



Chicago Metropolitan Agency for Planning (CMA) Board

Annotated Agenda

Wednesday, January 13, 2016

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

- 1.0 **Call to Order and Introductions** 9:30 a.m.
- 2.0 **Agenda Changes and Announcements**
- 3.0 **Approval of Minutes—November 18, 2015**
ACTION REQUESTED: Approval
- 4.0 **Executive Director's Report**
- 4.1 CMAP Financial Update
 - 4.2 Plan Launch Event
 - 4.3 Local Technical Assistance (LTA) Update
 - 4.4 Other Announcements
- 5.0 **Annual Financial Report for the Year Ended June 30, 2015**
James Savio from Sikich LLP will present the annual financial report and management letter.
ACTION REQUESTED: Acceptance
- 6.0 **Procurements and Contract Approvals**
- 6.1 Contract Approval for Comprehensive Plan for Village of Brookfield
 - 6.2 Contract Approval for Assessment of Multijurisdictional Transportation Impacts of Retail Agglomerations
- 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 10, May 11, August 10 and October 12
 - *Regional Coordinating Committee* – January 13, March 9, June 8 and October 12

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 Unified Work Program (UWP)

Staff will provide an update on the process for developing the FY 2017 UWP. Several recommendations and the proposed timeline for the process are included in the attached memo.

ACTION REQUESTED: Information

9.0 Interim Products for Long-Range Plan

The next long-range plan is scheduled to be adopted in fall 2018. Staff has identified several opportunities in the interceding years for the Board and the MPO Policy Committee to formally vote to approve interim products, as described in the attached memo.

ACTION REQUESTED: Information

10.0 Federal Legislative Framework and Agenda

Staff will present the draft **2016 Federal Legislative Framework and Agenda**, and will also provide an **update** on the Fixing America's Surface Transportation (FAST) Act, focusing on the provisions that most directly affect the Chicago region.

ACTION REQUESTED: Approval

11.0 Alternative Long-Term Funding Options

CMAP's recent funding crisis and the delay in approving a State budget have clearly illustrated the vulnerability of the agency's operating funds. Following the Board's introductory discussion of this topic in November, staff has further explored alternative funding options, as described in the attached memos. Board discussion is requested.

ACTION REQUESTED: Discussion

12.0 Other Business

13.0 Next Meeting

The Board meets next on February 10, 2016.

14.0 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.

15.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

___ Gerald Bennett, Chair

___ Rita Athas

___ Frank Beal

___ Franco Coladipietro

___ Elliott Hartstein

___ Al Larson

___ Lisa Laws

___ Andrew Madigan

___ John Noak

___ Rick Reinbold

___ William Rodeghier

___ Carolyn Schofield

___ Peter Silvestri

___ Peter Skosey

___ Thomas Weisner

___ Sean McCarthy

___ Brian Oszakiewski

___ Leanne Redden



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAP) DRAFT

Board Meeting Minutes

November 18, 2015

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

Board Members Present:

Gerald Bennett, CMAP Board Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Franco Coladipietro-representing DuPage County (via tele-conference), Elliott Hartstein-representing Lake County, Al Larson-representing Northwest Cook County, Lisa Laws-representing the City of Chicago, John Noak-representing Will County, Rick Reinbold-representing South Cook County, Carolyn Schofield-representing McHenry County, Peter Silvestri-representing Cook County (via tele-conference) Peter Skosey-representing the City of Chicago, and Leanne Redden-representing the MPO Policy Committee.

Staff Present:

Joe Szabo, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, and Sherry Kane

Others Present:

Mike Albin-DMMC, Heather & Garland Armstrong-Access Living, Greg Bales-Sen. Durbin's Office, Elaine Bottomley-WCGL, Leonard Cannata-WCMC, Fred Cappeller, Bruce Carmitchel-IDOT, Bruce Christensen-Lake County Council, Jackie Forbes-Kane/ Kendall Council of Mayors, Janell Jensen-McHenry Council of Mayors, Mike Klemens-WCGL, Patrick Knapp- Kane/Kendall Council of Mayors, Aaron Maertins-Metra, Brian Pigeon-NWMC, Mark Pitstick-RTA, Andy Plummer-RTA, Vicky Smith-SW Conference, Mike Walczak-NWMC, Tammy Wierciak-WCMC, and Barbara Zubek-Southwest Conference

1.0 Call to Order and Introductions

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:33 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 minor correction was reported in the minutes of the joint meeting of the CMAP Board and MPO Policy Committee of October under Other Business related to an event hosted by MPC, and a motion to approve (with the correction) was made by Peter Skosey and seconded by Frank Beal. All in favor, the motion carried.

4.0 Executive Director's Report

Executive Director Joe Szabo reported that CMAP had reached agreement with U.S. DOT and IDOT for FHWA to make us a direct payee and had received \$2.7 million this past Monday. Szabo went on to say that conversations are underway with the Federal Transit Administration (FTA) to set up the same approach. Szabo expressed his thanks to IDOT and FHWA for the unprecedented action. CMAP Board Chair Mayor Gerald Bennett, on behalf of the Board, also thanked all who had been involved (staffs from IDOT, especially Secretary Blankenhorn, CMAP Executive Director Szabo and the FHWA) in having successfully directed federal funding directly to CMAP. Moving forward on a temporary basis, Szabo reported, it is anticipated that at some point funding would return to traditional protocol—it was a fix for all the state's MPOs. Szabo explained that this is only 80% of CMAP's traditional revenues and that the 20% match from the state is not expected until a state budget is passed. It was also reported the state is still on notice by FHWA that they are not in compliance with federal regulations.

Szabo made several other short reports. He reported that the Local Technical Assistance (LTA) program update had been included in the board materials, that the next plan launch event is scheduled for February 24 (or March 2, as an alternate date), and that Hollingsworth & Associates had been selected to facilitate a two-day executive staff strategic planning session, presently scheduled for the end of January. Szabo also reported results of a recent survey of the Board regarding priorities, gave an update on the position announcement for a new Chief of Staff (responded to a question raised about the ideal candidate), stated that CMAP had convened a meeting with CDOT, IDOT, and Cook County to coordinate public efforts on CREATE, and distributed a copy of the letter to the Association of American Railroads requesting more performance data from the industry to better measure public benefits. Finally, Szabo asked that Board members let us know of any conflicts with the 2016 meeting schedule that had been included in the board materials.

5.0 Procurements and Contract Approvals

The following contract approvals were submitted for approval: a contract in the amount of \$124,871 with Louis Berger Group, Inc., to perform the Chicago Region Socioeconomic Forecast; and a contract with S.B. Friedman, not to exceed \$200,000 (maximum two years), to provide market analysis and development advisory services on a task order basis. A motion by Commissioner Peter Silvestri was seconded by Mayor Al Larson to approve the contract awards as had been presented. When queried as to whether Louis Berger, a national firm, had included travel expenses in their costs, staff reported that the firm had worked successfully with MPOs nationwide and that any travel expenses would have been included in the proposal. 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 Long-Term Funding Outlook

Executive Director Joe Szabo reported that while immediate funding concerns had been addressed, long-term funding remains a critical threat. Bob Dean stated that the report today was meant as an introduction, and suggested additional discussion in January. Dean reported that federal funding makes up 80% of CMAP revenue, the remaining 20% is a non-federal local match. This is particularly significant since without this match, the federal funding becomes uncertain. CMAP has historically relied on state for the local match. Based on recent and ongoing events, Dean continued, even once the current political stalemate is solved there are long-term financial issues with the state that may make it unlikely for them to continue to provide the local match at the level they have in the past. Funding remains a concern of management and the Board and it is time to look for alternative sources beyond the state to make up the local match.

Staff will continue to research and investigate options during the coming weeks with more discussion in January. Between now and then, staff will look at how other MPOs (both within the state and nationally) are funded, explore other sources for local match, and present some alternatives that would reduce our reliance on the state local match. In response to a question, Dean stated that the 20% match from the state has historically been at \$3 to \$3.5 million. While FUND 2040 would provide an approximate \$5 million to CMAP, it would require a significant capital bill or other legislation, and the likelihood of that is questionable. Staff suggests also looking at options that do not require state action. It was also pointed out that the legislation that created CMAP included a provision for funding that has never really taken place.

8.0 State Legislative Update

Gordon Smith, CMAP staff reported that five months into the current fiscal year, there is still no state operating budget. There have been recent successes and movement, Smith continued, on issues such as state subsidized child care. The Governor also announced contract agreements with several trade unions and support for HB 4305 (Rep. Moylan) that includes passing through local MFT and gaming revenues to municipalities, which was shut down by a parliamentary procedure and is not moving. There is a meeting scheduled between the Governor and the legislative leaders on December 1, that will hopefully begin some dialogue in earnest to resolve the situation. Smith went on to say that Executive Director Joe Szabo and he had met with key members of the General Assembly that have been supportive of CMAP and meetings are scheduled with President Cullerton, Leaders Radogno and Durkin. A request has been made to meet with Speaker Madigan to discuss CMAP funding concerns, and the impact the budget impasse has had on the agency, reinforcing the importance of the agency to the state of Illinois and the region. Chairman Bennett asked that they be reminded of their obligation to fund the agency, reported that HB 4305 had passed last week by a 113-1 vote, and stated that there is concern about sweeping of funds for local governments, as well as distribution of pass-

through funding. Finally, Smith reported that he would caution against optimism about HB 4305 since it still has to go through the Senate process, which requires three days of session and nothing is scheduled through year's end.

9.0 Federal Legislative Update

CMAP staff, Tom Kotarac, reported that with the resignation of Speaker Boehner, legislation began to move and Congress reached a budget deal that took off the table the debt ceiling, a government shutdown, sequestration issues, and other issues with Social Security and Medicare. Long-term transportation bills have passed both the Senate and House, both with overwhelming votes in the Senate (both Senators Kirk and Durbin voted yes) and House (Congressman Roskam and Congresswoman Schakowsky voted no). A conference committee was formed and was scheduled to meet today. Three members from Illinois (Senator Durbin and Congressman Lipinski for all matters in the bill and LaHood for just those issues dealing with provisions in the jurisdiction of Energy & Natural Resources Committee) are on the conference. Three major priorities for the region, Kotarac continued, include: size of the bill (House wants a flat bill for 6 years; Senate looking for a shorter bill with increased funding); mass transit; and, freight. Kotarac drew comparisons from each of the bills related to mass transit (last year at \$565 million—the senate bill suggests \$640 million on average, the House bill \$562 million). Also troubling on the transit side is related to New Starts, in that the House would severely limit how much other federal money could be used to match local funds and would include, by statute, a 50/50 match for some New Starts projects. On the new freight program in each bill, Kotarac reported, these programs would be the first major new federal highway programs since 1992; the last two were CMAQ and transportation enhancements or alternatives. One hang-up is what would be eligible for projects—both the Senate and House have suggested multi-modal and rail eligibility for federal highway funds, but the House driven by outside road-centric interests, want the new freight programs limited to just highway projects. The Chairman wants this on the fast track, signed by November 30, and passed both Chambers and signed by December 4. When asked where additional funding would come from (to align House and Senate levels), Kotarac reported that \$60 billion had come from the Federal Reserve into the General Fund, and that, along with other offsets from the Senate could possibly fund the 6-year bill and again, the House would be looking at keeping funding flat. No new revenue is coming from transportation sources and, while the Highway Fund will grow, it will be infused with revenue from the General Fund. An increase in the gas tax, although introduced, never made it past the rules committee. Kotarac also responded to a question regarding freight funding, reporting that the Senate had considerably a larger amount of money dedicated to freight (about \$1.9 billion in a formula per year, with a competitive grant at \$350 million, for a total of \$2.1 billion)—the House approach is based solely on a competitive program at \$750 million per year. The House competitive program limited the eligibility of intermodal or rail projects to be directly impact the highway network. Kotarac mentioned that Rep. Lipinski has been a strong advocate of making rail highway grade crossings not be counted towards cap for multi-modal projects, a good thing for the region.

10.0 Other Business

There was no other business before the CMAP Board.

11.0 Public Comment

Fred Cappeller questioned the "55/45" split, with Chairman Bennett suggesting that a change to that may come with a capital bill or a general philosophical change by the new Secretary of Transportation. Cappeller also questioned the collection of fuel tax in District 1, and was asked to continue the conversation at the conclusion of the meeting.

Bruce Carmitchel-IDOT office of Planning and Programming, for the record added that it was absolutely because the Secretary of Transportation believed it was the right thing to do that the funding breakthrough became a reality. He recognized the knowledge and hard work of CMAP Executive Director Joe Szabo, the persistence of Tom Kotarac and the Illinois office of FHWA—Kay Batey, Jon-Paul Kohler and John Donovan—who took the conversation to Washington. Chairman Bennett asked that a letter be sent on behalf of the board thanking them for their assistance.

Heather Armstrong-Access Living, expressed concerns about the budget and funding for over and under passes at railroad crossings.

Garland Armstrong-Access Living, asked that the CMAP Board do what it could to see that signage for the hard of hearing and vision impaired at the airport be implemented.

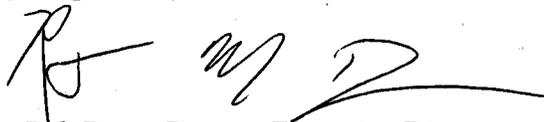
12.0 Next Meeting

The December meeting of the Board was cancelled; the Board is scheduled to meet next on January 13, 2016.

13.0 Adjournment

A motion by President Rick Reinbold was seconded by Elliott Hartstein to adjourn the regular meeting at 10:33 a.m. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Bob Dean', written over a horizontal line.

Bob Dean, Deputy Executive Director
for Planning

12-30-2015
/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.3

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: January 6, 2016

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, 181 local projects have been initiated. Of these, 119 projects have been completed, 46 are fully underway, and 16 will get actively underway in the near future.

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

ACTION REQUESTED: Discussion

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Algonquin-Carpentersville Fox River corridor plan (see website)	Brian Daly	May 2014-Jan. 2016	Staff assistance	The Village of Algonquin adopted the plan in December. The plan is expected to go before the Village of Carpentersville Board of Trustees in early 2016.
Arlington Heights bicycle-pedestrian plan (see website)	John O'Neal	May 2014-Apr. 2016	Staff assistance	Draft plan underway, with focus on development of recommendations for potential infrastructure improvements.
Aurora downtown plan (see website)	Lindsay Bayley	May 2015-July 2016	Staff assistance	Existing conditions report drafting underway. Public workshop scheduled for January 21. Metroquest interactive survey will be released at that time.
Beach Park planning priorities report	Ricardo Lopez	Jan.-Oct. 2016	Staff assistance	Scope of services, MOU, and resolution approved by Village Board. Project kick-off meeting with staff in late January.
Bensenville zoning update (see website)	Jake Seid	Oct. 2015-Dec. 2016	Staff assistance	A kick-off meeting with the Steering Committee took place December 7. Stakeholder interviews will take place in January.
Berwyn parking study (see website)	Lindsay Bayley	Nov. 2013-Jan. 2016	Staff assistance	Parking plan formatting still underway. Final version will be sent to the City of Berwyn and steering committee in mid-January.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-Mar. 2016	Staff and consultant assistance	CMAP staff submitted a public draft to the City and are scheduling a review meeting with the Steering Committee.
Blue Island capital improvement plan (see website)	Evy Zwiebach	Apr. 2015-Jan. 2016	Staff assistance	CMAP staff is working on drafting the report. The draft CIP will be submitted to the Steering Committee for review in January.
Brookfield comprehensive plan	Nora Beck	Jan.-Dec. 2016	Consultant assistance	The Village and CMAP staff have concluded the interview process and are recommending a consultant team for CMAP Board approval in January.
Calumet Park planning priorities report	Sam Shenbaga	May 2015-Mar. 2016	Staff assistance	Plan being drafted.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014-Mar. 2016	Consultant assistance	Camiros submitted a revised technical review memo based on discussions with Village staff and CMAP.
Carol Stream comprehensive plan (see website)	John Carlisle	Feb. 2014-Feb. 2016	Staff assistance	The draft plan has been further revised and now will be reviewed by the steering committee at a late January meeting.
Chicago Albany Park neighborhood plan	Brian Daly	Nov. 2015-Mar. 2017	Staff assistance	CMAP staff is working with the North River Commission to compose a steering committee that will convene in early 2016.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-June 2016	Staff assistance	CMAP staff is working with DPD on scheduling follow up community engagement activities, and assisting DPD in developing the draft land use map.
Chicago Pullman National Historic Park transportation plan	Lindsay Bayley	June 2015-Sept. 2016	Consultant assistance	Existing conditions report under review by CMAP and steering committee.
<i>Chicago Riverdale Area Transportation Plan</i>	<i>Tony Manno</i>	<i>TBD</i>	<i>Consultant assistance</i>	<i>Newly added to monthly report. Scoping underway.</i>
Chicago West Pullman neighborhood plan (see website)	Evy Zwiebach	Oct. 2014-Feb. 2016	Consultant assistance	The consultant team has finalized the plan and marketing sheets. The plan is expected to be adopted by Plan Commission in early 2016.
Cicero comprehensive plan (see website)	Jonathan Burch	Apr. 2014-Jan. 2016	Consultant assistance	CMAP staff reviewed and provided comment on the final draft, including the implementation plan. Plan adoption is anticipated in January.
<i>Cook County unincorporated areas plan</i>	<i>John Carlisle</i>	<i>TBD</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Scoping underway.</i>
Crete comprehensive plan	Sam Shenbaga	May 2014-Jan. 2016	Consultant assistance	Plan adoption meeting in January.
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-Apr. 2016	Staff assistance	CMAP staff currently drafting plan and City staff are reviewing components, including network improvement maps, street types, and thoroughfare classification.
DuPage County / Hanover Park Homes for a Changing Region (see website)	Kendra Smith	Nov. 2014-Mar. 2016	Consultant assistance	Community outreach continues for the project, residents and stakeholders can also provide input via the project website , designed by Teska Associates. Glendale Heights will schedule an in person public meeting for mid January. Draft recommendations for West Chicago and Hanover Park are underway.
DuPage County Elgin-O'Hare Corridor Bicycle and Pedestrian Plan (see website)	John O'Neal	May 2015-Sept. 2016	Consultant assistance	Online outreach/public engagement continues, via website (survey and interactive map). Initial sections of plan (existing conditions report and summary of public outreach to date) have been drafted. CMAP/DuPage County to review these materials during the first half of January.
Elmwood Park zoning assessment	Patrick Day	Nov. 2014-Mar. 2016	Staff assistance	Creation of assessment memo and updated zoning map are currently underway.
Endeleo Institute planning priorities report (see website)	Kendra Smith	Feb. 2015-Feb. 2016	Staff assistance	Draft planning priorities report under internal review. CMAP staff planning for an early February open house.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Franklin Park comprehensive plan (see website)	John Carlisle	Apr. 2015-Sept. 2016	Staff assistance	The existing conditions report is being finalized internally, with delivery to the Village and steering committee in early-to-mid January.
Governors State University green infrastructure plan	Holly Hudson	June 2015-May 2016	Consultant assistance	The consultant continued preparation of the stormwater management plan following refinement of the existing conditions stormwater model.
Hampshire planning priorities report	TBD	Feb.-Nov. 2016	Staff assistance	Scoping underway.
Harvard comprehensive plan (see website)	Nora Beck	May 2014-Feb. 2016	Staff assistance	The latest draft Comprehensive Plan is expected to go to the Harvard Planning and Zoning Commission in January.
Homer Glen plan commissioner training	Patrick Day	Feb.-Sept. 2016	Staff assistance	Initial training session will occur in early February.
Huntley zoning update	Patrick Day	May 2015-Apr. 2016	Consultant assistance	Draft Recommendations Memo was submitted by CodaMetrics. Review by Village and CMAP underway.
<i>Impact DuPage affordable housing strategy</i>	<i>Jonathan Burch</i>	<i>TBD</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Scoping underway.</i>
Joliet Chicago Street plan	Stephen Ostrander	TBD	Consultant assistance	RFP process is on hold while City finalizes adoption of its recently-developed Downtown Plan.
Kendall County industrial market study	Don Hughes	Aug. 2015-Mar. 2016	Staff and consultant assistance	VSKA is finalizing a full draft of the market study. The draft is expected by January 8. The draft will be sent out for county review by early to mid-January. County comments and revisions are expected to be complete by the end of January.
Lake County Route 53/120 land use plan (see CMAP website and project website)	Jason Navota	Nov. 2013-Mar. 2016	Staff and consultant assistance	The land use planning effort is 95% complete. The Land Use Strategy was approved by the Land Use Committee on November 12. Next steps include minor revisions to the plan based on Committee and public feedback, and presenting the plan to municipalities in the first quarter of 2016.
Lake County / Round Lake Homes for a Changing Region (see website)	Stephen Ostrander	July 2014-Mar. 2016	Staff assistance	Draft plan completed, and will next go through review by CMAP staff and the full project team (including MMC, MPC, and the Lake County Community Foundation).
Lemont development review process analysis	Jake Seid	Jan. 2015 - Jan. 2016	Consultant assistance	A final draft of the document is complete. It will be presented to the Village Board on January 11.
<i>Lisle downtown parking plan</i>	<i>Lindsay Bayley</i>	<i>TBD</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Scoping underway.</i>

Project	CMAP lead	Timeline	Assistance type	Status and notes
Lower Salt Creek Watershed-based Plan	Holly Hudson	Jan. 2016- Dec. 2017	Staff assistance	Resolution and MOU have been signed and the project is underway.
McHenry County Comprehensive Economic Development Strategy (website)	Jonathan Burch	Jan. 2015- Jan. 2016	Staff and consultant assistance	Three open houses were held in December, including one in McHenry County on December 15. The public comment period remains open until January 8. Plan adoption is anticipated on January 19.
Metropolitan Planning Council Great Rivers project	Louise Yeung	Dec. 2015- Dec. 2016	Staff assistance	Scoping completed. Project will be kicked off in January.
<i>Midlothian 147th Street Corridor Improvements</i>	<i>Tony Manno</i>	<i>TBD</i>	<i>Staff and consultant assistance</i>	<i>Newly added to monthly report. Scoping underway.</i>
North Chicago comprehensive plan (see website)	Jake Seid	May 2014- Apr. 2016	Staff assistance	Drafting of the Comprehensive Plan was completed in December. The document will be reviewed internally in January prior to staff review.
North Lawndale community plan	Kendra Smith	TBD	Staff assistance	Scoping underway.
O'Hare area truck route coordination	Bob Dean	Nov. 2015- Dec. 2016	Consultant assistance	Consultant proposals are under review, with selection expected at the March Board meeting.
Palos Park trails plan	John O'Neal	TBD	Consultant assistance	Scoping underway.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013- June 2016	Staff and consultant assistance	Another UDO review meeting with staff was held on December 7, and the final staff review meeting will be conducted in January. The Steering Committee also met without the CMAP team on December 8 to discuss comments on the draft.
Regional truck permitting project	Alex Beata	Jan. 2015- June 2016	Consultant assistance	Planning is underway for a January 26 visioning session with the Steering Committee and other stakeholders.
Richmond planning priorities report	TBD	Feb.-Nov. 2016	Staff assistance	Scoping underway.
Richton Park capital improvement plan (see website)	Brian Daly	June 2015- Dec. 2016	Staff assistance	Completion of the CIP has been rescheduled to incorporate results of stormwater management plan (described below).
<i>Richton Park stormwater management plan</i>	<i>Kate Evasic</i>	<i>Jan.-Sept. 2016</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Scoping underway.</i>

Project	CMAP lead	Timeline	Assistance type	Status and notes
Richton Park zoning revisions (see website)	Jake Seid	Nov. 2014- Dec. 2015	Consultant assistance	Newly completed. The Ordinance is complete and was adopted by the Village Board on December 14.
Romeoville comprehensive plan	Brandon Nolin	TBD	Consultant assistance	Scoping underway.
Roselle comprehensive plan (see website)	Dan Olson	Feb. 2015- Apr. 2016	Consultant assistance	Consultant convened meeting with Metra on December 1 to review several key concepts from the plan and incorporate Metra staff input. The fifth Steering Committee meeting was held on December 7. Consultant will be putting together final draft of the comprehensive plan in January, with a final draft expected to be sent to CMAP and the Village in February.
South Elgin zoning update (see website)	Patrick Day	Oct. 2014- Dec. 2016	Staff assistance	Draft Recommendations Memo will undergo internal review in January, with subsequent distribution to Village and Steering Committee.
South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015- Sept. 2016	Staff assistance	Draft Existing Conditions Report completed internal CMAP review. CMAP is currently preparing draft report for review by Village and project steering committee in January.
SSMMA Complete Streets plan (see website)	John O'Neal	July 2014- Sept. 2016	Staff assistance	Key recommendations memo has been drafted. Internal review comments are currently being incorporated, including comments of Programming staff on STP recommendations.
Sugar Run Creek area plan (see website)	Brandon Nolin	May 2015- Sept. 2016	Staff assistance	Project paused due to staff changes at CMAP, to be reinitiated in early 2016.
Villa Park zoning ordinance	Patrick Day	July 2015- Oct. 2016	Consultant assistance	Steering Committee will meet to review Module 1 of the draft ordinance on January 19.
West Suburban Chamber of Comm. and Industry cargo-oriented development plan	Evy Zwiebach	June 2014- Jan. 2016	Staff assistance and small contract	ULI's report on the Technical Assistance Panel's findings and recommendations was published in December. Staff continues to work with ULI and the Chamber on planning a "Developers Dialogue" on best practices in industrial development.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014- Mar. 2016	Consultant assistance	The consultant conducted another review meeting with CMAP and Village staff on November 30 and is incorporating edits prior to scheduling a Steering Committee meeting.
Winthrop Harbor comprehensive plan (see website)	Sam Shenbaga	Sept. 2014- Mar. 2016	Staff assistance	Planning and Zoning Board reviewing draft plan in sections in January and February.

--end--



MEMORANDUM

To: CMAP Board

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

Date: January 6, 2016

Re: Contract Approval for an Assessment of Multijurisdictional
Transportation Impacts of Retail Agglomerations

GO TO 2040 encourages collaboration across communities, and encourages development patterns that provide long-term fiscal benefits for local governments as well as the region as a whole. Previously, CMAP explored the issue of fiscal impact as part of a broader project, the Fiscal and Economic Impact Analysis of Local Development Decisions. The project focused on municipal land use decisions and their fiscal impact across 31 case studies in the region. A finding of the study was that a broad number of local jurisdictions are affected by municipal development decisions, particularly in regard to the road network. The road network, which is maintained by a combination of municipalities, townships, counties, the state, and the Illinois Tollway, experiences utilization, maintenance, and operational impacts in both the short and the long term as a result of new development.

This project will expand upon this work by analyzing the transportation utilization and cost impacts specifically for retail agglomerations. The purpose of the project is to understand how retail development impacts transportation infrastructure utilization and associated expenditures, as well as how these impacts are distributed across multiple jurisdictions both within and adjacent to the corridor. CMAP staff will be performing a substantial portion of the research and analysis related to this project, including authoring the final report. A consultant is sought to assist with specific market area definition, refining the fiscal impact analysis methodology, and the fiscal data collection and compilation components of the project.

A Request for Proposals (RFP) for An Assessment of Multijurisdictional Transportation Impacts of Retail Agglomerations was issued on September 11, 2015 and posted on CMAP's website. A pre-bid meeting was not conducted but interested firms were encouraged to submit questions regarding the RFP. The deadline for responses was October 16. Three proposals were received:

- Business Districts Inc. (BDI)
- Wight and Company (Wight)
- S.B. Friedman (SBF)

Review Process

Proposals were reviewed and scored by CMAP staff Lindsay Hollander, Jonathan Burch and Elizabeth Oo based on qualifications and the following criteria.

1. The demonstrated record of experience of the consultant and their key staff in providing the professional services identified in this scope of work. The consultant team should include expertise in transportation planning and outreach to the public sector.
2. The consultant’s understanding of the goals identified in the Project Background and Project Description sections, and the effectiveness of the proposal at accomplishing these goals.
3. The consultant’s approach to each task as described in the Scope of Services section, including the approach to determining the appropriate travel shed/market area for each case study, and the approach to obtaining information related to transportation expansions, enhancements, and utilization costs. The consultant should lay out a clear process for accomplishing each of these steps, and should tie back the description of process to the overall goals of the project.
4. The consultant’s experience in conducting research on transportation planning and public policy topics, in general.
5. The consultant’s experience in liaising with state and local government agencies.
6. The quality and relevance of the examples of similar work.
7. Cost to CMAP, including consideration of all project costs and per-hour costs.

Table 1: Scoring

Criteria	Max. Score	BDI	SBF	Wight
Experience	10	8.0	8.0	7.0
Understanding of the project	10	4.0	10.0	2.0
Approach to project	20	16.0	16.0	10.0
Experience with similar projects	10	7.0	8.0	8.0
Experience in transportation planning and public policy	10	10.0	10.0	8.0
Experience with local governments	10	10.0	10.0	10.0
Examples of similar work	10	8.0	10.0	7.0
Cost to CMAP	20	20.0 (\$75,000)	16.0 (\$83,650)	14.0 (\$109,480)
Total	100	83.0	88.0	66.0

Recommendation for contractor selection

Following the interviews, CMAP reviewers reached a consensus to select S.B. Friedman & Company as the contractor based on the strength of their approach to completing the market area analysis and data collection, and their experience working with local governments.

Total project cost of S.B Friedman's proposal was \$83,650, which included the assumption that data collection would require 22-28 meetings with local governments. However, until Phase-I of the project is complete, it is not possible to determine the actual number of meetings with local governments that will be required. Should additional meetings with local governments be required and additional funds be necessary, approval will be sought from the Board at that time for the additional funding.

It is recommended that the Board approve a contract with S.B. Friedman to provide an assessment of multijurisdictional transportation impacts of retail agglomerations in the amount of \$83,650.00. Support for this was included in the FY15 UWP Contracts budget.

ACTION REQUESTED: Approval

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 6.2

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

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

Date: January 6, 2016

Re: Contract Approval for a Comprehensive Plan for the Village of
Brookfield

The CMAP local technical assistance (LTA) program is meant to advance the implementation of GO TO 2040 by providing resources to local governments. Over 115 projects have been completed through the LTA program, with 48 more underway. Projects include comprehensive plans, corridor or subarea plans, studies of special topics such as housing or water resources, and similar planning activities. Most projects are led by CMAP staff, but some require external assistance to augment CMAP staff expertise.

The Village of Brookfield, located in western Cook County, is seeking a new Comprehensive Plan that provides long range planning guidance for the community. The last comprehensive plan was completed in 2004 and was primarily focused on the redevelopment of the community's commercial corridors and nodes, including transit-oriented development near the Village's three Metra stations on the BNSF line. Brookfield is looking for an updated comprehensive plan that not only provides commercial redevelopment strategies, but also addresses transportation, flood mitigation, public health, and neighborhood character issues and opportunities. The new Comprehensive Plan will promote the livability principles of CMAP's GO TO 2040 plan, and address issues resulting from demographic and economic changes since the adoption of the last Comprehensive Plan. It will provide policies and implementation actions to promote balanced growth and development for the next 15-20 years, with specific focus on economic development, bicycle and pedestrian planning, stormwater management, housing, and plan implementation.

Review Process

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on September 28, 2015. Firms were also permitted to submit options which were not part of the base cost but which could be included at the discretion of CMAP and the Village. Staff held a non-mandatory pre-bid information session for consultants on October 2. Notes

pertaining to the discussion were released shortly thereafter and posted on the CMAP website. On October 19, CMAP received proposals from four consultants: Ratio Architects, Inc., Teska Associates, Houseal Lavigne Associates (HLA), and Solomon Cordwell Buenz (SCB).

Proposals were reviewed by two staff members from the Village of Brookfield (Emily Egan and Keith Sbiral) and two staff members from CMAP (Samyukth Shenbaga and Nora Beck). Brookfield and CMAP staff scored each proposal independently by November 9, 2015. The criteria for selection included the following.

1. The demonstrated record of experience of the consultant as well as identified staff in providing the professional services identified in this scope of work, including addressing the topical issues identified in the Project Background and Project Description sections.
2. The consultant’s approach to preparing a comprehensive plan that addresses the priorities identified in the Project Background and Project Description sections.
3. The consultant’s approach to the comprehensive plan development process, including community engagement, preparation of deliverables, and implementation.
4. The quality and relevance of the examples of similar work.
5. The quality of the option(s) submitted.
6. The consultant’s integration of the principles of GO TO 2040 into the proposal.
7. Cost to CMAP and Village, including consideration of all project costs and per-hour costs.

Table 1 shows the score of each firm that submitted a response to the RFP.

Table 1: Scoring

Criteria	Maximum Score	Ratio	Teska	HLA	SCB
Experience	25	18.7	19.2	20.4	19.3
Approach to key topic areas	25	19.2	14.1	15.4	16.6
Approach to process	20	16.4	14.1	14.8	13.9
Other (sample projects and consistency with GO TO 2040)	10	6.9	7.4	8.3	7.4
Proposal cost	20	9.6 \$99,880	14.2 \$80,869	9.7 \$99,580	6.3 \$114,962
Total	100	70.8	68.9	68.5	63.5

Recommendation for Contractor Selection

Following the interviews, the Committee reached a consensus to recommend Ratio Architects, Inc., as the contractor for the Brookfield Comprehensive Plan. Overall, the interview team felt that Ratio had the best project team, proposed the fullest approach to sub-area planning in their core proposal, and would be able to provide a fresh perspective drawing upon their nation-

wide practice. In addition to an economic development specialist in house, the Ratio team featured Kimley-Horn Associates, a multi-modal transportation engineering firm, with a comprehensive view of expanding transportation options within the Village. The addition of WRD Environmental, a natural resources planning and analysis firm, positions the Ratio team to evaluate opportunities to address stormwater management in combination with other planning goals.

It is recommended that the Board approve a contract with Ratio Architects, Inc., to provide a comprehensive plan for the Village of Brookfield. The base cost for this contract will be \$99,880. It is recommended that one option proposed by Ratio be included; this involves design guidelines for three sub-areas. The interview team believes that the proposed design guidelines for the three sub-areas add important value to the proposal, allowing the Village to better articulate their vision and desired physical characteristics of the three keys areas of focus in the comprehensive plan. This option is priced at \$4,670, and CMAP and the Village agreed that their added value to the comprehensive plan more than makes up for the increased cost. With the option, the not-to-exceed cost for Ratio's proposal will be \$104,550. Of this amount, \$50,000 will be contributed by the Village of Brookfield, and \$54,550 will be contributed by CMAP. Support for this project is included in the FY16 Contracts budget, for which \$10,000 of CMAP's portion of the project will be covered under the CBDG-DR grant.

ACTION REQUESTED: Approval

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: Staff

Date: January 6, 2016

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

meets: Feb.9, May 10, Aug.9, Nov. 8

Jennifer Artis, St. James Hospital and Health Centers
Lulu Blacksmith, Waubensee 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, Morraie 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

meets: Jan.12, Apr.12, July 12, Oct.25

President William Rodeghier, Western Springs
President Jim Discipio, LaGrange Park
President Jeffrey Sherwin, Northlake
Mayor Joseph Tamburino, Hillside
President Sandy Frum, Northbrook
Mayor George Van Dusen, Skokie

President Al Larson, Schaumburg
President Karen Darch, Barrington
President Michael Einhorn, Crete
Mayor Eugene Williams, Lynwood
President Dave Brady, Bedford Park
Mayor John Mahoney, Palos Park
President Erik Spande, Winfield
DuPage County-TBD
President Edward Ritter, Carpentersville
Mayor Jeffery Schielke, Batavia
Mayor Leon Rockingham, North Chicago
President Glenn Ryback, Wadsworth
President Richard Mack, Ringwood
President Robert Nunamaker, Fox River Grove
Mayor Roger C. Claar, Bolingbrook
Mayor Jim Holland, Frankfort

ECONOMIC DEVELOPMENT COMMITTEE

*meets: Jan. 25, Mar. 28, June 27, Sept. 26
Site visits (location, TBD): Apr. 25, Oct. 24*

Lindsay Broughel, World Business Chicago
Patrick Carey, Cook County
John Carpenter, Choose DuPage
Peter Creticos, Institute for Work and the Economy
Katie Fitzpatrick, Chicagoland Chamber
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
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
Jeffrey Margolis, Illinois Mathematics and Science Academy
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
Ayom Siengo, United Way of Metropolitan Chicago
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

meets: monthly, 1st Thursday

Jennifer Becker, Kane County Division of Transportation
Lynn Boerman, Illinois Department of 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
Suzanne Malec-McKenna, Chicago Wilderness
Stacy Meyers, Openlands
Joe Schuessler, Metropolitan Water Reclamation District
Deborah Stone, Cook County Department of Environmental Control
Wallace Van Buren, Illinois Association of Wastewater Agencies
Patricia Werner, Lake County Stormwater Management Commission
Sean Wiedel, City of Chicago
Moiria Zellner, University of Illinois-Chicago

HOUSING

meets: monthly, 3rd Thursday

Rob Anthony, Affordable Housing Corporation of Lake County
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
Adam Dontz, LakeStar Advisors
Sarah Duda, DePaul University Institute for Housing Studies
Nancy Firfer, Metropolitan Planning Council
Patricia Fron, Chicago Area Fair Housing Alliance
Juliana Gonzalez-Crussi, Latin United Community Housing Association (LUCHA)
Sharon Gorrell, Illinois Association of Realtors
Wendell Harris, Chicago Community Loan Fund
Jane Hornstein, Cook County Bureau of Economic Development
Christine Kolb, Focus Development
Rosa Ortiz, Enterprise Community Partners
Carrol Roark, DuPage County Community Development
Aisha Turner, Illinois Housing Development Authority
Andrew Williams-Clark, Village of Oak Park
Lakeshia Wright, South Suburban Housing Collaborative
Stacie Young, the Preservation Compact

HUMAN AND COMMUNITY DEVELOPMENT

Committee is on hiatus

LAND USE

meets: monthly, 3rd Wednesday

Judy Beck, U.S. EPA, Great Lakes National Program Office
Susan Campbell, Cook County
Kristi DeLaurentiis, Metro Strategies, Inc.
Lisa DiChiera, Landmarks Illinois
Michael Kowski, Village of Orland Park

Paul Lauricella, DuPage County
Robert McKenna, City of Chicago
Mark Muenzer, City of Evanston
Curt Paddock, Will County
Ed Paesel, South Suburban Mayors and Managers
Arnold Randall, Cook County Forest Preserve District
Paul Rickelman, Urban Land Institute
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

TRANSPORTATION

*meets: Jan.22, Mar. 4, Apr. 22,
May 20, July 22, Sept.16 and Nov. 18*

Charles Abraham, IDOT Dept. of Public and Intermodal Transportation
Michael Bolton, PACE Suburban Bus
Darwin Burkhart, Illinois Environmental Protection Agency
Bruce Carmitchel, IDOT Office of Planning & Programming
Lynnette Ciavarella, Metra
Michael Connelly, Chicago Transit Authority
Yonah Freemark, Metropolitan Planning Council
John Fortmann, IDOT District One
Adrian Guerrero, Class One Railroads
Luann Hamilton, Chicago Department of Transportation
Robert Hann, Private Providers
Scott Hennings, McHenry County
Emily Karry, Lake County
Jennifer (Sis) Killen, Cook County
Fran Klaas, Kendall County
Christina Kuplowski, Will County
Randy Neufeld, Bicycle and Pedestrian Task Force
Holly Osttick, CMAP
Mark Pitstick, RTA
Tom Rickert, Kane County
Leon Rockingham, Council of Mayors
Joe Schofer, Northwestern University
Kyle Smith, Center for Neighborhood Technology
Chris Snyder, DuPage County
P.S. Sriraj, University of Illinois, Chicago
Steve Strains, NIRPC
Ken Yunker, SEWRPC
Rocco Zuccherro, Illinois Tollway

Non-Voting Members:

Reggie Arkell , Federal Transit Administration

John Donovan, Federal Highway Administration

ACTION REQUESTED: Information

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 8.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and MPO Policy Committee

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

Date: January 6, 2016

Re: FY 2017 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 2017 transportation planning projects, though it is projected that the funds will remain the same as the FY 2016 funds. For the CMAP area, it is therefore 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 2017 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 UWP Committee. The UWP 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 17 UWP program in March.

The schedule for the development and approval of the FY 2017 UWP process is as follows:

Development of Program Priorities and Selection Process

UWP Meeting	October 14, 2015
--------------------	------------------

Call for Proposals

Call for Proposals	January 4, 2016
All Proposals Due (Core and Competitive)	January 29, 2016

Proposal presentations

UWP Meeting - Presentation of Proposals	February 18, 2016
UWP Committee members rank proposals	Due to CMAP February 26, 2016
CMAP prepares committee ranked proposals with funding allocation	February 29, 2016
UWP Meeting - Adopt FY 2017 Program	March 9, 2016

Committee Approval

Transportation Committee considers approval of FY 2017 UWP to MPO Policy Committee	April 22, 2016
Regional Coordinating Committee approval of FY 2017 UWP to CMAP Board	June 8, 2016
CMAP Board considers approval of proposed FY 2017 UWP	June 8, 2016
MPO Policy Committee considers approval of proposed FY 2017 UWP	June 9, 2016
FY 2017 UWP Document Released	June 30, 2016

ACTION REQUESTED: Information

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 9.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Committees

From: CMAP Staff

Date: January 6, 2016

Re: Next comprehensive plan major engagement and voting opportunities

The Chicago Metropolitan Agency for Planning (CMAP) is in the process of developing its next comprehensive regional plan, which will be the successor of GO TO 2040. This process will involve iterative feedback and engagement with the CMAP Board and committees through a series of opportunities over the next three years. As mentioned in previous [materials](#), the process will also include development of various products, some of which will require broad review and approval by CMAP committees as well as voting by the CMAP Board and MPO Policy Committee. This memo reviews major engagement opportunities as well as points at which the Board and MPO Policy Committee, as well as the Transportation committee and the appropriate coordinating committee, will be asked to vote on key deliverables. Essentially, votes on interim products are proposed to be scheduled for the joint October meetings of the Board and MPO Policy Committee from now until the plan's adoption.

Major engagement and voting opportunities

The plan development process will include ongoing collaboration with committees, partners, and stakeholders, and will be punctuated by three major periods of intensive engagement: plan launch activities (winter to summer 2016); scenario planning outreach (2017); and feedback on the draft plan (2018). These major engagement periods are described in greater detail below; each is expected to culminate in a product to be voted on by the Board and MPO Policy Committee.

Interim report on regional priorities – fall 2016

Several engagement opportunities will take place during the first half of 2016 to publicly kick off the development of the next comprehensive plan. The agency will host a public [launch event](#) on February 24 that will introduce the planning process and explore potential plan topics. In the following months, CMAP will partner with organizations to co-host workshops to increase awareness about the plan's development and collect feedback on broad priorities for

the region, and will also hold a series of topical forums to examine specific topics of interest in the planning process. Other engagement opportunities are also under development.

These activities, in addition to ongoing plan development work, will lend insight on the state of the region and its planning challenges, as well as potential opportunities to improve the region's future. CMAP staff will create an interim report on regional priorities that summarizes the key takeaways of these initial engagement activities, along with a vision and broad directions for regional priorities. The CMAP Board and MPO Policy Committee will be asked to vote on this interim product in October 2016.

Interim product on plan directions – fall 2017

Scenario planning efforts are currently in the early stages, with the bulk of work to develop scenarios and conceptualize the corollary public engagement process expected in FY 17. A series of public outreach events, centered on alternative futures, is anticipated in the summer of 2017. In tandem, CMAP will be creating the financial plan and soliciting ideas for regionally significant projects. Since these activities will largely take place in subsequent phases of the planning process, many details remain to be fleshed out; however, CMAP staff expect to encapsulate the results of the scenario planning process, propose priority expenditure categories for the financial plan, and provide recommended performance measures for regionally significant projects in an interim report to be released in the fall of 2017. The CMAP Board and MPO Policy Committee will be asked to vote on this interim product in October 2017.

Adoption of full plan – fall 2018

The process to solicit feedback on the draft plan will be fleshed out in future fiscal years but is expected to take place during the summer of 2018. CMAP staff will collect and synthesize comments from the public and stakeholders prior to presenting a full plan to the CMAP Board and MPO Policy Committee for approval. The CMAP Board and MPO Policy Committee will be asked to vote on the draft plan in October 2018.

ACTION REQUESTED: Information

###

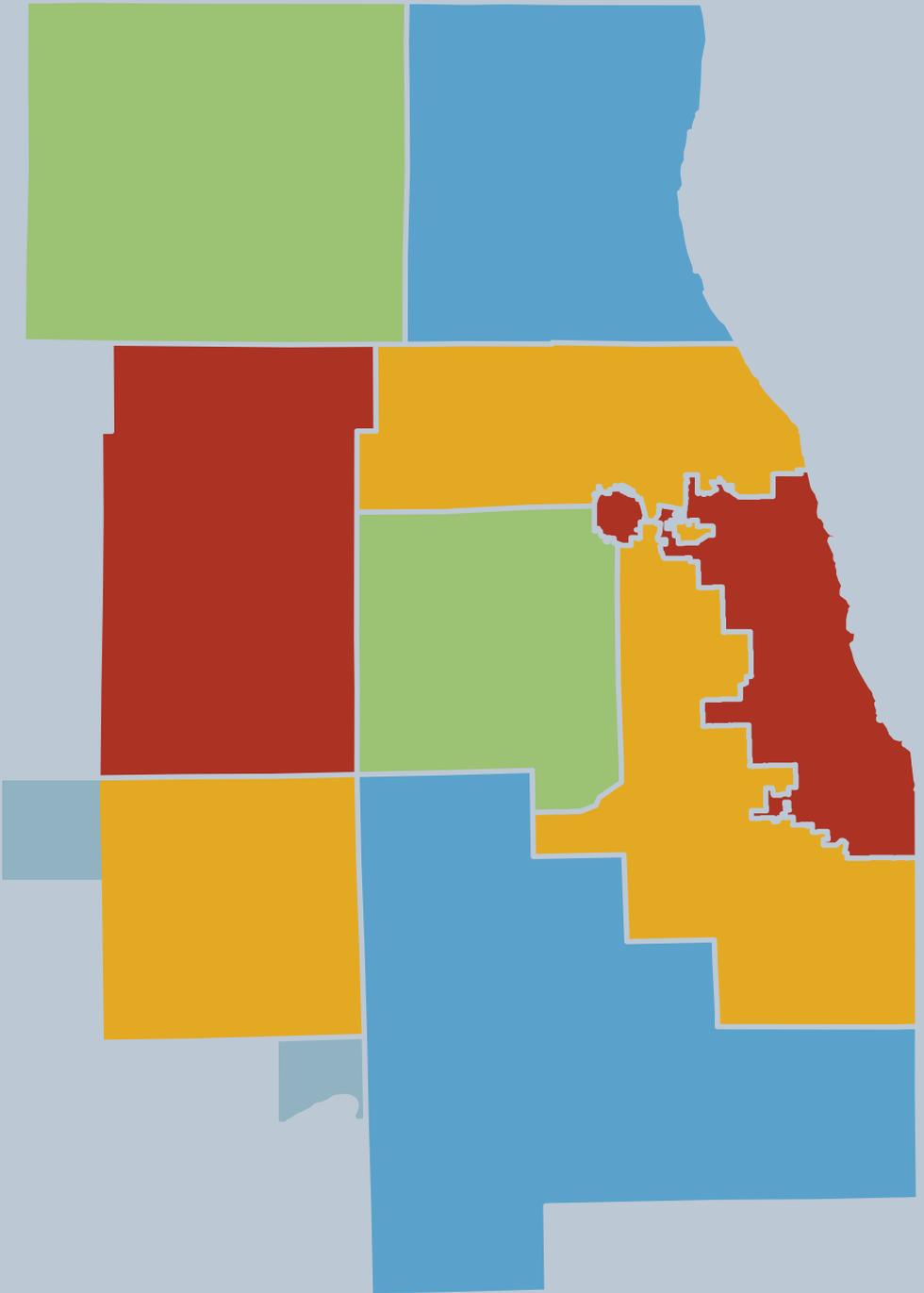
CMAP



Chicago Metropolitan Agency for Planning
Federal Agenda

2016





Introduction

The Chicago Metropolitan Agency for Planning (CMAP) is the official metropolitan planning organization (MPO) for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will.

CMAP's Board continues to reflect and build upon the regional consensus that led to the agency's creation. It is governed with balanced membership from the City of Chicago, suburban Cook County, and the collar counties.

CMAP developed and now guides the implementation of the GO TO 2040 comprehensive regional plan, first adopted in 2010 and updated in 2014. GO TO 2040 builds on the region's assets, identifies shortcomings, and recommends actions to help sustain the region's economic vitality and global competitiveness over the next 24 years. To promote regional mobility, it calls on the region to invest strategically in transportation, increase its commitment to public transportation, and create a more efficient freight network.

This document first presents CMAP's positions on the implementation of new federal transportation policies. It then describes CMAP's broader principles to inform potential federal legislation across a wide range of topics.

Passage of the FAST Act

In December 2015, Congress passed and the President signed into law the Fixing America's Surface Transportation (FAST) Act, a five-year, \$300 billion surface transportation reauthorization bill. FAST sets the tone for the next five years of the federal transportation program, making meaningful progress on the reauthorization principles approved by the CMAP Board in June 2014, particularly in the area of freight policy. However, FAST falls short in implementing some of CMAP's principles:

Sustainable, adequate funding for surface transportation, including both highways and transit. FAST fails to provide a sustainable source of revenue for transportation improvements. Rather, the law relies on \$70 billion in funding offsets transferred from the General Fund to the Highway Trust Fund. CMAP continues to support transportation user fees as a sustainable, effective source of funding.

Implementation of performance-based funding across programs. FAST does little to advance [performance-based funding](#), both in the high-level apportionment of funds among federal programs and the evaluation and prioritization of projects. CMAP remains committed to transparent, data-driven approaches to program transportation funds.

Providing regions with appropriate tools to support the transportation system. FAST did not take any significant strides to empower MPOs to make strategic investment decisions and allocate resources directly. CMAP supports a greater role for MPOs in programming federal resources to better connect plans with investment decisions. Other potential reforms could ensure greater coordination between the review process under the National Environmental Policy Act (NEPA) and the metropolitan planning process.

Implementation of FAST's freight provisions

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

Freight funding is split between a formula program to the states and a national competitive program administered by U.S. DOT. While their overall emphasis is on highway improvements, both freight programs allow a portion of funds to be used for multimodal projects, including freight rail improvements. It is important to ensure that these types of projects do receive the funding set aside for them, as Congress intended, and that the national competitive funds are awarded in a transparent, performance-based process. To maximize public benefits, scarce competitive funds should be steered towards the nation's largest bottlenecks and pinchpoints.

Further, FAST requires U.S. DOT to establish a multimodal freight networks and develop a multimodal freight plan. The new freight networks would have bearing on the use of the new federal freight funds. It is critical that these plans and networks be developed in a collaborative, data-driven process, and remain focused on true national priorities for goods movement.

Additionally, FAST requires states to develop freight plans and encourages them to establish freight advisory committees. It also provides responsibilities to states and MPOs to designate portions of the national network. Federal regulations should again ensure a collaborative, performance-based planning and programming process at the state level. Only then can agencies strategically direct FAST's new resources to the most critical freight facilities.

Legislative principles for resilient metropolitan regions

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





Pursue coordinated investments

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

Legislative principles

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

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



Invest strategically in transportation

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

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

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

Legislative principles

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

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

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



Create a more efficient freight network

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

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

Legislative principles

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

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

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

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



Increase commitment to public transit

Public transportation is essential to the future economic prosperity of our region, but after decades of underinvestment, substantial funding is needed just to reach a good state of repair, and even more funding will be needed to modernize the system to world-class standards. Federal funding for public transit remains of vital importance. Neither MAP-21 nor FAST made reforms to level the playing field between transit and highway for large expansion projects. For transit, the New Starts program requires a substantial local match, and engineering work cannot begin without a Full Funding Grant Agreement. In contrast, a large highway expansion project is subject to the lower, standard local match and has more flexibility in using federal funds for engineering work. Additionally, federal agencies should support transit-oriented development through their transportation, housing, and economic development investments. Finally, CMAP recognizes the important role that intercity passenger rail plays in the regional transportation system, particularly its close connection with the provision of mass transit services and its ability to tightly knit together the economies of the Midwest.

Legislative principles

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

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



Achieve greater livability through land use and housing

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

Legislative principles

CMAP supports adequate and reliable funding for comprehensive metropolitan planning.

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

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

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



Manage and conserve water and energy resources

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

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

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

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



Legislative principles

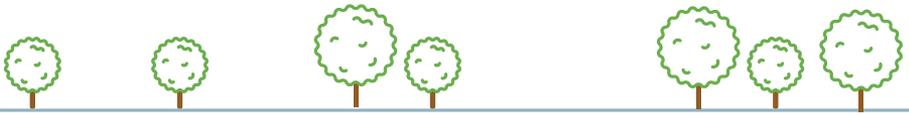
CMAP supports additional federal investment in water and sewer infrastructure and encourages the use of pricing to manage demand and recover the full cost of service through water rates.

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

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

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

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



Expand and improve parks and open space

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

Legislative principle

CMAP supports direct federal investment in open space preservation.

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



Promote sustainable local foods

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

Legislative principle

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



Improve education and workforce development

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

Legislative principle

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



Support economic innovation

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

Legislative principle

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



Tax policy

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

Legislative principle

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



Improve access to information

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

Legislative principles

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

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

Contacts

Tom Kotarac
Deputy Executive Director,
Planning and Programming
312-386-8654
tkotarac@cmapp.illinois.gov

Laura Wilkison
Consultant for Federal Affairs
773-454-3897
laura.wilkison@gmail.com

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

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

- The Congestion Mitigation and Air Quality Improvement (CMAQ) program supports surface transportation improvements, which currently total \$274 million over five years (FY 2016-20).
- The Transportation Improvement Program (TIP) accounts for all federally funded and otherwise regionally significant projects, totaling \$12.8 billion from FY 2014-19.
- The local Surface Transportation Program (STP) supports a variety of transportation improvements. CMAP works with subregional Councils of Mayors to allocate these funds, which totaled \$123 million in fiscal year 2015.
- The local Transportation Alternatives Program (TAP) supports non-motorized transportation in the region, recently approving \$28 million over three years (FY2015-17).

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 state and local 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 has also shed light on the impacts of state and local tax policies.

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



Chicago Metropolitan
Agency for Planning

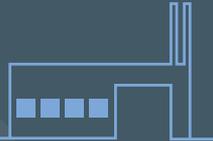
233 South Wacker Drive Suite 800

Chicago Illinois 60606

312-454-0400

info@cmap.illinois.gov

www.cmap.illinois.gov





MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: January 6, 2016

Re: Alternative Long-Term Funding Options: State Legislative Proposals

CMAP's recent funding crisis and the on-going lack of a State of Illinois budget for FY16 have once again illustrated the vulnerability of our agency's ability to operate. Following the Board's preliminary discussion of this topic in November, staff has further explored funding alternatives. This memo describes two complementary changes that would require action by the Illinois General Assembly and the Governor. The first would involve reinstating and providing continuing appropriations for the Comprehensive Regional Planning Fund (CRPF). The second would give federal planning funds a complementary continuing appropriation, ensuring the federal formula funds matched by the CRPF are provided to Metropolitan Planning Organizations (MPOs). Together, the two proposed changes would ensure that the agency's fiscal health -- and therefore federal funds for infrastructure in the region -- would not be imperiled by future budget impasses.

Background on the Comprehensive Regional Planning Fund

In 2007, Public Act [95-0677](#) amended the Regional Planning Act (which had created CMAP) by establishing a Comprehensive Regional Planning Fund (CRPF). The legislation included language pledging to fund the agency's operations and match federal formula funds with state funding. A non-binding directive stated that "additional funding shall be provided to CMAP to support those functions and programs authorized by [the enabling legislation]" (70 ILCS 1707/62).

To support comprehensive planning statewide, the CRPF was funded at \$5 million in FY08 and FY09 from the General Revenue Fund. The legislation distributed 70 percent of the CRPF to CMAP, with other MPOs receiving the balance of funds based on their population. Five percent of the CRPF was reserved for the state's Rural Planning Agencies, which was also distributed by population. CMAP received \$3.5 million in the two years following its enactment. In FY10 the CRPF was not funded by the state, and in FY11 legislation transferred any remaining funds in the state CRPF to the state General Fund, dissolving the CRPF. Since that time, IDOT has provided the funding for CMAP to match federal formula funds from the Road Fund. Because these funds can be used solely for transportation-related activities, our reliance on them

severely constrains CMAP's ability to fulfill its mandate for comprehensive regional planning. CRPF funding, having derived from the General Fund rather than the Road Fund, was more flexible and allowed CMAP to engage in truly comprehensive planning activities including work on housing, regional economic growth, water resource management, community development, and environmental health.

Continuing Appropriation of Funds

Continuing appropriation authority means the Comptroller and Treasurer are authorized by statute to spend funds in the event that the legislature fails to appropriate or appropriates an insufficient amount for a specific purpose. Several funding items currently receive continuing appropriation authority, including funds for debt service, payments to the state retirement system, legislators' salaries, and legislative operating expenses. Staff recommends that the Board support a legislative request to revive the Comprehensive Regional Planning Fund and provide it with continuing appropriation authority. Furthermore, staff recommends that the Board support a legislative request that provides continuing appropriation of federal formula planning funds to the state's MPOs.

Summary

If successful, this strategy has the benefit of solving several core obstacles that hinder CMAP's ability to meet its comprehensive regional planning mandate:

- CRPF funding would enable CMAP to conduct non-transportation planning activities.
- CMAP could match and receive the federal planning funds it is entitled to each year, regardless of state budget troubles.
- The state could satisfy federal requirements to match planning funds and thereby avoid jeopardizing the \$2 billion in federal highway and transit funds that flow to Illinois each year.

This strategy also gives CMAP the ability to work with the other MPOs across the state, ensuring that the request has statewide appeal.

ACTION REQUESTED: Discussion

###



MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: January 6, 2016
Re: Alternative Long-Term Funding Options

In November, staff began a discussion with the Board concerning the long-term funding outlook for the agency. Last fall's cash flow crisis, which nearly caused CMAP to shut down, illustrated that relying exclusively on the state to match the agency's federal funding exposes us to significant risk.

At the November meeting, Board members correctly observed that the state had committed to fund CMAP when the agency was created. In January, the Board will discuss how to convince the state to make good on its commitment. However, this approach is not certain to succeed, particularly given the state's fiscal situation and the political climate in Springfield. Staff believes it wise to develop a backup plan which reduces reliance on state funding. The remainder of this memo lays out background research and findings that should be used to develop such a backup plan.

The remainder of this memo:

- Describes results of research on how other regional planning organizations are funded, and how CMAP's predecessors were funded.
- Provides additional context on the long-term funding situation facing CMAP.
- Presents options and considerations for reducing reliance on state funding.

Research results

Comparisons to other regional planning organizations

Other regional organizations that were similar to CMAP were identified for comparison, beginning with the Metropolitan Planning Organization (MPOs) serving the 20 largest metropolitan areas nationwide. From this set, 11 agencies were identified that were similar to CMAP in responsibilities. Several other regional agencies were reviewed but were not relevant for comparison to CMAP, because their scopes were either considerably larger (e.g. the regional

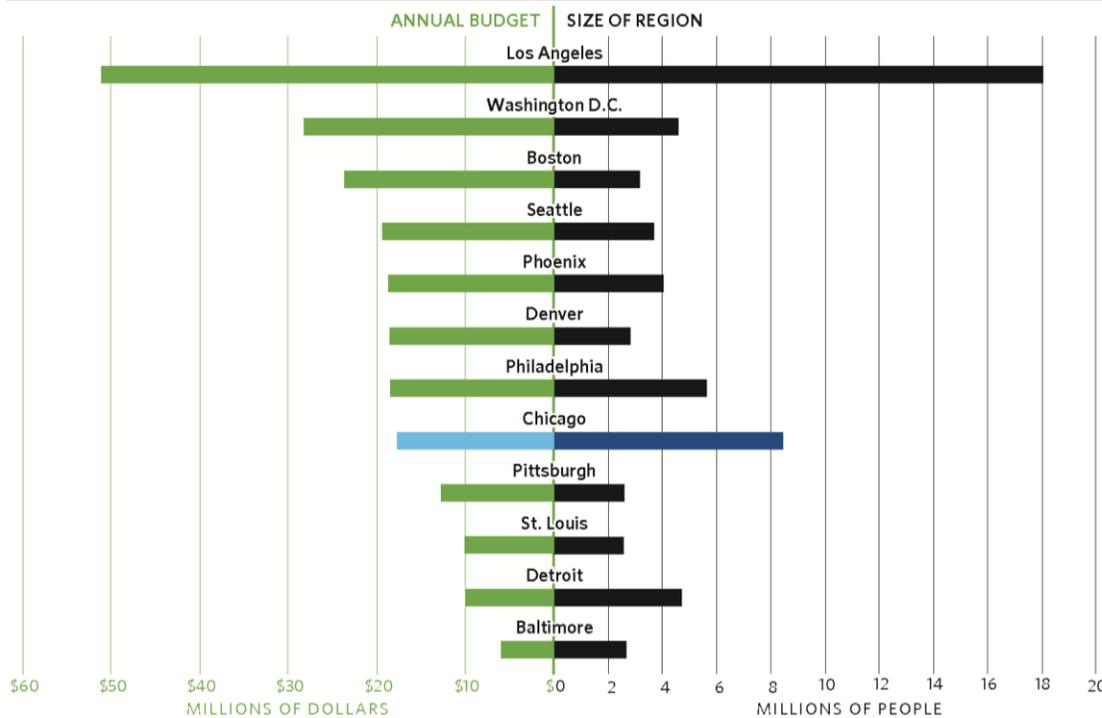
agency in the Twin Cities also operates the transit system) or considerably narrower (e.g. the regional agency in New York is essentially a branch of the state department of transportation). The 11 agencies that are considered relevant to CMAP are those serving the following metropolitan areas:

- Baltimore (Baltimore Metropolitan Council)
- Boston (Metropolitan Area Planning Council / Central Transportation Planning Staff)
- Denver (Denver Region Council of Governments)
- Detroit (Southeast Michigan Council of Governments)
- Los Angeles (Southern California Association of Governments)
- Philadelphia (Delaware Valley Regional Planning Commission)
- Phoenix (Maricopa Association of Governments)
- Pittsburgh (Southwest Pennsylvania Commission)
- Seattle (Puget Sound Regional Council)
- St. Louis (East-West Gateway Council of Governments)
- Washington DC (Metropolitan Washington Council of Governments)

Total budget comparisons

First, the overall size and budget of the peer agencies were compared. Of the 11 agencies, CMAP’s annual budget of approximately \$17.7 million is slightly below average. However, the population served by CMAP, at 8.5 million, is one of the highest, behind only the Los Angeles region. (The New York region is also larger than CMAP’s area, but was not included due to significant differences in MPO function.) A number of peer agencies have larger budgets than CMAP but serve regions that are much smaller.

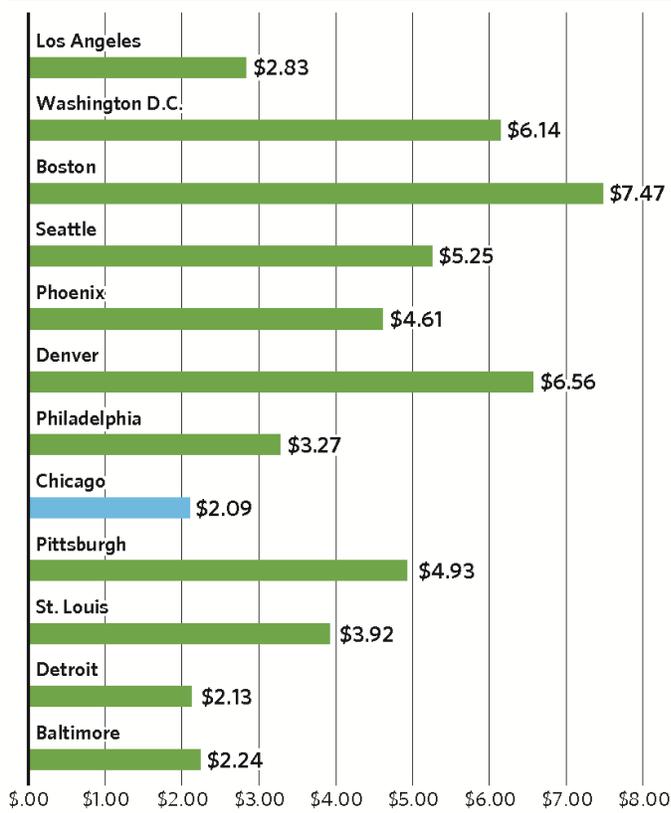
Total budget and region size for CMAP peer organizations



Source: Chicago Metropolitan Agency for Planning analysis, 2016.

In fact, CMAP's budget per population served is lower than any peer agency. With a \$17.7 million budget and population of 8.5 million, CMAP's budget is \$2.09 per resident of the region. In comparison, the average budget among the other peer agencies is \$3.97 per resident. The MPOs serving Detroit and Baltimore are close to CMAP, but not quite as low, with budgets of \$2.13 per resident and \$2.24 per resident, respectively.

Budget per capita for CMAP peer organizations



Source: Chicago Metropolitan Agency for Planning analysis, 2016.

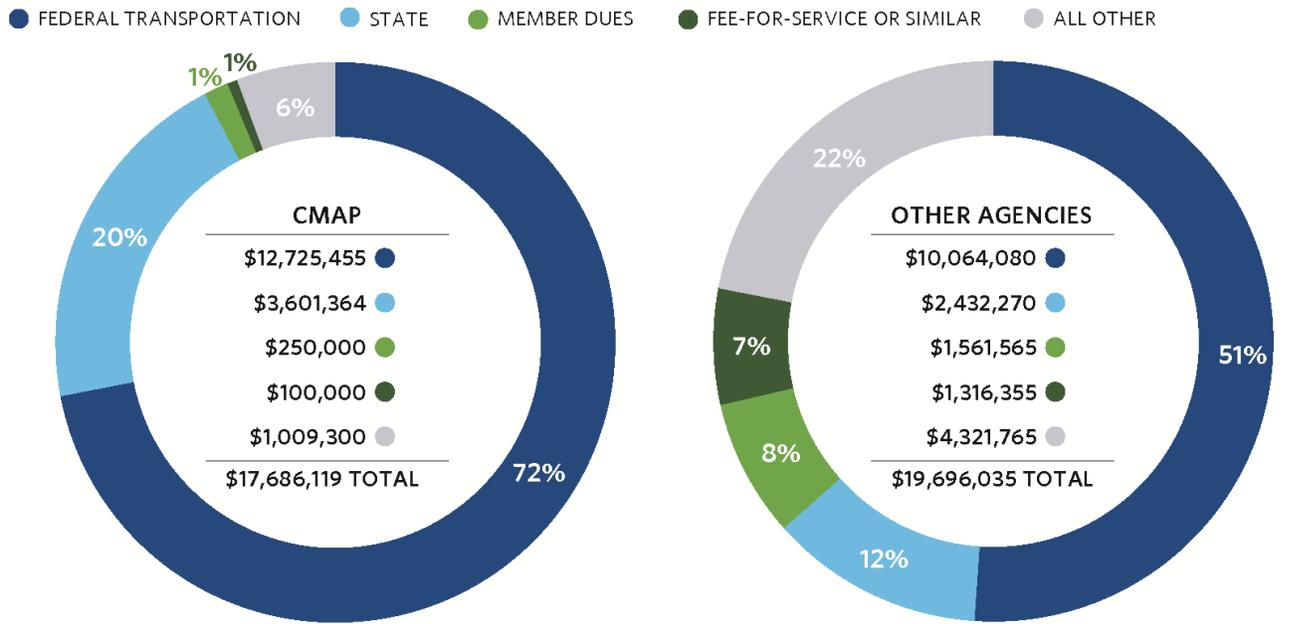
Budget source comparisons

CMAP is primarily funded through federal transportation funds (\$12.7 million, or 72%) and the state (\$3.6 million, or 20%). In other regions, local dues¹ and fee-for-service arrangements² are different methods of raising non-state revenue from agencies that benefit from the activities of the MPO. For CMAP, limited funding comes from local dues (\$250,000, or 1%), and fee-for-service arrangements are limited to local match for LTA projects (\$100,000, or less than 1%), which was initiated in 2015. Approximately \$1 million (6%) is from other grants. In contrast, other regional agencies are far more diversified, with 8% of funding from local dues, 7% from fee-for-service, and 22% from other grants.

¹ Dues are regular, annual revenues from local agencies, assessed by population or a similar method. They are typically assessed from counties, municipalities, and transportation agencies.

² Fee-for-service arrangements involve local match for individual planning efforts, funding for special studies or programs that benefit multiple jurisdictions, and similar activities.

Source of funding as percent of budget for CMAP peer organizations

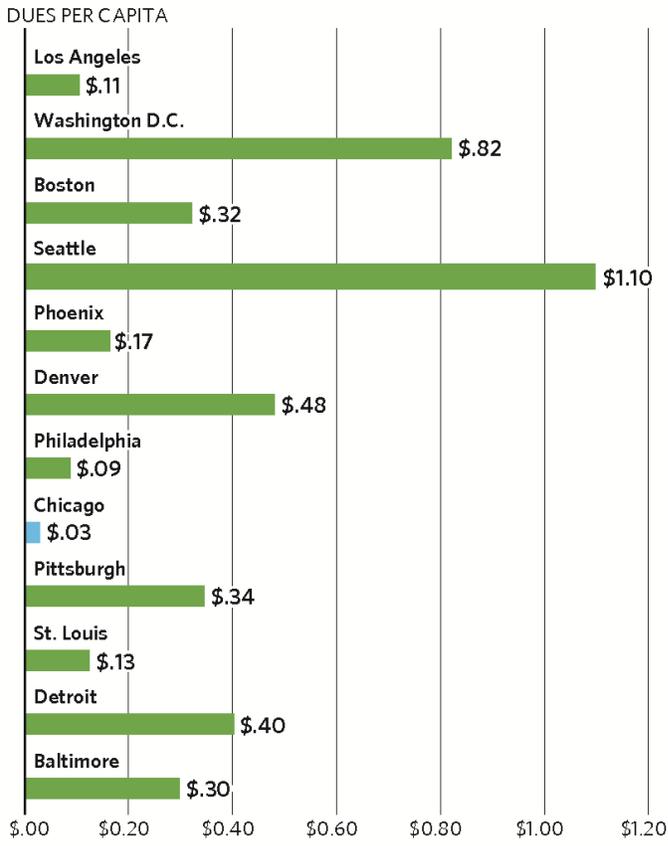


Source: Chicago Metropolitan Agency for Planning analysis, 2016.

Many other MPOs have greater reliance on external competitive grants than CMAP. This is not universal, but it provides a useful comparison when evaluating CMAP’s external grantseeking. Over the past several years, external fundraising has been focused on the LTA program, with a target of \$1 million per year. With more aggressive grantseeking, this figure can increase and also support activities beyond LTA. However, external grants are not likely to be suitable to provide the local match for federal transportation funds -- our most immediate need. State and local funds remain the most viable means to match federal transportation funds.

Peer agencies, including CMAP, raise some funds through member dues and fee-for-service arrangements. CMAP receives less from these two forms of funding -- \$350,000 annually, making up 2% of its annual budget -- than any peer agency. Fee-for-service arrangements across agencies vary greatly, and not all agencies use this funding source. However, local dues are more easily compared. As noted above, CMAP’s level of local dues lower than any peer agency, at \$250,000 annually. This is also the lowest per-capita local dues, at \$0.03 per resident; the average of the peer agencies examined is \$0.32 per capita.

Local dues per capita for CMAP peer organizations



Source: Chicago Metropolitan Agency for Planning analysis, 2016.

Comparisons to other Illinois MPOs

CMAP is by far the largest MPO in Illinois, and one of the few that function as an independent organization. Three other MPOs are similar in structure and function -- those in the metropolitan areas of St. Louis (East-West Gateway Council of Governments, already included above), the quad cities (Bi-State Regional Commission), and Rockford (Rockford Metropolitan Agency for Planning). Others are housed within and often partially supported by local governments, making their budgets not directly comparable to CMAP's.

Among the three similar MPOs -- in St. Louis, Quad Cities, and Rockford -- CMAP again stands out in its budget structure. Each other MPO charges local dues, at a rate of \$0.12½ per capita in St. Louis and approximately \$0.50 per capita in the Quad Cities and Rockford (compared to \$0.03 for CMAP). Local dues and fee-for-service arrangements make up 7% of the budget in St. Louis, 20% in the Quad Cities, and nearly 15% in Rockford (compared to 2% for CMAP). While each of these organizations does also receive funding from IDOT, their local revenues make them far less reliant on state funding than CMAP.

Historical funding levels

Prior to CMAP's formation, our predecessor agencies, CATS and NIPC, collected local dues at a higher rate than CMAP currently does, and these were particularly important to NIPC's budget. Local dues were reduced significantly upon CMAP's formation, reflecting the commitment of the state to support CMAP through the Comprehensive Regional Planning Fund, which was created in October 2007. Unfortunately, this dedicated fund was dissolved shortly after its

creation. As noted earlier, a high legislative priority for this year in Springfield will be the restoration of that fund, but this is not guaranteed to succeed.

The historical dues structure, as of 2006, is shown below. Over \$1 million in local dues made up the budgets of NIPC and CATS, compared to only \$250,000 currently. Please note that Kendall County was not yet part of the metropolitan area in 2006, so did not have any dues.

Historical dues structure				
	NIPC, 2006	CATS, 2006	Total, 2006	Current, 2014*
Cook	\$167,279	\$40,000	\$207,279	\$25,000
DuPage	\$59,634	\$10,000	\$69,634	\$25,000
Kane	\$19,996	\$4,500	\$24,496	\$25,000
Kendall			\$0	\$25,000
Lake	\$61,993	\$6,250	\$68,243	\$25,000
McHenry	\$17,401	\$500	\$17,901	\$25,000
Will	\$33,950	\$5,000	\$38,950	\$25,000
Suburban municipalities	\$325,000		\$325,000	\$50,000
City of Chicago	\$133,831	\$40,000	\$173,831	\$25,000
Regional Transportation Authority	\$42,000		\$42,000	\$25,000
CTA		\$10,000	\$10,000	\$25,000
Metra			\$0	\$25,000
Pace			\$0	\$25,000
Illinois State Toll Highway Authority	\$15,513	\$10,000	\$25,513	\$25,000
Total:	\$876,596	\$126,250	\$1,002,846	\$375,000*

* This amount is the invoiced amount, but contributions are voluntary; approximately \$250,000 is actually collected.

Conclusions

To summarize the above analysis:

- CMAP's overall budget is lower than its peers, meaning that CMAP provides its services more efficiently than other comparable regional agencies.
- The low reliance of the agency on local funding is unusual. No other comparable agency, either nationwide or within Illinois, has such a low reliance on local funding. CMAP is unique in relying nearly entirely on the state for its local match.
- Many other comparable agencies are more aggressive at seeking competitive grants. While CMAP should pursue these more actively, these sources are typically not appropriate to provide the required local match for federal transportation funds.

- CMAP's predecessor agencies -- NIPC and CATS -- had significantly larger shares of local funding in their budget than our agency currently does.

Context

It is worth re-emphasizing the purpose of this analysis. In fall 2015, due to the lack of a state budget, CMAP faced a cash-flow crisis that nearly resulted in its shutdown. This outcome was averted through action by FHWA and FTA -- historically unprecedented in the U.S. -- to temporarily provide funding directly to our agency. While all MPOs in Illinois faced the same state budget situation, CMAP was the only one that experienced a crippling cash flow crisis. The reason for this is simple: CMAP relies on state funding to a larger degree than other MPOs. Other agencies were able to use local funding sources to keep them solvent, but CMAP, with minimal local funds, had no other revenue source to turn to.

While the immediate crisis has been addressed, longer-term problems continue. CMAP is receiving its federal funding, but the state match is unavailable due to the lack of a state budget. This means that for every dollar expended by CMAP, only 80 cents is recouped. CMAP continues to delay payments to its vendors, and its fiscal situation will worsen until the state budget is passed. If future state budgets are similarly delayed, even direct payments from the federal government will not be sufficient to keep the agency operational, because the federal funding cannot be used without a local match to support it.

Further, it is uncertain whether this year's budget -- or future budgets -- will include the same level of support for CMAP that has previously been enjoyed. The state has serious and far-reaching fiscal problems and will certainly be looking for every opportunity to reduce its spending. The state's current contributions to CMAP are not required by law but are made voluntarily each year by IDOT. It is imprudent to assume these will continue, given the atmosphere of budget reduction at the state level.

CMAP is pursuing a variety of different approaches to provide solutions to our funding issues.

- The ideal solution is to create a program like FUND 2040, an infrastructure fund made up of regionally-generated revenue that would also include operational funding for CMAP. This is the "Plan A," or preferred option. However, it is quite politically challenging and cannot be relied upon to succeed.
- A second option, "Plan B," is to replenish the state's Regional Comprehensive Planning Fund to provide a continuing appropriation for CMAP and the state's other MPOs to support their operations. This is highly desirable but also not guaranteed, particularly since CMAP has consistently but unsuccessfully advocated for it over the past five years. A similar option would be to receive operational funding through an upcoming capital bill, though this would be a short-term solution rather than permanent. The Board will be asked to further discuss these options as part of a separate memo in January.
- Finally, "Plan C" should be put into place if the first two options fail. This is the backup option, and should include activities that are fully within the control of the CMAP Board. Described further in the following pages, Plan C includes a combination of more

aggressive external fundraising, increased local contributions, and increased use of fee-for-service arrangements.

Discussion of “Plan C” options

As noted above, “Plan C” is meant to be put into place to begin FY17 if the first two options are unsuccessful prior to June 30, 2016. This does not rely on any action by the state, but it can be implemented at the direction of the CMAP Board. Several potential elements of this option -- particularly those that call for local contributions, either as dues or as fee-for-service -- will be unpopular. However, if CMAP does not find a supplementary local match source beyond the state, an eventual shutdown is a real possibility.

The “Plan C” scenario does not exempt the state from its responsibility to provide at least some funding for CMAP. Some level of state contribution will remain necessary for the agency to remain functional. The options discussed in this memo are meant to *reduce* reliance on state funding, not eliminate it entirely.

Potential elements of “Plan C” include local dues, fee-for-service, and external grants. It is likely that the solution will involve a combination of all of these elements. This memo does not present a full proposal, proposed distribution, or total amount, as that would be premature at this stage. However, it does lay out some concepts for discussion. The Board’s discussion in January will guide the development of a full proposal in the following months.

Local dues

As described earlier in this memo, peer agencies, both within Illinois and nationwide, raise a share of their budgets through local dues. CMAP’s current local dues are the lowest of any MPO examined, and are below the dues collected by CATS and NIPC. A central part of any funding strategy would logically include the raising of these rates.

Nationally and across Illinois, responsibility for paying local dues varies. Generally, counties have responsibility; in many cases, municipalities do as well, and in a few cases, transit agencies and other transportation providers also contribute. These are likely the most realistic groups to pay local dues for CMAP, and are the groups that historically funded NIPC and CATS as well.

This memo does not propose a target or a distribution for local dues. However, staff asks that the Board to discuss some concepts that could inform a future distribution proposal. Some potential concepts -- included here for discussion -- include:

- The agencies that appoint members to CMAP’s governing boards -- both the Board and the MPO -- are ultimately those that drive CMAP’s policy and direction. As these agencies govern CMAP’s work, it could be argued that they should also support its operations.
- Most other MPOs assess dues to counties and municipalities based on population, tax base, or similar methods, so agencies with larger budgets have higher levels of dues. This can provide a clear way to divide responsibility for dues in a way that is logical and understandable.

- One of the CMAP's basic responsibilities is to administer federal transportation funds. In the event that CMAP shuts down, the agencies that use federal funding would be the most directly affected, so they have an interest in ensuring that CMAP remains solvent. Thus, it could be argued that agencies that use or benefit from federal transportation funding should be responsible for paying local dues.
- Local dues should be mandatory rather than voluntary. But CMAP has no authority to legally compel another organization to pay dues, and state action to give it such authority is unlikely. In other words, CMAP needs its own enforcement mechanism. The primary way that CMAP could require dues is by withholding services from organizations that do not pay their dues -- again reinforcing the concept that the organizations that benefit from CMAP should support it. Agencies that do not rely on CMAP for funding or other assistance would have little incentive to pay dues.
- The practicality of invoicing and collection should be considered. Individual dues contributions from individual municipalities can be administratively burdensome, both to CMAP and to the communities, for what is ultimately a small amount of money. It may be more efficient for CMAP to work through the Councils of Mayors on dues collection than directly with all 284 municipalities.
- Some consideration should be given to the level of dues paid to CATS and NIPC before CMAP was formed, as well as the level of dues assessed by CMAP currently. Agencies that contributed funding higher levels of funding in the past may be willing to contribute those amounts again.
- Local dues are best suited to support CMAP activities that benefit the region broadly -- like preparing the long-range plan, maintaining the regional transportation model and necessary data, administering the TIP, conducting public outreach, and similar work. Programs that directly affect specific agencies are better suited to be supported through fee-for-service arrangements, as noted below.

Fee-for-service arrangements

Many MPOs, but not all, receive funding through fee-for-service arrangements, in which recipients of MPO services are asked to pay a share of the costs. Unlike dues, which are assessed at a consistent level every year and support basic agency functions, fee-for-service varies by year, as it is tied to specific projects. It is best assessed for activities that have a specific beneficiary.

CMAP's experience with fee-for-service is limited to the LTA program, which began to require local contributions in 2015. These contributions vary between 5% and 20% of total project cost (with a few projects that meet certain criteria provided at no cost), with an average contribution of 10% of project cost. If the LTA program continues at its current pace, the LTA local contributions can be expected to total \$200,000 to \$250,000 per year. While contribution rates could be increased to some degree, the sliding scale was specifically designed to allow the participation of lower-capacity communities, which is important to continue.

Other CMAP activities with specific beneficiaries include programming of CMAQ and TAP funding. The project selection and administration of these programs requires staff time, which the sponsors of successful projects could be asked to help to fund. CMAP also provides modeling and data assistance on a regular basis to support transportation studies by implementers, at no cost; this could also be a reasonable opportunity for fee-for-service.

Other possible fee-for-service arrangements certainly exist as well. For example, CMAP could increase the cost of trainings or begin to charge for training opportunities that are currently free, although this would not raise a large amount of funding. However, it should also be remembered that CMAP is a public agency, so it may not be appropriate to charge for every potential activity (for example, charging to download publications or data is not recommended). Other ideas will be sought from the Board and committees.

External grantseeking

In addition to local dues and fee-for-service arrangements, a realistic “Plan C” should also include increased pursuit of external funding. Over the past several years, CMAP has averaged \$1 million annually in external grants received to support topics such as housing, economic development, watershed planning, water supply, and stormwater and resilience. This amount is less than most other regional agencies, meaning that CMAP likely has room for additional external fundraising. Staff is now working on a strategic plan to identify topics and potential sources to increase external funding beyond \$1 million annually.

It must be emphasized again, however, that external sources (most likely, federal or philanthropic grants) are very unlikely to be significant components of a local match. While these should be important contributors to the agency’s budget, they do not remove the need for local funds to match federal funds and reduce reliance on the state.

Conclusions

To reduce reliance on state funding, staff recommends developing and proposing a “Plan C” funding package consisting of increases in local dues, fee-for-service arrangements, and external grants. Board reaction and discussion of each of these elements is requested. Such a package would need to be put in place by July 1, assuming Plans A and B are not successful in the same time frame.

ACTION REQUESTED: Discussion

###