



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## **Chicago Metropolitan Agency for Planning**

### **Annotated Agenda**

**Wednesday, January 8, 2014**

**9:30 a.m.**

**Cook County Conference Room**

**233 S. Wacker Drive, Suite 800**

**Chicago, Illinois**

- 1.0 Call to Order** 9:30 a.m.  
Mayor Gerald R. Bennett, Board Chair
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—November 13, 2013**  
ACTION REQUESTED: Approval
- 4.0 Executive Director's Report**
- 4.1 Local Technical Assistance (LTA) Program update
  - 4.2 Governor's Transit Task Force update
  - 4.3 Implementation Report
  - 4.4 CMAP's Strategic Plan Update
  - 4.5 Other Announcements
- 5.0 Annual Financial Report for the Year Ended June 30, 2013**  
James Savio from Sikich LLP will present the annual financial report and management letter.  
ACTION REQUESTED: Acceptance
- 6.0 Procurements and Contract Approvals**
- 6.1 Contract Approval for Transportation, Land Use, and Open Space Plan for 53/120 Corridor
  - 6.2 Contract Amendment for Maintenance of TIP Database
  - 6.3 Contract Award for Illinois Attorney General's Grant
- ACTION REQUESTED: Approval

## 7.0 Committee Reports

The meeting schedule for the coordinating committees (held prior to the Board meetings at 8:00 a.m.) is as follows:

- *Local Coordinating Committee* – February 12, May 14, August 13 and October 8, 2014.
- *Regional Coordinating Committee* – January 8, March 12, June 11 and October 8, 2014

The chair of the Regional Coordinating Committee will provide an update from the meeting held prior to the board meeting. Written summaries of the working committees and the Council of Mayors Executive Committee will also be provided.

ACTION REQUESTED: Information

## 8.0 New CMAP Website Demonstration

Launched in December, our [new website](#) includes improved navigation with more ways for CMAP to share and feature analysis, reports, and other information. Staff will provide an overview of the new site for the Board.

ACTION REQUESTED: Information

## 9.0 State Legislative Framework and Agenda

Using GO TO 2040 as a guide, staff will present the state legislative framework and agenda for CMAP during the 2014 legislative session.

ACTION REQUESTED: Approval

## 10.0 Transportation Alternatives Program

Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) created a new Transportation Alternatives program (TAP) to fund non-motorized transportation. It also gave Metropolitan Planning Organizations (MPOs) with populations over 200,000 the responsibility to program part of each state's apportionment under TAP. At their June 2013 meetings, the CMAP Board and MPO Policy Committee directed staff to program both years of funding with bicycle and pedestrian facilities by holding an abbreviated call for projects in summer 2013. At its November meeting, the Transportation Committee reviewed the proposed program and released it for a 30-day public comment period. Three public comments were received; the comments and staff's responses are available at the [TAP webpage](#). The recommended program of projects is now being presented for approval.

ACTION REQUESTED: Approval

## 11.0 Fiscal and Economic Impact Analysis of Local Development Decisions

Shortly after the approval of GO TO 2040 in October 2010, CMAP assembled a Regional Tax Policy Task Force, an advisory group consisting of representatives from local and state government, business, civic organizations, and academia. Throughout 2011, this group deliberated on a range of state and local tax policies affecting the economic competitiveness

of northeastern Illinois. An issue discussed by the Task Force was the balance of fiscal and economic impacts generated by non-residential land uses. In its discussion of the Task Force's report, the CMAP Board directed staff to continue to analyze the local and regional impacts of local land use decisions, with an emphasis on analyses that include specific information and cooperation from local municipalities. Staff will provide the Board with an overview of the draft report and its findings.

ACTION REQUESTED: Information and Discussion

#### **12.0 Fiscal Year 2015 Unified Work Program (UWP) Process**

The UWP lists the planning projects that CMAP and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. Staff will update the Board on the process for developing next year's UWP.

ACTION REQUESTED: Information

#### **13.0 GO TO 2040 Plan Update**

Federal regulations require that the region's long range plan for transportation be updated at least every four years. Accordingly, CMAP needs to have an updated plan approved by October 2014. While it is anticipated that the core policies of the plan will remain mostly unchanged, the transportation financial plan and major capital projects will be reviewed and revised as necessary. Staff will update the Board on the process and work accomplished to date.

ACTION REQUESTED: Information and Discussion

#### **14.0 Other Business**

#### **15.0 Public Comment**

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

#### **16.0 Next Meeting**

The Board is scheduled to meet next on February 12, 2014.

#### **17.0 Executive Director Performance Review**

(The Board will adjourn to a closed session for the purpose of discussing the executive director's annual performance review.)

ACTION REQUESTED: Approval

#### **18.0 Adjournment**

**Chicago Metropolitan Agency for Planning Board Members:**

\_\_\_ Gerald Bennett, Chair  
\_\_\_ Rita Athas  
\_\_\_ Frank Beal  
\_\_\_ Roger Claar  
\_\_\_ Elliott Hartstein  
\_\_\_ Al Larson  
\_\_\_ Lisa Laws

\_\_\_ Andrew Madigan  
\_\_\_ Raul Raymundo  
\_\_\_ Rick Reinbold  
\_\_\_ William Rodeghier  
\_\_\_ Carolyn Schofield  
\_\_\_ Peter Silvestri  
\_\_\_ Rae Rupp Srch

\_\_\_ Thomas Weisner  
\_\_\_ André Ashmore  
\_\_\_ Sean O'Shea  
\_\_\_ Leanne Redden



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 4.1

233 South Wacker Drive  
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## MEMORANDUM

**To:** CMAP Board and Committees

**From:** CMAP Staff

**Date:** December 31, 2013

**Re:** Local Technical Assistance Program Update

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The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 125 local projects have been initiated. Of these, 52 projects have been completed, 55 are fully underway, and 18 will get actively underway in the near future. Projects that appear in this document for the first time are noted and highlighted in italics.

Further detail on LTA project status can be found on the attached project status table.

ACTION REQUESTED: Discussion



## Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Alsip zoning revisions	Jake Seid	Sept. 2013-Apr. 2014	Staff assistance	Key stakeholder interviews completed in December. Review of existing conditions will take place from January through February.
Antioch greenway plan (see <a href="#">website</a> )	Jason Navota	Apr. 2012-Jan. 2014	Staff assistance	Partners and Steering Committee have reviewed the draft plan and provided feedback; plan is in final formatting phase. Board review and approval process is expected to move forward in January.
Bensenville comprehensive plan (see <a href="#">website</a> )	Sam Shenbaga	Mar. 2013-Feb. 2014	Staff assistance	Recommendations memo approved by Village staff with minor comments. Memo forwarded to Steering Committee for review. Comments to be received by first week of January 2014. Plan to be drafted starting January 2014.
Berwyn capital improvements plan	Trevor Dick	TBD	Staff and consultant assistance	Project scoping underway.
Berwyn parking study	Lindsay Bayley	Nov. 2013-Sept. 2014	Staff assistance	Administrative process has begun. Draft scope reviewed by City staff, municipal resolution and basemap under development.
Berwyn zoning revisions (see <a href="#">website</a> )	Kristin Ihnchak	Jan. 2013-June 2014	Staff and consultant assistance	CMAP staff revised the recommendations memo to include a summary of consensus on key zoning issues reached during the Steering Committee meeting that took place on November 19. After Berwyn approves the revised memo, staff will move forward with drafting the zoning ordinance.
Big Rock comprehensive plan (see <a href="#">website</a> )	Trevor Dick	Feb. 2013 - Apr. 2014	Staff assistance	A meeting was held with the Plan Commission on December 9 to review the future land use plan and the vision, goals and objectives sections. Kane County and CMAP staff are currently working on a draft plan.
Calumet City comprehensive plan	Jack Pfingston	June 2013-May 2014	Consultant assistance	Steering Committee met December 2 to consider vision statements and objectives; recommendations memo reviewed by CMAP and will be revised for next Steering Committee meeting in mid-January.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jan.-Dec. 2014	Consultant assistance	RFP released on November 25 for consultant assistance.
<i>Carol Stream comprehensive plan</i>	<i>Nicole Woods</i>	<i>Feb. 2014-April 2015</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Project scoping occurred in December. A resolution referencing the project scope and work is scheduled to be presented to Village Board in January. The Steering Committee kick-off meeting is currently planned for early February.</i>

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago "Green Healthy Neighborhoods" in Pilsen and Little Village	Evy Zwiebach	Dec. 2013-Mar. 2015	Staff assistance	Project scoping is complete. Existing conditions analysis and data collection will begin in January 2014. Stakeholder interviews will begin in March 2014.
Chicago Heights comprehensive plan (see <a href="#">website</a> )	Kendra Smith	Apr. 2013-Apr. 2014	Staff assistance	Staff is currently finalizing existing conditions report. Draft recommendations memo will be submitted to City staff for review mid-January for comment.
Chinatown neighborhood plan (see <a href="#">website</a> )	Stephen Ostrander	Apr. 2013-May 2014	Staff assistance	On December 9, staff and community partners held a community town hall meeting at the Pui Tak Center, attended by over 150 residents, business owners, and other key stakeholders from the Chinatown community. Staff reported on the key findings of the Existing Conditions Report and the community engagement process, and then proceeded to ask attendees several keypad polling questions that followed up on the main themes and priorities that had emerged from those key findings. Staff revised and posted final Existing Conditions Report to website. Staff will next begin drafting recommendations memo for the project in January 2014.
Cicero comprehensive plan	Jonathan Burch	Mar. 2014-Feb. 2015	Consultant assistance	Scoping was restarted this past month with the goal of circulating the RFP by the end of January.
Cook County consolidated plan	Jonathan Burch	Apr. 2013-Nov. 2014	Staff assistance	Outreach for the sub-regional meetings in January and February is underway. Meetings are scheduled for January 15 in southern Cook County, January 29 in western Cook County, and February 4 in northern Cook County. Staff is reviewing and analyzing data for the key project components: housing needs, industry clusters, workforce training, and public services.
Cook County Forest Preserve District trail counts and policy report	Trevor Dick	Apr.-Jan 2014	Staff assistance	Staff has recently provided CCFPD staff with a draft plan for their review.
<i>Crystal Lake transportation plan</i>	<i>Nora Beck</i>	<i>TBD</i>	<i>Staff assistance</i>	<i>Newly added to monthly report.</i>
Des Plaines neighborhood plan (see <a href="#">website</a> )	Berenice Vallecillos	May 2013-Apr. 2014	Consultant assistance	The lighting plan was drafted in December. Staff is currently analyzing the 150 surveys that were collected throughout the engagement process and modifications are being made to the draft strategies chapter based on feedback from the November 20 Steering Committee meeting and November 21 presentation to CMAP. Outreach and workshop materials



Project	CMAP lead	Timeline	Assistance type	Status and notes
				are being developed for the January 15 public workshop to review the recommendations strategies. The Implementation Plan will be drafted in January as part of the final plan document.
Dixmoor planning prioritization report	Jessica Gershman	Jan.-Sept. 2014	Staff assistance	Project scoping underway. Met with Dixmoor staff and mayor on December 20, and January meetings with staff and the Village Board will describe project and will seek approval of MOU and resolution to work with CMAP.
DuPage County Homes for a Changing Region project	Kendra Smith	Sept. 2013-Apr. 2014	Staff assistance	Staff met with Addison and Bensenville commissions December 9 and 16. Villa Park and Wood Dale commission meetings are scheduled for January 9. Development of a MetroQuest public engagement website is under development and will be available late January.
DuPage County unincorporated areas plan (see <a href="#">website</a> )	Jack Pffingston	Oct. 2012-Feb. 2014	Consultant assistance	Final Steering Committee meetings to consider revised draft plans for both corridors met on December 11. Draft plans will go before the DuPage County Development Committee in January, with approval by the County Board expected in February.
Elgin Dundee Avenue corridor study	Samantha Robinson	TBD	Staff assistance and small grant	Due to staff changes at ULI and CMAP, as well as questions about ideal project timing, this project is on hold.
Elgin sidewalk gap and transit stop study	Lindsay Bayley	June 2012-Feb. 2014	Grant funds	Project resumed. Draft plan complete, reviewed by CMAP and Steering Committee, revisions underway. No-cost contract extension of 2 months granted.
Elmwood Park zoning assessment	Kristin Ihnchak	Jan.-Aug. 2014	Staff assistance	Scope, MOU, and resolution to be reviewed by Village Board on January 6.
Evanston bicycle plan	Jack Pffingston	June 2013-Mar. 2014	Grant funds	Data collection continues with first draft of Existing Conditions Report expected in early January.
Franklin Park industrial areas plan (see <a href="#">website</a> )	Nicole Woods	Apr. 2013-Apr. 2014	Staff assistance	The existing conditions report was sent to Franklin Park staff for their review in December. In January, CMAP staff will incorporate staff comments into the report. A meeting with the Steering Committee to discuss the report and next steps is tentatively scheduled late January/early February.
Hinsdale parking study (see <a href="#">website</a> )	Lindsay Bayley	Nov. 2012-Jan. 2014	Staff assistance	Final plan draft sent to Village staff. New Village manager to review plan and recommendations before wider distribution. Planning for open house in January underway.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Hoffman Estates workforce development project	Annie Byrne	Feb. 2013-Jan. 2014	Staff assistance	The third and final deliverable has been completed--the Structure and Sustainability Strategic Plan.
IDNR, Office of Water Resources, permittee water loss evaluation project	Tim Loftus	Feb. 2013-Jan. 2014	Staff assistance	A draft final report is undergoing revision following external review and is expected to be finalized and printed in January.
Kane County local food project	Jessica Gershman	Nov. 2012-Jan. 2014	Staff assistance	Final report being prepared with feedback from Kane County and Forest Preserve staff. Report will be used by County in relation to their new local food production program.
Kane County transit plan implementation	Trevor Dick	July 2012-Feb. 2014	Staff assistance	Staff is currently working on the draft plan. The draft plan is expected to be provided to County staff in January for their review.
Kane County / Carpentersville Homes for a Changing Region project (see <a href="#">website</a> )	Jonathan Burch	Feb.-Jan. 2014	Staff assistance	Municipalities have received copies of all essays and are currently reviewing the documents. As each community finalizes their essay, staff will undertake report layout and design. A final sub-regional meeting among the four communities will occur in middle January to discuss the sub-regional report.
Kane County / Geneva Homes for a Changing Region project (see <a href="#">website</a> )	Drew Williams-Clark	July 2013-Mar. 2014	Staff assistance	In December, CMAP and Kane County planners co-hosted a local expert panel to vet preliminary draft recommendations. Kane County planners also drafted key recommendations memos based on feedback from the panel. CMAP, MPC, and the Mayors Caucus are now vetting those memos. It is expected that revised memos will be shared with municipal staff contacts in early January.
Kedzie Avenue (Garfield Park) corridor plan	Samantha Robinson	July 2013-June 2014	Consultant assistance	Consultant is making edits to the existing conditions report based on feedback received from the Steering Committee. Key stakeholder interviews are being conducted. The consultant will hold a design session on December 3 with CMAP and City of Chicago staff.
Lake County Homes for a Changing Region project	Stephen Ostrander	Mar.-Dec. 2014	Staff assistance	<i>Newly added to monthly report. Scoping underway.</i>
Lake County Route 53/120 land use plan	Jason Navota	Nov. 2013-Dec. 2015	Staff and consultant assistance	Funding has been secured from Tollway and Lake County through UWP process. Consultants have been interviewed and a recommendation for selection will be brought to the CMAP Board in January. Municipalities within the IL53/120 corridor have been contacted and invited into the planning process as members of the Land Use Committee and the Finance

Project	CMAP lead	Timeline	Assistance type	Status and notes
				Committee. First BRAC meeting was held on September 17; Finance Committees were held October 21, December 3. Next FC January 28. First Land Use Committee meeting is anticipated for March 18.
Lake County sustainability plan (see <a href="#">website</a> )	Kristin Ihnchak	Mar. 2012 – Mar. 2014	Staff assistance	The project team has incorporated edits from County staff and is scheduled for two January meetings with the Regional Planning Commission to review the draft plan.
Lan-Oak Park District master plan	Trevor Dick	Oct. 2013- June 2014	Staff assistance	Staff is currently working on the existing conditions report. Key person interviews have been completed and an online survey has been launched.
Lansing comprehensive plan (see <a href="#">website</a> )	Sam Shenbaga	Oct. 2012-Feb. 2014	Consultant assistance	Draft Plan submitted to Village and CMAP on December 18. Comments to be submitted to consultant by January 6. Steering Committee meeting scheduled tentatively for early February.
Lincolnwood Devon Avenue corridor study	Liz Panella	June-Jan. 2014	Staff assistance and small contract	This project involved a Technical Assistance Panel (TAP) convened by ULI on September 10-11. The final report will be ready in January.
Lynwood comprehensive plan (see <a href="#">website</a> )	Samantha Robinson	Oct. 2012-Feb. 2014	Consultant assistance	Consultant is drafting the comprehensive plan.
Lyons comprehensive plan (see <a href="#">website</a> )	Sef Okoth	July 2013- June 2014	Staff assistance	Staff completed key-person interviews, summarized the public visioning workshop, and launched an online survey. Edits from CMAP staff were incorporated into the existing conditions report, which is being finalized to be forwarded to the Steering Committee in mid-January. Staff to begin drafting the project's recommendations memo in January.
Markham comprehensive plan	Erin Aleman	July 2013- June 2014	Consultant assistance	The existing conditions were presented to the Markham Steering Committee in early December. The consultant has begun work on the comprehensive plan. CMAP will continue provide support to the City as needed.
Morton Grove industrial areas plan (see <a href="#">website</a> )	Nicole Woods	Feb. 2012- Feb. 2014	Staff assistance	Morton Grove staff continued to review the draft plan in December. CMAP staff will conduct final revisions in January. A draft of the plan is anticipated to be sent to the Steering Committee in late January.
Niles multimodal transportation plan	Jack Pfingston	Mar. 2013- Feb. 2014	Consultant assistance	Steering Committee met December 12 to consider revised draft plan. SSE will send revised draft out in January; public meeting to consider draft will be held later in January.
North Aurora comprehensive plan	Jack Pfingston	Jan.-Dec. 2014	Consultant assistance	Interviews with three potential consulting firms were held December 19; selection of project consultant expected in first week of January.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Northwest Municipal Conference Des Plaines River trail access plan (see <a href="#">website</a> )	Lindsay Bayley	May 2013-Apr. 2014	Consultant assistance	Developing recommendations memo and outline of plan document. More formal packaging of ECR also underway.
Northwest Water Planning Alliance drought preparedness / strategic planning	Tim Loftus	Feb. 2013-Jan. 2014	Staff assistance	The final report is under development and is expected to be issued in January.
Oak Lawn 95 <sup>th</sup> Street corridor study	Jake Seid	Jan. 2013-Feb. 2014	Consultant assistance	Consultant prepared and led the third Steering Committee meeting to present its draft corridor plan on November 13. Consultant revised draft based on Metra, Pace and CMAP feedback following review of draft. Consultant prepared implementation strategies and discussed these with CMAP staff via conference call on November 26.
Olympia Fields zoning ordinance update	Drew Williams-Clark	Apr. 2013-Mar. 2014	Consultant assistance	Consultants discussed report revisions and implementation draft with Village (December 5); prepared draft report revisions per Village, Metra, Pace and CMAP feedback received; monitored project website and Facebook page; coordinated upcoming Village meetings towards Plan adoption. Planning to prepare draft final report and materials for final Steering Committee meeting in preparation for Plan adoption.
Openlands local food policy	Jason Navota	Feb. 2013-May 2014	Staff assistance	Discussion draft of a scope of work for the Regional Food System Study is complete and being used as framework for discussing project with funders, academics/researchers, and local "industry representatives" working in the food system space.
Oswego market analysis	Trevor Dick	Mar 2013-Jan. 2014	Staff assistance	The draft Market Analysis was presented to the Advisory Committee on December 20. The Committee agreed to forward the report to the Village Board for discussion and approval at their January board meeting.
<i>Park Forest active transportation plan</i>	<i>Kristin Ihnchak</i>	<i>Mar. 2014-Nov. 2014</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Preliminary scope was drafted and sent to Village staff for review.</i>
Park Forest zoning revisions	Kristin Ihnchak	June 2013-Sept. 2014	Staff and consultant assistance	The project team is drafting a recommendations memo for Park Forest staff and Steering Committee review. Camiros was selected to provide advice during the zoning update process.
Prospect Heights comprehensive plan	Jack Pfingston	Aug. 2013-July 2014	Consultant assistance	First public workshop took place December 4. Stakeholder focus groups were held throughout December and the Steering Committee met December 18 to consider Existing Conditions Report.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Regional immigrant integration toolkit	Ricardo Lopez	Jan. 2013-Feb. 2014	Staff assistance	Internal review of draft toolkit underway. Complete draft toolkit will go to Steering Committee for review and comment at February 11 meeting.
Richton Park comprehensive plan (see <a href="#">website</a> )	Kendra Smith	Aug. 2012-Feb. 2014	Consultant assistance	Plan chapters have been outlined and are being approved by Village staff. Consultant staff will continue drafting plan through January.
Richton Park zoning revisions	TBD	Feb.-Nov. 2014	Consultant assistance	Following the completion of the comprehensive plan, the consulting firm will update Richton Park's zoning ordinance to be consistent with the newly adopted plan.
Riverdale comprehensive plan	Erin Aleman	TBD	Consultant assistance	The Village of Riverdale selected Ratio Architects as its consultant for this project. A Steering Committee meeting was held December 12. The first community-wide public meeting will occur on January 9.
Rosemont comprehensive plan	Sam Shenbaga	June 2013-May 2014	Staff assistance	Existing conditions analysis and data collection underway. Latino workshop held on December 13 with good attendance and feedback.
South Elgin bicycle and pedestrian plan (see <a href="#">Facebook page</a> )	John O'Neal	July 2013-June 2014	Consultant assistance	The Draft Existing Conditions Report (ECR) was completed and commented upon by CMAP, the Village, and Pace. These comments are being incorporated into the document, which will be forwarded to the Steering Committee at least one week in advance of their January 9 meeting.
<i>SSMMA Calumet Green Manufacturing Partnership</i>	<i>Erin Aleman</i>	<i>TBD</i>	<i>Staff and consultant assistance</i>	<i>Newly added to monthly report. Project scoping is underway.</i>
SSMMA Complete Streets plan	Lindsay Bayley	TBD	TBD	Project scoping is underway.
SSMMA interchange land use planning (see <a href="#">website</a> )	Jessica Gershman	July 2012-Jan. 2014	Consultant and staff assistance	Steering Committee meeting was held December 12 to review final draft plan. Consultants are making edits and will bring the plan back to local representatives for final approval in January.
Summit comprehensive plan	Nora Beck	Dec. 2013-Nov. 2014	Staff assistance	Existing conditions analysis and community outreach steps underway; first Village Steering Committee meeting scheduled in January.
UIC multimodal transportation plan (see <a href="#">website</a> )	Lindsay Bayley	June 2013-Sept. 2014	Staff assistance	Spring course outline and instructional plan developed; Existing Conditions report available online. Continuing to collect data through the Metroquest website, available through the end of January ( <a href="http://uic.metroquest.com/">http://uic.metroquest.com/</a> ).
Waukegan subarea plan (see <a href="#">website</a> )	Stephen Ostrander	Oct. 2012-Mar. 2014	Staff assistance	CMAP staff continued drafting of the commercial corridor plan. Staff discussed draft plan recommendations with Jorge Torres, Special Projects

Project	CMAP lead	Timeline	Assistance type	Status and notes
				Manager for Mayor Wayne Motley. Staff also discussed key areas of the draft plan with potential community partners who may be able to help implement specific recommendations expected to be included in the plan.
Westchester comprehensive plan (see <a href="#">website</a> )	Samantha Robinson	Nov. 2011-Jan. 2014	Staff assistance	The Plan Commission recommended approval of the comprehensive plan on October 29. The Village Board will review the plan in January.
Wicker Park-Bucktown parking study (see <a href="#">website</a> )	Lindsay Bayley	Jan. 2013-Mar. 2014	Staff assistance	Draft recommendations revised; will be sent to Steering Committee in early January. Outlining of final plan underway.
Will County brownfield prioritization	Jake Seid	June 2013-Feb. 2014	Staff assistance	Completed formulation of site screening criteria to analyze potential brownfield sites identified in November. Prioritization of sites via GIS substantially completed in December, with adjustments to be completed in concert with Will County Land Use in January. Project completion, including prioritization report expected by February.
Winthrop Harbor comprehensive plan	Sam Shenbaga	TBD	Staff assistance	Initial meeting conducted with Village staff to understand community needs in early December. Scope of services drafted accordingly and sent to Village staff for review on December 17. Scope of services approved by Village and sent to Planning and Zoning Board and Village Trustees for review. Project to kick-off in February or early March.
Worth planning prioritization report	Stephen Ostrander	Oct. 2013-May 2014	Staff assistance	CMAP staff concluded individual interviews with wide variety of Village staff, trustees, Economic Development Commission members, and key stakeholders to gain insight into Village issues for upcoming priorities report. Held open community meeting for residents wishing to provide their input.
Zion comprehensive plan	Nora Beck	Feb. 2014-Jan. 2015	Consultant assistance	RFP released December 12, proposals due January 17.



## Completed Projects with Active Implementation\*

\* Some projects do not have active implementation steps, or are being implemented through a follow-up project listed above; these projects are not listed below. A full list of completed projects is available at [www.cmap.illinois.gov/Ita](http://www.cmap.illinois.gov/Ita).

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
Addison comprehensive plan (see <a href="#">website</a> )	Sam Shenbaga	Jan. 2013	Staff assistance	Follow-up Homes for a Changing Region project underway.
Alsip comprehensive plan (see <a href="#">website</a> )	Sam Shenbaga	Apr. 2013	Staff assistance	CMAP serving on Cicero Avenue Corridor Plan Steering Committee. Project underway and existing conditions report completed. Plan to be draft in first quarter of 2014.
Berwyn comprehensive plan (see <a href="#">website</a> )	Sam Shenbaga	Oct. 2012	Staff assistance	Year-long zoning ordinance revision project underway. Recommendations memo currently under review by City staff and revised ordinance to be drafter in first quarter of 2014.
Blue Island comprehensive plan (see <a href="#">website</a> )	Sam Shenbaga	June 2012	Staff assistance	Candidates selected for Comprehensive Plan implementation. Discussion held between CMAP and partner agencies (working in Blue Island) on ways to move forward with implementation of projects.
Bronzeville Alliance Retail corridor study, phase 2 (see <a href="#">website</a> )	Sef Okoth	July 2013	Staff assistance	The Bronzeville Alliance, Aldermen and QCDC continue to work with the City and other stakeholders to implement different aspects of the Plan. On December 20, the City announced plans to build a 30,000 sq. ft., 16 million Arts and Recreation Center at Ellis Park to serve Bronzeville. Construction is projected to begin in fall 2014 and to be completed by 2015.
Campton Hills comprehensive plan (see <a href="#">website</a> )	Jason Navota	Aug. 2012	Staff assistance	Plan Commissioner training complete. Coordination meeting of water utilities and Village administration with CMAP water experts occurred in May 2013. Implementation plan under review by the Village in parallel with their internal prioritization process. CMAP has reviewed and provided feedback on Campton Hills' first subdivision proposal after adoption of comprehensive plan. CMAP has accepted village's LTA proposal and will undertake (via consultant) a zoning and subdivision code revision to be consistent with the comprehensive plan, beginning in early 2014.
Carpentersville "Old Town" Area Action Plan (see <a href="#">website</a> )	Trevor Dick	July 2012	Staff assistance	The village has met with major land owners along the river to pursue property acquisitions or easements to create more public open space. New pedestrian crosswalks are scheduled to coincide with Maple Avenue reconstruction in 2014. A new "OTM Old Town Mixed Use"

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
				district is planned to be created in 2014. The Village has met with and continues to work with ComEd to decide upon a screening solution for the substation within the Old Town area.
Chicago "Green Healthy Neighborhoods" plan for Englewood, Woodlawn, and Washington Park (see <a href="#">website</a> )	Jason Navota	Mar. 2013	Staff assistance	Draft plan has been completed. Large Lot policy is being reviewed with the Aldermen, and Large Lot Ordinance will go to City Council the same month the final GHN plan goes to Plan Commission, either December 2013 or January 2014. Southeast Chicago Commission received CCT funding to begin plan implementation. RAGE moving forward reaching out to residents about a number of the recommendations of the plan.
Chicago Housing Authority LeClaire Courts redevelopment	Sef Okoth	Dec. 2013	Consultant assistance	<i>Newly completed. Final draft study report, along with a marketing brochure and presentation slides, were submitted on December 19 for comments. The final report will be mailed out on December 31, after which the consultant will be available for presentations over the next couple of months.</i>
Elmwood Park comprehensive plan (see <a href="#">website</a> )	Nicole Woods	Apr. 2013	Staff assistance	Elmwood Park continues to implement recommendations from the Comprehensive Plan. The Village recently hired a parking consultant to analyze parking issues around Restaurant Row (North Avenue) and explore potential solutions. Additionally, Elmwood Park hired a part-time inspector to focus on property maintenance issues. The Village has also bought property near the Metra Station to develop a Metra Drop-Off Center, which supports the plan's recommendation for pedestrian, bicycle, and train station enhancements. The Village is currently preparing for a zoning review to occur this winter, which will be led by CMAP staff.
Fairmont neighborhood plan (see <a href="#">website</a> )	Trevor Dick	Apr. 2012	Staff assistance	A number of recommendations have been completed over the past quarter and some are underway including: 1) The County and the Township are working together to address flooding concerns -- \$30,000 in Community Development Block Grant (CDBG) funding has been secured to conduct a study of the flooding area and provide recommendations for improvement. 2) In November 2013 the community's first sidewalk was installed, 3) the County applied for another Safe Routes to School grant to extend the sidewalk further.
Ferson-Otter watershed plan implementation	Nora Beck	Nov. 2013	Staff assistance	Final report sent in November.



Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
Hanover Park corridor study (see <a href="#">website</a> )	Stephen Ostrander	Dec. 2012	Staff assistance and small grant	On December 9, Urban Land Institute Chicago met with Hanover Park to assess the current status of implementation of the recommendations of last year's ULI-led Technical Assistance Panel on the Irving Park Road corridor.
Homes for a Changing Region in northwest Cook (see <a href="#">website</a> )	Jonathan Burch	Jan. 2013	Staff assistance	Valerie Kretchmer Associates finalized its senior needs study. At a December 10 meeting, staff and administrators from the five communities agreed on two years of focus activities that build off of the initial Homes report and the Kretchmer study. Short term efforts will focus on expanding Rolling Meadow's handyman and snow shoveling program to the other four communities, developing a senior needs resource guide, and working with Pace on coordinated call-a-ride service.
Joliet "Old Prison" redevelopment (see <a href="#">website</a> )	Trevor Dick	May 2012	Staff assistance and small grant	CMAP staff will be attending the second meeting of the Collins Street Redevelopment Committee in January. The group continues to work together on redevelopment strategies for the prison property. A Phase One environmental study (pro bono by Carlson Environmental) has been completed for the east side property which will be presented at the January meeting.
Lakemoor comprehensive plan (see <a href="#">website</a> )	Nora Beck	Feb. 2013	Staff assistance	Village is purchasing small parcels located in floodplain and near existing parks to expand open space – including the tower near Lily Lake. Initiating a study to determine if a TIF district at the intersection of 12 and 120 would meet requirements.
Liberty Prairie Conservancy local food system plan (see <a href="#">website</a> )	Jessica Gershman	June 2013	Staff assistance	The Lake County Forest Preserve District Board unanimously passed a resolution approving the Principal Conclusions and Recommendations of the Liberty Prairie Reserve Master Plan on June 11. The Lake County Local Food Working group has met throughout the summer and early fall, with the goal of carrying forward the recommendations from the Lake County Sustainable Local Food Systems Report. Lake County Board adopted UDO amendments to support local food growing and bee/chicken keeping on residential property. The project has garnered local press coverage including interest from the Daily Herald editorial board. CMAP drafted a new policy for the Lake County FPD to allow/encourage food production on a portion of FPD-owned agricultural land that will be prioritized for such use by the District.

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
Niles environmental action plan (see <a href="#">website</a> )	Kristin Ihnchak	Feb. 2013	Staff assistance	The LTA program is providing funding for a bicycle and pedestrian plan, which will help to implement many of the EAP's transportation-related recommendations. In addition, Niles is beginning a zoning ordinance revision; CMAP staff will provide feedback as needed on how to translate related EAP recommendations to effective regulations. CMAP staff will continue to forward relevant grant opportunities.
Norridge comprehensive plan (see <a href="#">website</a> )	Trevor Dick	Oct. 2012	Staff assistance	The Village of Norridge continues to work towards implementation of the Comprehensive Plan. During the last quarter, the Village has begun to seek appraisals and discuss with a property owner about purchasing a site for a new park. This is using OSLAD funds that the Village received for acquisition of a new park site (as recommended in the Comp Plan). Village staff has also review and approved the potential trail connections shown in the Draft CCFPD trails study that CMAP is currently working on.
Norridge zoning revisions	Jake Seid	July 2013	Staff assistance	Village staff and its ZBA continue to work through the recommendations outlined in the zoning analysis provided by CMAP. According to staff the ZBA discusses recommendations and items within that report at their monthly meetings and continues to work on updating components of their ordinance accordingly.
Northlake comprehensive plan (see <a href="#">website</a> )	Trevor Dick	May 2013	Staff assistance	The Mayor and City Council continue to work towards implementation of the Comprehensive Plan. Since the plan was adopted, the City has entered into an easement agreement with ComEd to extend the Midland Trail North (as recommended). Construction of the bike trail is expected in 2015.
Park Forest sustainability plan (see <a href="#">website</a> )	Kristin Ihnchak	May 2012	Staff assistance	The Chicago Community Trust's grant to Park Forest directly implements the recommendations of this project. A new LTA project to update the zoning ordinance was initiated in June. Staff will continue to forward potential grant opportunities to advance other plan priorities. Staff assisted in developing a Charter Award application for CNU Illinois, which the Village won in the category of "Best Town Plan" in December.
Red Line livability project (see <a href="#">website</a> )	Kendra Smith	Nov. 2012	Staff assistance	DCP, CMAP and CTA will utilize project materials during future Community Education and Visioning sessions as well as in interaction with elected officials. DCP recently received CCT funding for continued

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
				work on TOD/Red Line Extension work. Implementation work for the coming quarter focused on community TOD outreach and presentations held in November through CNU and Loyola University to interested stakeholders. ITE will also publish an article on the Red Line South Extension via their website <a href="http://www.ilite.org/">http://www.ilite.org/</a>
Regional arts and culture toolkit (see <a href="#">website</a> )	Stephen Ostrander	June 2013	Staff assistance	Staff and regional partners continued to expand awareness of completed toolkit throughout the region.
Regional climate change adaptation toolkit (see <a href="#">website</a> )	Jesse Elam	June 2013	Staff assistance	Toolkit has been released, and CMAP is presenting its findings to interested groups and seeking external funding to support working with interested local governments to apply the process described in the toolkit.
Riverside Central Business District plan (see <a href="#">website</a> )	Nora Beck	Apr. 2013	Staff assistance	The Village Board combined the Zoning Board and Plan Commission to improve the review and permit process at their December meeting. The Riverside Economic Development Commission and Riverside Chamber of Commerce are continuing to implement a shop local campaign, with a <a href="#">website</a> and poster campaign.
Round Lake Heights comprehensive plan (see <a href="#">website</a> )	Jonathan Burch	Oct. 2013	Staff assistance	The next major activity for Round Lake Heights will be the recently approved LTA project with Round Lake, Round Lake Beach, Round Lake Heights, Round Lake Park, and Hainesville.
SSMMA housing investment prioritization (see <a href="#">website</a> )	Nicole Woods	June 2012	Staff assistance	The organization continues to use and modernize the tool to assess projects in various Southland communities. Recently, SSMMA analyzed various sites from member communities to provide an overview of the strengths and weakness of each site. The housing investment tool was brought online this past summer and was selected as one of four winners in the Illinois Open Technology Challenge.
Silver Creek watershed plan implementation	Nora Beck	Nov. 2013	Staff assistance	Finalized reports were sent to each community in November.

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# Chicago Metropolitan Agency for Planning

Agenda Item No. 9.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## MEMORANDUM

**To:** CMAP Board

**From:** CMAP Staff

**Date:** December 31, 2013

**Re:** 2014 State Legislative Framework and Agenda

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Staff has revised the State Agenda and Legislative Framework to reflect policy priorities based on research developed at CMAP and issues that remain important to the implementation of GO TO 2040. CMAP intends to use the Framework to inform the Governor, legislators and other state policy makers about CMAP's principles regarding transportation, land use, energy and water, economic development, and other quality of life issues that have a regional and statewide impact. The revised version contains minor edits and is recommended for approval.

The State Agenda is developed and approved in advance of each regular session of the Illinois General Assembly. The agenda identifies specific state policy issues of interest to CMAP and its partners. Many other issues arise during the legislative session that are not listed in the Agenda and will be addressed using the revised Legislative Framework. The 2014 State Agenda identifies six priority issues:

- Sustainable Funding for Comprehensive Regional Planning;
- Steady and Reliable Capital Investments for Transportation;
- Innovative Strategies to Manage Congestion and Fund Capital Projects;
- Performance-based Transportation Funding;
- State Tax Policy; and
- Transparency and Accountability.

For this calendar year, staff is recommending these six priorities be pursued as appropriate with the Governor, Illinois General Assembly, relevant state agencies, and key partners. Based on your feedback and direction at the Board meeting, we will formalize these documents and outline a strategy to communicate these priorities.

**ACTION REQUESTED:** Discussion and Approval



## 2014 State Agenda

The Chicago Metropolitan Agency for Planning (CMAP) develops an annual State Legislative Agenda to communicate its policy priorities regarding specific issues that directly impact northeastern Illinois. The priorities are based on GO TO 2040 and policy research previously developed by CMAP. This document serves as a tool for our state delegation, relevant state agencies, the Governor and his staff and CMAP partners.

### SUSTAINABLE FUNDING FOR COMPREHENSIVE REGIONAL PLANNING

In FY 2011, the General Assembly passed legislation that dissolved the Comprehensive Regional Planning Fund (CRPF), which supported effective planning in urban and rural areas of the state. In addition to supporting CMAP's important non-transportation work – such as housing, land use, water, natural resources, economic development and more – the fund provided an essential match of our agency's federal transportation planning dollars. Dissolving the fund was a critical setback in the state's commitment to effective planning across Illinois. Currently the Illinois Department of Transportation (IDOT) provides replacement funds, but this limits CMAP's ability to complete non-transportation work. *CMAP supports diversification of funding from the state with secure stable, dedicated non-transportation sources, in addition to a \$6 million appropriation under Metropolitan Planning and Research in the IDOT FY 2014 budget for statewide metropolitan planning organizations (MPOs).*

### STEADY AND RELIABLE CAPITAL INVESTMENTS FOR TRANSPORTATION

The traditional state revenues for transportation— the motor fuel tax and vehicle registration fees— have lost significant purchasing power over the last 20 years, jeopardizing the safe and adequate maintenance of our highway system. The region's transit system also remains critically underfunded, with no stable source of non-federal capital funding. In recent months, transportation and business leaders across Illinois have begun the conversation about a potential new capital program and the need to increase revenues for transportation. Given the lack of stable funding, the continuation of the arbitrary "55/45 split" that directs only 45 percent of state highway funds to the Chicago region, and the lack of transparent project selection, CMAP believes that any new state capital program must be coupled with reform. *CMAP supports a new program that must: 1) be funded through new user-fee generated revenues; 2) move away from the 55/45 split and toward a performance-based funding system; and 3) provide additional capital funding for both highways and transit. Not all new revenues should be used for debt service— some of the new revenue should have a "pay-as-you-go" element to stabilize the State road fund to pay for ongoing needs.*

### PERFORMANCE-BASED TRANSPORTATION FUNDING

CMAP recommends that transportation funding decisions be based on transparent evaluation criteria, utilizing performance measures developed by the state, MPOs, and the region's transportation stakeholders. Since the implementation of GO TO 2040, CMAP staff has engaged state, regional and local partners in multiple conversations about the benefits of a more transparent process for allocating scarce capital dollars. Furthermore, federal transportation law signals a new federal emphasis on outcome-based performance measurement. *CMAP supports legislative initiatives that encourage IDOT to implement a transparent process of performance-based funding for the selection of transportation projects.*

## INNOVATIVE STRATEGIES TO MANAGE CONGESTION AND FUND CAPITAL PROJECTS

The Chicago region is consistently ranked as one of the most congested regions in the United States. Congestion costs billions of dollars annually in wasted time and fuel, decreased productivity, inefficient freight movements, and pollution. The region needs to invest strategically in proven solutions, such as congestion pricing, to help alleviate delay experienced on roadways. With congestion pricing, toll rates rise at times when more drivers want to use the highway, then fall when demand is low. *CMAP supports legislative initiatives that encourage IDOT and the Illinois Tollway to prioritize the implementation of congestion pricing on new highway capacity.*

“Value capture” strategies have the potential to generate significant revenue for new transportation facilities. However, statutory changes are required to make value capture work in Illinois. Most significantly, the ability to create multijurisdictional districts to provide funding for transportation improvements does not exist today. *CMAP supports legislative initiatives that enable the establishment of these districts, while also ensuring equity considerations for underlying jurisdictions and the region's taxpayers.*

Lastly, Illinois has begun to pursue Public-Private Partnerships (P3s) to help finance transportation facilities. CMAP supports the appropriate use of P3s but also cautions that these arrangements must be handled with a high degree of transparency and care. *CMAP supports legislative initiatives that require increased transparency as well as safeguards to protect the State of Illinois from undue financial risk in P3 projects.*

## STATE TAX POLICY

The Chicago region's ability to make the infrastructure and community investments recommended in GO TO 2040 is significantly shaped by fiscal and tax policy decisions made at the state level. CMAP's specific interest in tax policy is how it influences the overall economic well-being of the metropolitan region, including the commercial, industrial and residential development of our communities. The upcoming expiration of the 2011 income tax rate increase may present an opportunity for a statewide conversation about comprehensive tax reform. *CMAP supports comprehensive reforms to state tax policy, including broadening the tax base, with a focus on lowering tax rates, encouraging effective local land use decisions, easing the intensity of intrastate and intraregional competition over economic development, and encouraging transparency and efficient governance.*

## WATER SUPPLY PLANNING & MANAGEMENT

CMAP's Water 2050 Plan emphasizes the need for better management of our water resources. The state's Lake Michigan Water Allocation Program, which provides water for nearly 70 percent of residents in the region, is undergoing rule revisions that may necessitate Illinois Department of Natural Resources (IDNR) and its regional partners, like CMAP, to provide technical assistance to communities to meet the new rule requirements. Currently, the state does not have a dedicated revenue stream for such technical assistance or other water planning. New revenues for IDNR should be based on modest user fees, such as a small charge per 1,000 gallons used, that ultimately benefit those who pay the fee. With these new funds the state could formalize water planning within IDNR, support existing and new regional planning groups—like CMAP, and dedicate a portion to the Illinois State Water Survey's Illinois Water



Inventory Program (IWIP). *CMAAP supports new, sustainable revenues to support state and regional water planning for IDNR, IWIP, and its regional partners.*

#### **TRANSPARENCY AND ACCOUNTABILITY**

Data and information sharing through transparent and open governance improves efficiency and accountability. As a public agency, CMAP relies on other agencies' data to complete its own work in planning and transportation programming. In addition to providing this data in a timely manner, usable format, and accessible location, governments clearly communicate how decisions are being made. The process by which data are selected and used to establish policies, prioritize projects, and administer funding is important to understanding how government operates and will help policymakers at all levels of government make better and more informed decisions. *CMAAP will develop and support legislation that facilitates more data and information sharing, and requires agencies to report and make agency program outcomes and results public and transparent.*



# State Legislative Framework, 2014

The State of Illinois is key to the successful implementation of GO TO 2040. It allocates nearly \$50 billion per year across various program areas and plays a significant role in operating and maintaining the transportation system, promoting economic development, and maintaining and preserving our natural resources. The state's ongoing fiscal crisis continues to crowd out many of these investment priorities. Using GO TO 2040 as a guide, this document highlights policy priorities for CMAP during the 2014 legislative session. Generally speaking, CMAP is most interested in issues with a regional or statewide impact or those that could serve as precursors to broader, more comprehensive legislation. The document includes priority issues and legislative principles based on GO TO 2040's recommendations. The principles were developed to guide staff and inform our partners, the Governor, legislators, state agency directors and others about CMAP's policy positions regarding legislative initiatives being discussed or introduced in the 98th General Assembly.

## CMAP's Legislative Principles

### PURSUE COORDINATED INVESTMENTS

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

#### *Legislative Principle*

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

### INVEST STRATEGICALLY IN TRANSPORTATION

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

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

#### *Legislative Principles*

CMAP will support legislative initiatives that create more robust measures for allocating state transportation funds, and establish a transparent and accountable process within IDOT to

grant metropolitan regions more decision-making authority and flexibility in funding regional priorities.

CMAP will support legislative initiatives that increase and index the existing motor fuel tax to support the transportation system. Additionally, CMAP will support legislative efforts to permit and encourage innovative transportation funding sources. Policies such as congestion pricing and value capture support more efficient management of existing transportation assets, and directly link benefits received with costs paid. Further, CMAP continues to support the judicious application of public-private partnerships, so long as the public interest is adequately protected.

CMAP will support efforts to include robust capital funding as part of the annual budgetary process, rather than in the form of infrequent state capital program packages. State capital funding for transportation should incorporate new user-fee generated revenues, be allocated based on performance-based criteria, and provide additional capital funding for transit. Not all new revenues should be used for debt service— some of the new revenue should have a “pay-as-you-go” element to stabilize the State road fund to pay for ongoing needs.

### **INCREASE COMMITMENT TO PUBLIC TRANSIT**

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

#### *Legislative Principle*

CMAP will support legislative initiatives that provide more resources for the maintenance and modernization of our transit system, encourage innovative transit financing, and provide for reasonable expansion of the transit system as described in GO TO 2040. Transit investment decisions should be based on robust, transparent evaluation and prioritization using explicit performance measures.

### **CREATE A MORE EFFICIENT FREIGHT NETWORK**

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

#### *Legislative Principle*

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

## **ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING**

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

### *Legislative Principles*

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

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

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

## **MANAGE AND CONSERVE WATER AND ENERGY**

The conservation of water and energy is a top priority for GO TO 2040. Over the next 30 years, these resources will likely become more constrained, affecting business, government and residents. The energy priorities in GO TO 2040 are focused on meeting needs through demand reduction and for our region to determine a path to increase the use of renewable energy options. For water, implementing conservation and water supply planning recommendations outlined in Water 2050 are critical to maintaining a sustainable water supply for the region and the state. However, this goal cannot be accomplished without new, sustainable funding for water supply planning and management. It is likewise critical that funding for infrastructure itself support sustainability, particularly through a shift toward paying for the full costs of infrastructure through user fees. This is important in drinking water, stormwater and wastewater systems. Finally, integration of land use and resource planning should play a central role in achieving better conservation. A key component to this is the support of watershed planning and the development of appropriate tools to manage the impact of growth on water resources.

### *Legislative Principle*

CMAAP will support energy and water conservation initiatives that sustainably support growth and reduce demand within the existing infrastructure; establish new, sustainable funding for state/regional water management; incorporate more renewable energy options and technologies; and promote integrated water and land use planning through multi-objective planning.

## **EXPAND AND IMPROVE PARKS AND OPEN SPACE**

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

### *Legislative Principles*

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

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

## **PROMOTE SUSTAINABLE LOCAL FOODS**

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

### *Legislative Principle*

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

## **IMPROVE EDUCATION AND WORKFORCE DEVELOPMENT**

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

### *Legislative Principles*

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

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

## **SUPPORT ECONOMIC INNOVATION**

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

### *Legislative Principle*

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

## **REFORM STATE TAX POLICY**

The Chicago region's ability to make the infrastructure and community investments recommended in GO TO 2040 is significantly shaped by fiscal and tax policy decisions made at the state level. CMAP's specific interest in tax policy is how it influences the overall economic well-being of the metropolitan region, including the commercial, industrial and residential development of our communities. The state's tax policies sometimes distort land use decisions rather than allow markets or quality of life factors to guide them. In particular, the sales tax can foster intense competition among different local governments about the attraction or retention of retail business, to little or no regional benefit. In Illinois, sales and income tax rates (inclusive of the personal property replacement tax rate) remain relatively high, while the overall tax base remains narrow.

### *Legislative Principle*

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

## **IMPROVE ACCESS TO INFORMATION**

Data and information sharing through transparent and open governance improves efficiency and accountability. As a public agency, CMAP relies on other agencies' data to complete its own work in planning and transportation programming. In addition to providing this data in a timely manner, usable

format, and accessible location, governments clearly communicate how decisions are being made. The process by which data are selected and used to establish policies, prioritize projects, and administer funding is important to understanding how government operates and will help policymakers at all levels of government make better and more informed decisions.

*Legislative Principle*

CMAP will develop and support legislation that facilitates more data and information sharing, and requires agencies to report and make agency program outcomes and results public and transparent.



**MEMORANDUM**

**To:** CMAP Board  
MPO Policy Committee

**From:** CMAP staff

**Date:** December 31, 2013

**Re:** Recommended projects for FY 13 – 14 Transportation Alternatives program

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Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) created a new Transportation Alternatives program (TAP) to fund non-motorized transportation. It also gave Metropolitan Planning Organizations (MPOs) with populations over 200,000 the responsibility to program part of each state's apportionment under TAP. At their June 2013 meetings, the CMAP Board and MPO Policy Committee directed staff to program both years of funding with bicycle and pedestrian facilities by holding an abbreviated call for projects in summer 2013. Bicycle and pedestrian facilities that were submitted for the FY 14 – 18 Congestion Mitigation and Air Quality (CMAQ) program but not funded are also being considered under TAP without requiring a separate application.

At its November meeting, the Transportation Committee reviewed the proposed program and released it for a 30-day public comment period. Three public comments were received; the comments and staff's responses are available at the [TAP webpage](#). The recommended program of projects is now being presented for approval.

**Overall Process**

Staff developed the proposed program by first applying a set of basic screening criteria, then ranking the remaining projects according to evaluation criteria. One-on-one meetings or phone calls were then held with the sponsors of the higher-ranking projects to verify project details and assess complications that might affect project readiness. As MAP-21 contains relatively stringent funding sunsets, staff wanted to minimize the risk that project delays could cause the TAP funds to lapse and become unavailable to the region. In sum, the projects in the recommended program are those that will provide significant benefits to the region and that, in the judgment of staff, are most likely to proceed in a timely way.

## Project Scoring

The screening criteria are as follows:

1. Sponsors must have submitted a final Project Development Report (PDR) to the Illinois Department of Transportation (IDOT) by October 15, 2013 or have already received Phase I design approval for their projects.
2. Sponsors must show that their project is featured in at least one formally adopted or approved bike plan, comprehensive plan, or other plan by a local government, subregional council, CMAP, or the State of Illinois.

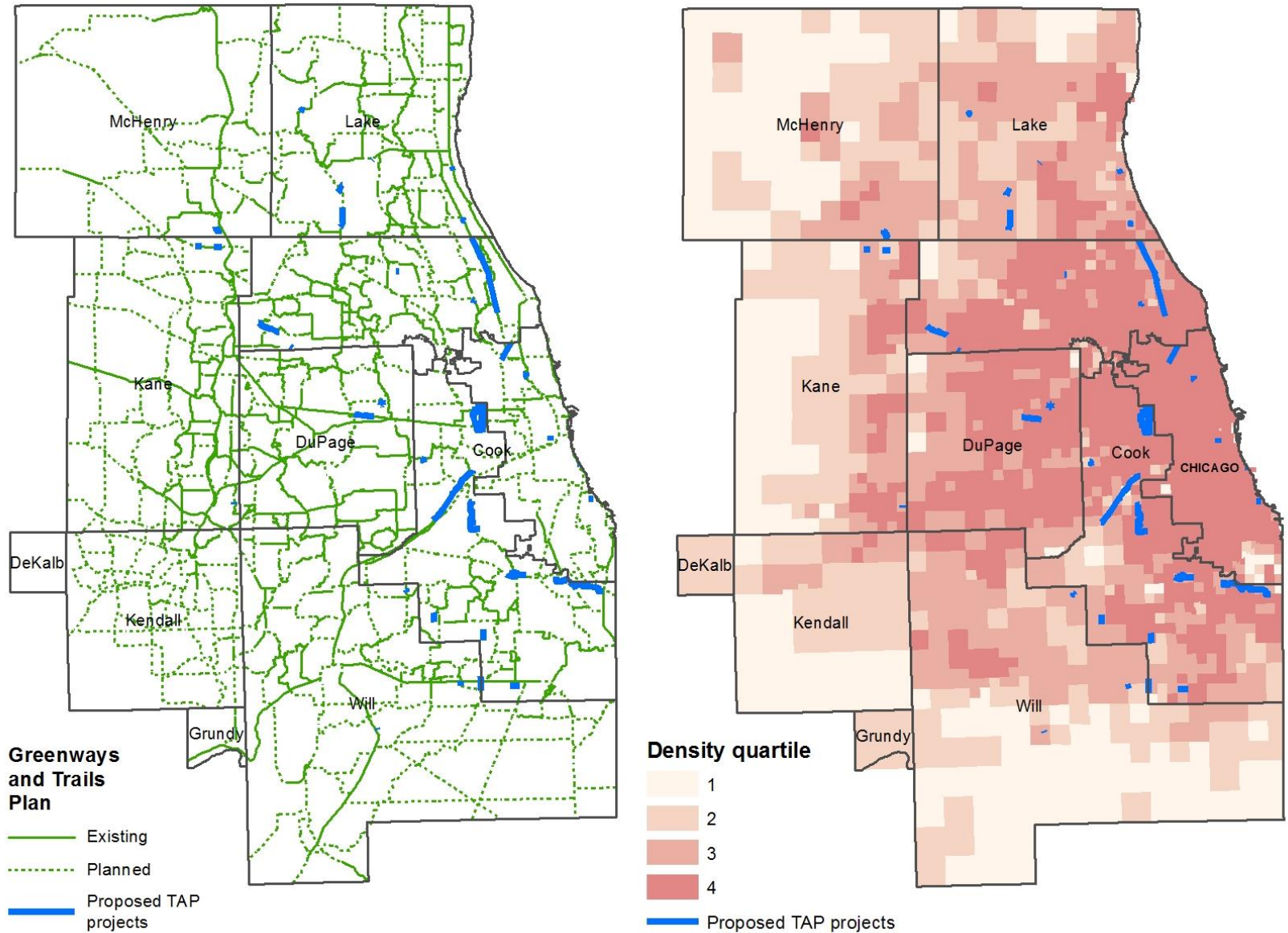
Following screening, projects were evaluated on a 100-point scale using criteria discussed with several CMAP working committees and the Bicycle and Pedestrian Task Force in September 2013. The criteria are shown in Table 1, and they are explained in more detail in a [staff memo](#).

**Table 1. Evaluation criteria for Transportation Alternatives program**

<b>Completion of Regional Greenways and Trails Plan (30 points max)</b>	
30 Points	Connects two existing trail sections
25	Extends an existing regional trail
20	Builds a new isolated section of planned regional trail
10	Builds a new facility that intersects an existing regional trail
<b>Population + Employment Density within Buffer Area [proxy for usage] (30 max)</b>	
30	Top quartile of region
24	Second quartile
16	Third quartile
8	Lowest quartile
<b>Facility Design Quality (FDQ) (30 max)</b>	
(Score after less score before) * 6	Safety/attractiveness rating improvement: 0: Impassable barrier for walking and bicycling 1: Arterial road with no bike/ped accommodation 2: Arterial road with some bike/ped accommodation, including marked shared lanes, and collector streets with no accommodation; 3: Low-speed, local streets with no bike/ped accommodation 4: Unprotected bike lane; local and collector streets with full accommodation 5: Trail or arterial sidepath, cycletrack, protected bike lane, or buffered bike lane
<b>Bonus (10 max)</b>	
5	No ROW or easements to obtain
5	Phase II Engineering complete
<b>100</b>	<b>Points total</b>

Figure 1 shows the proposed projects in comparison to the Greenways and Trails Plan and the population/employment density quartiles (facility design quality is not shown because it is more granular). Table 2 shows the scores for each project. Projects that did not meet either of the screening criteria were not ranked.

Figure 1. Proposed Transportation Alternatives projects in comparison to selection criteria.



**Table 2. Proposed Transportation Alternatives project rankings.**

Sponsor	Project Title	Screening Criteria		Ranking Criteria					
		In Plan	PDR by Oct 15	Greenways Plan	Pop + Emp	FDQ × 6		Bonus	Total
						Before	After		
Lake County Forest Preserves	Wilson Rd Underpass from .1 M S of Levi Waite Rd to .3 M North of Litchfield Dr	Yes	Yes	30	24	0	5	5	89
Chicago DOT	43rd St Bike-Ped Access Bridge to Lakefront Trail	Yes	Yes	25	30	0	5	0	85
FPD of Cook County	Centennial Trail Completion	Yes	Yes	30	24	0	5	0	84
Dolton Park District	Cal-Sag Trail East - Dolton Leg	Yes	Yes	25	30	1	5	0	79
Alsip Park District	Cal-Sag Trail East-Alsip Segment	Yes	Yes	30	24	1	5	0	78
Chicago DOT	North Branch Trail/Riverwalk - Addison Underbridge Connection	Yes	Yes	30	30	2	5	0	78
Lake County DOT	Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River	Yes	Yes	30	24	1	5	0	78
Lake Forest	Robert McClory Bike Path	Yes	Yes	30	30	3	5	5	77
Bridgeview	Bridgeview Community Multi-Use Path	Yes	Yes	20	30	1	5	0	74
Frankfort	Pfeiffer Rd Multi-Use Trail	Yes	Yes	25	24	1	5	0	73
Lake County DOT	Quentin Rd from Main St to White Pine Rd	Yes	Yes	20	24	1	5	0	68
Mundelein	Pedestrian Bridge over CNRR at McKinley Av	Yes	Yes	0	30	1	5	5	59
Prospect Heights	Willow Rd Sidewalk Improvements	Yes	Yes	0	30	1	5	5	59
Riverdale	Calumet-Sag Greenway Trail-Riverdale Segment	Yes	Yes	10	24	1	5	0	58
Hawthorn Woods	Hawthorn Woods Midlothian Rd Bike Path	Yes	Yes	0	24	1	5	5	53
Manhattan	Rt 52 Sidewalk	Yes	Yes	0	24	1	5	5	53
Highland Park	Old Deerfield Rd Bike Path from UP Freight Line to Old Skokie Valley Rd Pedestrian Bridge	Yes	Yes	10	24	3	5	5	51

Sponsor	Project Title	Screening Criteria		Ranking Criteria					
		In Plan	PDR by Oct 15	Greenways Plan	Pop + Emp	FDQ × 6		Bonus	Total
						Before	After		
Lombard	Great Western Trail Lighting from W end of Village Limits at I-355 to E end of Village Limits at 3rd Ave	Yes	Yes	0	30	5	5	5	35
Oak Park	Bicycle Detection and Pedestrian Signal Improvements	Yes	Yes	0	30	2	2	5	35
Algonquin	Harper Drive Multi-Use Path	No	No	—	—	—	—	—	—
Aurora Township Highway Department	Ogden Gardens Safe Walk to School	No	Yes	—	—	—	—	—	—
Chicago DOT	Weber Spur Trail	Yes	No	—	—	—	—	—	—
Chicago DOT	71st St Road Diet Bike Lane	Yes	No	—	—	—	—	—	—
Chicago DOT	Sangamon Paseo	No	No	—	—	—	—	—	—
Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	Yes	No	—	—	—	—	—	—
Glenview	Waukegan Rd/Overlook Dr Multi-use Path	Yes	No	—	—	—	—	—	—
Homer Glen	Goodings Grove Extension-Homer Glen Heroes Trail	No	Yes	—	—	—	—	—	—
Kane County DOT	Longmeadow Road Bike Path Extensions	Yes	No	—	—	—	—	—	—
Oak Park	Ridgeland Av from North Av to Roosevelt Rd	Yes	No	—	—	—	—	—	—
Orland Park	108th Av from 159th St to 167 St	Yes	No	—	—	—	—	—	—
Richton Park	Richton Park ComEd Easement Bike Trail	Yes	No	—	—	—	—	—	—
Rosemont	Rosemont CTA Station PedCrossing: River Rd at I-190	No	Yes	—	—	—	—	—	—
Streamwood	IL 19/Irving Park Rd from Schaumburg Rd to Bartlett Rd	Yes	No	—	—	—	—	—	—
Streamwood	US 20/Lake St from Walnut Av to Center Av Sidewalk	No	Yes	—	—	—	—	—	—
Villa Park	Villa Park North Side Sidewalks	No	Yes	—	—	—	—	—	—

Sponsor	Project Title	Screening Criteria		Ranking Criteria					
		In Plan	PDR by Oct 15	Greenways Plan	Pop + Emp	FDQ × 6		Bonus	Total
						Before	After		
Western Springs	Wolf Rd from Salt Creek Bicycle Trail to IL 38/Ogden Av	Yes	No	—	—	—	—	—	—
Wilmette	Skokie Valley Trail from Lake Cook Rd to Dempster St	Yes	No	—	—	—	—	—	—

## Recommended Program

Staff recommends funding the eight projects in the following list. The projects were selected in order of their score on the evaluation criteria, with two exceptions discussed below.

- **Lake County Forest Preserves, Wilson Road Underpass**
  - Construction phase, \$1,810,000
  - This project completes a gap in the Millennium Trail in Lake County and serves both residential areas and major employers. No ROW is required, utility relocations are relatively minor, and some Phase II Engineering has been completed.
  
- **Dolton Park District, Cal-Sag Trail East – Dolton Segment**
  - Right of way, \$16,000; Construction, \$3,542,000
  - This interjurisdictional project will help complete the Cal-Sag Trail, a major regional trail with remaining gaps to fill. This stretch of trail has only some relatively minor acquisition required, but it will have some railroad involvement and wetland mitigation requirements. Phase II Engineering is being funded through CMAQ; TAP funds will enable this trail segment to be constructed.
  
- **Alsip Park District, Cal-Sag Trail East – Alsip Segment.**
  - Right of way, \$16,000; Construction, \$2,694,000
  - This project funds another portion of the Cal-Sag Trail. Alsip Park District is the only agency with a direct role in implementation. This stretch of trail has only one small acquisition required and no utility or railroad involvement. Phase II Engineering is being funded through CMAQ; TAP funds will enable this trail segment to be constructed.
  
- **Chicago Department of Transportation, North Branch Trail -- Addison Underbridge Connection.**
  - Construction, \$5,888,000
  - This project completes a gap in the North Branch Trail by continuing the trail under Addison Street and building a bridge across the Chicago River to rejoin the trail further north. The project is also using Transportation Enhancement funding from a previous grant cycle; TAP funding will allow the project to proceed to construction.
  
- **Lake County DOT, Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River.**
  - Right of way, \$112,000; Construction, \$172,000
  - This project completes a gap between the Buffalo Grove path network and the Des Plaines River Trail. The project is also using Transportation Enhancement funding from a previous grant cycle; TAP funding will allow the project to proceed to construction.
  
- **City of Lake Forest, Robert McClory Bike Path.**
  - Construction, \$764,000

- This project completes a gap caused by a parking lot for the Lake Forest Metra Station which intersects with the path. The Robert McClory Path is part of the Grand Illinois Trail. This project will help make this a more seamless trail. Phase II engineering is already underway, and the project could be under construction as early as the summer of 2014.
- **Village of Bridgeview, Bridgeview Community Multi-Use Path.**
  - Engineering 2, \$120,000; Construction, \$1,480,000
  - This project begins a portion of a bikeway identified in the Greenways and Trails Plan and would connect to a Pace transit center at Toyota Park. Phase I Engineering was completed using local funds. While some alignment decisions may be reconsidered, ROW acquisition is likely to be minor.
- **Village of Frankfort, Pfeiffer Rd Multi-Use Trail.**
  - Engineering 2, \$31,200; Construction, \$356,800
  - This project is an extension of existing path to the north and connects directly to the Old Plank Rd Trail. Eventually this project will connect into the future planned Sauk Rd Trail and continue further south on Pfeifer Rd.

The following projects were ranked second and third, respectively, but were passed over for the following reasons:

- **Chicago Department of Transportation, 43<sup>rd</sup> Street Access Bridge to the Lakefront Path.**
  - Engineering 2, \$884,000; Construction, \$18,320,000
  - While it is a high-ranking project and provides access to the lakefront in an underserved area, the funding request is more than the total amount available in the TAP program. Providing partial funding would make obligation of the TAP funds contingent on the availability of other funds. The project also has a number of complications, including ROW acquisition and railroad coordination, which could delay project delivery.
- **Forest Preserve District of Cook County (FPDCC), Centennial Trail.**
  - Engineering 2, \$280,000; Right of way, \$288,000; Construction, \$5,590,000
  - This project would complete a significant gap in a major regional trail. However, ROW acquisition issues and railroad involvement make it complex. FPDCC staff indicated that they probably would not be able to construct the trail within the timeframe required by TAP and asked for only funds to obtain easements and complete Phase II Engineering. Rather than provide partial funding, CMAP staff recommends that FPDCC complete these phases and apply for construction funds in a later TAP cycle.

Table 3 shows the federal request for each submitted project in comparison to its ranking as well as the amount of funding recommended to be awarded. The columns FY13 and FY14 refer to the federal fiscal year for which funding is authorized. The FY 13 mark for northeastern Illinois is \$8,650,889. The FY 14 mark is expected to be about 1.5% higher (\$8,780,652), bringing



the total for both years to about \$17.4 million. By comparison, funding requests come to \$82.7 million. A small portion of the TAP funding (2.5%) was reserved to help accommodate the possibility for scope changes and unforeseen events.

### **Funding Sunsets and Project Accomplishment Goals**

Funds for the Transportation Alternatives program will only be available for three years from the end of each federal fiscal year (for example, FY 13 funds will be available until the end of September 2016). In the application package, CMAP asked sponsors to meet the interim milestones described below. Monitoring sponsors' progress toward interim milestones should help keep projects on track and also give time for CMAP to reprogram the funds to other projects that are proceeding. Without this active program management, funding could lapse and become unavailable to the region.

Regardless of the fiscal year for which funding is programmed, the following milestones should be met. For projects not requiring easements or right-of-way (ROW) acquisition:

- By the end of February 2014, project sponsors must submit locally-executed agreements for Phase II Engineering to IDOT (if Phase II Engineering will be federally funded).
- By the end of April 2014, a Phase II Engineering kickoff meeting between the sponsor and IDOT's Bureau of Local Roads and Streets must have taken place.
- By the end of June 2015, pre-final plans must have been submitted to IDOT.
- By the end of September 2015, federal authorization of construction must have occurred.

For projects requiring easements or ROW acquisition, the following milestones should be met:

- By the end of February 2014, project sponsors must submit locally-executed agreements for Phase II Engineering to IDOT (if Phase II Engineering will be federally funded)
- By the end of April 2014, a Phase II Engineering kickoff meeting between the project sponsor and IDOT's Bureau of Local Roads and Streets must have taken place.
- By the end of June 2014, plats and legal documentation must have been prepared.
- By the end of September 2014, appraisals must have been prepared.
- By the end of March 2015, ROW negotiations must be concluded.
- By the end of June, 2016, pre-final plans must have been submitted to IDOT.
- By the end of September 2016, ROW must be certified by the IDOT Bureau of Land Acquisition.
- By the end of September 2016, federal authorization of construction must have occurred.

Following project selection, CMAP staff will monitor progress toward completing projects. Staff will inform the Transportation Committee of sponsors' progress and make any recommended action to reprogram funds.

**ACTION REQUESTED:** Approve program

**Table 3. Scores, funding requests, and recommended funding for proposed Transportation Alternatives projects**

Sponsor	Project	Score	Requested (federal share)				Recommended	
			Eng 2	ROW	Construction	Total	FY13	FY14
Lake County Forest Preserves	Wilson Rd Underpass from .1 M S of Levi Waite Rd to .3 M N of Litchfield Dr	89			\$1,810,000	\$1,810,000	\$1,810,000	
Chicago DOT	43rd St Bike-Ped Access Bridge to Lakefront Trail	85	\$884,000		\$18,320,000	\$19,204,000		
FPD of Cook County	Centennial Trail Completion	84	\$280,000	\$288,000	\$5,590,000	\$6,158,000		
Dolton Park District	Cal-Sag Trail East - Dolton Leg	79		\$16,000	\$3,542,000	\$3,558,000		\$3,558,000
Alsip Park District	Cal-Sag Trail East-Alsip Segment	78		\$16,000	\$2,694,000	\$2,710,000	\$2,710,000	
Chicago DOT	North Branch Trail/Riverwalk - Addison Underbridge Connection	78			\$5,888,000	\$5,888,000		\$5,888,000
Lake County DOT	Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River	78		\$112,000	\$172,000	\$284,000	\$284,000	
Lake Forest	Robert McClory Bike Path	77			\$764,000	\$764,000	\$764,000	
Bridgeview	Bridgeview Community Multi-Use Path	74	\$120,000		\$1,480,000	\$1,600,000	\$1,600,000	
Frankfort	Pfeiffer Rd Multi-Use Trail	73	\$31,200		\$356,800	\$388,000	\$388,000	
Lake County DOT	Quentin Rd from Main St to White Pine Rd	68			\$2,583,000	\$2,583,000		
Mundelein	Pedestrian Bridge over CNRR at McKinley Av	59	\$320,000		\$3,120,000	\$3,440,000		
Prospect Heights	Willow Rd Sidewalk Improvements	59			\$284,000	\$284,000		
Riverdale	Calumet-Sag Greenway Trail-Riverdale Segment	58			\$2,183,000	\$2,183,000		
Hawthorn Woods	Hawthorn Woods Midlothian Rd Bike Path	53	\$34,024		\$534,656	\$568,680		
Manhattan	Rt 52 Sidewalk	53			\$76,000	\$76,000		
Highland Park	Old Deerfield Rd Bike Path from UP	51	\$6,400		\$72,200	\$78,600		

Sponsor	Project	Score	Requested (federal share)				Recommended	
			Eng 2	ROW	Construction	Total	FY13	FY14
	Freight Line to Old Skokie Valley Rd Pedestrian Bridge							
Lombard	Great Western Trail Lighting	35			\$880,000	\$880,000		
Oak Park	Bicycle Detection and Pedestrian Signal Improvements	35	\$24,096		\$425,696	\$449,792		
Algonquin	Harper Drive Multi-Use Path	—	\$40,530		\$636,990	\$677,520		
Aurora Township Highway Department	Ogden Gardens Safe Walk to School	—	\$0		\$55,000	\$55,000		
Chicago DOT	Weber Spur Trail	—			\$17,996,000	\$17,996,000		
Chicago DOT	71st St Road Diet Bike Lane	—			\$2,784,000	\$2,784,000		
Chicago DOT	Sangamon Paseo	—	\$282,240	\$120,000	\$1,756,160	\$2,158,400		
Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	—	\$144,000	\$80,000	\$1,077,600	\$1,301,600		
Glenview	Waukegan Rd/Overlook Dr Multi-use Path	—	\$16,000		\$278,000	\$294,000		
Homer Glen	Goodings Grove Extension-Homer Glen Heroes Trail System	—	\$20,000		\$203,200	\$223,200		
Kane County DOT	Longmeadow Road Bike Path Extensions	—			\$381,700	\$381,700		
Oak Park	Ridgeland Av from North Av to Roosevelt Rd	—	\$16,000		\$220,000	\$236,000		
Orland Park	108th Av from 159th St to 167 St	—			\$590,000	\$590,000		
Richton Park	Richton Park ComEd Easement Bike Trail	—	\$6,400		\$181,600	\$188,000		
Rosemont	Rosemont CTA Station Pedestrian Crossing: River Rd at I-190	—			\$497,000	\$497,000		
Streamwood	US 20/Lake St from Walnut Av to Center Av Sidewalk Project	—			\$348,000	\$348,000		

Sponsor	Project	Score	Requested (federal share)				Recommended	
			Eng 2	ROW	Construction	Total	FY13	FY14
Streamwood	IL 19/Irving Park Rd from Schaumburg Rd to Bartlett Rd	—			\$960,000	\$960,000		
Villa Park	Villa Park North Side Sidewalks	—	\$65,000		\$65,000	\$130,000		
Western Springs	Wolf Rd from Salt Creek Bicycle Trail to IL 38/Ogden Av	—	\$123,000	\$24,000	\$900,000	\$1,047,000		
Wilmette*	Skokie Valley Trail from Lake Cook Rd to Dempster St	—						

\* Funds requested only for Phase I Engineering, which is not eligible.

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# Chicago Metropolitan Agency for Planning

Agenda Item No. 11.0

233 South Wacker Drive  
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312 454 0400  
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## MEMORANDUM

**To:** CMAP Board

**From:** CMAP Staff

**Date:** December 31, 2013

**Re:** Analysis of the Fiscal and Economic Impacts of Local Development Decisions

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Shortly after the approval of GO TO 2040 in October 2010, CMAP assembled a Regional Tax Policy Task Force, an advisory group consisting of representatives from local and state government, business, civic organizations, and academia. Throughout 2011, this group deliberated on a range of state and local tax policies affecting the economic competitiveness of northeastern Illinois. An issue discussed by the Task Force was the balance of fiscal and economic impacts generated by non-residential land uses. In its discussion of the Task Force's report, the CMAP Board directed staff to continue to analyze the local and regional impacts of local land use decisions, with an emphasis on analyses that include specific information and cooperation from local municipalities.

It is important for the region to have the best information possible about how our fiscal policies drive land use decisions as well as the resulting impacts on the regional economy, jobs, and principles of livability as addressed in GO TO 2040. To better understand the dynamics of local and regional development impacts, this analysis assesses the outcomes of a set of 31 development case studies in 10 communities. Additionally, a Technical Advisory Group (TAG) comprised of municipal administration and financial staff, county transportation staff, school district staff, and academic and advocacy representatives was created to provide local and technical expertise. The TAG met throughout the analysis process to provide feedback on methodology, results, and the draft report. The draft report was also submitted to case study communities for review. At this time, discussions with case study communities are still underway. The attached executive summary provides the key findings from this analysis.

ACTION REQUESTED: Discussion

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CMAP



# Fiscal and Economic Impact Analysis of Local Development Decisions

DRAFT EXECUTIVE SUMMARY

January 2014

## Executive Summary

Local governments are a core strength of the region and have the ability to make land use decisions that are both locally and regionally beneficial. Development decisions made at the municipal level have far-reaching effects on the long-term fiscal and economic condition of the region. It is therefore important for the region to have the best information possible about how local fiscal policies drive land use decisions as well as the resulting impacts on the regional economy, jobs, and the livability principles addressed in GO TO 2040, the region's comprehensive regional plan.

This report builds on prior Chicago Metropolitan Agency for Planning (CMAP) analysis of local fiscal and regional economic impacts. After approval of GO TO 2040 in October 2010, CMAP assembled the Regional Tax Policy Task Force, an advisory group consisting of representatives from local and state government, business, civic organizations, and academia. Among other issues, the Task Force discussed the balance of fiscal and economic impacts generated by non-residential land uses, focusing on an analysis of the fiscal and economic impacts of prototypical non-residential land uses that was completed prior to GO TO 2040. In its discussion of the Task Force report, the CMAP Board directed staff to continue to study the local and regional impacts of local land use decisions, emphasizing analyses that include specific information and cooperation from local municipalities.<sup>1</sup>

This CMAP report focuses on municipal land use decisions and municipal fiscal impacts across 31 case studies, with an additional assessment of regional economic and market impacts. Each case study is set within a unique context of local market conditions, municipal revenue and expenditure policies, and infrastructure capacity and expansion needs -- all of which influence overall municipal fiscal impact. While some order-of-magnitude trends are present across these case studies, the individual results will not apply to all jurisdictions. Impacts on other districts, such as schools or transportation providers, may also be very different than the municipal impacts assessed here. However, under current market and policy conditions, CMAP has identified several clear trends regarding fiscal impact practice, key revenue sources, and infrastructure and service costs, as summarized below.

**Residential case study developments can have slightly negative or low municipal fiscal impacts, but high-density, infill residential and mixed-use development can generate very positive fiscal returns.** Negative and low fiscal impacts occur due to the cost to maintain new lane miles, the cost of emergency calls for some multifamily developments, and a combination of lower density, values and property tax rates for some developments. Higher density residential developments generally have more positive returns, and, when in higher property tax communities, are among the highest of the case study set. Additionally, older communities with excess infrastructure capacity generally experience more positive fiscal impacts because

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<sup>1</sup> The advisory report of the Regional Tax Policy Task Force is available at <http://cmap.is/1fhK02P>.





they experience fewer costs generated by development and maintenance of infrastructure and services.

Residential developments as a whole have a higher fiscal impact if their ability to support retail development is considered. Because Illinois allocates sales tax based on point of sale, sales taxes are often not estimated in fiscal impact analyses for residential developments. However, household purchases support retail sales from local retail developments and, when evaluated in fiscal impact analyses, provide a more complete picture of the fiscal of residential developments. This is particularly true for sales-tax dependent communities with low property tax rates.

**Office and industrial case study developments generally have low to moderate positive fiscal impacts, with costs very dependent upon infrastructure and service impacts. These land uses have a higher potential range of regional economic impacts, with actual impacts driven by tenant types.** Industrial developments generally have low to moderate costs, revenues and fiscal impacts. Office development has higher revenues, driven by property taxes, but costs are more variable and tenant-driven. Expenses in both office and industrial case studies are most influenced by the short and long term cost of infrastructure. Industrial case study communities indicated that trucks cause heavy wear and tear on roadways and incur higher costs for the municipality if the designated truck routes are local roads. For office, medical office tenants can generate costly emergency service calls, while higher traffic levels from more typical office tenants increase transportation network costs.

In terms of economic impact, office developments support the highest levels of employment in the region as well as the highest wages, both by a large margin. Industrial developments have the highest potential to support regional employment, with economic multipliers ranging from four to ten times higher than other development types. However, the tenants in the industrial case studies are largely in the lower-impact warehouse and distribution sectors rather than manufacturing. As a result, wage and employment impacts of the industrial tenants were only slightly higher than those found in the retail case studies.

**Due to sales tax revenues, retail case study developments often generate the highest fiscal benefits for municipalities on a per-acre basis, while economic benefits were lower.** Retail case studies generated an average of 90 percent of their revenues from sales taxes, with sales taxes often exceeding the total revenues from all revenue sources in other case studies. Municipal retail expenses were driven by emergency service, transportation, and infrastructure costs. While retail fiscal impacts are driven by high sales tax revenues, retail depends upon other land uses to provide customers. Without a sufficient customer base from nearby households or employees, retail may not produce the hoped-for fiscal return.

In contrast to its local fiscal benefits, retail provides lower economic benefits. Potential jobs supported in the CMAP region are lowest for the retail case studies, and actual employment supported is substantially lower than office. Similarly, wages for retail development were generally lower, with the exception of auto dealerships.



**Mature case study communities with underutilized infrastructure and a prevalence of infill development generally experience higher net benefits from new development.** Maintenance and repair of transportation and other infrastructure is a major expense category for the municipalities, and accurate assessment of these costs is critical for understanding a development's fiscal impact. The communities with development primarily located in already-developed areas often can depend upon capacity in existing infrastructure and services, leading to higher net fiscal benefits.

In contrast, the capacity-constrained case study communities bear the burden of costs to expand services and infrastructure as new development occurs, significantly decreasing the fiscal benefits they receive from new development. Case study municipalities work to address these costs through strategies such as user fees, special taxing districts, and up-front development impact fees. Furthermore, municipalities do not expect each individual development to recover its expenses, but instead pursue a mix of land uses to achieve fiscal balance and meet community goals. However, municipalities often need to seek additional revenue sources to replace road, water and other infrastructure over the long term.

Furthermore, municipalities in the interview set tend to take a near-term approach to assessing capital cost impacts. These communities often have carefully-considered procedures in place to ensure that a new development pays for its initial and near-term infrastructure costs, but then struggle with long-term reconstruction and replacement needs as well as the cumulative costs generated by many new developments over time. Many communities assume that long-term costs will be estimated in the capital improvement plan process and paid for through general funds and/or bond initiatives. However, this approach does not guarantee that the costs of maintaining and upgrading infrastructure will be sufficiently funded over the long term.

**Individual local development decisions can cumulatively lead to overbuilding in regional submarkets or the region as a whole.** While a certain level of vacancy allows for normal business turnover, clusters of persistently high vacancies can indicate overbuilding. This drives down rental rates, minimizes returns to investors, can lead to decreased investment in properties, and provides minimal or negative returns to municipalities and other stakeholders who must still provide a minimum level of service to vacant properties.

Local land use decisions can negatively impact subregional and regional markets for a particular land use. For example, because retail has the potential to provide a strong fiscal benefit to communities, they may prioritize this type of land use and allow development of excess capacity. Similarly, office vacancy in the region has been persistently high since 2001. While some localized markets have experienced major new development and lower vacancies, there is a region-wide excess supply of office development.

These types of market dynamics are not always correctly assessed by private developers and municipalities at the local level, leading to development of underutilized retail, office, and/or



industrial space. This creates negative fiscal and economic consequences over the long term, regardless of potential near-term fiscal and economic benefits.

**Municipal land use decisions affect the fiscal condition of other jurisdictions.** A number of overlapping jurisdictions like parks, fire, and school districts are very dependent upon property tax revenues. As such, they tend to experience more negative net fiscal impacts from some residential uses and depend upon an overall balanced mix of land uses to support services. However, the case study results indicate that higher density or higher value residential can provide net positive fiscal impacts for these districts. This analysis shows that actual residents and schoolchildren generated by a development are a driving factor, and those totals can be quite different from what is estimated by stock formulas.

Transportation networks are particularly impacted by development, and transportation services are provided by a number of regional actors. In particular, traffic from non-residential developments can be highly dependent upon state roads and, to a lesser extent, county and tollway facilities. These jurisdictions do experience revenues from property, motor fuel and sales taxes, and generally request impact fees and right of way to address near-term impacts. However, these jurisdictions can experience negative externalities if revenues do not support costs or if a cumulative volume of new development generates the need for accelerated expansion and replacement of existing facilities. Better coordination of these development impacts across jurisdictions can improve the region's fiscal outcomes.





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The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. Its GO TO 2040 planning campaign is helping the region's seven counties and 284 communities to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality of life issues.



# Chicago Metropolitan Agency for Planning

Agenda Item No. 12.0

233 South Wacker Drive  
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## MEMORANDUM

**To:** UWP Committee  
CMAP Board  
MPO Policy Committee

**From:** Dolores Dowdle  
Deputy Executive Director, Finance and Administration

**Date:** December 31, 2013

**Re:** FY 2015 UWP Process

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At the UWP Committee meeting in October, the FY 2015 UWP process was discussed regarding how the next fiscal year's project proposals will be submitted and selected, and specifically if the committee should reconsider the proposals that are submitted as "core". The committee delayed approving the FY 2015 process and the call for projects until further discussion could be scheduled. The committee is scheduled to meet on January 8 and the call for projects will be issued on January 10.

The Unified Work Program (UWP) federal funding is available for transportation planning projects within a metropolitan area. The Metropolitan Planning Organization (MPO) has the primary responsibility for preparing the UWP for its metropolitan area. The federal guidelines state that all planning and implementing agencies must be an integral part of the planning process and participate in the development of the UWP.

In the CMAP region, the UWP Committee serves as the project selection body for this process. The committee is chaired by IDOT, who votes in case of a tie. The membership is comprised of a representative from each of the transit service boards (CTA, Metra and Pace), the City of Chicago, RTA, CMAP, a representative from the counties, and a mayor representing the Council of Mayors. In addition, non-voting members are representatives from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Illinois Environmental Protection Agency (IEPA). The UWP Committee establishes program priorities and selects the funded proposals. Final selections are approved by the Transportation Committee and then forwarded to the Regional Coordinating Committee, CMAP Board and the MPO Policy Committee for approval.

For a number of years, the annual process has had two proposal groups-- core and discretionary elements:

1. Core Element - The core elements are primarily the work central to the MPO's primary functions under federal law. First, the core program funds the CMAP core functions of long range planning, the transportation improvement program (TIP), the congestion management process, public participation, policy development, information technology management and regional information and data analysis. The CMAP proposal includes staff time, related expenses and consulting services required for these core activities. Second, the core program supports the staff time and related expenses of recipient agencies, including the transit boards, the City of Chicago and the Regional Council of Mayors, for activities that contribute directly to the MPO process. Activities which require consultant services for this second group is considered only in the Discretionary Element. Third, for the last couple years, the seven counties have selected one of the counties to submit a proposal for the preparation of a long range transportation plan. All the funds are for consulting services.
2. Discretionary Element – The discretionary element programs other projects which align with the regional priorities described in the GO TO 2040 Plan. These are primarily for activities that require consultant services and not intended to fund staff time and expenses. The level of funding is determined after the core elements have been selected for funding.

The approved priorities are:

- *Modernization of the Public Transit System.* GO TO 2040 recommends an enhanced focus on prioritizing planning work for the modernization of the existing transit system. Actions include work on coordinating services and fares, including pursuit of a universal fare payment system, work on traveler information systems, and technological improvements including transit signal priority and ART. Project proposals, especially from the transit agencies, should feature these elements as a primary component.
- *Financial Planning Including Innovative Financing Strategies.* GO TO 2040 also stresses an array of recommendations related to transportation finance, including improved financial planning. Actions include strengthening transit financial oversight, planning for efficiencies that reduce transit operating costs, the identification of funding sources for CREATE, and continued planning/policy work on other important issues of fiscal policy to improve the transportation system.
- *Improving Decision-Making Models and Evaluation Criteria for Project Selection.* GO TO 2040 also emphasizes improving decision-making processes for transportation projects, as well as the overarching importance of prioritization for making investments given constrained funding. This includes constructing improved models for answering the most pressing questions about major projects and designing appropriate and regionally-vetted evaluation criteria for judging projects.
- *Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, Including Supportive Land Use.* The continuation of near-term work to further GO TO 2040's short list of fiscally constrained major capital projects is also a high priority. Potential work includes planning for the inclusion of transit components as part of major highway projects, advancing recommended transit projects

through the New Starts program or other discretionary funding programs, and planning for supportive land use around transportation, including active technical assistance to local governments.

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

### Recommendation:

Staff recommends that UWP Committee, CMAP Board and MPO Policy committee consider the following:

1. The two-step review process is consistent with assuring that the available UWP funds are allocated according to the priorities of the region and the requirements of FHWA and FTA. Even though FHWA and FTA do not refer the projects as “core” or “competitive”, these are terms that have assisted the region with prioritizing the UWP proposals.
2. The funding priorities are first to support the required MPO responsibilities of CMAP and then the other regional agencies who have on-going planning responsibilities.
3. The requests that are for one-time projects and will primarily support consultant services will be considered as “competitive”.
4. The FY 2015 UWP process follow the same format as the FY 2014 UWP process:
  - The Call for Projects will be made in January and will include both the Core and the Competitive proposals. The Core and the Competitive proposals will be considered separately by the Committee.
  - CMAP staff will conduct an in-depth proposal review and develop a proposed program for the UWP Committee’s consideration. The review and recommendation process will be as follows:
    - Proposal Selection – Core. CMAP staff will review the Core proposals and make a proposed program recommendation to the UWP Committee for approval. The proposal review will consider the following: federal requirements; alignment with the proposed priorities in GO TO 2040; the requested level of funding; and if applicable, previous years’ expenditure level of Core projects.
    - Proposal Selection – Competitive. The Competitive proposals will be scored by the UWP Committee as in years past, based upon the alignment with the regional priorities listed above. Based on the available monies after the Core proposals have been funded, CMAP staff will incorporate the Committee’s rankings and make a proposed program recommendation to the UWP Committee that follows the same considerations outlined above in the Core program.

The revised schedule for the development and approval of the FY 2015 UWP process is as follows:

## Development of Program Priorities and Selection Process

<b>UWP Meeting</b>	October 10, 2013
<b>UWP Meeting</b>	January 8, 2014

### Call for Proposals

<b>Call for Proposals</b>	January 13, 2014
All Proposals Due (Core and Competitive)	January 31, 2014

### Core Elements Selection Process

CMAP review and recommend program	February 13, 2014
<b>UWP Meeting-</b> Adopt Core Program	February 20, 2014

### Competitive Elements Selection Process

<b>UWP Meeting</b> - Presentation of Competitive Proposals	February 27, 2014
UWP Committee members rank proposals	Due to CMAP March 7, 2014
CMAP prepares committee ranked proposals with funding allocation	March 13, 2014
<b>UWP Meeting</b> - Adopt Competitive Program	March 20, 2014

### Committee Approval

<b>Transportation Committee</b> considers approval of FY 2015 UWP to MPO Policy Committee	April 25, 2014
<b>Regional Coordinating Committee</b> considers approval of FY 2015 UWP to CMAP Board	May or June 2014
<b>CMAP Board</b> considers approval of proposed FY 2015 UWP	June 11, 2014
<b>MPO Policy Committee</b> considers approval of proposed FY 2015 UWP	June 12, 2014
UWP Document Released	June 2014

ACTION REQUESTED: Informational

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# Chicago Metropolitan Agency for Planning

Agenda Item No. 13.0

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## MEMORANDUM

**To:** CMAP Board

**From:** Drew Williams-Clark, CMAP Staff

**Date:** December 31, 2013

**Re:** GO TO 2040 plan update

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The GO TO 2040 comprehensive plan was adopted by the CMAP Board in October 2010 and serves as the metropolitan transportation plan for the seven-county Chicago region. Moving Ahead for Progress in the 21st Century (MAP-21) requires that GO TO 2040 be updated in October 2014. CMAP staff expects to ask the Board for approval to release a draft plan update for public comment in June 2014. Staff does not expect to recommend changes to the policy recommendations in GO TO 2040. Good progress has been made in the first half of FY14. The plan update project is made up of several component projects. The remainder of this memorandum will update the board on progress made by each of these projects.

### **Implementation Actions**

As part of the plan update, staff are conducting a review of the implementation action area tables found in each of GO TO 2040's 12 recommendation sections. Specifically, each of these action tables are being updated to reflect their implementation status. This project does not envision the drafting of new recommendations, but some implementation actions may be added within the areas. Over the past several months, staff worked to identify implementation examples in collaboration with CMAP's working committees. Those examples have been compiled and will inform the Moving Forward 2013: GO TO 2040 implementation report. In October, staff conducted an internal review to determine the high-level status of each implementation action – classifying each as “retain,” “revise,” “complete,” or “delete” – and providing a brief rationale for each classification. At their November meetings, CMAP staff asked the working committees to review those classifications for relevant plan recommendation sections. In January, staff will present draft revisions to some implementation actions for discussion with working committees. Staff expects final revisions to be complete in February.

### **Indicators**

GO TO 2040 includes a set of performance measures under each recommendation area, which are intended to serve as benchmarks for monitoring the progress of plan implementation. A decision was made to revise some of the performance measures in the plan update to better

match the agency's policy needs and data availability following experience gained over the first few years of implementing the plan, as well as the knowledge staff developed in further analyzing the indicators. Much of this work was based on staff assessments of the performance measures conducted over the past two years. Staff presented an overview of the process CMAP used to develop the revised list of plan indicators and discussed the indicators that have been modified at working committees and the Board meeting in November. The next step in the process will be to update the short and long-term indicator targets in GO TO 2040. Staff expects to begin this discussion with working committees in February.

### **Financial Plan**

Working in coordination with representatives from the Illinois Department of Transportation (IDOT), the Illinois Tollway, the Regional Transportation Authority (RTA), as well as county and municipal transportation departments, staff have prepared revenue and expenditure forecasts for the financial plan update. Staff presented a memorandum to the Transportation Committee at the November meeting that includes draft core revenues and operating and "safe and adequate" capital expenditures, compares these forecasts to GO TO 2040, and provides a menu of potential "reasonably expected revenues" which will be necessary for the region to safely and adequately maintain, modernize, and expand the system between now and 2040. Proposed reasonably expected revenues include a state motor fuel tax increase, regionally-imposed transportation user fee, congestion pricing on the existing system, long-term MFT replacement, performance-based funding, and variable parking pricing. Staff asked for feedback from the committee at that meeting. Updated forecasts and allocations will be presented to the Regional Coordinating Committee at the January meeting. Staff will be asking project implementers and local governments within the region to make an increased commitment to implement reasonably expected revenues as part of the update process.

### **Major Capital Projects**

From October to December, CMAP staff reviewed the GO TO 2040 menus of fiscally constrained and unconstrained major capital projects with staff from the Chicago Department of Transportation (CDOT), Metra, Regional Transportation Authority (RTA), Illinois Toll Highway Authority (Tollway), Illinois Department of Transportation (IDOT), Chicago Transit Authority (CTA), and Pace Suburban Bus (Pace). CMAP staff also discussed major capital project plans with staff from the same implementing agencies. Staff requested that project implementers provide as much of the cost information pertaining to each of their projects as possible. This included not only total project costs, but also all components of total costs that are relevant to the plan update project. CMAP asked for all cost estimates in year-of-expenditure dollars. CMAP staff distributed a memo containing updated project summaries of all proposed major capital projects to the transportation committee in December. Staff expects to present a framework for evaluating major capital projects to the transportation committee at the January meeting for discussion. Staff have also discussed the treatment of Bus Rapid Transit projects proposed on the regions arterial roadways and expect to present a framework for how this will be addressed in the plan update to the transportation committee in the spring.

**ACTION REQUESTED:** Information and Discussion

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