



# 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, June 11, 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—May 14, 2014**  
ACTION REQUESTED: Approval
- 4.0 Executive Director's Report**
- 4.1 LTA Program update
  - 4.2 Staff Retirement-Don Kopec, Deputy Executive Director
  - 4.3 Other Announcements
- 5.0 Procurements and Contract Approvals**
- 5.1 Contract Approval for Market and Financial Analysis for Local Technical Assistance Projects
  - 5.2 Annual Commercial Data Renewal
- ACTION REQUESTED: Approval
- 6.0 Resolution Allowing IMRF Service Credit to Members who Served in the Armed Forces**  
With a resolution from the Board, the Illinois Municipal Retirement Fund (IMRF) allows service credit to members who served in the armed forces for up to four years of service, prior to their participation in IMRF.  
ACTION REQUESTED: Approval
- 7.0 Committee Reports**  
The chair of the Regional 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

## **8.0 Appointing a Nominating Committee**

Chairman Bennett will appoint a nominating committee to make a recommendation to the Board at its next meeting naming officers and members to the Executive Committee.

ACTION REQUESTED: Informational

## **9.0 State Legislative Update**

The General Assembly adjourned at the end of May. Staff will update the Board on relevant legislative activities and the bills that we have monitored based on our [State Legislative Framework and Agenda](#).

ACTION REQUESTED: Informational

## **10.0 FY 2015 Unified Work Program**

The Regional Coordinating Committee will be considering this item at their earlier meeting, subsequent to the Transportation Committee's action on June 6 regarding whether to recommend that the CMAP Board approve the proposed FY 2015 Unified Work Program. The Executive Summary details the allocation of funding and awarded projects.

ACTION REQUESTED: Approval

## **11.0 FY 2015 Work Plan & Budget**

The draft FY 2015 Budget and Work Plan was presented at last month's meeting for discussion purposes. The document has a few updated changes within the project teams as presented last month. Staff is seeking approval of the FY 2015 budget and work plan.

ACTION REQUESTED: Approval

## **12.0 Transportation Reauthorization Principles**

With MAP-21 set to expire on September 30, 2014 and the federal Highway Trust Fund expected to reach insolvency in mid-2014, a national conversation is currently underway on a new surface transportation bill. CMAP's adopted reauthorization principles date from September 1, 2009 as SAFETEA-LU, the previous federal transportation bill, was scheduled to expire. Staff has prepared an update to CMAP's reauthorization principles to clarify the agency's policy positions.

ACTION REQUESTED: Approval

## **13.0 Title VI Plan**

CMAP adopted its most recent Title VI plan, as required by USDOT, in 2011. Each grantee must submit an update every three years. The updated plan is attached.

ACTION REQUESTED: Approval

#### **14.0 Draft GO TO 2040 Plan update**

As required under MAP-21, staff has been in the process of updating the GO TO 2040 plan since the summer of 2013. Staff has prepared a draft plan update consisting of a summary document and a series of appendices that describe each of the key elements of the project in technical detail. As discussed at previous meetings, none of the plan's recommendations have been revised. Staff anticipates release of the draft for public comment on June 13. Outreach meetings have been [scheduled across the region](#) through the end of the public comment period on August 1. Staff anticipates adoption of the final plan update at the October meetings of the Board and MPO Policy Committee.

ACTION REQUESTED: Discussion

#### **15.0 Regional Freight Leadership Task Force Report**

Established by the CMAP Board in June 2013, the Regional Freight Leadership Task Force first met in October 2013 and has prepared its final report. The Board charged the Task Force with exploring the creation of a "Regional Freight Authority," including consideration of revenue sources and governance issues. Task Force Chair Michael Gorman will discuss the group's proceedings and three main recommendations.

ACTION REQUESTED: Discussion

#### **16.0 Other Business**

#### **17.0 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.

#### **18.0 Next Meeting**

The Board is on call for July. It is anticipated that the Board will not need to meet again before August 13, 2014.

#### **19.0 Closed Session – IOMA Section 2(c)(11)**

ACTION REQUESTED: Informational

#### **20.0 Adjournment**

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

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

\_\_\_ Lisa Laws  
\_\_\_ Andrew Madigan  
\_\_\_ Raul Raymundo  
\_\_\_ Rick Reinbold  
\_\_\_ William Rodeghier  
\_\_\_ Carolyn Schofield

\_\_\_ Peter Silvestri  
\_\_\_ Rae Rupp Srch  
\_\_\_ Thomas Weisner  
\_\_\_ André Ashmore  
\_\_\_ Sean O'Shea  
\_\_\_ Leanne Redden



# Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive  
Suite 800  
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## Chicago Metropolitan Agency for Planning (CMAP) DRAFT Board Meeting Minutes May 14, 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, 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.

Please note: mistakenly the non-voting members of the Board were not included in the packet distribution for the April and May meetings. Therefore, Sean O'Shea and Andre Ashmore were not present for these meetings. Staff apologizes for this error.

### **Staff Present:**

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Gordon Smith, Andrew Williams-Clark, Lindsay Hollander, Jesse Elam, and Sherry Kane

### **Others Present:**

Mike Albin-DMMC, Kristen Andersen-Metra, Jennifer Becker-Kane/Kendall Council of Mayors, Chalen Daigle-McHenry County Council, John Donovan-FHWA, Colin Fleming-Metro Strategies, Patrick Knapp- Kane/Kendall Council of Mayors, Hugh O'Hara-Will County Governmental League, Vicky Smith-Southwest Conference, 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 April 9, 2014, meeting of the CMAP Board as presented was made by Mayor Al Larson and seconded by Rae Rupp Srch. 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. The Regional Freight Leadership Task Force, Blankenhorn also reported was wrapping up its work, its last meeting is scheduled for May 30, and Task Force chair Mike Gorman will be invited to the June Board meeting to present findings and recommendations. Blankenhorn gave a brief summary of the latest report from the CMAP policy team, the O'Hare Subregional Freight-Manufacturing Drill-Down Report that is now available and announced the resignation of Matt Maloney, CMAP Deputy Chief of Staff who had headed up the policy group, thanked him for his service to the agency, acknowledged that his leadership will be missed and wished him well. The final FLIP presentation, Blankenhorn continued, had been hosted at LaCasa, thanked everyone for another successful year's program and reported that CMAP has begun recruiting for the 2014-15 school year. Finally, Blankenhorn reported that the NAFTA conference, sponsored (in part) by CAGTC was held in Chicago and CMAP had been able to meet with its Los Angeles counterparts as well as briefly meeting with the US DOT secretary. Rae Rupp Srch, who had attended the conference, offered that an alarming number of arctic freight routes are being opened up.

## **5.0 Procurements and Contract Approvals**

The following procurements and contract approvals were presented. A motion to approve a contract with the Conservation Foundation totaling \$49,790 to refine the Chicago Wilderness Green Infrastructure Vision made by Mayor Al Larson, seconded by Rae Rupp Srch, and with all in favor, carried. A motion to approve a contract with Camiros totaling \$75,060 to create Development Regulations for the Village of Campton Hills, made by Elliott Hartstein, was seconded by Mayor Larson, and with all in favor, carried. A motion to approve a contract with Gewalt Hamilton Associates for \$50,000 to provide advisory transportation engineering services to support LTA projects, made by Rae Rupp Srch, seconded by Mayor Larson and with all in favor, carried. A motion to approve a contract with Omegabit to provide web hosting (\$8,640) and professional services (up to \$14,000) made by Commissioner Peter Silvestri, seconded by Elliott Hartstein and with all in favor, carried. Finally, a motion to approve the contract with Clever Franke totaling \$212,830 to provide Web Front-End Development and Data Visualizations for GO TO 2040 Indicators, made by President Rick Reinbold was seconded by Mayor Larson. Responding to a question for additional clarification, staff explained that this project builds on the new website that was launched last fall that will provide interactive web-based

visualizations based on selected regional indicators that measure progress in implementing GO TO 2040. Its primary purpose is to educate policy makers, the general public, business leaders, and news media. All in favor, the motion carried.

## **6.0 Committee Reports**

Local Coordinating Committee Chair Rita Athas reported that the committee had met earlier in the morning and that staff from the Chicago Department of Planning and Development (DPD) described the Chicago Neighborhoods Now program, which is seeking to provide a framework for planning and capital investment across the City of Chicago. Baseline plans for each of sixteen market areas are expected to be complete by the end of the calendar year. CMAP intends to coordinate extensively this year on with the Department in the selection of LTA projects in the City. Athas went on to say that CMAP staff described the model toolkits and ordinances program and that through this program staff develop toolkits and approaches to challenging planning topics. Material is then made available to communities and is used to inform future LTA projects. One example, CMAP developed a parking toolkit in 2012, and has since used it to guide local projects in Hinsdale, Wicker Park-Bucktown, and Berwyn. Finally, Athas reported that the call for LTA projects began in May, with applications due on June 26 and that the Board will be asked to approve a new LTA program in October.

## **7.0 CMAP & MPO Memorandum of Understanding**

Having reached consensus at last month's meeting, an alternate to the non-voting member of the Board that represents the MPO Policy Committee was recommended. Accordingly, the CMAP by-laws and the Memorandum of Understanding with the Policy Committee were amended and presented for approval. A motion to adopt the amendment to the By-Laws and the MPO Memorandum of Understanding, as presented, made by Elliott Harstein, seconded by Commissioner Peter Silvestri and with all in favor, carried.

## **8.0 U.S. Department of Transportation Certification**

Metropolitan Planning Specialist of the Federal Highway Administration John Donovan presented findings of the U.S. DOT certification review of the Metropolitan Planning Process for the Northeastern Illinois Transportation Management Area (TMA) conducted during the fall of 2013. Background provided by Donovan included six such reviews had been conducted since 1991, that Chicago is the third-largest TMA in the U.S., and one of five (population greater than 200,000) in Illinois. Involved in the review, Donovan also reported are, FHWA, FTA, U.S. EPA, Metropolitan Planning Orgs, State Departments of Transportation and Public Transit Providers. The structure and administration of the planning process is reviewed along with twelve planning regulations, the Civil Rights and Americans with Disabilities Acts and conformity with the Clean Air Act in air quality non-attainment area. Donovan covered the federal planning emphasis, phases of the review, potential outcomes, and reported that full certification will be forthcoming. Highlighted as best practices were the LTA program, performance-based funding, and the FLIP and CMAQ programs and Donovan concluded with a brief outline of recommendations that will cover the dual leadership structure and the role of the Policy Committee and the CMAP Board, definition of major capital (capacity adding), transparent and well documented surface transportation program and the sub-allocation of funds.

## **9.0 State Legislative Update**

CMAP staff Gordon Smith reported that staff recommends that the board continue to take positions on bills that affect the implementation of GO TO 2040, by supporting HB 5785 that encourages intergovernmental collaboration and the consolidation of certain special districts (cemetery maintenance, for example) and by supporting the bill that transitions the bus-on-shoulder program from a pilot to a permanent program. Further, Smith reported, staff recommends that the board continue to oppose three bills that limit efficient governance and local governments' ability to pursue coordinated investments. A motion to support staff recommendations as outlined in the state legislative update by Commissioner Peter Silvestri, seconded by Mayor Al Larson, and with all in favor, carried.

Smith also reported that staff is also following HB 6086 related to funding CMAP at \$3,000,000 (versus \$3.5) which had been assigned to committee, a draft related to Illiana and a public private partnership, as well as HB 5664 (Bus-on-Shoulder) is at second reading and should be approved soon.

## **10.0 GO TO 2040 Plan Update**

As required by federal law, CMAP staff Andrew Williams-Clark reported that the process of updating GO TO 2040 that began in the summer of 2013, is on track to be released for public comment following the June meetings of the CMAP Board and MPO Policy Committee. Working Committees had been asked to review the draft plan summary by May 26. Over the past several months the financial plan was revised and implementation action areas were updated. Asked to explain general indicators and reference to the plan's population growth lagging, Williams-Clark reported that staff have updated socioeconomic forecasts to reflect 2010 decennial census data that were not available when GO TO 2040 was adopted.

### **10.1 Financial Plan**

CMAP staff Lindsay Hollander reported that much of the material contained in the Board memo had been reported at previous meetings and explained what is new, based on additional conversations with implementing agencies that resulted in modifications to the forecast for roadway capital maintenance to a safe and adequate level. Hollander went on to say that the forecast assumes that less roadway reconstruction will occur over the planning period, the expenditure forecast based on this assumption is around \$8 billion lower, that staff continued to examine the reasonably expected revenues included in the forecast, and felt that it would be reasonable to remove the regional vehicle registration fee from the forecast. After accounting for those changes, Hollander continued, \$371 billion in revenues to provide for \$329 billion in operations and maintenance costs, would leave \$42.2 billion remaining to move the system toward a state of good repair, provide for system enhancements, and expand the transportation system. Of that, \$29.9 billion would be allocated to move the system toward a state of good repair and provide for system enhancements, while \$12.3 billion remains allocated to expand the system via major capital projects.



## **10.2 Major Capital Projects**

As a reminder, CMAP staff Jesse Elam reiterated what is meant by a major capital project (new capacity on the expressway system or a transit project that is comparable in scale) and projects in the plan are fiscally constrained (funded given expected revenues). The major capital projects as in the original GO TO 2040 plan, minus three projects that have been completed, and two projects amended into the plan in 2013 remains and the update continues the same priorities as the original plan, Elam continued. Elam also discussed the on-going benefit of projects—one recommendation to add capacity to existing expressways while using congestion pricing to manage demand on the facilities. Transit improvements, including the Red/Public Line Modernization project and several Metra improvements are included, Elam reported, and the West Loop Transportation Center had been scaled back since the original GO TO 2040. New projects and extensions were covered, including the extension of the CTA Red Line, the Elgin O'Hare Western Access, the Illiana Expressway, the IL 53/120 Tollway and the extension of the UP Northwest line. Elam concluded with cost comparisons from the original plan to the update, (\$10.5 billion and \$12.33 billion, respectively).

## **11.0 DRAFT FY 2015 Work Plan and Budget**

Executive Director Randy Blankenhorn highlighted the following from the FY 2015 Draft Budget document: the core budget is slightly increased from last year's adopted budget since the EI2 and HUD grants expired last year; included as pass through is the responsibility for all of the UWP grants; 75% of the budget's revenue comes for federal transportation dollars through the UWP process; the Governor's proposed budget includes \$3 million for CMAP through IDOT, and CMAP is confident that IDOT is working to restore the funding at previous years' levels of \$3.5 million; staff are budgeted at 101; and resources for LTA, included as pass through, total \$700,000.

Briefly, turning attention to the work plan, Blankenhorn reported that there are 11 core programs proposed for next year's work plan, all of which are priorities in GO TO 2040. Thoughts about developing the next long-range plan, as a core program, are tied to completing the GO TO 2040 update that will be adopted in October, as work continues in identifying project managers and teams. We also are continuing our work in our performance-based programming. A final version of the Budget and Work Plan will be presented at the June meeting for approval, Blankenhorn concluded.

## **12.0 Other Business**

There was no other business before the Board.

## **13.0 Public Comment**

There were no comments from the public.

## **14.0 Next Meeting**

The CMAP Board is scheduled to meet next on June 11, 2014.

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

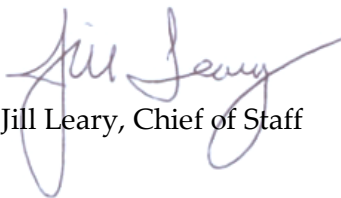
At 10:37 a.m., a motion to adjourn the regular board meeting to an executive session was made by Frank Beal and seconded by Andrew Madigan. All in favor, the motion carried.

At the conclusion of the closed session, Chairman Bennett announced that the CMAP Board had considered a matter of litigation and the office lease, and that no action had been taken.

**16.0 Adjournment**

A motion by Commissioner Peter Silvestri was seconded by Rita Athas to adjourn the regular meeting at 10:58 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 long horizontal stroke extending to the right.

Jill Leary, Chief of Staff

05-28-2014  
/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:** June 4, 2014

**Re:** Local Technical Assistance Program Update

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The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 137 local projects have been initiated. Of these, 73 projects have been completed, 53 are fully underway, and 11 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 first Steering Committee was held on May 28 with 15 members representing both Villages, Kane County, and local businesses. Staff has begun to create the Existing Conditions Report.
Alsip zoning revisions	Jake Seid	Sept. 2013-June 2014	Staff assistance	Project team met with the Steering Committee May 7 to discuss the completed annotated Ordinance and recommendations summary. Project team will receive comments from the Steering Committee in early June, at which point the project will be complete and the implementation phase of the project will begin.
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	Proposals received May 23 and are currently being reviewed and scored.
Bensenville comprehensive plan (see <a href="#">website</a> )	Sam Shenbaga	Mar. 2013-Sept. 2014	Staff assistance	Draft Plan completed and submitted to Village staff for review on June 2. Comments to be received by June 13.
Berwyn capital improvements plan	Bob Dean	Mar.-Oct. 2014	Staff and consultant assistance	Collection of project descriptions is underway and review of potential criteria. The Metropolitan Planning Council (MPC) will assist with collection of best practices in CIP development across the region.
Berwyn parking study (see <a href="#">website</a> )	Lindsay Bayley	Nov. 2013-Sept. 2014	Staff assistance	Key person interviews, turnover survey, and existing conditions report drafting underway. A public survey has been created and sent to City Council members, and will be distributed to the wider community as well.
Berwyn zoning revisions (see <a href="#">website</a> )	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.
Calumet City comprehensive plan	Jack Pfingston	June 2013-June 2014	Consultant assistance	Draft plan reviewed and sent to Steering Committee, which met on May 29. Presentation before board expected in late June.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	May 2014-Aug. 2015	Consultant assistance	The CMAP Board approved the selected contractor at its May meeting. Contract negotiations are underway.
Carol Stream comprehensive plan	Nicole Woods	Feb. 2014-Apr. 2015	Staff assistance	In May, CMAP staff conducted additional key person interviews, gathered and analyzed data and information, and began drafting the existing

Project	CMAP lead	Timeline	Assistance type	Status and notes
(see <a href="#">website</a> )				conditions report. An initial draft of the report is scheduled to be completed by June.
Chicago Pilsen-Little Village neighborhood plan (see <a href="#">website</a> )	Evy Zwiebach	Dec. 2013-Mar. 2015	Staff assistance	CMAP staff is working with DPD on existing conditions analysis and data collection. Staff and DPD have been conducting stakeholder interviews since March and will continue meeting with community leaders and groups through June. The next set of public meetings are scheduled for July.
Chicago West Pullman neighborhood plan	Evy Zwiebach	July 2014-Aug. 2015	Consultant assistance	An RFP was released in early May, with responses due on June 6.
Chicago Heights comprehensive plan (see <a href="#">website</a> )	Kendra Smith	Apr. 2013-Sept. 2014	Staff assistance	CMAP staff is scheduling meetings with the Steering Committee, planning & zoning commission and city council for early June to review draft plan recommendations. Preparation of draft plan underway based on City administration feedback of draft plan recommendations
Chinatown neighborhood plan (see <a href="#">website</a> )	Stephen Ostrander	Apr. 2013-July 2014	Staff assistance	CMAP completed draft of plan, which is now in internal review at CMAP.
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 <a href="#">website</a> )	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 conducting topical small group discussions.
Crete comprehensive plan	Jack Pffingston	May 2014-June 2015	Consultant assistance	HLA chosen as project consultant following May 15 interviews; project to get underway in early June.
Crystal Lake transportation plan	Nora Beck	Mar. 2014-Feb. 2015	Staff assistance	Steering Committee kick-off meeting occurred on May 29. CMAP staff reviewing previous planning work, developing outreach strategy, and drafting existing conditions report.
<i>Des Plaines neighborhood plan (see <a href="#">website</a>)</i>	<i>Berenice Vallecillos</i>	<i>May 2013-May 2014</i>	<i>Consultant assistance</i>	<i>Newly completed. The City Council passed the plan by unanimous resolution on May 19, along with authorization for the City to pledge \$100,000 in matching funds through the DNR OSLAD program. On May 20, the Park District approved authorization to apply for OSLAD as well as approximately \$100,000 in matching funds. An open house will be held in late June to display the final plan and share information about the OSLAD application.</i>

Project	CMAP lead	Timeline	Assistance type	Status and notes
Dixmoor planning prioritization report	Jessica Gershman	Jan.-Sept. 2014	Staff assistance	Staff presented a project update at the Village's second Business Breakfast on May 12. Project website was created, and data collection and mapping activities are underway.
DuPage County / Addison Homes for a Changing Region project	Kendra Smith	Sept. 2013-Oct. 2014	Staff assistance	Draft municipal recommendations are completed and under internal review. Project partners and municipalities will review early to mid-June. Subregional recommendations will follow tentatively in July.
<i>DuPage County / Hanover Park Homes for a Changing Region project</i>	<i>Drew Williams-Clark</i>	<i>Sept. 2014-Aug. 2015</i>	<i>Consultant assistance</i>	<i>Newly added to monthly report. Project scoping has been initiated.</i>
DuPage County sustainability plan	Louise Yeung	June 2014-July 2015	Staff assistance	Staff is finalizing scope and deliverables with County staff.
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 Pffingston	June 2013-July 2014	Grant funds	Public meeting took place May 3; plan expected to go before Council in July.
Franklin Park industrial areas plan (see <a href="#">website</a> )	Nicole Woods	Apr. 2013-Sept. 2014	Staff assistance	In May, CMAP staff worked closely with Village staff in refining the major concepts that will be included in the industrial corridor plan. The plan is well underway and an initial draft is scheduled to be completed in June.
Harvard comprehensive plan	Liz Panella	May 2014-July 2015	Staff assistance	Kick off meeting with Harvard staff took place May 23. Outreach activities will begin in June.
Hinsdale parking study (see <a href="#">website</a> )	Lindsay Bayley	Nov. 2012-July 2014	Staff assistance	No update.
Kane County health impact assessment	Stephen Ostrander	July 2014-Mar. 2015	Staff assistance	Project scoping underway.
<i>Kane County local food project</i>	<i>Jessica Gershman</i>	<i>Nov. 2012-May 2014</i>	<i>Staff assistance</i>	<i>Newly completed. Final report and summary handout have received internal approval and were presented as information to the Kane County Agriculture Committee in May.</i>
Kane County transit plan implementation (see <a href="#">website</a> )	Trevor Dick	July 2012-Sept. 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.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Kane County / Carpentersville Homes for a Changing Region project (see <a href="#">website</a> )	Jonathan Burch	Feb. 2013- May 2014	Staff assistance	Newly completed. All final meetings held. To be printed this month.
Kane County / Geneva Homes for a Changing Region project (see <a href="#">website</a> )	Drew Williams-Clark	July 2013- June 2014	Staff assistance	CMAP and Kane County drafted the full plan, which is under review by the participating communities. The final layout and design process has begun.
Kedzie Avenue (Garfield Park) corridor plan (see <a href="#">website</a> )	Samantha Robinson	July 2013- Aug. 2014	Consultant assistance	A public meeting took place on May 8. At this meeting, some residents shared their concerns about the planning process. An expanded Steering Committee is being formed and will meet in June. The final draft plan is expected to be completed in August.
Lake County Route 53/120 land use plan (see <a href="#">website</a> )	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, meeting with corridor municipalities and other stakeholders, to inform the Existing Conditions Assessment. The IL Route 53/120 Corridor Plan Land Use Committee met on March 18 and May 8. Next meeting is anticipated for late July.
Lake County sustainability plan (see <a href="#">website</a> )	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.
Lake County / Round Lake Homes for a Changing Region project	Stephen Ostrander	July 2014- June 2015	Staff assistance	Project scoping with sponsors and partners is currently underway.
Lan-Oak Park District master plan (see <a href="#">website</a> )	Trevor Dick	Oct. 2013- Aug. 2014	Staff assistance	Staff is currently working on the draft Master Plan.
Lansing comprehensive plan (see <a href="#">website</a> )	Sam Shenbaga	Oct. 2012- June 2014	Consultant assistance	Open House and public hearing held on May 28. Plan adoption scheduled for late June.
Lyons comprehensive plan (see <a href="#">website</a> )	Sef Okoth	July 2013- Sept. 2014	Staff assistance	The Village and CMAP staff met with the Forest Preserves of Cook County on May 12 to discuss recommendation directions for open space and the natural environment. Drafting of the plan is underway.



Project	CMAP lead	Timeline	Assistance type	Status and notes
Morton Grove industrial areas plan (see <a href="#">website</a> )	Nicole Woods	Feb. 2012- July 2014	Staff assistance	The draft plan was sent and presented to the Steering Committee in May. CMAP staff has incorporated their comments and is now working with Village staff on scheduling a public workshop to present the plan to the public in early July.
North Aurora comprehensive plan	Jack Pfingston	Jan.-Dec. 2014	Consultant assistance	First public workshop held May 21.
North Chicago comprehensive plan	Jake Seid	May 2014- Sept. 2015	Staff assistance	Kick-off meeting with the Steering Committee and representatives from MMC and MPC is scheduled for June 11. Kick-off meeting with City Council and Plan Commission is scheduled for June 19.
Northwest Municipal Conference Des Plaines River trail access plan (see <a href="#">website</a> )	Lindsay Bayley	May 2013- July 2014	Consultant assistance	Draft plan sent to Steering Committee, meeting on May 28 to review the plan with the consultants and give feedback.
Olympia Fields subarea plan (see <a href="#">website</a> )	Drew Williams-Clark	Apr. 2013- June 2014	Consultant assistance	The Village will complete review of the draft plan in early June.
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 <a href="#">website</a> )	Trevor Dick	Mar. 2013- June 2014	Staff assistance	The report is planned to be discussed and approved at the June Village Board meeting.
Oswego-Montgomery-Yorkville shared services study	Louise Yeung	May 2014- Mar. 2015	Staff assistance	Project scoping has been completed and communities have adopted resolutions to launch the project. Staff is planning the first kick-off Advisory Committee meeting and conducting research, data collection, mapping, and review of existing services.
Park Forest active transportation plan	Lindsay Bayley	Mar. 2014- Nov. 2014	Staff assistance	The first Steering Committee meeting was held on May 15 to review the scope of work and outreach efforts. A bicycle focus group meeting was held with the "Folks on Spokes" bike club on May 22. Data collection, mapping, and review of current conditions are ongoing.
Park Forest zoning revisions (see <a href="#">website</a> )	Kristin Ihnchak	June 2013- Sept. 2014	Staff and consultant assistance	CMAP staff is revising the recommendations memo based on Steering Committee comments. After the memo is finalized, the team will move forward with drafting the zoning and subdivision ordinances.
Pingree Grove comprehensive plan	Trevor Dick	July 2014- Aug. 2015	Consultant Assistance	Staff completed scope and RFP materials. RFP release scheduled for early June.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Prospect Heights comprehensive plan	Jack Pffingston	Aug. 2013- July 2014	Consultant assistance	Midpoint meeting with CMAP took place May 8; draft plan currently under review by CMAP.
<i>Regional immigrant integration toolkit</i>	<i>Ricardo Lopez</i>	<i>Jan. 2013- May 2014</i>	<i>Staff assistance</i>	<i>Newly completed. Final toolkit to be release at the next MMC's Diversity Issues Task Force meeting on June 5.</i>
Richton Park comprehensive plan (see <a href="#">website</a> )	Kendra Smith	Aug. 2012- July 2014	Consultant assistance	Internal draft plan comments have been submitted to the project consultant. Village staff and project partners are currently reviewing the draft.
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 <a href="#">website</a> )	Sam Shenbaga	Oct. 2013- Sept. 2014	Staff assistance	Steering Committee meeting and workshop held on May 21 to review existing conditions report and brainstorm on solutions. RTA included in project's Steering Committee to coordinate Blue Line Station Area study. Recommendations memo to be drafted and submitted to staff in June.
South Elgin bicycle and pedestrian plan (see <a href="#">Facebook page</a> )	John O'Neal	July 2013- June 2014	Consultant assistance	Final Steering Committee at committee meeting held May 8. Final plan document presented at Open House / Planning and Zoning Commission meeting May 21.
SSMMA Calumet Green Manufacturing Partnership	Brian Daly	May 2014- Nov. 2014	Staff and consultant assistance	Project began in May. The Chicago Jobs Council (CJC) has begun work on Phase 1: Research and Best Practices.
SSMMA Complete Streets plan	Lindsay Bayley	July 2014- Aug. 2015	Staff assistance	No update. Project expected to begin in July.
Summit comprehensive plan (see <a href="#">website</a> )	Nora Beck	Dec. 2013- Nov. 2014	Staff assistance	Staff met with Steering Committee on May 15 to receive feedback on draft existing conditions report. Public workshop scheduled for June 17.
UIC multimodal transportation plan (see <a href="#">website</a> )	Lindsay Bayley	June 2013- Sept. 2014	Staff assistance	Recommendations memo drafting underway, Steering Committee should receive memo for review in early June.
Waukegan subarea plan (see <a href="#">website</a> )	Stephen Ostrander	Oct. 2012- Aug. 2014	Staff assistance	During May, draft plan underwent internal review and revision at CMAP.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Westchester comprehensive plan (see <a href="#">website</a> )	Samantha Robinson	Nov. 2011- June 2014	Staff assistance	Village staff has requested minor revisions to the plan. The plan is expected to be adopted on June 24.
West Suburban Chamber of Commerce and Industry cargo-oriented development plan	Evy Zwiebach	May 2014- June 2015	Staff assistance and small contract	Scoping continues. Adoption of MOU and resolution expected on June 19.
<i>Wicker Park-Bucktown parking study (see <a href="#">website</a>)</i>	<i>Lindsay Bayley</i>	<i>Jan. 2013- May 2014</i>	<i>Staff assistance</i>	<i>Newly completed. WPB Board unanimously approved the plan on May 21.</i>
<i>Will County brownfield prioritization</i>	<i>Jake Seid</i>	<i>June 2013- May 2014</i>	<i>Staff assistance</i>	<i>Newly completed. The project received a letter of support from the Will County Executive and the Will County Land Use Department, and was completed May 14.</i>
Winthrop Harbor comprehensive plan	Sam Shenbaga	June 2014- Aug. 2015	Staff assistance	Project to be initiated in June as per Village request.
Worth planning prioritization report	Stephen Ostrander	Oct. 2013- June 2014	Staff assistance	Draft report underwent internal review and was forwarded to Village. CMAP staff presented draft recommendations to Village Economic Development Committee and scheduled presentation to Board on June 3. CMAP staff also helped with initial preparation for Village application to RTA Community Planning program (expected to be submitted in June).
Zion comprehensive plan	Nora Beck	Feb. 2014- Jan. 2015	Consultant assistance	Consultant and staff kick-off meeting and introductory Steering Committee meeting held on May 20. Consultant is collecting data, conducting stakeholder interviews, distributing surveys, and releasing project website.





## MEMORANDUM

**To:** CMAP Board

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

**Date:** June 4, 2014

**Re:** Contract Approval for Market and Financial Analysis for Local  
Technical Assistance Projects

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The CMAP Local Technical Assistance (LTA) program is meant to advance the implementation of GO TO 2040 by providing resources to local government. Approximately 50 LTA projects are currently underway, with more in early scoping and project development stages. Projects include comprehensive plans, corridor or subarea plans, studies of special topics such as housing or water resources, and similar planning activities.

Many of the LTA projects would benefit from being supplemented by detailed market or financial analysis. In a number of cases, a refined understanding of the market for certain development types would help to guide plan recommendations. The LTA program includes a focus on implementation, so it is important to consider the market and fiscal realities that face the plans prepared through the LTA program. While CMAP has some ability to conduct market and fiscal analysis work internally, expanding this capacity by contracting with a consulting firm is desired.

A Request for Proposal (RFP) was issued to firms to provide market or financial analysis for LTA projects. The proposals were requested to address two potential activities: (1) high-level market analysis; and (2) market analysis to inform specific plan recommendations. The RFP was sent to potential contractors as well as posted on the CMAP website. Five proposals were received from the following firms:

- Business Districts, Inc. (BDI)
- Gensler
- Houseal Lavigne Associates
- Jones Lang LaSalle (JLL)
- Valerie S. Kretchmer Associates (VSKA)

Proposals were reviewed by a team comprised of Bob Dean and Nicole Woods. The team based their evaluation on the criteria listed in the RFP:

1. The demonstrated record of experience of the contractor as well as identified staff in conducting market analysis of the types described in the Scope of Services.
2. The clarity and appropriateness of the contractor's approach to the two 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.

Costs were calculated based on hourly costs at different staff levels, as well as the cost of sample projects. Average costs were approximately \$175 per hour at the principal level, \$125 to \$165 at the senior project manager level, and \$75 to \$100 for project manager or support staff. Hourly costs below these amounts resulted in higher scores, and hourly costs above these amounts resulted in lower scores. Similarly, average sample projects were in the \$15,000 to \$25,000 range each. Firms that provided sample projects that were typically below \$15,000 received higher cost scores, and firms with sample projects over \$25,000 received lower cost scores. Overall, cost scores ranged from 2 on the low end to 8 on the high end.

The review team reviewed all proposals, with scores shown in the following table. The review team interviewed the three firms receiving the highest scores: BDI, Houseal Lavigne and VSKA. While other firms that submitted proposals appear qualified to conduct the work, these three firms demonstrated the greatest understanding of CMAP's needs and provided the most rigorous detail in their proposals.

Criteria	Maximum	BDI	Gensler	HLA	JLL	VSKA
Demonstrated expertise in market analysis	20	17.5	12.5	14.5	13.0	17.5
Project type 1: high-level market analysis	25	15.9	12.5	15.1	12.8	21.5
Project type 2: market analysis for specific recommendations	25	17.8	15.6	17.3	13.9	22.0
Demonstrated expertise with similar projects	20	17.0	12.5	18.5	9.0	20.0
Cost	10	8.0	6.0	6.0	2.0	7.0
<b>TOTAL</b>	<b>100</b>	<b>76.2</b>	<b>59.1</b>	<b>71.4</b>	<b>50.7</b>	<b>88.0</b>

Following the interviews, staff came to consensus to recommend **Valerie S. Kretchmer Associates (VSKA)** to receive this contract. VSKA had the highest ranked proposal and also demonstrated their project understanding and abilities in the interview. VSKA demonstrated the ability to work across the metropolitan region and also had significant experience working as a subconsultant for planning firms or directly for municipal clients. They also provided the

most detailed descriptions of their approach for each assignment, and provided a set of sample projects that very closely matched the types of projects that CMAP expected to assign.

It is recommended that the Board approve a contract with Valerie S. Kretchmer Associates (VSKA) for up to \$50,000 to assist with market and fiscal analysis for LTA projects. Support for the contract is included in the FY 2015 budget from UWP contract funds.

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# Chicago Metropolitan Agency for Planning

## Agenda Item No. 5.2

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

### MEMORANDUM

**To:** CMAP Board

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

**Date:** June 3, 2014

**Re:** Annual Commercial Data Renewal

CMAP maintains large data resources for use in its development, projection, and evaluation of land use and transportation in the northeastern Illinois region. The required data is reviewed to determine how the data sets are used by staff, which staff uses the data sets and how frequently the data is used. If the data is not available from a free source, it must be purchased. The following data sets are being requested for purchase:

DATA SET	VENDOR	RENEWAL DATE	COST
Annual aerial photography for Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties. Full cost of project over \$1.3 million. CMAP will be provided an entire set of the orthorectified imagery for the project area.	Partnership includes seven counties of northeast Illinois, CMAP and U.S. Geological Survey. Cook County is lead agency	7/1/2014	\$50,000
New real estate transactions, including foreclosures and tax sales.	Record Information Service	8/14/2014	\$800
New residential subdivision sites.	MetroStudy Online	10/1/2014	\$22,000
Commercial real estate information--national, regional, market and submarket trends and forecasts for rent, vacancy and inventory for apartments, office space, retail spaces and warehouses throughout the region.	Reis, Inc.	10/31/2014	\$10,000
Listing of utility patents issued to organizations, corporations, universities and government agencies.	US Patent and Trademarks Office	11/15/2014	\$200
Online access to proposed, planned and new commercial construction data.	Reed Connect	11/1/2014	\$5,000

DATA SET	VENDOR	RENEWAL DATE	COST
Economic forecasts by county	Woods and Poole	7/1/2014	\$3,500
Annual tax bill information	Lake County Assessor's Office	11/29/2014	\$500
Annual tax bill information	Will County Assessor's Office	11/29/2014	\$500
Residential building permit data	US Census Bureau-Building Permits	12/29/2014	\$200
Academic licensing data	Association of University Technology Managers	12/30/2014	\$400
Regional data and analysis tools targeted to regional workforce and economic development professionals	EMSI	1/21/2014	\$14,000
Vehicles, types and location	Illinois Secretary of State-License Plates	1/26/2014	\$500
Current and cumulative US export and import data for over 18,000 export commodities and 24,000 import commodities	USA Trade Online	2/21/2014	\$300
Commercial real estate online database used to establish baseline market and economic conditions for municipalities.	CoStar Group	3/31/2014	\$33,000
Online database subscription services to business intelligence data, including: Locations (HQ and franchises), number of employees per location, NAICS/SIC codes, street address, corporate linkage information, bankruptcy indicators, DUNS number, Fortune 1000 rank, small business indicator and other elements	Dun & Bradstreet	6/15/2015	\$145,000
Semi-customized version of software application to CMAP used for the economic development impact analysis of major capital projects	TREDIS	6/30/2015	\$20,000
GIS files of nature preserves, threatened and endangered species and IL natural areas inventory	IDNR	6/15/2015	\$5,000
<b>TOTAL</b>			<b>\$310,900</b>

It is recommended that the Board approve 1-year renewals of the itemized datasets listed above at \$310,900. Support for these commercial data sets purchases are included in the FY 2015 UWP operating funds.

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**RESOLUTION**

Number 2014-01

WHEREAS, Article 7 of the Illinois Pension Code (40 ILCS 5/7-139) provides that the governing body of a governmental unit may elect to allow service credit in the Illinois Municipal Retirement Fund to members who served in the armed forces of the United States for all periods of such service prior to their participation in IMRF **OR** whose participation was interrupted by military leave but did not return to IMRF participation within 90 days of discharge, and

WHEREAS, such allowance of service credit cannot be limited to a specific IMRF member and applies to all employees who were in active participating status under IMRF on the date this resolution was adopted;

RESOLVED, that the Board of the Chicago Metropolitan Agency for Planning elects to allow service credit to members who served in the armed forces of the United States for up to four years of service, prior to their participation in the Illinois Municipal Retirement Fund;

FURTHER RESOLVED, that Randall Blankenhorn shall be directed to file a certified copy of this resolution with the Board of Trustees of the Illinois Municipal Retirement Fund and that this resolution shall remain in full force and effect until modified or rescinded and notice of such modification or rescission has been filed with the Board of Trustees of the Illinois Municipal Retirement Fund. This resolution is not limited to a specific military operation.

**CERTIFICATION**

I, Randall S. Blankenhorn, the Secretary of the Chicago Metropolitan Agency for Planning of the County of Cook, State of Illinois, do hereby certify that I am keeper of its books and records and that the foregoing is a true and correct copy of a resolution duly adopted by its Board at a meeting duly convened and held on the 11th day of June, 2014.

SEAL

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Secretary of the Board





# Chicago Metropolitan Agency for Planning

## Agenda Item No. 9.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

### MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: June 4, 2014

Re: State Legislative Update

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Spring session adjourned on Saturday, May 31. Staff closely monitored numerous pieces of legislation during the final weeks of session, including development of the Illinois Department of Transportation's budget ([HB6097](#)) which included a \$3 million appropriation for Metropolitan Planning and Research Purposes at CMAP to partially fulfill the required federal match.

Included in the table that follows are bills that passed out of both chambers which impact CMAP's [2014 State Legislative Framework and Agenda](#) or are of interest to CMAP and its partners. Three new bills were added to this month's list, including legislation to create a task force to study modernizing the state's sales tax structure and the two bills that make up the \$1.1 billion state capital program, staff analyzed the capital program in a [Policy Update](#). New bills are indicated in green in "Subject" column. The final page includes a list of bills included in previous reports that did not pass.

ACTION REQUESTED: Informational



## June 2014 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
<b>PURSUE COORDINATED INVESTMENTS</b>				
Local Government Dissolution	<a href="#">HB4418</a>	<p><a href="#">Jay Hoffman</a> (D-Belleville)  <a href="#">William Delgado</a> (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>	05/30/2014 <b>Passed Both Houses</b>	<b>Oppose</b>
<b>*New* Capital Bills</b>	<a href="#">HB3794</a> <a href="#">SB3224</a>	<p>Rep. <a href="#">Michael J. Madigan</a> (D-Chicago)  Sens. <a href="#">Toi W. Hutchinson</a> (D-Chicago Heights), <a href="#">Andy Manar</a> (D-Saunton)</p> <p>HB 3794 would provide for \$1.1 billion in new bond-financed capital spending on transportation, with \$1 billion provided for IDOT and \$100 million to local governments. SB 3224 provides the bond authorization for the \$1.1 billion program.</p>	05/31/2014 <b>Passed Both Houses</b>	
Special District Consolidation	<a href="#">HB5785</a>	<p><a href="#">Jack D. Franks</a> (D-Marengo)  <a href="#">Daniel Biss</a> (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 consolidation and determined that consolidation would be beneficial with an avenue for implementing consolidation.</p>	05/29/2014 <b>Passed Both Houses</b>	<b>Support</b>
Local Government Dissolution	<a href="#">SB1681</a>	<p><a href="#">Terry Link</a> (D-Waukegan)  <a href="#">Jay Hoffman</a> (D-Belleville)</p> <p>As amended, establishes a process by which a Regional Fire Protection Agency could be established. Local governments can generally make</p>	05/30/2014 <b>Passed Both Houses</b>	<b>Oppose</b>

Subject	Bill	Summary	Status	Agency Position
		<p>agreements that have the effect of consolidating services under 5 ILCS 220/3 and 5 ILCS 220/5. Consolidation agreements already established are not subject to the process set forth in this legislation.</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>		
<b>INVEST STRATEGICALLY IN TRANSPORTATION</b>				
Vehicle Registration	<a href="#">HB5326</a>	<p><a href="#">Rita Mayfield</a> (D-Waukegan)  <a href="#">Bill Cunningham</a> (D-Chicago)</p> <p>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>	05/29/2014 <b>Passed Both Houses</b>	
<b>INCREASE COMMITMENT TO PUBLIC TRANSIT</b>				
Bus-on-Shoulder	<a href="#">HB5664</a>	<p><a href="#">Robert Rita</a> (D-Blue Island)  <a href="#">Martin A. Sandoval</a> (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>	05/22/2014 <b>Passed Both Houses</b>	<b>Support</b>
Red Line Extension	<a href="#">HR675</a>	<p><a href="#">Al Riley</a> (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 <b>House Resolution Adopted</b>	



Subject	Bill	Summary	Status	Agency Position
<b>CREATE A MORE EFFICIENT FREIGHT NETWORK</b>				
Crossrail Chicago	<a href="#">HR1044</a> <a href="#">SR639</a>	<a href="#">Kenneth Dunkin</a> (D-Chicago) <a href="#">Martin A. Sandoval</a> (D-Cicero) Urges that Crossrail Chicago be included on the list of fiscally unconstrained projects in GO TO 2040.	05/21/2014 <b>House Resolution Adopted</b>  05/19/2014 <b>Senate Resolution Adopted</b>	
<b>EXPAND AND IMPROVE PARKS AND OPEN SPACE</b>				
Environmental Restoration	<a href="#">SB3000</a>	<a href="#">Daniel Biss</a> (D-Evanston) <a href="#">Emily McAsey</a> (D-Romeoville) 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.	05/22/2014 <b>Passed Both Houses</b>	
<b>REFORM STATE TAX POLICY</b>				
<b>*New*</b> <b>Study of State Sales Tax</b>	<a href="#">SB2612</a>	<a href="#">Dan Kotowski</a> (D-Park Ridge) <a href="#">Barbara Flynn Currie</a> (D-Chicago) Creates a Use and Occupation Tax Reform Task Force to study modernizing the sales tax structure, modify existing provisions on sales tax sourcing, provide for penalties for local governments that do not report sales tax rebate agreements to the Illinois Department of Revenue (IDOR), and transfers funds for the purposes of additional audit and compliance staff at IDOR.	05/30/2014 <b>Passed Both Houses</b>	
<b>OTHER BILLS OF INTEREST</b>				
Ethics Policies for County Appointees	<a href="#">SB3552</a>	<a href="#">Julie A. Morrison</a> (D-Deerfield) <a href="#">Sam Yingling</a> (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	05/29/2014 <b>Passed Both Houses</b>	

Subject	Bill	Summary	Status	Agency Position
		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.		

**PREVIOUSLY REPORTED BILLS THAT STALLED**

<a href="#">HB67</a>	Green Special Service Area	<a href="#">HB5754</a>	CMAP and RTA Planning
<a href="#">HB3251</a>	New Units of Local Government ( <b>Oppose</b> )	<a href="#">HB5786</a>	Local Government Dissolution ( <b>Support</b> )
<a href="#">HB4243</a>	Special Service Areas	<a href="#">HB5819</a>	Collar County Economic Development
<a href="#">HB4479</a>	Corporate Income Tax	<a href="#">HB5878</a>	Transit Maintenance
<a href="#">HB5329</a>	Non-Home Rule Pilot Program	<a href="#">HB5907</a>	Sustainable Local Food Production ( <b>Support</b> )
<a href="#">HB5373</a>	55/45 Split ( <b>Oppose</b> )	<a href="#">HB5999</a>	Repeal Motor Fuel Tax ( <b>Oppose</b> )
<a href="#">HB5538</a>	Affordable Housing	<a href="#">SB2658</a>	Motor Fuel Tax Usage
<a href="#">HB5620</a>	TIF Statute	<a href="#">SB2696</a>	Fox Waterway Dissolution ( <b>Oppose, then Neutral</b> )
<a href="#">HB5629</a>	Water-Loss Accounting ( <b>Support</b> )	<a href="#">SB2790</a>	State Sales Tax on Motor Fuels ( <b>Oppose</b> )
<a href="#">HB5687</a>	TIF for Transit Facility Improvement	<a href="#">SB3047</a>	Water-Loss Accounting ( <b>Support</b> )
<a href="#">HB5751</a>	RTA Oversight of Transit Budgets	<a href="#">SB3111</a>	Non-Home Rule Pilot Program
<a href="#">HB5752</a>	Transit Agency Financial Records		

**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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# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
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Chicago, Illinois 60606  
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## MEMORANDUM

**To:** Transportation Committee  
Regional Coordinating Committee  
CMAP Board  
MPO Policy Committee

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

**Date:** June 4, 2014

**Re:** FY 2015 Unified Planning Work Program (UPWP)

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The Unified Planning Work Program (UPWP) lists the planning projects the Chicago Metropolitan Agency for Planning (CMAP) and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UPWP time frame is consistent with the State of Illinois fiscal year, which starts July 1. The final UPWP document includes the transportation planning activities to be carried out in the region, detailing each project's description, products, costs and source of funding.

On March 20, the UWP Committee approved a proposed FY 2015 Unified Planning Work Program, totaling \$21,305,358. This includes \$16,757,725 in FHWA and FTA regional planning funds and \$4,547,633 in local match funds. Attached is the summary of the allocation of funding and awarded projects.

**ACTION REQUESTED:** Approval of FY 2015 Unified Planning Work Program

###



## UNIFIED PLANNING WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2015 (FY 15) Unified Planning Work Program (UPWP) for transportation planning for northeastern Illinois programs a total expenditure of \$21,305,358 in metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), state and local sources. The program is fiscally constrained, as the new budget totals are within the IDOT estimated funding marks. The FY 2015 UPWP programs \$16,757,725 in FHWA/FTA funds and \$4,547,633 in state or local sources to provide for the necessary matching funds.

The UPWP was developed through the UPWP Committee of the Chicago Metropolitan Agency for Planning (CMAP). The eight voting members of the UPWP committee are the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and the counties. IDOT chairs the committee and votes in instances of a tie. Non-voting members include IEPA, FHWA and FTA. Member agencies of the UPWP Committee traditionally receive UPWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

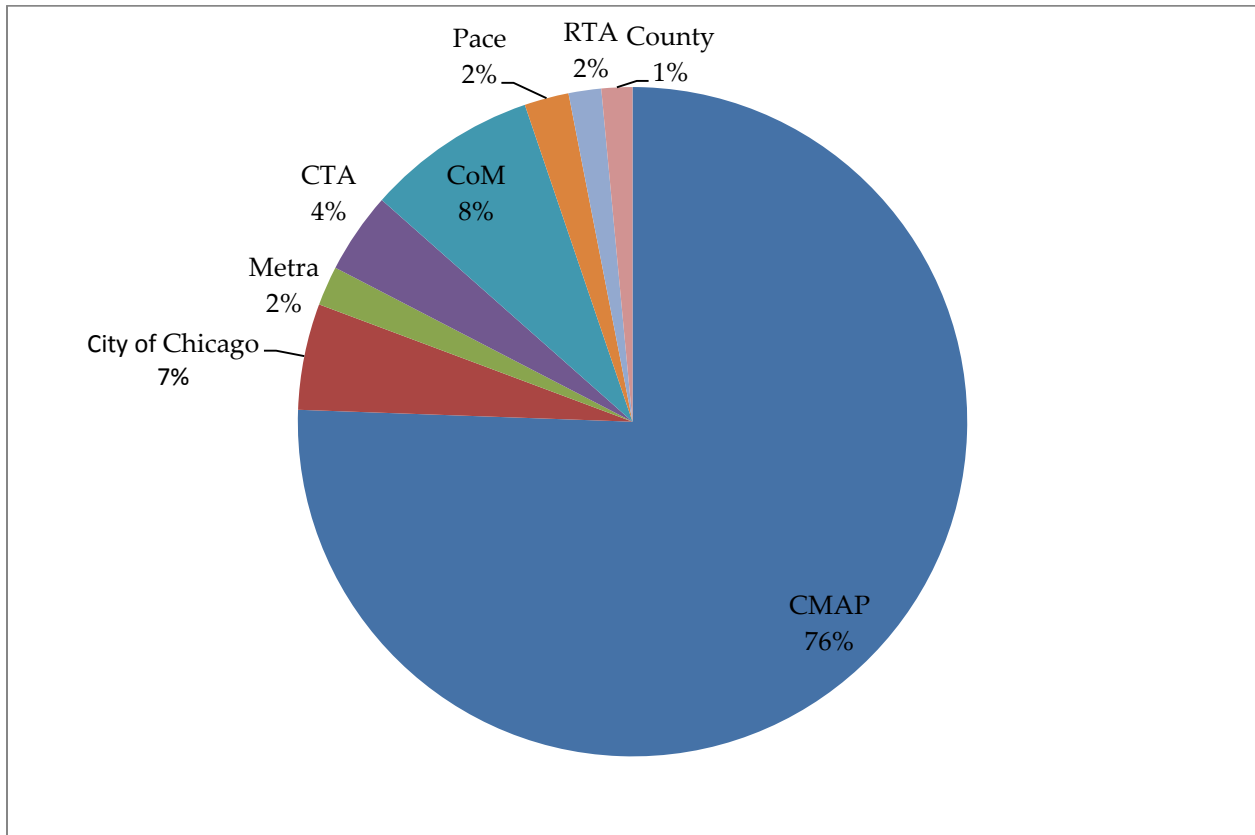
The FY 15 UPWP is a one year program covering the State of Illinois fiscal year from July 1, 2014 through June 30, 2015. The UPWP Committee developed the FY15 program based on the UPWP funding mark for the metropolitan planning area. Project selection was guided using a two-tiered process. The initial tier funded core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon a set of FY 15 regional planning priorities developed by the UPWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UPWP Committee also utilizes a quantitative scoring process to evaluate project submissions in the competitive round.

The UPWP is submitted to CMAP's Transportation Committee, which recommends approval of the UPWP to the Regional Coordinating Committee and the MPO Policy Committee. The Regional Coordinating Committee recommends approval of the UPWP to the CMAP Board. Approval by the MPO Policy Committee signifies official MPO endorsement of the UPWP. FY 15 UPWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA, and DuPage County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).

### **Funding by Agency**

Figure 1 shows the share of FY 15 UPWP funds programmed to each agency.

FIGURE 1  
Share of FY 2015 UPWP Funds by Agency



CMAP is receiving 76% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach. CMAP, in coordination with RTA, will be administering the Community Planning Program and will allocate part of the funds to RTA depending of the projects.

The CTA, Metra, and Pace are receiving 4%, 2%, and 2% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems. In the competitive round, CTA received funding for planning for automating special transit services. Pace received funding for the Pace/CTA North Shore Transit Service Coordination Plan and Customer Satisfaction Survey for ADA Paratransit and Vanpool.

The City of Chicago is receiving 7% of the funds for transportation planning and programming and planning support for the CREATE Passenger and Commuter Rail. The RTA is receiving 2% of the funds for the community planning program and for conducting a study of Stable Funding of Coordinated Paratransit Systems Study for Collar Counties.

The Regional Councils of Mayors are receiving 8% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PLs also facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. DuPage County is funded for their County Long Range Transportation Planning program.

### Summary of UPWP Projects and Budgets by Recipient Agency

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	1,112,563	10,950,892	3,015,864	15,079,319
CMAP	Community Planning Program	600,000		150,000	750,000
<b>CMAP Total</b>		<b>1,712,563</b>	<b>10,950,892</b>	<b>3,165,864</b>	<b>15,829,319</b>
CTA	Program Development	400,000		100,000	500,000
CTA	Automating Special Transit Services	256,000		64,000	320,000
<b>CTA Total</b>		<b>656,000</b>	<b>-</b>	<b>164,000</b>	<b>820,000</b>
City of Chicago	Transportation and Programming	660,000	-	165,000	825,000
City of Chicago	CREATE Program Planning support - Passenger and Commuter Rail	200,000		200,000	400,000
<b>City of Chicago Total</b>		<b>860,000</b>	<b>-</b>	<b>365,000</b>	<b>1,225,000</b>
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,384,270	554,269	1,938,539
<b>Council of Mayors Total</b>			<b>1,384,270</b>	<b>554,269</b>	<b>1,938,539</b>
County of DuPage	Long Range Transportation Planning	250,000		62,500	312,500
<b>County Total</b>		<b>250,000</b>	<b>-</b>	<b>62,500</b>	<b>312,500</b>
Metra	Program Development	320,000		80,000	400,000
<b>Metra Total</b>		<b>320,000</b>	<b>-</b>	<b>80,000</b>	<b>400,000</b>
Pace	TIP Development and Modeling	60,000		15,000	75,000
Pace	Rideshare Services Program	60,000		15,000	75,000
Pace	Pace/CTA North Shore Transit Service Coordination Plan	160,000		40,000	200,000

Pace	Pace ADA Paratransit and Vanpool Customer Satisfaction Survey	80,000		20,000	100,000
<b>Pace Totals</b>		<b>360,000</b>	<b>-</b>	<b>90,000</b>	<b>450,000</b>
RTA	Community Planning Program Staff	160,000		40,000	200,000
RTA	Stable Funding for Collar Counties Coordinated Paratransit Systems Study	104,000		26,000	130,000
<b>RTA Totals</b>		<b>264,000</b>	<b>-</b>	<b>66,000</b>	<b>330,000</b>
<b>FY 14 UWP Total</b>		<b>4,422,563</b>	<b>12,335,162</b>	<b>4,547,633</b>	<b>21,305,358</b>

### Brief Synopses of FY 2015 Recommended UPWP Projects

<p><b>CMAP: MPO Activities</b>  <b>Purpose:</b> CMAP is responsible for the implementation of the region's long range plan GO TO 2040; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.</p>	<b>\$15,079,319</b>
<p><b>CMAP: Community Planning Program</b>  <b>Purpose:</b> CMAP will provide planning assistance to local governments to undertake planning activities that integrate transportation – particularly transit – with land use and housing. Projects will be selected through a competitive application process administered jointly by CMAP and the Regional Transportation Authority (RTA). CMAP will suballocate to RTA for projects with a heavy transit focus.</p>	<b>\$750,000</b>
<b>Chicago Metropolitan Agency for Planning (CMAP)</b>	<b>Agency Total: \$15,829,319</b>
<p><b>CTA: Program Development</b>  <b>Purpose:</b> The program facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program. Major tasks include: Develop CTA's capital programs for inclusion in the five-year regional TIP; Identify and analyze potential capital projects for funding eligibility; Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP; Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.</p>	<b>\$500,000</b>
<p><b>CTA: Automating Special Transit Services</b>  <b>Purpose:</b> The purpose of this project is to plan for the full automation of the</p>	<b>\$320,000</b>



dispatching and assignment of CTA special (supplemental) bus and rail services. The project will plan for an upgrade in scheduling software to fully automate the process of filling extra service and thereby reduce overhead costs.	
<b>CTA</b>	<b>Agency Total: \$820,000</b>
<b>City of Chicago: Transportation and Programming</b> <b>Purpose:</b> The purpose of this project is to support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of the City of Chicago in the regional planning process.	<b>\$825,000</b>
<b>City of Chicago: CREATE Program Planning support – Passenger and Commuter Rail:</b> City of Chicago will prepare technical, planning, policy and strategy support services to ensure that the remaining CREATE investments maximizes public benefit. The City will facilitate communications with affected communities, businesses, and related stakeholders.	<b>\$400,000</b>
<b>City of Chicago</b>	<b>Agency Total: \$1,225,000</b>
<b>Council of Mayors: Subregional Transportation Planning, Programming and Management</b> <b>Purpose:</b> The purpose is to provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the Regional Planning Act and future legislation and to support the Council of Mayors by providing STP, CMAQ, SRTS, BRR, HPP, ITEP and other program development and monitoring, general liaison services, technical assistance and communication assistance	<b>\$1,938,539</b>
<b>Council of Mayors</b>	<b>Agency Total: \$1,938,539</b>
<b>County of DuPage: Long Range Transportation Plan</b> <b>Purpose:</b> The purpose is to provide for the ongoing development and maintenance of the DuPage County 2040 Transportation Plan, which is needed to manage future growth and travel demand. The Transportation Plan is a tool that guides the programming and planning of transportation infrastructure improvements, projects, and services and the allocation of financial resources.	<b>\$312,500</b>
<b>County Projects</b>	<b>Agency Total: \$312,500</b>
<b>Metra: Program Development</b> <b>Purpose:</b> This program helps facilitate Metra's efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts; transit planning; private providers coordination; planning with protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.	<b>\$400,000</b>

<b>Metra</b>	<b>Agency Total: \$400,000</b>
<p><b>Pace: Rideshare Services Program</b>  <b>Purpose:</b> The Pace Rideshare program supports individuals and employers in the Northeastern Illinois region in forming carpools and vanpools to reduce single occupancy vehicle trips, thereby reducing traffic congestion and air pollution, as well as providing transportation to improve job accessibility. A critical component of the program involves strategic marketing that achieves critical mass to improve the matching potential of the participants</p>	<b>\$75,000</b>
<p><b>Pace: TIP Development and Modeling</b>  <b>Purpose:</b> Pace will develop a fiscally constrained Pace bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.</p>	<b>\$75,000</b>
<p><b>Pace/CTA: North Shore Transit Service Coordination Plan</b>  <b>Purpose:</b> Pace will review Pace and CTA services in the North Shore area, specifically services serving Evanston and Skokie, to reduce duplication of service, optimize routes and schedules, and to ensure efficient allocation of Scarce transit resources. The review shall include an evaluation of route statistics and productivity as well as a review of journey to work data for the study area.</p>	<b>\$200,000</b>
<p><b>Customer Satisfaction Survey for ADA Paratransit and Vanpool</b>  <b>Purpose:</b> Pace will conduct a Customer Satisfaction Index (CSI) Study of Pace's Vanpool and ADA Paratransit services. The overarching goal of the study is to provide continued evaluation of service performance through the eyes of Pace customers so transportation needs can be met, loyalty strengthened, and ridership increased.</p>	<b>\$100,000</b>
<b>Pace</b>	<b>Agency Total: \$450,000</b>
<p><b>RTA: Community Planning Program Staff Support</b>  <b>Purpose:</b> The Community Planning Program provides grants and consultant assistance to local governments to undertake planning activities that integrate transportation (particularly transit) with land use and housing. RTA staff performs program and project management activities in support of the program.</p>	<b>\$200,000</b>
<p><b>RTA: Stable Funding for Collar Counties Coordinated Paratransit Systems System</b>  <b>Purpose:</b> RTA will conduct a study to identify a consistent and stable funding source for paratransit systems operating in the collar counties.</p>	<b>\$130,000</b>
<b>RTA</b>	<b>Agency Total: \$330,000</b>



## MEMORANDUM

**To:** CMAP Board

**From:** CMAP staff

**Date:** June 4, 2014

**Re:** Draft CMAP Reauthorization Principles

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On July 6, 2012, President Obama signed into law Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), a two-year surface transportation bill. Authorizing some \$52.6 billion in annual transportation funding, MAP-21 implemented several meaningful **programmatic and policy changes** but failed to provide a sustainable funding mechanism for the federal transportation program. With MAP-21 set to expire on September 30, 2014 and the federal Highway Trust Fund **expected** to reach insolvency in mid-2014, a national conversation is currently underway on a new surface transportation bill.

CMAP's adopted **reauthorization principles** date from September 1, 2009 as the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the previous federal transportation bill, was scheduled to expire. The Chicago region's perspective on transportation policy has evolved since then, reflecting the adoption of GO TO 2040, the regional comprehensive plan, in 2010. The plan calls for strategic investments in transportation, an increased commitment to public transit, and the creation of a more efficient freight network.

**GO TO 2040** and CMAP's adopted **federal agenda** offer detailed positions on specific issues, and CMAP recently coordinated with other large metropolitan planning organizations (MPOs) to develop common **reauthorization principles related to freight policy**. While CMAP continues to support these positions, the agency's overall stance on federal reauthorization can be summarized in the following four high-level principles:

**The federal government should provide sustainable, robust funding for surface transportation.**

Perhaps the single greatest shortcoming of MAP-21 was its inability to provide a sustainable funding source for the federal transportation program. Despite substantial funding needs, MAP-21 did not increase funding levels beyond a modest inflation adjustment. Moreover, MAP-21 relied on a number of totally unrelated revenue

sources, not transportation user fees, to patch together funding. Those offsets and one-time revenue sources now appear to be insufficient to keep the Highway Trust Fund solvent through September 2014.

A strong federal role in transportation is vital, and commensurate funding levels are required to support that role. Transportation projects can be large and complex, and can require multiple years to plan and construct. For those reasons, it is important to continue funding the federal transportation program through user fees that accrue to dedicated trust funds.

Congress and the Administration should identify sustainable revenue sources to support an increased level of funding, and these revenue sources should be based on transportation user fees. As the past several years have demonstrated, the nation's existing transportation user fees have failed to keep pace with inflation and rising fuel economy. Enhancing the rates for existing fees, including the motor fuel tax, and pegging them to an inflationary measure are appropriate short-term solutions, but a different approach will be required in the long term as vehicle technologies and travel behavior continue to evolve.

Congress and the Administration should continue to support the greater participation of private capital in transportation funding, along with other innovative approaches to project financing.

**The federal government should implement performance-based funding.**

MAP-21 initiated a performance measurement process, marking a shift toward monitoring the outcomes of the federal program. While performance measurement is an important first step, MAP-21 falls short of the direction envisioned in GO TO 2040; performance targets appear to be somewhat narrow in scope and will not generally be tied to funding allocations. MAP-21's reporting requirements should improve the transparency of federal transportation spending, but it is unclear whether the bill will meaningfully affect transportation outcomes.

As the federal performance measurement process matures, the next step is to tie funding to performance. The next transportation authorization is an opportunity to ensure that both the formula (i.e., the core programs) and discretionary (i.e., the competitive programs) components of the federal program are based on strong performance measures. Apportionments of funding should not be based solely upon blunt measures like population and lane-mileage or the previous year's funding levels, but rather on meaningful measures of need and performance. And highly-competitive discretionary funds should be awarded to the most meritorious projects with the greatest national impacts.

A truly performance-based approach would establish a framework for the distribution of federal transportation funds, bringing the federal program toward a greater emphasis on meaningful outcomes. Performance-based funding must move beyond traditional

engineering criteria to also embrace broader measures of transportation's impact, for example on land use, the economy, and the environment.

**The federal government should provide appropriate tools to regions to support the transportation system.**

A strong federal and state role must be complemented by a robust role for metropolitan areas. The federal transportation program has long worked in partnership with states, but regions have traditionally played a smaller role. Given regions' importance as transportation nodes, centers of economic activity, and their greater knowledge of local conditions and preferences, the next reauthorization bill should build upon this partnership by providing appropriate tools to strengthen the roles metropolitan areas.

Namely, the federal restriction on tolling the Interstate system should be removed, and the decision to pursue tolling should be left to local leaders. Tolling is a pure user fee, and sustainable over time if indexed to inflation. Additionally, tolling allows for the implementation of congestion pricing, a proven strategy to manage travel demand. Allowing local decision-makers to toll the Interstate system provides them with the tools to effectively fund and manage the most critical component of the National Highway System.

Additionally, the next reauthorization bill can strengthen the federal partnership by further empowering MPOs to make strategic investment decisions and allocate resources directly. This reform would build upon current practice to better link MPOs' planning responsibilities to investment decisions. Other federal reforms could ensure greater coordination between the review process under the National Environmental Policy Act and the metropolitan planning process.

**The federal government should support a robust freight program.**

Freight is the lifeblood of the American economy, but has not traditionally been emphasized by the federal transportation program. In order to maintain the nation's long-term economic competitiveness, it is vital for the federal government to support the efficient movement of freight via planning, investment, and oversight. It is equally important for the federal government to help mitigate the negative impact of goods movement on local communities; while the benefits of freight are felt nationally or globally, its costs of congestion, pollution, and community disruption are experienced locally. Working with MPOs representing other major metropolitan regions, CMAP calls for three principles for freight in the next transportation reauthorization bill:

- Integrate metropolitan regions into the freight investment decision-making process.
- Dedicate a range of funding sources and authorize a minimum of \$2 billion funding per year for freight investments, consistent with proposals from national freight advocacy organizations.
- Redefine the national freight network to comprise a multimodal transportation system.

CMAP will monitor the reauthorization process as it unfolds. Staff will continue to analyze various legislative proposals as they emerge, and will continue to advocate for the above three principles in its communication with national, state, and local partners.

ACTION REQUESTED: Approval

###



Chicago Metropolitan  
Agency for Planning

**Title VI of the  
1964 Civil Rights Act, Section 601  
Specific to Federal Transit  
Administration Programs**





## **CMAP Board**

### **Executive Committee**

Gerald Bennett, chair

Rita Athas, vice chair

Elliott Hartstein, vice chair

Al Larson, at-large member

Raul Raymundo, at-large member

Rae Rupp Srch, at-large member

### **City of Chicago Appointments**

Rita Athas, senior advisor, World Business Chicago

Frank Beal, executive director, Metropolis Strategies

Lisa Laws, deputy chief operating officer, City of Chicago

Andrew Madigan, managing director, Mesirow Financial

Raul Raymundo, chief executive officer, Resurrection Project

### **Cook County Appointments**

Gerald Bennett, mayor, Palos Hills (Southwest Cook)

Al Larson, president, Schaumburg (Northwest Cook)

Richard Reinbold, president, Village of Richton Park (South Cook)

William Rodeghier, president, Western Springs (West Cook)

Peter Silvestri, commissioner, Cook County Board (Suburban Cook)

### **Collar County Appointments**

Roger Claar, mayor, Bolingbrook (Will)

Elliott Hartstein, former president, Buffalo Grove (Lake)

Rae Rupp Srch, former president, Villa Park (DuPage)

Carolyn Schofield, member, McHenry County Board (McHenry)

Thomas Weisner, mayor, Aurora (Kane/Kendall)

### **Non-voting Members**

Andre Ashmore, senior advisor to the director, Illinois Department of Commerce and Economic Opportunity (Governor's appointee)

Sean O'Shea, deputy chief of staff, Governor of the State of Illinois (Governor's appointee)

Leanne Redden, acting executive director, Regional Transportation Authority (MPO Policy Committee)

## **MPO Policy Committee**

### **Municipal Governments**

Rebekah Scheinfeld, Commissioner, Chicago Department of Transportation

Jeffery Schielke, Mayor, City of Batavia, Council of Mayors

### **County Governments**

John Yonan, Superintendent of Transportation & Highways, Cook County

Tom Cuculich, Director, Economic Development & Transportation Planning, DuPage County

Christopher J. Lauzen, County Board Chairman, Kane County

John Shaw, County Board Chair, Kendall County

Aaron Lawlor, Vice Chair, County Board Chair, Lake County

Tina Hill, County Board Chair, McHenry County

Lawrence M. Walsh, County Executive, Will County

### **Regional Agencies**

Leanne Redden, Acting Executive Director, Regional Transportation Authority

Frank Beal, Board Member, Chicago Metropolitan Agency for Planning

Elliott Hartstein, Board Member, Chicago Metropolitan Agency for Planning

### **Operating Agencies**

Ann Schneider, Chair, Secretary, Illinois Department of Transportation

Forrest E. Claypool, President, Chicago Transit Authority

John McCarthy, President, Continental Air Transport, Private Transportation Provider

Kristi Lafleur, Executive Director, Illinois State Toll Highway Authority

Don Orseno, Executive Director, Metra

Richard A. Kwasneski, Chairman of the Board, Pace

Wesley Lujan, Assistant Vice President, Union Pacific Railroad, Class 1 Railroad Companies

### **Federal Agencies (Non-Voting)**

Kay Batey, Division Administrator, Federal Highway Administration

Marisol Simon, Regional Administrator, Federal Transit Administration

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# Chicago Metropolitan Agency for Planning

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Chicago, IL 60606  
312-454-0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

June 2014

The Chicago Metropolitan Agency for Planning (CMAP) has established its Title VI Program pursuant to the Federal Transit Administration (FTA) Circular 4702.1B. The Program was adopted by the **CMAP Board** and **MPO Policy Committee** at their June 2014 meetings.

As a recipient of federal funds from the Federal Highway Administration and the Federal Transit Administration, CMAP complies with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21.

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Randall S. Blankenhorn  
Executive Director



## 1.0 General Requirements

The Chicago Metropolitan Agency for Planning (CMAP) is the northeastern Illinois metropolitan planning organization. As a direct recipient of federal funds, CMAP is required to submit a Title VI program to the Federal Transit Administration (FTA). The most recent program was approved by the CMAP Board and MPO Policy Committee in June 2011.

The Federal Highway Administration (FHWA) and FTA completed a certification review in March 2010. This review contained no corrective actions or major recommendations. The most recent CMAP quadrennial certification review began in the summer of 2013 with a site visit in November 2013. The review results found the agency to be in compliance with civil rights requirements.

FTA has not conducted a separate compliance review of CMAP's Title VI program.

### 1.1 Title VI Notice to the Public

The required notice to the public is posted on the CMAP website at <http://www.cmap.illinois.gov/contact-us/title-vi>. It is also included in Spanish at <http://www.cmap.illinois.gov/contact-us/titulo-vi>.

### 1.2 Instructions to the Public Regarding How to File a Title VI Discrimination Complaint

CMAP has designated an employee as the Civil Rights Officer for Title VI who has the responsibility for responding to all Title VI complaints. Instructions regarding how to file a complaint are posted to the CMAP web site on the same page as the notice.

If a complaint is regarding one of the service providers within the MPO region, the complaint will be forwarded to the service provider for response. The Civil Rights Officer tracks the status of all complaints which have been forwarded to other organizations.

### 1.3 Public Transportation-Related Title VI Investigations, Complaints, or Lawsuits

No Title VI investigations have been conducted, complaints filed or lawsuits initiated that name CMAP since the last Title VI Program was adopted in June 2011. There are no pending investigations, complaints or lawsuits from prior years.

### 1.4 Public Participation Plan

CMAP's [Public Participation Plan](#) was updated in January 2013. The plan outlines strategies CMAP uses to involve citizens including low income, minority and non-English speaking participants in the decision making process. The Citizens' Advisory Committee, Counties and Council of Mayors structure, together with the CMAP working committees, and local technical assistance staff assure that information can be widely provided and gathered to effectively engage in outreach to various communities, including the traditionally underserved. CMAP staff continuously works to improve

strategies to identify and gather communities for input, with the goal of reaching, engaging and sustaining relationships with these communities in the planning process. Creating printed and electronic tools, hosting seminars, open houses, focus groups, press briefings and other meetings to educate the public at locations easily accessible to interested and affected persons and organizations is a fundamental feature of CMAP's engagement process. A customized set of tools are employed for each meeting to localize the planning process and to place the planning activities in local context.

### **1.5 Plan for Providing Language Assistance to Persons with Limited English Proficiency**

CMAP adopted its [Public Participation Plan](#) in January 2013. The purpose of the [Public Participation Plan](#) is to increase public awareness and participation while widening the range of voices and views in the planning process. As stated in the Plan, "Before CMAP begins any public engagement process, staff will work to develop a strategy document outlining the target audience and the steps that are needed to achieve the project goals." As part of the strategy, "CMAP will strive to accommodate the needs of traditionally underserved populations, such as low-income, minority, disabled, non-English-speaking, and other groups who have not previously participated in the planning process."

### **1.6 Racial Breakdown of the Membership of Committees, and a Description of Efforts Made to Encourage the Participation of Minorities on Such Committees**

Five boards and committees at CMAP consider transit-related issues in the course of their normal deliberations: the CMAP Board, the MPO Policy Committee, the Council of Mayors Executive Committee, the Transportation Committee and the CMAQ Project Selection Committee. Other committees and working groups may consider transit-related issues on an incidental basis.

Membership on these committees is specified in statutes or bylaws, in that the members are appointed to represent agencies or parts of the region. The members are appointed by others, so CMAP has no control over the appointments.

The appendix to the [Unified Work Program](#), updated annually, identifies minority membership on committees.

### **1.7 Efforts the Primary Recipient Uses to Ensure Subrecipients are Complying**

Triennial reviews were conducted by FTA in 2013 for the City of Chicago, CTA, Pace and Metra. The reviews found these agencies to be in compliance with civil rights requirements. The most recent triennial review for the RTA in 2011 found the RTA to be in compliance with civil rights requirements; the 2014 review of the RTA is currently underway.

### **1.9 Facility Construction**

CMAP undertakes no construction projects, and thus does not perform fixed facility impact analyses. Individual Policy Committee member agencies are responsible for construction projects and to perform environmental assessments in compliance with FTA requirements. CMAP staff may be requested to assist in making these assessments.



## 2.0 MPO Requirements

### **2.1 Demographic Profile of the Metropolitan Area that Includes Identification of the Locations of Minority Populations in the Aggregate**

A demographic profile of the region, including identification of minority populations, is contained in the major capital project appendix of the [GO TO 2040 Plan Update](#).

### **2.2 Procedures by Which the Mobility Needs of Minority Populations are Identified and Considered within the Planning Process**

GO TO 2040, adopted in October 2010, serves as the federally-recognized transportation plan for the region, although it covers more topics than a traditional long-range plan. GO TO 2040 addresses compliance with Title VI in several ways. The procedures by which minority population mobility needs are identified and considered are described in more detail in the appendices to the [Unified Work Program](#). The UWP discussion is updated annually to reflect CMAP's evolving planning processes; the FY 15 UWP includes discussion of planning processes for the GO TO 2040 Plan Update.

### **2.3 Demographic Maps that Overlay the Percent Minority and Non-Minority Populations and Charts that Analyze the Impacts of the Distribution of State and Federal Funds**

As part of the major capital project evaluation process for GO TO 2040, environmental justice impacts were evaluated to demonstrate that the benefits of transportation investments are shared broadly in the CMAP region. This was done by examining the jobs-housing access measure for areas where median income is less than half the regional median income.

### **2.4 An Analysis of Impacts Identified in Section 2.3**

The results of the environmental justice analysis indicate that, as a class, the major capital projects do improve access to jobs by auto and transit for disadvantaged communities. While minority communities were not specifically broken out, income and minority status are closely correlated in the Chicago region. The method is documented in an appendix to the [GO TO 2040 Plan Update](#).

## **3.0 Direct Recipient Requirements**

### ***3.1 Fixed Route Public Transportation Service***

CMAP does not provide fixed-route public transportation service, and hence does not perform the service equity analysis required under Section 2 of Chapter IV of the Circular.

## **4.0 Primary Recipient Requirements**

### **4.1 A Description of the Procedures the MPO Uses to Pass Through FTA Financial Assistance**

The [Unified Work Program](#) web page describes the procedures CMAP uses to program UWP funds. Appendix H of the UWP document describes each year's process in more detail. The procedures are updated on an ongoing basis to meet the changing needs of the region and CMAP's partners

### **4.2 A Description of the Procedures the MPO Uses to Provide Assistance to Potential Subrecipients**

As noted in the description of UWP programming procedures, MPO Policy Committee members either submit proposals, or sponsor submissions from other entities. MPO Policy Committee members have extensive experience with the requirements of federal funding processes; if required, CMAP staff will assist in communicating with the appropriate state and federal partners.

### **4.3 Monitoring Subrecipients**

Triennial reviews were conducted by FTA in 2013 for the City of Chicago, CTA, Pace and Metra. The reviews found these agencies to be in compliance with civil rights requirements. The most recent triennial review for the RTA in 2011 found the RTA to be in compliance with civil rights requirements; the 2014 review of the RTA is currently underway.

CMAP's planning process incorporates Title VI considerations in the development of its transportation planning documents. CMAP works with its subrecipients through the committee structure to ensure that benefits of transportation investments are shared broadly in the CMAP region.





## MEMORANDUM

**To:** CMAP Board

**From:** CMAP Staff

**Date:** June 4, 2014

**Re:** Public Comment Release: Draft GO TO 2040 plan update

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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 CMAP Board, MPO Policy Committee, and working committees 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 ready to release the full draft plan update for public comment following the June meetings of the Board and MPO Policy Committee. The official public comment period will run June 13 to August 1, 2014. Stakeholders and the public will have the opportunity to provide comment at a series of open houses scheduled to take place across the region over the summer or online at <http://www.cmap.illinois.gov/about/2040/update>, beginning Friday, June 13.

The full draft plan update consists of the following documents, which are available for your download and review in PDF form at the links below:

- GO TO 2040 [plan update summary](#) draft for public comment
  - Appendix: [Major Capital Projects](#)
  - Appendix: [Financial Plan for Transportation](#)
  - Appendix: [Socioeconomic Forecast Update Overview](#)
  - Appendix: [Implementation Action Areas](#)
  - Appendix: [Indicator Methodology](#)
  - Appendix: [Transportation Conformity Analysis](#)
  - Appendix: [Travel Model Documentation](#)
  - Appendix: Public Engagement Summary (available *following* the public comment period)

Working committee members provided feedback on a draft plan update summary document in May. The version linked above reflects revisions based on those comments. Committee members are encouraged to provide comments on any of the above at the June or August meetings or directly to Drew Williams-Clark ([awilliamsclark@cmap.illinois.gov](mailto:awilliamsclark@cmap.illinois.gov)) by close of business on August 1.

ACTION REQUESTED: Discussion

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