



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning

Annotated Agenda

Wednesday, April 9, 2014--9:30 a.m.

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

- 1.0 Call to Order and Introductions** 9:30 a.m.
Mayor Gerald R. Bennett, Board Chair
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes-March 12, 2014**
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 Other Announcements
- 5.0 Procurements and Contract Approvals**
5.1 Contract Approval for Chicago Jobs Council
5.2 Financial Software Upgrade
ACTION REQUESTED: Approval
- 6.0 Committee Reports**
Written summaries of the working committees will be provided.
ACTION REQUESTED: Information
- 7.0 CMAP & MPO Memorandum of Understanding**
The MPO Policy Committee approved the MOU with the CMAP Board at its meeting last month but asked that the Board consider allowing an alternate for the non-voting MPO member. Staff will outline the Policy Committee's concerns.
ACTION REQUESTED: Discussion

8.0 State Legislative Update

Staff will update the Board on relevant legislative activities and the bills that we have been monitored based on our [State Legislative Framework](#) and [Agenda](#).

ACTION REQUESTED: Approval

9.0 CMAP's Regional Tax Policy Principles

A major recommendation of the Regional Tax Policy Task Force was that CMAP should play a leadership role in developing sound tax policy principles that help to implement GO TO 2040's goals for regional prosperity. CMAP believes that the discussion around the upcoming expiration of the 2011 income tax rate increase may create an opportunity for comprehensive tax policy reform, and CMAP's regional perspective could play an important role in helping to guide tax policy reforms. Staff is recommending that the Board approve three guiding principles derived from GO TO 2040 to guide CMAP's perspective on state and regional tax policy reform.

ACTION REQUESTED: Approval

10.0 Strategic Planning: Funding

In February, the Board had a strategic planning and visioning discussion about several broad areas: Funding, the Next Regional Plan, Local Technical Assistance, Board Structure and Legislative Outreach and Analysis. Staff is recommending a strategy to address the funding issues as discussed at the February meeting.

ACTION REQUESTED: Discussion and provide direction to staff

11.0 Other Business

12.0 Public Comment

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

13.0 Closed Session – IOMA Section 2(c)(5)

ACTION REQUESTED: Approval

14.0 Next Meeting

The Board meets next on May 14, 2014.

15.0 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. 3.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMA) DRAFT Board Meeting Minutes March 12, 2014

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

Board Members Present:

Gerald Bennett, CMA Board Chair-representing southwest Cook County (via tele-conference), Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Roger Claar-representing Will County (via tele-conference), Elliott Hartstein-representing Lake County, Lisa Laws-representing the City of Chicago (via tele-conference), Andrew Madigan-representing the City of Chicago, Raul Raymundo-representing the City of Chicago, Rick Reinbold-representing South Cook County, William Rodeghier-representing Suburban Cook County, Rae Rupp Srch-representing DuPage County (via tele-conference), Carolyn Schofield-representing McHenry County, Tom Weisner-representing Kane and Kendall Counties and non-voting members Leanne Redden-representing the MPO Policy Committee, Sean O'Shea-representing the Governor's Office.

Staff Present:

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Gordon Smith, Patricia Berry, Jesse Elam, Lindsay Hollander and Sherry Kane

Others Present:

Mike Albin-DMMC, Jennifer Becker- Kane/Kendall Council of Mayors, Len Cannata-WCMC, Bruce Carmitchel-IDOT, Bola Delano-IDOT, John Donovan-FHWA, Dan Johnson-Midwest High Speed Rail Assoc., Patrick Knapp- Kane/Kendall Council of Mayors, Mark Pitstick-RTA, Cindy Skrukrud-Sierra Club, Deb Spencer-Metropolitan Planning Council, Mariyana Spyropoulos-MWRD, Chris Staron-NWMC, Mike Walczak-NWMC and Barbara Zubek-Southwest Conference of Mayors.

1.0 Call to Order and Introductions

CMA Board Vice-Chair, Elliott Hartstein, called the meeting to order at 9:34 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes.

3.0 Approval of Minutes

A motion to approve the minutes of the February 12, 2014, meeting of the CMAP Board (as corrected, showing Rae Rupp Srch was present) was made by Rita Athas and seconded by President William Rodeghier. All in favor, the motion carried.

4.0 Executive Director's Report

An update of the Local Technical Assistance (LTA) program had been included in the board packet, Blankenhorn reported. Blankenhorn also reported that he had met with members of the Illinois delegation in March in D.C., and that Board Chair Mayor Bennett had been asked to testify to the House Subcommittee on Highways and Transit. Briefly, Chairman Bennett reported that he had been invited to speak on a panel discussing funding for the freight network, that the event had been positive and upbeat and he had specifically targeted his testimony to CMAP and the CREATE program, explaining the successes of the public-private partnership while appealing for additional funding to mitigate the freight's negative impact on local communities. Blankenhorn also reported on the depletion of the highway trust fund and the upcoming expiration of the transportation bill as well as conversations he'd had regarding the Local Technical Assistance (LTA) program. A final report of the energy retrofit program, EI2, had been completed and forwarded to the Department of Energy, and Blankenhorn thanked all who had been involved adding that the difficult program had been met with great success. Blankenhorn turned to CMAP board member Raul Raymundo for a brief update on the Governor's Transit Task Force. Raymundo reported that the final report is due at month's end, that the work is winding down, that the governance subcommittee will meet again and that many, including CMAP and MPC as well as others from around the country had been helpful. Raymundo also stated that the report, in four parts: performance, ethics, funding and finance and governance, is expected to be widely distributed. Representing the Governor's office, Sean O'Shea reported on the governance subcommittee's meeting of the previous day regarding four governance models that had been singled down to two. Finally, Blankenhorn reported that the (redesigned) FLIP application is available for recruiting its 25-35 high-school sophomores and seniors to next year's program.

5.0 Procurements and Contract Approvals

One procurement, authorizing staff to proceed under the Tenant/Contractor & Vendor Guidelines for Willis Tower for the construction and installation of life safety equipment, not to exceed \$96,000, enlisted comment and additional clarification regarding the city-required improvements. Executive Director Randy Blankenhorn, attempting to address the concern, explained that it is the responsibility of the tenant, and would be brought up when considering long-term lease issues with the building owners. A motion made by President William Rodeghier to authorize the procurement was seconded by Rita Athas. A roll call vote was requested; the result of which was:

Gerald Bennett–yes	Raul Raymundo–yes
Rita Athas–yes	Rick Reinbold–yes
Frank Beal–yes	William Rodeghier–yes

Roger Claar–no	Carolyn Schofield–yes
Elliott Hartstein–yes	Peter Silvestri–Absent
Al Larson–Absent	Rae Rupp Srch–yes
Lisa Laws–yes	Thomas Weisner–yes
Andrew Madigan–yes	

The motion passed.

6.0 Committee Reports

Regional Coordinating Committee Chair Elliott Hartstein reported that the committee had met earlier in the morning, that staff gave a presentation about a revised set of indicators for the GO TO 2040 plan update, and presented information about major capital projects for the Plan Update. An update was given on CMAP's recent efforts related to freight, including the status of the Regional Freight Leadership Task Force, a group approved by the CMAP Board last June that has been meeting monthly to examine how this region can improve governance and funding related to this critical issue. Also on this issue, CMAP has been extremely active on the national level and had led an effort to coordinate with the nation's major metropolitan areas to recommend a set of freight principles for the next federal transportation bill. The Committee reviewed and will recommend approval of the updated conformity analysis as well two minor TIP changes. Finally, a brief overview about a recent community health, land use, and transportation planning workshop held in December was given. The workshop focused on how CMAP can work with Counties and the City of Chicago to integrate these areas into CMAP's ongoing LTA work.

Executive Director Randy Blankenhorn pointed out that a memo outlining CMAP working committee membership and meetings dates had been included in the Board packet.

7.0 CMAP & MPO Memorandum of Understanding (annual review)

The CMAP & MPO Memorandum of Understanding (MOU) was presented for annual review, prompted two topics: the return of a joint meeting of the CMAP Board and Policy Committee in October and urging the Policy Committee to revise its voting approach to mirror that of CMAP. Executive Director Randy Blankenhorn suggested that the voting measure be taken up separately since it would not affect approval of the MOU. A motion by Rae Rupp Srch was seconded by Mayor Tom Weisner to reaffirm the MOU. All in favor, the motion carried.

8.0 Transportation Consent Agenda: Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendment

CMAP Staff Patricia Berry presented the Transportation Consent Agenda that included the semi-annual GO TO 2040 TIP Conformity Analysis & TIP Amendment, reporting that the review had been considered by earlier in the morning by the Regional Coordinating Committee who recommended approval by the CMAP Board. A motion by Rita Athas was seconded by Rae Rupp Srch to approve the transportation consent agenda as had been presented. All in favor, the motion carried.

9.0 State Legislative Update

CMAP staff Gordon Smith presented the state legislative update reporting that the Regional Coordinating Committee had considered earlier that morning and were recommending the Board take a position on eight pieces of legislation. Smith reported that staff is recommending the board consider supporting HB 5786, HB 5664, HB 5629 and SB 3047 and HB 5907 that assist the implementation of GO TO 2040 and opposing HB 5373, HB 5999 and SB 2790 that reduce the region's ability to invest strategically in transportation. Smith explained the essence of and gave rationale supporting or opposing each of the bills. Suggestions were also made that the board oppose HB 1681, HB 2696 and HB 4418. A motion by Mayor Tom Weisner was seconded by Mayor Claar to add HB 1681, HB 2696 and HB 4418 to the list of bills opposed by the CMAP Board. All in favor the motion carried. Finally, a motion by Raul Raymundo was seconded by Rita Athas to approve the staff report, as amended. All in favor, the motion carried.

10.0 GO TO 2040 Plan Update

Having started work last July and moving towards a release for public comment at the meetings of the Board and MPO Policy Committee in June, Andrew Williams-Clark reported that federal law mandates final approval of the GO TO 2040 Plan Update by October of 2014. The main overarching point of the update has been to carry forward the existing policies of the plan, Williams-Clark continued, and that staff are updating the financial plan and major capital projects sections by prioritizing investments and the strategic choices related to major capital. Regarding indicators, Williams-Clark stated, we are making sure that we are using the right information to track the progress of the plan and setting goals for the next 25 years and finally regarding the implementation action areas, in their final stage of review, considered concluded, are available for download through links in a memo posted on the Board website.

10.1 Financial Plan

CMAP staff Lindsay Hollander provided an overview of the GO TO 2040 financial plan update, explaining core revenue forecasts and forecasts for operating and maintaining the system at a safe and adequate level. Estimated expenditures are expected to exceed forecasted revenues by \$4.5 billion over the planning period. The expected funding will not be sufficient to bring the system to a state of good repair nor allow for additional enhancements or expansions to the system. Hollander also provided an overview of both current reasonably expected revenues and those necessary to provide additional funding beyond core revenues. An action plan for funding the operation, maintenance, enhancement and expansion of the transportation system and the strategies required to implement policy changes in each of the following categories: state motor fuel tax increase and replacement; congestion pricing on the existing system; regionally-imposed vehicle registration fee; performance-based funding; and, variable parking pricing was also forecasted as providing an additional \$43.5 billion. Beyond this, Hollander concluded, GO TO 2040 recommends that the bulk of the region's transportation investments should be allocated to maintaining, improving and

modernizing the infrastructure before pursuing new major capital projects. Concerns regarding cost containment measures, what the Governor's office plans (and associated report on the existing capital program that is nearing its end), being mindful of doubling ridership on transit as an aspirational goal, forecasting disagreements related to expenditures, as well as collar counties' inequities related to motor vehicle supported revenues without access to the interstate or transit, taxes (i.e., services vs. goods) that could be allocated to transportation and how those might be administered.

10.2 Major Capital Projects and Congestion Pricing Policy

CMAP staff, Jesse Elam gave an overview of congestion pricing, why it's important and how it can be implemented, suggesting that the CMAP Board and the Policy Committee consider adopting congestion pricing on new capacity associated with GO TO 2040 major capital projects and that over the longer-term should be implemented on select existing expressways. Elam explained the premise of congestion pricing of charging drivers a higher toll to use a road during peak periods, saying that it helps preserve capacity, improves travel times, offers reliability, and benefits transit riders as well (running buses in express toll lanes). It is recommended that the revenue generated would first be used to the operation and maintenance of the priced lanes, repay upfront construction costs or debt service payments. Elam also discussed project implementation (i.e., relationship of policy to project studies), concerns regarding mitigation of local impacts and equity, and institutional framework, concluding that staff is recommending that the Board and the MPO Policy Committee adopt the Congestion Pricing Policy that highway major capital projects use congestion pricing instituted at the time the facility opens as part of the GO TO 2040 plan update and that over time existing facilities should be priced as well. The agenda item was for discussion to inform the development of the GO TO 2040 update. Clarification was offered regarding the extent to which existing, non-tolled capacity could be congestion-priced under federal policy; staff explained that existing lanes off the interstate system could be tolled as long as the revenue was used for reconstructing the facility. When questioned about failures, Atlanta was given as an example of a poorly-modeled facility, primarily because of being priced too high. Transition from a tollway versus IDOT-controlled tolling might also be a concern to which Elam suggested additional lanes might be added by IDOT at the Cumberland interchange to prevent a bottleneck situation.

11.0 Follow-up on Visioning & Strategic Planning Session

Following up on the visioning and strategic planning session in February, Executive Director Randy Blankenhorn thanked the Board for their direction and input on the previous important issues related to the plan update.

Turning to the board memo and regarding funding, Blankenhorn reported that a couple of options would likely be presented in April that would insure the stability and diversity

(outside of transportation related) of funding amounts. The focus of the next regional plan, (to be started immediately upon the completion of the update) should be built off GO TO 2040, focus on implementation areas where we have the greatest expertise specifically in land use and transportation that will be reflected in the FY15 work plan that is currently being developed. The Local Technical Assistance (LTA) program will be evaluated to consider whether CMAP should work to implement the plans that have already been written that will be illustrated in the work program and changes that may be seen in 2015. While there may be some overlap between the coordinating committees there are likely to be no changes in the Board, working or advisory committee structure. Finally, regarding legislative outreach and analysis, Blankenhorn suggested that in order to move the policy work we are doing into true legislative action, CMAP may need to take a bit more leadership particularly related to tax policy and the Governor's Transit Task Force report.

12.0 Other Business

There was no other business before the Board.

13.0 Public Comment

There were no comments from the public.

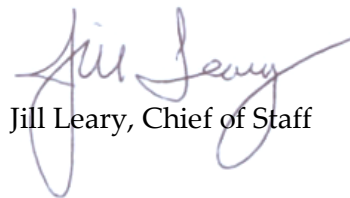
14.0 Next Meeting

The CMAP Board is scheduled to meet next on April 9, 2014.

15.0 Adjournment

A motion by Rita Athas was seconded by Carolyn Schofield to adjourn the regular meeting at 11:13 a.m. All in favor, the motion carried.

Respectfully submitted,



Jill Leary, Chief of Staff

03-17-2014

/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.1

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: April 2, 2014

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 135 local projects have been initiated. Of these, 63 projects have been completed, 55 are fully underway, and 17 will get actively underway in the near future. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

Further detail on LTA project status can be found on the attached project status table. Please note that to reduce the volume of material sent, the LTA Program Updates will only include updates to the “Completed Projects with Active Implementation” on a quarterly basis. This report contains updates on implementation, and the next report with these updates will be sent in July.

ACTION REQUESTED: Discussion.

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
<i>Algonquin-Carpentersville Fox River corridor plan</i>	Trevor Dick	May 2014-Aug. 2015	Staff assistance	<i>Newly added to monthly report. Scoping is underway.</i>
Alsip zoning revisions	Jake Seid	Sept. 2013-May 2014	Staff assistance	Project team began work on annotated Ordinance in March with expected completion of this document and the recommendations memo in April. The final meeting with the Steering Committee is scheduled for May for discussion of these documents.
Antioch greenway plan (see website)	Jason Navota	Apr. 2012-Apr. 2014	Staff assistance	The final Lifestyle Corridor plan has been reviewed and approved by the Planning and Zoning Board on February 13, and the Committee of the Whole of the Village Board on March 12, both of which prepare the plan for adoption by the Village Board in the near future.
Arlington Heights bicycle-pedestrian plan	John O'Neal	Apr. 2014-Mar. 2015	Staff assistance	Scoping with the community is underway.
Barrington area bikeway feasibility study	Jack Pfingston	June 2014-June 2015	Consultant assistance	RFP release expected in April. Project will be multi-jurisdictional, affecting a number of communities in northwest Cook and northeastern Kane Counties.
Bensenville comprehensive plan (see website)	Sam Shenbaga	Mar. 2013-June 2014	Staff assistance	Preparation of the draft plan underway.
Berwyn capital improvements plan	Bob Dean	Mar.-Oct. 2014	Staff and consultant assistance	City adopted resolution supporting project in late March. Scheduling of first steering committee is underway.
Berwyn parking study (see website)	Lindsay Bayley	Nov. 2013-Sept. 2014	Staff assistance	The project website is now live. Staff completed the project outreach strategy, which is under review by City staff. CMAP staff will continue to collect parking occupancy data and invite Steering Committee members to participate in the project.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-June 2014	Staff and consultant assistance	CMAP staff is creating a first draft of the zoning ordinance based on the approved recommendations memo.
Big Rock comprehensive plan (see website)	Trevor Dick	Feb. 2013 - Apr. 2014	Staff assistance	A public open house was held on March 10. Over 40 residents attended the meeting. The Public Hearing will be held by the Planning and Zoning Commission on April 14. The Village Board is expected to formally adopt the plan at their meeting in April.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Calumet City comprehensive plan	Jack Pfungston	June 2013-May 2014	Consultant assistance	Elements of the draft plan reviewed by CMAP staff; steering committee will consider the draft plan elements on April 1.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	May 2014-Aug. 2015	Consultant assistance	RFP responses have been received and consultant interviews will occur in April.
Carol Stream comprehensive plan (see website)	Nicole Woods	Feb. 2014-Apr. 2015	Staff assistance	In March, CMAP staff presented to the Village's Planning Commission and began the data gathering process for the Existing Conditions Report. Community outreach activities including focus group meetings, key person interviews, and the kick-off public meeting are scheduled to take place in April.
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-Mar. 2015	Staff assistance	CMAP staff is currently working with DPD on existing conditions analysis and data collection. Staff and DPD began conducting stakeholder interviews in March and will continue meeting with community leaders and groups in April.
Chicago West Pullman neighborhood plan	Bob Dean	May 2014-Aug. 2015	Consultant assistance	Scoping is underway, with RFP release anticipated in April.
Chicago Heights comprehensive plan (see website)	Kendra Smith	Apr. 2013-June 2014	Staff assistance	Existing conditions report finalized and approved by City staff. CMAP staff working to complete draft recommendations memo. An industrial sub-area study began late March. A sub-area community charrette for Chicago Heights' 3 rd ward is being planned in conjunction with Cook County and APA-IL to be held April 16.
Chinatown neighborhood plan (see website)	Stephen Ostrander	Apr. 2013-May 2014	Staff assistance	Following review by main community partner, Aldermen Solis and Balcer, and relevant City departments, recommendations memo was presented to full project Steering Committee for its review. During March staff also began work on content for draft final plan.
Cicero comprehensive plan	Jonathan Burch	Apr. 2014-June 2015	Consultant assistance	Interviews for the finalists will be held at CMAP on April 1, after which a firm will be selected.
Cook County consolidated plan (see website)	Jonathan Burch	Apr. 2013-Nov. 2014	Staff assistance	Staff is preparing the data-oriented first three sections of the final plan. Concurrently, CMAP and the County are scheduling a series of small-group discussions to discuss potential projects, programs, and target areas in greater depth.
Crete comprehensive plan	Jack Pfungston	May 2014-June 2015	Consultant assistance	RFP released March 7 with proposals received March 28; proposals currently under review.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Crystal Lake transportation plan	Nora Beck	Mar. 2014-Feb. 2015	Staff assistance	CMAP and City staff met on March 7 to kick off the project.
Des Plaines neighborhood plan (see website)	Berenice Vallecillos	May 2013-May 2014	Consultant assistance	The implementation plan was completed and submitted to CMAP and the Steering Committee, along with a copy of the full draft plan, including updated strategies, maps and exhibits. A final steering committee will be held on April 9 to review the implementation plan and full plan and consider recommendation to the City Council.
Dixmoor planning prioritization report	Jessica Gershman	Jan.-Sept. 2014	Staff assistance	Stakeholder interviews were conducted in February and March to ascertain the community's primary issues and concerns. A discussion of the Village's TIF districts is ongoing, as they would like to extend two of them. Map creation and a report outline for the project is underway.
DuPage County Homes for a Changing Region project	Kendra Smith	Sept. 2013-Oct. 2014	Staff assistance	MetroQuest online survey ended March 27. The site received 1,293 visits and 735 surveys were completed. Staff will begin work on municipal outreach memos and continue work on municipal recommendations.
DuPage County sustainability plan	Louise Yeung	June 2014-July 2015	Staff assistance	Staff is developing scope and MOU with partners.
Elmwood Park zoning assessment	Kristin Ihnchak	Mar.-Nov. 2014	Staff assistance	A Steering Committee is being established, and a kick-off meeting with the Committee is being scheduled.
Evanston bicycle plan	Jack Pflingston	June 2013-May 2014	Grant funds	Public workshop to consider selected corridors and action strategies will take place April 2.
Franklin Park industrial areas plan (see website)	Nicole Woods	Apr. 2013-Sept. 2014	Staff assistance	The existing conditions report was presented to the Steering Committee on March 4 for discussion and feedback. CMAP and Village staff have been working closely together in drafting the recommendations memo. The memo, which outlines the goals and strategies of the plan, is currently under internal review.
<i>Harvard comprehensive plan</i>	<i>Liz Panella</i>	<i>May 2014-July 2015</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Project scoping underway.</i>
Hinsdale parking study (see website)	Lindsay Bayley	Nov. 2012-Apr. 2014	Staff assistance	No update. Village trustees are reviewing the final plan.
<i>Kane County health impact assessment</i>	<i>Stephen Ostrander</i>	<i>May 2014-Jan. 2015</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Project scoping underway.</i>
Kane County local food project	Jessica Gershman	Nov. 2012-Apr. 2014	Staff assistance	Final project deliverables are being approved internally and will be presented to the Kane County Agriculture Committee in April for information.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Kane County transit plan implementation	Trevor Dick	July 2012-May 2014	Staff assistance	CMAP staff is updating the draft report based upon County staff review. The next step is to distribute the report to the Steering Committee for review and comment.
Kane County / Carpentersville Homes for a Changing Region project (see website)	Jonathan Burch	Feb. 2013-May 2014	Staff assistance	Final document design is underway. Final presentations are being scheduled for April, May, and (if needed) June.
Kane County / Geneva Homes for a Changing Region project (see website)	Drew Williams-Clark	July 2013-June 2014	Staff assistance	Kane County staff presented key recommendations memos to governing boards. Subregional recommendations were presented to the project Steering Committee. CMAP and Kane County staff will present subregional recommendations to mayors in April. Both staffs will also begin drafting the final plan this month.
Kedzie Avenue (Garfield Park) corridor plan	Samantha Robinson	July 2013-June 2014	Consultant assistance	A public meeting was held March 28. A steering committee and resident focus group are scheduled for April 8. The next public meeting will take place on April 22. The strategies chapter has been edited based on Steering Committee feedback and will be further edited based on community input. The final draft plan is expected to be completed in June.
Lake County Route 53/120 land use plan (see website)	Jason Navota	Nov. 2013-Dec. 2015	Staff and consultant assistance	The first IL Route 53/120 Corridor Plan Land Use Committee met on March 18 at University Center of Lake County, following the fourth Finance Committee meeting. The land use planning effort is underway and consultant is working on gathering data and information to inform the Existing Conditions Assessment. The next Land Use Committee meeting is scheduled for May 8 at the Lake County Permit Facility.
Lake County sustainability plan (see website)	Kristin Ihnchak	Mar. 2012-Apr. 2014	Staff assistance	County staff is in the process of approving minor edits to the draft plan per the Regional Planning Commission's comments, after which CMAP staff will conduct a public open house.
Lan-Oak Park District master plan (see website)	Trevor Dick	Oct. 2013-June 2014	Staff assistance	The Existing Conditions Report was presented to the steering committee on March 12. Staff is currently working on the Draft Plan.
Lansing comprehensive plan (see website)	Sam Shenbaga	Oct. 2012-June 2014	Consultant assistance	Revisions to draft plan to be completed April 1. Steering Committee meeting scheduled for April 10.
Lynwood comprehensive plan (see website)	Samantha Robinson	Oct. 2012-Apr. 2014	Consultant assistance	The steering committee is tentatively scheduled to review the plan on April 15. The Village Board is scheduled to adopt the plan that evening.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Lyons comprehensive plan (see website)	Sef Okoth	July 2013-Aug. 2014	Staff assistance	The Existing Conditions Report and key recommendation memo were submitted to the Village and the Steering Committee for review and comments. Staff will meet with the Steering Committee on April 3 to discuss both documents.
Markham comprehensive plan	Erin Aleman	July 2013-Apr. 2014	Consultant assistance	The draft plan has been revised and will be presented to the Markham City Council for approval on April 2.
Morton Grove industrial areas plan (see website)	Nicole Woods	Feb. 2012-May 2014	Staff assistance	The revised plan was delivered for final Village Staff review in late March. Once staff review is completed, the plan will be sent to the Steering Committee for their comments in early spring.
<i>Niles multimodal transportation plan</i>	<i>Jack Pfingston</i>	<i>Mar. 2013-Mar. 2014</i>	<i>Consultant assistance</i>	<i>Newly completed. Draft plan presented before Village Board March 25;</i>
North Aurora comprehensive plan	Jack Pfingston	Jan.-Dec. 2014	Consultant assistance	Project underway; data collection continues; first steering committee meeting will be held April 8.
<i>North Chicago comprehensive plan</i>	<i>Jake Seid</i>	<i>May 2014-July 2015</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Project scoping underway.</i>
Northwest Municipal Conference Des Plaines River trail access plan (see website)	Lindsay Bayley	May 2013-May 2014	Consultant assistance	The project team has developed a set of trail typologies for the Des Plaines River Trail and all crossings, as well as associated improvements throughout the trail. These will be discussed at next month's Steering Committee meeting
<i>Oak Lawn 95th Street corridor study</i>	<i>Jake Seid</i>	<i>Jan. 2013-Mar. 2014</i>	<i>Consultant assistance</i>	<i>Newly completed. Village Board adopted plan on March 11.</i>
Olympia Fields zoning ordinance update	Drew Williams-Clark	Apr. 2013-May 2014	Consultant assistance	CMAP has reviewed a draft plan narrative, which will be shared with the Village in April.
Openlands local food policy	Jason Navota	Feb. 2013-Sept. 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 (see website)	Trevor Dick	Mar. 2013-Apr. 2014	Staff assistance	The report has been revised based upon Village Board of Trustees input. It is planned to be discussed and approved at their April 29 meeting.
<i>Oswego-Montgomery-Yorkville shared services study</i>	<i>Louise Yeung</i>	<i>April 2014-March 2015</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Staff is developing scope and MOU with partners.</i>

Project	CMAP lead	Timeline	Assistance type	Status and notes
Park Forest active transportation plan	Lindsay Bayley	Mar. 2014- Nov. 2014	Staff assistance	The MOU was adopted by the Village Board in March; the mayor has created a Bicycle and Pedestrian Advisory Committee that will serve as the primary representatives of the steering committee. First steering committee meeting planned for early May.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013- Sept. 2014	Staff and consultant assistance	CMAP met with key Village staff on March 18 to discuss the recommendations memo, and is awaiting staff approval prior to presenting the memo to the Steering Committee.
<i>Pingree Grove comprehensive plan</i>	<i>Trevor Dick</i>	<i>July 2014- Aug. 2015</i>	<i>Consultant Assistance</i>	<i>Newly added to monthly report. Staff is developing scope and RFP materials.</i>
Prospect Heights comprehensive plan	Jack Pfingston	Aug. 2013- July 2014	Consultant assistance	Second public workshop held March 20. Recommendations memo submitted to CMAP in late March; halfway meeting with CMAP up next.
Regional immigrant integration toolkit	Ricardo Lopez	Jan. 2013- Apr. 2014	Staff assistance	Final edits to the toolkit are being made, including preparation of an executive summary describing the document's intent and final design.
Richton Park comprehensive plan (see website)	Kendra Smith	Aug. 2012- May 2014	Consultant assistance	Draft plan is underway with a completed draft expected mid-April.
Richton Park zoning revisions	TBD	May.-Dec. 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	Nov. 2013- June 2014	Consultant assistance	The draft comprehensive plan was presented to the community and steering committee at an open house March 19. The consultant will be revising the plan for presentation to the Village Board in April.
Rosemont comprehensive plan (see website)	Sam Shenbaga	Oct. 2013- Sept. 2014	Staff assistance	Existing conditions report submitted to Village staff and Steering Committee. Steering Committee meeting to be held in mid-April.
South Elgin bicycle and pedestrian plan (see Facebook page)	John O'Neal	July 2013- June 2014	Consultant assistance	Consultants drafted key recommendations section of draft plan and revised per comments from CMAP and Village staff. These recommendations were submitted to Steering Committee, in advance of March 27 meeting, at which comments were received.
SSMMA Calumet Green Manufacturing Partnership	Erin Aleman	TBD	Staff and consultant assistance	Project scoping is underway. The CMAP Board will consider a consultant contract for the Chicago Jobs Council (CJC) to assist in developing this LTA project at this month's Board meeting.
SSMMA Complete Streets plan	Lindsay Bayley	July 2014- Aug. 2015	Staff assistance	SSMMA has reviewed the project scope and CMAP staff has made suggested revisions.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Summit comprehensive plan (see website)	Nora Beck	Dec. 2013-Nov. 2014	Staff assistance	Existing conditions analysis and community outreach steps underway. Staff met with Summit's Neighborhood Watch on March 20 and the Warehouse Project & Gallery (an art-focused youth group) on March 24. Staff have also set up interactive displays around the village to solicit feedback on the strengths and weaknesses of Summit.
UIC multimodal transportation plan (see website)	Lindsay Bayley	June 2013-Sept. 2014	Staff assistance	Held Steering Committee meeting on March 3. CMAP staff have developed general guiding principles for the final plan, and they are currently working on drafting recommendations.
Waukegan subarea plan (see website)	Stephen Ostrander	Oct. 2012-May 2014	Staff assistance	CMAP staff completed main content for draft commercial corridor plan. SCB delivered two draft renderings depicting physical recommendations proposed for a key segment of the corridor. CMAP staff conducted discussions with additional potential community partners who may be able to help with implementation.
Westchester comprehensive plan (see website)	Samantha Robinson	Nov. 2011-Apr. 2014	Staff assistance	The plan is being finalized by Communications. The plan is expected to be adopted by the Village Board in April.
West Suburban Chamber of Commerce and Industry cargo-oriented development plan	Evy Zwiebach	Apr. 2014-June 2015	Staff assistance and small contract	Scoping continues, and outreach to member communities is being scheduled.
Wicker Park-Bucktown parking study (see website)	Lindsay Bayley	Jan. 2013-May 2014	Staff assistance	Draft plan sent to Steering Committee for review, final comments due by April 4. Formatting of final document underway.
Will County brownfield prioritization	Jake Seid	June 2013-Apr. 2014	Staff assistance	A nearly completed draft of the marketing document was completed in March and reviewed by staff from Will County and ComEd. The final draft of the document will be completed in April.
Winthrop Harbor comprehensive plan	Sam Shenbaga	Apr. 2014-July 2015	Staff assistance	Project start date anticipated in late April as per community request.
Worth planning prioritization report	Stephen Ostrander	Oct. 2013-May 2014	Staff assistance	Draft recommendations for planning priorities report passed through internal review at CMAP. Staff is currently drafting the report for completion in April.
Zion comprehensive plan	Nora Beck	Feb. 2014-Jan. 2015	Consultant assistance	Selection of consultant complete; contract expected to be finalized in early April.

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/lta.

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
Addison comprehensive plan (see website)	Sam Shenbaga	Jan. 2013	Staff assistance	Follow-up Homes for a Changing Region project underway.
Alsip comprehensive plan (see website)	Sam Shenbaga	Apr. 2013	Staff assistance	CMAP serving on Cicero Avenue Corridor Plan Steering Committee. Project underway and existing conditions report completed. Plan currently being drafted by consultant.
Berwyn comprehensive plan (see website)	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 website)	Sam Shenbaga	June 2012	Staff assistance	CMAP guided Blue Island in applying for STP funds for Phase 1 Engineering for Western Avenue project. CMAP is organizing and hosting a Chicago Community Trust dinner event in Blue Island in May to brainstorm ideas for implementation. Invitees consist of agencies and individuals working on initiatives in Blue Island and the City's leadership.
Bronzeville Alliance Retail corridor study, phase 2 (see website)	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. QCDC executed CTA's Adopt a Station Program by installing a youth inspired artwork along with a passive garden beneath the "L" track. They are also working on streetscape elements for vacant lots along 47 th Street, between Vincennes and St Lawrence. Bronzeville Alliance and the Alderman discussed the inclusion of mixed-use, density and historic architectural design in the soon to be released RFP for redevelopment of City-owned properties on 43 rd Street. The Alliance is currently working with the Alderman and the City to incorporate walkability elements in the redevelopment of the Rosenwald building.
Campton Hills comprehensive plan (see website)	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

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
				undertake (via consultant) a zoning and subdivision code revision to be consistent with the comprehensive plan.
Carpentersville “Old Town” Area Action Plan (see website)	Trevor Dick	July 2012	Staff assistance	The village continues to meet 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” 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 website)	Jason Navota	Mar. 2013	Staff assistance	Plan was approved by City Plan Commission on March 20, including a “large lot” policy, which is being reviewed with the Aldermen and will allow residents to purchase vacant, City-owned land for very low cost. 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 (see website)	Sef Okoth	Dec. 2013	Consultant assistance	CHA is drafting an RFQ for selecting a qualified developer for phase one of the project, which consists of developing commercial and mixed-use properties along Cicero Avenue. The City and CHA are working on incorporating educational use on the LeClaire Courts site.
Elmwood Park comprehensive plan (see website)	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, which will be led by CMAP staff.
Fairmont neighborhood plan (see website)	Trevor Dick	Apr. 2012	Staff assistance	This past quarter several actions were completed. The 1,000’ sidewalk from the first Safe Routes to School Grant (SRTS) was completed along Green Garden Place. A second SRTS Grant has been applied for. This project will be significantly larger and has two components: an additional 1,500’ going south along Green Garden Place and 1,500’ feet running east to west along Nobes Avenue. The County has chosen a consultant for their stormwater study and will begin in the next few weeks. The Community Garden will

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
				continue this year. Last year it was very successful and additional plots will be utilized. The Highway Department held a community meeting regarding the potential overpass and upgrading of Oak Avenue. The County has been working with Percy Conway to designate his barber shop as a Will County Landmark and CMAP is working with Lisa DeCheira from Landmarks Illinois regarding other properties. And finally, County staff continues to meet with the Fairmont Community Partnership every month to discuss various initiatives.
Hanover Park corridor study (see website)	Stephen Ostrander	Dec. 2012	Staff assistance and small grant	The Village continues to make progress on its economic development goals. On Irving Park Road, recent achievement include improvements and re-occupancy of 4 sites with 2 more in planning process, and 1 new retail building built. Reached TIF redevelopment agreement for multimillion redevelopment of 15,000 sf retail space for Harbor Freight Tools, including new interior infrastructure, facade, parking lot, landscaping, signage, and drainage connections; the new Irving Park Road store opens on April 1. Drafted zoning code update to clarify what expectations are for property development, landscaping, design (draft guidelines have already been utilized in the design of redeveloped properties). "Old Menards" building at key site (Irving Park Rd/Wise Rd) demolished; owner pursuing mixed-use redevelopment as recommended in the plans, with Village staff assisting through concept plan process. Updating economic development work plan to include such activities as gap analysis, shop local and other marketing, promotional activities, and business outreach. On January 17 released RFP for purchase and redevelopment of nearby 9.8 acre Village-owned Hanover Square Shopping Center.
Homes for a Changing Region in northwest Cook (see website)	Jonathan Burch	Jan. 2013	Staff assistance	Funding from the Chicago Community Trust will be used to pilot an expansion of the Rolling Meadows Handyman program across the sub-region for one year to determine if it should be adopted permanently. The five communities are currently working to identify a non-profit partner to administer the program.
Joliet "Old Prison" redevelopment (see website)	Trevor Dick	May 2012	Staff assistance and small grant	During the last quarter the FPDWC reviewed the preliminary findings of the "Pen East Phase One" environmental report with the Collins Street Task Force members in January. At that point the Phase One process was not fully completed but is underway. Since the January Collins Street Task Force meeting, the FPDWC and Openland have been working with Senator

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
				McGuire and Representative Walsh on state agency coordination. The next Collins Street Task Force meeting is scheduled for April 23. At this meeting the Task Force is expected to discuss closing out the Phase One which should allow a discussion on Phase Two environmental testing (and costs) that may be recommended for "Pen East".
Lakemoor comprehensive plan (see website)	Nora Beck	Feb. 2013	Staff assistance	The Village is purchasing small parcels located in floodplain and near existing parks to expand open space along Lily Lake. Applied for funding from ComEd's Green Regions program to continue acquisitions. The Village is moving forward with proposal to create a TIF district at the intersection of IL 12 and IL 120. Village received a grant from McHenry County to develop a complete streets policy. Village staff is in the process of updating the zoning and subdivision ordinance; will coordinate with CMAP's Conservation Design model ordinance in the coming months.
Liberty Prairie Conservancy local food system plan (see website)	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 periodically since summer 2013, 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.
Niles environmental action plan (see website)	Kristin Ihnchak	Feb. 2013	Staff assistance	The Village has hired a new Assistant Village Manager, who will be taking the lead on implementation of many plan recommendations, including creating a staff "Green Team" and negotiating that waste-related recommendations are incorporated into the Village's waste hauler's contract. The LTA program has funded a bicycle and pedestrian plan (recently completed), 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.

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
Norridge comprehensive plan (see website)	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 continued discussions 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 Comprehensive Plan). Village staff has also reviewed and approved potential trail connections in partnership with Cook County Forest Preserve District.
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 website)	Trevor Dick	May 2013	Staff assistance	In the last quarter, the City has purchased a home just west of Kahl Park at 233 Palmer and will be demolishing it (home is within a floodplain). The City will then vacate the street between that parcel and the park and incorporate the land into the park. This will be a 15,000 sq. ft. addition to the park. Also, the City will be installing sidewalks on the north side of North Avenue near Hillside and Harvard Avenues as well as reconfiguring the frontage roads in other areas along North Avenue to improve pedestrian crossings and to also provide more parking for the businesses.
Park Forest sustainability plan (see website)	Kristin Ihnchak	May 2012	Staff assistance	The Chicago Community Trust's grant to Park Forest directly implements the recommendations of this project. LTA staff members are working on updating the Village's zoning and subdivision ordinances, which will achieve many of the plan's recommendations. LTA staff also recently kicked off the creation of a bicycle and pedestrian plan, which will speak to many of the plan's transportation-specific recommendations.
Red Line livability project (see website)	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 work on TOD/Red Line Extension work. DCP launched a new program that engages community stakeholders throughout Roseland to assist in creating development vision plans for the proposed station areas.
Regional arts and culture toolkit (see website)	Stephen Ostrander	June 2013	Staff assistance	On February 18, staff presented the content of the toolkit at APA Illinois – Chicago Metro Section program entitled "Cool Communities – Setting Your

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
				Town Apart.” On March 6, staff participated in discussion entitled “Envisioning the Future of Chicago as a Global Cultural City,” sponsored by the Chicago Department of Cultural Affairs & Special Events and the Joyce Foundation, in which the toolkit’s content and role were discussed .
Regional climate change adaptation toolkit (see website)	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 website)	Nora Beck	Apr. 2013	Staff assistance	The Riverside Economic Development Commission and Riverside Chamber of Commerce are continuing to implement a shop local campaign. They hosted an event with Berwyn’s Development Corporation to learn about successful practices and coordinate efforts. An inventory of available locations within the CBD is now online and a tour is scheduled with in May with potential lenders. The combined Plan and Zoning Commission is beginning to review the sign ordinance and looking at ways to establish a sign improvement program. The Village is working with North Riverside and Brookfield to extend a new multi-purpose path to the Salt Creek trail. IDOT will be installing a segment of this path as part of the changes to the intersection of 1 st Avenue and Forest Avenue. The Olmstead Society has joined the Oak Park Tourism group and is looking for ways to cross-promote. The Riverside Farmer’s Market has opened in the Riverside Train station once a week during the winter months. New office tenants will be going into a building on Quincy Street.
Round Lake Heights comprehensive plan (see website)	Jonathan Burch	Oct. 2013	Staff assistance	Staff will be meeting with the Village Board on April 1 to discuss possible implementation of some of the plan’s smaller recommendations. Scoping of a follow-up LTA project (a <i>Homes</i> study with Round Lake, Round Lake Beach, Round Lake Heights, Round Lake Park, and Hainesville) will begin in May.
SSMMA housing investment prioritization (see website)	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 and Sleepy Hollow Creek watershed	Nora Beck	Nov. 2013	Staff assistance	Finalized reports were sent to each community in November. A CMAP Board member, CMAP staff, and Geosyntec consultant met with McHenry

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
plan implementation (see website)				<p>County staff involved in the update of the McHenry County Stormwater Management Ordinance to review changes recommended in the four municipal reports. The four individual communities have noted that the update McHenry County Stormwater Management Ordinance has the potential to address many of the recommendations.</p> <p><i>Village of Prairie Grove:</i> Village Board reviewed the recommendations in February; Prairie Grove has sent a letter request to the McHenry County Conservation District, asking for a zoning change from various residential zoning designations to an Open Space Recreation district; awaiting response.</p> <p><i>City of McHenry:</i> Planning and Zoning Commission, City Council, and the Community Development Committee have reviewed the recommendations and will be pursuing a comprehensive update when the City transforms existing zoning, subdivision, and other development-related ordinances into a unified development ordinance. In March, the City passed a water conservation ordinance, which was an implementation recommendation.</p>

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.1

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: April 2, 2014

Re: Contract Approval for Chicago Jobs Council

Since the adoption of GO TO 2040, CMAP has initiated the Local Technical Assistance (LTA) program and the Community Planning program to provide staff assistance, grants, and consulting assistance to local governments to advance the implementation of GO TO 2040. Projects include comprehensive plans, corridor or subarea plans, studies of special topics such as housing or water resources, and similar planning activities.

The U.S. Department of Commerce, Economic Development Administration (EDA), has awarded a grant to CMAP to support growth of the region's freight and manufacturing clusters specifically in communities in the Chicago metropolitan region that have experienced an unemployment rate at least one percent point greater than the national average for both 2010 and 2011.

Three projects have been approved through the LTA program and funded by the EDA grant:

- The Calumet Green Manufacturing Partnership workforce initiative, cosponsored by the South Suburban Mayors and Managers Association (SSMMA) and OAI, a workforce trainer. It is meant to link low-skilled workers with training opportunities to meet employer demand in the manufacturing field throughout the south side of Chicago and south suburbs. This project will assist with strategic planning to coordinate regional workforce development resources. CJC will serve as the lead contractor for this project and will conduct the majority of the needed work.
- The Cook County Partnering for Progress project involves preparation of a single document that serves as a Consolidated Plan (meeting the requirements of HUD) and a Comprehensive Economic Development Strategy (meeting the requirements of EDA). Outreach will be conducted to workforce providers to include their perspectives in the plan. There will also be an analysis of the

workforce development systems in selected geographies in suburban Cook County that are targeted in the plan. This project is being led by CMAP staff, with CJC in a supporting role.

- Workforce development recommendations will also be included in one additional LTA project to be identified. The future project will likely be a comprehensive plan, corridor plan, subarea plan, or similar project. This project will be led by CMAP staff, with CJC in a supporting role.

Due in part to recent staff changes, CMAP requires external assistance to undertake the above projects, and recommends a sole source procurement with CJC. CJC has extensive experience leading state, regional, and local workforce development initiatives and policy development. CJC's expertise and relationships in the workforce development community has been built over their 32 year history and is fundamental to their efficacy. CJC is also unique in their policy-based approach to workforce development and their regional scope. Many workforce development organizations are tied to particular geographies, but CJC works across the metropolitan area. No other organization has comparable experience, expertise, or focus.

The results of a recent RFP for a similar request for technical assistance substantiate the uniqueness of CJC. In 2011, CMAP issued a competitive RFP for assistance with workforce development elements of LTA projects, and concluded that CJC was the only respondent qualified to conduct the desired work.

CMAP staff recommends issuing a sole source contract to CJC, as they have been identified as the only organization with the qualifications to meet CMAP's needs.

The cost for CJC services of the three projects will be as follows:

Calumet Green Manufacturing Partnership	\$35,000
Cook County Partnering for Progress Project	\$10,000
Assistance with future LTA project	\$ 5,000
Total	\$50,000

It is recommended that the Board approve a sole source contract for \$50,000 with the Chicago Jobs Council to conduct three site-specific workforce development plans. The funds for this contract are in the EDA grant.

ACTION REQUESTED: Approval

###



MEMORANDUM

To: CMAP Board

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: April 2, 2014

Re: Financial Software Upgrade

In 2008 the Board approved the procurement of an integrated software application for financial and human resources, known as the Integrated Financial and Administrative Solution (IFAS), provided by SunGard Public Sector. The application was implemented on July 1, 2009 and has provided CMAP with stable and robust accounting solutions.

Since CMAP's implementation of this application, the software vendor has significantly upgraded their product and created a new product called OneSolution. Although the IFAS legacy application CMAP currently uses will continue to be supported by SunGard for several years, it is planned to phase out IFAS and have it completely replaced by OneSolution. As a result, CMAP staff is planning the conversion process from IFAS to OneSolution to ensure the continuation of high standards of financial management and reporting. The planning phase will start in April 2014 and the implementation will be completed in 2015.

The new OneSolution application will provide CMAP with a variety of upgraded or new features. The Accounts Payable, Accounts Receivable and Payroll modules have been upgraded to provide greater flexibility while simplifying the user experience. Significant changes to security have been made to align the application with the Microsoft security model in order to provide a more robust means of data protection.

It is recommended that the Board approve a contract with SunGard Public Sector in the amount of \$150,000 for the upgrade of its existing software to the current version, maintenance and support of this new application and to provide the necessary staff training to take advantage of its upgraded features. Support for the contract is in the overhead section of the proposed FY2015 budget.

ACTION REQUESTED: Approval

###



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: April 2, 2014

Re: State Legislative Update

On March 26, 2014, Governor Quinn delivered his [annual budget address](#) to a joint meeting of the Illinois General Assembly. The Governor's [proposed budget](#) for fiscal year 2015 (FY15) totals \$64.6 billion for all revenues, of which \$38.6 is for the General Fund. The proposed FY15 operating budget recommended \$2.76 billion for the Illinois Department of Transportation (IDOT), which includes a \$3 million appropriation for Metropolitan Planning and Research Purposes at CMAP to partially fulfill its required federal match.

CMAP staff continues to monitor the progress and analyze bills with particular relevance to the agency. Bills included in the following pages of this memorandum either impact [CMAP's 2014 State Legislative Framework and Agenda](#) or are of interest to CMAP and its partners.

Staff recommends that the board continue to support five bills that assist in the implementation of GO TO 2040 by promoting coordinated investment, expanding transit options, improving water conservation, and supporting local food production. Staff also recommends that the board continue to oppose five bills that diminish the state and region's ability to invest strategically in transportation, limit efficient governance, and local governments' ability to pursue coordinated investments. Finally, staff recommends the board oppose one additional bill that would limit the region's ability to pursue solutions to local and regional governance challenges (see page 2, position indicated with red text).

The deadlines for advancing substantive bills out of both House and Senate committees passed March 28; next, bills must have their third reading by Friday, April 11, in both chambers. Staff will continue to closely monitor General Assembly actions and analyze legislation.

ACTION REQUESTED: Approval

April 2014 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
PURSUE COORDINATED INVESTMENTS				
Local Government	HB3251	<p>Jack D. Franks (D-Marengo) As amended, the bill prohibits the General Assembly from creating new units of local government, including divisions of existing units of government. The bill does allow for the creation of new units that result from the consolidation of two or more pre-existing units of government.</p> <p>GO TO 2040 encourages intergovernmental collaboration to solve a variety of planning problems. While the Plan also recommends the appropriate consolidation of services and some local governments, this legislation is overly restrictive and may prevent innovative approaches to solving local issues.</p>	03/21/2014 House Placed on Calendar 2nd Reading - Short Debate	Oppose
Special Service Areas	HB4243	<p>Jeanne M Ives (R-Wheaton) Restricts the use of Special Service Areas (SSA) to funding for municipal infrastructure such as roads, bridges, sidewalks, and water and sewer systems. In addition, an SSA could only be created after a petition signed by 51% of proposed SSA taxpayers is submitted to the appropriate municipal or county clerk.</p>	2/20/2014 House Property Tax Subcommittee	
Local Government Dissolution	HB4418	<p>Jay Hoffman (D-Belleville) As amended, prohibits a municipality from closing any facilities that provide fire protection or advanced life support services without the passage of a referendum.</p> <p>To the extent that the bill would undermine the consolidation of local services, the legislation would not support the implementation of GO TO 2040.</p>	03/25/2014 House Placed on Calendar 2nd Reading - Short Debate	Oppose
Local Government Dissolution	HB5786	<p>Jack D. Franks (D-Marengo) Expands the DuPage County pilot program providing the authority and establishing the process for the County to dissolve local units of government established by SB494 signed into law in 2013. Provides all</p>	3/27/2014 House Remains in Counties & Townships	Support

Subject	Bill	Summary	Status	Agency Position
		<p>counties in the state with the power to dissolve a local government under certain conditions.</p> <p>GO TO 2040 recommends analyzing the effects of consolidating local governments and sharing services. The bill would provide an avenue for counties to implement local government consolidation.</p>	Committee	
Local Government Dissolution	SB1681	<p>Terry Link (D-Waukegan) As amended, establishes a process by which a Regional Fire Protection Agency could be established. Local governments can generally make agreements that have the effect of consolidating services under 5 ILCS 220/3 and 5 ILCS 220/5.</p> <p>The bill would likely create a more complicated process for consolidation of services, which does not support GO TO 2040 recommendations for sharing services and efficient governance.</p>	<p>3/05/2014 Senate Placed on Calendar Order of 3rd Reading March 6, 2014</p>	Oppose
INVEST STRATEGICALLY IN TRANSPORTATION				
Vehicle Registration	HB5326	<p>Rita Mayfield (D-Waukegan) Amends the Illinois Vehicle Code. It provides that permanent vehicle registration plates shall be issued for a one-time fee of \$8 to vehicles owned by counties, townships, or municipal corporations used for the purpose of ridesharing.</p>	<p>03/24/2014 House Placed on Calendar Order of 3rd Reading - Short Debate</p>	
55/45 Split	HB5373	<p>Luis Arroyo (D-Chicago) Amends the State Finance Act to require that all Road Fund monies be split, with 50 percent going to IDOT District 1 and the other 50 percent to be split among the eight downstate districts. This split would begin in FY 2015.</p> <p>While the bill seems designed to increase resources to invest in the regional transportation system, and to address the longstanding 55/45 issue, it simply replaces one arbitrary formula with another. To move away from this paradigm, CMAP supports performance-based funding as a transparent, credible, and defensible approach to programming.</p>	<p>03/28/2014 House Rule 19(a) / Re-referred to Rules Committee</p>	Oppose

Subject	Bill	Summary	Status	Agency Position
TIF Statute	HB5620	Mike Fortner (R-West Chicago) Adds the definition of a transit-oriented development area to the set of definitions within the TIF statute. Specifically, it defines transit-oriented development as a compact development that meets planning and condition criteria, is no more than 250 acres, and is located within one half mile of an existing or proposed rail, bus, or multimodal passenger facility that is part of a public transit system.	03/28/2014 House Rule 19(a) / Re-referred to Rules Committee	
TIF for Transit Facility Improvement	HB5687	Elaine Nekritz (D-Northbrook) Expands Tax Increment Finance (TIF) district establishment eligibility criteria to include areas within one half mile of a rail transit or bus rapid transit (BRT) station, creating Transit Facility Improvement Areas (TFA). Extends the life of TFAs from the standard TIF 35 years to 50 years and sets aside 20 percent of TFA revenues be shared with underlying districts.	02/14/2014 House Referred to Rules Committee	
Transit Maintenance	HB5878	Robert Rita (D-Blue Island) Increases the minimum threshold for procurements requiring public notice and public bidding to \$40,000 (now \$10,000) for the transit agencies. Procurements are still subject to relevant federal regulations requiring competitive bidding and negotiations. Boards may update regulations for procurements below \$40,000, continuing to provide for the use of competitive negotiations or the prequalification of responsible bidders.	3/27/2014 House Placed on Calendar Order of 3rd Reading - Short Debate	
Repeal Motor Fuel Tax	HB5999	Brad E. Halbrook (R-Shelbyville) Repeals the Illinois motor fuel tax (MFT) and amends various references to the Illinois MFT located elsewhere in state statute. This legislation is contradictory to the principles and recommendations of GO TO 2040. It would substantially reduce funding to the state and local highway systems, diminishing the state or region's ability to maintain the system to safe standards, and preclude necessary modernization or expansion of the system.	02/18/2014 House Referred to Rules Committee	Oppose

Subject	Bill	Summary	Status	Agency Position
Motor Fuel Tax Usage	SB2658	Michael Connelly (R-Wheaton) As amended, provides that motor fuel tax (MFT) funds allotted to municipalities may be used for the treatment or removal of trees infected with Dutch elm disease or the emerald ash borer. Trees may be located on any parcel of public or private property within the municipalities.	3/6/2014 Senate Placed on Calendar Order of 3rd Reading March 19, 2014	
State Sales Tax on Motor Fuels	SB2790	Kirk W. Dillard (R-Hinsdale) Reduces the state sales tax on motor fuels and authorizes \$1 billion in new transportation bonds. The bill directs a portion of the proceeds from the sales tax on fuels to repay the transportation bonds. GO TO 2040 supports additional investment in transportation, but calls for those investments to be made in a sustainable way. A one-time infusion of \$1 billion in transportation spending will not address the structural funding issues facing Illinois; rather, it is effectively an extension of the State's once-a-decade capital programs.	3/28/2014 Senate Rule 3-9(a) / Re-referred to Assignments	Oppose
INCREASE COMMITMENT TO PUBLIC TRANSIT				
Bus on Shoulder	HB5664	Robert Rita (D-Blue Island) Transitions the bus-on-shoulder pilot program into a permanent program. It allows bus-on-shoulder projects on both the IDOT and Tollway systems, and requires IDOT to develop rules governing the times and locations of bus-on-shoulder service. GO TO 2040 calls for increased commitment to public transit, as well as modernization projects that enhance transit service. Bus-on-shoulder allows for relatively cost-effective new transit service in congested corridors.	3/27/2014 House Placed on Calendar Order of 3rd Reading - Short Debate	Support
RTA Oversight of Transit Budgets	HB5751	Michael W. Tryon (R-Crystal Lake) Requires that the Service Boards include detailed revenue and expenditure line items as part of their 2-year financial plans submitted to the RTA. The bill would also empower the RTA to reduce or veto any of the Service Boards' line items.	03/28/2014 House Rule 19(a) / Re-referred to Rules Committee	

Subject	Bill	Summary	Status	Agency Position
CMAP and RTA Planning	HB5754	Michael W. Tryon (R-Crystal Lake) Provides that the CMAP Board and RTA Board may agree to consolidate mass-transit planning activities within a single department at the RTA. The language also appears to cover, through the RTA, the mass-transit planning functions of the three Service Boards.	03/28/2014 House Rule 19(a) / Re-referred to Rules Committee	
Red Line Extension	HR675	Al Riley (D-Olympia Fields) Calls on the CTA to “prioritize and expedite the planning and construction” of the Red Line South project. The resolution notes the many benefits of the expansion, and notes lack of progress on the project over the past 40 years.	02/26/2014 House Resolution Adopted	
CREATE A MORE EFFICIENT FREIGHT NETWORK				
Crossrail Chicago	SR639	Martin A. Sandoval (D-Cicero) Urges that Crossrail Chicago be included on the list of fiscally constrained projects in GO TO 2040.	03/26/2014 Senate Postponed - Transportation	
ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING				
Green Special Service Area	HB67	Lou Lang (D-Skokie) Creates a “green” SSA, which would allow property owners to use the SSA to fund energy efficiency improvements. The bill also grants the Illinois Finance Authority power to purchase these bonds and to accept assignments or pledges, or both, of special service area bonds or agreements relating to public and private green special service area projects.	03/28/2014 House Rule 19(a) / Re-referred to Rules Committee	
Affordable Housing	HB5538	Camille Y. Lilly (D-Chicago) Extends and expands the current housing opportunity area program, which provides property tax abatement to landlords that are located in low-poverty areas and rent to housing choice voucher holders. Landlords renting to Section 8 voucher holders would also now be eligible, and the definition of poverty has been expanded.	03/28/2014 House Rule 19(a) / Re-referred to Rules Committee	

Subject	Bill	Summary	Status	Agency Position
MANAGE AND CONSERVE WATER AND ENERGY				
Water-Loss Accounting	HB5629 SB3047	Robyn Gabel (D-Evanston) Dan Kotowski (D-Park Ridge) Directs the IEPA, in collaboration with other state agencies, to commission a study on water-loss issues, costs, and practices throughout Illinois. The study is designed to raise awareness of the issue, including costs to society, and lead to "higher-profile" support for a suite of corrections to solve the problem. HB5629 and SB3047 are companion bills. This legislation supports GO TO 2040's recommendations to encourage management and conservation of water resources.	02/14/2014 House Referred to Rules Committee 3/28/2014 Senate Rule 3-9(a) / Re-referred to Assignments	Support
EXPAND AND IMPROVE PARKS AND OPEN SPACE				
Fox Waterway Dissolution	SB2696	Terry Link (D-Waukegan) At its March meeting, the board opposed this initiative to dissolve the Fox Waterway Management Agency and transfer its powers and duties to the DNR. On March 26, the bill was amended to remove bill's original language and became a tech bill.	3/27/2014 Senate Placed on Calendar Order of 3rd Reading April 1, 2014	Recommend move to Neutral
Environmental Restoration	SB3000	Daniel Biss (D-Evanston) As amended, establishes the Illinois Natural Resource Restoration Trust Fund to receive funds resulting from litigation or settlement for DNR to investigate, assess, restore, or replace injured or damaged natural resources.	03/05/2014 Senate Placed on Calendar Order of 3rd Reading March 6, 2014	
PROMOTE SUSTAINABLE LOCAL FOODS				
Sustainable Local Food Production	HB5907	John D. Anthony (R-Morris) Authorizes the Illinois Finance Authority to guarantee loans of up to \$35,000 for up to 7 year payment periods to small family farm operations, operators of community-supported agriculture, and beginning farmers.	02/14/2014 House Referred to Rules Committee	Support

Subject	Bill	Summary	Status	Agency Position
		This legislation would support the implementation of GO TO 2040, which promotes sustainable local food. It furthers the plan's recommendation to facilitate sustainable food production, supporting local food production through institutional supports and implementing food financing incentives.		
SUPPORT ECONOMIC INNOVATION				
Collar County Economic Development	HB5819	Darlene J. Senger (R-Naperville) Creates the Illinois Collar Country Economic Development Task Force comprised of DuPage, Grundy, Kane, Kendall, Lake, McHenry, and Will Counties. The task force is charged with identifying and making recommendations on issues in the collar counties ranging from transportation, workforce, regulation, and tax policy to the Governor and General Assembly.	3/21/2014 House Placed on Calendar 2nd Reading - Short Debate	
REFORM STATE TAX POLICY				
Corporate Income Tax	HB4479	Michael J. Madigan (D-Chicago) Lowers the state corporate income tax to 3.5% on January 1, 2014. The rate is currently 7%, but was scheduled to drop to 5.25% on January 1, 2015.	02/03/2014 House Referred to Rules Committee	
IMPROVE ACCESS TO INFORMATION				
Transit Agency Financial Records	HB5752	Michael W. Tryon (R-Crystal Lake) Requires the CTA, Metra, Pace, and Pace ADA to provide the RTA access to their financial information systems as well as financial reports. Under current law, the RTA has a right to access and examine all books, documents, papers, or records of the transit service boards. This legislation requires the service boards to provide the RTA access to their financial information systems.	3/25/2014 House Placed on Calendar 2nd Reading - Short Debate	
OTHER BILLS OF INTEREST				
Non-Home Rule Pilot	HB5329 SB3111	Robert W. Pritchard (R-Sycamore) Linda Holmes (D-Aurora)	3/28/2014 House	

Subject	Bill	Summary	Status	Agency Position
Program		Establishes a pilot program to allow non-home rule municipalities the same powers as home rule municipalities except powers to tax and impose fees. The program would include municipalities of more than 5,000 in DeKalb, Kane and Kendall counties. HB5329 and SB3111 are companion bills.	Rule 19(a) / Re-referred to Rules Committee 02/25/2014 Senate Assigned to Local Government	
Ethics Policies for County Appointees	SB3552	Julie A. Morrison (D-Deerfield) As amended, provides that a county board may by ordinance adopt a code of conduct regarding the accountability, fiscal responsibility, procurement authority, transparency, and ethical conduct of county appointees in addition to those mandated by law. Code is applicable to the appointees of any unit of local government. The county may establish a process to remove appointees found to have violated the code. Affects DuPage, Kane, McHenry, Will, and Lake Counties in northeastern Illinois. SB2618 , also filed by Sen. Morrison, is similar.	3/27/2014 Senate Placed on Calendar Order of 3rd Reading April 1, 2014	

###

DRAFT CMAP Regional Tax Policy Principles

Tax policy plays a key role in influencing local development decisions, infrastructure investments, and the overall regional economy. In 2011, the Chicago Metropolitan Agency for Planning (CMAP) convened a Regional Tax Policy Task Force that made recommendations to the CMAP Board on tax policy issues affecting northeastern Illinois. A major recommendation of the task force was that CMAP should play a leadership role in developing sound tax policy principles that help to implement GO TO 2040's goals for regional prosperity.

CMAP believes that the discussion around the upcoming expiration of the 2011 income tax rate increase may create an opportunity for comprehensive tax policy reform, and the agency's regional perspective could play an important role in helping to guide these reforms. Staff recommends that the Board approve three principles derived from GO TO 2040 to guide CMAP's perspective on state and regional tax policy:

- Principle 1: Sustainable economic prosperity requires an efficient and equitable tax system.** CMAP supports expansion of the state sales and income tax bases, a lowering of the state sales tax rate, and an adjustment of the individual income tax rate. These major reforms could keep revenues level while improving efficiency, equity, and the overall state and regional business climate.
- Principle 2: Capital infrastructure modernization requires robust, consistent investment.** CMAP supports increasing the state motor fuel tax rate and implementing a long-term replacement. CMAP also supports a new state capital program for infrastructure, but only if coupled with reform, including the implementation of performance-based funding to drive more effective and accountable transportation investments.
- Principle 3: Achieving livability requires a tax structure that does not discourage the implementation of community planning goals.** CMAP supports reforming the state sales tax revenue sharing system to integrate new criteria for disbursing *incremental growth* in revenue so development is driven by broader planning and development goals, rather than the structure of the tax system. CMAP also supports phasing out property tax classification in Cook County to create more opportunities for redevelopment.

Principle 1. Sustainable economic prosperity requires an efficient and equitable tax system.

Illinois' sales and income tax bases are relatively narrow, because Illinois exempts certain types of sales and income. Broadening the tax base to include more services and retirement income would improve revenue stability, help revenues keep pace with broader economic trends, and improve tax burden equity across similar businesses and residents. Moreover, a broader tax base also allows for lower tax rates, which can improve the state and regional business climate. CMAP supports reforms that address these inefficiencies and inequities in our tax structure.

The reforms discussed in this section are necessary to ensure the state's and region's continued economic prosperity.

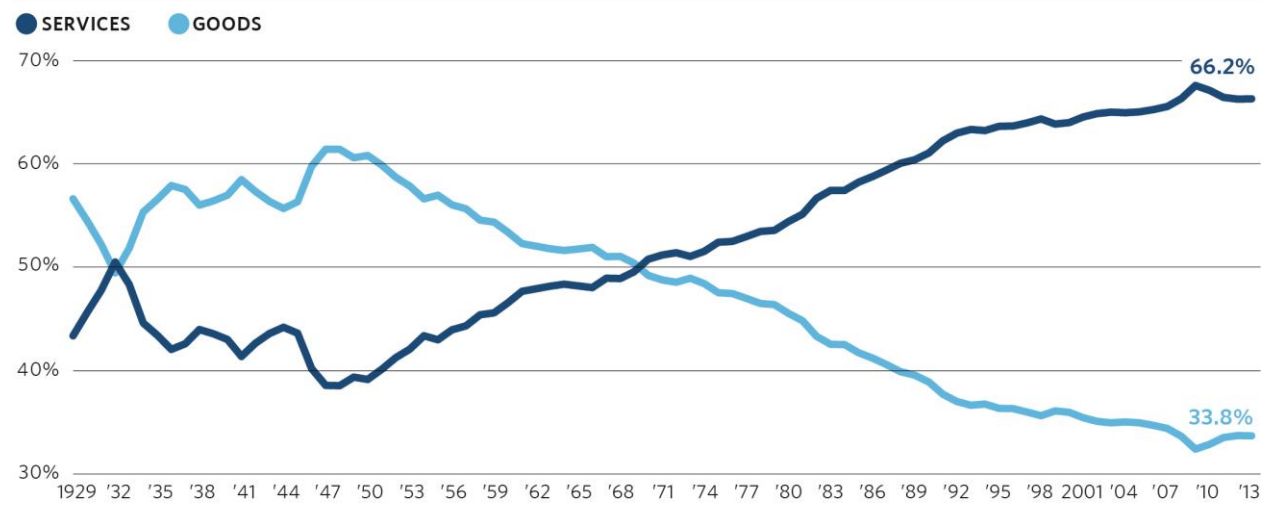
CMAP supports expanding the sales tax base in conjunction with lowering tax rates.

Illinois' sales tax base covers tangible goods but only 17 services, while sales tax rates are often set very high (10 percent in some local jurisdictions.) CMAP supports broadening the sales tax base to include additional services and lowering sales tax rates.

Based on analysis compiled by the the Illinois Department of Revenue (IDOR), CMAP estimates that approximately \$2 billion would be added to the base statewide if the sales tax base were expanded to include a selection of 63 additional services that are most commonly included in other states' tax bases or that were specified in previous state legislation to expand the tax base. Professional services such as medical, legal, engineering, architecture, advertising, and administrative services are not assumed in this estimate. The region's business climate would also be improved by a lower state sales tax rate in conjunction with an expanded base.

Broadening the sales tax base would improve revenue stability and help revenues keep pace with growth in the economy. This is because the service sector of the economy accounts for a much larger proportion of both consumer spending and production than it did 80 years ago, when sales tax policies were institutionalized. The graph below displays the growing disparity between personal consumption expenditures on goods and services in the U.S. since 1929.

U.S. personal consumption expenditures, 1929-2013, proportion of total personal consumption



Source: U.S. Bureau of Economic Analysis, April 2011

Nationally, consumption of services has grown faster than goods over the past 84 years.

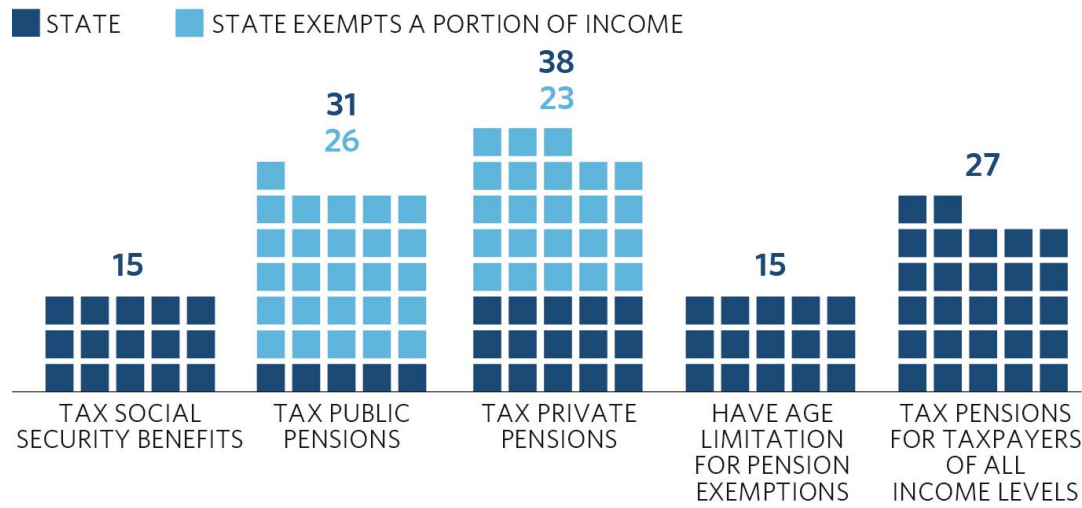
CMAP supports broadening the state individual income tax (IIT) base in conjunction with adjusting tax rates.

At 5 percent, Illinois individual income tax rates are now similar to those of [neighboring states](#). However, the rate is set to drop to 3.75 percent in 2015, in accordance with the [temporary rate increase](#) implemented in 2011. At the same time, the overall tax base remains narrow due in part to its exemption of retirement income. [CMAP supports](#) broadening the state individual

income tax (IIT) base to include the same categories of retirement income as the federal government, which includes social security under certain [income criteria](#), qualified pension plans, IRA's, and deferred compensation plans. CMAP also supports adjusting tax rates in conjunction with expanding the tax base, by either lowering the tax rate or implementing a graduated rate structure to reduce the tax burden on those least able to pay.

While the federal government includes a portion of retirement income in its income tax base, Illinois is one of three states to exclude all retirement income from its individual income tax. Expanding the state income tax base to include retirement income over a specific threshold would provide a tax base that remains stable even as the state's demographics change.

Tax treatment of retirement income among states, 2006



Source: AARP Public Policy Institute, "State Taxation of Social Security and Pensions in 2006."

The 41 states with an individual income tax take variable approaches to including retirement income in their income tax base. Only three exclude all retirement income.

In 2012, the Illinois tax deduction for retirement and Social Security income was equivalent to 12.7 percent of the total revenue generated from the individual income tax. At nearly [\\$2.0 billion](#), this was the largest tax deduction or exemption in Illinois.

Broadening the base would provide an opportunity to adjust rates by either lowering the overall rate or implementing graduated income tax rates, which would require an amendment to the state constitution. Among the 41 states that impose income taxes, Illinois is one of only seven that imposes a flat rate on taxpayers of all income levels. The remaining 34 states impose graduated rates that increase as taxpayers' income levels rise. Under a graduated tax system, the tax rate for a particular income range or bracket only applies to income that falls within the bracket. Under graduated rather than flat rates, vertical equity is improved because tax burdens reflect taxpayers' ability to pay.

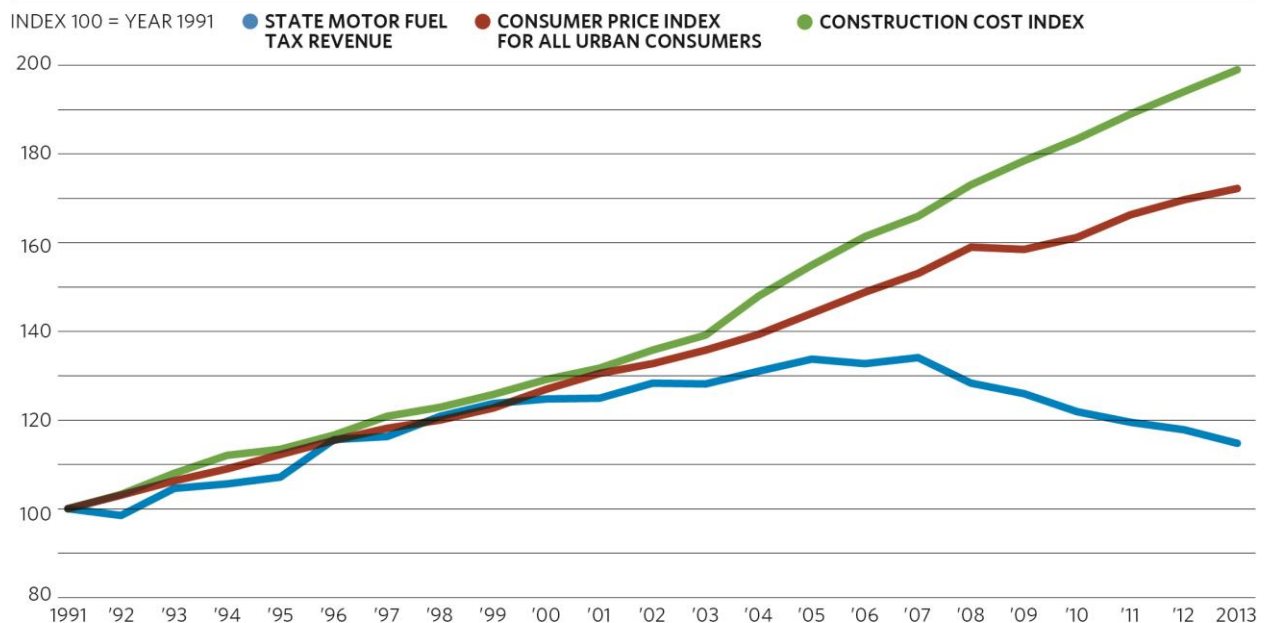
Principle 2. Capital infrastructure modernization requires robust, consistent investment.

The traditional state revenue source for transportation -- the motor fuel tax -- has lost significant purchasing power over the last 20 years, jeopardizing the safe and adequate maintenance of our infrastructure. In addition, state capital programs for infrastructure remain episodic and insufficiently funded. In order to maintain and modernize our transportation system, we need more robust and consistent investment. Given this lack of stable funding, the continuation of the arbitrary “55/45 split” that directs only 45 percent of federal and 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 increasing the state motor fuel tax rate and implementing a long-term replacement.

GO TO 2040 [recommends](#) that the state motor fuel tax (MFT) be increased by 8 cents and indexed to an inflationary measure. Since it is a per gallon tax, the state MFT revenues have failed to keep pace with construction costs and has remained at \$0.19 per gallon since 1991. In addition, state MFT revenues have been declining annually since 2007. Revenues have declined partially as a result of a reduction in vehicle miles traveled. However, the consumption of motor fuel has declined even faster than vehicle miles traveled, primarily as a result of rising vehicle fuel economy that will increasingly be driven by increasing federal Corporate Average Fuel Economy (CAFE) standards. The following chart compares growth in state MFT revenue with growth in construction cost and inflation.

State motor fuel tax revenue compared to Consumer Price Index and national Construction Cost Index, 1991-2013



Source: Chicago Metropolitan Agency for Planning analysis of data from Illinois Department of Transportation, U.S. Bureau of Labor Statistics, and Engineering News Record.

As a per-gallon tax, MFT revenues have failed to keep pace with inflation in construction costs over time. For this analysis, the consumer price index for all urban consumers is used for inflation, while the Engineering News Records' national construction cost index is used to measure construction costs.

As motor fuel consumption continues to slow and vehicle fuel economy rises, raising the MFT rate will be insufficient to keep revenues growing with the cost of construction in the long run. CMAP recommends replacing the MFT with a more sustainable source of funding. Replacements currently being considered in Illinois and elsewhere across the U.S. include a fee on vehicle miles traveled, a sales tax on wholesale motor fuel, and tolling a greater portion of the existing interstate system.

CMAP supports coupling a new state transportation capital program with reforms.

In recent months, transportation and business leaders across Illinois have begun the conversation about a potential new capital program. Making investments in the region's transportation system will necessitate future policy changes to bring additional revenues to the region. CMAP believes that any [new state capital program](#) must be coupled with reform. Furthermore, 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.

[CMAP supports a new state capital program](#) that: 1) is funded through new user-fee generated revenues, 2) moves away from the [55/45 split](#) and toward a [performance-based funding](#) system, and 3) provides additional capital funding for both highways and transit.

Principle 3. Achieving livability requires a tax structure that does not discourage the implementation of community planning goals.

Tax policy should support GO TO 2040's livability goals by encouraging local decisions that make effective use of land and trigger sustainable economic activity. The tax structure itself should not create the overriding motivation to favor one type of development over another. The current system often places development decisions at odds with local plans, and can create serious regional divergences across local tax bases and rates.

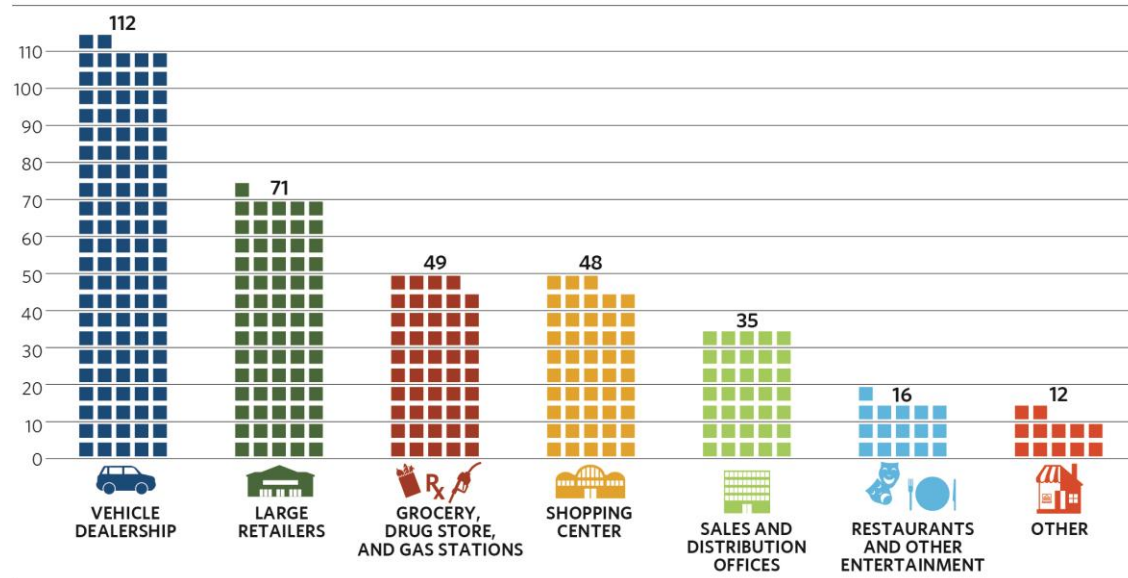
CMAP supports reforming the sales tax revenue sharing system to integrate new criteria for disbursing incremental growth in revenue.

State statute provides that local governments receive state sales tax revenues based on local point of sale. In practice, this policy can foster a preponderance of attention on large retail developments and encourage intense local competition. One outgrowth of our sales tax policies is local governments' use of sales tax rebates to attract or retain these developments. Sales tax rebates are the most common incentive offered by local governments throughout the region to encourage sales-tax generating development; there are currently [343 active sales tax rebate agreements](#) in more than 130 local governments. CMAP's [analysis](#) of these agreements reveals the sales tax rebates offered in our region by business type, as summarized in the chart below.

While sales tax rebates remain popular local tools for driving development decisions, CMAP's analysis has also shown that because these incentives, which are driven by the statutory criteria for sales tax revenue sharing, rarely attract net new economic activity to the region, they result in limited overall economic benefit.

CMAP supports reforming the state sales tax revenue sharing system, with a focus on new or incremental revenues, to encourage a more direct relationship between tax revenues and broader goals for planning and development.

Number of active sales tax rebate agreements by type of business or development

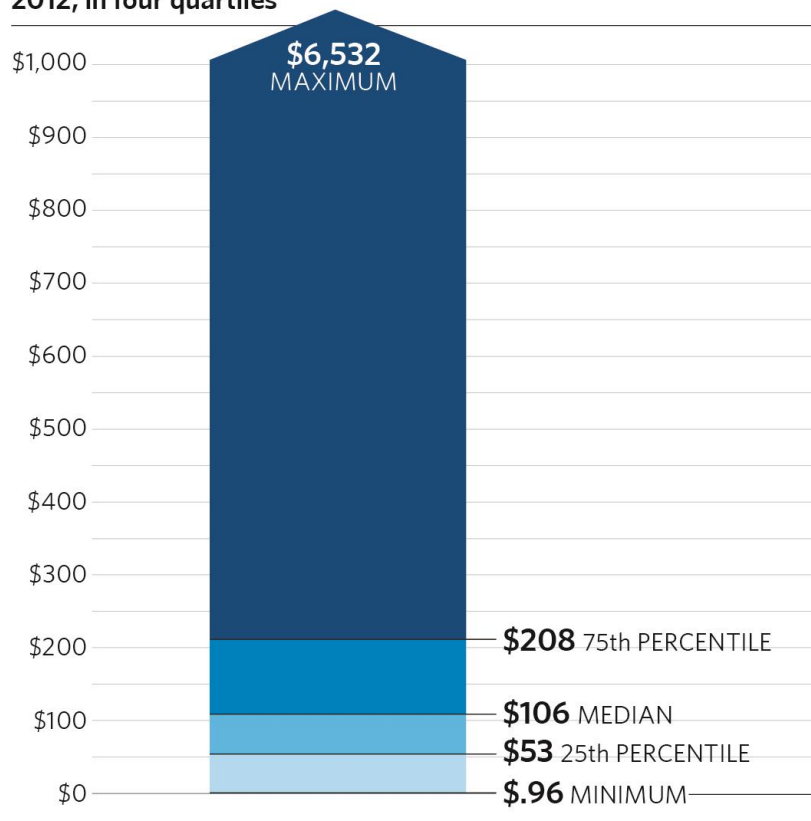


Source: Chicago Metropolitan Agency for Planning analysis of Illinois Department of Revenue data, November 2013.

Using information downloaded from the IDOR sales tax rebate database, CMAP classified agreements into business and development categories. While nearly a third of the active sales tax rebate agreements in the region are for vehicle dealerships, almost half are for retail categories.

Illinois' method of distributing sales tax revenue also contributes to some [extreme divergences](#) in local tax base around the region, which can stifle the competitiveness of the overall metropolitan region. Communities with an extremely low tax base must hike property tax rates to meet levies, further discouraging redevelopment efforts. The chart below illustrates the range of state sales tax revenue disbursements across municipalities in the CMAP region.

Per capita sales tax revenue in Chicago region by municipality, 2012, in four quartiles



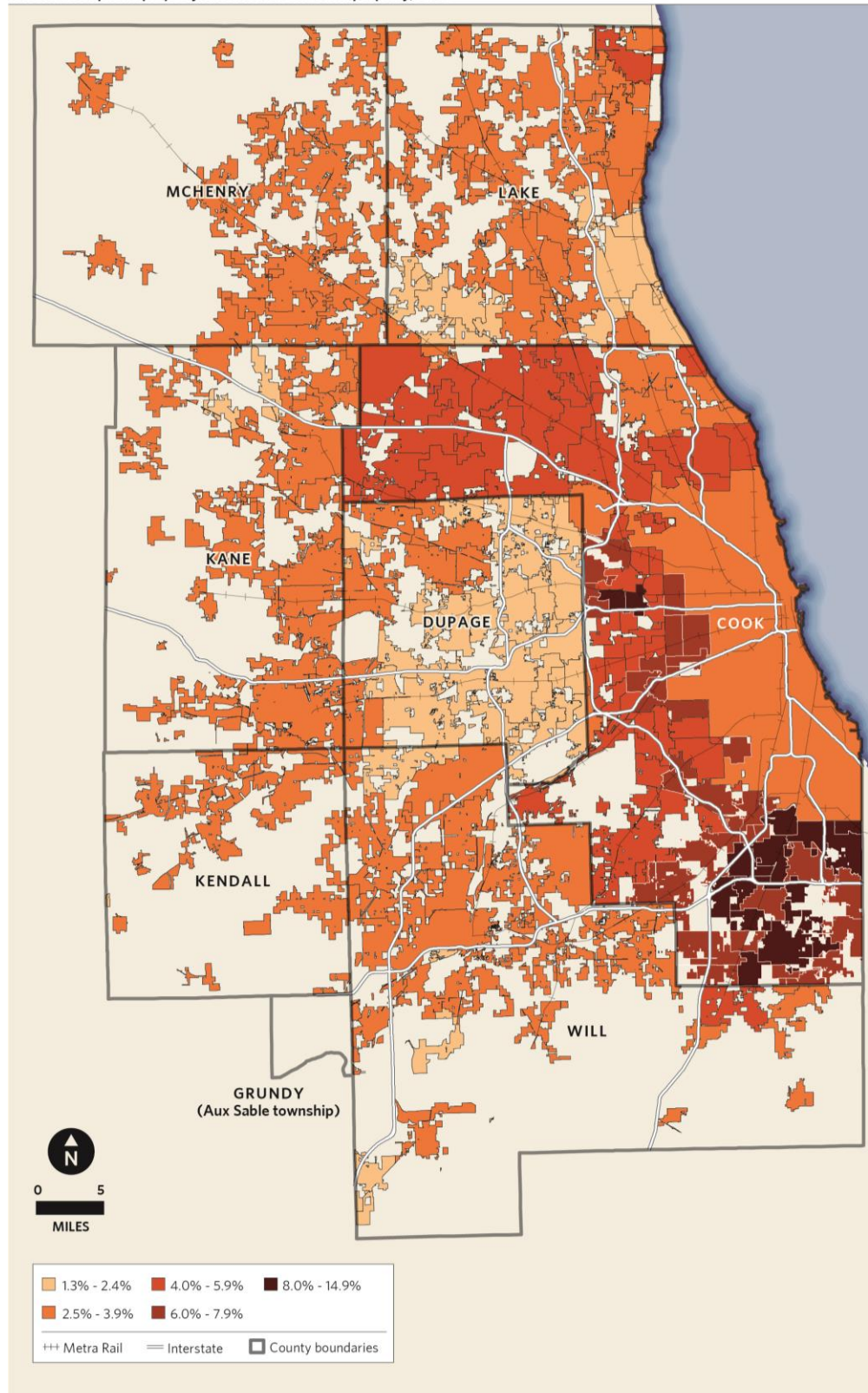
Source: CMAP analysis of Illinois Department of Revenue data; U.S. Census Bureau, 2010 decennial census data.

Municipalities receive 1 percentage point of the 6.25 percent rate on general merchandise sales within their borders. They also receive the full amount of the revenues from the 1 percent state rate on qualifying food, drugs, and medical appliances. As this chart illustrates, sharing state sales tax revenue based on location of sales results in highly varied disbursements across the region's municipalities.

CMAP supports implementing policies that phase out property tax classification in Cook County.

Unlike any other county in the state, Cook County [assesses](#) commercial and industrial properties at a higher percentage of market value than residential properties. This results in a greater property tax burden on commercial and industrial property taxpayers. CMAP supports implementing policies that phase out this regional inconsistency, but over a period of years to allow residential taxpayers to adjust.

Moreover, reforming classification would both improve the economic development potential for Cook County and promote CMAP's overall [development goals](#). High tax rates can prompt a cycle where new businesses do not locate in the community, resulting in a tax base that grows more slowly than the cost of public services, which can lead to even higher tax rates for businesses and residents alike. Furthermore, a major goal of [GO TO 2040](#) is to attract development in communities with existing infrastructure and available infill land that is vacant or underutilized. For a number of Cook County communities that have high property tax rates, elimination of Cook's classification system could help encourage redevelopment. The following map illustrates typical or average effective property tax rates for industrial property in northeastern Illinois, by municipality.



Note: These rates equal the property tax extension as a percent of market value. These composite rates are inclusive of rates levied by counties, municipalities, school districts, and special districts.
 Source: Various County Clerk offices.

This map illustrates effective composite property tax rates levied for industrial property taxpayers by municipality in 2009. "Effective" means that rates are expressed as a percent of the market value of properties, rather than the equalized assessed value of properties. The rates shown are also "composite," which means they include rates levied by counties, municipalities, school districts, and special districts. The rates levied by special service areas are excluded in this analysis. As shown, municipalities in Cook County -- especially in the south suburbs -- have the highest regional tax rates for industrial properties.

Regional benefits of comprehensive tax policy reform

CMAP recommends reforms to the tax structure as part of the implementation of GO TO 2040's vision to strengthen economic development and quality of life in communities across the region. As the region's comprehensive planning agency, CMAP can play a leadership role in providing a regional perspective on sound tax policy. From the agency's perspective, benefits of reforming the tax system include a more equitable system that taxes similar residents and businesses in similar ways, a more efficient tax system that broadens the tax base and lowers rates, and a more financially stable tax system that ensures fiscal sustainability.

By implementing reforms in line with these principles, state and local governments will be able to generate adequate and sustainable revenues to support public services, while avoiding inefficiencies and inequities that impair economic growth. CMAP will continue to provide regional leadership in sound tax policy to facilitate the implementation of GO TO 2040's goals.



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: April 2, 2014

Re: Strategic Planning: Funding

In February, the Board had a strategic planning and visioning discussion about several broad areas: Funding, the Next Regional Plan, Local Technical Assistance, Board Structure and Legislative Outreach and Analysis. This memo recommends strategies to address the funding issues as discussed at the February meeting.

Background

When the CMAP enabling legislation was enacted, it was to streamline and consolidate regional planning “in order to plan for the most effective public and private investments in the northeastern Illinois region and to better integrate plans for land use and transportation.” The funding for CMAP was identified to come from traditional sources of funds, such as the federal U.S. DOT MPO grants, as well as non-traditional federal funds consistent with the broader mission. The Act also allowed CMAP to receive fees for services and grants from nongovernmental agencies as other sources of funding support. No specific funding was in the enabling legislation. During the 2007 legislative session, legislators expressed that there should be regional financial support for CMAP.

In the 2007 legislative session, the Comprehensive Regional Planning Fund (CRPF) was created with \$5 million annually from the general revenue fund. The distribution of the fund was 70% to CMAP (\$3.5 million), 25% to other MPO’s (\$1.25 million) and 5% to the State’s Rural Planning Agencies (\$250,000). In 2010 the CRPF was not funded and was subsequently dissolved. Since that time, the Governor’s budget has allocated state transportation funds to CMAP in lieu of funding for the CRPF. The funds CMAP receives are used for the required match of the U.S. DOT grants and other transportation projects.

The current financial structure for CMAP creates the following major challenges for funding stability:

- The major part of CMAP revenue (\$15,416,500, or 94% of the total budget) is from transportation sources. This limits CMAP's ability to support activities that are not transportation related.
- The financial support of \$3,500,000 from IDOT has been received annually since the CRPF was dissolved (this support is also identified in the total transportation related activities identified above). IDOT is also responsible for processing and transferring the federal MPO funds to CMAP. At times, IDOT has delayed transferring the state and federal funds to CMAP which causes an uncertainty to CMAP and its vendors. At the recent federal certification meetings, FHWA questioned the reliability of funding from IDOT.
- A structure for voluntary contribution was developed to provide for regional financial support. NIPC and CATS had voluntary contributions which totaled over \$1 million. CMAP structured its contributions at a lower level of \$375,000. Even though there is wide regional support for CMAP and its activities, only \$250,000 of the requested annual contributions are received. The level of contributions is not sufficient or reliable enough to provide for the federal grant match or other planning activities.
- Minimal financial support is provided by IEPA for CMAP's water quality activities at approximately \$180,000 annually and by IDNR for the water planning activities with a recently approved two-year grant of \$250,000. The funding is not predictable as to timing or to sufficient to support these activities.
- In 2010 a \$4.25 million grant was received by U.S. HUD for support of the LTA program and in 2009 a \$25 million grant was received by U.S. DOE for support of energy efficiency. Both grants were completed this fiscal year.
- This current year three additional grants have been received totaling approximately \$500,000 for a two-year period. These grants generally support the LTA program, which is primarily funded through UWP funds.

Recommended Strategies

The Board has stated that its goal is to have a sustainable and reliable funding source for all of CMAP's comprehensive planning responsibilities. Staff has reviewed options and developed short and long-term strategies as described below.

Short-Term Strategy: To address CMAP's need for stable, sustainable funding, the highest priority should be to pursue legislation that would use the RTA's taxing authority to institute a **.15% increase to the existing sales tax**. This increase would raise approximately \$150 million annually of which \$10 million would be to meet CMAP's funding needs, including an enhanced Local Technical Assistance program focused on plan implementation with priority given to disadvantaged communities in the region. This strategy would also provide approximately \$140 million each year to finance capital projects within the six-county RTA service area that are consistent with and help implement the GO TO 2040 plan.

Capital projects would be selected by CMAP through a rigorous proposal review process, emphasizing performance-based programming. All units of government within the RTA service area would be eligible to apply for the competitive grants.

Short-term actions by CMAP include:

1. **April to December 2014:** Work with partners to build a strong coalition in support of the effort and to support passage of the bill. Including, drafting legislation to amend Regional Transportation Authority Act (70 ILCS 3615) to establish a stable, sustainable source of revenue for purposes as outlined in CMAP's enabling legislation.
2. **Spring 2015:** Once the legislation passes, the RTA Board must adopt an ordinance imposing the tax throughout the region.
3. **July 2015:** Once the revenue begins to accrue, CMAP should discontinue the current IDOT annual contract of \$3,500,000 for federal grant match and other activities and discontinue the agency's annual request for regional contributions of \$375,000 from transportation partners and local governments.

Contingent Strategy: Due to the challenges of achieving a legislative solution, CMAP must also actively consider other short-term alternatives that would be pursued in FY 2016 if made necessary by the lack of a favorable outcome in the General Assembly. These non-legislative contingencies are not mutually exclusive and include:

- Increasing the amount of regional contributions from \$375,000 to over \$2.5 million.
- Recouping overhead charges from recipients of CMAP-administered grants (such as the LTA and CMAQ programs).
- Transferring \$5 million from RTA, possibly along with its planning activities.
- Other alternatives to be identified based on suitability of existing revenues within the region.

Because none of these alternatives ideally meets the criteria of stability and sustainability -- and because they do not involve new revenues for the region -- CMAP and its partners should be highly supportive of the preferred legislative solution.

Long-Term Strategies: Regional planning is chronically under-funded in metropolitan Chicago, in Illinois, and in the U.S. as a whole. CMAP should work with its partners at the regional, state, and national levels to promote the creation of programs that would support comprehensive planning with predictable revenues that would not require recipients -- Metropolitan Planning Organizations and such other regional entities -- to continually submit proposals for support of what are predictable costs of the activities associated with comprehensive planning.

Over the next several years, CMAP's long-term actions should include:

1. Develop programs with State agencies to support regional comprehensive planning activities.

- a. Illinois Department of Transportation
- b. Illinois Environmental Protection Agency
- c. Illinois Department of Natural Resources
- d. Illinois Department of Commerce and Economic Opportunity
- e. Illinois State Toll Highway Authority
- f. Illinois Housing Development Authority

2. Create sustainable federal programs for comprehensive planning agencies.

Coordinate with National Association of Regional Councils (NARC) to create federal programs to support comprehensive planning activities that include housing, environment, economic development, etc., similar to the planning program administered by the U.S. Department of Transportation.

3. Consolidate regional planning activities.

Determine if regional efficiencies would be obtained with consolidation of all regional transportation planning activities.

- a. Illinois Department of Transportation
- b. Illinois State Toll Highway Authority
- c. Regional Transportation Authority
- d. Transit Service Boards
- e. CMAP

4. Seek funding opportunities and cultivate relationships with funders.

Identify potential funds (government and philanthropic) that would fund activities that are consistent with CMAP priorities.

It is recommended that the Board direct the staff to develop a full strategy for the legislative option described in the "Short-Term Strategy" for discussion and action at the May 14 Board meeting.

ACTION REQUESTED: Discussion and provide direction to staff

###