval. Such cases would include error corrections to stakeholders, projects, inventories and flows. These corrections would be approved by the ATTF and a minor version number revision to the Architecture would be made, for example from 3.0 to 3.1.

If the change is not an error correction, including new projects, new inventory items, or a significant change to an existing item that would impact its connections to other agency items, the change will be approved by the CMAP Policy Committee and receive a major version number change, for example from 3.1 to 4.0.

**Step 3: Update Baseline**

The baseline regional architecture consists of the Turbo Architecture® database, and the regional ITS architecture website. To implement approved changes, CMAP staff assigned to carry out this work has been trained for Turbo Architecture® using FHWA free Turbo training workshops. Any approved changes to the baseline architecture should be documented.

When the Turbo Architecture® database is updated, a new web-based presentation will be generated and posted on the CMAP website.
Step 4: Notify Stakeholders

Once an architecture change has been identified, evaluated, and implemented, it is important that both the requesting agency and other regional ITS stakeholders be made aware of the change. Some reasons this is important are:

- The requesting agency may be relying on Highway Trust Fund dollars to support implementation of the project, which requires inclusion in the regional architecture.
- The change may affect other related projects or ITS architectures.
- Alerting regional ITS stakeholders about architecture changes will encourage them to use the architecture and participate in its maintenance process.

Changes will be summarized by the ATTF and distributed via email, posted on the architecture website, and/or discussed at quarterly ATTF meetings.

In addition, requested architecture changes that are not approved should also be relayed back to the requesting agency. This notification should provide an explanation (e.g., the ITS project is already included in the regional architecture) and the opportunity for the agency to clarify or resubmit its request.

Conclusion

For the Northeastern Illinois Regional ITS Architecture to fulfill its potential as an ITS planning and deployment tool, regional stakeholders must be aware of it, understand its purpose, and know how to use it. The current architecture Maintenance Plan provides a strong starting point for reaching these goals, and the process outlined in this document should provide CMAP with the steps necessary to maximize the utility of the Northeastern Illinois Regional ITS Architecture. The goal of these steps is to make the architecture a "living" document, one that regional ITS stakeholders can feel comfortable using.
Northeastern Illinois ITS Architecture v.3.0
Summary
Draft
November 2014
Introduction

The Northeastern Illinois Regional Intelligent Transportation Systems (ITS) Architecture is a roadmap for transportation systems integration for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, Will and a portion of Grundy County over the next 15 years. The Architecture has been developed through a cooperative effort by the region's transportation agencies, covering all modes and all roads in the region. The Architecture represents a shared vision of how each agency's systems will work together in the future, sharing information and resources to provide a safer, more efficient, and more effective transportation system for travelers in the region.

The Architecture is an important tool that will be used by:

- Operating agencies to recognize and plan for transportation integration opportunities in the region.
- Planning agencies to better reflect integration opportunities and operational needs into the transportation planning process.
- Other organizations and individuals that use the transportation system in the Northeastern Illinois region.

The Architecture provides an overarching framework that spans all of these organizations and individual transportation projects. Using the Architecture, each transportation project can be viewed as an element of the overall transportation system, providing visibility into the relationship between individual transportation projects and ways to cost-effectively build an integrated intelligent transportation system over time.

Relationship to Other Architectures

The Architecture was developed in cooperation with the Illinois Department of Transportation (IDOT) and recognizes linkages to the Illinois Statewide ITS Architecture. The Architecture also supports information flows from the states of Wisconsin, Indiana, and Michigan who maintain their own Statewide ITS Architectures. Within the region, DuPage County has adopted the DuPage County Transportation Coordination Initiative, and the Regional Transportation Authority has adopted the Regional Transit Intelligent Transportation Systems Plan - both subregional ITS architectures whose activities are also supported and included within the Regional ITS Architecture.

Background

In 2001, the U.S. Department of Transportation (U.S. DOT) published the Federal Highway Administration (FHWA) Final Rule and Federal Transit Administration (FTA) Policy which implement section 5206(e) of the Transportation Equity Act for the 21st Century (TEA-21). The rule set out the requirement that regions who were implementing ITS projects must develop an ITS Architecture by April 2005.
Fortunately, the Chicago metropolitan area understood early on the value of a plan to guide the development of the region’s intelligent transportation systems. In 1999, the Strategic Early Deployment Plan (SEDP) identified the need for a Regional ITS Architecture. A preliminary, high level Architecture of key regional systems was prepared through the Gary-Chicago-Milwaukee Corridor Multi-Modal Traveler Information System (GCM/MMTIS) and is described in the SEDP and in GCM documentation.

In July of 2000, IDOT and Chicago Area Transportation Study (CATS), now known as the Chicago Metropolitan Agency for Planning (CMAP), sponsored a regional Tier 1 Architecture workshop to continue the development of the preliminary regional architecture. This one-day workshop gathered local transportation stakeholders and introduced the basic steps and concepts necessary to continue the development of a Regional ITS Architecture. In March of 2001, the Tier II Architecture workshop was held which incorporated the information from GCM and SEDP documentation, and stakeholder input into the first Turbo Architecture © based Regional ITS Architecture for northeastern Illinois – well in advance of the deadline set out by U.S. DOT for this task. The resulting 2002 Regional ITS Architecture v1.0 was found to be consistent with the National ITS Architecture by the FHWA and FTA in June of 2003.

In 2007, another major update to the base Regional ITS Architecture was undertaken. Over a period of two days, half-day stakeholder meetings were held with groups of stakeholders from the region’s agencies representing:

- Emergency Management and Security Functions
- Arterial Management Functions
- Expressway Management Functions
- Transit Management Functions

The stakeholders had a chance to review information included in the northeastern Illinois Regional ITS Architecture v1.0 and participate in discussions guided by consultants regarding ITS activities. In addition to stakeholder input, ITS documents from a variety of agencies were reviewed with information incorporated into the revised Regional ITS Architecture. The results of the document review and outreach produced the northeastern Illinois Regional ITS Architecture v2.0, adopted in early 2008.

On July 6, 2012, President Obama signed into law a new transportation bill P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). That bill retained funding for research in the area of Intelligent Transportation systems, and reiterated the requirement that ITS projects carried out with funding from the Highway Trust Fund must conform to the appropriate regional ITS Architecture.

**National ITS Architecture and Turbo Architecture © Versions**

The National ITS Architecture has been updated to version 7. The Turbo Architecture © database software has been updated to maintain consistency with the National ITS Architecture, and also skipping from version name 5.0 to version name 7.0 to maintain naming consistency with the National Architecture version name. Before updating the information contained within the database, the
2007/2008 northeastern Illinois ITS Architecture was updated from Turbo Architecture © 4.0 to Turbo Architecture © 7.0. This update resulted in a Regional ITS Architecture that is consistent with the current National ITS Architecture v7, which defines the functions that are required for ITS, the physical systems which supply them, and the information exchanges that connect the physical subsystems together into an integrated system.

**Regional ITS Architecture Information Update**

At the conclusion of the 2008 update, CMAP adopted a maintenance plan that called for a more continuous rather than periodic maintenance process based on information collected at regular meetings of the ATTF. The maintenance tasks could be either supported by consultants, as all updates had been in the past, or staff could take advantage of training provided by FHWA and develop the skills to maintain the ITS Architecture in-house. In the years that followed, CMAP staff availed themselves of this training. Time passed, however, and the continuous update model was not followed. In addition to the passing of time triggering the need for an update, the region approved its first regional comprehensive plan, GO TO 2040, which included a number of projects, action areas, and policies which are highly dependent on the region’s ITS infrastructure and which were not reflected in the Regional ITS Architecture. Therefore, in spring 2013 CMAP began an outreach process with the Advanced Technology Taskforce (ATTF) members to collect information on desired Architecture revisions.

Information collection took place during interviews with stakeholder agencies, with two rounds of interviews being held. The first round of interviews took place in early 2013. The meetings were scheduled with individual ATTF members, who were free to invite additional participants who could add information to the conversation. CMAP traveled to the agency location, and in most cases the meetings were attended by multiple agency representatives. Prior to the meetings, CMAP staff developed review material consisting of reports generated from the Regional ITS Architecture for reference during the interviews. The material presented the current inventory items by stakeholder, project Architectures, and agreements listing. CMAP staff took notes during the wide-ranging conversation, focusing on Architecture items that should be changed or added.

**Spring 2013 in-person meetings:**

<table>
<thead>
<tr>
<th>County Highway/Transportation Departments</th>
<th>Statewide Agencies</th>
<th>Transit Operators</th>
<th>Municipalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cook 2-14-2013</td>
<td>Illinois Tollway 1-28-2013</td>
<td>CTA 2-13-2013</td>
<td>City of Chicago 1-17-2013</td>
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<tr>
<td>Kane 1-30-2013</td>
<td>CVO Staff 2-4-2013</td>
<td>Metra 2-19-2013, 3-5-2013</td>
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<tr>
<td>Lake 2-11-2013</td>
<td>District 1 1-16-2013</td>
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<tr>
<td>Will 4-11-2013</td>
<td>RTA 1-31-2013</td>
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</tr>
<tr>
<td>McHenry – none</td>
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Once the initial interviews were completed, draft changes were added to the Architecture. This included changes indicated by the GO TO 2040 projects, action areas, and policies. In 2014, CMAP held a second round of meetings with transportation stakeholders. For this round, a draft web-based Architecture was generated using the Turbo Architecture © database, as well as the summary documents of inventory, projects and agreements. These included the draft changes collected from the information collected in 2013. Except for CTA, these meetings were held via conference calls instead of in person. CTA had a staff change since the previous meeting and it was felt to be appropriate to again meet in person with the new CTA Chief Information Officer at the CTA offices.

**Spring 2014 calls:**

<table>
<thead>
<tr>
<th>County Highway/Transportation Departments</th>
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<th>Transit Operators</th>
<th>Municipalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cook 5-14-2014</td>
<td>Illinois Tollway 5-2-2014</td>
<td>CTA 5-21-2014</td>
<td>City of Chicago 4-30-2014</td>
</tr>
<tr>
<td>DuPage 5-1-2014</td>
<td>IDOT: ITS Office 5-5-2014</td>
<td>Pace 5-6-2014</td>
<td>City of Naperville 5-23-2014</td>
</tr>
<tr>
<td>Kane 4-24-2014</td>
<td>CVO 4-24-2014</td>
<td>Metra 5-6-2014</td>
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<td>Lake 4-30-2014</td>
<td>District 1 5-5-2014</td>
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<tr>
<td>Will 5-5-2014</td>
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Meetings with police and emergency responders were not undertaken. Each of the ATTF agencies maintains a cooperative relationship with appropriate law enforcement and emergency response agencies. We relied on the ATTF members to comment on coordination activities underway with police and emergency response staff.

At the conclusion of the meetings and calls with the key stakeholders, all information was added to the revised Turbo Architecture© Database, exported to a revised web-based presentation, and the process documented in this Regional ITS Architecture v.3.

**Maintenance Plan Update**

CMAP is responsible for maintaining the Northeastern Illinois Regional ITS Architecture. While CMAP assumes responsibility for maintenance, a group of core stakeholders act as an “institutional framework” to provide information and to review proposed changes to the Architecture. The Regional ITS Architecture is a consensus framework for integrating ITS systems in the region. The “institutional framework” is the Advanced Technology Task Force.

The maintenance plan adopted in 2008 made a number of recommended steps:
• Identify Change – focus on ITS projects; take advantage of the ATTF to facilitate the use and maintenance of the Regional Architecture; update the Change Request Form.
• Evaluate/Approve Change – rekindle the ATTF Architecture subgroup to play a more active role in Architecture maintenance.
• Update Baseline – training or outside support should be provided to facilitate Architecture maintenance.
• Notify Stakeholders – approved Architecture changes should be distributed to regional ITS stakeholders to keep them updated and to encourage use of the Architecture.

CMAP has included these recommended steps in the updated maintenance plan except for the identification of an ATTF ITS Architecture subgroup. There was little appetite for the development of an additional group. As a result, the revised plan reflects that ATTF as a whole serves this purpose.

The updated maintenance plan also goes into more detail about the Architecture approval process and versioning. The main clarification is that minor error corrections or changes are only approved by the ATTF, and will be treated as minor version changes (e.g. 3.0 changes to 3.1). Substantial changes to the Architecture would initiate a new version number (e.g. 3.0 changes to 4.0), and would require approval by the CMAP Policy Committee.

The Regional ITS Architecture V3 Maintenance Plan was recommended for approval by the Advanced Technology Task Force on September 19, 2014.

Status Categories
Throughout the Regional Architecture, inventory, services, interfaces, agreements, and projects are assigned a status of existing, planned, or potential.

An item is planned if the region has invested some efforts or funds on the item and intends to implement it at some point. For example, a traffic management center where a planning study has occurred but which none of the further work to implement it has taken place is defined as planned. An item may still be defined as planned when there is a demonstration project or a small amount of the system in place.

An item is existing if the item is in place and operating. The item does not have to be in place systemwide or for all stakeholders. For items which are partially in place, the boundary between whether it is planned or existing is fuzzy. How much should be in place to qualify as existing? The decision to categorize as planned or existing was determined based on the stakeholder conversation.

An item is potential if the region believes it is valuable and will likely come into existence one day, but nothing has been invested in developing it yet.
**Stakeholder Update**

Stakeholder coordination and involvement are key elements for developing a Regional ITS Architecture. The stakeholders have been identified and described with enough detail that a project developer can understand who the stakeholders are and what activities they are responsible for. The web-based presentation conveniently provides a list of elements associated with the stakeholder directly from the stakeholder list. The stakeholders represent a mix of specific agencies or organizations and generic names used to represent groups of stakeholders. Examples of specific agency or organizations are Metra and the Illinois Tollway. An example of a generic stakeholder group name is Municipalities/Townships, which represents any of the municipalities in the region that have ITS elements.

Updates to the stakeholder list for V3 were mainly based on agency name changes.

- Will County Highway Department became the Will County Division of Transportation.
- Cook County Highway Department became the Cook County Division of Transportation and Highways.
- The Illinois State Toll Highway Authority has not changed its official name, but is now referred to as the Illinois Tollway.
- A new “PPP partner” (public-private partnership, private entity) was added to represent a number of private partners associated with the region’s system operators through agreements.

**Web-Based Presentation Stakeholder List**

**Inventory**

The inventory, viewable either by stakeholder or entity, provides a list of the ITS systems and equipment in the region along with some statewide elements and even some elements of adjoining states (Indiana and Wisconsin). The majority of elements in the inventory represent a specific existing or planned system. Examples of specific systems are the IDOT District 1 CommCenter and the Chicago Transit Authority Control Center.

Some elements represent sets of devices, rather than a single specific system or device. An example of this type of element is the element “City of Chicago Office of Emergency Management and Communications (OEMC) Field Equipment.” This element represents all of the traffic signals, traffic detectors, Closed Circuit Television (CCTV), Dynamic Message Signs (DMS) and Highway Advisory Radio (HAR) that are or will be operated by the City of Chicago OEMC. The element describes the type of devices, not the specific numbers of devices. For example, the element calls out DMS, but does not say how many there are, or their precise location.

A third type of element in the inventory is a “generic” element that represents all of the systems of a certain type in the region. An example of this type of element is the Municipal Public Safety Dispatch, which represents the many municipal public safety answering points (PSAPs) in the region. There are
over 100 PSAPs in the region. Including these systems using a single element helps keep the
Architecture from growing too large.

Each inventory element includes a link to the associated stakeholder, a description of the functionality
the item is intended to provide, a context diagram presenting interfaces to all other inventory elements,
and individual flow diagrams for interfaces to other elements. The individual flow information defines
the flows and also links to the applicable ITS standards.

Some highlights of changes to the inventory include:

- Addition of potential IDOT toll collection and management systems to support congestion
  pricing.
- Addition of potential CMAP regional parking management systems to support management of
  parking supply using pricing. This is a recommendation of GO TO 2040. Ultimately, these
  elements will likely belong to another stakeholder but that stakeholder has not yet been
  identified.
- Addition of potential CMAP regional vehicle miles traveled (VMT) monitoring equipment to
  support conversion to VMT pricing. Considering VMT pricing to replace the motor fuel tax is a
  recommendation of GO TO 2040. Ultimately, these elements will likely belong to another
  stakeholder but that stakeholder has not yet been identified.
- Addition of planned Metra Positive Train Control System (PTC), which will be implemented as
  required.
- Addition of PPP contactless fare equipment, card vending machines and fare management
  systems to represent the Ventra system. This is equipment owned by the private partner in a
  public-private partnership.

Web-based Inventory Presentation

Needs and Services

The transportation needs for the region are defined as part of the transportation planning process. GO
TO 2040, the region’s comprehensive plan, emphasized maintaining and modernizing the system,
implementing projects with ITS based operations strategies, and monitoring performance. The goal is to
accommodate the transportation needs created by significant regional economic and population
growth, while increasing the share of trips using public transportation and having a positive impact on
traffic congestion. The Regional Mobility component of the plan includes recommendations for
concrete activities which contribute to achieving this goal. They are presented within three categories:
Invest Strategically in Transportation, Major Capital Projects, Increase Commitment to Public Transit,
and Create a More Efficient Freight network.

Service packages in the Regional ITS Architecture provide the ability to implement systems to address
the identified transportation needs. Each service package includes a definition of what service it
provides and includes links to the inventory items which are associated with the service package.
Invest Strategically in Transportation

GO TO 2040 recommends modernizing the system through investments in ITS, replacing the motor fuel tax with something that could be VMT pricing, implementing congestion pricing, and implementing parking pricing.

Examples of service packages that support these goals are:

- Network Surveillance
- Traffic Signal Control
- Regional Traffic Management
- Traffic Incident Management
- Electronic Toll Collection
- Regional Parking Management
- Traffic Metering
- Lane Management

Major Capital Projects

GO TO 2040 recommends implementing a group of major capital projects. Some of the new major capital projects are recommended to include managed lanes. While not specifically mentioned, all new major capital projects will include significant ITS components.

Example service packages that support the major capital projects are:

- Electronic Toll Collection
- Variable Speed Limits
- Dynamic Lane Management and Shoulder Use
- Dynamic Roadway Warning
- VMT Road User Payment
- Transportation Decision Support and Demand Management

Increase Commitment to Public Transit

GO TO 2040 recommends modernizing the system using technological improvements to improve passenger experience and information, and to make it operate more efficiently. This includes implementing transit signal priority and bus rapid transit services.

Example service packages that support these goals are:

- Transit Vehicle Tracking
- Transit Fixed Route Operations
- Demand Response Transit Operations
- Transit Fare Collection Management
- Transit Security
- Transit Fleet Management
- Transit Traveler Information
- Transit Signal Priority

Create a More Efficient Freight Network

GO TO 2040 recommends supporting regional trucking improvements and reducing at-grade highway rail crossing delay.

Example service packages that support these goals are:

- Advanced Railroad Grade Crossing
- Weigh in Motion
Operational Concept
An operational concept documents each stakeholder’s current and future roles and responsibilities in the operation of the regional ITS systems. The operational concept documents these roles and responsibilities across a range of transportation services. Agency responsibilities in the following areas have been defined.

- Archived Data Systems
- Electronic Toll Collection
- Emergency Management
- Freeway Management
- Incident Management
- Maintenance and Construction
- Parking Management
- Road User Payment
- Surface Street Management
- Transit Services
- Traveler Information

Web-based Presentation Concept of Operations

Interfaces and Information Exchanges
While it is important to identify the various systems and stakeholders as part of a Regional ITS Architecture, a primary purpose of the Architecture is to identify the connectivity between transportation systems in the region and where appropriate, outside the region. How these systems interface with each other is an integral part of the overall Architecture. These interactions are referred to as interfaces, and are listed in the web-based presentation. The elements are listed alphabetically in the column on the left, and each entry in the Interfacing Element column on the right is a link to more detailed information about the particular interface.

There are 312 different elements identified as part of the Northeastern Illinois Regional ITS Architecture. These elements include city, county and state traffic operations centers, transit centers, transit vehicles, public safety dispatch centers, media outlets, and others—essentially all of the existing and planned physical components that contribute to the regional intelligent transportation system. Interfaces have been defined for each element in the Architecture. For example, the IDOT District 1 Traffic Systems Center (TSC) has existing or planned interfaces with many other elements in the region ranging from field equipment to transit centers. Some of the interfaces are far less complex. For example, the City of Chicago Skyway Roadside Equipment has interfaces with only two other elements in the Architecture.
Architecture flows between the elements define specific information that is exchanged by the elements. Each Architecture flow has a direction, name and definition. Most of the Architecture flows match ones from the National ITS Architecture (the mapping of elements to National ITS Architecture entities allowed the developers to match the Architecture flows to the appropriate interfaces). In some cases, new user defined flows have been created for interfaces or connectivities that are not expressed in the National ITS Architecture. These Architecture flows define the interface requirements between the various elements in the Regional Architecture.

Web-based Presentation Interfaces and Information Exchange

Functional Requirements
Functional requirements are a description of the functions or activities that are currently performed by the ITS elements or that are planned to be performed in the future. The information describes what the systems are supposed to do. The Northeastern Illinois Regional ITS Architecture functions were developed using the functional assignments underlying the National ITS Architecture and the mapping from transportation services to elements. The functions are easily understood, and are presented as a list of “shall” statements.

Web-based Presentation Functional Requirements

Regional Projects and Project Sequencing
One focus of this update was to collect more information about ongoing projects. Because of this, the project list changed more than anything else in the Architecture.

The projects listed in the Architecture provide a way to learn about specific ITS development activities. The northeastern Illinois Regional ITS Architecture views the project entry as reflective of the process which takes place to:

- Expand an existing inventory
  
  For example, an agency may have traffic surveillance equipment on parts of its system. The inventory items will reflect that the agency owns such equipment. If the equipment is being expanded onto another roadway, a project is included to reflect the expansion on that roadway.

- Develop a new inventory item
  
  An agency may begin the process to develop a truck parking information system. A project will then be added that reflects the activity of building a truck parking system, while the inventory will be updated to reflect the existence of a planned truck parking system belonging to the agency.

- Link the inventory items in a new way to achieve a goal
The work to develop the links between inventory items is reflected as a project. For example, the region has 911 call centers, and the region has traffic management centers. The region has identified the flow of incident information to traffic management centers as an important goal. A project has been added that reflects the activity of establishing communication between those systems.

A number of projects have been added with CMAP as the primary stakeholder in response to GO TO 2040 implementation. These are: CMAP Congestion Pricing, CMAP Dedicated and Managed Truckways, CMAP Parking Management, CMAP Unified Oversize/Overweight Permit System and CMAP VMT Pricing. While it is unlikely that CMAP will ultimately be the primary stakeholder, the ITS projects needed to support the region’s long range goals should be included in the ITS Architecture.

Two projects have also been added under the flag of the Regional Transportation Operations Coalition (RTOC), an operations group sponsored by CMAP. These are the RTOC Integration of Centers and RTOC PSAP Integration projects. In this case, RTOC is not an individual agency but a cooperative group representing the region’s transportation system operators. These two activities have risen to the top of the list as this group’s regional priorities. A number of agencies are already working on this activity (Kane County, Lake County, Will County, IDOT, Illinois Tollway and CDOT), but as other unlisted agencies begin work on this activity, the Regional ITS Architecture acknowledges that it is a known priority.

Other projects have had minor changes to descriptions or names and are not included in the table of new projects. One notable project was eliminated, Illinois Statewide 511 System, because it was identified as no longer planned or even potential.

Project sequencing is addressed in general terms. Projects are defined as short-term (0-5 years), mid-term (5-10 years), and long-term projects (10-15 years).

The following lists new projects added to the Architecture during this update.

**Project Name**
- CDOT Adaptive Signal Control - Columbus Drive
- CDOT Adaptive Signal Control - Irving Park Road
- CDOT Bus Rapid Transit System
- CDOT Divvy Bike Share
- CDOT Transit Signal Priority
- CMAP Congestion Pricing
- CMAP Dedicated and Managed Truckways
- CMAP Parking Management
- CMAP Unified Oversize/Overweight Permit System
- CMAP VMT Pricing
- Cook County Central Signal Control
- Cook County Department of Transportation and Highways Fleet AVL
- Cook County Lake-Cook Traffic Management
- Cook County Signal Interconnects
Cook-DuPage Smart Corridors
CTA Rail Station Audio Announcement Upgrade
CTA 4G Communications Network
CTA Bus Fuel Management System
CTA Bus Radio Communications Replacement and Upgrade
CTA Bus Rapid Transit
CTA Facility Access Security System
CTA Infrastructure Surveillance (Bus and Yard)
CTA Infrastructure Surveillance (Subway Tunnels)
CTA Network Operations Center (NOC)
CTA Platform Personal Security
CTA Rail Line of Site Monitors
CTA Station Master Project
CTA Subway CCTV Station Portal Security
CTA Transit Signal Priority Corridors
CTA Video Retrieval, Archiving and Review System
DuPage County Centralized Traffic Signal Control
DuPage County Dynamic Alternate Route System
DuPage County Field Device Expansion
DuPage County Gateway Integration
DuPage County Highway-Rail Information System
DuPage County ITS Hub
DuPage County Multi-Jurisdictional Communications Channel Integration
DuPage County Signal Interconnects
DuPage County Traffic Management Center
DuPage County Video Management System
IDOT Arterial Construction Closure Application Website
IDOT Expressway Construction Closure System
IDOT Highway Advisory Radio System Coordination
IDOT I-290 ITS Elements
IDOT I-55 Managed Lane
IDOT I-80 Traffic Data Collection
IDOT Joliet Remote Bridge Operations System
IDOT Predictive Travel Time Development
IDOT Regional Communications Backbone
IDOT Signal Interconnects
IDOT Smart Highway I-94 /US 41
IDOT Suburban Chicago ATMS – Centralized Traffic Control
IDOT Truck Parking System
Illinois Tollway DMS Expansion
Illinois Tollway Elgin O’Hare / Western Access ITS Infrastructure
Illinois Tollway Fleet Automatic Vehicle Location
Illinois Tollway Freight Efficiency Improvements
Illinois Tollway I-57/I-294 Interchange ITS Elements
Illinois Tollway I-90 Smart Corridor
Illinois Tollway Lane 0 Management
Illinois Tollway Ramp Queue Detection
Illinois Tollway Portable Queue Detection
Illinois Tollway Real Time Performance Measurement
Illinois Tollway Road Weather Information System Enhancement
Illinois Tollway Systemwide All Electronic Tolling
Illinois Tollway Time of Day Shoulder Running Demo
Illinois Tollway Vehicle Detection System Expansion
Kane County Randall Road Adaptive Signal Control
Kane County Randall Road Safety Improvements
Kane County Signal Interconnects / ATMS Integration
Kane County Stearns Road ITS Corridor
Lake County Adaptive Signal Control
Lake Count Asset Management System – Signs
Lake County Countywide Bluetooth Traffic Monitoring
Lake County Permanent Count Stations
Lake County PSAP Coordination
Lake County Signal Interconnects
Lake County Smart Street Lighting
Metra Automatic Passenger Count System
Metra Contactless Electronic Fare Collection
Metra Downtown CCTV Expansion
Metra Fiber Communications Backbone
Metra Mobile Electronic Ticketing
Metra Positive Train Control
Metra Ticket Vending Machine Expansion
Metra Visual Information Display Expansion
Metra Wi-Fi Service
Naperville Coordinated Traffic Signal Network
Naperville Washington Street Adaptive Signal Control
Pace Bus on Shoulders
Pace Call and Ride
Pace Paratransit Management System
Pace Queue Jump
Pace Real Time Transit Information Expansion
Pace Seat Broker Program
Pace TSP and ART Improvements
Rail Freight Positive Train Control
RTA Goroo Real Time /Predictive Trip Planner
Regional Transportation Operations Coalition Integration of Centers
Regional Transportation Operations Coalition PSAP Integration
Will County Department of Transportation Vehicle Fleet Management

Reasonable attempts were made to ensure that the project Architecture components (inventory, service packages, and data flows) made sense. However, we acknowledge these items will undergo closer scrutiny and require refinement as projects get underway. We expect that corrections to the project Architectures will be made as they are identified during project development.

Web-based Presentation Complete Projects Listing

Agreements
There are several types of arrangements associated with the interfaces included with the projects discussed previously. Data exchanges between systems require agreements on the transmission protocol and data formats to ensure compatibility. Coordinating field device operations owned by different agencies requires defined procedures for submitting message requests and rules governing when such requests can be honored. Such coordination can be accomplished either with handshake agreements or formal written instruments. Sharing control of field devices operated by different agencies involves more liability issues, which requires more formal agreements. Coordinated incident response may also require formal agreements, but also requires group training of personnel from various agencies. While all interfaces involve agreements for data compatibility, agreements for procedures and operations as well as training can also be critical elements to optimizing the benefits of the Architecture.

Web-based Presentation Agreements Listing

Standards
ITS standards establish a common way in which devices connect and communicate with one another. This allows transportation agencies to implement systems that cost-effectively exchange data and accommodate equipment replacement, system upgrades, and system expansion. Standards benefit the traveling public by providing products that will function consistently and reliably throughout the region. ITS standards contribute to a safer and more efficient transportation system, facilitate regional interoperability, and promote an innovative and competitive market for transportation products and services.

Standards are developed by a number of standards development organizations:

- American Association of State Highway and Transportation Officials (AASHTO)
- American National Standards Institute (ANSI)
- American Society for Testing and Materials (ASTM)
- Electronic Industries Alliance/Consumer Electronic Association (EIA/CEA)
Use of ITS standards is very important to project development in the northeastern Illinois region. These standards apply to many areas including center-to-center, center-to-roadside, center-to-vehicle/traveler, roadside-to-roadside, and roadside-to-vehicle. Based on the interfaces and information flows chosen for the Regional Architecture, a number of ITS standards are applicable to the region. Each information flow is associated with a standard. However, the Regional ITS Architecture does not link directly to details on the applicable standards, but simply lists the relevant standards leaving project developers to find the detailed information on their own. The USDOT Research and Innovative Technology Administration ITS Joint Program Office ITS Standards Program is a good place to start.

A specific plan for how the region will consider standards has not been developed, but the Regional Transit Signal Priority Working Group, hosted by the Regional Transportation Authority, provides a good example for how that process might be carried out. This group is working to develop standards for an interoperable system which will include bus equipment from two different transit agencies (Pace and CTA) and roadside equipment owned and operated by city, county and state transportation departments. The group is working cooperatively with all stakeholders involved to identify standards that will be used in our region for any transit signal priority projects.

Using the Regional ITS Architecture

Once a Regional ITS Architecture has been created, it is important that it be used as a key reference in the transportation planning process. This will ensure that all proposed ITS projects are consistent with the Regional ITS Architecture and additional integration opportunities are considered, leading to more efficient implementations.

The Regional ITS Architecture should also be considered for support in the ITS project development cycle. This begins with project definition, followed by procurement, leading to implementation. Information in the Regional ITS Architecture can assist in all three of these areas of project development.

Project Definition may occur at several levels of detail. Early in the planning process, a project may be defined only in terms of the transportation services it will provide, or by the major system pieces it contains. At some point prior to the beginning of implementation, the details of the project must be developed. This could include further system definition and interface definition including exactly what systems or parts of systems will make up the project, what interconnections the project entails, and
what information needs to flow across the system interconnections. Requirements definition may go through similar levels of detail, starting with a very high level description of project functions and moving toward system specifications. By identifying the portions of the Regional ITS Architecture that define the project, the Regional ITS Architecture outputs can be used to create key aspects of the project definition.

The areas that a Regional ITS Architecture can assist in project definition are:

- The identification of agency roles and responsibilities (including any interagency cooperation) that can come from the operational concept developed as part of the Regional ITS Architecture. This operational concept can either serve as a starting point for a more detailed definition, or possibly provide all the needed information.

- Requirements definition can be completely or partly defined by using the Regional ITS Architecture functional requirements applicable to the project.

- The Regional ITS Architecture includes a map to ITS standards and the project mapping to the Regional ITS Architecture can extract the applicable ITS standards for the project.

Procurement can commence once a project is defined, and funding for it is committed. This generally begins with the development of a Request for Proposal (RFP), which is the common governmental practice for initiating a contract with the private sector to implement the project.

The Regional ITS Architecture can support RFP development. First, the project definition described above forms the basis for what is being procured. Mapping the project to the Regional ITS Architecture allows bidders to have a clear understanding of the scope of the project and of the interfaces that need to be developed. The functional requirements created as part of the Regional ITS Architecture can be used to describe the functional requirements for the project. In addition, a subset of the ITS Standards identified as part of the Regional ITS Architecture development can be specified in the RFP.

Project Implementation begins once a contract is in place. Implementation moves through design, development, integration, and testing.

Because ITS projects involve systems and their interconnections, it is very important to follow a system engineering approach to designing and implementing the project. While the exact process followed is at the discretion of the local agency, the ITS Architecture and Standards Rule/Policy lay out a set of required system engineering analyses for ITS projects funded through the Highway Trust Fund.

The required systems engineering analysis steps are:

- Identification of portions of the Regional ITS Architecture being implemented (or if a Regional ITS Architecture does not exist, the applicable portions of the National ITS Architecture)
- Identification of participating agencies' roles and responsibilities
- Requirements definitions
- Analysis of alternative system configurations and technology options to meet requirements
- Procurement options
- Identification of applicable ITS standards and testing procedures
- Procedures and resources necessary for operations and management of the system

The Regional ITS Architecture can provide inputs to a number of these steps as shown in the following table

<table>
<thead>
<tr>
<th>System Engineering Requirements</th>
<th>Regional ITS Architecture output</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identification of portions of the regional ITS Architecture being implemented</td>
<td>Mapping project to the elements and interfaces of the regional ITS Architecture.</td>
</tr>
<tr>
<td>Identification of participating agencies’ roles and responsibilities</td>
<td>Use Operational Concept as a starting point.</td>
</tr>
<tr>
<td>Requirements definitions</td>
<td>Use Functional Requirements as a starting point.</td>
</tr>
<tr>
<td>Identification of applicable ITS standards and testing procedures</td>
<td>Use Regional Architecture standards outputs as a starting point for the standards definition.</td>
</tr>
</tbody>
</table>

The Regional ITS Architecture represents a detailed plan for the evolution of the ITS systems in the region and can be used to support regional transportation planning efforts and project development efforts.
MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: January 7, 2015

Re: Update on FUND 2040 campaign

In November, staff provided an update to the Board on campaign strategy development for pursuit of a regional infrastructure fund, which would support projects that implement GO TO 2040, as well as diversify and stabilize CMAP’s funding. The agency is planning a targeted legislative campaign in the 2015 spring session to create FUND 2040, to be programmed by CMAP, for transportation, water, and open space infrastructure projects in metropolitan Chicago. This memo summarizes recent campaign activity, including the campaign’s “soft” launch in November and continued coordination around coalition building and legislative activities.

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

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

Website, Fund Proposal, and Media Coverage
Following the Board presentation, CMAP initiated a “soft launch” for the campaign. This included releasing the regional infrastructure fund’s name, FUND 2040, via a website at
http://www.fund2040.org. The website features a brief overview of FUND 2040, including a link to a more detailed proposal that describes how the fund would work. The proposal provides an overview of the transportation, water, and open space projects the fund will support, as well as the project selection process and administration. An ideal FUND 2040 infrastructure project is one that meets multiple objectives and leverages additional public and/or private money. CMAP will use a robust performance-based programming process with clear, fair metrics in the selection of projects to ensure the public receives the best return for its investment. Of the money raised, CMAP will devote a small percentage to support administration of the fund and agency operations, including to match our federal transportation dollars and to provide comprehensive planning support for local governments.

Since November, the proposal has received local media coverage from Crain’s Chicago Business, the Daily Herald, Chicago Streetsblog, WBEZ, WDCB, and Chicago Magazine.

Outreach
A strong regional coalition remains essential to securing legislative support for FUND 2040. CMAP is continuing to build the coalition through one-on-one and larger group discussions. In December, CMAP convened a meeting with its external leadership team, which includes representatives from key stakeholder groups, to provide guidance on coalition building and legislative strategies. Outreach to the region’s Councils of Governments and Mayors is also underway.

ACTION REQUESTED: Discuss and provide direction to staff.

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