



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, May 14, 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--April 9, 2014**
ACTION REQUESTED: Approval
- 4.0 Executive Director's Report**
- 4.1 LTA Program update
 - 4.2 Regional Freight Leadership Task Force Update
 - 4.3 O'Hare Subregional Freight--Manufacturing Drill-Down Report
 - 4.4 Staff Resignation--Matt Maloney, Deputy Chief of Staff
 - 4.5 Other Announcements
- 5.0 Procurements and Contract Approvals**
- 5.1 Contract Approval for Valuation of Ecosystem Services Provided by the Natural Resources Included in the Chicago Wilderness Green Infrastructure Vision
 - 5.2 Contract Approval for Creating Development Regulations for the Village of Campton Hills
 - 5.3 Contract Approval for Advisory Transportation Engineering Services for Local Technical Assistance Projects
 - 5.4 Contract Approval for Website Hosting and Support Services
 - 5.5 Contract Approval for Web Front-End Development and Data Visualizations for GO TO 2040 Indicators
- ACTION REQUESTED: Approval
- 6.0 Committee Reports**
The chair of the Local Coordinating Committee will provide an update on the meeting held prior to the board meeting. Written summaries of the working committees will also be provided.
ACTION REQUESTED: Informational

7.0 MPO Policy Committee Alternate: Revised By-Laws and Memorandum of Understanding (MOU)

As discussed at your April meeting, the Board intends to allow an alternate for the non-voting MPO member. Proposed language change to the MOU with the MPO Policy Committee and the CMAP Board By-Laws will be considered for approval.

ACTION REQUESTED: Approval

8.0 U.S. Department of Transportation Certification

U.S. DOT conducted a certification review of the Metropolitan Planning Process for the Northeastern Illinois Transportation Management Area during the fall of 2013. The review is to determine if the planning process meets the requirements of 23 CFR Part 450, Subpart C – Metropolitan Transportation Planning and Programming. In addition, since northeastern Illinois is not in attainment of national ambient air quality standards, the review must certify that the planning process is adequate to ensure conformity of plans and programs with procedures contained in 40 CFR Part 51 – Air Quality: Transportation Plans and Programs. Staff from the U.S. DOT will report the findings of the review.

ACTION REQUESTED: Information

9.0 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

10.0 GO TO 2040 Plan Update

Staff began the process of updating the GO TO 2040 plan, as required by federal law, in the summer of 2013. Over the last several months the Board and MPO Policy Committee have reviewed and provided input on updates of the plan indicators, implementation action tables, financial plan, and major capital projects. At this time, CMAP is on track to release the full draft plan update for public comment following the June meetings of the Board and MPO Policy Committee. Staff have also asked for feedback from the working committees on the [draft plan update summary](#) during May meetings or via email by May 26.

10.1 Financial Plan

Staff have worked with our transportation partners over the past month to refine revenue and expenditure forecasts for the plan update. This month, staff will present updated forecasts. Consistent with GO TO 2040, staff will also present recommendations regarding the allocation of expenditures to operate and maintain the region's transportation

system at a safe and adequate level; to move the system toward a state of good repair and make systematic enhancements; and expand capacity of the system through the construction of major capital projects.

10.2 Major Capital Projects

As required by federal regulations, the GO TO 2040 update will include a fiscally constrained list of major capital projects. Previously staff has presented to the Transportation Committee the overall **“universe” of capital projects** to be considered in the planning process as well as an **evaluation of the costs and benefits of the projects**. This month staff will present a recommended list of major capital projects to fit within the plan update’s fiscal constraint.

ACTION REQUESTED: Information

11.0 Draft FY 2015 Work Plan & Budget

Staff will present the proposed FY 2015 budget and work plan for discussion. Board approval will be requested at the June meeting.

ACTION REQUESTED: Discussion

12.0 Other Business

13.0 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.

14.0 Next Meeting

The Board meets next on June 11, 2014.

15.0 Closed Session – IOMA Section 2(c)(11)

ACTION REQUESTED: Information

16.0 Closed Session - IOMA Section 2(c)(5)

ACTION REQUESTED: Approval

17.0 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

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Chicago Metropolitan Agency for Planning (CMAP) DRAFT Board Meeting Minutes April 9, 2014

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

Board Members Present:

Gerald Bennett, CMAP Board Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Roger Claar-representing Will County, Elliott Hartstein-representing Lake County, Al Larson-representing West Cook County, Lisa Laws-representing the City of Chicago, 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 (via tele-conference) and non-voting member Leanne Redden-representing the MPO Policy Committee.

Staff Present:

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Gordon Smith, and Sherry Kane

Others Present:

Reggie Arkel-FTA, Jennifer Becker- Kane/Kendall Council of Mayors, Len Cannata-WCMC, Bruce Carmitchel-IDOT, Chalen Daigle-McHenry County Council, John Donovan-FHWA, Brian Hacker-Metra, Patrick Knapp- Kane/Kendall Council of Mayors, Jim LaBelle-Metropolis Strategies, Hugh O'Hara-Will County Governmental League, Mark Pitstick-RTA, Vicky Smith-Southwest Conference, Deb Spencer-Metropolitan Planning Council, Chris Staron-NWMC, Tom VanderWoude-SSMMA, Mike Walczak-NWMC and Barbara Zubek-Southwest Conference.

1.0 Call to Order and Introductions

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:34 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 March 12, 2014, meeting of the CMAP Board as presented was made by Rita Athas and seconded by President William Rodeghier. All in favor, the motion carried.

4.0 Executive Director's Report

Executive Director Randy Blankenhorn reported that the Local Technical Assistance (LTA) program update had been included in the Board packet. Regarding the Governor's Transit Task Force, Blankenhorn reported that the task force had released its final report that recommends changes in the governance structure of the boards, performance measures to increase ridership and ethics. Blankenhorn went on to say that the report is now in the hands of the Governor and General Assembly and that a staff review will be reported next month. A letter in response to the report on behalf of the RTA was distributed and Board member Raul Raymundo, who had served as a member of the task force, reiterated that ethics, governance and funding had all been considered by the task force in an effort to provide a real state-of-the-art system for the 21st Century. Blankenhorn also reported that staff have been working with its partners, especially IDOT, to finalize the financial plan and major capital projects for the GO TO 2040 update. This list of fiscally constrained projects to be considered by the Transportation Committee in April will be brought to the CMAP Board in May. On track for working committee review in May, a full draft plan update should be available for public comment in June. Finally, Blankenhorn reported that the Coalition of America's Gateway and Trade Corridors (CAGTC) is hosting NAFTA NEXT in Chicago that if anyone is interested in attending the conference and or meeting with the Southern California Association of Governments while they are in town, they should let us know.

5.0 Procurements and Contract Approvals

A sole source contract approval to Chicago Jobs Council for \$50,000 to conduct three site-specific workforce development plans and a contract to SunGard Public Sector in the amount of \$150,000 for the upgrade of existing financial system software were presented for approval. A motion to approve the contracts, as presented, made by Rae Rupp Srch was seconded by Mayor Al Larson. All in favor, the motion carried.

6.0 Committee Reports

Neither of the Coordinating Committees had met earlier in the morning. A written summary of the working committee meetings was provided.

7.0 CMAP & MPO Memorandum of Understanding

Executive Director Randy Blankenhorn reported that the CMAP & MPO Memorandum of Understanding (MOU) had been presented to both the CMAP Board and the Policy Committee for its annual review in March. The Policy Committee, while it did approve the MOU, did suggest that the CMAP Board consider allowing an alternate to its non-voting MPO member (position currently held by Leanne Redden). No real objections were raised by the Board. Staff will draft language that will be brought back to both the CMAP Board and the Policy Committee for consideration.

8.0 State Legislative Update

Prior to CMAP staff presenting the state legislative update, Executive Director Randy Blankenhorn reported briefly that the Governor's proposed budget had reduced CMAP funding through IDOT by \$500,000, that there is concern as it relates to matching the federal planning funds, that the matter was discussed with the Secretary who understands and will try to work with us to figure it out. Blankenhorn went on to say that continuing to rely on state funding is of real concern and that there is an item later in the agenda to discuss funding strategies.

CMAP staff Gordon Smith, from the state legislative update, reported that CMAP continues to support five bills (HB5786, HB5664, HB5629 & SB 3047, and HB5907) and opposes five (HB3251, HB4418, SB1681, HB5373, SB2790) others. One bill, SB2696, Smith continued, was moved from support to neutral as a result of an amendment to the bill that shelved the bill. The reporting gave way to various comments by the board, particularly related to HB4418. Were HB4418 to pass the effective date would be immediate. A motion by Mayor Al Larson was seconded by President William Rodeghier to approve the report as presented. All in favor the motion carried.

9.0 CMAP's Regional Tax Policy Principles

Dating back to the creation of the Regional Tax Policy Task Force which concluded its work and delivered its recommendations to the CMAP Board in late 2011, CMAP staff Matt Maloney gave a bit of background on CMAP's involvement in Regional Tax Policy. Today, Maloney went on to say, staff is requesting the Board's approval of the following three Regional Tax Policy Principles: (1) sustainable economic prosperity requires an efficient and equitable tax system; (2) capital infrastructure modernization requires robust, consistent investment; and, (3) achieving livability requires a tax structure that does not discourage the implementation of community planning goals. Maloney walked through details related to each of the principles, summarized CMAP's position on each while offering a brief statement of an expected outcome. A lengthy discussion ensued and a number of concerns were raised. Chairman Mayor Bennett asked that a vote on the principles not take place today, that staff consider some analyses that had been conducted by the Civic Federation and Executive Director Blankenhorn concluded that the principles are meant to be a framework for discussion and with differing points of view a consensus may be difficult to achieve.

10.0 Strategic Planning: Funding

Addressing the material contained in the Board packet related to funding, Executive Director Randy Blankenhorn reported that CMAP's senior staff feel that the Comprehensive Regional Planning Fund had gone by the way-side and had been considering ways to solve the agency's funding issues. A short-term strategy of pursuing legislation that would use the RTA's taxing authority to institute a .15% increase to the existing sales tax, raising approximately \$150 million annually of which \$10 million would be used to meet CMAP's funding needs, with the remaining \$140 million would finance capital projects within the six-county RTA service area. Blankenhorn went on to explain the short-term actions that would be required, beginning now through July 2015. CMAP

would also consider other short-term alternatives to be pursued in fiscal year 2016 that would include a considerable increase to the amount of regional contributions, collecting an administrative cost from CMAP-administered grants (e.g., LTA and CMAQ), or transferring \$5 million from the RTA possibly along with its planning activities. Also reviewing long-term strategies, Blankenhorn suggested that CMAP develop programs with State agencies to support regional comprehensive planning, create sustainable federal programs for comprehensive planning, consolidate regional planning and seek additional funding opportunities and cultivate relationships with funders. Board members were pleased with the suggested options and agreed that the short-term options should be pursued.

11.0 Other Business

There was no other business before the Board.

12.0 Public Comment

There were no comments from the public.

13.0 Next Meeting

The CMAP Board is scheduled to meet next on May 14, 2014.

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

At 11:15 a.m., a motion to adjourn the regular board meeting to an executive session was made by Frank Beal and seconded by Andrew Madigan. All in favor, the motion carried.

At the conclusion of the closed session, Board Chair Mayor Bennett reported that the terms of the agency’s office space lease agreement had been discussed. A motion to approve the negotiated terms for a lease extension as proposed by U.S. Equities Realty on March 20, 2014, was made by President William Rodeghier and seconded by Rita Athas. A roll call vote was taken:

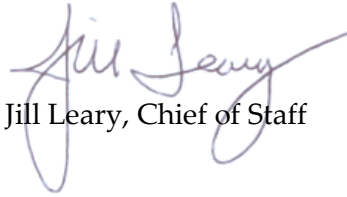
Gerald Bennett–yes	Raul Raymundo–yes
Rita Athas–yes	Rick Reinbold–yes
Frank Beal–yes	William Rodeghier–yes
Roger Claar–no	Carolyn Schofield–no
Elliott Hartstein–yes	Peter Silvestri–Absent
Al Larson–Absent	Rae Rupp Srch–Absent
Lisa Laws–no	Thomas Weisner–Absent
Andrew Madigan–no	

The motion failed. The required voting quorum of 4/5 of the voting Board members was not present.

15.0 Adjournment

A motion by Rita Athas was seconded by Carolyn Schofield to adjourn the regular meeting at 11:25 a.m. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Jill Leary". The signature is fluid and cursive, with a large loop at the end.

Jill Leary, Chief of Staff

04-25-2014

/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.1

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: May 7, 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, 136 local projects have been initiated. Of these, 68 projects have been completed, 53 are fully underway, and 15 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 continue updates to the “Completed Projects with Active Implementation” on a quarterly basis. The next implementation report with these updates will be sent in July.

ACTION REQUESTED: Discussion.

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Algonquin-Carpentersville Fox River corridor plan	Brian Daly	May 2014-Aug. 2015	Staff assistance	The scope will come before the Village boards this month. The Villages plan to have the first Steering Committee meeting in late May or early June.
Alsip zoning revisions	Jake Seid	Sept. 2013-May 2014	Staff assistance	Project team completed work on annotated Ordinance and recommendations summary in April. A final meeting with the Steering Committee is scheduled for May 7 to discuss these documents and assist with project implementation.
<i>Antioch greenway plan (see website)</i>	<i>Jason Navota</i>	<i>Apr. 2012-Apr. 2014</i>	<i>Staff assistance</i>	<i>Newly completed. The Antioch Lifestyle Corridor plan was adopted by the Village Board on April 21.</i>
Arlington Heights bicycle-pedestrian plan	John O'Neal	May 2014-Apr. 2015	Staff assistance	Scoping with the community is underway.
Barrington area bikeway feasibility study	Jack Pfingston	June 2014-June 2015	Consultant assistance	RFP released May 2. 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-Sept. 2014	Staff assistance	Preparation of the draft plan underway.
Berwyn capital improvements plan	Bob Dean	Mar.-Oct. 2014	Staff and consultant assistance	First steering committee held on April 23. Collection of project descriptions is underway.
Berwyn parking study (see website)	Lindsay Bayley	Nov. 2013-Sept. 2014	Staff assistance	Kick-off Steering Committee meeting held on May 1. Parking occupancy data collection complete. Key person interviews and existing conditions report drafting underway.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-July 2014	Staff and consultant assistance	CMAP staff is creating a first draft of the zoning ordinance based on the approved recommendations memo.
<i>Big Rock comprehensive plan (see website)</i>	<i>Trevor Dick</i>	<i>Feb. 2013 - Apr. 2014</i>	<i>Staff assistance</i>	<i>Newly completed. The Village Board adopted the plan on April 22.</i>
Calumet City comprehensive plan	Jack Pfingston	June 2013-June 2014	Consultant assistance	Steering Committee met in early April to consider draft plan elements. Complete draft plan is under review.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	May 2014-Aug. 2015	Consultant assistance	Consultant interviews were held in April. A recommendation for consultant selection will be brought for CMAP Board approval in May.
Carol Stream comprehensive plan (see website)	Nicole Woods	Feb. 2014-Apr. 2015	Staff assistance	CMAP staff held the public kick-off meeting, various focus group meetings, and several key person interviews in April. Staff also gathered and analyzed data and information for the existing conditions report. Tasks for May include conducting additional key person interviews and drafting the report.
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-Mar. 2015	Staff assistance	CMAP staff is 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 through May. Public workshop tentatively scheduled for July.
Chicago West Pullman neighborhood plan	Liz Panella	July 2014-Aug. 2015	Consultant assistance	Scoping is underway, with RFP release anticipated in May.
Chicago Heights comprehensive plan (see website)	Kendra Smith	Apr. 2013-Sept. 2014	Staff assistance	Draft industrial area sub-area study and plan recommendations memo are currently under internal review. A sub-area community charrette for Chicago Heights' 3 rd ward was held on April 16.
Chinatown neighborhood plan (see website)	Stephen Ostrander	Apr. 2013-July 2014	Staff assistance	During April, CMAP staff focused on drafting plan, conferring as needed with community partners and City departments who will play a key role in implementing the plan's recommendations.
Cicero comprehensive plan	Jonathan Burch	Apr. 2014-June 2015	Consultant assistance	Lakota was chosen as the winning bidder. The PAO has been executed and the firm expects to start the project within the next month. Staff has reached out to Cicero to start creating the project Steering Committee.
Cook County consolidated plan (see website)	Jonathan Burch	Apr. 2013-Nov. 2014	Staff assistance	Staff is preparing the data-oriented front half of the final plan coupled with a working recommendations document for discussion with the County. Concurrently, CMAP and the County are scheduling a series of small-group discussions to discuss potential projects, programs, and target areas in greater depth and refine the recommendations document.
Crete comprehensive plan	Jack Pflingston	May 2014-June 2015	Consultant assistance	Interviews with consultants will take place May 15 with selection of project consultant to follow shortly after.
Crystal Lake transportation plan	Nora Beck	Mar. 2014-Feb. 2015	Staff assistance	CMAP staff reviewing previous planning efforts relating to bike and pedestrian planning efforts. City forming Steering Committee.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Des Plaines neighborhood plan (see website)	Berenice Vallecillos	May 2013-May 2014	Consultant assistance	The Steering Committee unanimously voted to recommend the plan to the City Council for adoption on April 9. A revised copy of the final plan was submitted to CMAP for final review. City of Des Plaines and Des Plaines Park District staff has been working closely to apply to IDNR for an Open Space Land and Acquisition and Development (OSLAD) grant as a first step toward implementation. The plan will be presented to the City Council in May for adoption.
Dixmoor planning prioritization report	Jessica Gershman	Jan.-Sept. 2014	Staff assistance	Map creation and a report outline for the project is underway, and outreach to the Latino community is wrapping up. Staff to attend the Village's second Business Breakfast with a project update on May 12.
DuPage County Homes for a Changing Region project	Kendra Smith	Sept. 2013-Oct. 2014	Staff assistance	The MetroQuest outreach site received 1,293 visits and 735 surveys were completed. Municipal outreach memos detailing survey responses were sent to municipal staff on May 1. CMAP staff is currently working 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. 2014-Apr. 2015	Staff assistance	A Steering Committee is being established, and a kick-off meeting with the Committee is being scheduled.
Evanston bicycle plan	Jack Pfingston	June 2013-May 2014	Grant funds	Steering Committee met April 24 to consider recommendations. Public meeting will take place May 3.
Franklin Park industrial areas plan (see website)	Nicole Woods	Apr. 2013-Sept. 2014	Staff assistance	The recommendations memo, which outlines the goals and strategies of the plan, was approved by staff and the Steering Committee in April. In May, CMAP staff will work closely with Village staff in drafting the industrial areas plan. The initial draft is scheduled to be completed in June.
Harvard comprehensive plan	Liz Panella	May 2014-July 2015	Staff assistance	Project scoping underway.
Hinsdale parking study (see website)	Lindsay Bayley	Nov. 2012-May 2014	Staff assistance	No update. Village trustees are reviewing the final plan.
Kane County health impact assessment	Stephen Ostrander	July 2014-Mar. 2015	Staff assistance	Project scoping underway.
Kane County local food project	Jessica Gershman	Nov. 2012-May 2014	Staff assistance	Deliverables undergoing final internal approval for project completion.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Kane County transit plan implementation (see website)	Trevor Dick	July 2012- June 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 design is complete. Final presentations for all four communities have been scheduled for May and early June. The document will be printed after the final presentations are complete.
Kane County / Geneva Homes for a Changing Region project (see website)	Drew Williams-Clark	July 2013- June 2014	Staff assistance	Revised subregional recommendations were presented at a meeting of all four mayors. CMAP and Kane County staff are drafting the full plan.
Kedzie Avenue (Garfield Park) corridor plan (see website)	Samantha Robinson	July 2013- June 2014	Consultant assistance	A public meeting took place on April 22. The next public meeting will be held on May 8. Meeting attendees will provide input to the plan and implementation strategies. 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 land use planning effort is underway and project team is gathering data and information, and meeting with corridor municipalities and other stakeholders, to inform the Existing Conditions Assessment. The first IL Route 53/120 Corridor Plan Land Use Committee met on March 18, and 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- July 2014	Staff assistance	A public open house and meeting with municipal leaders to share the draft plan have both been scheduled for June 12.
<i>Lake County / Round Lake Homes for a Changing Region project</i>	<i>Stephen Ostrander</i>	<i>July 2014- June 2015</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Project scoping with sponsors and partners is currently underway.</i>
Lan-Oak Park District master plan (see website)	Trevor Dick	Oct. 2013- June 2014	Staff assistance	Staff is currently working on the draft Master Plan.
Lansing comprehensive plan (see website)	Sam Shenbaga	Oct. 2012- June 2014	Consultant assistance	Edits to draft plan completed. Open House and public hearing to be held on May 28 at Village Hall.

Project	CMAP lead	Timeline	Assistance type	Status and notes
<i>Lynwood comprehensive plan (see website)</i>	<i>Samantha Robinson</i>	<i>Oct. 2012-Apr. 2014</i>	<i>Consultant assistance</i>	<i>Newly completed. The Village Board adopted the plan on April 15.</i>
Lyons comprehensive plan (see website)	Sef Okoth	July 2013-Sept. 2014	Staff assistance	The Existing Conditions Report and the key recommendation memo were discussed and approved by the Steering Committee and the Village staff. Comments from the transit agencies (Pace, Metra, and RTA) and the Forest Preserves of Cook County were incorporated in the ECR. Staff is working to facilitate a meeting between the Forest Preserves of Cook County and the Village, to be held on May 12, to discuss some of the plan recommendation directions. Drafting of the plan is underway.
<i>Markham comprehensive plan</i>	<i>Erin Aleman</i>	<i>July 2013-Apr. 2014</i>	<i>Consultant assistance</i>	<i>Newly completed. The Markham City Council approved the comprehensive plan on April 2.</i>
Morton Grove industrial areas plan (see website)	Nicole Woods	Feb. 2012-July 2014	Staff assistance	The revised plan was delivered for final Village Staff review in late March and continues to be under review. Once staff review is completed, the plan will be sent to the Steering Committee for their comments in late spring.
North Aurora comprehensive plan	Jack Pfingston	Jan.-Dec. 2014	Consultant assistance	Data collection and key stakeholder interviews continue; first public workshop will be held May 21.
North Chicago comprehensive plan	Jake Seid	May 2014-Sept. 2015	Staff assistance	Project scoping has been completed and MOU has been signed. Project team is planning a kick-off meeting with the Steering Committee and representatives from MMC and MPC in June.
Northwest Municipal Conference Des Plaines River trail access plan (see website)	Lindsay Bayley	May 2013-June 2014	Consultant assistance	Draft plan underway, should be reviewed by Steering Committee in late May. Meetings held with Forest Preserves of Cook County, IDOT, and CCDTH to keep them informed of progress to date.
Olympia Fields subarea plan (see website)	Drew Williams-Clark	Apr. 2013-May 2014	Consultant assistance	CMAP has reviewed a revised draft plan, which will be shared with the Village in May.
Openlands local food policy	Jason Navota	Feb. 2013-Sept. 2014	Staff assistance	Scope of work for a Regional Food System Study is being revised and project team is preparing to approach potential funders for the study.
Oswego market analysis (see website)	Trevor Dick	Mar. 2013-May 2014	Staff assistance	The report is planned to be discussed and approved at the May Village Board meeting.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Oswego-Montgomery-Yorkville shared services study	Louise Yeung	May 2014-Mar. 2015	Staff assistance	Staff is developing scope and MOU with partners.
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 May 15.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013-Sept. 2014	Staff and consultant assistance	A Steering Committee meeting took place on April 14 to discuss the recommendations memo. CMAP staff is awaiting a compiled set of Steering Committee comments on the memo prior to moving forward with drafting the zoning and subdivision ordinances.
Pingree Grove comprehensive plan	Trevor Dick	July 2014-Aug. 2015	Consultant Assistance	Staff is developing scope and RFP materials. RFP release expected in late May or early June.
Prospect Heights comprehensive plan	Jack Pfingston	Aug. 2013-July 2014	Consultant assistance	Preliminary recommendations reviewed by Steering Committee April 21; midpoint meeting with CMAP will take place May 8.
Regional immigrant integration toolkit	Ricardo Lopez	Jan. 2013-June 2014	Staff assistance	Final draft plan currently under review by communication staff. Final plan scheduled to release at a round table event on June 5 at CMAP. An invitation went out to local leaders and staff is now working with MMC to confirm participation.
Richton Park comprehensive plan (see website)	Kendra Smith	Aug. 2012-June 2014	Consultant assistance	Draft plan currently under internal review.
Richton Park zoning revisions	TBD	July 2014-Feb. 2015	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 Riverdale project was put on hold during the month of April. The consultant received a grant extension from DCEO until June 30. It is anticipated that the final plan will be presented to the Village Board for adoption in June.
Rosemont comprehensive plan (see website)	Sam Shenbaga	Oct. 2013-Sept. 2014	Staff assistance	Existing conditions report reviewed by Steering Committee, RTA, Pace, Metra, MWRD, and Active Transportation Alliance. Steering Committee visioning workshop scheduled for May 21.

Project	CMAP lead	Timeline	Assistance type	Status and notes
South Elgin bicycle and pedestrian plan (see Facebook page)	John O'Neal	July 2013- June 2014	Consultant assistance	Draft plan and draft accessibility report have been completed and will be discussed with Steering Committee at May 8 meeting. Key recommendations were presented to Village Planning and Zoning Commission.
SSMMA Calumet Green Manufacturing Partnership	Brian Daly	May 2014- Nov. 2014	Staff and consultant assistance	Project scoping is complete. In April, the CMAP Board approved a contract with the Chicago Jobs Council (CJC) to assist with this project. In May, CJC will begin work on Phase 1: Research and Best Practices.
SSMMA Complete Streets plan	Lindsay Bayley	July 2014- Aug. 2015	Staff assistance	No update. SSMMA has reviewed the project scope and CMAP staff has made suggested revisions.
Summit comprehensive plan (see website)	Nora Beck	Dec. 2013- Nov. 2014	Staff assistance	Staff met with Summit's Senior Luncheon at the Till Community Center on April 16. Draft Existing conditions report under internal review, to be presented to Village and Steering Committee on May 15. Public workshop tentatively scheduled for end of May/early June.
UIC multimodal transportation plan (see website)	Lindsay Bayley	June 2013- Sept. 2014	Staff assistance	Recommendations memo drafting underway, Steering Committee should receive memo for review in late May.
Waukegan subarea plan (see website)	Stephen Ostrander	Oct. 2012- June 2014	Staff assistance	CMAP staff completed draft plan and began internal review process.
Westchester comprehensive plan (see website)	Samantha Robinson	Nov. 2011- May 2014	Staff assistance	The plan has been finalized and is expected to be adopted by the Village Board on May 27.
West Suburban Chamber of Commerce and Industry cargo-oriented development plan	Evy Zwiebach	May 2014- June 2015	Staff assistance and small contract	Scoping continues, and outreach to member communities is in progress.
Wicker Park-Bucktown parking study (see website)	Lindsay Bayley	Jan. 2013- May 2014	Staff assistance	Final comments received on draft plan, minor edits and revisions underway. WPB Board to vote on plan at their next Board meeting on May 21.
Will County brownfield prioritization	Jake Seid	June 2013- May 2014	Staff assistance	The marketing document has been reviewed by staff from Will County and ComEd. We are awaiting a signed letter of support from the County in the coming weeks in order to complete this project.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Winthrop Harbor comprehensive plan	Sam Shenbaga	Apr. 2014- July 2015	Staff assistance	Project started in late April as per community request.
Worth planning prioritization report	Stephen Ostrander	Oct. 2013- June 2014	Staff assistance	CMAP staff presented draft recommendations to CMAP Land Use Committee for feedback. Staff completed first draft of recommendations report, and is currently preparing it for internal review.
Zion comprehensive plan	Nora Beck	Feb. 2014- Jan. 2015	Consultant assistance	Contract finalized. Consultant scheduling staff kick-off meeting.

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MEMORANDUM

To: CMAP Board

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: May 7, 2014

Re: Contract Approval for Valuation of Ecosystem Services Provided by the Natural Resources Included in the Chicago Wilderness Green Infrastructure Vision

The Green Infrastructure Vision (GIV) is a planning document produced by Chicago Wilderness (CW) and CMAP to identify the most important lands to conserve and restore in the Chicago Wilderness (CW) area. CMAP and other funders have previously invested in developing a relatively fine-scale depiction of regional green infrastructure (“GIV 2.2”), defined in terms of four major landscape types (forest/woodlands, prairie/grassland/savannah, wetlands, and streams). The Green Infrastructure Vision (GIV) information has been utilized in the transportation project development process helping to meet Federal and State laws and regulations. In addition to understanding the location of green infrastructure resources, stakeholders have expressed interest in the economic value of the ecosystem services (e.g., air and water pollutant removal, replenishment of groundwater, preservation of biodiversity, etc.) provided by the landscapes within the GIV. Having a means of estimating economic value at a relatively fine resolution could permit those involved in land conservation to show at least part of the monetized social benefit of conservation to compare with the outlays required to protect land.

A Request for Proposal (RFP) was issued to potential firms to develop a valuation of ecosystem services provided by the national resources included in the GIV. Eleven responses, and their requested fund amounts, were received from:

<u>Contractor</u>	<u>Cost</u>
Applied Ecological Services (AES)	\$112,000
BBJ	\$141,536
Cardno	\$44,910
Davey	\$280,750
Environmental Consulting and Technology(ECT)/Veritas	\$38,932
Okrent	\$184,400

<u>Contractor</u>	<u>Cost</u>
RTI International	\$110,553
Stratus	\$91,192
The Conservation Fund (TCF)	\$49,790
URS	\$92,500
V3	\$98,390

The proposals were reviewed by a team comprised of Nora Beck, Jesse Elam, and Jason Navota. The team based the following evaluation on the criteria listed in the RFP:

- Responsiveness of the proposal to the scope of services and quality of proposal
- The firm’s technical ability to complete the work in the request for proposals, including the training, knowledge, and experience of the staff who are working on the proposed project in:
 - Natural resource economics;
 - Geospatial analysis;
 - Landscape-level natural resources analysis.
- The quality and relevance of the examples of similar work and associated references.
- Proposal cost

The review team reviewed and ranked all proposals. The cost was rated based on the initial projected cost (\$40,000). The maximum score of 20 was given if under the projected cost or 0 is over \$100,000. Intermediate ratings were given between these costs.

	Maximum Score	Davey	V3	Okrent	URS	AES	RTI	BBJ	Cardno	ECT/Veritas	Stratus	TCF
Responsiveness/quality	30	14	25	9	23	24	19	17	21	18	26	28
Technical ability	30	16	23	6	21	26	23	18	23	20	26	26
Quality and relevance	20	7	19	0	13	16	15	11	17	9	14	20
Proposal cost	20	0	6	0	6	0	0	0	16	20	6	16
Score	100	37	73	15	63	67	58	47	77	67	72	90

Based on the review of the proposals, The Conservation Foundation (TCF) was selected for this project. TCF was the highest-ranked consulting firm based on its previous experience with similar projects, national reputation, and clear scope of work. Since TCF worked on the last update to the GIV, the firm is familiar with it and has an awareness of how the project would fit into GO TO 2040 implementation and Chicago Wilderness work. TCF also intends to build GIS models in such a way that CMAP can update the models in the future as other information becomes available.

It is recommended that the Board approve a contract with The Conservation Foundation for \$49,790 to refine the Chicago Wilderness Green Infrastructure Vision. Support for the contract is included in the FY 2014 UWP contract grant.



MEMORANDUM

To: CMAP Board
From: Dolores Dowdle
Deputy Executive Director, Finance and Administration
Date: May 7, 2014
Re: Contract Approval for Creating Development Regulations for the Village of Campton Hills

The CMAP local technical assistance (LTA) program is meant to advance the implementation of GO TO 2040 by providing resources to local government. Over 60 projects have been completed through the LTA program, with 50 more underway and 30 more set to begin in the near future. Projects include comprehensive plans, corridor or subarea plans, studies of special topics such as housing or water resources, and similar planning activities.

In August 2012, the Village of Campton Hills adopted the Campton Hills Comprehensive Plan, which was developed with technical assistance from CMAP. The plan responds to the community’s desire to retain its image and protect natural resources while accommodating future growth. To aid in the realization of the Comprehensive Plan’s goals, CMAP has approved a LTA project to prepare new zoning and subdivision regulations for the Village. The planning process will serve to tailor the regulations to suit the Village’s unique needs, particularly as relating to natural resources protection.

Initially a Request for Proposal (RFP) was issued to the preauthorized contractors for the LTA program and, as a result of technical issues, the RFP was withdrawn. It was determined that a RFP would be issued to any firm (not limited to the preauthorized contractors) to create development regulations for the Village of Campton Hills. The RFP was sent to potential contractors as well as posted on the CMAP website. Four proposals were received. The proposals provided a base cost for the project and could recommend up to two options in the proposal to offer an enhanced approaches to specific elements in the planning process.

Contractor	Base Cost	Cost w/Option 1	Cost w/Option 2
Ancel Glink	\$57,000	--	--
Camiros	\$75,060	--	--

Contractor	Base Cost	Cost w/Option 1	Cost w/Option 2
Houseal Lavigne Associates	\$99,110	\$116,770	--
Town Planning and Urban Design Collaborative	\$159,750	\$165,750	\$177,750

The proposals were reviewed by a team comprised of Jason Navota and Kristin Ihnchak and the Village's review team, which included Patsy Smith, Village President, and Jennifer Johnsen, Village Administrator. The team based the following evaluation on the criteria listed in the RFP:

1. The demonstrated record of experience of the contractor as well as identified staff in providing the professional services identified in this scope of work. Expertise in preparing development regulations that have a natural resource / conservation focus is particularly necessary.
2. The demonstrated ability of the contractor to meet CMAP's standards – in terms of expertise in relevant topical areas, familiarity with GO TO 2040, and ability to conduct effective stakeholder engagement.
3. The quality of the narrative describing the contractor's approach to the project, and the degree to which the narrative demonstrates a clear understanding of the project, particularly the importance of preparing conservation-oriented regulations that are consistent with the Comprehensive Plan.
4. The quality of the option(s) submitted.
5. The clarity and quality of deliverables specified in the proposal.
6. The quality and relevance of the examples of similar work and associated references.
7. Cost to CMAP, including consideration of all project costs, option costs, and per-hour rates.

The review team reviewed and ranked all proposals. The team interviewed the three proposals receiving the highest scores—Ancel Glink, Camiros and HLA. The rankings of the proposals are based on the written proposals and interviews.

Criteria	Maximum Score	Ancel Glink	Camiros	HLA	HLA w/option 1	TPUDC	TPUDC w/option 1	TPUDC w/option 2	TPUDC w/option 1-
Experience of organization and key personnel	35	24.4	26.7	25.8		21.2			
Ability to meet CMAP's standards	15	9.6	11.3	11.0		10.2			
Quality of approach	20	13.3	15.3	12.0		9.3			
Quality of Options					3.0		2.7	3.0	5.7
Quality and clarity of identified deliverables	5	3.2	4.0	3.5		3.3			
Quality and relevance of similar work	5	2.0	3.0	3.3		1.8			

Cost to CMAP	20	19.6	15.8	12.0	-2.5	4.2	-1.4	-0.7	-2.1
TOTAL	100	72.1	76.1	67.6	68.2	50.0	51.3	52.3	53.6

Based on the proposal review, interviews, and consideration of cost, Camiros was selected for this project. Camiros was the highest-ranked consulting firm before interviews occurred and remained the frontrunner following a strong interview performance. Camiros demonstrated a depth of experience in zoning issues and similar planning processes, and also an ability to be flexible in the project approach used to ensure an appropriate response to the conservation-related considerations of the project. The Camiros team also demonstrated familiarity with zoning issues of particular importance to Campton Hills, such as agricultural land use concepts, equestrian zoning, historic preservation, and sustainability. In addition, the team’s presentation spoke to a variety of ways to engage the public on regulatory issues and reach consensus among interest groups and public officials. While the Camiros proposal is not the least expensive of the four firms, their proposed cost falls within a cost range that is reasonable for this type of project.

It is recommended that the Board approve a contract with Camiros for \$75,060 to create Development Regulations for the Village of Campton Hills. Support for the contract is included in the FY 2012 UWP contract grants and the Illinois Department of Natural Resources grant.



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.3

233 South Wacker Drive
Suite 800
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MEMORANDUM

To: CMAP Board

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: May 7, 2014

Re: Contract Approval for Advisory Transportation Engineering Services for
Local Technical Assistance Projects

The CMAP local technical assistance (LTA) program is meant to advance the implementation of GO TO 2040 by providing resources to local government. Over 60 projects have been completed through the LTA program, with 50 more underway and 30 more set to begin in the near future. Projects include comprehensive plans, corridor or subarea plans, studies of special topics such as housing or water resources, and similar planning activities.

Several LTA projects would benefit from being supplemented by transportation engineering expertise, such as an assessment of the feasibility of transportation improvements such as new bicycle and pedestrian facilities in corridors or in specific locations; preparation of general cost estimates for infrastructure improvements of different types; assisting CMAP to understand the results of upcoming major transportation investments on local transportation networks. The LTA program includes a focus on implementation, so it is a high priority for CMAP and the communities that CMAP is assisting to make realistic recommendations for changes to transportation infrastructure. While CMAP has staff with significant regional transportation planning experience internally, the agency's transportation engineering experience is more limited. The purpose of proposed contract is to provide advice on transportation engineering issues to support LTA projects. The phrase – "advice on transportation engineering issues" – is deliberate, and seeks to clarify that CMAP does not expect detailed engineering work as part of this contract.

A Request for Proposal (RFP) was issued to firms to provide advice on transportation engineering issues to support LTA Projects. The RFP was sent to potential contractors as well as posted on the CMAP website. Eleven proposals were received. The proposals provided hourly costs at different staff levels and sample cost of completed projects.

Contractor	Principal	Project Manager	Support Staff	General cost for sample projects
	Hr. Rate	Hr. Rate	Hr. Rate	
DAMA Engineering	\$68-74	\$45-55	\$22	Over \$25,000
DLZ	\$160	\$130-138	\$97	Over \$25,000
Gewalt Hamilton Associates	\$160	\$105-132	\$83-96	Under \$10,000
Knight Engineering	\$200-285	\$167	\$99	Under \$10,000
Patrick Engineering	\$101	\$79	\$45-57	Over \$25,000
Sam Schwartz Engineering	\$165	\$90		Under \$10,000
TADI	\$155	\$100-135		\$10,000 to \$25,000
Terra Engineering	\$195	\$171-175	\$101	Under \$10,000
Ty Lin	\$193-199	\$95-111	\$87	Over 25,000
V3	\$207	\$148-173	\$188	Over \$25,000
Weaver Boos Consulting	\$163	\$142	\$93	Under \$10,000

The proposals were reviewed by a team comprised of Bob Dean, Trevor Dick and Kristin Ilnchak. The team based the following evaluation on the criteria listed in the RFP:

1. The demonstrated record of experience of the contractor as well as identified staff in providing advice on transportation engineering issues as identified in this scope of work.
2. The quality of the narrative describing the approach to the four types of projects described in the scope of services.
3. The experience of the firm in conducting similar projects in a variety of geographic contexts for public sector clients, as indicated through the quality and relevance of the examples of similar work.
4. The reputation of the firm or organization based on references.
5. Cost to CMAP, including consideration of per-hour costs.

The review team reviewed and ranked all proposals. The team interviewed the three proposals receiving the highest scores--Gewalt Hamilton Associates, Sam Schwartz Engineering and TADI. The rankings of the proposals are based on the written proposals and interviews.

Criteria	Maximum Score	DAMA	DLZ	Gewalt Hamilton	Knight	Patrick	Sam Schwartz	TADI	Terra	Ty Lin	V3	Weaver Boos
Demonstrated expertise	15	6.5	11.3	14.5	10.5	10.8	14.0	11.5	10.3	13.0	10.3	9.8
Quality of approach of example projects	60	26.6	37.4	55.6	42.2	43.7	51.2	49.8	44.8	46.8	33.9	39.8
Relevant experience of example projects	15	5.5	7.8	12.7	9.5	11.8	11.8	11.5	9.5	10.8	7.8	8.0
Cost to CMAP, including consideration of per-hour costs.	10	8.0	5.0	7.0	5.0	8.0	8.0	6.0	5.0	4.0	2.0	7.0
TOTAL	100	46.6	61.5	89.8	67.2	74.3	85.0	78.8	69.6	74.6	54.0	64.6

Based on the proposal review, interviews, and consideration of cost, Gewalt Hamilton Associates was selected for this project. Gewalt Hamilton Associates (GHA) had the highest ranked proposal and also demonstrated their project understanding and abilities in the interview. GHA is an engineering firm that has extensive experience in advisory transportation engineering services. GHA has added Active Transportation Alliance (ATA) to their team which further strengthens the team's expertise in bicycle and pedestrian projects. GHA received high scores for their approaches to the potential activities, based on the level of detail in their response as well as the clarity with which they demonstrated an understanding of CMAP's needs. They also have significant experience working as a subcontractor to planning firms, which is essentially the relationship that they would have with CMAP. While each of the three interviewees were qualified to conduct the work, the GHA team provided the best combination of team member experience and expertise, depth of experience providing advisory transportation engineering services, experience in reviewing the feasibility of planning recommendations, experience in reviewing major project impact, and a reasonable cost.

It is recommended that the Board approve a contract with Gewalt Hamilton Associates for \$50,000 to provide advisory transportation engineering services to support LTA projects. Support for the contract is included in the FY 2012 UWP contract grants.



MEMORANDUM

TO: CMAP Board
FROM: Dolores Dowdle
Deputy Executive Director, Finance and Administration
Date: May 7, 2014
Subject: Contract Approval for Website Hosting and Support Services

CMAP's website provides organization information that is user-friendly and provides transparency of the agency. The site accommodates a wide variety of content types that relate to implementation of the GO TO 2040 plan. CMAP has an extensive network of partners and stakeholders who rely on the site for up-to-the-minute information about agency activities, which are relevant in particular to officials at the local, regional, state, and federal levels of government. Of equal importance to these core audiences, the general public needs access to engaging content that relates to their everyday lives without requiring them to be professional planners. The website requires professional hosting services. The current hosting services contract is expiring and a Request for Proposal (RFP) was issued to obtain these services.

The Request for Proposals (RFP) was issued to interested firms to host the website utilizing the Liferay website software. Firms were requested to provide a firm cost for the website hosting and hourly rates for professional support. The contract would be for three-years with two one-year options. Two firms submitted proposals with the following costs.

Contractor	Hosting Service	Hourly Cost
Dunn Solutions Group	\$7,860	\$100 (require monthly minimum 10 hours)
Omegabit	\$8,639	\$150

The proposals were reviewed by a team comprised of Tom Garritano and John Nguyen. The team based its evaluation on the following criteria as listed in the RFP.

- Demonstrated excellence in Liferay hosting and administration
- The willingness and ability to meet or exceed performance specifications.
- Technical capacity, including hardware, software and bandwidth
- Staff capacity regarding professional services in the Scope of Work

- The reputation of the firm based on references.
- Cost to CMAP.

The review team reviewed and ranked the two proposals. The rankings of the proposals are based on the written proposals. The cost was evaluated equivalent since Dunn requires a monthly minimum of 10 hours of professional services. It is projected that the actual need is 7 hours a month plus any overage for usage.

Criteria	Maximum Score	Dunn Solutions	Omegabit
Liferay hosting and administration	20	16.0	20.0
Performance expectations	20	15.0	19.0
Technical capacity	20	12.0	17.0
Staff capacity	20	12.0	15.0
Cost	20	20.0	20.0
TOTAL	100	75.0	91.0

The review team rated Omegabit significantly stronger in the categories of experience, performance expectations and technical capacity.

It is recommended that the Board approve a contract with Omegabit to provide web hosting and professional services. The annual cost would be \$8,640 for hosting and up to \$14,000 for professional services. Support for the contract is included in the FY 2015 UWP operating funds. The total contract would not exceed \$113,200.



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.5

233 South Wacker Drive
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www.cmap.illinois.gov

MEMORANDUM

TO: CMAP Board

FROM: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: May 7, 2014

Subject: Contract Approval for Web Front-End Development and Data Visualizations for GO TO 2040 Indicators

CMAP recently launched its new website which features megamenus and responsive design that take advantage of newer web capabilities. The site is an integral aspect of the agency's commitment to transparency and to engaging the public.

One of the next steps of development is to provide web-based visualizations based on selected regional indicators that measure progress in implementing GO TO 2040. The visualizations will be developed from June 2014 to December 2015, with content that will feature narrative text complemented by interactive data visualizations. The primary purpose is to educate the policy makers at the local, state, and, in some cases, federal levels. Of equal importance to these core audiences, the general public needs access to engaging content that relates to their everyday lives without requiring them to be professional planners. In particular, the content must be relevant and accessible to business leaders and news media. Three projects have been identified for development: (1) Mobility: Investing in Transportation, (2) Livability: Planning Locally and Regionally, and (3) Economy: Competing Globally

A Request for Proposals (RFP) was issued for interested firms to provide web front-end development and data visualizations. Seven firms submitted proposals with the following costs.

Contractor	Cost
Accurat	\$369,700
Clever Franke	\$289,720
Interactive Things	\$352,250
Lyons CG	No cost provided, negotiable
Orange Hat	\$222,500
Qualia	\$119,760
Seed	\$713,363

The proposals were reviewed by a team comprised of Tom Garritano, Hillary Green, John Nguyen, and Justine Reisinger. The team based its evaluation on the following criteria as listed in the RFP.

- The firm's technical expertise relevant to web front-end development for the project, including proficiency in responsive design and debugging across multiple browser platforms; use of standard-compliant HTML, CSS, object-oriented Javascript, AJAX, in addition to Java, Python, Ruby, PHP, node JS, angular JS, and backbone JS; Search Engine Optimization (SEO) standards; software architecture, patterns, and common frameworks; web accessibility and Section 508 of the U.S. Rehabilitation Act.
- The firm's visual design expertise relevant to the project, including demonstrated experience in the creation of graphically oriented web content that features interactive data visualizations that illuminate challenging topics for general audiences.
- The quality of the narrative approach to the scope of work as described in this RFP.
- The qualifications and experience of the firm's personnel (and any subcontractors) to be assigned to the project.
- Cost to CMAP.

The review team reviewed and ranked all proposals except LyonsCG. Lyons CG was considered nonresponsive since no cost proposal was submitted as required. The rankings of the proposals are based on the written proposals.

Criteria	Max Score	Accurat	Clever Franke	Interactiv e Things	Orange Hat	Qualia	Seed
Technical Expertise	20	17.2	17.2	18.0	7.2	10.0	12.8
Visual Design Expertise	20	16.0	15.2	16.4	6.0	8.8	12.0
Quality of Approach to Scope	20	14.0	13.6	16.0	5.6	10.0	10.0
Qualifications of Firm's Personnel	20	16.8	16.8	17.6	6.4	12.8	10.8
Cost	20	11.4	14.2	12.2	16.6	20.0	0
TOTAL	100	75.4	77.0	80.2	41.8	61.6	45.6

The team interviewed the three proposals receiving the highest scores—Accurat, Clever Franke, and Interactive Things. Prior to the interview, the three firms were told that the proposals exceeded the funds available and were requested to revise their proposals in the area of \$200,000. Interviews were held and the ratings were adjusted to reflect the revised proposals (changes shown in bold type).

Criteria	Max Score	Accurat	Clever Franke	Interactive Things
Technical Expertise	20	17.2	18.0	16.0
Visual Design Expertise	20	16.0	18.0	15.0

Criteria	Max Score	Accurat	Clever Franke	Interactive Things
Quality of Approach to Scope	20	14.0	16.0	14.0
Qualifications of Firm's Personnel	20	16.8	18.0	16.0
Revised Cost proposal		\$201,700	\$212,830	\$228,800
Cost	20	15.2	10.8	4.6
TOTAL	100	79.2	80.8	65.6

Based on the interviews and revised proposal scopes and budgets, the team recommends selecting Clever Franke. Clever Franke is an interactive design agency focused on information and data visualization. Founded seven years ago, the Netherlands-based firm conveys complex, data driven content by designing and developing interactive tools, visualizations, websites, dashboards, interactive installations and mobile platforms. In addition to data visualization, their specialties include user interface design, storytelling, design, programming, and web development. Their team covers all aspects of web development and deployment. They have extensive experience in working within the boundaries of brand guidelines such as CMAP's, yet finding creative solutions and opportunities within these guidelines.

It is recommended that the Board approve a contract with Clever Franke for \$212,830 to provide Web Front-End Development and Data Visualizations for GO TO 2040 Indicators. Support for the contract is included in the FY 2014 UWP contract funds.

ACTION REQUESTED: Approval

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Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

233 South Wacker Drive
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MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: May 7, 2014

Re: MPO Policy Committee Alternate: Revised By-Laws and Memorandum of Understanding (MOU)

As discussed at your April meeting, the Board intends to allow an alternate for the non-voting MPO member that is on the CMAP Board. To reflect this change, staff is suggesting edits to the CMAP Board By-Laws and the MOU with the MPO Policy Committee be considered for approval.

The CMAP By-Laws should be amended in Article Three, Section 1, Subsection I, with the following and as shown on page 3 of the bylaws following this memo:

- I. The Policy Committee may appoint one of their members to serve as a non-voting member and one to serve as an alternate to this member. The CMAP Board may appoint other non-voting members of the Board. All members must reside in the seven-county region.

The MOU with the CMAP Board and the MPO Policy Committee should be amended with the following language in the Cross Committee membership section and as shown on page 2 of the Memorandum of Understanding (MOU) also following this memo:

CROSS COMMITTEE MEMBERSHIP

Recognizing the need for effective communication, the legislation creating the Regional Planning Board, now known as CMAP, established a non-voting position for the Policy Committee on the CMAP board. The Policy Committee may name an alternate to their non-voting position. To ensure policy level communication between the signatory bodies, the Policy Committee will add two designated members from the CMAP board to its Committee.

If the Board approves the changes to the MOU, the MOU with the proposed changes will be presented to the MPO Policy Committee at their June meeting, for their consideration and approval.

ACTION REQUESTED: Approval of the By-Laws and MOU changes

BY-LAWS

OF THE

CHICAGO METROPOLITAN AGENCY FOR PLANNING

Adopted June 21, 2006

Revised November 28, 2007

Revised November 13, 2013

**BY-LAWS
OF THE
CHICAGO METROPOLITAN AGENCY FOR PLANNING
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ARTICLE ONE
Purpose of the Chicago Metropolitan Agency for Planning

The Chicago Metropolitan Agency for Planning (“CMAP”) was created by the Regional Planning Act (70 ILCS 1707/1 *et. seq.*) (the “Act”). The Act provides for a consolidated regional planning agency 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. CMAP was created to address the development and transportation challenges in Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties.

ARTICLE TWO
Definitions

As used in these By-Laws, the following terms shall mean:

- (a) Act means the Regional Planning Act, effective August 9, 2005, as amended now and hereafter.
- (b) Board means the fifteen voting members and non-voting members of CMAP.
- (c) Board member means a voting member or non-voting member of CMAP.
- (d) Policy Committee means the decision-making body of the MPO.
- (e) Chairman means the Chairman of the Board.
- (f) Executive Director means the Executive Director of the Chicago Metropolitan Agency for Planning.
- (g) Northeastern Illinois region means Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties.
- (h) CMAP means the Chicago Metropolitan Agency for Planning created pursuant to the Act.

ARTICLE THREE
Organization of the Chicago Metropolitan Agency for Planning

1. Composition of the Board

The CMAP is governed by a board (“Board”) consisting of the following 15 voting members and non-voting members, all as appointed by the Regional Planning Act (the “Act”) and serving for initial terms as follows:

- A. One member from DuPage County appointed cooperatively by the mayors of DuPage County and the chief elected county official of DuPage County with a term expiring on July 1, 2007.
- B. One member representing both Kane and Kendall Counties appointed cooperatively by the mayors of Kane County and Kendall County and the chief elected county officials of Kane County and Kendall County with a term expiring on July 1, 2007.
- C. One member from Lake County appointed cooperatively by the mayors of Lake County and the chief elected county official of Lake County with a term expiring on July 1, 2009.
- D. One member from McHenry County appointed cooperatively by the mayors of McHenry County and the chief elected county official of McHenry County with a term expiring on July 1, 2009.
- E. One member from Will County appointed cooperatively by the mayors of Will County and the chief elected county official of Will County with a term expiring on July 1, 2009.
- F. Five members from the City of Chicago appointed by the Mayor of the City of Chicago. As designated at the time of appointment, the terms of 2 of these members shall expire on July 1, 2007 and the terms of the other 3 members shall expire on July 1, 2009.
- G. One member from that portion of Cook County outside of the City of Chicago appointed by the President of the Cook County Board of Commissioners with a term expiring on July 1, 2007.
- H. Four members from that portion of Cook County outside of the City of Chicago appointed, with the consent of the President of the Cook County Board of Commissioners, as follows:
 - 1) One by the mayors representing those communities in Cook County that are outside of the City of Chicago and north of Devon Avenue with a term expiring on July 1, 2007.
 - 2) One by the mayors representing those communities in Cook County that are outside of the City of Chicago, south of Devon Avenue, and north of Interstate 55, and in addition the Village of Summit with a term expiring on July 1, 2009.
 - 3) One by the mayors representing those communities in Cook County that are outside of the City of Chicago, south of Interstate 55, and west of Interstate 57, excluding the communities of Summit, Dixmoor, Posen, Robbins, Midlothian, Oak Forest, and Tinley Park with a term expiring on July 1, 2007.

4) One by the mayors representing those communities in Cook County that are outside of the City of Chicago and east of Interstate 57, and, in addition, the communities of Dixmoor, Posen, Robbins, Midlothian, Oak Forest, and Tinley Park with a term expiring on July 1, 2009.

I. The Policy Committee may appoint one of their members to serve as a non-voting member and one to serve as an alternate to this member. The CMAP Board may appoint other non-voting members of the Board. All members must reside in the seven-county region.

2. Terms

After their initial terms, Board members shall hold a term of 4 years or until successors are appointed and qualified.

3. Vacancies

If a vacancy occurs, the appropriate appointing authority shall fill the vacancy by an appointment for the unexpired term.

4. Compensation

Board members shall receive no compensation, but shall be reimbursed for expenses incurred in the performance of their duties.

5. Attendance by Video or Audio Conference

Board members or committee members may attend a Board or committee meeting via audio or video conference as permitted under the Open Meetings Act (5 ILCS 1201/1, *et seq.*), now and as hereafter amended.

6. Quorum

A majority of the voting Board members holding office shall constitute a quorum for the purpose of convening a meeting of the Board. However, the affirmative votes of at least 4/5 of the voting Board members in office is necessary for the Board to take any action. A Board member or committee member who attends a meeting via telephone (as provided in 5. above) is considered present for purposes of determining a quorum.

7. Voting

A. Yeas and nays shall be taken on any resolution or ordinance of the CMAP Board and shall be included in the record of the meeting.

B. The affirmative votes of at least 4/5 of the voting Board members in office is necessary for the Board to take any action. A Board member or committee member who attends a meeting via telephone (as provided in 5. above) is considered present for purposes of voting.

8. Regular Meetings and Time and Place of Meetings

Regular meetings of the Board shall be held at least once in each calendar quarter. The time and place of Board meetings shall be fixed by resolution of the Board.

9. Special Meetings

Special meetings of the Board may be called by the chairman or a majority of the Board members.

10. Notice to Board Members

A written notice of the time and place of any special meeting shall be provided to all Board members at least 96 hours prior to the date fixed for the meeting by regular mail, e-mail or facsimile, except that if the time and place of a special meeting is fixed at a regular meeting at which all Board members are present, no such written notice is required.

11. Chairman and Vice Chairmen

At its initial meeting and its first regular meeting after July 1 of each year thereafter, the Board shall appoint from its membership a chairman, a first vice chairman and a second vice chairman who will all serve until their successors are appointed. The first vice chairman shall act as chairman during the absence or disability of the chairman and in case of resignation or death of the chairman and shall carry out such other duties as designated by resolution of the Board. If the first vice chairman is unavailable to take on such duties, the second vice chairman shall act as chairman during the absence or disability of the chairman and in case of resignation or death of the chairman and shall carry out such other duties as designated by resolution of the Board.

12. Agenda Development and Distribution For Board Meetings

A. Before a Board meeting, the Chairman shall review a tentative agenda prepared by the Executive Director and set a final agenda for the upcoming Board meeting. Board members' requests to place an item on the agenda shall be made to the Executive Director or the Chairman at least 96 hours prior to the date fixed for the meeting.

B. The Executive Director shall provide the agenda for each regular meeting to all Board members at least 72 hours before such meeting. The Executive Director shall also provide to each Member a draft of each ordinance or resolution to be proposed for action of the Board at least 72 hours before such meeting. The agenda for such meeting shall be posted at the principal office of CMAP and at the location where the meeting will be held, at least 48 hours before such meeting. Revisions to the agenda may be made by the Chairman or by a majority of the Board not less than 72 hours prior to the meeting, including addition to the agenda of items requiring adoption of an ordinance or resolution at the meeting, provided,

however, that a copy of each ordinance or resolution is also made available to each Member.

13. Minutes of Board and Committee Meetings

Written minutes of all Board and committee meetings shall be prepared. Such minutes shall include, but need not be limited to:

- 1) the date, time and place of the meeting;
- 2) the members recorded as either present or absent (if any members attended via audio or video conference, the minutes of such meetings must state which members were physically present and which members were present via audio or video conference); and
- 3) a summary or discussion on all matters proposed, deliberated or decided, and a record of any votes taken.

Board members may request that specific comments be included in the minutes.

Minutes of all meetings open to the public shall be maintained on file by the Executive Director.

Minutes of prior meetings open to the public and prior meetings closed to the public shall be furnished to Board members in the advance Board packages for review and approval at the ensuing Board meeting.

Minutes of meetings open to the public shall be available for public inspection during the regular business hours of CMAP at the principal office of CMAP within 7 days of the approval of such minutes. Minutes of meetings closed to the public shall be placed in a confidential file and available for public inspection only after the Board determines that it is no longer necessary to protect the public interest or the privacy of an individual by keeping them confidential.

The Board shall periodically, but no less than semi-annually, meet to review minutes of all closed meetings. At such meetings a determination shall be made, and reported in an open session that (1) the need for confidentiality still exists as to all or part of those minutes or (2) that the minutes or portions thereof no longer require confidential treatment and are available for public inspection.

14. Compliance with the Open Meeting Act

All meetings of the Board and committees shall be held in compliance with the Open Meetings Act (5 ILCS 1201/1, *et seq.*), now and as hereafter amended.

15. Board Committees

The committees of the Board make recommendations to the Board and the Board takes all actions for CMAP. The committees of the Board are as follows:

- A. Executive Committee. The Executive Committee shall serve as the audit and finance committee and (i) manage the day-to-day operations of CMAP; (ii) review and direct the activities of the other committees of CMAP; (iii) make recommendations on an executive director; (iv) develop strategic plans and policies for CMAP; and (v) develop a funding plan for the CMAP.
- B. Any other committees created by the Board. Such committees shall have such duties as the Board designates.

The Board can change the duties of any committee or dissolve any committee at any time. The Chairman shall appoint members to committees and designate committee chairmen at the beginning of each calendar year. The chairman of each committee shall serve for the balance of the calendar year and until a successor is appointed. The chairman of any committee may be reappointed as chairman of the committee.

Any question of committee jurisdiction over an issue shall be raised with the Executive Director.

ARTICLE FOUR Citizens' Advisory Committee

Pursuant to Section 40(c) of the Act, a standing Citizens' Advisory Committee will be created by the Board to provide continuous and balanced public representation in the development of regional plans and policies.

ARTICLE FIVE Procedures for Public Participation at Public Hearings, Board Meetings and Citizens' Advisory Committee Meetings

1. Applicability

In connection with its review and development of any regional plans and prior to any plan's approval, the Board must hold a public hearing. Notice of the time, date, and place set for the hearing must be published in a newspaper having a general circulation within the northeastern Illinois region at least 30 days prior to the date of the hearing. The notice must contain a short explanation of the purpose of the hearing. The hearing may be continued, as deemed necessary by the Board.

Procedures for public hearings, Board meetings and Citizens' Advisory Committee meetings set forth in this Article shall apply to all such hearings and meetings under the Act, except as otherwise noted herein. Hearings required under any statute or regulation of the United States or the State of Illinois shall be held under this part to the extent consistent with such statute or regulation.

2. Participation

Any person may participate in a public hearing, Board meeting or Citizens' Advisory Committee meeting by oral presentation at the hearing, or by submitting written material within 24 hours of the close of the hearing. The chairman or presiding officer shall have the power to restrict the presentation of any person desiring to participate in the hearing or meeting to oral presentation or to submission of written materials, and to impose any other reasonable limitations upon the conduct of such public hearing or meeting as necessary to effectuate its purpose. The chairman or presiding officer shall limit any individual speaker's testimony to five minutes; provided that the chairman or presiding officer shall have the sole discretion on whether to grant speaker's request for additional time.

3. Notice

A. Notice of each public hearing shall be given by posting a copy of such notice at the principal office of CMAP, and by giving notice to those news media which have filed a request for public notices pursuant to law. Notice of any hearing to be held to comply with a statute or regulation of the United States or the State of Illinois also shall be given at the time and in the manner required by such statute or regulation. Any hearing may be adjourned to a later time by announcing at the hearing the time and place at which the hearing will be reconvened.

4. Conduct of Hearings

The presiding officer for each hearing shall be designated by the Chairman, and shall be a Board member or officer or employee of CMAP.

5. Records of Hearings

Minutes for each hearing and copies of all written materials submitted in connection with each hearing shall be maintained by the Executive Director.

ARTICLE SIX
Powers of the Executive Director

1. In addition to those powers provided by law, ordinance or resolution of the Board, the Executive Director:

A. shall hire deputy directors and other employees as needed.

B. shall have the authority to enter into contractual commitments where the total of the compensation provided under such commitment or the compensation to that provider of contractual services under all other contractual commitments made within the fiscal year does not exceed \$25,000.

ARTICLE SEVEN
Access to Public Records

CMAP shall grant access to public records in compliance with the Freedom of Information Act (5 ILCS 140/1 *et seq.*), now and as hereafter amended.

ARTICLE EIGHT
Maintenance of Public Records

CMAP shall maintain records in accordance with the provisions of the State Records Act (5 ILCS 160/1 *et. seq.*), now and as hereafter amended.

ARTICLE NINE
Miscellaneous

1. Annual Report

The Board shall prepare, publish, and distribute an annual report and any other reports and plans that relate to the purpose of this Act.

2. Amendments

These By-Laws may be amended or repealed by the affirmative votes of at least 4/5 of the voting Board members in office at a special or regular meeting, provided that the proposed amendments to these By-laws or a notice stating that the Board seeks to repeal these By-laws (whichever is applicable) is sent to the Board members at least 14 days before said meeting.

3. Parliamentary Authority

Except where inconsistent with the provisions of the Act or these By-Laws, Robert's Rules of Order shall govern the conduct of all meetings of the Board and the committees.

4. Effective Date

These By-Laws shall be effective upon approval of at least 4/5 of the voting Board members then in office.

**Memorandum of Understanding
Between the Chicago Metropolitan Agency for Planning
and the Policy Committee
Encompassing Transportation Planning and Programming in
Northeastern Illinois**

This agreement is entered into by the Chicago Metropolitan Agency for Planning (CMAP) created by the Regional Planning Act of 2005 and the Policy Committee serving as the federally designated metropolitan planning organization (MPO) for northeastern Illinois.

The Chicago Metropolitan Agency for Planning and the region's Policy Committee recognize the desirability and absolute necessity of the region's planning for land use and transportation to remain integrated in an open and collaborative process in which socioeconomic and environmental objectives are appropriately considered. Furthermore, the entities affirm their intent to continue and strengthen the cooperative and productive relationship, which currently exists between them.

The two bodies wish to provide a framework that will help our region connect its land use to the transportation system, preserve its environment and sustain its economic prosperity. Both the CMAP board and the Policy Committee must be responsive to the region's residents, working cooperatively with municipalities and counties that maintain authority for local land-use decisions.

INTENT

The signatory boards, by adopting this agreement, recognize the appropriateness and necessity to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process.

The agreement covers the metropolitan planning area as defined by the Regional Planning Act and by the U.S. Department of Transportation planning regulations. Currently, this region includes the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will (MPO planning area includes Aux Sable township in Grundy County). The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation.

OVERALL RESPONSIBILITIES

CMAP – as stated in the Regional Planning Act, the board shall be responsible for developing and adopting a funding and implementation strategy for an integrated land use and transportation planning process for the northeastern Illinois region. CMAP is also responsible for the development of an integrated comprehensive regional plan.

Policy Committee – as stated in federal legislation, the metropolitan planning organization, in cooperation with the state and public transportation operators, shall develop long-range transportation plans and transportation improvement programs for the metropolitan area.

COMMITTEE REPORTING

CMAP has established a four-level committee structure: policy, advisory, coordinating and working. At the policy level, the CMAP board and the Policy Committee will review staff and committee work to ensure that consistency and consensus are achieved. The Citizens' Advisory Committee (CAC), the Council of Mayors, and a committee made up of county officials will together comprise the advisory level. The Council of Mayors will continue its current relationship with the Policy Committee, while at the same time serve as a municipal advisory body to the CMAP board. The Work Program Committee, serving as the Transportation Committee for CMAP, will also continue its current reporting relationship to the Policy Committee. The Policy Committee and the CMAP board will jointly determine the structure and member organizations of the Transportation Committee. The Transportation Committee will also provide input to the two coordinating level committees of the CMAP board: Local and Regional. The Policy Committee will appoint the chair and vice-chair of the Transportation Committee. The chair and vice-chair will each serve on one of the coordinating committees. The Policy Committee will establish such committees and task forces as it may deem necessary to effectively carry out the region's transportation planning and programming activities.

STAFF SUPPORT

It is the intent of both the CMAP board and the Policy Committee that the staff of CMAP be responsible for the region's work program that addresses planning for both transportation and land use in northeastern Illinois. The Executive Director of CMAP will ensure that adequate staff support is provided to carry out the transportation planning and programming activities as described in the annual Unified Work Program and approved by the CMAP board and the Policy Committee. The staff of CMAP will interact with the Policy Committee to ensure that the Policy Committee is fully and meaningfully involved in the development of at least those matters designated by federal law as within the MPO's purview.

CROSS COMMITTEE MEMBERSHIP

Recognizing the need for effective communication, the legislation creating the Regional Planning Board, now known as CMAP, established a non-voting position for the Policy Committee on the CMAP board. The Policy Committee may name an alternate to their non-voting position. To ensure policy level communication between the signatory bodies, the Policy Committee will add two designated members from the CMAP board to its Committee.

Adopted March 14, 2007

Reaffirmed March 11, 2009, March 10, 2010

Revised and affirmed March 9, 2011

Reaffirmed February 8, 2012, March 13, 2013, March 12, 2014

APPROVAL PROCESS

Federal regulations require the MPO to approve various plans, programs and related documents. Such plans, programs and related documents will be developed by CMAP staff utilizing the committee structure established by the CMAP board and the Policy Committee. Recommendations made by the Transportation Committee will be forwarded to the Policy Committee and either the Local or Regional Coordinating Committee as appropriate. Recommendations from these committees will be forwarded to the CMAP board which will also receive input from the Citizens' Advisory Committee, a county officials committee and the Council of Mayors. The CMAP board will then forward its recommendation with comments to the Policy Committee, which will act upon that recommendation. The Policy Committee will take final action as required by federal law.

The signatory boards recognize the need to meet certain federal requirements within established timeframes. Both boards commit to taking action in a timely fashion such that deadlines will not be jeopardized.

TERM

This Memorandum of Understanding will be reviewed on an annual basis.

Adopted March 14, 2007

Reaffirmed March 11, 2009, March 10, 2010

Revised and affirmed March 9, 2011

Reaffirmed February 8, 2012, March 13, 2013, March 12, 2014



MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: May 7, 2014
Re: State Legislative Update

Spring session is scheduled to adjourn on Saturday, May 31. Bills are now being considered in the second chamber. In both the House and Senate, two deadlines remain for advancing substantive bills: legislation must pass out of committee by Friday, May 16 and pass third reading by Friday, May 23. Staff monitored more than 500 bills this session; to date, 104 of those bills remain active. In the coming weeks, legislators will consider the state's fiscal year 2015 (FY15) budget. Staff will closely monitor the Illinois Department of Transportation's budget which includes a \$3 million appropriation for Metropolitan Planning and Research Purposes at CMAP to partially fulfill the state's required federal match.

Active bills included in the table that follows either impact CMAP's [2014 State Legislative Framework and Agenda](#) or are of interest to CMAP and its partners. Two new bills were added to the list, a resolution in the House to include Crossrail Chicago on GO TO 2040's list of unconstrained projects, and an amended bill that would revise the process by which local government units may be dissolved. The final page includes a list of bills included in previous reports that have failed to meet legislative deadlines.

Staff recommends that the board continue to take positions on bills that affect the implementation of GO TO 2040; therefore we recommend that the board support two bills. The first, [HB5785](#), would encourage intergovernmental collaboration and the consolidation of certain special districts (position indicated on page 2 with red text). Note that this bill is new to this month's board list. The second bill, supported by the board since its March meeting, transitions the bus-on-shoulder program from a pilot into a permanent program. Staff also recommends that the board continue to oppose three bills that limit efficient governance and local governments' ability to pursue coordinated investments.

ACTION REQUESTED: Approval

May 2014 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
PURSUE COORDINATED INVESTMENTS				
New Units of Local Government	HB3251	<p>Jack D. Franks (D-Marengo) Terry Link (D-Waukegan)</p> <p>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>	04/03/2014 Senate Referred to Assignments	Oppose
Local Government Dissolution	HB4418	<p>Jay Hoffman (D-Belleville) William Delgado (D-Chicago)</p> <p>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>	4/08/2014 Senate Referred to Assignments	Oppose
Special District Consolidation	HB5785	<p>Jack D. Franks (D-Marengo) Daniel Biss (D-Skokie)</p> <p>As amended, the bill would provide a process for consolidating a variety of special districts, with other governmental units.</p> <p>GO TO 2040 encourages intergovernmental collaboration and coordinated investments. The bill would provide special districts, counties, and municipalities that have analyzed the effects of</p>	4/23/2014 Senate Referred to Assignments	Support

Subject	Bill	Summary	Status	Agency Position
		consolidation and determined that consolidation would be beneficial with an avenue for implementing consolidation.		
Local Government Dissolution	SB1681	<p>Terry Link (D-Waukegan) Jay Hoffman (D-Belleville)</p> <p>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>	04/28/2014 House Assigned to Cities & Villages Committee	Oppose
INVEST STRATEGICALLY IN TRANSPORTATION				
Vehicle Registration	HB5326	<p>Rita Mayfield (D-Waukegan) Bill Cunningham (D-Chicago)</p> <p>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>	04/30/2014 Senate Placed on Calendar Order of 2nd Reading May 1, 2014	
Transit Maintenance	HB5878	<p>Robert Rita (D-Blue Island) Terry Link (D-Waukegan)</p> <p>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.</p>	04/11/2014 Senate Referred to Assignments	
Motor Fuel Tax Usage	SB2658	<p>Michael Connelly (R-Wheaton) Kelly Burke (D-Oak Lawn)</p> <p>As amended, provides that motor fuel tax (MFT) funds allotted to municipalities may be used for the treatment or removal of trees</p>	04/23/2014 House Assigned to Labor & Commerce	

Subject	Bill	Summary	Status	Agency Position
		infected with Dutch elm disease or the emerald ash borer. Specifies that trees must be either on the public right-of-way or deemed hazardous to vehicle travel.	Committee	
INCREASE COMMITMENT TO PUBLIC TRANSIT				
Bus-on-Shoulder	HB5664	<p>Robert Rita (D-Blue Island) Martin A. Sandoval (D-Cicero)</p> <p>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.</p> <p>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.</p>	04/30/2014 Senate Assigned to Transportation	Support
Red Line Extension	HR675	<p>Al Riley (D-Olympia Fields)</p> <p>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 lack of progress on the project over the past 40 years.</p>	02/26/2014 House Resolution Adopted	
CREATE A MORE EFFICIENT FREIGHT NETWORK				
Crossrail Chicago	HR1044 SR639	<p>Kenneth Dunkin (D-Chicago) Martin A. Sandoval (D-Cicero)</p> <p>Urges that Crossrail Chicago be included on the list of fiscally unconstrained projects in GO TO 2040.</p>	05/01/2014 House Referred to Rules Committee	
			04/30/2014 Senate Postponed - Transportation	

Subject	Bill	Summary	Status	Agency Position
EXPAND AND IMPROVE PARKS AND OPEN SPACE				
Environmental Restoration	SB3000	Daniel Biss (D-Evanston) Emily McAsey (D-Romeoville) 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.	04/30/2014 House Placed on Calendar 2nd Reading - Short Debate	
SUPPORT ECONOMIC INNOVATION				
Collar County Economic Development	HB5819	Darlene J. Senger (R-Naperville) Andy Manar (D-Decatur) 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.	04/09/2014 Senate Referred to Assignments	
OTHER BILLS OF INTEREST				
Ethics Policies for County Appointees	SB3552	Julie A. Morrison (D-Deerfield) Sam Yingling (D-Hainesville) 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.	05/01/2014 House Placed on Calendar 2nd Reading - Short Debate	

PREVIOUSLY REPORTED BILLS THAT HAVE STALLED (DEAD BILLS)

HB4243	Special Service Areas	SB3111	Non-Home Rule Pilot Program
HB5620	TIF Statute	HB5907	Sustainable Local Food Production (Support)
HB5687	TIF for Transit Facility Improvement	SB2696	Fox Waterway Dissolution (Oppose, then Neutral)
HB5751	RTA Oversight of Transit Budgets	SB2790	State Sales Tax on Motor Fuels (Oppose)
HB5754	CMAP and RTA Planning	HB5999	Repeal Motor Fuel Tax (Oppose)
HB67	Green Special Service Area	HB5373	55/45 Split
HB5538	Affordable Housing	HB5629	Water-Loss Accounting (Support)
HB4479	Corporate Income Tax	SB3047	Water-Loss Accounting (Support)
HB5752	Transit Agency Financial Records	HB5786	Local Government Dissolution (Support)
HB5329	Non-Home Rule Pilot Program		

Note: Full descriptions of the above bills and rationale for CMAP positions, where applicable, are available in the [April 2014](#) report.

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MEMORANDUM

To: CMAP Board

From: CMAP staff

Date: May 7, 2014

Re: GO TO 2040 Financial Plan Update

CMAP is required by federal law to prepare a detailed financial plan for transportation that compares the estimated revenue from existing and proposed funding sources with the estimated costs of constructing, maintaining, and operating the region's transportation system. To fulfill these requirements, CMAP is updating the GO TO 2040 financial plan as part of its quadrennial long-range plan update, including revenue and expenditure forecasts. Within the financial plan, expenditures are allocated to three major categories consistent with the original GO TO 2040 financial plan: operations and maintenance to a safe and adequate level, moving the system to a state of good repair and systematic enhancements, and major capital projects.

Long-range financial forecasting requires determining a base set of assumptions regarding revenues and expenditure trends, understanding the future implications of current policies, and developing a robust, accurate, and straightforward methodology that is appropriate for a planning-level forecast. For the financial plan update, CMAP relied heavily on consultations with transportation implementers to prepare revenue and expenditure forecasts.

The process began in July 2013, when CMAP had its first of several meetings and follow up communications with the Regional Transportation Authority (RTA) to discuss transit revenue and expenditure forecasting. In August 2013, a group of highway implementers representing the Illinois Department of Transportation (IDOT), the Illinois Tollway and several county highway departments met to determine unit cost and lifecycle assumptions for highway capital maintenance expenditures. Staff from several municipalities also reviewed the assumptions. CMAP staff has also consulted with staff from state and local highway departments regarding revenue and expenditure forecasting. Throughout the process, progress on the financial plan forecasts has been presented to the CMAP Transportation Committee. In response to feedback received from the Transportation Committee, CMAP presented the methodology used in the financial plan forecast to interested Transportation Committee members.

This memo describes the GO TO 2040 update’s final forecasts for core revenues, as well as operating and “safe and adequate” capital expenditures, compares these forecasts to the original GO TO 2040 financial plan, and outlines the reasonably expected revenues necessary for the region to modernize and expand the system between now and 2040. Consistent with GO TO 2040, the update provides the fiscal constraint for transportation system investments. It does not provide an analysis of the costs associated with achieving the GO TO 2040 indicator targets. The specific methodologies used for projecting revenues, operating expenditures, and capital maintenance expenditures to a safe and adequate level for the GO TO 2040 update over the 2015-40 planning period are described beginning on page 14.

Core Revenues, Operating Expenditures, and Capital Maintenance Expenditures

As required by federal regulations, revenues and expenditures were forecast in year of expenditure dollars rather than real or constant dollars, meaning that inflationary increases are included in the forecasts. Table 1 summarizes the updated estimates for revenues and expenditures over the 26-year GO TO 2040 update planning period (2015-40).

Table 1. Summary of final forecast of core revenues, operating expenditures, and safe and adequate capital expenditures, 2015-40, in millions, year of expenditure dollars

Federal revenues	\$53,521
State revenues	\$111,912
Local revenues	\$167,107
Total core revenues	\$332,540
Highway operating expenditures	\$84,087
Transit operating expenditures	\$113,266
Safe and adequate capital maintenance for highway	\$100,759
Safe and adequate capital maintenance for transit	\$31,006
Total operating and safe and adequate expenditures	\$329,118
Difference between core revenues and expenditures	\$3,422

Source: Chicago Metropolitan Agency for Planning analysis.

Over the planning horizon of 2015-40, CMAP staff estimates that the core revenues forecasted to be available will minimally exceed expenditures for operating and maintaining the transportation system by approximately \$3.4 billion. This meager surplus will only allow for modest investments to bring the system toward a state of good repair or provide for systematic enhancements and capacity expansions, over 26 years. GO TO 2040 prioritizes investments in maintaining the existing transportation system first, as well as improvements and enhancements to achieve the goal of a modern, world class transportation system. Pursuing major capital projects, while important, remain a lower priority than these other activities. In order to fiscally constrain desired modernization and expansion activities within the long-range planning context, new sources of reasonably expected revenues should be advanced as major transportation policy priorities in the GO TO 2040 update. A description of these reasonably expected revenues begins on page 5.

Core Revenues

Forecasts of core revenues include funding sources the region currently receives for transportation purposes and does not include any new sources. The forecasts assume that northeastern Illinois will continue to receive revenues from federal, state, and local sources for building, operating, and maintaining the current roadway and transit system. Table 2 summarizes the various sources of estimated revenues totaling \$332.5 billion over the 26-year planning period.

Table 2. Final core revenue forecasts, 2015-40, in millions, year of expenditure dollars

Federal	Locally-programmed federal revenue	\$11,011
	Federal transit revenue	\$17,086
	State-programmed federal highway revenue	\$25,424
State	Public Transportation Fund	\$13,289
	State Motor Fuel Tax	\$4,972
	Motor vehicle registration fees and other user fees	\$26,737
	Tollway revenue	\$51,255
	State bonding programs	\$12,498
	Other state transit	\$3,160
Local	RTA sales tax	\$42,688
	Local allotment of state MFT	\$7,298
	Collar County Transportation Empowerment Program	\$5,267
	County option MFTs	\$750
	Other local revenues	\$61,183
	Real Estate Transfer Tax (portion for CTA)	\$1,609
	Transit passenger fares	\$42,082
	Other transit operating revenue	\$6,230
	Total core revenues	\$332,540

Source: Chicago Metropolitan Agency for Planning analysis.

Operating and Capital Maintenance Expenditures

Operating expenditures include the cost of administering, operating, and servicing debt for the region's roadway and transit system by state, county, township, municipal, and transit agencies. Forecasts for IDOT District 1, the Illinois Tollway, the RTA, and transit service boards were estimated from historical expenditures or were directly provided to CMAP by the implementing agencies. Local government operating forecasts were derived from U.S. Census of Governments data on highway operating expenses from 2007, the most recent year available.

Capital maintenance expenditures were estimated in consultation with highway and transit implementers. Because maintenance can be performed on a more aggressive or less aggressive basis, CMAP makes a distinction between expenditures for maintaining the transportation system at a safe and adequate level and expenditures that go beyond this level, including state of good repair projects, systematic enhancements, or expansion projects.

Similar to the original GO TO 2040 financial plan, expenditures were forecast assuming a safe and adequate level, which means performing sufficient maintenance to assure the safety of the

system’s users and the general public. Expenditures for maintaining the existing system to a safe and adequate level, like reconstruction projects, that are completed in tandem with major capital project expansions are included under this allocation. For example, if an existing roadway is rebuilt and has new lanes added, the reconstruction portion of those costs would be included in this category. Calculations of future maintenance costs at the safe and adequate level were based on actual current practice, meaning the typical cycles with which maintenance projects are performed today. While this results in a significant backlog of facilities that are in fair or poor condition at any given time, the resulting system condition remains safe and adequate. This category does not include funding to move the entire system to a state of good repair, but instead to attain a safe and adequate level of service. Table 3 provides an overview of operating and capital maintenance expenditure forecasts for the GO TO 2040 update.

Table 3. Final forecast of operating and capital maintenance expenditures to a safe and adequate level, 2015-40, in millions, year of expenditure dollars

Highway operations	\$84,087
Transit operations	\$113,266
Highway capital maintenance	\$100,759
Transit capital maintenance	\$31,006
Total expenditures	\$329,118

Source: Chicago Metropolitan Agency for Planning analysis.

State of Good Repair, System Enhancements, and Major Capital Projects Expenditures

The region’s core revenues provide sufficient resources for operations and safe and adequate capital maintenance. They barely allow the region’s transportation system to move toward a state of good repair, provide for systematic enhancements, or fund major capital projects. Thus, the region must identify new or increased sources of funding for transportation.

Investing in **moving the existing transportation system toward a state of good repair** is a regional priority in GO TO 2040 and will remain a regional priority in the GO TO 2040 update. Performing maintenance at levels necessary to assure a state of good repair means that facilities not in good or better condition would be brought up to that level, and that maintenance would be scheduled such that no significant backlog would arise.

The capital maintenance estimates also do not provide for **systematic enhancements**, which include projects that improve system performance or expand its capacity but are not major capital projects. Examples of projects in this area may include:

- Arterial add-lanes projects
- Transit operational improvements
- Transit signal priority projects
- New or enhanced bus services (including bus rapid transit)
- Expansion of paratransit service
- Pedestrian or bicycle improvements
- Congestion pricing projects on existing facilities

- Interchange reconstructions that include operational improvements
- Signal interconnects
- Intelligent transportation systems
- Transportation demand management

As with safe and adequate costs, the costs of projects that move the system to a state of good repair or systematic enhancement projects that are on the existing system and completed in tandem with a major capital project are included under this allocation.

In addition, capital maintenance and operations does not include expenditures on **major capital projects**, which are large projects with a significant effect on the capacity of the region's transportation system, including extensions or additional lanes on the interstate system, new expressways, major new expressway-to-expressway interchanges, or similar changes to the public transit system. Arterial expansions and intersection improvements are not defined as major capital projects; neither are bus facilities, unless they involve adding a dedicated lane on an expressway.

Expenditures allocated to major capital projects only include the costs associated with expanding capacity, which also include future costs associated with operating or maintaining the additional capacity. To lower the public costs of major capital projects, implementers can include other project-specific financing sources. These could include value capture, congestion pricing on new expressway capacity, other transportation user fees, or potential cost efficiencies resulting from public-private partnerships. For projects where implementers have provided estimates from these innovative sources, total public costs of projects have been reduced.

Reasonably Expected Revenues

Revenues from existing transportation funding resources are forecast to be sufficient to operate and maintain the roadway and transit system at a safe and adequate level in northeastern Illinois over the 2015-40 long-range planning period. However, the expected funding will only provide modest investment to perform maintenance at a level that brings the system toward a state of good repair and for desired enhancements or expansions to the system. Fiscally constraining these activities within the long-range planning context will necessitate future policy changes to bring additional revenues to the region. Federal guidance permits the inclusion of these types of revenues, called "reasonably expected," to be generated during the planning period. GO TO 2040 makes several policy recommendations regarding reasonably expected revenues, including:

- Increase the state motor fuel tax by 8 cents and index the rate to an inflationary measure.
- Implement congestion pricing on a portion of the expressway system.
- Employ variable parking pricing.

GO TO 2040 also recommends the exploration of other "innovative" financing sources for implementing specific transportation projects. These could include value capture, congestion pricing on new expressway capacity, other user fees imposed by highway and transit implementers, or potential cost efficiencies resulting from public-private partnerships. GO TO 2040 does not assign any overall regional estimate for these types of revenues. Rather, GO TO 2040 assumes these types of strategies may be instituted on a project level to close a specific

revenue gap or lower project costs. The GO TO 2040 update will make similar assumptions, but will further clarify what role these types of innovative strategies might play in funding specific major capital projects. Thus, these funding sources could serve to lower specific major capital project costs in the GO TO 2040 update. CMAP staff is currently engaged in conversations with regional transportation implementers to help clarify these issues.

While federal guidelines allow financial plans to include revenues that are “reasonably expected to be available” during the planning period, the inclusion of these revenues and the corresponding action required to implement them is necessary for the region to maintain and operate the transportation system, as well as make additional investments. Table 4 provides an overview of reasonably expected revenue forecasts for inclusion in the GO TO 2040 update. In addition to being incorporated into the financial plan, the options selected would be major policy recommendations of the GO TO 2040 update.

Table 4. Reasonably expected revenue forecasts, 2015-40, in millions, year of expenditure dollars

State motor fuel tax increase and long-term replacement	\$17,300
Congestion pricing on the existing system	\$11,700
Performance-based funding	\$8,300
Variable parking pricing	\$1,500
Total reasonably expected revenues	\$38,800

Source: Chicago Metropolitan Agency for Planning analysis.

An Action Plan for Funding the Operation, Maintenance, Enhancement, and Expansion of Northeastern Illinois’ Transportation System

Reasonably expected revenues will only be realized through actions by regional, state, and local policymakers to implement them on behalf of the region. Federal guidelines allow financial plans to include revenues that can be reasonably expected to be available during the planning period, but they also require that the financial plan identify strategies for ensuring the availability of new funding sources. The following section outlines policies that must be implemented to ensure the future viability of the region’s transportation system.

Table 5 identifies who would need to implement them, when they would be implemented, and what would be required legislatively.

Table 5. Action plan summary table

	Lead implementers	Timeline for implementation	Legislative requirements
State motor fuel tax increase and replacement	MFT increase: Illinois General Assembly and Governor Long-term replacement: U.S. Congress and the President; Illinois General Assembly and Governor	MFT increase: Legislation in 2015, implementation in 2016, inflationary increases throughout planning period Long-term replacement: Research and advocacy through the 2020s, legislation and implementation by 2025	MFT increase: State legislation required Long-term replacement: Federal and state legislation required
Congestion pricing on the existing system	U.S. Congress, President, IDOT, Illinois Tollway, potentially Illinois General Assembly and Governor	Research and advocacy over the next five years, legislation and implementation by 2021	Federal legislation required, state legislation could play a supportive role
Performance-based funding	IDOT	Research and analysis in 2014, implementation in 2015, continuation throughout planning period	None, policy could be implemented through administrative action
Variable parking pricing	Municipalities	Ordinances and implementation throughout planning period	None, policy could be implemented through local action

State motor fuel tax increase and 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. Although the rate has been increased nine times since its 1927 enactment, the state MFT has remained \$0.19 per gallon since 1991. Since it is a per gallon tax, the revenues have failed to keep pace with construction costs. GO TO 2040 originally forecast that this enhancement would generate an additional \$19.4 billion if it were implemented in 2012. However, no increase has been enacted. In addition, state MFT revenues have been declining annually since 2007, when revenues reached a high of \$1.4 billion statewide. While this decline is partially a result of a reduction in vehicle miles traveled, the consumption of motor fuel has declined even faster, primarily as a result of rising vehicle fuel economy.

As motor fuel consumption continues to slow and vehicle fuel economy rises, GO TO 2040's original assumption of a rate increase and inflationary index will be insufficient to keep revenues growing with the cost of construction. The compound annual growth rate under GO TO 2040's assumption would be just 1.7 percent 2016-40, because of changes in vehicle fuel economy. A replacement for the MFT, assumed to begin in 2025 and accounting for growth in construction costs as well as overall growth in the transportation system, would provide annual revenue growth of roughly 3.7 percent for the remainder of the planning period.

If the state MFT rate increase and indexing were implemented in 2016, followed by the enactment of a replacement for both state and county MFT revenues in 2025 that includes revenues from the reasonably expected state MFT rate increase, an additional **\$17.3 billion** would be generated.

Action plan. The region will need to build a coalition that includes transportation implementers, as well as other stakeholders such as business and community groups, to lead an effort to promote a motor fuel tax rate increase to the Illinois General Assembly and the Governor. Increasing transportation revenues through state motor fuel taxes have found support in other states across the country. For example, in 2013, both Massachusetts and Maryland indexed their motor fuel tax rates to inflation, with Maryland also indexing transit fares. Legislation filed in the Illinois General Assembly in May 2013 signals recent legislative interest in reforming the state's transportation funding system. Reforms proposed in House Bill 3637 include eliminating the state MFT and replacing with a motor fuel sales tax and raising numerous vehicle registration fees.

With regard to a long-term replacement for the MFT, to the extent that transportation funding will continue to be user-fee based, the policy change is foreseeable in the next decade. Implementation by 2025 will likely occur in tandem with similar policy changes in other states and at the federal level. Other state governments and metropolitan planning organizations across the country are considering replacements for the MFT. Replacements currently being considered in Illinois and elsewhere across the U.S. include a fee on vehicle miles traveled or road usage and a sales tax on wholesale motor fuel. Both Pennsylvania and Virginia enacted legislation in 2013 that would increase transportation revenues and replace their flat motor fuel tax with a sales tax on the wholesale price of motor fuel.

With regard to vehicle miles traveled fees, in July 2013, the Oregon legislature voted to establish a road usage fee program. In addition, a bill was introduced in the U.S. House of Representatives in December 2013 that would establish a program that would distribute \$30 million in competitive grants to establish road usage pilot programs that collect and report miles driven, determine payment, provide enforcement, and ensure privacy.

Congestion pricing on the existing system

The implementation of congestion pricing, or "express toll lanes," will help manage traffic and give drivers the option to avoid congestion. Congestion pricing has existed in the U.S. since 1995, when the SR-91 Express Lanes opened in Orange County, California. Since, express toll lanes have opened in regions across the country, from I-394 and I-35W in Minneapolis, to I-95 in Miami, to SR 91 in California. There are currently more than 25 express toll lanes or high occupancy toll facilities operating or under construction in the [United States](#).

GO TO 2040 originally assumed revenues from congestion pricing on a portion of existing expressways would begin to flow to the region in 2020. These revenues are separate from congestion pricing on the new capacity provided via major capital projects, which will be incorporated in the public costs of those projects. If this occurred beginning in 2021 and revenue grew at a rate of 3 percent annually, CMAP forecasts that **\$11.7 billion** would be

generated through congestion pricing on a selection of expressways equivalent to 25 percent of the region's existing expressway network.

Action plan. Since GO TO 2040 was adopted in 2010, CMAP has [explored the benefits](#) of implementing congestion pricing on five of the highway major capital projects recommended in GO TO 2040, as well as the existing expressway network. As part of its campaign to implement [congestion pricing](#), CMAP has met with business, civic, government, and philanthropic organizations to discuss the policy's many benefits. CMAP's campaign has also received significant media attention, including both [news and editorial coverage](#). To date, six councils of governments have passed resolutions in support of congestion pricing in the region, and business owners have also written public letters of support. Recent CMAP research has examined the revenue potential of congestion pricing the existing expressway network.

Previous surveys in the Chicago region suggest that the public would accept congestion pricing. In a 2008 Illinois Tollway survey of its existing users, 54 percent said they would pay an extra toll if it would ensure congestion-free travel. In that same survey, 58 percent of individuals given information about express lanes were in favor of the Tollway building them. A more recent survey (2012) for the northwest corridor indicated that 78 percent of individuals would pay a higher toll if it meant they would not experience congestion. In the same survey, 68 percent said they would pay a toll that guarantees a reliable travel time.

Implementation of congestion pricing on the existing expressway network will likely be phased in over a period of years. The first step of the process would not likely impact the existing system, but instead focus on a project that expands the system such as a new managed lane or new expressway facility.

Implementing congestion pricing on the existing expressway network requires legislative action at both the federal and state levels. While federal law allows the tolling of new Interstate facilities or reconstructed bridges and tunnels, it does not generally permit the tolling of facilities that are currently unpriced. Amending this federal law is a key part of the implementation process because higher levels of revenues can be generated from pricing non-tolled facilities than facilities that are already tolled. In addition, implementers such as the Illinois Department of Transportation (IDOT) and the Illinois Tollway may benefit from the enactment of state legislation that authorizes or encourages congestion pricing prior to implementation.

Policymakers at the state and federal levels may respond to a groundswell of support that is organized from the many stakeholders, policymakers, businesses, and residents that support the implementation of congestion pricing. Because it is primarily a traffic management strategy, CMAP is well-positioned to advocate for congestion pricing. CMAP will continue to organize existing support for congestion pricing and push for authorization at the state and federal level.

Performance-based funding

The State of Illinois allocates highway funds through an arbitrary formula called the "55/45 split." CMAP recommends that Illinois implement performance-based funding of highway and bridge projects in order to set priorities for investments in maintaining, modernizing, and

expanding our transportation system. While CMAP does not advocate for the implementation of a different arbitrary formula, it is reasonable to assume that the implementation of performance-based funding would result in increased funding for the region, which has the vast majority of the state's population and economic activity.

A 5-percentage point increase in federal and state highway revenues toward northeastern Illinois would result in a net increase of **\$8.3 billion** over the 2015-40 planning period, including both core and reasonably expected highway revenues.

Action plan. Performance-based funding is a top policy priority for CMAP. Over the past several years, staff has researched capital programming practices within the state and region, as well as best practices nationwide. This research has been published on-line as an interactive "microsite" and is also compiled into a single [compendium](#). Following the direction of the CMAP Board and MPO Policy Committee, staff is currently working to develop performance measures and collect data for application to CMAP's programming and planning activities, particularly the Congestion Mitigation and Air Quality Improvement (CMAQ) program. In a [memorandum](#) approved in October 2012, the CMAP Board and MPO Policy Committee also called on the state to establish a technical advisory group to implement performance-based funding on the state level.

It is important to note that the research and analysis required to fully implement performance-based funding is underway as a result of federal requirements. IDOT's Technical Advisory Group, convened to help address the performance management requirements in MAP-21, has been meeting periodically since May 2012. While that effort is not designed to address the specifics of implementing performance-based funding, it will help to catalog and assess available performance data.

The financial plan assumes that performance-based funding will be implemented in 2015. While there is a need for additional data collection and research, performance-based funding could be implemented in the near term. Doing so would not require a statutory change, although a robust performance-based programming process could benefit from a more formal codification in law. Rather, IDOT could implement performance-based funding directly through its own administrative action. Further, IDOT largely takes this approach today in selecting projects across its eight downstate districts; the arbitrary "55/45 split" applies to District 1 only.

Variable parking pricing

Local governments with commercial areas experiencing high demand for parking could implement variable parking pricing. This strategy is used to balance parking supply and demand to help improve traffic flow and increase the availability of parking. GO TO 2040 originally assumed that additional local funds would be generated for transportation purposes through pricing an additional 1.7 percent of off-street parking spaces annually during the planning period. An average rate of \$1 per day was used and the forecast assumed that half of the revenues generated would be used for transportation. Assuming that an additional 1 percent of off-street parking spaces were priced annually during the planning period and that the \$1 average rate is indexed to inflation, \$1.5 billion would be generated between 2015-40.

Action plan. This could be implemented at any time through the passage of ordinances, as local governments have broad powers to regulate parking. While some municipalities have priced parking, no additional priced spaces have been added, to CMAP’s knowledge, since the adoption of GO TO 2040. However, CMAP has continued to dedicate resources toward implementing variable parking pricing. In April 2012, CMAP released a toolkit, [Parking Strategies to Support Livable Communities](#). In addition, CMAP has been working with local governments to implement parking strategies, which may include pricing, through its [Local Technical Assistance program](#), including projects in the [Village of Hinsdale](#) and in Chicago’s [Wicker Park-Bucktown](#) neighborhood. This coming year, other projects will include parking strategies for Chicago's Loop, as well as for the [City of Berwyn](#).

Regional cooperation will bring regional benefits

To move forward, the region must work collaboratively to protect our transportation system assets. The region’s financial obstacles can become opportunities for bold, cooperative actions to enact policy changes. By acting in cooperation with one another, we can ensure the long-term sustainability of the region’s transportation system, which is a major contributor to the economy and the livability of northeastern Illinois.

Funding Allocations for State of Good Repair, System Enhancements, and Major Capital Projects

After accounting for the \$38.8 billion in reasonably expected revenues outlined previously, **\$42.2 billion** remains to bring the region’s transportation system toward a state of good repair, provide for enhancements, and expand the system via the construction of major capital projects. Given these reduced financial resources, it is paramount that the region set priorities with regard to how this funding is allocated. Table 6 summarizes the forecasted revenues and expenditure allocations over the 26-year GO TO 2040 update planning period.

Table 6. Summary of financial plan revenue forecasts and expenditure allocations, 2015-40, in millions (year of expenditure dollars)

Federal revenues	\$53,521
State revenues	\$111,912
Local revenues	\$167,107
Subtotal core revenues	\$332,540
State motor fuel tax increase and long-term replacement	\$17,300
Congestion pricing on the existing system	\$11,700
Performance-based funding	\$8,300
Variable parking pricing	\$1,500
Subtotal reasonably expected revenues	\$38,800
Total revenues	\$371,340
Highway operating expenditures	\$84,087
Transit operating expenditures	\$113,266
Safe and adequate capital maintenance for highway	\$100,759
Safe and adequate capital maintenance for transit	\$31,006
Subtotal operating and safe and adequate expenditures	\$329,118

Subtotal moving the system toward a state of good repair/systematic enhancements	\$29,892
Subtotal major capital projects	\$12,330
Total expenditures	\$371,340

Source: Chicago Metropolitan Agency for Planning analysis.

The [priorities of GO TO 2040](#) are to maintain and make systematic improvements to the existing transportation system. The bulk of the region’s transportation investments should be to maintain, improve, and modernize our infrastructure. Pursuing new major capital projects, while important, should remain a lower priority than these other activities. Achieving a world-class transportation system necessitates improving, modernizing, and increasing service on existing assets, rather than building new projects that would be difficult to finance, operate, and maintain over the long term with the region’s limited financial resources.

ACTION REQUESTED: Discussion

###

Plan Update Forecast Methodology

This section discusses the specific methodologies used for projecting revenues, operating expenditures, and capital maintenance expenditures to a safe and adequate level for the GO TO 2040 update over the 2015-40 planning period.

Core revenues

Locally-programmed federal revenue

Forecast: \$11.0 billion	Forecast assumptions for GO TO 2040 update
<p>Portion of annual federal apportionment that is sub-allocated to the Chicago region for programming. This includes the federal fund sources of CMAQ, Transportation Alternatives Program-Local, Surface Transportation Program - Local, Surface Transportation Program-Counties, and discretionary programs.</p>	<p>Revenues for 2015 were assumed to be 0.1percent greater than 2014 apportionments. This short-term growth rate was based on the difference between 2014 and 2013 apportionments (excluding discretionary). After 2015, a growth rate of 3.6 percent was assumed. This growth rate was based on the compound annual growth rate of locally-programmed federal apportionments combined with state-programmed federal highway apportionments between 2000-14.</p>

Other federal transit revenue

Forecast: \$17.1 billion	Forecast assumptions for GO TO 2040 update
<p>Projection includes New Starts, bus and bus facilities, State of Good Repair, and Urban Formula programs.</p>	<p>Forecast was provided by the RTA. Revenues for 2015-18 are based on preliminary capital funding marks for 2014-2018 period. After 2018, revenues are forecast to grow at a rate of 2.4 percent.</p>

State-programmed federal highway revenue

Forecast: \$25.4 billion	Forecast assumptions for GO TO 2040 update
<p>Portion of annual federal apportionment that is allocated to the State of Illinois for programming. This includes the federal fund sources of National Highway Performance Program, Surface Transportation Program-Urban, Highway Safety Improvement Program, Transportation Alternatives Program, Recreational Trails, and discretionary programs.</p>	<p>Forty-five percent of the statewide total annual apportionment was assumed to go to northeastern Illinois. Revenues for 2015 were assumed to be 0.1 percent greater than 2014 apportionments. This short-term growth rate was based on the difference between 2014 and 2013 apportionments (excluding discretionary). After 2015, a growth rate of 3.6 percent was assumed. This growth rate was based on the compound annual growth rate of locally-programmed federal apportionments combined with state-programmed federal highway funds between 2000-14.</p>

State Public Transportation Fund

Forecast: \$13.3 billion	Forecast assumptions for GO TO 2040 update
State funds equal to 30 percent of RTA sales tax and real estate transfer tax revenues.	Revenues from this matching fund equals 30 percent of forecasted RTA sales tax and real estate transfer tax estimates.

State Motor Fuel Tax

Forecast: \$5.0 billion	Forecast assumptions for GO TO 2040 update
Portion of state MFT retained by IDOT for the Road Fund and State Construction Account. The current rate is 19 cents per gallon (21.5 cents per gallon of diesel).	<p>Using a methodology to account for increasing vehicle fuel economy, revenues decreased annually, with an average annual decrease of 1.4 percent. CMAP forecasted annual vehicle miles traveled (AVMT) and average miles per gallon (MPG) to estimate revenue. To forecast AVMT, CMAP used actual statewide AVMT data for passenger vehicles and for all other vehicles for 1991-2012 to calculate linear trendlines for AVMT. Average annual percent change in AVMT 2012-40 was 0.9 percent for passenger vehicles and 1.2 percent for other vehicles.</p> <p>For MPG for non-passenger vehicles, the average of AVMT divided by gallons of diesel sold was used as a base, and an annual 1.0 percent improvement was assumed. For MPG estimates for passenger vehicles over the planning horizon, CMAP created estimates based on National Highway Traffic Safety Administration rules for Corporate Average Fuel Economy (CAFE) standards, estimated standards for 1978 through 2025 model years for cars and light trucks, and information about vehicle fleet from the Federal Highway Administration's (FHWA) 2009 National Household Travel Survey. After accounting for various statutory deductions, the region is assumed to receive 45 percent of these revenues for the purposes of funding highway construction and maintenance projects.</p>

State motor vehicle registration fees and other user fees

Forecast: \$26.7 billion	Forecast assumptions for GO TO 2040 update
Annual vehicle registration fees, certificate of title fees, and operator's license fees collected by the State, excluding those used to fund the state capital program. Most of this revenue is deposited into the Road Fund and State Construction Account.	Fee revenues to the Road Fund and State Construction Account were assumed to grow at 3.0%, which was the compound annual growth rate between 2000-13.

Tollway revenue

Forecast: \$51.3 billion	Forecast assumptions for GO TO 2040 update
Toll revenues forecasted to be collected on the 286 mile system. The current toll rate structure went into effect in 2012, and includes commercial vehicle toll increases between 2015-17. Following 2017, the commercial rate will be adjusted annually for inflation.	Toll revenue projections were derived from estimates prepared for the Illinois Tollway by CDM Smith in April 2013. The projection assumed that the annual adjustment in commercial vehicle toll rates beginning in 2017 would be 2 percent annually. CMAP also included an assumption of a passenger vehicle toll rate adjustment in 2030. Other operational revenues, such as concessions and miscellaneous income, were forecast by CMAP to grow at a rate of 0.5 percent annually.

State bonding programs

Forecast: \$12.5 billion	Forecast assumptions for GO TO 2040 update
State bonding programs are typically funded with a variety of revenue increases, including fee increases on sources like vehicle registration and certificate of title.	Assumes that the region will receive \$540 million as part of the current state capital program in 2015. For future programs, it is assumed that two more will be awarded during the planning period, with the first being 16 percent more than Illinois Jobs Now!, and the second being 16 percent greater than the first plan.

Other state transit

Forecast: \$3.2 billion	Forecast assumptions for GO TO 2040 update
The State has provided the RTA with debt service assistance for SCIP I and SCIP II bonds since 1992 with General Revenue Funds. The State has provided \$8.5 million annually to support Pace ADA since 2010. The State also provides reduced fare reimbursements to the service boards.	Revenues for debt service assistance are assumed to be flat through 2019, followed by annual reductions in funding until the bonds are fully repaid in 2035. Reduced fare reimbursements from the State are forecast to grow at a rate of 1.5 percent annually. ADA support is forecast to remain flat for the duration of the planning period.

RTA sales tax

Forecast: \$42.7 billion	Forecast assumptions for GO TO 2040 update
The RTA sales tax is equivalent to 1.25 percent of sales in Cook County and 0.75 percent of sales in DuPage, Kane, Lake, McHenry, and Will counties. The RTA receives two-thirds of the collar county revenues. The collar county 0.25 percent portion is listed under Collar County Transportation Empowerment Program.	Forecast was provided by the RTA. RTA sales tax revenues are assumed to grow 3 percent annually throughout the planning period.

Collar County Transportation Empowerment Program

Forecast: \$5.3 billion	Forecast assumptions for GO TO 2040 update
One-third of collar county revenues generated from the RTA sales tax are returned to DuPage, Kane, Lake, McHenry, and Will Counties to be used for roads, transit, and public safety.	The revenues are assumed to be available for transportation purposes. Growth in revenues generated for the collar counties are based on projected population growth combined with inflationary assumptions. During the planning period, annual growth averages 3.4 percent.

Local allotment of state motor fuel tax

Forecast: \$7.3 billion	Forecast assumptions for GO TO 2040 update
Counties, townships, and municipalities receive a disbursement of state MFT revenue. County share is based on motor vehicle registration fees received, township share is based on share of mileage of township roads, and municipal share is based on population.	State MFT revenue was forecasted using the methods explained above. County vehicle registrations and township road miles relative to the rest of the State are assumed to remain constant. Municipal population in the region relative to the rest of the State is forecast to increase according to historical trends at about 0.1 percentage points annually.

County Option motor fuel taxes (those used for transportation)

Forecast: \$0.75 billion	Forecast assumptions for GO TO 2040 update
DuPage, Kane, and McHenry counties impose a 4 cent per gallon MFT. County departments of transportation use these revenues for maintaining county roads. Any other local government imposing an MFT for transportation purposes is included in other local revenues.	The methodology for forecasting revenue for each county was similar to the forecast for the state MFT. For MPG, estimated 2012 MPGs for each county were used as the base (17.5, 15.9, 22.0 respectively), rather than the statewide base of 21.0. Growth in AVMT was calculated using growth rates in AVMT for each county for each air quality conformity analysis year.

Other local revenues

Forecast: \$61.2 billion	Forecast assumptions for GO TO 2040 update
These are local revenues, such as property tax revenue, sales tax revenue, and impact fees used for transportation, excluding county MFTs, the RTA sales tax, state funds, and federal funds. Local governments with jurisdiction over transportation include counties, townships, and municipalities.	Revenues were calculated for municipalities and townships using 2007 U.S. Census of Governments data, which includes all local governments in the region. County revenues were obtained from recent county budget documents. Revenues were adjusted to the current year using the change in the FHWA National Highway Construction Cost Index and the U.S. Census of Governments Illinois Local Government Payroll data for highway. To forecast to 2040, growth rates for CMAP population forecasts for each locality were added to an annual 2.5 percent inflationary adjustment. Average annual growth regionwide was 3.6 percent.

Chicago Real Estate Transfer Tax (RETT)

Forecast: \$1.6 billion	Forecast assumptions for GO TO 2040 update
The \$1.50 per \$500 of value of the City of Chicago's RETT is transferred to the CTA.	Revenues were forecast to grow at a rate of 3.5 percent annually.

Transit passenger fares

Forecast: \$42.1 billion	Forecast assumptions for GO TO 2040 update
This includes passenger fares for the CTA, Metra, Pace, and Pace ADA.	Forecast was provided by the RTA. Revenues were forecast to grow at a rate of 3.2 percent annually.

Other transit operating revenue

Forecast: \$6.2 billion	Forecast assumptions for GO TO 2040 update
This included other revenues for the RTA, CTA, Metra, Pace, and Pace ADA such as advertising revenue, investment income, and Medicaid reimbursements.	These revenues are assumed grow at a rate of 2.7 percent annually, which was derived from growth rates forecast by each service board.

Expenditures for Operating and Capital Maintenance

Highway operations expenditures

Forecast: \$84.1 billion	Forecast assumptions for GO TO 2040 update
<p>Includes highway operations and administrative costs for IDOT District 1, Illinois Tollway, counties, townships, and municipalities. Also includes Tollway debt service and state debt service for Series A bonds.</p>	<p>IDOT District 1 expenditures were estimated using a linear trendline based on 2000-13 data. During the planning period, annual growth averaged 2.2 percent for IDOT District 1. Series A bond payments were forecast to grow 2.5 percent annually during the planning period, and it was assumed that 45 percent of these costs were attributable to the region. Illinois Tollway provided forecasts of operations expenditures, which include both operations on the existing system and operations for the Elgin O'Hare Western Access project. During the planning period, annual growth averaged 3.8 percent. Debt service payments include principle and interest on current debt and assume no future bond issuances.</p> <p>Local government highway operations expenditures were estimated from the local highway operations expenditures reported to the 2007 Census of Governments. Local expenditures were adjusted to the current year using the rate of change in the U.S. Census of Governments Illinois Local Government Payroll data for highway. CMAP used a 2 percent annual inflation factor to forecast local operating expenditures to 2040.</p>

Transit operations expenditures

Forecast: \$113.3 billion	Forecast assumptions for GO TO 2040 update
<p>Includes operating and administrative costs for the RTA, CTA, Metra, Pace, and Pace ADA. As a counterpart to state revenues provided for this purpose, includes principal and interest payments on SCIP bonds. Also includes the portion attributable to interest payments for other RTA debt service obligations.</p>	<p>Operating expenditures were estimated using linear trendlines of 2007-15 actual and planned expenditure data, totaling \$101.8 billion, with average annual growth of 2.7 percent. SCIP bond principal payments totaling \$1.3 billion were included. The interest portion of debt service payments totaled \$10.1 billion.</p>

Highway capital expenditures

Forecast: \$100.8 billion	Forecast assumptions for GO TO 2040 update
Capital maintenance costs for the interstate system, state highways, Illinois Tollway highways, and local roads.	Capital expenditures for the highway system are based on assumptions for unit costs and maintenance cycles. These assumptions are then applied to the inventory of highway assets in the region. CMAP staff met with a group of highway implementers representing state and county departments of transportation to determine unit cost and lifecycle assumptions. The assumptions were also reviewed by several municipal governments. Expenditures were inflated 3 percent annually.

Transit capital expenditures

Forecast: \$31.0 billion	Forecast assumptions for GO TO 2040 update
Capital maintenance costs for the CTA, Metra, Pace, and Pace ADA.	In consultation with the RTA, transit capital costs were determined from the RTA's preliminary five-year capital budget for 2014-18. From that budget, an average annual capital expenditure was calculated. Expenditures were inflated 3 percent annually.



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: May 7, 2014

Re: GO TO 2040 Plan Update – Proposed Major Capital Projects

A key element of the GO TO 2040 update is to establish a priority list of proposed major capital projects to fit within the plan's expected funding envelope or "fiscal constraint." As CMAP defines them, major capital projects are large projects with a significant effect on the capacity of the region's transportation system, including extensions or additional lanes on the interstate system, new expressways, major new expressway-to-expressway interchanges, or similar changes to the public transit system. These must be identified in GO TO 2040 to be eligible to receive federal transportation funds or obtain certain federal approvals. Staff has previously presented the overall ["universe" of capital projects](#) be considered in the planning process, as well as an [evaluation of the costs and benefits](#) of the projects, to the Transportation Committee.

This memo provides staff's recommendations on priority major capital projects that the region should pursue between now and 2040. The GO TO 2040 update includes the same list of projects under fiscal constraint as the original plan, minus the three already completed, plus two projects amended into the plan in 2013. Thus, the update continues the same priorities of GO TO 2040, although details have changed in some cases, including costs, financing, and project scope. The financial plan for the GO TO 2040 update indicates that funding will be available to construct these projects within the planning period. Nevertheless, rapid progress has been made on some projects and less on others, and several projects have near-term funding shortfalls. Funding and other implementation challenges are discussed where needed.

Expressway Additions: Express Toll Lanes

A major focus of GO TO 2040 is directing investment to improve the heavily used transportation infrastructure that serves existing communities in the region. Strategically adding capacity to existing expressways in the region is a key part of this approach. The expressway additions recommended for fiscal constraint in the GO TO 2040 update address capacity limitations and reliability on some of the most congested facilities in the region. At the

same time, these projects also rehabilitate older infrastructure and tackle major safety and operational problems.

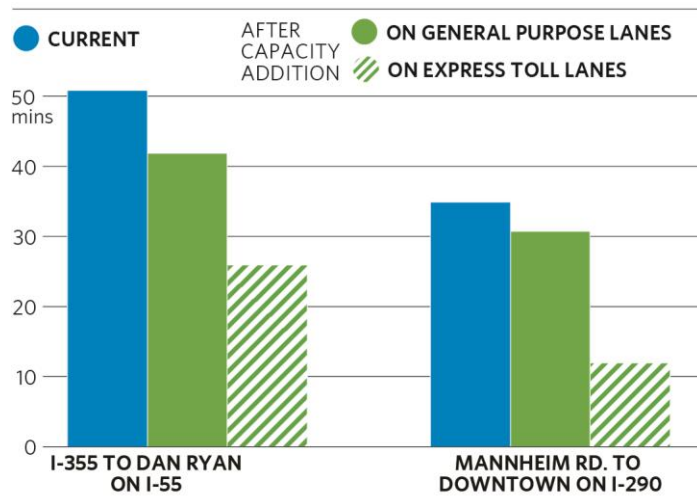
Once built, new capacity needs to be managed to prevent the loss of performance to congestion over time. The most effective way of managing highway capacity is to implement congestion pricing, so that the price to use the facility changes with demand. This allows traffic to flow freely even in peak periods and improves travel time reliability by giving operators a mechanism to respond to changes in travel demand. Except on very short or isolated segments, GO TO 2040 recommends constructing added lanes as express toll lanes.

I-55 Stevenson Express Toll Lanes

The southbound Stevenson Expressway from I-355 to the Dan Ryan Expressway ranks among the ten most congested expressway segments in the region. The reconstruction of the Stevenson in the 1990s left much of the expressway with wide inside shoulders with mostly full-depth pavement that can withstand regular use. Thus, there is a major opportunity to convert this shoulder cost-effectively to an express toll lane, which would cut travel times (Figure 1), improve reliability, and benefit transit services already using the corridor. Per unit cost, building an express toll lane on the Stevenson Expressway from I-355 to the Dan Ryan would have the highest economic impact and second highest congestion reduction of any of the projects CMAP studied.

For several years Pace has operated a successful program running express buses on the shoulder, but buses must merge with regular traffic at several narrow points and travel at limited speeds when on the shoulder. CMAP funded this project through a Congestion Mitigation and Air Quality Improvement grant. The express toll lane is envisioned to upgrade this service, allowing continuous travel in a lane with minimal congestion from I-355 to the Dan Ryan. The Stevenson is also a freight-rich corridor with access to intermodal facilities. For safety and operational reasons, multi-unit trucks would not be able to use the express toll lanes, however any new capacity on the expressway will improve travel times and reliability for all users, including trucks.

Figure 1. Travel time savings on a typical trip on the Stevenson and Eisenhower express toll lanes (AM peak)



The blue bars represent current travel times on a typical morning commute for a 23-mile trip on I-55 and an 11-mile trip on I-290. The green bars indicate travel times with the construction of express toll lanes. CMAP estimated the tolls for these two trips to be roughly \$2.75 and \$3.50, respectively. This assumes the toll is set to keep traffic at 55 mph.

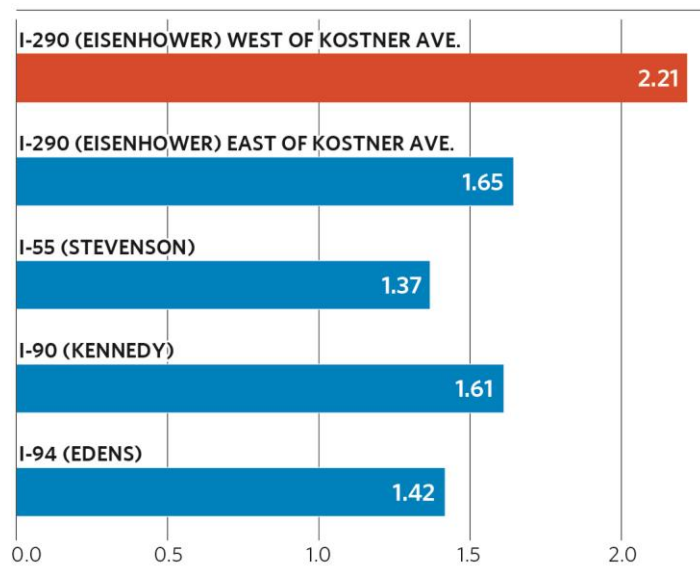
Source: Chicago Metropolitan Agency for Planning analysis.

IDOT has begun Phase I Engineering for the project but has not allocated specific funding for further engineering and construction. CMAP's work on [congestion pricing](#) suggests that pricing could reduce the constrained cost of the new lane by nearly 20 percent, making it critical to implement pricing to help fund the project. Perhaps the most significant challenge with this project is the lower priority that IDOT has placed on it relative to its other projects.

I-290 Eisenhower Express Toll Lanes

The Eisenhower Expressway was one of the earliest expressways constructed in the Chicago region and has been the vanguard for a number of innovations, including the first use of ramp metering and the construction of rapid transit in the expressway median. The Eisenhower Expressway is generally in the top five most congested expressway segments in the region. It also suffers from major geometric deficiencies, including narrow shoulders, short weaving distances between ramps, and especially the left-hand exits at Austin and Harlem Avenues. Moreover, it has what is probably the most severe bottleneck in the region, where the number of lanes drops from four to three west of Central Avenue. As a result of these problems, the western portion of the expressway has a significantly higher crash rate than comparable expressways in the region (Figure 2).

Figure 2. Crash rates on select Chicago-area expressways, per million vehicles per mile



Source: Illinois Department of Transportation.

Adding an express toll lane to the Eisenhower will significantly improve speeds and travel time reliability on the facility. Reconstruction and modernization of the facility will help improve safety. IDOT is currently in Phase I Engineering for this project and has narrowed its study to four alternatives, all of which involve adding a lane to the Eisenhower. However, the Department has not allocated specific funding in the near term for further engineering and construction. CMAP's work on congestion pricing suggests that pricing could reduce the constrained cost of the new lane by about a quarter, making pricing a key part of funding the project.

While this project has significant engineering challenges relating to the availability of right-of-way and railroad coordination, perhaps its biggest obstacle is the potential for community impacts. The expressway is in a dense urban corridor. One important mitigation approach is the improvement of the pedestrian and transit station environment along the Blue Line, which the Chicago Transit Authority (CTA) has been considering in its Blue Line Forest Park Branch Feasibility/Vision Study.

Expressway Additions: Interchanges and Improvements

The projects proposed here either reconstruct and modernize older highway infrastructure or correct major deficiencies. While they provide some additional capacity, this is modest relative to the contribution that these projects make to achieving the overall goal of maintaining and improving the existing highway system. CMAP treats interchanges between expressways as major capital projects.

Circle Interchange

The Circle Interchange project will reconstruct and modernize an interchange that has not had a major rehabilitation since it was first built more than a half-century ago. While it is mostly a reconstruction project, new capacity will be added in the form of an additional lane on the east-north and north-west ramps, as well as three new flyovers. A new through-lane will also be added on I-90/94, correcting a deficiency that forces drivers to make lane changes when entering the interchange. The new ramp configurations and added lanes are expected to significantly reduce crashes for all users. The Circle Interchange is the busiest interchange in the region, and is typically among the most congested interchanges in the country. For several years the FHWA has identified the Circle Interchange as the [worst freight bottleneck in the U.S.](#) Rehabilitation of the interchange will support the region's competitive position in freight, manufacturing, and other industries.

FHWA issued a Finding of No Significant Impact for the project in late 2013, allowing it to proceed to construction. Since the project is in a dense, urban area with older buildings, noise walls will be needed in certain areas as well as special attention to the potential for structural damage to adjacent buildings during construction. Particular attention is expected to be given to improving the pedestrian environment around the interchange and at the Halsted/UIC Blue Line station.

I-294/I-57 Interchange

The crossing of I-294 and I-57 is the only place in the region, and one of very few locations in the country, where two interstates cross but do not have an interchange. The Tri-State Tollway links the region's suburban communities in an arc from the south suburbs to Lake County, providing access to O'Hare International Airport and several commercial and industrial centers, as well as intermodal freight terminals. The I-294/I-57 interchange project will provide a full connection of these two interstates for improved accessibility to and from the south suburbs and for improved north-south regional travel. The Tollway included this project in its Move Illinois capital program. Construction of Phase 1, which is anticipated to provide the largest congestion reduction benefits, will be complete in 2014. It involves construction of new ramps to connect

northbound I-57 to northbound I-294 and southbound I-294 to southbound I-57, as well as an entrance and exit ramp from I-294 to 147th Street. Phase Two is planned for completion in 2024 and will provide the remaining interchange connections.

I-190 Access and Capacity Improvements

The I-190 Access Improvements project consists of reconfiguring arterial access to I-190 and O'Hare International Airport to improve mobility and reduce collisions, as well as ultimately reconstructing and adding capacity to mainline I-190. Project planning is advancing; several elements have already been funded through IDOT, Chicago Department of Transportation (CDOT), and the Chicago Department of Aviation, using Passenger Facility Charge funds. O'Hare International Airport and its surrounding freight and manufacturing development are a significant economic engine for the region. But, the area experiences significant congestion and unreliable travel times. The I-190 project will improve access to the O'Hare area and reduce congestion in a high-traffic corridor.

Jane Addams Tollway (I-90)

As part of the Move Illinois program, the Illinois Tollway is reconstructing the Addams Tollway from Rockford to I-294, given that most of the roadway is more than a half-century old. A new lane will also be added in each direction to accommodate current and future traffic. The Addams experiences congestion within the Chicago region, although not to the same degree as the Stevenson and Eisenhower. As part of the project, the Tollway is making major strides in modernizing the Addams by including active traffic management technology that warns drivers of upcoming congestion and closes lanes well ahead of a stalled vehicle or wreck (Figure 3). This technology would also permit the use of variable speed limits (speed harmonization), which has been shown to reduce crashes and increase roadway capacity by stabilizing traffic flow.

While the Tollway has studied the use of congestion pricing on the new lane, it has elected not to implement the policy on the Addams when the reconstruction and widening is complete in 2016. The ITS infrastructure will be in place to support a future decision to use congestion pricing, but converting to congestion pricing later may present a challenge for public acceptance. The Tollway is also working closely with Pace to operate a bus-on-shoulder program along the Addams, which is partly funded by CMAP through the Congestion Mitigation and Air Quality Improvement program.

Figure 3. Example of active traffic management from Washington State



Source: [Washington State Department of Transportation](http://www.wsdot.wa.gov).

Transit Improvements

Projects that rehabilitate transit lines to improve asset condition and that add service to accommodate greater ridership are major elements of GO TO 2040's focus on maintaining and modernizing existing infrastructure. These projects add capacity by making improvements to track, platforms, and stations for the purpose of increasing the number of riders that can move through the system. Some of these investments are part of the CREATE program or involve operational improvements that make the freight and passenger rail system work more efficiently. This enhances the region's economic competitiveness.

The transit improvement projects recommended in GO TO 2040 support existing communities and also create new opportunities for transit-supportive development. Considerable planning has been completed both for the stations and broader communities around these investments, although plans are not yet in place for all stations proposed as part of the major capital projects. Completing and implementing these plans is a priority. The plans should seek to foster livable communities and support the region's substantial investment in new and proposed transit infrastructure by promoting land use patterns that allow transit access.

CTA North Red/Purple Line Modernization

This project envisions a modernization of the 100-year old "El" lines serving the north side of Chicago and near north suburban communities. The Red and Purple Line modernization will provide significant reinvestment in existing communities and upgrade the CTA's most heavily used rail line. Dilapidated viaducts and crumbling infrastructure will be replaced or improved, building a new elevated structure and providing a quieter, more livable environment. The improved facility is also expected to experience significantly lower operating and maintenance costs once it is brought to a state of good repair. A Brown Line flyover at Clark Junction, which would decrease travel time for riders by allowing Brown Line trains to cross above the Red and Purple Line tracks, is also being considered for the project.

The CTA is analyzing traditional and innovative funding options. The project recently received authorization to apply for funding under the new Core Capacity Program of the Federal Transit Administration's New Starts transit funding program. The Core Capacity Program allows existing systems to apply for New Starts funds if they expand capacity by at least 10 percent in transit corridors that are currently at or above capacity. The project also has the potential to use innovative funding methods like value capture or obtain innovative financing through the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides low-cost loans to transportation projects. CMAP's financial plan assumes value capture will provide approximately five percent of the project's total cost.

West Loop Transportation Center Phase I Improvements

The West Loop Transportation Center is envisioned as a new transportation hub that would reconfigure Chicago Union Station and ultimately lead to greatly improved connections between rapid transit, bus, commuter rail, and intercity rail services, supporting the GO TO 2040 goal of seamless coordination between transit modes. The [Union Station Stage 1 Master Plan](#) determined that work on the project should take place in two key phases: Phase 1

improvements to existing facilities east of and within Union Station, and Phase 2 development of a new underground transitway in the West Loop.

In the GO TO 2040 plan update, only Phase 1 is included in the fiscally constrained project list. Phase 1 will increase capacity within the existing footprint of Chicago Union Station by creating new platforms and tracks and by repurposing currently inactive tracks and platforms formerly used for mail handling. It will also expand the passenger-carrying capacity of existing platforms used by commuter trains, reconfiguring the station's internal spaces to increase passenger capacity. Finally, the project will create the capability to through-route some intercity trains and improve traffic circulation around Union Station. CMAP has funded a portion of this work through the Congestion Mitigation and Air Quality Improvement Program.

Metra Rock Island Improvements

Metra's proposed improvements to the Rock Island District (RID) Line will enhance coordination between freight traffic and Metra trains as well as allow for eventual connection of the SouthWest Service (SWS) with LaSalle Street Station. This connection and other improvements will improve rail freight movement through the region, reduce congestion, and improve access at Union Station. Proposed improvements include adding a third track to the nine-mile double-track portion (between Gresham Junction and a point north of 16th Street Junction) of the RID Line. The proposed upgrade also includes the CREATE P1 Project, new bi-directional signals, centralized traffic control to integrate with existing RID operations, several new or rehabilitated bridges over city streets, and an expanded and modernized 47th Street Yard. CREATE Project P1 is a rail flyover expected to eliminate conflict between 78 Metra Rock Island trains and approximately 60 freight and Amtrak trains that presently cross at grade through the Englewood Interlocking each day. This portion of the RID project is fully funded and under construction.

Metra SouthWest Service Improvements

The SouthWest Service Improvements project will reduce congestion at Union Station and improve freight movements within and through the region. As part of the CREATE 75th Street Corridor Improvement Project, it will address the most congested rail chokepoint in the Chicago Terminal District. As part of this project, the SouthWest Service will be rerouted to terminate at LaSalle Street station, relieving congested operations at Union Station. The improvements also include constructing a two-mile segment beginning west of Belt Junction to carry trains over the parallel Norfolk Southern service along 74th Street to the Rock Island District Line tracks to provide improved reliability with fewer operating conflicts.

Metra UP North Improvements

The Union Pacific (UP) North Improvements will improve the operating capacity and reliability of the line between Ogilvie Transportation Center and Kenosha through installation of additional crossovers and track improvements. A new outlying coach yard will allow for more efficient servicing of equipment and accommodate expansion of service. Additional upgrades to existing stations will accommodate an expected increase in passengers in both the traditional commute and reverse commute direction. A new station at Peterson and Ridge Avenues is also

proposed, and improvements to the existing Hubbard Woods Station are proposed to expand transportation options for these communities.

Metra UP West Improvements

The Union Pacific (UP) West Improvements will provide track, signal, safety, and infrastructure improvements to increase passenger service and coordinate with freight traffic. Specifically, a third track will be added to an existing double-track portion of the line east of Elmhurst. Also proposed is moving the current crossing with the Milwaukee District and North Central lines at Western Avenue to a new location one mile east. These improvements will enable the UP West to better serve as an alternative to the Burlington Northern Santa Fe (BNSF) line and also to operate more effectively in coordination with freight rail movements. In combination, these improvements would allow for an increase in service from 59 to 80 trains per day, nearly doubling estimated passenger miles traveled on the line. Part of the project involves upgrades to signal systems, crossovers, pedestrian safety improvements, and new triple track. Most of the pedestrian diversion construction was completed in summer 2011, and construction of signals and crossovers is currently proceeding.

New Projects and Extensions

The focus of GO TO 2040 is first on maintaining and modernizing the existing system, then strategically adding capacity to existing facilities, and only then building entirely new projects. GO TO 2040 recommends a small number of critically important new projects, discussed below.

CTA Red Line South Extension

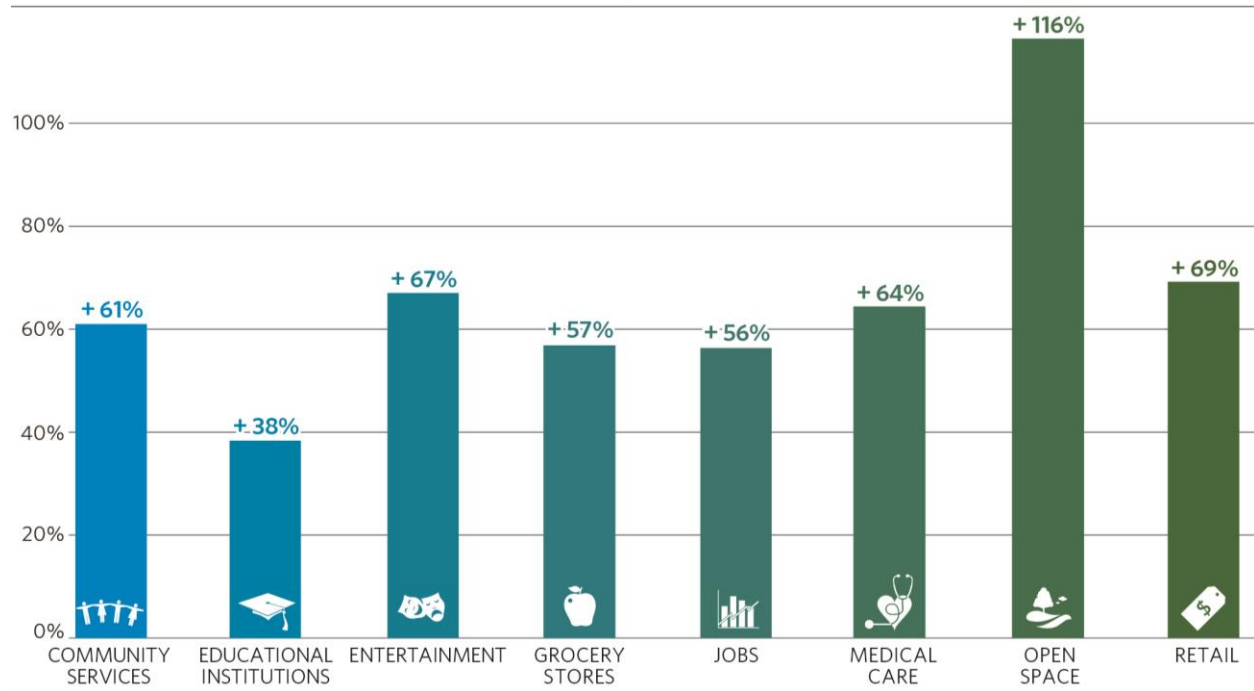
The CTA Red Line currently terminates at the 95th Street/Dan Ryan station, which through the 1990s and most of the 2000s was the busiest CTA station outside of downtown Chicago because of its numerous connecting bus lines. South of 95th Street, residents struggle with long commute times and multiple transit transfers required to reach work, school, medical appointments, and services. By extending the Red Line south to 130th Street, the area it serves would see improved access to jobs and services, reduced travel times by streamlining CTA and Pace bus-to-rail connections, and enhanced livability and economic impact in distressed neighborhoods.

The Red Line south extension would be approximately 5.3 miles in length and add new stations at 103rd Street, 111th Street, and Michigan Avenue (115th) before terminating at 130th Street. The investment would cut transit travel time from 130th Street to the Chicago Loop by 21 minutes or 34 percent. It would also dramatically increase access to a variety of services and amenities for residents of the greater Roseland area to be served by the project (Figure 4). This access would offer residents significantly more employment opportunities and contribute to an improved quality of life. Because of its proximity to an interchange with the Bishop Ford Expressway, the large (2,300-space) park-and-ride lot to be constructed at the 130th Street station will provide new commute options for southern Cook County as well.

While there is a large stock of affordable housing in the greater Roseland area, residents experience longer and more expensive commutes than the rest of the region. In particular, Roseland commuters drive to work alone at a rate 10 percentage points higher than the City of Chicago as a whole and spend a higher proportion of their income on transportation costs. By

making transit use more viable, the Red Line Extension will improve overall affordability in the area it serves. Furthermore, the Red Line Extension has the potential to spur revitalization of the area around the proposed stations.

Figure 1. Increase in number of services and amenities that can be accessed within 60 minutes with the Red Line Extension



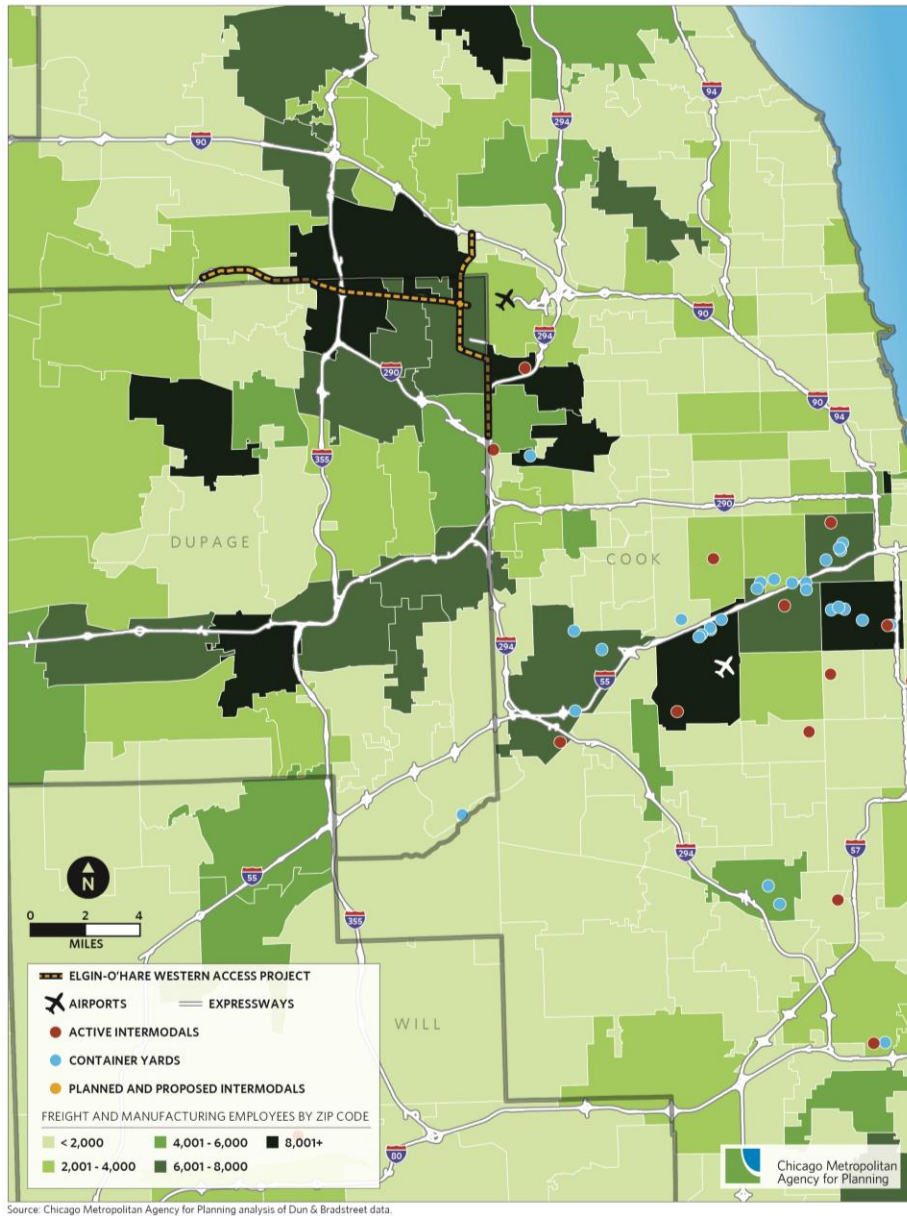
Source: Chicago Metropolitan Agency for Planning analysis, 2012.

Perhaps the biggest challenge for the Red Line Extension is the specific allocation of funding to this project relative to other investments. Current CTA efforts are focused on reconstruction of the existing system, and this is appropriate given GO TO 2040's emphasis on modernization. However, the project has significant local support and substantial planning efforts have been undertaken by stakeholders in the community to lay the local groundwork for the facility.

Elgin O'Hare Western Access

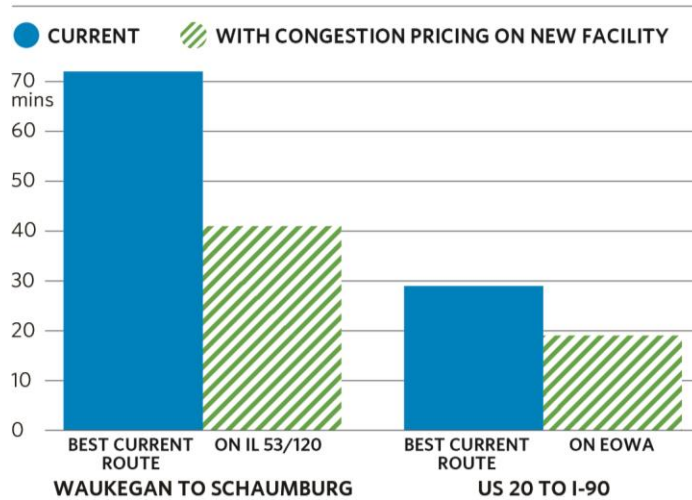
While the area around O'Hare International Airport owes its economic vitality to its unique convergence of air, road, and rail infrastructure, the same assets have also led to significant congestion problems for truck and passenger traffic. The Elgin O'Hare Western Access (EOWA) project will provide a new, limited-access facility to reduce congestion and improve access to the airport. The project includes three main components: reconstructing and widening the existing Elgin O'Hare Expressway, extending the expressway east to O'Hare International Airport, and adding an expressway around the western side of O'Hare from I-90 to I-294 (the western bypass). All three components will be tolled. The first two components are expected to be complete in 2018, while the western bypass is planned for 2025. Federal approval for the EOWA was given on January 24, 2013, and construction is now underway. Portions of the interchanges and grade separations required to support the project are being funded through CMAP's Congestion Mitigation and Air Quality Improvement Program.

Figure 2. The EOWA and CMAP region freight and manufacturing employment



The EOWA provides critical support to the most significant cluster of freight and manufacturing employment in the region (Figure 5). It would also eventually provide access to the planned western terminal of O'Hare. In addition, the EOWA provides meaningful travel time savings (Figure 6) and yields the highest increase in access to jobs by automobile of any of the projects considered. While the project does reserve right-of-way for future transit improvements, there are no specific commitments to providing this service. Planning for and implementing enhanced transit service that improves access to this regional employment center will be critical over the long term. Consideration should be given to implement congestion pricing on the EOWA as well.

Figure 3. Travel time savings on an example trip using IL53/120 and EOWA (AM peak)



Note: EOWB = Elgin O'Hare West Access.
 Source: Chicago Metropolitan Agency for Planning analysis.

IL 53/120 Tollway

As development in central Lake County in recent decades has led to severe arterial traffic congestion, several attempts have been made to plan and build a north-south route through central Lake County. Those efforts were stalled by strong concerns over negative community and environmental impacts as well as funding challenges. In the past two years, the project has made significant progress via the Tollway's [53/120 Blue Ribbon Advisory Council](#) (BRAC), which developed consensus among communities, environmental groups, and other key stakeholders to build a "21st Century modern boulevard" in the corridor. In line with BRAC recommendations, the project is envisioned as a limited-access, four-lane, 45-mph tolled facility that uses congestion pricing to help manage demand. It would utilize a context-sensitive design that protects Lake County's communities and environmental assets. The project would extend the existing, limited-access IL Route 53 from its terminus at Lake-Cook Road to join IL Route 120 to the north. Additionally, an extension of the limited-access portion of IL Route 120 is proposed. This project would offer significant travel time savings over travel on the arterial network (Figure 6).

Beyond the BRAC's effort, work is still needed to finalize the roadway design, plan for supportive land use, and develop a funding plan. As part of its [Illinois 53/120 Feasibility Analysis](#), the Tollway has convened a Finance Committee comprised of local officials and stakeholders to develop a financing strategy for the facility. The Committee will evaluate both traditional and innovative revenue sources for the facility, including congestion pricing and value capture. The expectation is that toll revenue from the facility will be used to help fund its construction.

Of all the capital projects considered in the GO TO 2040 update, the IL 53/120 Tollway would have the highest congestion reduction benefits for both automobile and freight traffic. It would also have the largest economic impacts of any project. Although the environmental impacts from a conventional road design would also be high, work by the BRAC and furthered by CMAP in the corridor land use plan strongly suggests that the road can be designed to protect

environmental assets and local community character. Planning for supportive land use will be critical to meet the mobility and livability goals of the project. In March 2014, CMAP, Lake County, and the Tollway initiated development of the [Illinois Route 53/120 Corridor Land Use Plan](#). This multi-year effort will engage relevant municipalities, the environmental and economic development communities, and other stakeholders in a facilitated, open process to create a plan for land use, open space, local transportation, and economic development within a two-mile buffer of the proposed IL 53/120 right of way.

Illiana Expressway

Metropolitan Chicago maintains a significant competitive advantage over other freight hubs in intermodal operations, which facilitate the transfer of goods between truck and rail freight. Well-chosen investments in transportation infrastructure will be critical to maintain that competitive position over the long term. The Illiana Expressway is designed to support the region's growing [freight cluster](#).

The proposed 47-mile, four-lane Illiana Expressway is envisioned as a bypass of I-80 for long-distance truck freight, as well as an alternative for heavy truck travel that is currently utilizing local roadways in Will County. Over the last decade, three new intermodal facilities have been developed in the western portion of Will County, and several additional intermodal facilities are proposed (Figure 7). This growing concentration of intermodal activity in Will County has driven an increase in truck traffic on local roads that are not configured for heavy truck use. In fact, modeling suggests that about 50 percent of the traffic on the facility would be heavy trucks.

The Illiana is on an accelerated timetable. The [Tier 2 Environmental Impact Statement](#) for the project is nearing completion, with the expectation of beginning construction in 2015 and opening to traffic in 2018. IDOT is pursuing use of a public-private partnership (P3) for the Illiana Expressway. GO TO 2040 supports the use of P3s as an innovative and efficient public finance tool, and also states that these arrangements must be handled with a high degree of transparency and care. IDOT has indicated that it intends to pursue an [availability payment P3 model](#) for the Illiana Expressway, an approach that may transfer risk in achieving projected toll revenues to the public sector.

A significant implementation challenge for the project is planning for growth that meets the tenets of GO TO 2040. The alignment for the Illiana is well to the south of the urbanized area. GO TO 2040 supports reinvesting in existing communities, pursuing opportunities for more compact, walkable, and mixed-use development, and providing a range of housing options. Local planning to meet these goals should be seen as a key part of the overall project.

Figure 4. CMAP region intermodal and container facilities



Metra UP Northwest Improvements and Extension

Two improvements are proposed on the UP Northwest line: infrastructure upgrades and a 1.6 mile extension to Johnsbury from McHenry. Infrastructure upgrades include improvements to the existing signal system and additional crossovers and other track improvements to increase operating capacity and reliability. Two additional stations will be added to the line at Prairie Grove on the McHenry branch and Ridgefield on the Woodstock branch. In addition, new yards are planned for the Woodstock and Johnsbury areas. These combined improvements, the extension, and new stations are estimated to considerably increase passenger miles traveled on the line. This project serves a substantial population of 2.8 million residents within 5 miles, and 1.6 million jobs. The full line travels through a major employment corridor in the Northwest suburbs, and the extension would increase access to jobs there and in downtown Chicago. Planning for transit-supportive development at new stations and for feeder bus service will increase access along the line.

Costs

The major capital projects in the GO TO 2040 update come to \$12.33 billion in year-of-expenditure dollars with reconstruction costs of \$8.50 billion for a total of \$20.83 billion. In the original plan, \$10.5 billion was budgeted for major capital projects, with an equal amount set aside for reconstruction costs, totaling \$21.00 billion. Thus, the overall expenditure on these facilities is nearly the same. Project cost information is provided in Table 1.

Since the [March 2014 memo](#) to the Transportation Committee, additional contributions from value capture have been assumed for the Red/Purple Line Modernization and the IL 53/120 Tollway projects. Initial meetings of the IL 53/120 Finance Committee suggest that stakeholders look most favorably on value capture out of the available options to help close the funding gap on that project. After discussion with the Tollway, IL 53/120 is also assumed to be open to traffic earlier than in the previous memo.

Overall, the major capital projects are a very small part of meeting the region's travel needs. The financial plan prepared as part of the GO TO 2040 update indicated that approximately \$371 billion (in year of expenditure dollars, or YOES) in funding from existing or reasonably expected sources is likely to be expended on transportation capital and operating expenses between now and 2040.

Other Projects

Please note that while they are not itemized in this memo, numerous other projects continue to be priorities for GO TO 2040. These include bus rapid transit (BRT) projects such as the CTA's Ashland BRT, arterial rapid transit projects, elements of the CREATE program, and others. These projects are included, but not specifically listed, in the systematic enhancements budget of the financial plan. This overall approach is discussed in a [previous memo](#). Similarly, the Metra Milwaukee District North Improvements project is considered a strategic enhancement and so can proceed at any time without being itemized in the financial plan. They should be eligible for federal funding and be allowed to proceed through the federal project development process.

Table 1. Costs of major capital projects recommended for fiscal constraint

Project	Project information				Costs for new capacity in YOES\$b					Associated reconstruction costs, YOES\$b
	Sponsor	Year	Capital cost, 2014\$b	Percent of cost for new capacity	Capital cost, YOES\$b	Operating costs to 2040, YOES\$b	Total project cost, YOES\$b	Cost offset by new project-specific revenue	Constrained cost, YOES\$b	
Elgin O'Hare Western Access	Tollway	2020	2.15	99%	2.52	0.20	2.72	52%	1.11	0.03
I-90 Reconstruction and Widening	Tollway	2016	1.27	17%	0.23	0.07	0.30	0%	0.30	1.11
Illinois 53/120 Tollway	Tollway	2020	2.10	88%	2.78	0.08	2.87	30%	1.63	0.32
I-294/I-57 Interchange	Tollway	2024	0.35	75%	0.35	0.01	0.36	0%	0.36	0.12
I-55 Express Toll Lanes	IDOT	2020	0.40	80%	0.38	0.03	0.41	19%	0.33	0.10
I-290 Express Toll Lanes	IDOT	2020	1.60	20%	0.38	0.01	0.39	24%	0.30	1.53
Illiana Expressway	IDOT	2016	1.00	100%	1.06	0.46	1.52	53%	0.71	-
I-190 Access Improvements	IDOT	2020	0.38	20%	0.09	0.00	0.09	0%	0.09	0.36
Circle Interchange Reconstruction	IDOT	2015	0.41	20%	0.08	0.00	0.09	0%	0.09	0.34
Red Line Extension (South)	CTA	2020	1.70	82%	1.66	0.23	1.90	0%	1.90	0.37
Red/Purple Line Modernization	CTA	2020	4.20	64%	3.21	(0.06)	3.15	5%	2.99	1.81
UP Northwest Extension	Metra	2020	0.58	50%	0.35	0.19	0.54	0%	0.54	0.35
SouthWest Service Improvements	Metra	2020	1.03	25%	0.31	0.16	0.47	0%	0.47	0.92
UP North Improvements	Metra	2020	0.45	25%	0.13	0.07	0.21	0%	0.21	0.40
UP West Improvements	Metra	2020	0.52	25%	0.16	0.08	0.24	0%	0.24	0.47
Rock Island Improvements	Metra	2020	0.05	25%	0.02	0.01	0.02	0%	0.02	0.05
West Loop Trans. Center: Phase 1	CDOT	2020	0.84	75%	0.75	0.30	1.05	0%	1.05	0.25
Total for all projects									12.33	8.50

ACTION REQUESTED: Discussion

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