



Chicago Metropolitan Agency for Planning (CMA) Board
Annotated Agenda
Wednesday, January 13, 2021

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Meeting ID: 966 4471 0226
One tap mobile
+13126266799,,96644710226# US (Chicago)

- 1.0 Call to Order and Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—November 18, 2020**
ACTION REQUESTED: Approval
- 4.0 Executive Director’s Report**
CMA’s Executive Director will provide an overview of recent agency activities.
- 5.0 CMA Audit and Annual Financial Report for the Year Ended June 30, 2020**
Sikich, LLP will present the annual financial report and management letter for the year ending June 30, 2020.
ACTION REQUESTED: Acceptance
- 6.0 Procurements and Contract Approvals**
Contract approval with RSG for the Activity-Based Model Update
ACTION REQUESTED: Approval
- 7.0 Committee Reports**
CMA’s working committee membership and 2021 meeting schedule is included in the packet.

CMA representatives to the MPO Policy Committee in 2021 are:
Frank Beal-Member, Rita Athas-Alternate; Matt Brolley-Member, John Noak, Alternate.
ACTION REQUESTED: Information

8.0 Unified Work Program (UWP)

Slated to be approved at the UWP Committee meeting on January 13, 2021, staff will provide an update on the process and schedule for developing the FY 2022 UWP.

ACTION REQUESTED: Information

9.0 Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment

The semi-annual ON TO 2050/TIP conformity analysis and TIP Amendment [21-02](#) was subject to a 30-day public comment period from November 2 - December 2, 2020. Considered at their meeting on December 18, 2020, the Transportation Committee recommended approval to the CMAP Board and MPO Policy Committee. Staff will summarize any comments received and request approval.

ACTION REQUESTED: Approval

10.0 2021 CMAP Highway Safety Targets

Under MAP-21 and the FAST Act, State departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibilities for establishing safety performance targets. The MPO must adopt 2021 targets by January 2021. In December 2020, the Transportation Committee voted to recommend these targets. Staff will summarize the proposed targets and request approval by the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

11.0 Mobility Recovery

CMAP has brought on a consultant to help the region understand the impacts of the COVID crisis on our mobility systems and to develop an actionable plan to keep the region on track to meet the goals of ON TO 2050. The work will look to mitigate a likely rebound in congestion, sustain the transit system beyond the recovery phase, and increase the overall resilience of the region's multimodal transportation system. Staff will present on the initiation of this work.

ACTION REQUESTED: Discussion

12.0 2021 State and Federal Legislative Agenda

Staff will present the draft Legislative Agenda for the 102nd Illinois General Assembly and the 2021 Federal Agenda and Surface Transportation Reauthorization Principles. Notable revisions to the documents, as well as the principles and a summary of the agenda, are included in the staff memo.

ACTION REQUESTED: Discussion

13.0 Other Business

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

15.0 Next Meeting

The Board is scheduled to meet next on February 10, 2021.

16.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

___ Gerald Bennett, Chair
___ Rita Athas
___ Frank Beal
___ Matt Brolley
___ Maurice Cox
___ Karen Darch

___ Jim Healy
___ John Noak
___ Rick Reinbold
___ Nancy Rotering
___ Carolyn Schofield
___ Anne Sheahan

___ Matthew Walsh
___ Diane Williams
___ Leanne Redden
___ Abolfazl Mohammadian



Chicago Metropolitan Agency for Planning (CMAP)

DRAFT

Board Meeting Minutes

November 18, 2020

computer, tablet or smartphone:

<https://zoom.us/j/7283344601>

telephone:

+13126266799,,7283344601#

**Board Members
Present:**

Gerald Bennett, Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Matt Brolley-representing Kane/Kendall Counties, Maurice Cox-representing the City of Chicago, Karen Darch-representing northwest Cook County, Jim Healy-representing DuPage County, John Noak-representing Will County, Rick Reinbold-representing south suburban Cook County, Nancy Roterling-representing Lake County, Carolyn Schofield-representing McHenry County, Anne Sheahan-representing the City of Chicago, Matthew Walsh-representing west central Cook County, Diane Williams-representing Cook County, and non-voting member Abolfazl Mohammadian-representing the Office of the Governor

Staff Present:

Erin Aleman, Amy McEwan, Angela Manning-Hardimon, Kathy Lane, Laura Wilkison, Stephane Phifer, Gordon Smith, Jason Navota, and Sherry Kane

Others Present:

Heather Armstrong, Elaine Bottomley-WCGL, Lenny Cannata-WCMC, Sheri Cohen-Chicago Department of Public Health, Peter Costa and Sara Hage-HNTB, Kristi DeLaurentiis and Leslie Phemister-SSMMA, Emily Daucher-McHenry County, Michael Fricano-West Cook, Matt Pasquini-NWMC, Noah Jones and Troy Simpson-Kane County, Tom Kelso-IDOT, Mike Klemens and Joseph Surdam-Lake County Council, Daniel Knickelbein-DMMC, George Motto, Ryan Peterson-McHenry County, Tom Rickert-Kane County, David Seglin-CDOT, Tina Fassett-Smith-RTA, and Vicky Smith-Southwest Conference

1.0 Call to Order and Introductions

CMAP Board Chair Mayor Bennett called the meeting to order at approximately 9:33 a.m., reminded the members that the meeting was being live-streamed, and asked Executive

Director Erin Aleman to call the roll.

Mayor Bennett	Present	Rita Athas	Present	Frank Beal	-
President Brolley	Present	Maurice Cox	Present	Mayor Darch	Present
Jim Healy	-	Mayor Noak	Present	President Reinbold	Present
Mayor Rotering	Present	Carolyn Schofield	Present	Anne Sheahan	Present
Matt Walsh	Present	Diane Williams	Present	Abolfazl Mohammadian	Present

2.0 Agenda Changes and Announcements

Chairman Mayor Bennett welcomed and introduced CMAP’s newest board member, representing the Office of the Governor. Abolfazl Mohammadian is a professor of transportation systems and head of the Department of Civil, Materials, and Environmental Engineering at UIC.

3.0 Approval of Minutes

A motion to approve the minutes of the October 14, 2020, joint meeting of the CMAP Board and MPO Policy Committee as presented was made by Mayor John Noak, seconded by President Matt Brolley, and a roll call vote followed:

Mayor Bennett	Yes	Rita Athas	Yes	Frank Beal	-
President Brolley	Yes	Maurice Cox	Yes	Mayor Darch	Yes
Jim Healy	-	Mayor Noak	Yes	President Reinbold	Yes
Mayor Rotering	Yes	Carolyn Schofield	Yes	Anne Sheahan	Yes
Matt Walsh	Yes	Diane Williams	Abstain	Abolfazl Mohammadian	-

The motion carried.

4.0 Executive Director’s Report

Executive Director Erin Aleman’s report included updates on the following: the Regional Economic Recovery Task Force (that included a brief video of Mayor Lori Lightfoot, President Toni Preckwinkle, and Chairman Dan Cronin); the one-year extension of transportation reauthorization and a corresponding CMAP working group that has us speaking in one voice to our legislative partners; a webinar offered by CMAP related to service-sharing, continuing to promote ON TO 2050 recommendations through the media (co-authoring an op-ed with Arnold Randall, of the Cook County Forest Preserve promoting equitable access to parks), an interview with Crains (along with Chair Cronin and Waukegan Representative Mayfield) on consolidation of local government, and a speaking engagement for the Association of Metropolitan Planning Organizations, sharing lessons learned from the STP shared fund process that resulted in a more equitable distribution of federal funding for projects of regional significance.

5.0 Procurements and Contract Approvals

The following procurements and contract approvals were presented for approval: commercial service vehicles model and survey to Malatest in the amount of \$249,975;

regional employment forecast (required by the long-range planning process) with EBP in an amount not-to-exceed \$124,832; with CMAP and other partners developing a regional mobility strategy in a post COVID region with AECOM in an amount not-to-exceed \$702,710; pavement data collection and pilot pavement management program vendor addition of Applied Pavement Technologies (APA); and a resolution with Cook County Assessor's office for research and analysis purposes.

A motion by Diane Williams to approve the procurements and contracts as presented, was seconded by Rita Athas, and a roll call vote followed:

Mayor Bennett	Yes	Rita Athas	Yes	Frank Beal	Yes
President Brolley	Yes	Maurice Cox	Yes	Mayor Darch	Yes
Jim Healy	Yes	Mayor Noak	Yes	President Reinbold	Yes
Mayor Roterling	Yes	Carolyn Schofield	Yes	Anne Sheahan	Yes
Matt Walsh	Yes	Diane Williams	Yes	Abolfazl Mohammadian	-

The motion carried.

6.0 Committee Reports

Chair of the Coordinating Committee President Rick Reinbold, gave a summary of the Coordinating Committee meeting that took place earlier in the morning that included: a staff update on the Embedded Staff Program (funded in part by the MacArthur Foundation); success stories from Calumet Park and Sauk Village (that received invest-in-Cook grants as a result of the program participation); three (3) new programs kick off December 1 that will see embedded planners implementing Local Technical Assistance (LTA) projects; an update on CMAP's local incentive guide and shared findings; and reports from the committee chairs about the work taking place in their committees. The Coordinating Committee is scheduled to meet next in January.

7.0 Climate Focus Area workplan overview

Director Jason Navota presented an overview of the FY 2021 Climate Focus Area work plan--structured around one of the three ONTO 2050 plan implementation (transportation, regional economy, and climate)--and gave an update on the project progress thus far, that focuses on multi-year planning, transportation mitigation strategies, climate mitigation and adaptation technical assistance, climate data inventory and refinement, and greenhouse gas emission reporting and performance monitoring.

8.0 Legislative Update

Executive Director Erin Aleman reported there would be no legislative update, and that staff were available to answer any questions the Board might have. There exists a major concern at the local level how the state will be able to manage having not passed the Fair-Act tax, the impact on the LGDF, and CMAP's role in providing analyses and forecasts were there cuts in that source of funding for local governments.

9.0 Other Business

There was no other business before the CMAP Board.

10.0 Public Comment

There were no comments from the public.

11.0 Executive Session

At approximately 10:40 a.m., a motion to adjourn the Board to an Executive Session pursuant to 5 ILCS 120/2 (c)(1) to discuss the Executive Director's performance review and 5 ILCS 120/2(c)(21) to review prior closed session minutes was made by Jim Healy, seconded by President Rick Reinbold, and a roll call vote followed:

Mayor Bennett	Yes	Rita Athas	Yes	Frank Beal	-
President Brolley	Yes	Maurice Cox	Yes	Mayor Darch	Yes
Jim Healy	Yes	Mayor Noak	-	President Reinbold	Yes
Mayor Rotering	Yes	Carolyn Schofield	Yes	Anne Sheahan	Yes
Matt Walsh	Yes	Diane Williams	Yes	Abolfazl Mohammadian	-

The motion carried.

Following the Executive Session, Deputy Executive Director Angela Manning-Hardimon reported the following:

- Draft Minutes of the Closed Session meeting of November 13, 2019;
- Authorization to release the minutes of the Closed Session meeting of November 13, 2019;
- Continue confidentiality of all other Closed Session minutes; and,
- Destruction of the recordings after 18 months.

A motion by Mayor Karen Darch to approve these measures was seconded by Rita Athas. A roll call vote followed:

Mayor Bennett	Yes	Rita Athas	Yes	Frank Beal	Yes
President Brolley	Yes	Maurice Cox	-	Mayor Darch	Yes
Jim Healy	Yes	Mayor Noak	-	President Reinbold	Yes
Mayor Rotering	Yes	Carolyn Schofield	Yes	Anne Sheahan	Yes
Matt Walsh	Yes	Diane Williams	Yes	Abolfazl Mohammadian	-

The motion carried.

Chairman Mayor Bennett also reported that the Board had discussed the Executive Director's annual review.

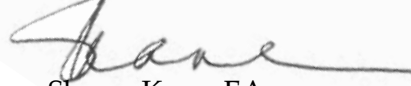
12.0 Next Meeting

The Board will not meet in December; rather meets next January 13, 2021.

13.0 Adjournment

At approximately 10:53 a.m., a motion to adjourn by Jim Healy, seconded by Mayor John Noak, and with all in favor, carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Sherry Kane", written over a light gray diamond-shaped background.

Sherry Kane, EA

12-22-2020

/stk

**CHICAGO METROPOLITAN
AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

ANNUAL FINANCIAL REPORT AND
INDEPENDENT AUDITOR'S REPORT

For the Years Ended June 30, 2020 and 2019

We are submitting to you the following draft of your financial statements to expedite your review. As stated in our engagement letter with you, the fair presentation of the financial statements is your responsibility. This draft, or elements within should not be shared with any external parties, nor should any inference be made to any parties that no material adjustments or material disclosure modifications are expected before these statements are submitted as final.

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INDEPENDENT AUDITOR'S REPORT

The Honorable Chairman
and Members of the Board
Chicago Metropolitan Agency for Planning
233 South Wacker, Suite 800
Chicago, Illinois 60606

We have audited the accompanying financial statements of the Chicago Metropolitan Agency for Planning, Chicago, Illinois (the Agency) as of and for the years ended June 30, 2020 and 2019, and the related notes to the financial statements, which collectively comprise the Agency's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Agency's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Agency's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Chicago Metropolitan Agency for Planning, Chicago, Illinois as of June 30, 2020 and 2019, and the respective changes in financial position and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Change in Accounting Principle

The Agency adopted GASB Statement No. 84, *Fiduciary Activities*, and GASB Statement No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans – an Amendment of GASB Statements No. 14 and No. 84, and a Supersession of GASB Statement No. 32*, which established standards for reporting fiduciary funds and modified certain disclosures in the notes to the financial statements. The reporting for June 30, 2019 was not modified as the required information was not available. Our opinion is not modified with respect to these matters.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the required supplementary information listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements and other knowledge we obtained during our audits of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audits were conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Agency's basic financial statements. The supplementary information is presented for purposes of additional analysis and is not a required part of the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis, as required by the Uniform Guidance and is also not a required part of the basic financial statements. The supplementary information and schedule of expenditures of federal awards are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audits of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated **REPORT DATE**, 2020 on our consideration of the Agency's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Agency's internal control over financial reporting and compliance.

Naperville, Illinois
REPORT DATE, 2020

Preliminary and Tentative
For Discussion Purposes Only

**GENERAL PURPOSE EXTERNAL
FINANCIAL STATEMENTS**

Chicago Metropolitan Agency for Planning Management's Discussion and Analysis (Unaudited) June 30, 2020

Preliminary and Tentative
For Discussion Purposes Only

Background

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 as the comprehensive regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. Through the Regional Planning Act (Public Act 094-510) in 2005, there was a merger of the Northeastern Illinois Planning Commission (NIPC) and the Chicago Area Transportation Study (CATS) to create the new Regional Planning Board, which was renamed as Chicago Metropolitan Agency for Planning (CMAP) in 2006. The merger was completed at the end of fiscal year 2007.

By state and federal law, CMAP is responsible for producing the region's official, integrated plan for land use and transportation. The agency projects that metropolitan Chicago will gain 2.8 million new residents and 1.8 million jobs in the next three decades. On October 13, 2010, CMAP adopted *GO TO 2040*, metropolitan Chicago's first comprehensive regional plan in more than 100 years to address the anticipated population growth, and to establish coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. On October 10, 2018, the agency adopted *ON TO 2050*, the new comprehensive regional plan for metropolitan Chicago that addresses three overarching principles: Inclusive Growth, Resilience and Prioritized Investment. These principles will provide the region guidance for future progress.

CMAP has published an annual report highlighting the accomplishments for fiscal year 2019-2020. A copy of the CMAP annual report can be obtained at www.cmap.illinois.gov.

Management's Discussion and Analysis

This section of CMAP's financial statements presents management's discussion and analysis (MD&A) of the financial activities of CMAP during the fiscal year ended June 30, 2020. Please read it in conjunction with the basic financial statements, including the accompanying notes to financial statements, which follow this section.

Financial Highlights

Fiscal year 2020 commenced with a change in leadership, as Erin Aleman became the new Executive Director of the agency. Under her leadership, a new Chief of Staff was hired and two leadership positions were filled, the Deputy Executive Director of Policy and Plan Implementation and the Director of Strategic Alignment and Innovation. These positions will focus on aligning the agency's work with implementation of *ON TO 2050* and Core Values. In March 2020, with the onset of COVID 19 in the region, CMAP staff transitioned to a remote work environment and continued to perform its MPO responsibilities and complete projects. At the end of fiscal year 2020, CMAP moved its headquarters from the Willis Tower, where it resided since its inception, to the historic Old Post Office. The building, being one of the largest economic development projects in the Central Business District of downtown Chicago, has great synergy with the work of CMAP as the core-planning agency for the region. This move also presented significant cost savings for the agency in below market rents in this Central Business District.

In general, fiscal year 2020 expenses focused on implementation activities related to *ON TO 2050*, the agency's comprehensive regional plan. CMAP also continued its work on several major projects that included the continuation of the pavement management project, which primary objectives are to collect or assemble existing payment condition data for CMAP region federal-aid local jurisdiction roads and complete pavement management asset plans for a select number of municipalities. There was ongoing work related to the travel demand survey and

Chicago Metropolitan Agency for Planning Management's Discussion and Analysis (Unaudited) June 30, 2020

Preliminary and Tentative
For Discussion Purposes Only

related data modeling activities to enhance CMAP's travel demand model. The Agency has continued its work on the Illinois Port Authority project developing a comprehensive plan for the future of the port. The agency also expanded its work to the southern part of the region to conduct a truck routing study that includes both Cook and Will County to understand truck logistics and network in this area. COVID 19 has affected CMAP's progress on many projects, specifically as it relates to public engagement. However, the Agency has remained nibble with technology and projects continue to move forward.

Government-wide Financial Statements

The two main components to the government-wide financial statements are: (1) the statement of net position and (2) the statement of revenues, expenses and changes in net position. These two major statements are analyzed in terms of obtaining a broad overview of the finances, value and annual operations of CMAP.

Generally, government-wide statements can present two different components: governmental activities, which are operations primarily supported by tax revenues, and business-type activities, which are those activities that are self-funded. All the operations of CMAP are considered business-type activities.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. CMAP uses fund accounting to ensure and demonstrate compliance with finance related legal requirements. CMAP is unique to many governments since it is an entity with only one fund, proprietary in nature.

Notes to the financial statements

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the basic financial statements.

Other information

In addition to the basic financial statements and accompanying notes, this report also presents certain required supplementary information.

Government-wide Financial Analysis

Net position may serve over time as a useful indicator of the entity's financial position. The following tables highlight the increase in net position of the entity from \$(720,992) as of June 30, 2018 to \$474,945 as of June 30, 2019, an increase of \$1,195,937. In 2018, the increase in net position of the entity changed from \$(1,529,886) as of June 30, 2018 to \$(720,992), which resulted in an increase of \$808,894. The Agency's negative net position in 2018 was the result of the adoption in 2015 of GASB Statement No. 68, *Accounting and Financial Reporting for Pensions* and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date*, which establishes standards for measuring and recognizing liabilities, deferred inflows and outflows of resources and expenses. With the adoption of GASB No. 68 and 71, the Agency was required to retroactively record the net pension liability and related deferred inflows and outflows of resources related to its participation in the Illinois Municipal Retirement Fund (IMRF) and the State Employees' Retirement System (SERS).

**Chicago Metropolitan Agency for Planning
Management’s Discussion and Analysis (Unaudited)
June 30, 2020**

Preliminary and Tentative
For Discussion Purposes Only

<i>Table 1 Condensed Statement of Net Position (in thousands)</i>			
	<i>Business-type Activities</i>		
	2018	2019	2020
Current and other assets	\$7,580	\$8,401	\$9,137
Long-Term assets	<u>\$2,424</u>	<u>\$1,627</u>	<u>\$2,423</u>
Total assets	<u>\$10,004</u>	<u>\$10,028</u>	<u>\$11,560</u>
Deferred Outflow	\$3,135	\$4,045	\$2,816
Current liabilities	\$2,772	\$4,328	\$4,551
Long-Term liabilities	<u>\$6,136</u>	<u>\$7,322</u>	<u>\$4,714</u>
Total liabilities	<u>\$8,908</u>	<u>\$11,650</u>	<u>\$9,264</u>
Deferred Inflow	\$4,952	\$1,947	\$2,862
Net position			
Investment in capital assets	\$437	\$427	\$1,196
Unrestricted	<u>\$(1,158)</u>	<u>\$48</u>	<u>\$1,054</u>
Total net position	<u>\$(721)</u>	<u>\$475</u>	<u>\$2,250</u>

The statement of net position is a snapshot as of the end of the fiscal year, reporting information on all of CMAP’s assets and deferred outflows of resources as well as liabilities and deferred inflows of resources, with the difference between the two reported as net position. CMAP reported \$2,249,802 net position as of June 30, 2020, as compared to net position of \$474,945 as of June 30, 2019, an increase of \$1,774,857. At June 30, 2020, \$1,053,584 of net position reflects CMAP’s unrestricted funds. Investment in capital assets represents the book value of capital assets.

NIPC entered into a new office lease in the fiscal year ended June 30, 2006. As an incentive to enter into the lease, NIPC was granted rent abatements for certain months throughout the term of the lease, including the first twelve months of the lease, two months in FY 08, three months in FY 09, and three months in FY 10. The benefit of these abatements is being recognized evenly over the life of the lease. Consequently, a liability is reported (“rent abatement”) for the portion of the abatements received since the beginning of the lease that will be recognized over the remaining lease term. As part of the enabling legislation, CMAP assumed all of NIPC obligations and is now responsible for the office lease. Commencing September 2020, CMAP entered into a new lease with 601 W Companies for approximately 48,000 square feet of space at the Old Post Office. This new lease includes 12 months of rent abatement that will be recognized over the first 12 years of the lease.

The largest component of the assets is cash and accounts receivable, which account for 77% of the total assets in 2020. In 2019, the largest component of assets was cash and accounts receivable, which accounted for 81% of the total assets. The largest components of the total liabilities are net pension liabilities, which had a balance of \$7,049,589 and \$4,541,591 at June 30, 2019 and 2020, respectively. In comparison to the June 30, 2018, balance of net pension liabilities, which had a balance of \$5,692,915.

**Chicago Metropolitan Agency for Planning
Management's Discussion and Analysis (Unaudited)
June 30, 2020**

Preliminary and Tentative
For Discussion Purposes Only

<i>Table 2 Changes in Net Position (in thousands)</i>						
	<i>2018</i>	<i>% of Total</i>	<i>2019</i>	<i>% of Total</i>	<i>2020</i>	<i>% of Total</i>
Operating revenues						
Grant revenue						
Federal	\$16,754	70%	\$20,436	73%	\$17,563	70%
State	\$4,833	20%	\$4,303	15%	\$4,771	19%
Other	\$1,527	6%	\$2,062	8%	\$1,661	7%
Contributions	\$937	4%	\$903	4%	\$941	4%
Miscellaneous	<u>\$12</u>	<u>0%</u>	<u>\$110</u>	<u>%</u>	<u>\$11</u>	<u>0%</u>
Total Operating revenues	<u>\$24,063</u>	100%	<u>\$27,816</u>	100%	<u>\$24,947</u>	100%
Operating expenses						
Personnel services	\$10,346	45%	\$9,933	37%	\$10,450	45%
Operating expenses	\$2,034	9%	\$2,231	8%	\$2,371	9%
Commodities	\$462	2%	\$478	2%	\$688	3%
In-kind expenses	\$1,150	5%	\$1,420	5%	\$1,136	5%
Capital Outlay					\$129	0%
Contractual services	\$8,745	38%	\$12,368	47%	\$8,200	38%
Depreciation expense	<u>\$271</u>	<u>1%</u>	<u>\$206</u>	<u>1%</u>	<u>\$208</u>	<u>0%</u>
Total operating expenses	<u>\$23,008</u>	100%	<u>\$26,636</u>	100%	<u>\$23,182</u>	100%
Non-operating income						
Interest	<u>\$9</u>	<u>100%</u>	<u>\$17</u>	<u>100%</u>	<u>\$9</u>	<u>100%</u>
Total Non-operating income	<u>\$9</u>	<u>100%</u>	<u>\$17</u>	<u>100%</u>	<u>\$9</u>	<u>100%</u>
Increase (decrease) in net position	\$1,064		\$1,196		\$1,775	

The largest component of operating revenues is federal grants. For its core operating activities, federal grants are passed to CMAP through the appropriate state agency—primarily the Illinois Department of Transportation. The FY20 budget was developed with grants awarded to CMAP to support its five programs. Primary funding for CMAP is from the Unified Work Program (UWP) for transportation planning for northeastern Illinois programs with metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), and state and local sources.

In 2007, the Regional Planning Act was amended and included the creation of the Comprehensive Regional Planning Fund (CRPF), of which \$3.5 million was allocated to CMAP. The CRPF was used for matching grant funds and other comprehensive regional planning purposes before it was eliminated in FY 12. Since that time, the Illinois state budget has annually provided up to \$3.5 million in state transportation funds in lieu of funding for the CRPF.

Chicago Metropolitan Agency for Planning Management's Discussion and Analysis (Unaudited) June 30, 2020

Preliminary and Tentative
For Discussion Purposes Only

The operating expenses of \$23,181,628 for the year ended June 30, 2020 decreased by \$3,454,730 or 13% from \$26,636,358 for the year ended June 30, 2019, as compared to the operating expenses of \$23,008,004 and \$26,636,358 at June 30, 2018 and June 30, 2019, which increased by \$3,362,354 or 14%.

Capital Assets

The capital assets are the furniture, office equipment, leasehold improvements and software owned by CMAP. The capital assets of \$427,177 and \$1,196,218 at June 30, 2019 and 2020, respectively, increased by \$769,041 or 180%. This increase is due to the purchase of new furniture, technology equipment and leasehold improvements made as a result of CMAP construction and relocation to the Old Office Post Office in September 2020. This compares to the decrease of \$9,303, or 2%, which occurred in 2019. Further capital asset information can be found in Note 3 of the notes to the financial statements.

Summary and Future Considerations

FY2020 was an unprecedented year for the agency and the region at large. With the global impact of the COVID 19 pandemic, the agency migrated to a remote work environment and maximized technology to ensure business continuity. However, the greatest impacts to CMAP's work was most noted in public engagement and consulting work that required collaboration with partners and stakeholders that was not always possible or effective through technological means. This resulted in decreased expenses of \$3.5 million as compared to FY2019. State revenues to CMAP were approximately \$470,000 higher than FY2019. The agency continued to progress on years two and three of major state funded projects (Illinois Port Authority, Truck Routing Study, Pavement Management and Local Technical Assistance). This funding, in addition to the state match for CMAP's federal funds, increased the amount of state funding CMAP received in FY20. Local dues continue to be a stable funding source for the agency. Since the inception of the program, CMAP has consistently collected \$887,000, or 99% of local dues invoiced.

In March 2020, CMAP commenced construction of its new offices at the Old Post Office. This project was completed in August 2020, and resulted in a significant increase in capital assets, which was comprised of new office furniture, technology and audio video equipment, and leasehold improvements. This move will allow CMAP to achieve cost savings through the reduction of rents, common area expenses and more importantly reduced real estate taxes, as the Old Post Office is a Class L Historic building with a tax rate 40-60% below market. Future considerations as it relates to revenue and expenses can be better determined as the region gains insight to the impacts of COVID 19 on federal, state and local funding.

Requests for Information

The financial report is designed to provide a general overview of the financial operations of the Chicago Metropolitan Agency for Planning. Questions concerning any of the information in this report or requests for additional information should be sent to the Deputy Executive Director for Finance and Administration, Chicago Metropolitan Agency for Planning, 433 W. Van Buren, Chicago, Illinois 60606.

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**Preliminary and Tentative
For Discussion Purposes Only**

STATEMENTS OF NET POSITION

June 30, 2020 and 2019

	2020	2019
CURRENT ASSETS		
Cash and cash equivalents	\$ 1,534,251	\$ 3,079,075
Receivables	7,412,208	5,061,981
Prepaid expenses	190,939	259,661
Total current assets	9,137,398	8,400,717
LONG-TERM ASSETS		
Restricted cash	1,200,000	1,200,000
Net pension asset - IMRF	26,346	-
Capital assets, net of accumulated depreciation	1,196,218	427,177
Total long-term assets	2,422,564	1,627,177
Total assets	11,559,962	10,027,894
DEFERRED OUTFLOWS OF RESOURCES		
IMRF pension items	2,312,855	3,349,165
SERS pension items	502,792	695,455
Total deferred outflows of resources	2,815,647	4,044,620
Total assets and deferred outflows of resources	14,375,609	14,072,514
CURRENT LIABILITIES		
Accounts payable	3,119,787	2,815,843
Accrued payroll	480,964	346,600
Compensated absences	523,426	429,159
Unearned revenue	426,462	736,680
Total current liabilities	4,550,639	4,328,282
LONG-TERM LIABILITIES		
Net pension liability - IMRF	-	1,958,902
Net pension liability - SERS	4,541,591	5,090,687
Total OPEB liability	143,549	169,585
Rent abatement	28,456	102,811
Total long-term liabilities	4,713,596	7,321,985
Total liabilities	9,264,235	11,650,267
DEFERRED INFLOWS OF RESOURCES		
IMRF pension items	1,763,579	612,122
SERS pension items	1,097,993	1,335,180
Total deferred inflows of resources	2,861,572	1,947,302
Total liabilities and deferred inflows of resources	12,125,807	13,597,569
NET POSITION		
Investment in capital assets	1,196,218	427,177
Unrestricted	1,053,584	47,768
TOTAL NET POSITION	\$ 2,249,802	\$ 474,945

See accompanying notes to financial statements.

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

Preliminary and Tentative
For Discussion Purposes Only

STATEMENTS OF REVENUES, EXPENSES, AND
CHANGES IN NET POSITION

For the Years Ended June 30, 2020 and 2019

	<u>2020</u>	<u>2019</u>
OPERATING REVENUES		
Grant revenue		
Federal	\$ 17,563,011	\$ 20,436,467
State	4,770,997	4,303,128
Other	1,661,487	2,062,259
Contributions	940,867	903,338
Miscellaneous	11,043	110,375
	<hr/>	<hr/>
Total operating revenues	24,947,405	27,815,567
	<hr/>	<hr/>
OPERATING EXPENSES		
Personnel services	10,449,915	9,933,234
Operating expenses	2,370,868	2,231,123
Commodities	688,388	478,333
In-kind expenses	1,135,839	1,420,305
Capital outlay	128,722	-
Contractual services	8,199,615	12,367,646
Depreciation expense	208,281	205,717
	<hr/>	<hr/>
Total operating expenses	23,181,628	26,636,358
	<hr/>	<hr/>
OPERATING INCOME	1,765,777	1,179,209
NON-OPERATING REVENUES (EXPENSES)		
Investment income	9,080	16,728
	<hr/>	<hr/>
CHANGE IN NET POSITION	1,774,857	1,195,937
NET POSITION (DEFICIT), BEGINNING OF YEAR	474,945	(720,992)
	<hr/>	<hr/>
NET POSITION, END OF YEAR	<u>\$ 2,249,802</u>	<u>\$ 474,945</u>

See accompanying notes to financial statements.

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**Preliminary and Tentative
For Discussion Purposes Only**

STATEMENTS OF CASH FLOWS

For the Years Ended June 30, 2020 and 2019

	2020	2019
CASH FLOWS FROM OPERATING ACTIVITIES		
Received from other local governments	\$ 641,692	\$ 1,276,289
Received from operating grants	20,509,429	24,155,044
Paid to suppliers for goods and services	(11,089,282)	(13,865,158)
Paid to employees for services	(10,638,421)	(10,547,033)
	(576,582)	1,019,142
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
None	-	-
	-	-
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition of capital assets	(977,322)	(196,414)
	(977,322)	(196,414)
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest received	9,080	16,728
	9,080	16,728
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	(1,544,824)	839,456
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	4,279,075	3,439,619
CASH AND CASH EQUIVALENTS, END OF YEAR	\$ 2,734,251	\$ 4,279,075
RECONCILIATION OF OPERATING INCOME TO NET CASH FLOWS FROM OPERATING ACTIVITIES		
Operating income	\$ 1,765,777	\$ 1,179,209
Adjustments to reconcile operating income to net cash from operating activities		
Noncash activity		
Depreciation expense	208,281	205,717
Deferred rent credit	(74,355)	(170,733)
Changes in		
Receivables	(2,350,227)	(1,226,505)
Prepaid expenses	68,722	44,791
Accounts payable	303,944	1,337,886
Accrued payroll	134,364	(38,820)
Compensated absences payable	94,267	(4,914)
Unearned revenue	(310,218)	262,576
Deferred pension items	2,143,243	(3,914,097)
Deferred other postemployment benefit items	-	29,830
Net pension asset/liability	(2,534,344)	3,344,138
Net other postemployment benefit asset/liability	(26,036)	(29,936)
	(2,342,359)	(160,067)
NET CASH FROM OPERATING ACTIVITIES	\$ (576,582)	\$ 1,019,142
NONCASH TRANSACTIONS		
Contribution of subcontractor services	\$ 1,135,839	\$ 1,420,305

See accompanying notes to financial statements.

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

NOTES TO FINANCIAL STATEMENTS

June 30, 2020 and 2019

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

On August 8, 2005, the Illinois state legislature approved the Regional Planning Act (the Act) to create a Regional Planning Board, also known as the Chicago Metropolitan Agency for Planning (the Agency). The Act called for the merger of the functions of the Chicago Area Transportation Study (CATS), the region's federally designated metropolitan planning organization, and the Northeastern Illinois Planning Commission (NIPC). Effective July 1, 2007, these entities were merged to form the Agency. These financial statements for the Agency reflect this broadened organization. No assets, liabilities, and net position from CATS were acquired or combined as a result of the merger. Before the merger, CATS was supported entirely by the Illinois Department of Transportation. All assets, liabilities, and net assets from NIPC were assumed by the Agency during the merger. The Agency is a unit of local government incorporated under the Illinois State Statutes as a "special agency" form of government. The Agency is the comprehensive regional planning organization and is responsible for producing the integrated plan for land use and transportation for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will.

The financial statements of the Agency have been prepared in accordance with accounting principles generally accepted in the United States of America, as applied to government units (hereinafter referred to as generally accepted accounting principles (GAAP)). The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Agency's accounting policies are described below.

a. Reporting Entity

The Agency is considered to be a primary government pursuant to GASB Statement No. 61 since it is legally separate and fiscally independent. These financial statements include all functions, programs, and activities under the control of the Board of Directors of the Agency.

b. Fund Accounting

Governmental resources are allocated to and accounted for in individual funds based on the purposes for which they are to be spent and the means by which spending activities are controlled. Fund accounting segregates funds according to their intended purpose and is used to aid management in demonstrating compliance with finance related legal and contractual provisions. The Agency utilizes a single proprietary fund (enterprise fund) to account for its operations.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

b. Fund Accounting (Continued)

Enterprise Fund

The Enterprise Fund is used to account for operations (a) that are financed and operated in a manner similar to private business enterprises - where the intent of the Agency is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges or (b) where the Agency has decided that periodic determination of revenues earned, expenses incurred, and net income or loss is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

c. Measurement Focus and Basis of Accounting

The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. All proprietary funds are accounted for on a flow of economic resources measurement focus. With this measurement focus, all assets deferred outflows of resources, liabilities, and deferred inflows of resources associated with the operation of these funds are included on the statement of net position. Proprietary fund operating statements present increases (e.g., revenues) and decreases (e.g., expenses) in total net position. Operating revenues/expenses include all revenues/expenses directly related to providing proprietary fund services. Incidental revenues/expenses are reported as non-operating.

The accrual basis of accounting is utilized by proprietary funds. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

d. Accounting Estimates

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from these estimates.

e. Cash and Cash Equivalents

For purposes of the statement of cash flows, the Agency considers all highly liquid investments with an original maturity of three months or less when purchased, including bank money market accounts and The Illinois Funds accounts, to be cash equivalents.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

f. Investments

Investments, if any, with a maturity date greater than one year from the date of purchase are recorded at fair value. Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The Agency categorizes its fair value measurements within the fair value hierarchy established by GAAP. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs.

The Agency held no investments at June 30, 2020 or 2019.

g. Accounts Receivable

Accounts receivable, which primarily represent amounts due from other federal, state, and local governments in the form of grant payments, totaled \$7,412,208 at June 30, 2020 and \$5,061,981 at June 30, 2019. Accounts receivable are stated at the amount billed to the grantor or government. The Agency has determined that an allowance for doubtful accounts is not necessary at June 30, 2020 and 2019, based on management's evaluation of the aged accounts receivable. This evaluation of the collectability of accounts receivable is based on prior experience, known and inherent risks in the accounts, adverse situations that may affect the grantor's or government's ability to pay, and current economic conditions. Amounts deemed uncollectible are charged to expense.

h. Prepaid Expenses

Payments made to vendors for services that will benefit periods beyond the date of this report, if any, are recorded as prepaid expenses.

i. Capital Assets

Capital assets consist of furniture and fixtures, office equipment, leasehold improvements, and software with an initial, individual cost of more than \$3,000 and an estimated useful life in excess of one year. Capital assets are capitalized at cost when purchased or constructed and at acquisition value when donated. Major additions are capitalized, while replacements, maintenance, and repairs which do not improve or extend the lives of the respective assets are expensed in the period incurred. Interest

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

i. Capital Assets (Continued)

incurred during the construction phase is reflected in the capitalized value of the asset constructed. Depreciation is computed over their estimated useful lives and is charged as an expense against operations. Depreciation is computed on a straight-line basis and accumulated depreciation is reported as a deduction from asset cost in the balance sheet. Estimated useful lives used by the Agency are as follows:

	<u>Years</u>
Furniture and fixtures	5-15
Office equipment	3-6
Software	3

Leasehold improvements had been amortized using the straight-line method over the term of the related leases.

j. Compensated Absences Payable

The Agency accrues for vesting and accumulated unused sick leave and vacation time. Sick leave is earned at a rate of one day per month for full-time employees, and a pro-rated amount for regular part-time staff based on the percentage of time worked. There is no limit on the overall amount of sick leave that can be accrued. Upon termination, the sick leave accrued balance will be credited towards pension service, in accordance with the guidelines of the Illinois Municipal Retirement Fund (IMRF) and the State Employees' Retirement System (SERS or the System). Vacation is earned by full-time employees at a rate of one day per month for the first three years, 1.33 days per month for the next three years, and 1.66 days per month thereafter. Up to 30 days of unused vacation can be carried forward. Vacation must be used within 18 months of when it is earned, unless approved by the Executive Director. Compensated absences payable at June 30, 2020 and 2019 were \$523,426 and \$429,159, respectively.

k. Unearned Rent Credit

The Agency has recognized a liability for the rent abatements received in the current year under the office lease and will recognize the benefit of the current and future rent abatement over the life of the lease.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

l. Net Position

Net position is classified into three components: investment in capital assets; restricted; and unrestricted. Investment in capital assets represents the book value of capital assets. Restricted net position, if any, is legally restricted by outside parties for a specific purpose. Unrestricted net position does not meet the definition of restricted or invested in capital assets. If restricted or unrestricted funds are available for spending, the restricted funds are spent first.

m. Deferred Outflows/Inflows of Resources

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element represents a consumption of net assets that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net assets that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time.

n. Federal and State Agency Grant Revenues

Project funds authorized under federal and state agency grants are requisitioned from such agencies, either on an advance basis, or for reimbursement of eligible costs incurred, up to maximum amounts established under each grant. Revenues are generally recognized as eligible costs are incurred or requirements have been met. A local matching contribution is required for many federal and state grants. The Agency requests, and has been successful in the past in obtaining, contributions from local government agencies to provide for the local matching portions of the grants. Such contributions are generally recognized as revenue when received. Grants receivable represents amounts earned under grant agreements but not yet received. The balance in accounts receivable at June 30, 2020 and 2019 includes \$7,412,208 and \$5,057,360, respectively, of grants receivable.

2. DEPOSITS AND INVESTMENTS

Permitted Deposits and Investments - The Agency's investment policy authorizes the Agency to make deposits/invest in insured commercial banks, savings and loan institutions, obligations of the U.S. Treasury and U.S. agencies, insured credit union shares, money market mutual funds with portfolios of securities issued or guaranteed by the United States Government, or agreements to repurchase these same obligations, repurchase agreements, short-term commercial paper rated within the three highest classifications by at least two standard rating services, The Illinois Funds, and Illinois Metropolitan Investment Fund.

It is the policy of the Agency to invest its funds in a manner which will provide the highest investment return with the maximum security while meeting the daily cash flow demands of the Agency and conforming to all state and local statutes governing the investment of public funds, using the "prudent person" standard for managing the overall portfolio. The primary objectives of the policy is safety of principal, liquidity, maximum rate of return, and public trust.

Interest Rate Risk

The Agency limits its exposure to interest rate risk, the risk that changes in interest rates will adversely affect the fair value of investments, by remaining sufficiently liquid to meet all operating costs, which may be reasonably anticipated. The investment policy does not limit the maximum maturity length of investments. The Agency held no investments at June 30, 2020 and 2019.

Concentration of Credit Risk

Concentration of credit risk is the risk that the Agency has a high percentage of its investments in one type of investment. The Agency places no limit on the amount that may be invested in any one issuer. The Agency held no investments at June 30, 2020 and 2019.

Custodial Credit Risk - Deposits

Custodial credit risk is the risk that in the event of a bank failure, the Agency's deposits may not be returned to it. The Agency's investment policy strives to limit it custodial credit risk by not maintaining amounts in excess of Federal Deposit Insurance Corporation limits and by securing bank balances in excess of these limits by collateral held at an independent third party institution in the name of the Agency.

Custodial Credit Risk - Investments

Custodial credit risk for investments is the risk that, in the event of the failure of the counterparty to the investment, the Agency will not be able to recover the value of its investments that are in possession of an outside party. The Agency's investment policy does not specifically address custodial credit risk for investments. The Agency held no investments subject to custodial credit risk at June 30, 2020 and 2019.

3. CAPITAL ASSETS

A summary of changes in capital assets follows:

	2020			
	Balances July 1	Additions	Retirements	Balances June 30
Capital assets not being depreciated				
Construction in progress	\$ -	\$ 475,839	\$ -	\$ 475,839
Total capital assets not being depreciated	-	475,839	-	475,839
Capital assets being depreciated				
Furniture	904,269	-	-	904,269
Office equipment	2,654,679	497,376	-	3,152,055
Leasehold improvements	930,485	-	-	930,485
Software	448,784	4,107	-	452,891
Total capital assets being depreciated	4,938,217	501,483	-	5,439,700
Less accumulated depreciation for				
Furniture	881,600	22,667	-	904,267
Office equipment	2,499,089	109,132	-	2,608,221
Leasehold improvements	682,455	75,240	-	757,695
Software	447,896	1,242	-	449,138
Total accumulated depreciation	4,511,040	208,281	-	4,719,321
Total capital assets being depreciated, net	427,177	293,202	-	720,379
CAPITAL ASSETS, NET	\$ 427,177	\$ 769,041	\$ -	\$ 1,196,218
	2019			
	Balances July 1	Additions	Retirements	Balances June 30
Capital assets being depreciated				
Furniture	\$ 904,269	\$ -	\$ -	\$ 904,269
Office equipment	2,517,992	136,687	-	2,654,679
Leasehold improvements	870,758	59,727	-	930,485
Software	448,784	-	-	448,784
Total capital assets being depreciated	4,741,803	196,414	-	4,938,217

3. CAPITAL ASSETS (Continued)

	2019			Balances June 30
	Balances July 1	Additions	Retirements	
Less accumulated depreciation for				
Furniture	\$ 858,933	\$ 22,667	\$ -	\$ 881,600
Office equipment	2,410,223	88,866	-	2,499,089
Leasehold improvements	592,392	90,063	-	682,455
Software	443,775	4,121	-	447,896
Total accumulated depreciation	4,305,323	205,717	-	4,511,040
Total capital assets being depreciated, net	436,480	(9,303)	-	427,177
CAPITAL ASSETS, NET	\$ 436,480	\$ (9,303)	\$ -	\$ 427,177

4. RISK MANAGEMENT

The Agency is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; errors and omissions; injuries to employees; illness of employees; and natural disasters. Those risks are covered by commercial insurance purchased from independent third parties. Settled claims from these risks have not exceeded commercial insurance coverage for the past four fiscal years.

5. INDIRECT COSTS

To facilitate equitable distribution of common purpose costs that benefit more than one direct cost objective, the Agency has established an agency-wide indirect cost allocation plan. Rates are based on a percentage of direct wages.

6. CONTINGENCIES

The Agency has received significant financial assistance from federal and state agencies. The disbursement of funds received under these programs generally requires compliance with terms and conditions specified in the grant agreements and may be subject to audit by the grantor agencies. Any disallowed claims resulting from such audits could become a liability of the Agency. The Agency is not aware of any disallowed claims.

7. ILLINOIS MUNICIPAL RETIREMENT FUND

The Agency’s defined benefit pension plan, Illinois Municipal Retirement Fund (IMRF), provides retirement, disability, annual cost of living adjustments, and death benefits to plan members and beneficiaries. IMRF is an agent multi-employer pension plan that acts as a common investment and administrative agent for local governments and school districts in Illinois. The Illinois Pension Code establishes the benefit provisions of the plan that can only be amended by the Illinois General Assembly. IMRF issues a publicly available financial report that includes financial statements and supplementary information for the plan as a whole but not by individual employer. That report may be obtained at www.imrf.org or by writing to the Illinois Municipal Retirement Fund, 2211 York Road, Suite 500, Oak Brook, Illinois 60523.

Plan Administration

All employees hired in positions that meet or exceed the prescribed annual hourly standard must be enrolled in IMRF as participating members.

The plan is accounted for on the economic resources measurement focus and the accrual basis of accounting. Employer and employee contributions are recognized when earned in the year that the contributions are required, benefits and refunds are recognized as an expense and liability when due and payable.

Plan Membership

At December 31, 2019 and 2018, IMRF membership consisted of:

	2019	2018
Inactive employees or their beneficiaries currently receiving benefits	87	84
Inactive employees entitled to but not yet receiving benefits	60	55
Active employees	88	91
TOTAL	235	230

Benefits

IMRF provides two tiers of pension benefits. Employees hired prior to January 1, 2011, are eligible for Tier 1 benefits. For Tier 1 employees, pension benefits vest after eight years of service. Participating members who retire at age 55 (reduced benefits) or after age 60 (full benefits) with eight years of credited service are entitled to an annual retirement benefit, payable monthly for life, in an amount equal to 1 2/3% of their final rate of earnings, for each year of credited service up to 15 years, and 2% for each year thereafter.

7. ILLINOIS MUNICIPAL RETIREMENT FUND (Continued)

Benefits (Continued)

Employees hired on or after January 1, 2011, are eligible for Tier 2 benefits. For Tier 2 employees, pension benefits vest after ten years of service. Participating members who retire at age 62 (reduced benefits) or after age 67 (full benefits) with ten years of credited service are entitled to an annual retirement benefit, payable monthly for life, in an amount equal to 1 2/3% of their final rate of earnings, for each year of credited service up to 15 years, and 2% for each year thereafter. IMRF also provides death and disability benefits. These benefit provisions and all other requirements are established by state statute.

Contributions

Employees participating in IMRF are required to contribute 4.50% of their annual covered salary. The member rate is established by state statute. The Agency is required to contribute at an actuarially determined rate. The employer rate for fiscal year 2020 and 2019 was 5.72% and 5.93%, respectively, of payroll. The employer contribution requirements are established and may be amended by the IMRF Board of Trustees.

Actuarial Assumptions

The Agency's net pension liability was measured as of December 31, 2019 and 2018 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation performed as of the same dates using the following actuarial methods and assumptions.

Actuarial valuation date	December 31, 2019	December 31, 2018
Actuarial cost method	Entry-age normal	Entry-age normal
Assumptions		
Price inflation	2.50%	2.50%
Salary increases	3.35% to 14.25%	3.39% to 14.25%
Interest rate	7.25%	7.25%
Cost of living increases	3.00%	3.00%
Asset valuation method	Fair value	Fair value

7. ILLINOIS MUNICIPAL RETIREMENT FUND (Continued)

Actuarial Assumptions (Continued)

In 2019, for nondisabled retirees, an IMRF specific mortality table was used with fully generational projection scale MP-2017 (base year 2015). The IMRF specific rates were developed from the RP-2014 Blue Collar Health Annuitant Mortality Table with adjustments to match current IMRF experience. For disabled retirees, an IMRF specific mortality table was used with fully generational projection scale MP-2017 (base year 2015). The IMRF specific rates were developed from the RP-2014 Disabled Retirees Mortality Table applying the same adjustment that were applied for nondisabled lives. For active members, an IMRF specific mortality table was used with fully generational projection scale MP-2017 (base year 2015). The IMRF specific rates were developed from the RP-2014 Employee Mortality Table with adjustments to match current IMRF experience.

In 2018, for nondisabled retirees, an IMRF specific mortality table was used with fully generational projection scale MP-2017 (base year 2015). The IMRF specific rates were developed from the RP-2014 Blue Collar Health Annuitant Mortality Table with adjustments to match current IMRF experience. For disabled retirees, an IMRF specific mortality table was used with fully generational projection scale MP-2017 (base year 2015). The IMRF specific rates were developed from the RP-2014 Disabled Retirees Mortality Table applying the same adjustment that were applied for nondisabled lives. For active members, an IMRF specific mortality table was used with fully generational projection scale MP-2017 (base year 2015). The IMRF specific rates were developed from the RP-2014 Employee Mortality Table with adjustments to match current IMRF experience.

Discount Rate

The discount rate used to measure the total pension liability was 7.25% at December 31, 2019 and 2018. The projection of cash flows used to determine the discount rate assumed that member contributions will be made at the current contribution rate and that the Agency contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on those assumptions, the IMRF's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

7. ILLINOIS MUNICIPAL RETIREMENT FUND (Continued)

Changes in the Net Pension Liability (Asset)

	(a) Total Pension Liability	(b) Plan Fiduciary Net Position	(a) - (b) Net Pension Liability (Asset)
BALANCES AT JANUARY 1, 2019	\$ 29,347,812	\$ 27,388,910	\$ 1,958,902
Changes for the period			
Service cost	675,843	-	675,843
Interest	2,084,410	-	2,084,410
Difference between expected and actual experience	1,526,719	-	1,526,719
Changes in assumptions	-	-	-
Employer contributions	-	323,251	(323,251)
Employee contributions	-	322,535	(322,535)
Net investment income	-	5,268,821	(5,268,821)
Benefit payments and refunds	(1,870,511)	(1,870,511)	-
Administrative expense/other	-	357,613	(357,613)
Net changes	2,416,461	4,401,709	(1,985,248)
BALANCES AT DECEMBER 31, 2019	\$ 31,764,273	\$ 31,790,619	\$ (26,346)

7. ILLINOIS MUNICIPAL RETIREMENT FUND (Continued)

Changes in the Net Pension Liability (Asset) (Continued)

	(a) Total Pension Liability	(b) Plan Fiduciary Net Position	(a) - (b) Net Pension Liability (Asset)
BALANCES AT JANUARY 1, 2018	\$ 27,371,067	\$ 29,358,531	\$ (1,987,464)
Changes for the period			
Service cost			
Interest	646,295	-	646,295
Difference between expected and actual experience	2,014,861	-	2,014,861
Changes in assumptions	221,273	-	221,273
Employer contributions	753,122	-	753,122
Employee contributions	-	526,380	(526,380)
Net investment income	-	337,003	(337,003)
Benefit payments and refunds	-	(1,773,300)	1,773,300
Administrative expense/other	(1,658,806)	(1,658,806)	-
Service cost	-	599,102	(599,102)
Net changes	1,976,745	(1,969,621)	3,946,366
BALANCES AT DECEMBER 31, 2018	\$ 29,347,812	\$ 27,388,910	\$ 1,958,902

7. ILLINOIS MUNICIPAL RETIREMENT FUND (Continued)

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources

For the years ended June 30, 2020 and 2019, the Agency recognized pension expense of \$628,936 and \$442,699, respectively. At June 30, 2020, the Agency reported deferred outflows of resources and deferred inflows of resources related to IMRF from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 1,607,682	\$ -
Changes in assumption	452,251	376,971
Agency contributions subsequent to the measurement date	252,922	-
Net difference between projected and actual earnings on pension plan investments	-	1,386,608
TOTAL	\$ 2,312,855	\$ 1,763,579

At June 30, 2019, the Agency reported deferred outflows of resources and deferred inflows of resources related to IMRF from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 652,210	\$ 62,261
Changes in assumption	680,003	569,861
Agency contributions subsequent to the measurement date	160,591	-
Net difference between projected and actual earnings on pension plan investments	1,856,361	-
TOTAL	\$ 3,349,165	\$ 612,122

7. ILLINOIS MUNICIPAL RETIREMENT FUND (Continued)

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources (Continued)

\$252,922 reported as deferred outflows of resources related to pensions resulting from agency contributions subsequent to the measurement date will be recognized as a reduction of net pension liability in the reporting year ending June 30, 2021. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to IMRF will be recognized in pension expense as follows:

<u>Year Ending</u> <u>June 30,</u>		
2021	\$	74,403
2022		(8,836)
2023		626,306
2024		(395,519)
2025		-
Thereafter		-
TOTAL	\$	296,354

Discount Rate Sensitivity

The following is a sensitivity analysis of the net pension liability (asset) to changes in the discount rate. The table below presents the net pension liability (asset) of the Agency calculated using the discount rate of 7.25% as well as what the Agency's net pension liability (asset) would be if it were calculated using a discount rate that is 1 percentage point lower (6.25%) or 1 percentage point higher (8.25%) than the current rate:

2020

	<u>1% Decrease</u> <u>(6.25%)</u>	<u>Current</u> <u>Discount Rate</u> <u>(7.25%)</u>	<u>1% Increase</u> <u>(8.25%)</u>
Net pension liability (asset)	\$ 3,737,524	\$ (26,346)	\$ (3,106,972)

2019

	<u>1% Decrease</u> <u>(6.25%)</u>	<u>Current</u> <u>Discount Rate</u> <u>(7.25%)</u>	<u>1% Increase</u> <u>(8.25%)</u>
Net pension liability (asset)	\$ 5,392,104	\$ 1,958,902	\$ (849,457)

8. STATE EMPLOYEES' RETIREMENT SYSTEM

As of September 2008, employees who were eligible to participate in the State Employees' Retirement System (SERS) under CATS were allowed to participate in SERS, a pension trust fund in the State of Illinois (the State) reporting entity. CATS merged with the NIPC to create the current agency. SERS is a single-employer defined benefit Public Employee Retirement System (PERS) in which state employees, except those covered by the State Universities, Teachers', General Assembly, and Judges' Retirement Systems, participate. Although SERS is a single-employer defined benefit plan, the Agency's participation in SERS is considered to be that of a cost-sharing, multiple-employer pension plan. The financial position and results of operations of SERS for fiscal year 2019 are included in the State's Comprehensive Annual Financial Report (CAFR) for the year ended June 30, 2020. SERS issues separate financial statements that may be obtained by writing to SERS, 2101 South Veterans Parkway, Springfield, Illinois 62794-9255 or at www.srs.illinois.gov.

Plan Administration

The plan is accounted for on the economic resources measurement focus and the accrual basis of accounting, the same basis as they are reported by SERS. Employer and employee contributions are recognized when earned in the year that the contributions are required, benefits and refunds are recognized as an expense and liability when due and payable. Investments are reported at fair value.

Benefits Provided

The System is governed by Chapter 40, Article 5/14 of the Illinois Compiled Statutes (ILCS). Vesting and benefit provisions of the System are defined in the ILCS. The retirement annuity is based on the member's final average compensation and the number of years of service credit that have been established. The retirement benefit formula available to general state employees is 1.67% for each year of covered service and 2.20% for each year of noncovered service. Alternative formula employees have a formula of 2.50% for covered service and 3% for noncovered service. The maximum retirement annuity payable is 75% of final average compensation for regular employees and 80% for alternative formula employees. The minimum retirement annuity payable is \$15 for each year of covered employment and \$25 for each year of noncovered employment.

8. STATE EMPLOYEES' RETIREMENT SYSTEM (Continued)

Contributions

Employees participating in SERS are required to contribute 4% of their annual salary. The member rate is established by state statute. The Agency pays employer retirement contributions based upon an actuarial determined percentage of their payroll. For fiscal year 2020 and 2019, the employer contribution rate was 54.29% and 51.76%, respectively. Effective for pay periods beginning after December 31, 1991, the State opted to pay the employee portion of retirement of most state agencies (including the Agency) with employees covered by the State Employees' and Teachers' Retirement Systems. However, effective with the fiscal year 2004 budget, the State opted to stop paying the portion of the retirement for any state agencies (including the Agency) for certain classes of employees covered by the State Employees' and Teachers' Retirement Systems. The pickup, when applicable, is subject to sufficient annual appropriations and those employees covered may vary across employee groups and state agencies. For the year ended June 30, 2020 and 2019, salaries totaling \$588,438 and \$612,364, respectively, were paid that required employer contributions of \$319,487 and \$316,947, respectively, which was equal to the Agency's actual contributions.

Net Pension Liability

At June 30, 2020 and 2019, the Agency reported a liability of \$4,541,591 and \$5,090,687, respectively, for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2019 and 2018, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of those dates. The Agency's proportion of the net pension liability was based on the Agency's actual contributions to SERS for the years ended June 30, 2020 and 2019 plan relative to the contributions of all participating employers, actuarially determined. At June 30, 2020 and 2019, the Agency's proportion was 0.0136% and 0.0154%, respectively.

8. STATE EMPLOYEES' RETIREMENT SYSTEM (Continued)

Actuarial Assumptions

The Agency's net pension liability was measured as of June 30, 2019 and 2018, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation performed as of the same date, using the following actuarial methods and assumptions.

Actuarial valuation date	June 30, 2019	June 30, 2018
Actuarial cost method	Entry-age normal	Entry-age normal
Assumptions		
Inflation	2.25%	2.50%
Salary increases	Various	Various
Investment rate of return	6.75%	7.00%
Cost of living adjustments	Tier 1 - 3.00% Tier 2 - 3.00% or ½ of CPI, whichever is less	Tier 1 - 3.00% Tier 2 - 3.00% or ½ of CPI, whichever is less
Asset valuation method	Fair value	Fair value

For June 30, 2019, mortality was assumed to be 105% of the RP2014 Health Annuitant mortality table, sex distinct, with rates projected to 2015; generational mortality improvement factors were added for the 2016 valuation.

For June 30, 2018, mortality was assumed to be 105% of the RP2014 Health Annuitant mortality table, sex distinct, with rates projected to 2015; generational mortality improvement factors were added for the 2016 valuation.

8. STATE EMPLOYEES' RETIREMENT SYSTEM (Continued)

The long-term expected real rate of return on pension plan investments was determined based on information provided by the Illinois State Board of Investment (ISBI) in conjunction with its investment consultant, Meketa Investment Group. The ISBI and Meketa Investment Group provided the simulated average 20-year annualized geometric return for each major asset class. These returns are combined to produce the long-term expected rate of return by weighting the expected future rates of return by the target asset allocation percentage and by adding expected inflation. For each major asset class that is included in the pension plan's target asset allocation as of June 30, 2019, the 20-year simulated real rates of return are summarized in the following table:

Asset Class	Target	Long-Term Expected Real Rate of Return
U.S. Equity	23.00%	4.80%
Developed Foreign Equity	13.00%	4.60%
Emerging Market Equity	8.00%	6.90%
Private Equity	7.00%	6.80%
Intermediate Investment Grade Bonds	14.00%	0.70%
Long-term Government Bonds	4.00%	1.00%
TIPS	4.00%	0.80%
High Yield and Bank Loans	5.00%	2.70%
Opportunistic Debt	8.00%	4.20%
Emerging Market Debt	2.00%	2.70%
Real Estate	10.00%	4.40%
Infrastructure	2.00%	4.10%

Discount Rate

A single discount rate of 6.47% (6.81% in 2018) was used to measure the total pension liability. This single discount rate was based on the expected rate of return on pension plan investments of 6.75% and a municipal bond rate of 3.13% (3.62% in 2018), based on an index of 20-year general obligation bonds with an average AA credit rating as published by the Federal Reserve. The projection of cash flows used to determine this single discount rate assumed that plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on these assumptions, the pension plan's fiduciary net position and future contributions were sufficient to finance the benefit payments through the year 2073 at June 30, 2019. As a result, the long-term expected rate of return on pension plan investments was applied to projected benefit payments through the year 2073, and the municipal bond rate was applied to all benefits payments after that date.

8. STATE EMPLOYEES' RETIREMENT SYSTEM (Continued)

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources

For the years ended June 30, 2020 and 2019, the Agency recognized pension expense of \$(274,133) and \$(350,883), respectively. At June 30, 2020, the Agency reported deferred outflows of resources and deferred inflows of resources related to SERS from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ -	\$ 56,789
Changes in assumption	126,586	65,561
Agency contributions subsequent to the measurement date	319,487	-
Net difference between projected and actual earnings on pension plan investments	-	6,629
Changes in proportion	56,719	969,014
TOTAL	\$ 502,792	\$ 1,097,993

\$319,487 reported as deferred outflows of resources related to pensions resulting from agency contributions subsequent to the measurement date will be recognized as a reduction of net pension liability in the reporting year ending June 30, 2021. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to IMRF will be recognized in pension expense as follows:

Year Ending June 30,	
2021	\$ (357,828)
2022	(290,316)
2023	(189,878)
2024	(76,666)
2025	-
Thereafter	-
TOTAL	\$ (914,688)

8. STATE EMPLOYEES' RETIREMENT SYSTEM (Continued)

Discount Rate Sensitivity

The following is a sensitivity analysis of the Agency's proportionate share of the net pension liability to changes in the discount rate. The table below presents the proportionate share of the net pension liability of the Agency calculated using the discount rate of 6.47% as well as what the Agency's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (5.47%) or 1 percentage point higher (7.47%) than the current rate:

2020

	1% Decrease (5.47%)	Current Discount Rate (6.47%)	1% Increase (7.47%)
Agency's proportionate share of the net pension liability	\$ 5,492,512	\$ 4,541,591	\$ 3,759,760

2019

	1% Decrease (5.81%)	Current Discount Rate (6.81%)	1% Increase (7.81%)
Agency's proportionate share of the net pension liability	\$ 6,162,826	\$ 5,090,687	\$ 4,212,312

Pension Plan Fiduciary Net Position

Detailed information about SERS' fiduciary net position is available in the separately issued SERS financial report.

Amounts Due to SERS

At June 30, 2020 and 2019, amounts due and payable to SERS was \$13,855 and \$12,774, respectively.

9. DEFINED CONTRIBUTION PLAN

The Agency provides a voluntary retirement benefit for all of its full-time employees through a defined contribution plan, which is administered by Empower Retirement. Benefits depend solely on amounts contributed to the plan plus investment earnings. Employees are eligible to participate from the date of employment. Employees are immediately vested without regard to additional service and no substantial risk of forfeiture. Employees can contribute any dollar amount up to the IRS respective annual limit. The Agency does not contribute any amounts to the defined contribution plan except for one employee. Based on the employee's contract, the Agency contributes up to 50% of the annual maximum amount. Provisions may be amended only by the CMAP Board. The CMAP Board amended the by-laws of the plan effective January 1, 2016. The Agency contributed \$14,750 to the plan for during the year ended June 30, 2020. There were no forfeitures reflected for during the year ended June 30, 2020.

10. OTHER POSTEMPLOYMENT BENEFITS

a. Plan Description

In addition to providing the pension benefits described, the Agency provides other postemployment health care benefits (OPEB) for retired employees through a single-employer defined benefit plan (the Plan). The benefits, benefit levels, employee contributions, and employer contributions are governed by the Agency and can be amended by the Agency through its personnel manual. Certain benefits are controlled by state laws and can only be changed by the Illinois legislature. The Plan is not accounted for as a trust fund, as an irrevocable trust has not been established to account for the Plan. The Plan does not issue a separate report.

b. Benefits Provided

The Agency provides pre and post-Medicare postretirement health insurance to retirees, their spouses, and dependents (enrolled at time of employee's retirement). To be eligible for benefits, the employee must qualify for retirement under the Agency's IMRF retirement plan. The retirees pay 100% of the blended premium. Upon a retiree becoming eligible for Medicare, the amount payable under the Agency's health plan will be reduced by the amount payable under Medicare for those expenses that are covered under both

10. OTHER POSTEMPLOYMENT BENEFITS (Continued)

c. Membership

At June 30, 2020 and 2019 membership consisted of:

	2020	2019
Active employees	97	95
Inactive employees entitled to but not yet receiving benefits	-	-
Inactive employees currently receiving benefits	1	1
TOTAL	98	96
Participating employers	1	1

d. Total OPEB Liability

The Agency's total OPEB liability of \$143,549 and \$169,585 was measured as of June 30, 2020 and June 30, 2019 and was determined by an actuarial valuation using the alternative measurement method as of July 1, 2020 and July 1, 2018, respectively.

e. Actuarial Assumptions and Other Inputs

The total OPEB liability at June 30, 2020 and June 30, 2019, was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified.

Actuarial valuation date	July 1, 2020	July 1, 2018
Actuarial cost method	Entry-age normal	Entry-age normal
Actuarial value of assets	N/A	N/A
Assumptions		
Inflation	3.00%	3.00%
Salary increases	4.00%	4.00%
Discount rate	2.66%	2.79%
Health cost trend rates	6.00% Initial 4.50% Ultimate	6.90% to 7.80% Initial 5.00% Ultimate

10. OTHER POSTEMPLOYMENT BENEFITS (Continued)

e. Actuarial Assumptions and Other Inputs (Continued)

The discount rate was based on the index rate for tax exempt general obligation, municipal bonds rated AA or better at June 30, 2020 and June 30, 2019.

For 2020, Mortality rates were based on the RP-2014 Combined Annuitant Mortality Table for Males or Females. The mortality table reflects recent rates developed by the Society of Actuaries.

For 2019, Mortality rates were based on the RP-2014 Combined Annuitant Mortality Table for Males or Females. The mortality table reflects recent rates developed by the Society of Actuaries.

The actuarial assumptions used in the July 1, 2020 and July 1, 2018 valuations are based on 5% participation assumed, with 50% electing spouse coverage.

f. Changes in the Total OPEB Liability

	<u>Total OPEB Liability</u>
BALANCES AT JULY 1, 2019	<u>\$ 169,585</u>
Changes for the period	
Service cost	17,354
Interest	4,506
Difference between expected and actual experience	(8,521)
Changes in benefit terms	-
Changes in assumptions	(23,888)
Other changes	651
Benefit payments	<u>(16,138)</u>
Net changes	<u>(26,036)</u>
BALANCES AT JUNE 30, 2020	<u>\$ 143,549</u>

10. OTHER POSTEMPLOYMENT BENEFITS (Continued)

f. Changes in the Total OPEB Liability (Continued)

	<u>Total OPEB Liability</u>
BALANCES AT JULY 1, 2018	\$ 169,079
Changes for the period	
Service cost	9,775
Interest	5,088
Difference between expected and actual experience	-
Changes in benefit terms	-
Changes in assumptions	3,796
Benefit payments	<u>(18,153)</u>
Net changes	<u>506</u>
BALANCES AT JUNE 30, 2019	<u>\$ 169,585</u>

There were changes in assumptions related to the discount rate in 2020 and 2019.

g. Rate Sensitivity

The following is a sensitivity analysis of the total OPEB liability to changes in the discount rate and the healthcare cost trend rate.

The table below presents the total OPEB liability of the Agency calculated using the discount rate of 2.66% as well as what the Agency total OPEB liability would be if it were calculated using a discount rate that is 1 percentage point lower (1.66%) or 1 percentage point higher (3.66%) than the current rate:

2020

	1% Decrease (1.66%)	Current Discount Rate (2.66%)	1% Increase (3.66%)
Total OPEB liability	\$ 155,614	\$ 143,549	\$ 132,558

10. OTHER POSTEMPLOYMENT BENEFITS (Continued)

g. Rate Sensitivity (Continued)

2019

	1% Decrease (1.79%)	Current Discount Rate (2.79%)	1% Increase (3.79%)
Total OPEB liability	\$ 179,242	\$ 169,585	\$ 160,511

The table below presents the total OPEB liability of the Agency calculated using the healthcare rate of 6% as well as what the Agency's total OPEB liability would be if it were calculated using a healthcare rate that is 1 percentage point lower (5%) or 1 percentage point higher (7%) than the current rate:

2020

	1% Decrease (5%)	Current Healthcare Rate (6%)	1% Increase (7%)
Total OPEB liability	\$ 127,404	\$ 143,549	\$ 162,993

2019

	1% Decrease (5.90%)	Current Healthcare Rate (6.90%)	1% Increase (7.90%)
Total OPEB liability	\$ 155,904	\$ 169,585	\$ 185,904

h. OPEB Expense

For the year ended June 30, 2020 and 2019, the Agency recognized OPEB expense of \$21,361 and \$59,766, respectively.

11. OPERATING LEASE COMMITMENTS

The Agency conducts its operations in facilities rented under a noncancelable operating lease entered into September 1, 2005. The lease period extends through August 31, 2020. Under the Agency agreement with the landlord, the rent was abated for the first 12 months of the term of the lease as well as months 23, 24, 37, 38, 39, 49, 50, and 51. The Agency will recognize the benefit of the rent abatements over the life of the lease. The following schedule reflects the Agency's gross commitment for the future minimum annual rental payments. The schedule below does not reflect the proportionate share of any increase in expenses or taxes for those years.

<u>Year Ending June 30,</u>	<u>Agency Payments</u>
2021	\$ 272,628
TOTAL	\$ 272,628

The Agency entered into a noncancelable operating lease agreement on January 3, 2019. The lease period commences on or around September 1, 2020 and extends through August 31, 2035. The following schedule reflects the Agency's gross commitment for the future minimum annual rental payments. The schedule below does not reflect the proportionate share of any increase in expenses or taxes for those years, which is considered additional rent.

<u>Year Ending June 30,</u>	<u>Agency Payments</u>
2021	\$ 1,057,815
2022	1,295,823
2023	1,328,219
2024	1,361,424
2025	1,395,460
2026	1,430,346
2027	1,466,105
2028	1,502,758
2029	1,540,327
2030	1,578,835
2031	1,618,306
2032	1,658,763
2033	1,700,233
2034	1,742,738
2035	1,786,307
TOTAL	\$ 22,463,459

As part of the lease agreement, the Agency is required to post an irrevocable standby letter of credit in the amount of \$1,200,000. This amount is presented as restricted cash on the Agency's statement of net position.

REQUIRED SUPPLEMENTARY INFORMATION

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**Preliminary and Tentative
For Discussion Purposes Only**

SCHEDULE OF EMPLOYER CONTRIBUTIONS
ILLINOIS MUNICIPAL RETIREMENT FUND

Last Six Fiscal Years

FISCAL YEAR ENDED JUNE 30,	2015	2016	2017	2018	2019	2020
Actuarially determined contribution	\$ 825,900	\$ 671,455	\$ 595,557	\$ 537,630	\$ 425,305	\$ 415,581
Contributions in relation to the actuarially determined contribution	825,900	671,455	595,557	537,630	425,305	415,581
CONTRIBUTION DEFICIENCY (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 6,123,410	\$ 6,431,154	\$ 6,761,637	\$ 7,061,519	\$ 7,167,230	\$ 7,266,874
Contributions as a percentage of covered payroll	13.49%	10.44%	8.81%	7.61%	5.93%	5.72%

Notes to Required Supplementary Information

Actuarially determined contribution rates are calculated as of December 31 each year, which are 12 months prior to the beginning of the fiscal year in which contributions are reported. Additional information as of the latest actuarial valuation presented is as follows: the actuarial cost method was aggregate entry-age normal; the amortization method was level percent of pay, closed, and the remaining amortization period was ten years rolling; the asset valuation method was five-year smoothed market; and the significant actuarial assumptions were an investment rate of return at 7.50% annually, projected salary increases assumption of 3.35% to 14.25% compounded annually, and postretirement benefit increases of 3% compounded annually.

Ultimately, this schedule should present information for the last ten years. However, until ten years of information can be compiled, information will be presented for as many years as is available.

(See independent auditor's report.)

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS

Preliminary and Tentative
For Discussion Purposes Only

SCHEDULE OF EMPLOYER CONTRIBUTIONS
STATE EMPLOYEES' RETIREMENT SYSTEM

Last Six Fiscal Years

FISCAL YEAR ENDED JUNE 30,	2015	2016	2017	2018	2019	2020
Contractually required contribution	\$ 396,441	\$ 319,580	\$ 316,947	\$ 343,645	\$ 316,947	\$ 319,487
Contributions in relation to the contractually required contribution	396,441	319,580	316,947	343,645	316,947	319,487
CONTRIBUTION DEFICIENCY (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 936,342	\$ 700,819	\$ 711,151	\$ 636,226	\$ 612,364	\$ 588,438
Contributions as a percentage of covered payroll	42.34%	45.60%	44.57%	54.01%	51.76%	54.29%

Notes to Required Supplementary Information

Ultimately, this schedule should present information for the last ten years. However, until ten years of information can be compiled, information will be presented for as many years as is available.

(See independent auditor's report.)

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS

Preliminary and Tentative
For Discussion Purposes Only

SCHEDULE OF CHANGES IN THE EMPLOYER'S
NET PENSION LIABILITY AND RELATED RATIOS
ILLINOIS MUNICIPAL RETIREMENT FUND

Last Six Fiscal Years

MEASUREMENT DATE DECEMBER 31,	2014, Restated	2015	2016	2017	2018	2019
TOTAL PENSION LIABILITY						
Service cost	\$ 675,097	\$ 629,735	\$ 605,958	\$ 654,425	\$ 646,295	\$ 675,843
Interest	1,709,161	1,792,628	1,888,864	1,972,337	2,014,861	2,084,410
Changes of benefit terms	-	-	-	-	-	-
Differences between expected and actual experience	(741,396)	401,518	201,427	490,253	221,273	1,526,719
Changes of assumptions	920,656	-	-	(895,641)	753,122	-
Benefit payments, including refunds of member contributions	(1,371,360)	(1,484,519)	(1,573,189)	(1,641,833)	(1,658,806)	(1,870,511)
Net change in total pension liability	1,192,158	1,339,362	1,123,060	579,541	1,976,745	2,416,461
Total pension liability - beginning	23,136,946	24,329,104	25,668,466	26,791,526	27,371,067	29,347,812
TOTAL PENSION LIABILITY - ENDING	\$ 24,329,104	\$ 25,668,466	\$ 26,791,526	\$ 27,371,067	\$ 29,347,812	\$ 31,764,273
PLAN FIDUCIARY NET POSITION						
Contributions - employer	\$ 838,907	\$ 773,024	\$ 607,640	\$ 548,574	\$ 526,380	\$ 323,251
Contributions - member	282,021	289,402	294,338	313,272	337,003	322,535
Net investment income	1,446,147	121,339	1,693,805	4,747,113	(1,773,300)	5,268,821
Benefit payments, including refunds of member contributions	(1,371,360)	(1,484,519)	(1,573,189)	(1,641,833)	(1,658,806)	(1,870,511)
Administrative expense/other	(549,452)	354,390	288,933	(452,570)	599,102	357,613
Net change in plan fiduciary net position	646,263	53,636	1,311,527	3,514,556	(1,969,621)	4,401,709
Plan fiduciary net position - beginning	23,832,549	24,478,812	24,532,448	25,843,975	29,358,531	27,388,910
PLAN FIDUCIARY NET POSITION - ENDING	\$ 24,478,812	\$ 24,532,448	\$ 25,843,975	\$ 29,358,531	\$ 27,388,910	\$ 31,790,619
EMPLOYER'S NET PENSION LIABILITY (ASSET)	\$ (149,708)	\$ 1,136,018	\$ 947,551	\$ (1,987,464)	\$ 1,958,902	\$ (26,346)
Plan fiduciary net position as a percentage of the total pension liability	100.62%	95.57%	96.46%	107.26%	93.33%	100.08%
Covered payroll	\$ 6,123,410	\$ 6,431,154	\$ 6,540,849	\$ 6,961,597	\$ 7,171,399	\$ 7,167,430
Employer's net pension liability (asset) as a percentage of covered payroll	(2.44%)	17.66%	14.49%	(28.55%)	27.32%	(0.37%)

Notes to Required Supplementary Information

Changes in assumptions and benefit terms:
2014 - retirement age and mortality tables
2017 - price inflation, salary increases, retirement age, and mortality tables
2018 - discount rate

Ultimately, this schedule should present information for the last ten years. However, until ten years of information can be compiled, information will be presented for as many years as is available.

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**Preliminary and Tentative
For Discussion Purposes Only**

SCHEDULE OF THE EMPLOYER'S PROPORTIONATE
SHARE OF THE NET PENSION LIABILITY
STATE EMPLOYEES' RETIREMENT SYSTEM

Last Six Fiscal Years

MEASUREMENT DATE JUNE 30,	2014	2015	2016	2017	2018	2019
Employer's proportion of the net pension liability	0.0270%	0.0216%	0.0167%	0.0173%	0.0154%	0.0136%
Employer's proportionate share of the net pension liability (asset)	\$ 7,317,950	\$ 6,049,769	\$ 5,702,285	\$ 5,692,915	\$ 5,090,687	\$ 4,541,591
Employer's covered payroll	1,118,007	936,342	700,819	711,151	612,364	588,438
Employer's proportionate share of the net pension liability as a percentage of its covered payroll	654.55%	646.11%	813.66%	800.52%	831.32%	771.80%
Plan fiduciary net position as a percentage of the total pension liability	34.98%	35.27%	30.58%	33.44%	34.57%	35.64%

Notes to Required Supplementary Information

Ultimately, this schedule should present information for the last ten years. However, until ten years of information can be compiled, information will be presented for as many years as is available.

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

Preliminary and Tentative
For Discussion Purposes Only

SCHEDULE OF CHANGES IN THE EMPLOYER'S
TOTAL OPEB LIABILITY AND RELATED RATIOS
OTHER POSTEMPLOYMENT BENEFIT PLAN

Last Three Fiscal Years

MEASUREMENT DATE JUNE 30,	2018	2019	2020
TOTAL OPEB LIABILITY			
Service cost	\$ 9,479	\$ 9,775	\$ 17,354
Interest	4,183	5,088	4,506
Changes of benefit terms	-	-	-
Differences between expected and actual experience	(9,683)	-	(8,521)
Changes of assumptions	41,670	3,796	(23,888)
Other changes	-	-	651
Benefit payments	(16,219)	(18,153)	(16,138)
Net change in total OPEB liability	29,430	506	(26,036)
Total OPEB liability - beginning	139,649	169,079	169,585
TOTAL OPEB LIABILITY - ENDING	\$ 169,079	\$ 169,585	\$ 143,549
Covered payroll	\$ 7,261,689	\$ 7,261,689	\$ 8,206,545
Employer's total OPEB liability as a percentage of covered payroll	2.33%	2.34%	1.75%

Notes to Required Supplementary Information

Changes in assumptions and benefit terms:

2020 - discount rate

2019 - discount rate

2018 - discount rate, per capita costs, healthcare trend rates and mortality tables

No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement 75.

Ultimately, this schedule should present information for the last ten years. However, until ten years of information can be compiled, information will be presented for as many years as is available.

(See independent auditor's report)

SUPPLEMENTARY INFORMATION

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**Preliminary and Tentative
For Discussion Purposes Only**

SCHEDULE OF REVENUES, EXPENSES, AND
CHANGES IN NET POSITION - BUDGET AND ACTUAL

For the Year Ended June 30, 2020 with Comparative 2019 Actual

	2020		2019
	Original and Final Budget	Actual	Actual
REVENUES			
Grants	\$ 24,243,525	\$ 22,857,634	\$ 25,381,549
Contributions	-	940,867	903,338
Product sales, fees, and interest income	-	18,184	24,303
In-kind contributions	736,331	1,137,861	1,420,305
Miscellaneous	-	1,939	102,800
Total revenues	24,979,856	24,956,485	27,832,295
EXPENSES			
Personnel services	14,137,403	10,866,998	10,502,687
Operating expenses	965,826	404,456	491,106
Commodities	491,464	688,388	478,333
Occupancy expense	1,976,646	2,040,767	1,910,751
Contractual services	8,109,789	8,199,615	12,367,646
Capital outlay	90,000	1,106,044	196,414
In-kind services	640,011	1,135,839	1,420,305
Total expenses	26,411,139	24,442,107	27,367,242
CHANGE IN BUDGETARY NET POSITION	<u>\$ (1,431,283)</u>	514,378	465,053
NET POSITION (DEFICIT), BEGINNING OF YEAR		474,945	(720,992)
BUDGETARY NET POSITION (DEFICIT), END OF YEAR		989,323	(255,939)
BUDGET TO GAAP RECONCILIATION			
Depreciation and amortization		(208,281)	(205,717)
Amortization - rent abatement		74,355	170,734
Pension and OPEB expense		417,083	569,453
Capital outlay capitalized		977,322	196,414
Net increase in net position, budget to GAAP		1,260,479	730,884
NET POSITION, END OF YEAR		<u>\$ 2,249,802</u>	<u>\$ 474,945</u>

(See independent auditor's report.)

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS

Preliminary and Tentative
For Discussion Purposes Only

SCHEDULE OF GRANT RECEIPTS, EXPENSES, AND BALANCES

For the Year Ended June 30, 2020

Grant No.	Grantor	Grant Period		Total Project Amount	Grant Amount	Grant Receipts				Expenses			Grant Balance 6/30/2020	Status
		From	To			Prior FY 20 Receipts	FY 20 Receipts	Receivable 6/30/2020	Refund	Remaining Grant 6/30/2020	Prior FY 20 Expense	FY 20 Expense		
S766	IDOT	7/1/2014	6/30/2019	\$ 2,827,500	\$ 2,415,000	\$ 2,358,752	\$ -	\$ -	\$ -	\$ 56,248	\$ 2,358,752	\$ -	\$ 56,248	Closed
S767	IEPA	2/15/2017	12/31/2018	300,000	300,000	293,055	-	-	-	6,945	293,055	-	6,945	Closed
S770	Cook Cty/HUD	5/13/2015	5/31/2019	750,000	750,000	709,744	-	-	-	40,256	709,745	-	40,255	Closed
S772	CCT	3/1/2019	4/1/2019	150,000	150,000	150,000	-	-	-	-	150,000	-	-	Closed
S775/S785/S795	IDOT	7/1/2018	6/30/2023	5,085,580	5,085,580	1,683,646	157,626	-	-	3,244,308	1,683,646	157,626	3,244,308	Open
S776	IDOT	7/1/2015	6/30/2020	2,445,000	2,196,000	1,160,152	529,178	415,903	-	90,767	1,160,153	945,081	90,766	Open
S782	CCT	3/1/2017	4/1/2019	150,000	150,000	150,000	-	-	-	-	150,000	-	-	Closed
S783	CCT	3/1/2018	4/1/2019	150,000	150,000	150,000	-	-	-	-	150,000	-	-	Closed
S786	IDOT	7/1/2016	6/30/2021	2,281,250	2,281,250	1,710,723	44,321	77,406	-	448,800	1,710,723	121,727	448,800	Open
S787	IDOT	5/5/2017	6/30/2019	224,151	224,151	224,151	-	-	-	-	224,151	-	-	Closed
S791	IEPA	10/1/2017	9/30/2019	248,117	248,117	205,528	41,352	-	-	1,237	205,528	41,352	1,237	Open
S794	IDOT	7/1/2017	12/31/2019	2,000,000	1,000,000	975,557	5,005	-	-	19,438	975,556	5,005	19,439	Open
S796	IDOT	7/1/2017	6/30/2022	1,989,000	1,758,000	1,301,648	16,890	222,296	-	217,166	1,301,648	239,186	217,166	Open
S797	MacArthur	9/1/2018	8/31/2020	500,000	500,000	28,378	95,456	-	-	376,166	28,378	95,456	376,166	Open
S800	CCT	2/15/2019	2/15/2020	75,000	75,000	27,887	43,527	-	-	3,586	27,887	43,527	3,586	Open
S801	IDOT	10/1/2018	4/1/2019	512,779	512,779	406,835	87,575	-	-	18,369	406,835	87,575	18,369	Closed
S802	IDOT	10/1/2018	6/30/2021	351,947	351,947	-	88,694	87,775	-	175,478	-	176,469	175,478	Open
S803	IDNR	10/28/2018	6/30/2020	75,000	75,000	36,464	26,707	11,829	-	-	36,464	38,536	-	Open
S804	IDOT	9/1/2018	12/31/2021	1,996,585	1,996,585	178,262	201,168	357,324	-	1,259,831	178,262	558,492	1,259,831	Open
S805 / S808	IDOT	7/1/2018	12/31/2019	19,854,663	19,854,663	17,047,568	2,670,305	-	-	136,790	17,047,568	2,670,305	136,790	Open
S806	IDOT	7/1/2018	6/30/2023	1,818,808	1,818,808	282,937	100,631	83,491	-	1,351,749	282,937	184,122	1,351,749	Open
S807	IDOT	10/1/2018	6/30/2021	1,386,462	869,683	35,330	106,047	43,833	-	684,473	35,330	149,880	684,473	Open
S809	IDOT	3/1/2019	6/30/2023	500,000	500,000	-	82,773	151,484	-	265,743	-	234,257	265,743	Open
S812	IEPA	7/18/2019	12/31/2021	258,915	258,915	-	-	57,433	-	201,482	-	57,433	201,482	Open
S815/S818	IDOT	7/1/2019	12/31/2020	21,055,956	21,055,956	-	10,660,793	6,039,619	-	4,355,544	-	16,700,412	4,355,544	Open

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

Preliminary and Tentative
For Discussion Purposes Only

**COMPUTATION OF FRINGE BENEFITS RATE
AND STATEMENT OF FRINGE BENEFITS**

For the Years Ended June 30, 2020 and 2019

	<u>2020</u>	<u>2019</u>
Computation of fringe benefits rate		
Total fringe benefits	\$ 2,592,927	\$ 2,476,779
Total salaries	8,298,801	8,053,285
Fringe benefits rate	31.24%	30.75%
Statement of fringe benefits		
Medicare	\$ 112,368	\$ 110,653
FICA	474,671	458,076
IMRF	426,417	417,401
ICMA	14,825	9,385
SERS	319,487	274,204
Life insurance	45,371	46,522
Medical/dental/vision	1,142,103	1,103,068
Workers' compensation	16,325	18,972
Other benefits	41,360	38,498
	<u>\$ 2,592,927</u>	<u>\$ 2,476,779</u>

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

Preliminary and Tentative
For Discussion Purposes Only

COMPUTATION OF INDIRECT COST RATE

For the Years Ended June 30, 2020 and 2019

	<u>2020</u>	<u>2019</u>
Total indirect costs		
Management and administrative salaries and leave	\$ 1,593,298	\$ 1,758,020
Other indirect costs	595,052	613,751
	<u>\$ 2,188,350</u>	<u>\$ 2,371,771</u>
Total base costs		
Direct salaries, leave, and fringe benefits	<u>\$ 9,300,850</u>	<u>\$ 8,772,044</u>
Computation of indirect cost rate		
Total indirect costs	<u>\$ 2,188,350</u>	<u>\$ 2,371,771</u>
Total base costs	9,300,850	8,772,044
Indirect cost rate	23.53%	27.04%

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

Preliminary and Tentative
For Discussion Purposes Only

SCHEDULES OF OTHER INDIRECT COSTS

For the Years Ended June 30, 2020 and 2019

	2020	2019
Breakroom supplies	\$ 2,774	\$ -
Publications	1,104	998
Equipment - small value	462	320
Office supplies	8,867	9,043
Copy room supplies	6,460	11,310
Audit services	33,517	44,300
Office equipment leases	7,157	8,409
Professional services	550	46,527
Consulting services	14,957	27,322
Office equipment maintenance	16,678	24,479
Web-based software licenses	-	2,553
Staff association memberships	500	486
CMAP association memberships	10,190	4,050
Postage/postal services	(159)	9,195
Storage	9,560	7,464
Miscellaneous	1,812	3,335
Meeting expenses	300	5
Recruitment expenses	14,115	14,927
General insurance	50,895	49,330
Legal services	8,795	13,628
Employment agency fees	94,222	-
Printing services	-	106
Bank services fees	26,589	16,604
Conference registrations	2,584	2,508
Training and education reimbursement	10,845	11,221
Travel expenses	2,930	1,511
Office maintenance	5,142	7,631
Rent	248,888	276,246
Telecommunications	7,472	8,199
Utilities	7,846	9,641
Willis Tower parking	-	2,403
TOTAL	\$ 595,052	\$ 613,751

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

Preliminary and Tentative
For Discussion Purposes Only

DESCRIPTION OF GRANTS

For the Year Ended June 30, 2020

CMAP No.	Pass-Through Agency	Grant Number	Description
<u>United States Environmental Protection Agency</u>			
S-791	IEPA	604171	Mill Creek North Watershed-Based Plan
S-812	IEPA	604192	Indian Creek Watershed-Based Plan
<u>United States Department of Transportation</u>			
S-776	IDOT	MPO-CMAP UPP Competitive 3-C Plan 1575103801	FY2016 Unified Work Program Contracts
S-786	IDOT	MPO-CMAP Planning 3-C Competitive 1675105201	FY2017 Unified Work Program Contracts
S-794	IDOT	MPO-CMAP Planning Expressway Study 1775103801	Expressway Project
S-795	IDOT	MPO-CMAP Operations 1910099386	Unified Work Program Research and Analysis
S-796	IDOT	MPO-CMAP Competitive MPO-CMAP OPN FY18 3- C 1775106701	FY2018 Unified Work Program Contracts
S-801	IDOT	MPO-CMAP Operations 1914399594	Unified Work Program Contracts

(This schedule is continued on the following pages.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

Preliminary and Tentative
For Discussion Purposes Only

DESCRIPTION OF GRANTS (Continued)

For the Year Ended June 30, 2020

CMAP No.	Pass-Through Agency	Grant Number	Description
<u>United States Department of Transportation (Continued)</u>			
S-805	IDOT	MPO-CMAP Opn FY19-3-C 1775106701	IDOT, UWP- Operating FY2019
S-806	IDOT	MPO-CMAP Competitive FY19-3-C 1910099017	FY2019 Unified Work Program Contracts
S-815/S-818	IDOT	MPO-CMAP Operations 20100913554	Unified Work Program Contracts
<u>The Chicago Community Trust</u>			
S-800		C2019-19510	Sustainable Communities
<u>Illinois Department of Natural Resources</u>			
S-803		N170706	Coastal Management Program
<u>Illinois Department of Transportation</u>			
S-804		1914399537	Pavement Management Project
S-802		1914399536	Illinois Port Project
S-809		1914399535	SPR Assistance to LTA Program
S-807		19143910080	Planning Studies Project

(This schedule is continued on the following page.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

Preliminary and Tentative
For Discussion Purposes Only

DESCRIPTION OF GRANTS (Continued)

For the Year Ended June 30, 2020

CMAP No.	Pass-Through Agency	Grant Number	Description
<u>John D. and Catherine T. MacArthur Foundation</u>			
S-797		181805153230-CHG	Local Government Capacity Building
<u>Metropolitan Mayor's Caucus</u>			
S-001		C201818216	Chicago Community Trust – Embedded Staff Planners

(See independent auditor's report.)

Preliminary and Tentative
For Discussion Purposes Only

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

NOTES TO SUPPLEMENTARY INFORMATION

June 30, 2020

BUDGETS

The Executive Director presents an annual operating budget, first to the Executive Committee, and later to the full Board of Directors. The Board of Directors approves the budget prior to the beginning of the fiscal year. The Executive Committee serves as the audit and finance committee for the Board of Directors and approves revisions to the annual budget. At a minimum, the Executive Committee considers revisions when reviewing the six-month financial report. The budget is adopted on a basis consistent with GAAP, except that the Agency budgets for capital outlay expenses and does not budget for depreciation and amortization. In addition, the Agency does not budget for pension and other postemployment benefit expense under GASB Statement Nos. 68 and 75, respectively. The various funding sources have different beginning and ending dates funding the activities. The budget was approved on June 19, 2019.

SINGLE AUDIT INFORMATION

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED
IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

The Honorable Chairman
and Members of the Board
Chicago Metropolitan Agency for Planning
Chicago, Illinois

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the basic financial statements of the Chicago Metropolitan Agency for Planning, Chicago, Illinois (the Agency) as of and for the year ended June 30, 2020, and the related notes to financial statements, and have issued our report thereon dated **DATE**, 2020.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Agency's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Agency's internal control. Accordingly, we do not express an opinion on the effectiveness of the Agency's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. *A material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented or detected and corrected on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over financial reporting was for limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Agency's basic financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Agency's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Agency's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Naperville, Illinois
DATE, 2020

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR
EACH MAJOR FEDERAL PROGRAM AND ON INTERNAL CONTROL
OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE**

The Honorable Chairman
and Members of the Board
Chicago Metropolitan Agency for Planning
Chicago, Illinois 60606

Report on Compliance for Each Major Federal Program

We have audited the Chicago Metropolitan Agency for Planning, Chicago, Illinois' (the Agency) compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) *Compliance Supplement* that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2020. The Agency's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Agency's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Agency's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination on the Agency's compliance.

Opinion on Each Major Federal Program

In our opinion, the Chicago Metropolitan Agency for Planning complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2020.

Report on Internal Control Over Compliance

Management of the Agency is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Agency's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine our auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Agency's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonably possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Naperville, Illinois
DATE, 2020

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**Preliminary and Tentative
For Discussion Purposes Only**

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

For the Year Ended June 30, 2020

Federal Grantor/ Pass-through Grantor/ Program Title	Federal CFDA Number	Agency or Pass-Through Number	Federal Expenditure	Amount Provided to Subrecipients
MAJOR PROGRAMS				
U.S. Department of Transportation				
Pass-through programs from:				
Illinois Department of Transportation:				
Unified Work Program for Planning and Programming Transportation Planning Activities	20.205	MPO-CMAP Operations 1910097774	\$ 2,136,555	\$ 1,370,497
Unified Work Program for Planning and Programming Transportation Planning Activities	20.205	MPO-CMAP Operations 1910099386	126,101	-
Unified Work Program for Planning and Programming Transportation Planning Activities	20.205	MPO-CMAP Operations 1914399594	70,060	-
Unified Work Program for Planning and Programming Transportation Planning Activities	20.205	MPO-CMAP Operations 20100913554	13,937,146	1,513,582
Total pass-through awards			<u>16,269,862</u>	<u>2,884,079</u>
Total U.S. Department of Transportation			<u>16,269,862</u>	<u>2,884,079</u>
Total major programs			<u>16,269,862</u>	<u>2,884,079</u>
NONMAJOR PROGRAMS				
U.S. Environmental Protection Agency				
Pass-through programs from:				
Illinois Environmental Protection Agency:				
Indian Creek Watershed-Based Plan	66.454	604192 ((604(b)))	57,433	-
Mill Creek North Watershed-Based Plan	66.454	604171 ((604(b)))	41,352	-
Total U.S. Environmental Protection Agency			<u>98,785</u>	<u>-</u>

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**Preliminary and Tentative
For Discussion Purposes Only**

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS (Continued)

For the Year Ended June 30, 2020

Federal Grantor/ Pass-through Grantor/ Program Title	Federal CFDA Number	Agency or Pass-Through Number	Federal Expenditure	Amount Provided to Subrecipients
NONMAJOR PROGRAMS (Continued)				
U.S. Department of Natural Resources				
Pass-through programs from:				
Illinois Department of Natural Resources				
Coastal Management Program	11.419	N170706	\$ 38,536	\$ -
Total U.S. Department of Natural Resources			<u>38,536</u>	<u>-</u>
U.S. Department of Transportation				
Pass-through programs from:				
Illinois Department of Transportation:				
Unified Work Program for Planning and Programming				
Transportation Planning Activities - Consulting Services	20.505	MPO-CMAP Competitive FY18 3-C 1775106701	225,293	225,293
Unified Work Program for Planning and Programming				
Transportation Planning Activities - Consulting Services	20.505	MPO-CMAP UPP Competitive 3-C Plan 1675105201	100,537	33,181
Unified Work Program for Planning and Programming				
Transportation Planning Activities - Consulting Services	20.505	MPO-CMAP UPP Competitive 3-C Plan 1575103801	673,899	350,566
Unified Work Program for Planning and Programming				
Transportation Planning Activities - Consulting Services	20.505	MPO-CMAP UPP Competitive 3-C Plan 1910099017	<u>156,099</u>	<u>156,099</u>
Total pass-through awards			<u>1,155,828</u>	<u>765,139</u>
Total Highway Planning and Construction Cluster			<u>1,155,828</u>	<u>765,139</u>
Total U.S. Department of Transportation			<u>1,155,828</u>	<u>765,139</u>
Total nonmajor programs			<u>1,293,149</u>	<u>765,139</u>
TOTAL EXPENDITURES OF FEDERAL AWARDS			<u>\$ 17,563,011</u>	<u>\$ 3,649,218</u>

Preliminary and Tentative
For Discussion Purposes Only

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

June 30, 2020

Note A - Significant Accounting Policies

The accompanying schedules of expenditures of federal awards have been prepared in accordance with accounting principles generally accepted in the United States of America as promulgated by the Governmental Accounting Standards Board (GASB). It is a summary of the activity of the Agency's federal awards program prepared on the accrual basis of accounting. Accordingly, expenditures are recognized when the liability has been incurred and revenues are recognized when the qualifying expenditure has been incurred.

Note B - Nonmonetary Assistance

The Agency neither received nor disbursed federal awards in the form of nonmonetary assistance during the fiscal year ended June 30, 2020.

Note C - Insurance and Loans or Loan Guarantees

During the year ended June 30, 2020, the Agency received no insurance, loans, loan guarantees, or other federal assistance for the purposes of administering federal programs.

Note D - Oversight Agency

The U.S. Department of Transportation has been designated as the Agency's oversight agency for the single audit.

Note E - Indirect Cost Rate

The Agency did not elect to use the 10% de minimus indirect cost rate.

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Year Ended June 30, 2020

Section I - Summary of Auditor's Results

Financial Statements

Type of auditor's report issued: *unmodified*

Internal control over financial reporting:
Material weakness(es) identified? yes no

Significant deficiency(ies) identified? yes none reported

Noncompliance material to financial statements noted? yes no

Federal Awards

Internal control over major federal programs:
Material weakness(es) identified? yes no

Significant deficiency(ies) identified yes none reported

Type of auditor's report issued on compliance
for major federal programs: *unmodified opinion on
Highway Planning and Construction*

Any audit findings disclosed that are required
to be reported in accordance with
2 CFR 200.516(a)? yes no

Identification of major federal programs:

<u>CFDA Number(s)</u>	<u>Name of Federal Program or Cluster</u>
20.205	Highway Planning and Construction

Dollar threshold used to distinguish
between Type A and Type B programs: \$ 750,000

Auditee qualified as low-risk auditee? yes no

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

Preliminary and Tentative
For Discussion Purposes Only

SCHEDULE OF FINDINGS AND QUESTIONED COSTS (Continued)

For the Year Ended June 30, 2020

Section II - Financial Statement Findings

None

Section III - Federal Award Findings and Questioned Costs

None

Section IV - Prior Year Award Findings and Questioned Costs

None



MEMORANDUM

To: CMAP Board

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

Date: January 6, 2021

Re: Contract Approval for Activity-Based Model Update

CMAP performs travel demand modeling to support numerous regional activities. CMAP's activity-based model (ABM) is used for larger project studies and to assess the implications of policy initiatives that are beyond the descriptive capabilities of a traditional travel model. The ABM is the best tool CMAP has available to measure the impacts of policies designed to address the overarching principles of the ON TO 2050 Plan: inclusive growth, prioritized investment and resilience.

Increasingly CMAP's ABM is called upon to answer more sophisticated policy questions, necessitating that it reflects the travel trends and patterns currently observed in the region. The current version of the ABM was developed using data from the Travel Tracker survey conducted during 2007-08. CMAP recently completed a new household travel and activity survey (My Daily Travel), which includes data collected from more than 12,000 households in northeastern Illinois. The purpose of this RFP is to update the sub-models, such as the work from home and long-term choice sub-models, of the ABM to reflect current travel patterns and behaviors, and to implement a set of enhancements to the ABM. These enhancements include implementing a zone system that uses a finer level of geography, including Transportation Network Companies as an available travel mode, and incorporating a work-from-home model.

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on November 13, 2020. Staff held a non-mandatory on-line pre-bid information session for consultants on November 18, 2020. Questions posed during the on-line session and CMAP's responses were documented and posted on the CMAP website following the pre-bid session.

On December 8, 2020, CMAP received proposals from three consulting firms that are nationally recognized in the area of ABM development: Cambridge Systematics, RSG and WSP. A selection team of three CMAP staff members reviewed and evaluated the proposals. The selection team members each independently scored the proposals (taking into account the

submittal itself and information obtained during the interviews) based on the following five criteria listed in the RFP:

1. The responsiveness of the proposal to the scope of work, as demonstrated through a substantive discussion of the issues and a clearly defined methodology, process, and timeline.
2. The quality of the proposal's independent articulation of the scope of work and understanding of project objectives.
3. The demonstrated record of experience of the firm and personnel assigned to the project in providing the professional services identified in this scope of work.
4. The quality and relevance of the examples of similar work performed.
5. Cost to CMAP, including consideration of all project costs and per-hour costs.

After the interviews, the individual scores of the selection team members were revised and combined to develop a final composite score for each proposal, shown in the following table. Note that all of the consultants included converting CMAP's ABM platform to ActivitySim in their submittals. CMAP views this as being of benefit to the agency in the long term, so the costs in the table reflect the inclusion of this task.

Criteria	Maximum Score	Cambridge Systematics	RSG	WSP
Responsiveness to the scope of work reflected in the methodology, process and timeline	25	17.5	22.5	20.8
Articulation of the scope of work and understanding of project objectives	20	16.0	16.7	16.0
Demonstrated experience of the firm and personnel assigned to the project	20	16.0	17.3	17.3
Quality and relevance of examples of similar work performed	15	13.0	14.0	13.0
Cost, including consideration of all project costs and per-hour costs	20	14.7 (\$549,918.51)	16.0 (\$499,212.00)	15.3 (\$546,976.93)
Total	100	77.2	86.5	82.5

The selection team recommends **RSG** as the contractor for the activity-based model update project. RSG is a national leader in the development and application of activity-based models and the staff proposed for this project has a wealth of experience working on CMAP's model. The RSG team is also leading the development of ActivitySim, the next generation of ABM, for a consortium of Metropolitan Planning Organizations in order to create a shared code base that will allow for the integration of improved components developed by any of the ActivitySim agencies. The selection committee views ActivitySim as a more sustainable path for maintaining and improving CMAP's ABM. The selection team felt the RSG proposal was the most responsive to the desired improvements discussed in the Request for Proposals. It is recommended that the Board approve a contract with RSG to perform the activity-based model update work and conversion to ActivitySim in the amount of \$499,212.00. The duration

of the contract will not exceed two years. Support for this project will be provided by FY21 and FY22 UWP funds.

ACTION REQUESTED: Approval

###



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: January 6, 2021

Re: CMAP committee membership and 2021 meeting dates

Pursuant to CMAP Board Bylaws Article Three, Section 15, the Chairman delegates the authority for management of the CMAP Committees to the Executive Director. Following are membership and 2021 meeting dates.

COORDINATING COMMITTEE

Rick Reinbold-Chair, CMAP Board
Frank Beal, CMAP Board
Diane Williams, CMAP Board
Matt Brolley, CMAP Board
Jason Keller, representing Economic Development Committee
Sean Wiedel, representing Environment and Natural Resources Committee
Sheri Cohen, representing Human and Community Development Committee
Nancy Firfer, representing Land Use/Housing Committee
Chris Snyder, representing Transportation Committee

*meets: 2nd Wednesday Feb., Apr., June,
Sept., and Nov.--8:00 a.m.*

UNIFIED WORK PROGRAM (UWP) COMMITTEE

Tom Kelso (Chair), IDOT
Angela Manning-Hardimon (Vice-Chair), CMAP
Christina Bader, CTA
Jason Osborn, Metra
Heather Mullins, RTA
Tom Rickert, Kane County Division of Transportation
Philip Banea, CDOT
Tom Radak, PACE Suburban Bus
Mayor Eugene Williams, Village of Lynwood

*meets: Jan. 13, June 9,
and Oct. 14--1:00 p.m.*

Non-Voting Members:

John Donovan, FHWA
Tony Greep, FTA

CITIZENS' ADVISORY COMMITTEE

*meets: Mar. 9, and June 8, 3:30 p.m.
Sept. 14, and Dec. 14—2:00 p.m.*

Elliott Hartstein (Chair)
Lulu Blacksmith, representing Kane County
Thomas Gary, representing Cook County
Blake Grigsby, representing City of Chicago
Kevin Ivers, representing McHenry County
Renee Patten, representing City of Chicago
Stephenie Presseller, representing Cook County
Ruth Rosas, representing City of Chicago
Ben Ruhlig, representing City of Chicago
Faye Sinnott, representing Lake County
Zahra Suratwala, representing DuPage County
Daniel Honigaman, at large

COUNCIL OF MAYORS EXECUTIVE COMMITTEE

*meets: Jan. 19, Apr. 20, July 20,
and Oct. 19—9:30 a.m.*

Mayor Jeffery Schielke (Chair), Batavia
Mayor Leon Rockingham, North Chicago
Mayor Eugene Williams, Lynwood
President Len Austin, Clarendon Hills
President Dave Brady, Bedford Park
Vacant, Will County
President Karen Darch, Barrington
President Jim Discipio, LaGrange Park
President Michael Einhorn, Crete
President Alice Gallagher, Western Springs
President Thomas Hayes, Arlington Heights
Mayor Jim Holland, Frankfort
President Lawrence Levin, Glencoe
President Richard Mack, Ringwood
President Robert Nunamaker, Fox River Grove
President Glenn Ryback, Wadsworth
President Jeffrey Sherwin, Northlake
President John Skillman, Carpentersville
President Erik Spande, Winfield
Mayor Joseph Tamburino, Hillside
Mayor George Van Dusen, Skokie
President Mary Werner, Worth

COUNTIES COMMITTEE

meets: June 4 and Oct. 5

Matt Asselmeier, Kendall County
Susan Campbell, Cook County
Kevin Carrier, Lake County
David Dubois, Will County
Paul Hoss, DuPage County
Fran Klaas, Kendall County
Joseph R. Korpalski, McHenry County
John Ronaldson, Will County
Dennis Sandquist, McHenry County

Carl Schoedel, Kane County
Chris Snyder, DuPage County
Mark VanKerkhoff, Kane County
Eric Waggoner, Lake County
Sis Killen, Cook County

ECONOMIC DEVELOPMENT COMMITTEE

*meets: Jan. 25, Mar. 22 (w/ENR),
June 28, and Oct. 25—9:30 a.m.*

Jason Keller (Vice Chair), Federal Reserve Bank of Chicago
Dionne Baux, National Main Street Center
Mari Castaldi, Chicago Jobs Council
Lisa Castillo Richmond, Partnership for College Completion
Kevin Considine, Lake County Partners
Peter Creticos, Institute for Work and the Economy
Kristi DeLaurentiis, South Suburban Mayors and Managers Association
Xochitl Flores, Cook County Bureau of Economic Development
Jonathan Furr, Education Systems Center at Northern Illinois University
Bryan Gay, Invest Aurora
Terrance Hall, World Business Chicago
Emily Harris, Harris Strategies
Michael Horsting, Regional Transportation Authority (RTA)
Gretchen Kleinert, Chicago TREND
Kevin Kramer, Village of Hoffman Estates
Tony Lucenko, Elgin Development Group
Marisa Lewis, Chicago Cook Workforce Partnership
Joey Mak, Chicagoland Chamber of Commerce
Jonathan McGee, Illinois Department of Commerce & Economic Opportunity
Kathleen Nelson, Cushman & Wakefield
Kelly O'Brien, Alliance for Regional Development
Henry Pierce, ComEd
Lance Pressl, IIT Kaplan Institute for Innovation and Tech Entrepreneurship
Doug Pryor, Will County Center for Economic Development
John Reinert, McHenry County Board
Jennifer Tammen, Ernst & Young

ENVIRONMENT NATURAL RESOURCES

*meets: Jan. 7, Mar. 22 (w/ED), May 6,
July 1, Sept. 2, and Nov. 4—9:30 a.m.*

Jack Darin (Co-Chair), Sierra Club, Illinois Chapter
Sean Wiedel (Co-Chair), City of Chicago
Lindsay Birt, Xylem Digital Solutions
Keary Cragan, USEPA-Region 5
Martha Dooley, Village of Schaumburg
Aaron Durnbaugh, Loyola University Chicago
Elena Grossman, BRACE-Illinois at UIC
Andrew Hawkins, Forest Preserve District of Will County
Paul May, Northwest Suburban Municipal Joint Action Water Agency
Stacy Meyers, Openlands
Ted Penesis, Illinois Department of Natural Resources
Tom Rickert, Kane County Division of Transportation
Vanessa Ruiz, IDOT District One Environmental Studies Unit
Deborah Stone, Cook County Department of Environmental Control

FREIGHT

Eric Gallien (Co-Chair), Illinois Trucking Association
Herbert Smith (Co-Chair), Class I railroad
Joe Alonzo, Chicago Department of Transportation
Elaine Bottomley, Council of Mayors
Mike Burton, C&K Trucking
Colin Duesing, Will County Land Use Department
Clark Kaericher, Illinois Chamber of Commerce
Kazuya Kawamura, UIC-University Transportation Center
Mike Kowalczyk, FHWA
Aimee Lee, Illinois Tollway
John Loper, DuPage County Division of Transportation
Libby Ogard, Consultant
Adam Rod, Chicago Department of Aviation
DeAnna Smith, IDOT
Erik Varela, Class I railroad
Vacant, Cook County
Vacant, Illinois International Port District

*meets: Feb. 22, May 17, Sept. 20,
and Dec. 6—10:00 a.m.*

HUMAN AND COMMUNITY DEVELOPMENT

Sheri Cohen (Co-Chair), Chicago Department of Public Health
Alicia Bunton, Illinois Institute of Technology
Fluturi Demirovski, Regional Transportation Authority (RTA)
Laurie Dittman, City of Chicago-Mayor's Office of People with Disabilities
Leslie Edstrom, Area on Aging Northeastern Illinois
Jackie Forbes, Kane County Division of Transportation
Joan Fox, DuPage County
Kendra Freeman, Metropolitan Planning Council
Melody Geraci, Active Transportation Alliance
Jacky Grimshaw, Center for Neighborhood Technology
Hanna Kite, Cook County Department of Public Health
Tiffany McDowell, Chicagoland Equity Network
Greg Polman, Chicago Lighthouse
Olatunji Oboi Reed, Equiticity
Enrique Salgado, Jr., Wellcare Health Plans, Inc./Harmony
Raj Shah, M.D., Rush Center for Community Health Equity
Rosalie Shemmer, School of the Art Institute of Chicago
Darnell Shields, Austin Coming Together
Janna Simon, Illinois Public Health Institute
Dominic Tocci, Cook County Bureau of Economic Development
William Towns, Benefit Chicago

*meets: Feb. 9, Apr. 13, June 8,
Aug. 10, Oct. 12, and
Dec. 14--10:00 a.m.*

LAND USE/HOUSING

Nancy Firfer (Chair), Metropolitan Planning Council
Adam Ballard (Co-Chair), Access Living
Matthew Asselmeier, Kendall County
Drew Awsumb, City of Highland Park
Alan Banks, Office of the Hon. Robin Kelly-Member of Congress

*meets: Feb. 2, Apr. 6, June 1,
Aug. 3, Oct. 5, and Dec. 7--9:30 a.m.*

Angela Brooks, Corporation for Supportive Housing
Susan Campbell, Cook County Department of Planning
Lisa DiChiera, Landmarks Illinois
Mackenzie Drosd, Illinois Housing Council
David Dubois, Will County Planning
Benjamin Fenton, Illinois Housing Development Authority
Veronica Gonzalez, NHP Foundation
Paul Hoss, DuPage County Planning
Christine Kolb, Greystar
Steven Mannella, Metra
Heather Tabbert Mullins, RTA
Arnold Randall, Cook County Forest Preserve District
Caitlin Ritter, MB Real Estate
Dennis Sandquist, McHenry County
Kyle Smith, Metropolitan Mayors Caucus
Robert Tucker, Chicago Community Loan Fund
Mark VanKerkhoff, Kane County Planning
Eric Waggoner, Lake County Planning
Miriam Zuk, PhD., Enterprise Community Partners

TRANSPORTATION (CORRECTED, 1/14)

*meets: Feb. 26, Apr. 16, June 4, July 16,
Aug. 27, Sept. 24, Nov. 19, and Dec. 11—9:30 a.m.*

Chris Snyder (Chair), DuPage County
Jessica Hector-Hsu (Vice Chair), RTA
Charles Abraham, IDOT Office of Intermodal Project Implementation
Darwin Burkhart, Illinois Environmental Protection Agency
Kevin Carrier, Lake County
Lynnette Ciavarella, Metra
Michael Connelly, Chicago Transit Authority
Doug Ferguson, CMAP
Adrian Guerrero, Class I Railroads
Robert Hann, Private Providers
Scott Hennings, McHenry County
Tom Kelso, IDOT Office of Planning & Programming
Fran Klaas, Kendall County
Christina Kuplowski, Will County
Erik Llewellyn, PACE Suburban Bus
Kevin Muhs, SEWRPC
Tara Orbon, Cook County
Jessica Ortega, Bicycle and Pedestrian Task Force
Heidy Persaud, Center for Neighborhood Technology
Anthony Quigley, IDOT-District 1
Tom Rickert, Kane County
Leon Rockingham, Council of Mayors
Joe Schofer, Northwestern University
David Seglin, Chicago Department of Transportation
P.S. Sriraj, University of Illinois, Chicago
Scott Weber, NIRPC
Audrey Wennink, Metropolitan Planning Council
Rocco Zuccherro, Illinois Tollway

Non-Voting Members:

John Donovan, Federal Highway Administration

Tony Greep, Federal Transit Administration

ACTION REQUESTED: Information

###



MEMORANDUM

To: CMAP Board and
MPO Policy Committee

From: CMAP Staff

Date: January 6, 2021

Re: UWP Core Program Priorities and Program Development
Schedule

At the September 9, 2020 meeting, CMAP staff presented to the UWP Committee a proposal to not conduct a competitive process for project selection for the FY2022 fiscal year. Primary drivers of this request were to meet IDOT's new timeline of submitting a fully approved UWP budget by April 1, 2021, and a request by the FHWA that the UWP Committee review the UWP competitive process in light of declining UWP funding and implementing process efficiencies.

The UWP Committee voted to defer a vote on the matter until the October 14, 2020 UWP meeting, when funding earmarks were made available and committee members could have internal conversations about the impact of not having competitive funding available in FY2022. Committee members also wanted to understand how the competitive funds would be distributed in the event there was no competitive funding.

On September 30, 2020, IDOT advised that the federal earmark for the northeastern region of Illinois would remain unchanged from fiscal year FY2021. The Federal funding mark for FY2022 is estimated to remain at the FY2021 level of \$18,788,769. The total FY2022 Federal funding mark with the required match is \$23,485,961. In FY2021, \$476,000 in federal funds were awarded to competitive projects with CDOT and Metra. This would be the baseline amount that would be distributed to UWP Committee agencies if there were a vote to not conduct a competitive process for FY2022.

The UWP Committee requested that implications and timelines of the two options be presented at the October meeting. Below is an outline of the two proposals:

Option 1 – Funding a Competitive Program in FY2022

Under this option, the UWP process would facilitate both a core and competitive program in which core funding would be made to all agencies at the FY2021 levels. The competitive program

funding would be based on the same funding provided in FY2021 for competitive projects, \$476,000. The FY2022 Federal earmark is unchanged from FY2021. There is no increase in funding this fiscal year.

Option 2 – No Funding a Competitive Program in FY2022

Under this option, the UWP process would only facilitate a core program in which core funding would be made to all agencies at the FY2021 levels as a baseline. The competitive funding of \$476,000 as mentioned above, would be distributed equally (\$68,000) to the seven participating committee agencies (CMAP, Pace, Metra, COM, CDOT, CTA, and Metra), or at the percentage amount their baseline budget comprise of the total budget. The FY2022 Federal earmark is unchanged from FY2021. There is no increase in funding this fiscal year.

During the October meeting, the Committee adopted an accelerated schedule for development of the FY2022 UWP so that a final UWP Program could be available for IDOT by April 1, 2021. In addition, the UWP Committee voted to only conduct a Core program this year, while the Competitive program is reviewed over the remainder of the current fiscal year.

On November 2, 2020, a Call for Projects was made for the FY2022 UWP proposals. Thus, FY2022 Call for Projects only consisted of Core proposal submissions. Eight total Core proposals were received. Presentations of all the proposals were made to the UWP Committee at its meeting on December 9, and final approval of the FY2022 program is planned at its January 13, 2021 meeting.

Below is the Annual UWP Budget Focus and Priorities summary used to focus the budget development process around the work that needs to be accomplished in the coming fiscal year.

Annual UWP Budget Focus and Priorities

The 2018 adoption of ON TO 2050 presented the committee with the need to revisit planning priorities in light of the new plan. The committee similarly **updated its planning priorities** following adoption of GO TO 2040. While a number of GO TO 2040 priorities continue to make sense, two underutilized priorities—Financial Planning and Decision-Making Models—were replaced by two new priorities-- Inclusive Growth and Harnessing Technology—were introduced from ON TO 2050.

Planning areas identified for potential UWP funding

The following planning areas from previous rounds of UWP funding have been updated with language and emphases from ON TO 2050:

- **Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use.** The continuation of work to further ON TO 2050's list of fiscally constrained regionally significant projects is another planning area. Potential work includes planning for the inclusion of transit or bike/ped components as part of major highway projects, advancing projects through discretionary funding programs, and planning for supportive land use around transportation, among other efforts.

- Local Technical Assistance and the Formation of Collaborative Planning Efforts.** A major emphasis area of ON TO 2050 is providing targeted technical assistance to local governments, particularly to interpret and implement the regional plan's recommendations at the local level. This may include planning for compact, walkable communities, including transportation investments to support infill development, as well as providing for alternative modes of transportation. Planning for joint efforts to provide local transportation services is also included here.
- Modernization of the Public Transit System.** ON TO 2050's transit recommendations focus on making the transit system more competitive. Actions include developing policies for emerging technology to support and complement the transit system, studies to support improving the speed, frequency, and reliability of the transit system, revising highway design guidance to facilitate transit access, studies to support further fare and service coordination, and improving the effectiveness and accessibility of demand response services, particularly for persons with disabilities.

In addition, ON TO 2050 identified new areas of planning importance that can now be considered for UWP Funding:

- Harnessing Technology to Improve Travel and Anticipating Future Impacts.** Existing technologies can improve the performance of the transportation network, while in the long term, emerging technologies like connected and autonomous vehicles and private mobility services may have both positive and negative impacts on the region, such as increasing competition for curb space or causing excess vehicle miles traveled. Planning projects under this priority would address studying and implementing further coordination of traffic operations using technology, establishing pricing and regulatory frameworks for connected and autonomous vehicles and developing pilot projects, and adapting the public way to emerging technology and new mobility, among other efforts.
- Leveraging the Transportation System to Promote Inclusive Growth.** ON TO 2050 is broadly concerned with ensuring economic opportunity is available to all residents of the region. The transportation system plays a role in this, as for example, research shows that minority residents have significantly longer commutes than others and transportation fees can weigh most on lower-income persons. Proposals should address any of the numerous facets of equity and transportation identified in ON TO 2050, such as developing culturally-relevant outreach methods, establishing performance measures that track progress towards reflecting community demographics, and demonstrating the impact of public engagement on project outcomes. They may also include planning to support transportation system access for those with disabilities, studying strategies to reduce burden of transportation fees, fares, and taxes on lower-income populations, and exploring new ways to provide targeted, flexible and/or

on-demand transportation options in low-income or low-density areas, or for people with disabilities.

Proposed timeline and process

CMAP staff recommends that the FY2022 UWP process follow the schedule below:

Development of Program Priorities and Selection Process Schedule

UWP Meeting	October 14, 2020
--------------------	------------------

Call for Proposals

Call for Proposals	November 2, 2020
All Proposals Due (Core)	November 25, 2020

Proposal presentations

UWP Meeting - Presentation of Core Proposals	December 9, 2020 – 1:00 p.m.
CMAP prepares proposed FY22 funding allocation	January 6, 2021
UWP Meeting - Adopt FY2022 Program	January 13, 2021

Committee Approval

Transportation Committee considers approval of FY2022 UWP to MPO Policy Committee	February 2021
Coordinating Committee considers approval of FY2022 UWP to CMAP Board	February 2021
CMAP Board considers approval of proposed FY2022 UWP	March 2021
MPO Policy Committee considers approval of proposed FY2022 UWP	March 2021
UWP Document Released	March 11, 2021

Staff contacts

Angela Manning-Hardimon, amanninghardimon@cmapp.illinois.gov, 312-386-8714

Dan Olson, dolson@cmapp.illinois.gov, 312-386-8760

ACTION REQUESTED: Approval

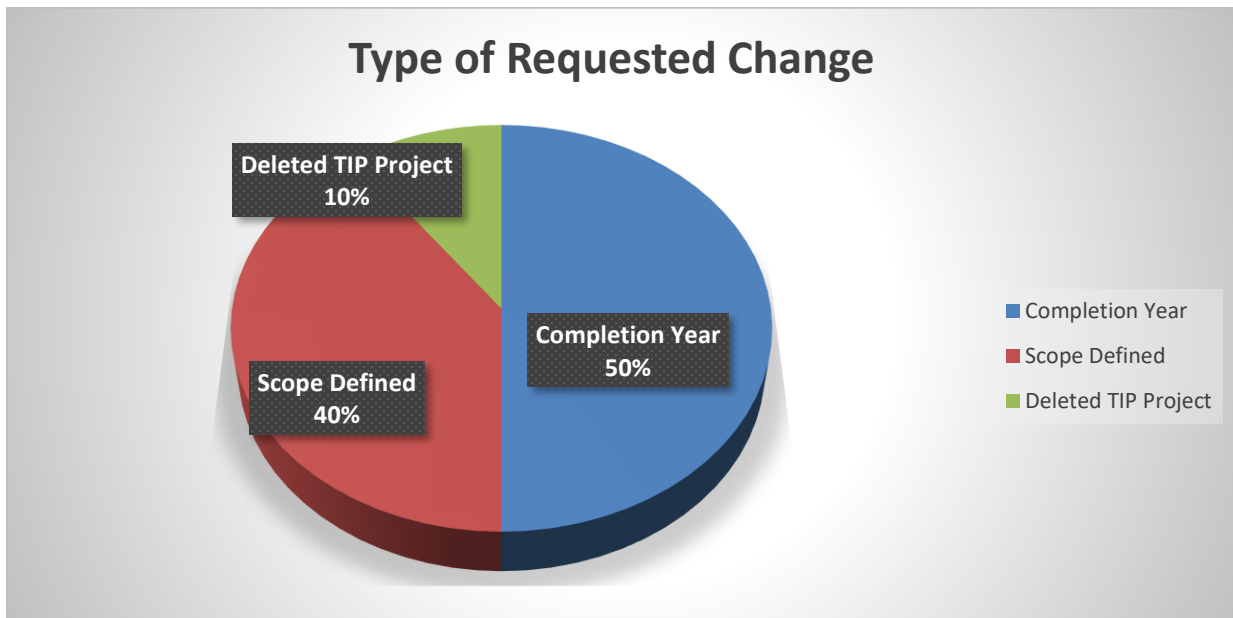
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MEMORANDUM

To: CMAP Board and MPO Policy Committee
From: CMAP Staff
Date: January 6, 2021
Re: ON TO 2050/TIP Conformity Analysis & TIP Amendment

In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the FFY 2021-25 Transportation Improvement Program (TIP) and ON TO 2050. Of the changes requested, ten projects require air quality conformity analysis. Below is a summary by type of requested changes.



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

Changes to existing projects are described below.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2050. The established base year is now 2020, with the analysis years set at 2025, 2030, 2040 and 2050. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis.

These non-exempt projects crossed an analysis year and are included in the conformity analysis:

- TIP ID **03-03-0102**: IL 62 Algonquin Rd from Plum Grove Rd to IL Route 53
- TIP ID **09-09-0039**: IL 47 from IL 71 Stagecoach Trail to CH 23 Caton Farm Road
- TIP ID **09-09-0040**: IL 47 from Cross Street to FAU 3793 Kennedy Road
- TIP ID **09-16-0016**: Anderson Road from CH 41 Keslinger Road to Freedom Road

The following not exempt Regionally Significant Project (RSP) crossed an analysis year:

- TIP ID **03-18-0006**: I-90 WB Improvements from IL 43 to I-190. RSP 32

The scope of a project is determined by the [work types](#) associated with the project.

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

Three recently introduced not exempt projects are included here, due to a change of scope either through a roadway conversion or for multiple intersection improvements:

- TIP ID **07-20-0072**: Richton Park: Richton Road/Poplar Avenue- Sauk Trail to Karlov Ave
- TIP ID **12-20-0021**: 135th Street Complete Street
- TIP ID **08-20-0026**: Lemont Rd from 87th St to 83rd St / 87th Street from Lemont Rd to Havens Dr.

The project sponsor indicated a highway extension to this roundabout / new roadway project for conformity analysis:

- TIP ID **09-15-0019**: Collins Road from Minkler Road to Grove Road (Collins Road Extension)

The following project is now being deleted and will be removed from the travel demand model:

- TIP ID **10-08-0028**: CH A9 Wadsworth Road at US 41 at Skokie Hwy

Seventeen signal timing and progression projects are being introduced within the travel demand model, and staff addressed a model network update to the Hook Drive Extension project.

The public website of the [eTIP database](#) is available through the hyperlink for current project information. Newly submitted changes are found in the [21-02 Conformity Amendments](#) report.

The conformity analysis is conducted for selected analysis years between now and 2050. The analysis years are currently 2020, 2025, 2030, 2040 and 2050. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the US Environmental Protection Agency’s MOVES 2014a model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the Motor Vehicle Emissions Budget (MVEB) for NEIL nonattainment area used to demonstrate transportation conformity for the 1997 ozone maintenance State Implementation Plan (SIP), and the 2008 and 2015 Ozone National Ambient Air Quality Standards (NAAQS) as shown in the table below.

Transportation conformity in the CMAP region only applies to the ozone precursors stated above at this time. However, CMAP is providing mobile source emissions data for PM_{2.5} and for greenhouse gases (GHG) as informational items too. The region is in attainment of the PM_{2.5} NAAQS. The budget shown in the table for PM_{2.5} is the budget the region had prior to being classified as being in attainment. There is no equivalent to a MVEB for GHG. Instead what is being shown for information purposes are GHG mobile source emissions estimates along with reduction goals for GHG that are the byproduct of previous GHG work CMAP has conducted. CMAP is working on GHG mitigation efforts and anticipates revising the goals shown in the table below.

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	71.67	117.23	146.15	373.52
2025	53.35	60.13	84.77	150.27
2030	43.57	60.13	60.51	150.27
2040	34.11	60.13	51.26	150.27
2050	34.23	60.13	53.54	150.27

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

Notes:

Off-model benefits are not included in the total emissions estimates

Results updated as of October 27, 2020

Direct PM_{2.5} and NO_x Emissions in Tons per Year for PM_{2.5} (Informational Only)

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	Historical SIP Budget	Northeastern Illinois	Historical SIP Budget
2020	2,058.90	5,100.00	55,349.78	127,951.00
2025	1,309.34	2,377.00	32,503.07	44,224.00
2030	967.69	2,377.00	23,609.60	44,224.00
2040	867.94	2,377.00	20,563.33	44,224.00
2050	917.73	2,377.00	21,448.60	44,224.00

Greenhouse Gas Mobile Source Emissions (Informational Only)

Year	CO ₂ Equivalent in Tons per Year	
	Northeastern Illinois	GHG Reduction Goal
2020	30,544,901.72	30,275,578.93
2025	28,165,247.74	25,474,808.14
2030	26,072,116.89	21,794,683.73
2040	25,400,151.20	17,888,864.40
2050	26,705,366.74	15,409,555.01

The Transportation Committee recommends approval of a finding of conformity and TIP amendment 21-02 to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

###

**MEMORANDUM**

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: January 6, 2021

Re: 2021 Regional highway safety performance targets

Metropolitan planning organizations (MPOs) contribute to the federal Transportation Performance Management (TPM) process to track national goals at the state and regional level for safety, asset condition, system performance, and congestion mitigation and air quality (CMAQ). Under the federal Safety Performance Management (Safety PM) Rule, State departments of transportation (DOTs) and MPOs are required to establish quantitative highway safety performance targets on an annual basis and use a set of performance measures to track progress toward the long-term goal of eliminating traffic related fatalities and serious injuries.¹ MPOs have the choice to support any or all the state's highway safety targets, develop its own highway safety targets for any or all individual measures. For the past 3 years, CMAP has supported IDOT's statewide highway safety targets.

Each year, the process begins with State DOTs establishing their highway safety targets as part of their Highway Safety Improvement Program (HSIP) report to the Federal Highway Administration (FHWA). MPOs have 180 days, from the date the State DOT submits its targets to the FHWA, to set their own regional targets or agree to support the State DOT targets. IDOT set its annual highway safety targets in September 2020 and the MPO Policy Committee and CMAP Board must act by January 2021 to set the region's targets.

CMAP staff recommends that the Board and MPO Policy Committee support IDOT's 2021 highway safety targets. By agreeing to support IDOT's highway safety targets, the MPO is not agreeing to any specific share of the decrease in fatalities and serious injuries. Instead it is agreeing to integrate the targets as goals in the metropolitan planning process and to plan and program projects that help meet the State's targets. The selection of the target does not directly

¹ The safety performance measure (Safety PM) requirements are set out in the Federal Highway Administration's [National Performance Management Measures: Highway Safety Improvement Program](#) final rule.

affect the allocation of funding at the MPO level. However, the targets selected for different measures should ultimately reflect funding allocation priorities among other factors.

The remainder of this memo provides background on the safety PM rule, reviews IDOT's 2021 statewide highway safety targets, the staff recommendation to support the state's 2021 highway safety targets, and next steps.

Background on Safety Performance Management Rule

The Safety PM requires state DOTs and MPOs to establish highway safety targets as five-year rolling averages on all public roads for: (1) the number of fatalities, (2) the rate of fatalities per 100 million vehicle miles traveled (VMT), (3) the number of serious injuries, (4) the rate of serious injuries per 100 million VMT, and (5) the number of non-motorized fatalities and non-motorized serious injuries. Thus, the form of the 2021 target is the desired value of the 2017-2021 average for each of the measures. Fatalities and serious injuries from traffic crashes vary considerably from year to year due to numerous factors, and the five-year average is meant to smooth large changes.

The actual target should be set to what the state believes it can achieve;² the rule does not specify or provide guidance for how ambitious the targets are to be. Each year the FHWA evaluates whether states have met, or made significant progress toward meeting, their targets. The FHWA will consider states to comply if they have met their targets or improved from the baseline at least four of the five required performance targets. The baseline is defined as the 5-year average ending with the year prior to the establishment of the safety targets. For example, the baseline for the 2021 targets is the 2015-2019 5-year average.

As stated above, MPOs have the option to support any or all the state's highway safety targets, develop its own highway safety targets for any or all individual measures. If the MPO sets its own highway safety target, it is required to document how the MPO is to achieve the target. The MPO is also required to integrate the Safety PM into its planning process by including it in the metropolitan transportation plan (MTP), in CMAP's case, ON TO 2050. In addition, the MPO must show how investments in the transportation improvement program (TIP) help achieve the Safety PM targets.

This is the fourth year of the Safety PM Rule and is the first year that the FHWA assessed if State DOT's met or made significant progress toward meeting their 2014-2018 highway safety targets. Unfortunately, IDOT did not meet or make significant progress toward meeting their

² The annual highway safety targets are designed to be interim targets that agencies should use to track their performance toward meeting long-term goals of eliminating traffic related serious injuries and fatalities. According to the [FHWA guidance](#), state DOTs and MPOs are strongly discouraged from using aspirational goals, such as Towards Zero Deaths (TZD), when setting highway safety targets. While the FHWA agrees with a zero-fatality goal, and even supports the TZD initiative, the annual safety targets should enable agencies to track progress towards their long-term goals. Setting reasonable targets allows agencies to see how changes in policy or funding influence traffic safety, and if agencies are not meeting goals, allow them to alter how they approach safety.

2014-2018 highway safety targets. The results of the FHWA’s assessment of IDOT’s 2014-2018 highway safety targets are in Table 1.

Table 1. Illinois Safety Performance Target Assessment Summary 2014-2018

Performance Measure	2014-2018 Target	2014-2018 Outcome	2012-2016 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	951	1,024.2	989.4	No	No	NO
Rate of Fatalities	0.900	0.960	0.940	No	No	
Number of Serious Injuries	11,231.1	11,973.6	12,245.8	No	Yes	
Rate of Serious Injuries	10.830	11.220	11.600	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	1,508.6	1,526.4	1,524.4	No	No	

Because IDOT did not meet or make significant progress towards achieving its 2014-2018 highway safety targets, IDOT will have to develop a HSIP Implementation plan and is required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. IDOT already obligates all its HSIP apportionment only for safety projects.

IDOT 2021 safety performance targets

IDOT evaluated two methods to set the state’s targets, a least-squares trend line which approximates the actual trends, and a policy-based 2 percent annual reduction in the 5-year average. IDOT selected the method that returns the greatest decrease in the rolling 5-year average for each measure. Because of a back log for processing crash data, IDOT had to estimate the 2015-2019 five-year rolling average for serious injuries and non-motorized serious injuries. For 2021, all targets use the policy-based 2 percent annual reduction in the 5-year rolling average.

Table 2. IDOT Statewide Safety Performance Measures and 2021 Safety Targets

Performance Measure	5-year average					2021 target
	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019 ¹	2017-2021 ²
Number of Fatalities	957.4	989.4	1,016.2	1,024.2	1,041.2	1,000.0
Rate of Fatalities	0.910	0.938	0.957	0.960	0.971	0.930
Number of Serious Injuries ¹	12,220.4	12,184.4	12,124.6	11,956.0	12,032.9	11,556.4
Rate of Serious Injuries ¹	11.678	11.553	11.425	11.212	11.227	10.790
Number of Non-Motorized Fatalities and Serious Injuries ¹	1,515.4	1,498.8	1,528.4	1,561.0	1,580.2	1,517.6

¹ - 2015-2019 average estimated for serious injuries and non-motorized serious injuries.

² - 2% annual reduction in 5-year average.

Home to 67 percent of the state’s population and a vast multimodal transportation system, the CMAP region greatly influences the safety performance trends at the statewide level. The region accounts for 45 percent and 53 percent of the state’s 5-year average for fatalities and serious injuries, respectively. When it comes to non-motorized fatalities and serious injuries, the CMAP region accounts for roughly 78 percent of the state’s total. This is due to the high number of pedestrians and pedal-cyclists compared to the rest of the state.

Table 3. CMAP Region’s Safety Performance Measures and 2021 Safety Targets

Performance Measure	5-year average					CMAP Region 2021 Target
	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019 ¹	2017-2021 ²
Number of Fatalities	405.8	426.2	443.8	453.2	471.6	452.9
Rate of Fatalities	0.694	0.722	0.746	0.759	0.784	0.753
Number of Serious Injuries ¹	6,642.8	6,662.8	6,720.8	6,613.2	6,431.6	6,176.9
Rate of Serious Injuries ¹	11.362	11.306	11.325	11.104	10.718	10.293
Number of Non-Motorized Fatalities and Serious Injuries ¹	1,158.8	1,149.0	1,182.0	1,215.0	1,231.8	1,183.0

¹ - 2015-2019 average estimated for serious injuries and non-motorized serious injuries.

² - 2% annual reduction in 5-year average.

Recommendation for 2021 safety performance targets

Staff recommends that the Board and MPO support IDOT’s policy-driven 2021 highway safety targets. IDOT’s aggressive highway safety targets reflect the need for, and a commitment to, reducing fatal and serious injury crashes. In recent decades, the region has made progress in reducing fatalities and serious injuries through engineering, education, and technology, but the region still faces significant challenges to reduce the number of traffic related serious injuries and fatalities. However, incidents resulting in fatalities and serious injuries remain unacceptably high. By supporting IDOT’s targets, the region will have a unified goal that supports making all roads in the region safer for all users. In December 2020, the Transportation Committee approved staff’s recommendation to support IDOT’s 2021 safety targets. Given that the targets are set annually, CMAP can readily revisit target selection methodology each year.

CMAP is initiating several traffic safety efforts to support IDOT’s annual safety targets. These are described in the attachment to this memorandum.

Next steps

Following discussion and approval by the CMAP Board and MPO Policy Committee, staff will prepare a memo informing IDOT that the CMAP MPO agrees to support the 2021 statewide highway safety targets.

ACTION REQUESTED: Approval

ATTACHMENT: Recent and upcoming CMAP safety efforts

To facilitate progress on state highway safety targets, CMAP has incorporated highway safety into its programming decisions and work plan. The CMAQ and STP-L Shared Fund programs now incorporate safety into project evaluations and many of the eleven Council of Mayors STP project evaluation to included safety as a measure. The TIP now allows the project sponsor to check a box to inform CMAP staff that the proposed project has a safety component. CMAP staff plans to add to this functionality in the future.

In addition to programming activities, CMAP staff are engaged in many safety initiatives with partner agencies and are committed to advancing transportation safety in the region through the Traffic Safety Action Agenda, which is one item in CMAP's FY21 work plan. The safety action agenda will help guide CMAP's safety work in the coming years. This project is expected to produce implementation-oriented products that will help advance traffic safety in the region. CMAP plans to convene a resource group of transportation safety experts from around the region to provide input on the direction of CMAP's safety action agenda. Initial topics may include speed management and bicycle and pedestrian safety. The project will build off prior analysis, including CMAP's 2017 Traffic Safety White paper. The project will also explore opportunities to establish regional traffic safety targets linked to policies and infrastructure improvement programs.

Other ongoing transportation safety initiatives at CMAP include incorporating traffic safety in more of CMAP's local technical assistance work. CMAP has initiated a project with the Village of Flossmoor to complete a local road safety plan. One goal of this project is to better understand how CMAP can support local governments in achieving safety improvements.

In the coming years, CMAP would like to work with IDOT and the region to take a more analytical approach to setting highway safety targets. IDOT's policy-based 2% reduction target does not directly correspond with its policies and programs. Other state DOT's have taken a more analytical approach to setting safety targets. For example, the Virginia DOT uses crash trends and the expected impact of programmed projects when setting safety targets. This type of analysis can enable the DOT to draw empirically based connections to its safety impacts of the program and accordingly calibrate targets the DOT can achieve.

###

**MEMORANDUM**

To: CMAP Board

From: CMAP Staff

Date: January 6, 2021

Re: State and Federal Legislative Agendas

Each legislative session, CMAP develops strategic agendas for state and federal policymakers. For review and discussion, staff presents the state Legislative Agenda for the 102nd Illinois General Assembly, and the 2021 Federal Agenda which includes updated principles for surface transportation reauthorization. Regular alterations to these documents reflect policies enacted in the previous legislative session, administrative actions, and ongoing policy conversations. Both documents reflect CMAP's priorities in legislative issues amplified by the pandemic and the renewed focus on racial equity. Agenda items seek to address the policy challenges in the region ranging from local government revenues, the need for vital investments in transportation, and climate change.

The state agenda identifies five priorities and reflects key recommendations from ON TO 2050:

- Provide dedicated funds for comprehensive regional planning, including funding for natural resources work
- Support transparent, equitable performance-based capital programming
- Collect and provide the data needed to support decision making and accountability
- Reform tax policy to strengthen communities
- Implement user fees and regional revenues to sustainably fund the region's multimodal transportation system

The federal agenda identifies the following priorities:

- COVID-19 Recovery Principles
- Surface Transportation Authorization Recommendations
- Recommendations for addressing climate change, facilitating data-driven decisions, promoting housing options, and improving regional economic and workforce growth

Staff use these agendas to pursue key ON TO 2050 recommendations, and to guide and inform policymakers in Springfield, including the Illinois General Assembly, the Governor, and state agency partners, and with Congress.

ACTION REQUESTED: Discussion

###

LEGISLATIVE AGENDA FOR THE 102ND ILLINOIS GENERAL ASSEMBLY DRAFT Language for the CMAP Board (January 2021)

The pandemic has caused uncertainty at all levels of government and exacerbated many of the region's challenges. Bold, ambitious planning remains vital to the region's future. The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 (70 ILCS 1707) to address both emerging and persistent challenges and guide planning throughout northeastern Illinois.

ON TO 2050, the region's comprehensive, long-range plan, continues to drive the agency's work. Adopted in 2018, the plan has three principles: inclusive growth, resilience, and prioritized investment. The plan builds on past planning efforts and recommends policy changes and legislative actions that capitalize on the region's vital assets. As communities grapple with the pandemic's effects, these recommendations can steer northeastern Illinois toward a strong recovery and regional resilience.

The Legislative Agenda for the 102nd Illinois General Assembly presents CMAP's positions on state legislation related to planning, transportation funding and programming, fiscal and tax policy, and local government support. A more detailed legislative framework to inform potential state legislation is available at www.cmap.illinois.gov/updates/legislative.

Allocate funds for comprehensive regional planning activities

The State of Illinois charged CMAP to plan comprehensively for the metropolitan Chicago by incorporating land use and transportation planning with work on housing, regional economic growth, water resource management, community development, and environmental issues. CMAP's enabling legislation pledged that "additional funding shall be provided to CMAP to support those functions and programs authorized by [the Regional Planning Act]" (70 ILCS 1707/62). State funding is primarily limited to transportation activities and must support all of CMAP's planning activities as mandated in the state enabling legislation, with a special emphasis on natural resource planning for CMAP and partner agencies.

CMAP SUPPORTS:

Dedicated funding for all of CMAP's comprehensive planning activities mandated by the State of Illinois.

New, sustainable revenues to support state and regional water planning by the Illinois Department of Natural Resources, Illinois State Water Survey, Illinois Water Inventory Program, and regional partners.

Support transparent, equitable performance-based capital programming

Prudent investments in transportation infrastructure can support a stronger recovery from COVID-19. The passage of Rebuild Illinois marked an important step toward

addressing the state's significant transportation infrastructure needs, but the expanded revenues must be used wisely. The State of Illinois and regional implementers should use performance-based criteria instead of arbitrary formulas to select projects that provide the greatest overall benefit, and use these processes to target disinvested areas. A more transparent process would ensure that limited resources go toward the most critical needs, address equity, improve the transportation system's condition over the long term, provide more accountability, and reflect regional priorities.

CMAP SUPPORTS:

State legislation and administrative actions to advance performance-based programming and prioritize equitable infrastructure investments using asset management principles.

Legislation clarifying the eligibility of the Transportation Renewal Fund (35 ILCS 505/8b) to explicitly include transit, freight, bicycle, and pedestrian infrastructure.

Collect and provide data to support decision making and accountability

Robust data is a vital tool for planning, policy development, and responding to shocks like the COVID-19 pandemic. Governments need data to conduct research, prioritize public investments, and make better decisions. Data sharing through open governance also improves transparency and accountability by enabling residents to understand how government operates. As technology advances and brings new transportation options to northeastern Illinois, CMAP and planners need better access to information — such as data from transportation network companies (TNCs) like Uber and Lyft — to help guide congestion management, planning, and investment decisions.

CMAP SUPPORTS:

Legislation and administrative actions to increase data sharing and transparency by state and local agencies, especially in instances that could aid in COVID-19 recovery.

Legislation to increase data and information sharing at a regional scale by TNCs and other private personal mobility companies that aids local and regional planning and decision making.

Reform tax policy to strengthen communities

The pandemic has highlighted how fiscal and tax policy decisions made at the state level affect the region's ability to make infrastructure and community investments recommended in ON TO 2050. Tax policy influences the region's overall economy, including the commercial, industrial, and residential development of communities. It can also limit the ability of local governments to meet their quality-of-life goals, create an overreliance on property tax, drive inefficient economic development incentives, and hold some communities in a cycle of disinvestment.

Under the current tax structure, communities without sales tax-generating businesses or dense commercial development often lack the revenue to pay for public services and infrastructure. Reforms are needed to improve revenue-generating options for

communities with a very low tax base compared with their costs for providing basic services, helping break the cycle of slow growth or disinvestment. Current policies can inadvertently lead local governments to compete with one another for economic development, with little or no overall gain for the region or state. Changes to the tax system must also reflect the state's economies and demographics, rather than arbitrary formulas, and promote inclusive growth.

As local governments grapple with limited resources, immediate benefits can be provided by sharing services, consolidating services, or consolidating governments. These could include improved capacity and resources, greater efficiency, enhanced service quality, and cost savings. The State of Illinois can help facilitate partnerships and consolidation by providing support to local governments interested in pursuing these strategies.

CMAP SUPPORTS:

Reforms to the criteria the state uses to direct revenues to local governments in order to reduce wide divergences across municipalities, allow each municipality to support its own desired mix of land uses, and adapt to changing development patterns.

Broadening the sales tax base to include more services, in such a way that could allow for lower rates.

A state program that provides funding to local governments for study and implementation of consolidation and other partnerships.

Enhance transportation revenues to fund a multi-modal system that works better for everyone

Metropolitan Chicago is home to an extensive multimodal transportation network. The region serves as North America's freight hub and features one of the nation's most extensive public transit networks. Travel trends during the pandemic underscore the transportation system's importance. Transit, in particular, continues to provide a vital service to essential workers and many riders who have no other means of transportation. Despite the indispensable role transportation assets play in the region, chronic underfunding continues to hamper system growth. The current funding structure still falls far short on resources required to support the current system, let alone make improvements that are crucial to the region's recovery and economic competitiveness.

With increasing fuel efficiency and stagnating population growth, motor fuel taxes and revenue from vehicle registrations fees will not adequately fund infrastructure maintenance and improvements in the long term. Further, the tax burden will grow more inequitable across the system as some vehicles become more efficient and a greater number are powered by alternative fuels. The state urgently needs to begin a

pilot study of a per-mile road usage charge to aid in transitioning away from the motor fuel tax.

Increased state and federal investment, while critical, will likely be insufficient to meet the region's significant needs. Northeastern Illinois should generate robust local revenues and allocate those funds based on performance rather than arbitrary formulas. Regionally raised and invested funds would help complete a significant number of prioritized projects and modernize the system while leveraging private and public funding sources.

Congestion pricing remains a major opportunity to manage congestion and ensure expressway facilities have resources for long-term maintenance. Enhancement of the region's expressways likely cannot be funded without exploring innovative partnerships or alternative revenue sources, such as tolling. While Rebuild Illinois provides significant resources, additional improvements are needed to address congestion and freight mobility throughout the region.

CMAP SUPPORTS:

A statewide pilot for a per-mile road usage charge that will become necessary due to the long-term insufficiency and inequity of the motor fuel tax.

New, sustainable, regionally raised revenues for transportation to make multimodal investments that meet the region's unique transportation needs.

Congestion pricing and other operational improvements to ensure people and goods can move efficiently.

About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 by state statute (70 ILCS 1707). CMAP's Policy Committee is the federally designated metropolitan planning organization (MPO) for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will, plus portions of DeKalb and Grundy. 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 staff are guided by the agency's core values:

- Serve with passion.
- Pursue equity.
- Foster collaboration.
- Lead with excellence.
- Drive innovation.

Implementation of ON TO 2050 is CMAP's main priority. CMAP is working to achieve regional goals in three primary ways: hands-on technical assistance to local governments, alignment of capital investments through performance-based decision making, and collaborative research and analysis.

- Local Technical Assistance (LTA) Program. CMAP has initiated over 220 LTA projects in partnership with counties, municipalities, and nongovernmental organizations that are planning for increased livability, sustainability, and economic vitality.
- Performance-based programming. ON TO 2050 recommendations guide the allocation of federal transportation dollars in northeastern Illinois through the following programs that CMAP administers:
 - \$475 million is programmed to be invested over four years (federal FY 2021-2024) as a part of the Congestion Mitigation and Air Quality Improvement program to enhance mobility and improve air quality throughout the region.
 - \$196 million approved via the Surface Transportation Program-Shared Fund for federal FY 2020-2024, developed through coordination with subregional Councils of Mayors and the City of Chicago to address regional infrastructure priorities.
 - \$25 million allocated as part of the Transportation Alternatives Program for federal FY 2021-23 to support alternative modes of transportation and help complete CMAP's Regional Greenways and Trails Plan.
 - \$17 billion in total, accounted for in the Transportation Improvement Program (TIP), which includes all federally funded and otherwise regionally significant projects for federal FY2021-2025.
- Policy research and analysis. CMAP conducts extensive, data-driven research and analysis related to policy objectives in ON TO 2050, including diverse economic factors such as workforce, innovation, and state and local tax policies. CMAP helps to coordinate collaborative efforts to build partnerships involving educational institutions, government entities, and industries to strengthen our region's economy.

Contact

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Introduction

The COVID-19 pandemic has shined a light on the strengths of northeastern Illinois but also has exposed underlying problems that have long existed. Through bold planning and regional leadership, the Chicago Metropolitan Agency for Planning (CMAP) is committed to ensuring the region's 284 communities are stronger following the COVID-19 pandemic. In that regard, CMAP, which was created in 2005 (70 ILCS 1707), serves as the region's federally designated metropolitan planning organization (MPO) and guides comprehensive planning throughout northeastern Illinois.

The region is home to one of the world's greatest economic centers, with abundant natural resources and a vast multimodal transportation system. To capitalize on these vital assets, ON TO 2050, CMAP's long-range plan for the region, recommends policy changes and legislative actions that can strengthen the region's communities in the decades to come. Framed by three principles — **inclusive growth, resilience, and prioritized investment** — ON TO 2050 builds on past planning efforts to maintain metropolitan Chicago's competitive advantages, address persistent challenges, and achieve regional prosperity. The plan was adopted in 2018.

The 2021 Federal Agenda first presents CMAP's COVID-19 stimulus and relief principles, followed by the agency's policy positions on federal transportation, climate, housing, and regional economic development.

One Regional Voice: COVID-19 Recovery Principles

Since the start of the pandemic in March 2020, CMAP has responded by working with implementers and civic partners to address the impact of COVID-19 on northeastern Illinois. The region calls on policymakers to ensure the following guiding principles are prioritized as Congress continues to consider relief and stimulus packages that can help the region recover stronger post-COVID.

Provide fiscal relief across all levels of government with increased assistance for those most severely impacted

The revenue impacts of the pandemic will be felt by states, counties, and localities; all levels of government should be eligible to receive relief funds. Federally funded transportation projects are matched with both local and state funds, and all entities providing non-federal match need assistance to continue delivering the federal highway program. Metropolitan areas will be impacted the most by the current pandemic. Cities and communities that were already disadvantaged and disconnected will feel the impacts more acutely than others. Focused resources in these areas will be necessary to address communities' needs and rebuild the economy.

Continue and increase support for transit

The ridership and revenue impacts facing transit agencies are severe. The CARES Act provided vital support for transit agencies; importantly, funds were flexible and 100 percent federal. As medium- and long-term impacts become known, additional support will be necessary to keep these vital services operational and in a state of good repair.

Broaden eligibility for relief funds

The federal role in many programs is focused on capital investment, which is particularly true for transportation. However, funds should have broad eligibility, including for operating budgets and debt service. The unprecedented nature of the pandemic has created uncertainty regarding revenues, and funds originally intended to match federal transportation funds may need to be reprioritized. Flexible federal support is needed.

Infrastructure stimulus investments should be both timely and strategic

For stimulus funds beyond those needed for immediate relief, there is a potential conflict between making the right investments and making investments quickly enough to have an economic impact. A focus on reconstruction and maintenance of existing infrastructure can provide the needed balance between timeliness and long-term benefit. Stimulus funds should go to projects that provide the greatest benefit using performance-driven criteria that lead to transparent, outcome-based, mode-neutral decisions. Transportation, housing, environment, and economic development programs must be aligned to leverage the greatest economic recovery benefit.

Stimulus investments should support resilience and mitigate a changing climate

Stimulus funds should support communities' ability to prepare for and recover from acute shocks and chronic stresses. This requires making infrastructure, natural systems, and social structures more durable in order to rebound quickly from climate change occurrences, such as stronger storms and more frequent flooding. In addition, funds should focus on programs and activities to mitigate climate change in order to reduce reoccurrences of disruptions and disasters impacting public health and safety.

CMAP 2021 Federal Agenda

Surface transportation authorization recommendations

As policymakers consider the next multi-year surface transportation reauthorization, CMAP offers the following reforms and policy recommendations.

Ensure sustainable, adequate revenue sources for multimodal transportation investments

The COVID-19 pandemic has exacerbated the inadequacy of transportation revenue sources. The federal Highway Trust Fund (HTF) has required non-transportation revenue infusions of \$153.5 billion since 2008. A primary revenue source for the HTF, the federal motor fuel tax has not been raised since 1993 and remains at a rate of 18.3 cents per gallon on gasoline purchases and 24.3 cents per gallon on diesel purchases. Absent any new or increased revenue sources, the fund is expected to face cumulative revenue shortfalls of \$189 billion by 2030.

As more commuters turn to driving over transit due to the pandemic, CMAP analysis indicates gridlock and longer travel times may cost northeastern Illinois \$1.2 billion annually in

productivity costs. Innovative approaches to funding the system are needed improve safety and mitigate congestion. Changes in travel behavior and increased vehicle fuel efficiency will require replacing the HTF's motor fuel tax with a per-mile road usage charge in the long term. Looming reconstruction needs on the interstate and expressway system in northeastern Illinois will require substantial funds, but current federal law limits the ability to toll existing interstate capacity. New operational approaches that can limit congestion, such as managed lanes, also require the ability to price roadway use.

CMAP supports:

Increasing the federal motor fuel tax rate, indexing it with inflation rates, and replacing it with a per-mile road usage charge in the long term.

Continuing funding for per-mile-road-usage-charge pilot programs, expanding pilot program eligibility to MPOs, and developing a streamlined national solution that allows each state to collect road-usage charges from out-of-state drivers and long-distance commercial vehicles.

Offering greater flexibility for states and regions to impose user fees by removing federal restrictions on tolling the interstate system.

Removing restrictions on commercial activity on the Interstate system, e.g., the provision of power to electric vehicles and parking for commercial vehicles.

Strengthen the transit system

Even before the pandemic, the public transportation system in northeastern Illinois required billions in new funding just to reach a state of good repair. Federal funding reforms are needed to level the playing field between transit and highways for large expansion projects. For example, the New Starts grant program for transit infrastructure improvements requires a substantial local match and the completion of significant engineering work before officials start considering federal funding. In contrast, a large highway expansion project is subject to a lower local match and afforded more flexibility with using federal funds for engineering work. Transit, commuter rail, and intercity passenger rail play an important role in providing affordable transportation options, reducing emissions, and limiting congestion. To ensure a level playing field, federal agencies also should prioritize transit-oriented development through their transportation, housing, and economic development investments.

CMAP supports:

Increasing funding for transit from the Highway Trust Fund and other transportation system user fees. Revising federal requirements to eliminate the funding disparity between transit projects and highway projects.

Aligning transportation, housing, and economic development programs to support equitable transit-oriented development.

Providing more resources for maintaining and modernizing transit systems, transit-oriented development, increased transit capacity, and state-supported intercity passenger rail routes.

Reform funding to achieve national performance goals

Performance-based approaches ensure that limited resources are allocated based on the ability to address established goals and targets, rather than relying on historic percentages, arbitrarily derived formulas, or earmarking. CMAP remains committed to transparent, data-driven approaches to programming transportation funds. The highway program's existing national

goals — along with requirements for performance measurement data reporting by states and MPOs — have set the stage for funding reform. CMAP analysis shows that lower income people of color have longer-than-average commutes and are often traveling to jobs in places or at times with limited bus or rail service. The existing goals should be amended to prioritize people, their connections to jobs and services. Programmatic changes may be necessary to ensure transit projects are eligible for funding if they can best address the goal.

CMAP supports:

Applying performance-based funding principles across programs.

Amending the national highway goals in 23 U.S.C. § 150 to add a measure for how well the transportation system connects people to jobs and services.

Funding apportionments based on national goals through a mix of formulaic and discretionary programs while ensuring a certain level of year-over-year continuity for each state or region to enable long-term planning.

Continuing discretionary programs, such as Better Utilizing Investments to Leverage Development (BUILD) and Infrastructure for Rebuilding America (INFRA), with reforms that increase transparency and address multimodal needs.

Provide a greater role for metropolitan planning organizations to program funds

Increasing the authority of MPOs that program federal resources allows a stronger connection between regional plans and investment decisions. Under federal law, MPOs already are required to measure and set targets for transportation safety as well as system condition and performance, but increased authority would allow them to better address those issues. CMAP and its partners have a track record of successfully distributing federal Surface Transportation Block Grant (STBG) dollars regionally through the Surface Transportation Program Shared Fund. Through this program, CMAP evaluates proposed projects based on regionally established performance criteria, including the degree to which they benefit low-income and minority populations.

CMAP supports:

Increasing the Surface Transportation Block Grant (STBG) suballocation to urban areas and stronger requirements for MPO involvement in the programming of these funds.

Expanding MPO programming authority for a portion of transit and Highway Safety Improvement Program (HSIP) funds, reflecting new responsibilities for transit asset management and achieving new Federal Highway Administration Safety Performance Management goals.

Establishing a pilot program that gives project selection authority to large MPOs for a portion of various funding programs.

Reduce transportation emissions and adapt to climate change

As the greatest source of greenhouse gas emissions in the United States, the transportation sector has many opportunities to contribute to reductions. Climate change already is causing stronger and more frequent weather events that create operational and safety problems throughout the transportation system. Reducing the share of trips made by single-occupancy vehicles and transitioning to electric vehicles would help lower emissions. Similarly, CMAP administers Congestion Mitigation and Air Quality (CMAQ) funds for the Chicago region. A number of CMAQ projects require Buy America waivers, which have not been issued by the

Federal Highway Administration (FHWA) since early 2018. These projects would replace older, less-efficient engines and vehicles with cleaner burning alternatives.

CMAP supports:

Funding for MPOs to measure, establish targets for, and set goals around greenhouse gas emissions reductions from the transportation sector.

Incentivizing non-single occupancy vehicle travel and improve services to provide these opportunities.

Increasing funding for electric vehicle charging infrastructure and replacing public vehicle fleets with electric or other low-emission propulsion systems.

Expanding eligibility and additional funding within the STBG program for projects that enable existing surface transportation assets to withstand weather events or natural disasters.

Issuing of Buy America waivers by FHWA for vehicle replacements and engine retrofits that substantially improve air quality.

Harness the benefits of emerging technologies to improve mobility and safety

The ways people travel are changing, enabled by new technology and mobility options like ride hailing and shared bikes, scooters, and cars. Transit systems can serve as the backbone for potential new mobility services, but regulations and funding may need to be adjusted to maximize benefits. Similarly, rapid developments in automated vehicle (AV) technology highlight the need for additional policy development at all levels of government. Federal leadership is needed to ensure safety and require that relevant data is collected and made available. Automated safety enforcement continues to be an effective tool in reducing traffic fatalities and should be used more widely in a way that ensures transparency, accountability, privacy, and equity.

CMAP supports:

Making space for innovation in emerging technology and mobility services — with transit as the backbone — through funding, regulations, and pilot programs.

Establishing processes to ensure transparent public access to AV safety data.

Convening stakeholders — including MPOs — to develop AV technology standards that enable local and regional jurisdictions to conduct long-range infrastructure planning.

Empowering local governments to enact AV policies consistent with land use and mobility goals.

Repealing funding prohibitions for automated traffic safety enforcement in National Highway Traffic Safety Administration Section 402 funds and Highway Safety Improvement Program funds.

Improve freight programs while addressing community impacts

The Fixing America's Surface Transportation (FAST) Act established two highway and freight programs that have provided funds for nationally significant freight projects in northeastern Illinois, including the 75th Street Corridor Improvement Project. Program funding, however, is largely confined to highway, road, and bridge projects, even though freight movement is often multimodal. A dedicated funding source that has a user-fee nexus to the freight system would make these programs more sustainable. Released in September 2020, the National Strategic Freight Plan provided overarching goals and objectives for the national freight system, but lacked a comprehensive needs assessment. National freight policy would benefit from a comprehensive analysis of our system's freight infrastructure investment needs and strategies to mitigate the negative impacts of freight on local communities.

CMAP supports:

Continuing and expanding formulaic and discretionary freight programs with reforms to eliminate caps on multimodal projects.

Implementing a federal fee on the cost of all shipments, regardless of mode, with revenues disbursed to states based on their freight needs.

Developing a comprehensive assessment of freight system needs with high quality data sets.

Making eligibility explicit for projects that mitigate the negative impacts of freight, such as reducing particulate pollution and reducing motorist delay at highway-rail grade crossings, even through grade separations if necessary.

Collecting nationwide, representative grade crossing blockage data by the Federal Railroad

Administration from the railroad industry and other available sources.

Address climate change and protect water and natural resources

Climate change already is significantly affecting the region with more frequent and severe storms, flooding, extreme temperatures, and drought. In northeastern Illinois, CMAP analysis has found that populations disconnected from economic progress are more likely to reside in flood-prone areas. Climate change impacts, specifically the projected increase in the frequency and severity of extreme storms will continue to reinforce inequities without substantial action to focus investments in areas experiencing these disproportionate impacts. ON TO 2050 recommends intensifying climate mitigation efforts and reducing greenhouse gases, while preparing the region for the severe environmental shocks and chronic stresses of climate change. The federal government also plays a key role by administering flood insurance programs, protecting the Great Lakes, supporting open space preservation, and providing funding for states and local governments to maintain water infrastructure.

CMAP supports:

Renewing the U.S. commitment to the Paris Agreement, expanding renewable energy and efficiency programs, exploring market mechanisms for reducing greenhouse gas emissions, and transitioning to renewable resources.

Bolstering climate resilience by investing in a more flexible and decentralized electric grid through programs like the Smart Grid Investment Grant Program.

Modernizing policies related to flooding, including making risk information available for property sales and reforming the National Flood Insurance Program to develop long-term solutions for properties that suffer repetitive losses or are at high risk of flooding.

Increasing investments that maintain the health, recreational use, and economic benefits of Lake Michigan and the Great Lakes.

Directing federal investment toward open space preservation.

Expanding grant or low-interest loan funding through established programs that generate jobs by maintaining and upgrading water and wastewater infrastructure. Examples include the federal-state Clean Water State Revolving Fund partnership, the Water Infrastructure Finance and Innovation Act, Community Development Block Grants, and USDA Rural Water programs.

Facilitate data-driven and transparent investment decisions

Solving policy challenges and implementing performance-driven investment requires complete, accessible, and standardized data. Because federal agencies control large amounts of data and information, the U.S. government should make data transparency a requirement for recipients

of federal funds. One of the most critical data resources is the U.S. Census Bureau, which informs the allocation of billions of federal dollars and provides social, demographic, and economic data that guides policy decisions at each level of government. The 2020 census count faced unprecedented challenges due to the COVID-19 pandemic and inconsistent deadlines from the federal government. A full assessment of the 2020 census would ensure accurate federal funding allocations and guarantee that northeastern Illinois and other regions have been properly counted.

CMAP supports:

Assessing the methods used and data collected during the 2020 census to ensure accuracy, as well as updates to the Census Bureau’s authorizing legislation requiring data quality measures to accompany the release of important data.

Facilitating the open exchange and collection of data by federal agencies.

Instituting policies that ensure the public sector can use data from private transportation providers to assess transportation system needs.

Promote housing options, target assistance to disinvested areas, and coordinate planning across disciplines

Federal housing rules often can discourage the development of multifamily housing and mixed-use facilities, but these housing options often provide more choice and promote compact development. More can also be done to target assistance to persistently disinvested areas while promoting more diverse, inclusive communities. The federal government can support livable communities by funding collaborative planning and grant programs — such as the Department of Housing and Urban Development’s (HUD) former Sustainable Communities Initiative — to address the relationships among transportation, land use, and housing.

CMAP supports:

Changing federal regulations to facilitate development of multifamily and mixed-use projects.

Establishing programs that fund comprehensive planning that link investment decisions across transportation, land use, and housing.

Increasing funding for programs that put in motion sustainable and equitable growth in disinvested areas, such as the HOME program, the Low-Income Housing Tax Credit, and the Housing Trust Fund.

Reinstating the Affirmatively Furthering Fair Housing rule that required states, counties, and cities to affirmatively further fair housing if they receive HUD funds.

Improve economic and workforce growth to advance equity

Metropolitan economies drive national productivity, knowledge creation, and innovation. To ensure the United States remains competitive post-COVID, federal policies and programs should be targeted to leverage these economic assets and address their challenges. The federal government should continue, through agencies like the Economic Development Administration (EDA), to support regional economies by providing increased funding for regional innovation and cluster-focused initiatives. The EDA should also consider ways to ensure federal investments are comprehensive and strategic through increased coordination with regional transportation planning processes and state, county, and local economic plans.

Metropolitan Chicago's diverse economy is the nation's third largest, but its growth lags behind peer regions. To compete globally, our region must bridge the gaps between adults seeking to build a career and employers looking to build their workforce. The federal government can strengthen and expand strategies that link employers, educators, and workforce development entities to support upward economic mobility.

CMAP supports:

Increasing funding for re-employment, skilling, and reskilling programs authorized in the Workforce Innovation and Opportunity Act (WIOA) that further the development, implementation, and expansion of career pathway programs.

Ensuring federal investments are comprehensive and strategic through increased coordination with regional transportation planning processes and Comprehensive Economic Development Strategies (CEDs).

Expanding federal funding and support for programs that have catalyzed collaborative programs in the Chicago region, including the Chicago Metro Metal Consortium, the Illinois Manufacturing Excellence Center, and MxD (Manufacturing x Digital).

Ensuring U.S. Department of Labor funding for Statewide Longitudinal Data Systems to help education and training providers make efficient, informed, data-driven decisions about the region's workforce needs.

About CMAP

The Chicago Metropolitan Agency for Planning (CMAP), which was created in 2005 by state statute (70 ILCS 1707) and CMAP's Policy Committee, is the federally designated metropolitan planning organization (MPO) for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will, as well as portions of Grundy and DeKalb counties. 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. The agency's five core values guide staff:

- Serve with passion.
- Pursue equity.
- Foster collaboration.
- Lead with excellence.
- Drive innovation.

Implementation of ON TO 2050 is CMAP's main priority. CMAP works to achieve regional goals primarily by providing hands-on technical assistance to local governments, aligning capital investments through performance-based decision-making, and conducting collaborative research and analysis.

- Local Technical Assistance (LTA) Program. CMAP has initiated over 220 LTA projects in partnership with counties, municipalities, and nongovernmental organizations that are planning for increased livability, sustainability, and economic vitality.
- Performance-based programming. ON TO 2050 recommendations guide the allocation of federal transportation dollars in northeastern Illinois through the following programs that CMAP administers:

- \$475 million is programmed to be invested over four years (federal FY 2021-2024) as a part of the Congestion Mitigation and Air Quality Improvement program to enhance mobility and improve air quality throughout the region.
- \$196 million approved via the Surface Transportation Program Shared Fund for federal FY 2020-2024, developed through coordination with subregional Councils of Mayors and the City of Chicago to address regional infrastructure priorities.
- \$25 million allocated as part of the Transportation Alternatives Program for federal FY 2021-23 to support alternative modes of transportation and help complete CMAP's Regional Greenways and Trails Plan.
- \$17 billion in total, accounted for in the Transportation Improvement Program (TIP), which includes all federally funded and otherwise regionally significant projects for federal FY2021-2025.
- Policy research and analysis. CMAP conducts extensive, data-driven research and analysis related to policy objectives in ON TO 2050, including diverse economic factors such as workforce, innovation, and state and local tax policies. CMAP helps to coordinate collaborative efforts to build partnerships with educational institutions, government entities, and industries to strengthen our region's economy.

This document and other federal policy information can be found at www.cmap.illinois.gov/updates/legislative.

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