



## Chicago Metropolitan Agency for Planning (CMA) Board

### Annotated Agenda

Wednesday, March 9, 2016

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

- 1.0 Call to Order and Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—February 10, 2016**  
ACTION REQUESTED: Approval
- 4.0 Executive Director's Report**
- 4.1 Chief of Staff Introduction
  - 4.2 CMAP Financial Update
  - 4.3 Launch Event and Plan Outreach
  - 4.4 Municipal Survey
  - 4.5 Congestion Pricing on I-55
  - 4.6 ON TO 2050 Update
  - 4.7 Local Technical Assistance (LTA) Update
  - 4.8 Other Announcements
- 5.0 Procurements and Contract Approvals**
- 5.1 Resolution for Cook County Assessment Data
  - 5.2 O'Hare Subregion Truck Routing and Infrastructure Plan
  - 5.3 Socioeconomic Forecast: Subregional Allocation Solution
- ACTION REQUESTED: Approval
- 6.0 Committee Reports**  
A written summary of the working committees and the Council of Mayors Executive Committee will be distributed.  
ACTION REQUESTED: Information
- 7.0 Transportation Consent Agenda: Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendment**  
The public comment period ended February 22, 2016. No comments on the conformity analysis or TIP amendment were received. A memo

detailing the proposed amendment and the results of the conformity analysis is attached.

ACTION REQUESTED: Approval

#### **8.0 State Legislative Update**

Staff will update the Board on relevant legislative activities and the bills that we will be monitoring based on our State Legislative Framework and Agenda.

ACTION REQUESTED: Discussion

#### **9.0 Alternative Long-Term Funding Options**

CMAP's recent funding crisis and the delay in approving a State budget have clearly illustrated the vulnerability of the agency's operating funds. In continuing to explore alternative funding options, staff has prepared a proposal for discussion, as described in the attached materials.

ACTION REQUESTED: Discussion

#### **10.0 Other Business**

#### **11.0 Next Meeting**

The Board is scheduled to meet next on April 13, 2016.

#### **12.0 Public Comment**

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

#### **13.0 Closed Session**

Pursuant to ILCS 120/2(c)(1) of the Open Meetings Act, the Board will adjourn to a closed session for the purpose of discussing the Executive Director's performance review.

#### **14.0 Adjournment**

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

\_\_\_ Gerald Bennett, Chair

\_\_\_ Rita Athas

\_\_\_ Frank Beal

\_\_\_ Franco Coladipietro

\_\_\_ Elliott Hartstein

\_\_\_ Al Larson

\_\_\_ Lisa Laws

\_\_\_ Andrew Madigan

\_\_\_ John Noak

\_\_\_ Rick Reinbold

\_\_\_ William Rodeghier

\_\_\_ Carolyn Schofield

\_\_\_ Peter Silvestri

\_\_\_ Peter Skosey

\_\_\_ Thomas Weisner

\_\_\_ Sean McCarthy

\_\_\_ Brian Oszakiewski

\_\_\_ Leanne Redden



# Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

## Chicago Metropolitan Agency for Planning (CMAA) DRAFT Board Meeting Minutes February 10, 2016

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

### **Board Members Present:**

Rita Athas-representing the City of Chicago, Franco Coladipietro-representing DuPage County, Elliott Hartstein-representing Lake County, Al Larson-representing northwest Cook County, Andrew Madigan-representing the City of Chicago, Rick Reinbold-representing South Cook County (via tele-conference), William Rodeghier-representing suburban Cook County, Carolyn Schofield-representing McHenry County (via tele-conference), Peter Silvestri-representing Cook County (via tele-conference) Peter Skosey-representing the City of Chicago, Tom Weisner-representing Kane and Kendall Counties (via tele-conference), and non-voting members Brian Oszakiewski and Sean McCarthy-representing the Governor's Office and Leanne Redden-representing the MPO Policy Committee.

### **Members Absent:**

Frank Beal-representing the City of Chicago, Gerald Bennett, Chair-representing southwest Cook County, Lisa Laws-representing the City of Chicago, and John Noak-representing Will County

### **Staff Present:**

Joe Szabo, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Jesse Elam, Gordon Smith, Jane Grover, Ricardo Lopez and Sherry Kane

### **Others Present:**

Mike Albin-DMMC, Elaine Bottomley-WCGL, Leonard Cannata-WCMC, Bruce Carmitchel-IDOT, Bruce Christensen-Lake County Council, John Donovan-FHWA, Jackie Forbes-Kane/ Kendall Council of Mayors, Janell Jensen-McHenry Council of Mayors, Mike Klemens-WCGL, Patrick Knapp- Kane/Kendall Council of Mayors, Steve Mannella-Metra, Brian Pigeon-NWMC, Mark Pitstick-RTA, Dave Seglin-CDOT, Chris Schmidt-IDOT, Mike Walczak-NWMC, Tammy Wierciak-WCMC, and Barbara Zubek-Southwest Conference

## **1.0 Call to Order and Introductions**

CMAP Board Vice Chair Rita Athas called the meeting to order at 9:33 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 January 13, 2016 meeting of the CMAP Board as presented was made by Elliott Hartstein and seconded by Mayor Al Larson. All in favor, the motion carried.

## **4.0 Executive Director's Report**

Executive Director Joe Szabo reported that the CMAP continues to manage its fiscal challenges with 80% of revenue it receives as a direct recipient of federal funding from the FTA and FHWA. Szabo went on to say that this arrangement impacts the Agency's ability to pay outside contracts with the most significant impact on the Local Technical Assistance (LTA) program. Most of the LTA projects that are being handled by consultants have either ceased or will cease later in the month. Staff-led LTA projects are continuing to move forward. Of those being delayed, an assessment will be made to determine which can be taken in for staff to lead. The agency continues to be slow in paying its bills and conserving cash moving back to paying essentials (salaries, health benefits, rent, utilities and IT support). Staying this course will sustain us during the current fiscal year but without some type of resolution related to the 20% match, CMAP will face significant challenges in the new fiscal year that begins July 1.

Szabo reported that over 350 have said they will attend the launch event on February 24, and that staff was excited to kick off the 3-year long process for the next plan.

The Local Technical Assistance (LTA) program update was included in the Board packet.

Finally, Szabo reported that a new Chief of Staff had been selected. Melissa Porter is scheduled to start on March 7. The top candidate of the search committee, Porter, had worked with Szabo at the Federal Railroad Administration as Chief Counsel. Having gotten all the core competencies in a chief of staff, Szabo continued, Porter is also an attorney.

## **5.0 Procurements and Contract Approvals**

Related to an intergovernmental agreement allowing the CTA and CMAP to leverage collective resources, and expand the current Brown Line study to include some elements of a capacity study that had been submitted for approval, a question was raised regarding an intermodal component in the study. While it does not contain an intermodal component, CMAP staff Jesse Elam reported, the system-wide capacity analysis of the rail system is needed to help make the case for capital improvements in the next long-range plan. Elam went on to say the study will give a better idea as to where capacity needs are and it helps on the technical side of the traffic demand model to see if we can do a better job capacity-constraining with ridership. Finally, from a practical standpoint, it is good to do right now because the CTA is already conducting a similar study on the Brown Line,

and we believe we can get the system-wide analysis at a lower cost. Also asked about CDOT's ongoing BRT work, Elam reported affirmatively that staff is aware of the BRT study, and while it may not tie in to this work, staff will look for opportunities to coordinate. A motion by Peter Skosey was seconded by Elliott Hartstein to approve the intergovernmental agreement as was presented. All in favor, the motion carried.

## **6.0 Committee Reports**

A written summary of the working committees and the Citizens' Advisory Committee was provided. Rita Athas, Chair of the Local Coordinating Committee, reported that the committee had met earlier in the morning and presentations were given on two LTA projects: the Fox River Corridor Plan by the Villages of Algonquin and Carpentersville that addresses natural resources, transportation, recreation and place making; and MPC's Great Rivers Chicago project to reimagine the use of City rivers. Athas described CMAP's involvement in both projects, which are good examples of what the LTA program does. The Committee also considered the impacts of the State's budget impasse on the LTA program. Some projects will be suspended and it is anticipated there will be no new call for projects this year unless the state budget issue is resolved.

## **7.0 Future Leaders in Planning (FLIP) Update**

CMAP staff Ricardo Lopez reported that CMAP's Future Leaders in Planning (FLIP) program, a leadership development opportunity, is now accepting applications for its 2016 summer program. Lopez gave background on the program explaining that CMAP has offered the program to high school students from the region to learn about and address issues at the local and regional level. Over 246 students from 96 schools have participated in the program since 2008. While it had previously taken place during the academic year, beginning in 2015 FLIP is now being offered over the course of two weeks (Monday-Wednesday) at the end of July. Applications, linked on line, were also distributed. Deadline for completing is May 2. Lopez also showed a YouTube video (<http://www.cmap.illinois.gov/about/involvement/flip>). Board members with a direct connection to participants applauded staff efforts with the program.

## **8.0 Public Engagement for Long-Range Plan**

CMAP staff Tom Garritano introduced Jane Grover, CMAP's new Outreach Principal. A former alderman with the City of Evanston, Grover joined CMAP late last year. Garritano talked about the upcoming plan launch event scheduled for February 24, explaining that the broadest public engagement will be geared around major deliverables that allow for public comment. A summary of the spring outreach will be presented for a vote this fall, and in summer 2017, scenario planning materials will be brought to the board, as will the draft plan in October 2018. These will be the moments for the broadest engagement. Back to the launch event, Garritano reported that over 350 have registered for the open house format and described the set up. Set up similar to an Apple store, subject matter experts (both agency and partners), will interact with attendees, answer questions and get their thoughts about the plan itself. The screens will flash literally dozens of questions conveying: "Not only does CMAP not have all the answers, we don't have all the questions yet." Handouts will also be available for approximately 15 topics, people will be surveyed so we can target materials to their interest and a "tear-off" will be left behind. A punch ticket can be redeemed for a button and poster on the way out.

Addressing public engagement for the long-range plan, CMAP staff Jane Grover reported on the various forms of outreach. The Board received a letter asking for connections to community groups whose perspectives should be included in the next plan. Community workshops have been scheduled and will begin following the open house. Staff will present the next plan at as many workshops as can be staffed and supported. The results of the outreach will be presented in a report in the fall. Also, a number of in-depth topical forums bringing together in house expertise as well experts from beyond the agency will begin this summer. Community events such as municipal expos are also part of the long term plan outreach. The LTA program has served us in our outreach efforts and we hope to piggy-back and leverage the positive community connections that we have established with our LTA partners. Grover also reported that outreach will include those who contributed to the Chicago Tribune series entitled A Plan for Chicago. Reaching people where they are also means using social media – Twitter and Facebook – and MetroQuest, an on-line survey engagement tool. The MetroQuest survey will be loaded to iPad kiosks and will be an additional tool for community engagement; when budget permits, we hope to acquire more of the kiosks. Because with buy-in comes implementation of the new plan, its outreach will build upon CMAP’s tradition of transparency and inclusiveness. When questioned about the February 10 postcard deadline for the Open House, Grover suggested that no one will be turned away. A suggestion was also made to make the questions a bit more compelling to the average person, rather than oriented toward planners. Think about going to places outside the box, i.e., Union Station and outreach for schools was suggested. Barriers to participation were discussed (child care and pizza) and how overcoming those barriers would enable more community members to attend evening meetings. Specifically related to student outreach, Grover reported that staff will work with University of Chicago to conduct workshops in their classes and we hope that social media will help to reach the younger demographic. Grover welcomed suggestions from the Board for other opportunities for outreach and youth sports venues and community summer festivals were offered.

## **9.0 State Legislative Framework and Agenda**

CMAP staff Gordon Smith stated that the State Legislative Principles and State Agenda docs were included in the board materials, both of which are revised on a regular basis in anticipation of the state legislative session, and are used to guide staff, inform legislators, the Governor’s office and others about GO TO 2040 policy recommendations. The documents also reflect the Board’s adopted positions and policy statements. Neither document had undergone extensive revision, Smith went on to say, but did want to share the key changes that appear in the agenda. There are a number of issues that arise during the session that are not listed in the agenda, and staff continually communicates with legislators and their staffs regarding the agency’s position on key policy positions on specific bills, Smith continued, and staff will continue to provide monthly reports and updates and make recommendations for action on relevant bills.

One key change meant to ensure CMAP’s operations are not imperiled by future state budget crises, this year’s agenda includes a section entitled “reliable access to planning funds” highlight CMAP’s enabling legislation and the establishment of the

Comprehensive Regional Planning Fund which provided CMAP the ability to carry out its comprehensive planning functions authorized by the Act and the ability to match the federal planning funds that CMAP receives. Following the last meeting of the Board, staff began discussions with members of the General Assembly to introduce legislation to re-establish the CRPF including provisions to index the fund tying it to the Consumer Price Index and giving the fund continuing appropriation authority. The draft request also includes giving the federal planning funds continuing appropriation authority to prevent any federal pass through delays to the state's MPOs. We have a request for draft language into the Legislative Reference Bureau (LRB), in both chambers. We will announce when the bills actually get filed. Another noteworthy revision is in "Robust Performance-Based Transportation Investments" where the term 55/45 has been stricken. In the "State Tax Policy" section, a qualifier has been added to broaden the base item that now includes "in a manner that may" lower rates. The remaining sections of the Agenda remain unchanged, Smith reported, and staff is seeking approval of both documents.

When questioned about sponsors, Smith replied that Representative Elaine Nekritz had agreed to carry the bill in the House and state Senator Daniel Biss will be approached to sponsor the bill in the Senate. Also asked if there were any bill limits, to which Smith responded there may likely be at least on the House side. The tax policy issue was also a point of discussion with a suggestion that the Board consider co-sponsoring a program to discuss various revenue (sales tax) sources and that CMAP might act as facilitator of the discussion, picking up where the Tax Policy task force lead by Frank Beal left off to consider possible recommendations of particular components from the report of the task force. Finally, a question was raised as to how the General Assembly might be engaged in the 2050 plan process—perhaps a meeting early on, which the board might take an active role in. Smith reported that staff is in the planning stages of developing a forum to engage the General Assembly and sooner is better, so that they get invested in the plan.

Finally, a motion by Elliott Hartstein was seconded by Peter Skosey to approve the State Legislative Principles and Agenda for the Illinois General Assembly as had been presented, and with all in favor, carried.

#### **10.0 Long-Term Funding Alternatives**

Deputy Executive Director for Planning Bob Dean reported that as had been discussed, the Agency would try to solve its financial problems legislatively, but a back-up plan, within the control of CMAP, in case the legislative fix is not successful, is also planned. Dean gave a quick summary of matters that had already been discussed: the nationwide scan of similar agencies indicates that our cash flow issues are unusual; that CMAP's problems are not caused by the size of its budget, which is smaller than its peers; that the issue is source of funding with heavy reliance on state and very little local funding, which is unique; and the history of local funding where a much higher level of contributions was experienced in 2006 that is today (in 2006, contributions totaled \$1,000,000 vs. \$250,000 today). A decision was made by CMAP in the early days, based on the promise of funding, to decrease the amount of funding it solicited locally. Dean continued that the Board, while emphasizing a legislative solution, directed staff to continue to develop a back-up plan, consisting of increases in local dues, fee-for-service, and external grant

seeking. From the material included in the Board packet, Dean discussed target funding levels meant to reduce overreliance on state funding which would see a decrease in proposed state funding by \$1.6 million, along with a corresponding increase in other elements—a combination of an increase in local dues and fee-for-service to replace the \$1.6 million and additional external grant seeking. The federal money CMAP receives requires about \$3.2 million in match would be split between the state and local sources. Consideration of a gradual increase might be more plausible, Dean suggested, for example, FY 17 target \$1,000,000 (the same as in 2006) in local dues, increasing it to \$1,500,000 in FY 18.

An important question to ask in addition to how much is who pays. The three types of agencies currently paying dues are counties, municipalities and transportation agencies and we believe that there should be a shared approach as to how each contribute. A small working group will be formed to discuss, and while dues payment should be mandatory, those details will need to be worked out. The ultimate target for the fee-for-service arrangement would be \$500,000, but additional investigation is required. Not much to report on the external grant seeking element, Dean suggested, since grants are not usually used for federal match. Dean concluded with next steps: coordinating a small group comprised of reps from the counties, council of mayors, city of Chicago, transportation agencies, and federal agencies; additional meetings with FHWA and IDOT; one pager describing value created by CMAP; and finally, developing a fuller proposal to be considered by the CMAP Board and the MPO Policy Committee in March. Dean also reported that an immediate cash flow issue is expected at the beginning of the new fiscal year and that even if the new dues structure were in place, it cannot be implemented fast enough for us to remain operational much into the new fiscal year. There are other conversations underway with FHWA and other groups for alternatives.

Included in the group “transportation agencies”, are the tollway, transit agencies and other providers (i.e., railroads) and while it makes sense for IDOT to take on the lion’s share, we also believe that the other agencies gain benefit too. Board members also weighed in on such topics as “selling” CMAP to the municipalities, with their existing burdens related to pensions and other obligations, and we need to make the case of why this is important for local governments to contribute to. It was pointed out that without an MPO, no federal funds would be received by the region. Asked to clarify, Dean reported that municipalities already contribute nominally to CMAP, and the Council of Mayors may be the vehicle to reach the 284 municipalities.

#### **11.0 Other Business**

Mayor Tom Weisner reported that through the Local Technical Assistance (LTA) program the City of Aurora is updating its downtown plan, and complimented CMAP staff for its work in that effort.

#### **12.0 Next Meeting**

The CMAP Board is scheduled to meet next on March 9, 2016.



### 13.0 Public Comment

Bruce Carmitchel, IDOT, reported that the Illinois Department of Transportation had recently undergone a significant reorganization and placing a new emphasis on planning and inter-modal matters in the development of its long-range plan. Carmitchel, now Bureau Chief of Planning, introduced Chris Schmidt, Air Quality Manager, will be serving in an acting capacity in Carmitchel's previous role as Sr. Metro Planning Manager.

### 14.0 Closed Session

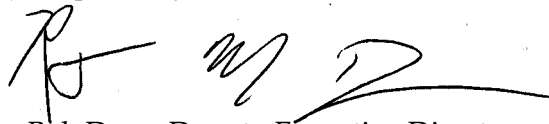
At 10:43 a.m., a motion to adjourn to a closed session to review closed session minutes was made by Elliott Hartstein and seconded by Mayor Al Larson. All in favor, the motion carried. At the conclusion of the closed session, a motion by Commissioner Peter Silvestri was seconded by Mayor Al Larson to return to the regular meeting. All in favor, the motion carried.

Board Vice Chair Rita Athas announced that the Board had approved draft closed session meeting minutes from February and March 11, May 13 and June 10, 2015 as had been presented, that continued confidentiality related to previous closed session minutes be exercised, and that CMAP is authorized to destroy the recordings of previous closed sessions after 18 months.

### 15.0 Adjournment

A motion by President William Rodeghier was seconded by President Franco Coladipietro to adjourn the regular meeting at 10:47 a.m. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Bob Dean', written over a horizontal line.

Bob Dean, Deputy Executive Director  
for Planning

02-22-2016  
/stk





# Chicago Metropolitan Agency for Planning

## Agenda Item No. 4.6

233 South Wacker Drive  
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[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## MEMORANDUM

**To:** CMAP Board and Committees

**From:** CMAP Staff

**Date:** March 2, 2016

**Re:** ON TO 2050 Update

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The CMAP Board and committees receive regular detailed updates on the various components of ON TO 2050 plan development that are most relevant to them. Since the volume of work associated with plan development is too large for every committee to learn about every component individually, this bi-monthly memo will provide a brief status update on all major ongoing elements of plan development, including links to recent presentations and interim or final products when available.

**ACTION REQUESTED:** Discussion



## Regional Snapshot Analyses

Project	CMAP lead	Timeline	Status and links
Regional economic clusters (see <a href="#">website</a> )	Simone Weil	Jul. 2015 – Mar. 2016	Following policy updates examining globally-traded and local-serving industry clusters in fall 2015, staff completed a draft of the snapshot. Staff shared preliminary findings with the Economic Development Committee. Next, staff will work on data visualizations and design to ensure the final product engages a wide variety of audiences.
Demographic trends (see <a href="#">website</a> )	Jacki Murdock	Aug. 2015 – May 2016	Staff explored demographic trends in the region and made comparisons to peer metropolitan regions. Staff drafted high-level findings from the data and are working on compiling a draft snapshot.
Infill and TOD trends (see <a href="#">website</a> )	Evy Zwiebach	Aug. 2015 – May 2016	Staff explored trends in development, population and housing unit density, and population in the region, compiled initial key findings, and <a href="#">presented these findings</a> to CMAP’s Land Use Committee. Next, staff will work on analyzing trends in development, density, land use, and population near TOD areas, and developing a draft report.
Freight system trends (see <a href="#">website</a> )	Alex Beata	Jul. 2015 – Jun. 2016	Staff explored new data sources and in late 2015 produced a number of Policy Updates on freight activity by mode, as well as the <a href="#">supply chains</a> report. Staff is currently researching land use issues and identifying trucking bottlenecks and other freight network deficiencies.
Transportation network and trends (see <a href="#">website</a> )	Jesse Elam	Jul. 2015 – Jul. 2016	Staff drafted a section of the report on travel behavior trends, which was presented to the Transportation Committee in March, as well as completed a portion of the highway performance and transit performance sections.

## Assessment of New Policy Directions

Project	CMAP lead	Timeline	Status and links
Green infrastructure co-benefits (see <a href="#">website</a> )	Louise Yeung	Sep. 2015 – Apr. 2016	Staff will present the draft <a href="#">strategy paper</a> to the Environment and Natural Resources and Land Use Committees in March.
Highway operations (see <a href="#">website</a> )	Claire Bozic	Jul. 2015 – May 2016	The CMAP Regional Transportation Operations Coalition (RTOC) is the resource group for this paper. A <a href="#">scope</a> has been developed.

Project	CMAP lead	Timeline	Status and links
			<a href="#">Interviews</a> with operating agencies have been completed. <a href="#">Methods</a> to evaluate and screen roadways have been developed. Data to support screening is under development. Staff presented a <a href="#">memo</a> to Transportation Committee in January.
Transportation system funding concepts (see <a href="#">website</a> )	Lindsay Hollander, Alex Beata	Jul. 2015 – May 2016	Staff developed findings on funding strategies for the ON TO 2050 financial plan. Staff presented <a href="#">key directions</a> to the Transportation Committee in Mar. 2016, held a technical <a href="#">forum</a> on expenditure efficiencies in Jan. 2016, and had individual discussions with stakeholders.
Climate resilience (see <a href="#">website</a> )	Louise Yeung	Jul. 2015 – Jun. 2016	The resource group learned about and discussed strategies for emergency response management at the American Red Cross. The policy <a href="#">framework</a> was <a href="#">presented</a> to the Land Use and Environment Committees. In March, the resource group will discuss strategies for protecting communities most vulnerable to climate change.
Housing supply and affordability (see <a href="#">website</a> )	Jonathan Burch	Jan. 2016 – Jul. 2016	<a href="#">Scope</a> for project completed. Initial presentation of timeline and scope to the Housing Committee occurred in February.
Inclusive growth (see <a href="#">website</a> )	Jacki Murdock, Andres Torres	Oct. 2015 – Jul. 2016	CMAP and staff from the Metropolitan Planning Council co-convened a resource group to review and discuss a draft vision and principles to guide regional inclusive growth. Staff are developing a policy framework memo that will begin to circulate to CMAP committees this spring.
Lands in transition (see <a href="#">website</a> )	Nora Beck	Jan. 2016 – Jul. 2016	In February, resource group members met to review the scope, confirm the land use definitions and study area, and discuss the larger context of both land conversion and preservation. CMAP staff are developing trend data on land conversion and preservation. In March, the resource group will meet to review existing strategies and programs used locally and nationally with a focus on agricultural preservation.
Tax policies and land use trends (see <a href="#">website</a> )	Lindsay Hollander	Dec. 2015 – Jul. 2016	Staff is engaged in research and is having discussions with communities and experts within and outside the region to discuss strategies for ensuring sufficient municipal service and infrastructure funding for various land use types.

Project	CMAP lead	Timeline	Status and links
Reinvestment and infill strategies (see <a href="#">website</a> )	Liz Schuh	Oct. 2015 – Sep. 2016	In January, the resource group discussed a set of site-specific strategies for redevelopment. A set of regional-scale strategies and best practices will be discussed in March. Upcoming meetings will focus on the topic of disinvested areas.
Transit modernization (see <a href="#">website</a> )	Martin Menninger	Jan. 2016 – Sep. 2016	The project will be undertaken in coordination with the Regional Transportation Authority (RTA). A draft <a href="#">scope</a> has been shared with the RTA for comment. This project will be discussed at the March Transportation Committee.
Asset management (see <a href="#">website</a> )	Tom Murtha	Feb. 2016 – Nov. 2016	Staff completed a <a href="#">memo</a> to the Transportation Committee introducing transportation asset management, with a brief presentation to the Committee.

### Other Plan Development Tasks

Project	CMAP lead	Timeline	Status and links
Communications strategy	Tom Garritano	Ongoing	Worked with project staff to prepare 15 individual handouts for topics under study, with tear-off feedback form. Worked with project leaders to develop ON TO 2050 branding, including poster for broad distribution (4,000 units). Engineered WTTW's in-depth <a href="#">Chicago Tonight</a> feature about the plan, its launch, and CMAP. Rolled out significant web content based on the topical handouts, new plan branding, and outreach activities.
Data and tool development	Zach Vernon	Ongoing	Coordinated with snapshot and strategy paper managers (who requested project support) to develop analytical tools and data products to inform topical research. Outputs include the Northeastern Illinois Development Database ( <a href="#">NDD</a> ) <a href="#">summary</a> tool for the Infill/TOD snapshot, <a href="#">trends in preservation and development</a> for the Lands in Transition strategy paper, and land surface temperature estimates for the Climate Resilience strategy paper.
Financial plan	Lindsay Hollander	Ongoing	Staff is working on projects that will be used for the financial plan, such as the Transportation System Funding Concepts strategy paper and an analysis of the relationship between transportation system

Project	CMAP lead	Timeline	Status and links
			investment and performance. Staff is developing a framework for financial plan development.
Outreach activities	Jane Grover	Ongoing	Planned and executed ON TO 2050 plan launch events for partners and stakeholders on February 24 and March 2 with more than 500 registrants, collecting targeted information about their ideas and interests. Presented near- and longer-term strategy at February meeting of CMAP Board, after sending letter to them and all committees with guidance about how to contribute to plan engagement activities. Directly contacted over 40 community organizations and secured dates or pledges from 25 groups to host ON TO 2050 workshops.
Place-based approach	Kristin Ihnchak	Ongoing	The place-based approach alternatives <a href="#">presentation</a> was given to all CMAP working committees. Staff are developing an approach to scanning local plans for reinvestment and conservation priorities, and creating a universe of layers for presentation to committees in March.
Regionally significant projects	Jesse Elam	Ongoing	Following development of provisional thresholds for regional significance with the Transportation Committee, staff met with project implementers in January and February to determine how many and which types of projects would meet the plan thresholds. A report on these meetings will be given to Transportation Committee in May.
Scenario development	Kristin Ihnchak, Liz Schuh	Ongoing	Staff have researched various scenario development approaches and are developing a scope for the alternative futures scenario approach.
Socioeconomic forecast	David Clark	Ongoing	Contract awarded and work commenced on the regional forecast; draft totals are due in mid-March. <a href="#">RFP</a> issued for development of local allocation approach to regional forecast (January); proposals were evaluated in February with vendor recommendation forwarded to the Board for approval in March.

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# Chicago Metropolitan Agency for Planning

## Agenda Item No. 4.7

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## MEMORANDUM

**To:** CMAP Board and Committees

**From:** CMAP Staff

**Date:** March 2, 2016

**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, 184 local projects have been initiated. Of these, 127 projects have been completed, 42 are fully underway, and 15 will get actively underway in the near future.

Several consultant-led projects have been paused due to contract reimbursement issues caused by the lack of a state budget. These projects will continue to be listed in this report, and their contract status will be noted.

Further detail on LTA project status can be found in the attached project status table. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

**ACTION REQUESTED:** Discussion



## Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Algonquin-Carpentersville Fox River corridor plan (see <a href="#">website</a> )	Brian Daly	May 2014-Feb. 2016	Staff assistance	Newly completed. The Village of Carpentersville Board of Trustees adopted the plan on February 16. The Village of Algonquin adopted the plan in December. Project is complete.
Arlington Heights bicycle-pedestrian plan (see <a href="#">website</a> )	John O'Neal	May 2014-May 2016	Staff assistance	Work continues on draft plan, focusing on core chapter (text and illustrations) of recommendations for potential infrastructure improvements.
Aurora downtown plan (see <a href="#">website</a> )	Lindsay Bayley	May 2015-Sept. 2016	Staff assistance	Existing conditions report draft is under internal review. The MetroQuest interactive surveys (English and Spanish versions) are available through April 20. A presentation to the Aurora Downtown Board will be open to people unable to enter January's public workshop.
Beach Park planning priorities report	Ricardo Lopez	Jan.-Oct. 2016	Staff assistance	Project kickoff meeting with staff held in February. Work is underway on key stakeholder interviews and existing conditions analysis.
Bensenville zoning update (see <a href="#">website</a> )	Jake Seid	Oct. 2015-Dec. 2016	Staff assistance	Stakeholder interviews are complete. A public kick-off meeting is scheduled at Village Hall for mid-March. A MetroQuest site will be developed to coordinate with the public outreach phase of the project.
Berwyn parking study (see <a href="#">website</a> )	Lindsay Bayley	Nov. 2013-Feb. 2016	Staff assistance	Newly completed. Final report available on project page.
Berwyn stormwater management plan	Nora Beck	Mar.-Nov. 2016	Consultant assistance	Scoping underway.
Berwyn zoning revisions (see <a href="#">website</a> )	Kristin Ihnchak	Jan. 2013-May 2016	Staff and consultant assistance	CMAP is scheduling a review meeting with the Steering Committee.
Blue Island capital improvement plan (see <a href="#">website</a> )	Evy Zwiebach	Apr. 2015-Mar. 2016	Staff assistance	The Steering Committee is reviewing the draft CIP, and will provide comments by early March. Staff will finalize the document in March.
Brookfield comprehensive plan	Nora Beck	TBD	Consultant assistance	Consultant selection was completed in January. Project on hold due to contract reimbursement issues.
Calumet Park planning priorities report	Sam Shenbaga	May 2015-May 2016	Staff assistance	Draft underway. Internal draft for review expected by mid-March.

<b>Project</b>	<b>CMAP lead</b>	<b>Timeline</b>	<b>Assistance type</b>	<b>Status and notes</b>
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014-TBD	Consultant assistance	Project on hold due to contract reimbursement issues.
Carol Stream comprehensive plan (see <a href="#">website</a> )	John Carlisle	Feb. 2014-Apr. 2016	Staff assistance	Draft plan for public comment uploaded to project website on Friday, February 26. Draft plan public open house to be hosted in community on Wednesday, March 16.
Chicago North River Communities neighborhood plan	Brian Daly	Nov. 2015-Mar. 2017	Staff assistance	The steering committee held its kickoff meeting in February. Work by CMAP staff is underway on existing conditions analysis.
Chicago Pilsen-Little Village neighborhood plan (see <a href="#">website</a> )	Evy Zwiebach	Dec. 2013-June 2016	Staff assistance	CMAP and DPD staff met with local aldermen to review the draft future land use map, and continued to prepare for the Housing Resource Fair scheduled for mid-April. In March, the team will conduct focus group meetings with community leaders to review the draft map and draft recommendations.
Chicago Pullman National Historic Park transportation plan	Lindsay Bayley	June 2015-TBD	Consultant assistance	No update. Project on hold due to contract reimbursement issues.
Chicago Riverdale area transportation plan	Tony Manno	TBD	Consultant assistance	Draft scope of work completed. Project on hold due to contract reimbursement issues.
Chicago West Pullman neighborhood plan (see <a href="#">website</a> )	Evy Zwiebach	Oct. 2014-Apr. 2016	Consultant assistance	No update.
Cicero comprehensive plan (see <a href="#">website</a> )	Jonathan Burch	Apr. 2014-TBD	Consultant assistance	Project on hold due to contract reimbursement issues.
<i>Cook County subregional growth plan</i>	<i>Jonathan Burch</i>	<i>TBD</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Initial scoping meeting scheduled for early March.</i>
Cook County unincorporated areas plan	John Carlisle	Apr. 2016-June 2017	Staff assistance	Initial scoping meeting with Cook County held February 16. Development of full scope of work is underway.
Crystal Lake transportation plan (see <a href="#">website</a> )	Nora Beck	Mar. 2014-Apr. 2016	Staff assistance	CMAP staff currently drafting plan and City staff are reviewing components, including network improvement maps, street types, and thoroughfare classification.

<b>Project</b>	<b>CMAP lead</b>	<b>Timeline</b>	<b>Assistance type</b>	<b>Status and notes</b>
DuPage County / Hanover Park Homes for a Changing Region (see <a href="#">website</a> )	Jonathan Burch	Nov. 2014-Apr. 2016	Consultant assistance	Glendale Heights is working with the consultant to set a public meeting for early March.
DuPage County Elgin-O'Hare Corridor Bicycle and Pedestrian Plan (see <a href="#">website</a> )	John O'Neal	May 2015-TBD	Consultant assistance	Review of draft initial sections of plan (ECR and summary of public outreach to-date) completed and forwarded to consultant for incorporation. Outreach/public engagement continues. Project on hold due to contract reimbursement issues.
Elmwood Park zoning assessment	Patrick Day	Nov. 2014-Apr. 2016	Staff assistance	Updated zoning map has been delivered to Village for comment, drafting of assessment memo is currently underway.
Endeleo Institute planning priorities report (see <a href="#">website</a> )	Ashleigh Johnson	Feb. 2015-Mar. 2016	Staff assistance	Open house was held February 17, and report is being finalized.
Franklin Park comprehensive plan (see <a href="#">website</a> )	John Carlisle	Apr. 2015-Sept. 2016	Staff assistance	Steering committee meeting on March 9 to review existing conditions report; targeted outreach focus group at East Leyden High School on March 9; public visioning workshop on March 23.
Governors State University green infrastructure plan	Holly Hudson	June 2015-TBD	Consultant assistance	The consultant prepared a status report outlining the findings of the stormwater model and preliminary alternatives and recommendations. The project is now on hold due to contract reimbursement issues.
Hampshire planning priorities report	Tony Manno	Mar.-Dec. 2016	Staff assistance	Scoping underway.
Homer Glen plan commissioner training	Patrick Day	Feb.-Sept. 2016	Staff assistance	Initial training session was conducted February 1. CMAP staff attended and met with Village Staff to discuss content for follow-up trainings.
Huntley zoning update	Patrick Day	May 2015-TBD	Consultant assistance	Draft Recommendations Memo was submitted by CodaMetrics for review. Project on hold due to contract reimbursement issues.
Impact DuPage affordable housing strategy	Jonathan Burch	Mar.-Dec. 2016	Staff assistance	Scoping underway.
Joliet Chicago Street plan	Stephen Ostrander	TBD	Consultant assistance	No update (project on hold).
Kendall County industrial market study	Don Hughes	Aug. 2015-Apr. 2016	Staff and consultant assistance	Draft of key findings memo is expected to be sent to county staff in early March.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Lake County / Round Lake Homes for a Changing Region (see <a href="#">website</a> )	Stephen Ostrander	July 2014-Apr. 2016	Staff assistance	Draft plan forwarded to municipalities, Lake County, and non-profit partners for their review. All parties are scheduled to meet on March 31 to discuss the draft plan.
Lisle downtown parking plan	Lindsay Bayley	Mar. 2016-Feb. 2017	Staff assistance	An Intergovernmental Agreement was sent to the Village at the end of January. Upon receipt of the signed copy, the project team will begin working on the project.
Lower Salt Creek Watershed-based Plan	Holly Hudson	Jan. 2016-Dec. 2017	Staff assistance	Resolution and MOU have been signed and the project is underway. Staff have been compiling a stakeholder contact list and preparing a detailed project outline.
<i>McHenry County Comprehensive Economic Development Strategy (<a href="#">website</a>)</i>	<i>Jonathan Burch</i>	<i>Jan. 2015-Feb. 2016</i>	<i>Staff and consultant assistance</i>	<i>Newly completed. The Plan has been adopted by all counties.</i>
Metropolitan Planning Council Great Rivers project	Louise Yeung	Dec. 2015-Dec. 2016	Staff assistance	Project team led the first of several neighborhood design charrettes to generate ideas for how to improve public access to the Des Plaines River and Trail.
Midlothian 147 <sup>th</sup> Street Corridor Improvements	Tony Manno	Apr. 2016-Feb. 2017	Staff and consultant assistance	Scoping underway.
North Chicago comprehensive plan (see <a href="#">website</a> )	Jake Seid	May 2014-May 2016	Staff assistance	Drafting of the Comprehensive Plan was completed in December. The document is being reviewed by City staff and will be revised prior to a meeting with the project Steering Committee and presentation at a public open house.
North Lawndale community plan (see <a href="#">website</a> )	Brandon Nolin	Feb. 2016-July 2017	Staff assistance	MOU signed and project steering committee kick-off held in February. Community outreach events being scheduled throughout the spring 2016.
O'Hare area truck route coordination	Bob Dean	TBD	Consultant assistance	Consultant selection will be brought to the March Board for approval. However, after selection, project will be on hold due to contract reimbursement issues.
Palos Park trails plan	John O'Neal	TBD	Consultant assistance	Draft scope/RFP completed; currently in internal review. Project on hold due to contract reimbursement issues.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Park Forest zoning revisions (see <a href="#">website</a> )	Kristin Ihnchak	June 2013- June 2016	Staff and consultant assistance	CMAP staff are editing the document based on Village and steering committee feedback, and are nearing a first draft of the subdivision regulations.
Regional truck permitting project	Alex Beata	Jan. 2015- June 2016	Consultant assistance	Held a visioning session on January 26 with the Steering Committee and other stakeholders. Began developing draft recommendations.
Richmond planning priorities report	Maggie Jarr	Feb.-Nov. 2016	Staff assistance	Project kick-off meeting with the Village took place in early February. Stakeholder interviews are being scheduled for the beginning of March.
Richton Park capital improvement plan (see <a href="#">website</a> )	Brian Daly	June 2015- Dec. 2016	Staff assistance	Completion of the CIP has been rescheduled to incorporate results of stormwater management plan (described below).
Richton Park stormwater management plan	Kate Evasic	Feb.-Oct. 2016	Consultant assistance	Scoping underway.
Romeoville comprehensive plan	Brandon Nolin	Apr. 2016- June 2017	Consultant assistance	RFP deadline was February 25. Consultant interviews anticipated week of March 21 with consultant selection in April.
Roselle comprehensive plan (see <a href="#">website</a> )	Dan Olson	Feb. 2015- June 2016	Consultant assistance	Consultant is working to have full working draft available to Village and CMAP staff by the end of March for review. Feedback and edits will be submitted in April, and the consultant looks to bring a final draft for Village approval in May.
South Elgin zoning update (see <a href="#">website</a> )	Patrick Day	Oct. 2014- Dec. 2016	Staff assistance	Draft Recommendations Memo has been completed and submitted to Village staff for comment. Following this review period, memo will be reviewed by project Steering Committee.
South Holland comprehensive plan (see <a href="#">website</a> )	Stephen Ostrander	Apr. 2015- Sept. 2016	Staff assistance	Village staff completed review of draft Existing Conditions Report. CMAP staff currently making revisions to draft report. Next step will be review of the revised draft report by full project Steering Committee.
SSMMA Complete Streets plan (see <a href="#">website</a> )	John O'Neal	July 2014- Sept. 2016	Staff assistance	Key recommendations memo has been drafted. Internal review comments are currently being incorporated, including comments of Programming staff on STP recommendations.
Sugar Run Creek area plan (see <a href="#">website</a> )	Brandon Nolin	May 2015- Oct. 2016	Staff assistance	Draft Existing Conditions Report delivered in February ahead of Neighborhood Vision Workshop scheduled for March 22.

<b>Project</b>	<b>CMAP lead</b>	<b>Timeline</b>	<b>Assistance type</b>	<b>Status and notes</b>
Villa Park zoning ordinance	Patrick Day	July 2015-TBD	Consultant assistance	Steering Committee met to review Module 1 of the draft ordinance on January 19. Project on hold due to contract reimbursement issues.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014-May 2016	Consultant assistance	The consultant is coordinating with the Village to schedule a steering committee meeting.
Winthrop Harbor comprehensive plan (see <a href="#">website</a> )	Sam Shenbaga	Sept. 2014-May 2016	Staff assistance	Planning and Zoning Commission reviewed chapters 3 and 4 at February 9 meeting and submitted comments to CMAP staff. Final Commission meeting in March to go over chapters 5 and 6.

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CHICAGO METROPOLITAN AGENCY FOR PLANNING

RESOLUTION NO. 2016-01

WHEREAS, the Chicago Metropolitan Agency for Planning (“CMAP”), pursuant to the Regional Planning Act, 70 ILCS 1707/1 *et seq.*, is granted all powers necessary to carry out its legislative purposes in order to plan for the most effective public and private investments in the northeastern Illinois region and to better integrate plans for land use and transportation; and

WHEREAS, CMAP is constantly evaluating and accessing the land use information/attributes in the region; and

WHEREAS, the Cook County Assessor’s Office has a geographic information (“GIS”) database that it is willing to make available to CMAP at no cost; and

WHEREAS, GIS data sharing with the Cook County Assessor’s Office will allow CMAP to access GIS data from the Assessor that will facilitate CMAP’s decision making process with respect to planning for the region; and

WHEREAS, cooperation between and among governmental agencies and entities through intergovernmental agreements is authorized and encouraged by Article VII, Section 10 of the Illinois Constitution of 1970 and by the “Intergovernmental Cooperation Act” (5 ILCS 220/1 *et seq.*); and

WHEREAS, CMAP and the Cook County Assessor have negotiated an Intergovernmental Agreement, dated March 9, 2016, in substantially the form attached to this Resolution.

NOW, THEREFORE, BE IT RESOLVED by the Chicago Metropolitan Agency for Planning Board as follows:

The Executive Director is authorized to finalize an Intergovernmental Agreement between the Chicago Metropolitan Agency for Planning and the Cook County Assessor’s Office in substantially the form of the agreement attached to this Resolution, and the Executive Director is authorized to execute said Intergovernmental Agreement.

Approved: \_\_\_\_\_  
Chair

Date \_\_\_\_\_





## MEMORANDUM

**To:** CMAP Board

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

**Date:** March 2, 2016

**Re:** Contract Approval for O'Hare Subregion Truck Routing and  
Infrastructure Plan

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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 governments. Over 120 projects have been completed through the LTA program, with over 40 more underway. Projects include comprehensive plans, corridor or subarea plans, studies of special topics such as housing or water resources, and similar planning activities. Most projects are led by CMAP staff, but some require external assistance to augment CMAP staff expertise.

In May 2014, CMAP released the [O'Hare Subregional Freight-Manufacturing Drill-Down Report](#), which outlined existing workforce, infrastructure, and development issues in the O'Hare International Airport subregion. The report identified opportunities for local governments in the subarea to work across jurisdictions to support growth in the freight and manufacturing industries, and specifically recommended the coordination of truck routing and planned infrastructure improvements across communities in that area. As a result of this CMAP report, the Village of Franklin Park led an effort by a number of municipalities in the O'Hare subregion, as well as Cook and DuPage Counties, to propose a project that would create a truck routing and infrastructure plan across their communities.

### Review Process

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on November 13, 2015. Staff held a non-mandatory pre-bid information session for consultants on November 19. On December 18, CMAP received proposals from two consultants: Cambridge Systematics and T.Y. Lin International.

Proposals were reviewed by two staff members from the Village of Franklin Park, two staff members from DuPage County, one staff member from Cook County and two staff members

from CMAP. These individuals scored each proposal independently by January 25, 2016. The criteria for selection included the following.

1. The demonstrated record of experience of the consultant as well as identified staff in providing the professional services identified in this scope of work, including addressing the topical issues identified in the Project Background and Project Description sections.
2. The consultant’s approach to preparing the O’Hare Subregion Truck Routing and Infrastructure Plan, as communicated in the description of the process and the deliverables.
3. The quality and relevance of the examples of similar work.
4. The consultant’s integration of the principles of GO TO 2040 into the proposal.
5. Cost to CMAP, including consideration of all project costs and per-hour costs.

Table 1 shows the score of each firm that submitted a response to the RFP. The selection team decided to interview both firms, and interviews took place on January 27.

**Table 1: Scoring**

<b>Criteria</b>	<b>Maximum Score</b>	<b>Cambridge</b>	<b>T.Y. Lin</b>
Experience	35	29.5	27.4
Approach to process and deliverables	35	28.3	25.0
Other (sample projects and consistency with GO TO 2040)	15	12.1	10.5
Proposal cost	15	7.5 \$146,735	7.5 \$148,575
<b>Total</b>	<b>100</b>	<b>77.3</b>	<b>70.3</b>

**Recommendation for contractor selection**

Following the interviews, the team reached a consensus to select Cambridge Systematics as the contractor for the O’Hare Subregion Truck Routing and Infrastructure Plan.

Overall, the interview team felt that both firms had strong transportation planning qualifications, but Cambridge had more experience in truck routing, which is the specific need of this plan. The project team identified by Cambridge had extensive experience in planning for truck traffic. Cambridge also had a strong subcontractor, Sam Schwartz Engineering, who adds experience working with local governments. Cambridge’s proposal was also quite detailed, and they proposed a specific, workable approach to address the large number of stakeholders that will be involved in this plan.

The T.Y. Lin team also had strong transportation and freight experience, and was supplemented by the addition of freight experts from DAMA and the Urban Transportation Center at UIC. However, T.Y. Lin and their subcontractors lacked the depth of practical truck routing expertise that was demonstrated by Cambridge.

As shown above, the costs proposed by the two firms were very similar, and were both within the range identified by CMAP for this plan (\$100,000 to \$150,000).

It is recommended that the Board approve a contract with Cambridge Systematics in the amount of \$146,735.00 for the O'Hare Subregion Truck Routing and Infrastructure Plan. Support for this project is included in the FY14 UWP Contracts Budget.

**ACTION REQUESTED:** Approval





# Chicago Metropolitan Agency for Planning

## Agenda Item No. 5.3

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## MEMORANDUM

**To:** CMAP Board

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

**Date:** March 2, 2016

**Re:** Socioeconomic Forecast: Sub-Regional Allocation Solution

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As a part of the long-range planning process, MPOs are required to develop a long-range socioeconomic forecast to ensure consistency with current and forecasted transportation and land use conditions and trends. Development of a regional socioeconomic forecast to the year 2050 is currently underway. Forecasted population and employment at the local level allows for modeling of future transportation networks and to evaluate how plan policies may affect growth patterns within the region over the planning period. RFP 149, *Socioeconomic Forecast: Sub-Regional Allocation Solution* was developed so that staff could select a firm capable of developing a tool or a process that would aid CMAP in disaggregating the 2050 region-wide socioeconomic forecast to the year 2050 to a scale appropriate for planning and modeling requirements.

### Review Process

A Request for Proposals (RFP) was posted to the CMAP website on January 11, 2016. On January 19 a non-mandatory pre-bid information session was held for consultants. On February 3, 2016 CMAP received proposals from two consultants: Louis Berger Group, Inc., partnering with Economic Development Research Group (EDRG); and UrbanSim, Inc., partnering with S.B. Friedman.

The proposal review team consisted of three CMAP staff. Interviews of both firms were conducted at CMAP offices on February 19 and February 22. The review team scored the firms based on a combination of their submitted proposals and interviews. Selection criteria were as follows:

- Demonstrated experience, of both firm and personnel assigned to this project, in the fields of: econometric modeling and forecasting, demography, population projection methods and land-use modeling.

- Consistency with and demonstrated understanding of the strategies in the GO TO 2040 preferred scenario.
- Responsiveness of the proposal to the scope of work, as demonstrated through a clearly defined methodology, process, and timeline.
- Quality and relevance of examples.
- Cost to CMAP, including consideration of all project costs and per-hour rates.

Review team members independently scored the proposals based on the evaluation criteria, the final scores are reflected in the following table 1.

**Table 1: Final Scores**

Criteria	Maximum	Louis Berger/EDRG	Urban Vision/SB Friedman
Demonstrated experience, of both firm and personnel assigned to this project, in the fields of: econometric modeling and forecasting, demography, population projection methods and land-use modeling	30	23.0	26.0
Consistency with and demonstrated understanding of the strategies in the GO TO 2040 preferred scenario	20	16.0	16.0
Responsiveness of the proposal to the scope of work, as demonstrated through a clearly defined methodology, process, and timeline	20	14.7	12.0
Quality and relevance of examples	10	8.3	7.0
Cost to CMAP, including consideration of all project costs and per-hour rates	20	17.3 \$84,918	12.7 \$200,000
Total	100	79.3	73.7

**Recommendation for contractor selection**

The review team recommends **Louis Berger** as the contractor for the 2050 Forecast Sub-Regional Allocation Solution. Berger ranked highest of the two submittals, both with and without cost considerations. The approach proposed by Berger/EDRG is based on similar work performed for the New York Metropolitan Planning Council (NYMTC) and the North Jersey Transportation Planning Authority (NJTPA), using a spreadsheet-based tool that leverages existing CMAP datasets along with user-defined weighting factors to allocate regional forecast totals to provide small-area results suitable for travel modeling and sub-regional planning purposes. Berger will work with CMAP to identify additional data and weighting factors to represent GO TO 2040 policy considerations as well as yet-to-be-determined ON TO 2050 priorities.

The UrbanSim team submitted a very competitive proposal. Their product is a land use model that has been in use for nearly twenty years. Concerns about this proposal were the feasibility



of fully implementing UrbanSim in a timely manner, given the deliverable deadline of December 2016. Conversations with modelers at other MPOs prior to the release of the RFP suggested that it could take a couple of years to develop a fully-functional land use model.

It is recommended that the Board approve a contract with Louis Berger to perform the Forecast Sub-Regional Allocation work in the amount of \$84,918. All of the work associated with this contract will be completed no later than December 31, 2016.

ACTION REQUESTED: Approval

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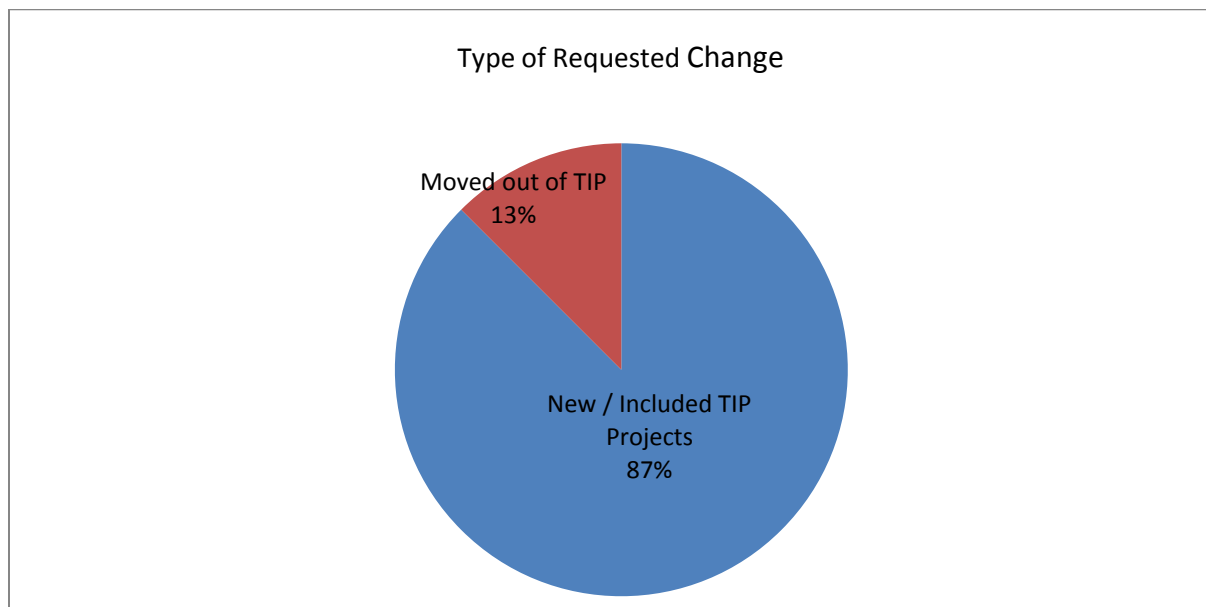
## MEMORANDUM

**To:** CMAP Board  
**From:** CMAP Staff  
**Date:** March 2, 2016  
**Re:** GO TO 2040/TIP Conformity Analysis & TIP Amendment

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In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, eight projects require air quality conformity analysis. Below is a summary by type of requested changes.



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

The new projects are:

- TIP ID [03-16-0010](#): Removal of lane to the State / National Pkwy from Plum Grove Road to IL 58 Golf Road.
- TIP ID [09-16-0013](#): Adding lanes on Wolfs Crossing Road from US 34 Chicago Road to Eola Road. Initial corridor work will focus on Segment One, between Harvey Road and Eola Road.
- TIP ID [09-16-0016](#): An intersection improvement and new road, as Anderson Road is extended from Keslinger Road to Freedom Road.
- TIP ID [09-99-0101](#): Dauberman Road extension from north of US 30 to Granart Road. The sponsor revised the expected opening from 2017 to 2022.
- TIP ID [10-09-0024](#): IL 131 Green Bay Road from Russell Road to Sunset Avenue. Besides the inclusion of anticipated funds, the sponsor has moved its estimated completion to 2021 from 2030.
- TIP ID [12-16-0004](#): A road extension of Enterprise Drive toward the west, then reconnection to Division Street.
- TIP ID [12-13-0004](#): Laraway Road corridor project from US 52 to IL 43 Harlem Avenue.

One non-exempt project moved out of the current years of the TIP and is not anticipated to use federal funds within the next four years:

- TIP ID [11-00-0016](#): Algonquin Road from Brier Hill Road to IL 47.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2040. The analysis years are currently 2020, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be included in a new conformity analysis. Sponsors indicated that several projects have updated completion years.

At this time no projects are requesting a scope change. The scope of a project is determined by the [work types](#) associated with the project.

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

TIP projects are also viewable in a [map format](#).

Each TIP ID includes a hyperlink to the [TIP database](#) for current project information. Changes are also seen in the [Conformity Amendments](#) report that is coded in the 2020, 2025, 2030, and

2040 highway and transit networks. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into US Environmental Protection Agency’s MOVES model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the maintenance State Implementation Plan (SIP).

Both the annual direct fine particulate (PM<sub>2.5</sub>) and NOx emissions inventories are below the applicable budgets from the attainment SIP.

### Direct PM<sub>2.5</sub> and NOx Emissions in Tons per Year for PM<sub>2.5</sub> Conformity

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	2,079.02	5,100.00	39,594.26	127,951.00
2025	1,803.54	2,377.00	31,202.77	44,224.00
2030	1,729.54	2,377.00	28,997.49	44,224.00
2040	1,803.56	2,377.00	29,687.32	44,224.00

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

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	60.77	117.23	107.88	373.52
2025	55.66	60.13	84.47	150.27
2030	54.13	60.13	78.23	150.27
2040	57.11	60.13	79.65	150.27

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

**Notes:**

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

Results updated as of January 21, 2016

**ACTION REQUESTED:** Approval of the GO TO 2040/TIP Conformity Analysis and TIP Amendment

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# Chicago Metropolitan Agency for Planning

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## Conformity Amendments

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
03-16-0010 Northwest Council of Mayors	New Project		\$4645			
State/National Pkwy from Plum Grove Rd (COOK/Schaumburg) to IL 58 Golf Rd (COOK/Schaumburg)						
<b>Completion Year:</b> 2018						
<b>Project Work Types After Revision:</b> Highway/Road - Remove Lanes HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE New Bicycle Facility Improve Pedestrian Facility						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	ENGINEERING-II	16	444	222	
	STP-L	ROW ACQUISITION	16	846	423	
	STP-L	CONSTRUCTION	18	6265	4000	
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-16-0013 Kane/Kendall Council of Mayors	New Project		\$639			
FAU 1577 Wolfs Crossing Road from FAU 311 US 34 Chicago Road (KENDALL/Oswego) to Eola Road (WILL/Aurora)						
<b>Completion Year:</b> 2021						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - ADD LANES New Bicycle Facility New Pedestrian Facility HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SAFETY - LIGHTING						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ENGINEERING-I	16	1635		Entire Corridor (Segments 1 - 5)
	STP-L	ENGINEERING-II	18	954	477	Segment 1 (Harvey Road to Eola Road)
	STP-L	ROW ACQUISITION	19	324	162	Segment 1 (Harvey Road to Eola Road)
	STP-L	CONSTRUCTION	MYB	12874	1861	Includes CE, Segment 1 (Harvey Road to Eola Road)
Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-16-0016 Kane/Kendall Council of Mayors	New Project		\$0			
Anderson Road from CH 41 FAU 110 Keslinger Road (KANE/Elburn) to Freedom Road (KANE/Elburn)						
<b>Completion Year:</b> 2020						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - NEW ROAD New Pedestrian Facility						
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ENGINEERING-II	17	88		
	STP-L	CONSTRUCTION	MYB	1228	921	includes CE

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
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09-99-0101 Kane County Division of Transportation Not Exempt Project Moved into TIP

\$0 \$0 \$0

**Before Revision:** DAUBERMAN RD EXTENSION FROM US 30 (KANE) TO GRANART RD (KANE)

**After Revision:** CH 62 DAUBERMAN RD EXTENSION from CH 62 Dauberman Rd 1700' n of US 30 (KANE/Big Rock) to TH 3898 GRANART RD (KANE/Sugar Grove)

**Completion Year Before Revision:** 2017

**Completion Year After Revision:** 2022

**Project Work Types Before Revision:** BRIDGE/STRUCTURE - NEW  
HIGHWAY/ROAD - NEW ROAD

**Project Work Types After Revision:** BRIDGE/STRUCTURE - NEW  
HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ROW ACQUISITION	MYB	300	0	
	GEN-OP	ENGINEERING	MYB	700	0	
	GEN-OP	CONSTRUCTION	MYB	5000	0	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ROW ACQUISITION	17	1000	0	
	GEN-OP	ENGINEERING-I	16	1000	0	
	GEN-OP	CONSTRUCTION	MYB	5000	0	
	ICC	CONSTRUCTION	MYB	7200		
	GEN-OP	ENGINEERING-II	17	1200		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
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10-09-0024 IDOT District 1 Division of Highways Not Exempt Project Moved into TIP  
IL 131 GREEN BAY ROAD FROM RUSSELL ROAD (LAKE) TO SUNSET AVENUE (LAKE)

\$0 \$45 \$45

**Completion Year Before Revision:** 2030

**Completion Year After Revision:** 2021

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)  
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES  
MISCELLANEOUS - PROJECT TYPES NOT LISTED

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)  
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES  
MISCELLANEOUS - PROJECT TYPES NOT LISTED

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	A ILL	ENGINEERING-I	09	1380	0	1-75131-0205 (ESTABLISHED)
	A ILL	ENGINEERING-I	09	1680	0	1-75131-0201(ESTABLISHED)
	ILL	ENGINEERING-II	MYB	9235	0	1-75131-0202
	ILL	ROW ACQUISITION	MYB	8873	0	1-75131-0204
	NHPP	CONSTRUCTION	MYB	92350	73880	1-75131-0100
	ILL	ENGINEERING	MYB	12006	0	1-75131-0203
	A ILL	ENGINEERING-I	11	1680	0	1-75131-0212 (ESTABLISHED)
	A ILL	ENGINEERING-I	13	1565	0	1-75131-0213 (ESTABLISHED)
	HSIP	CONSTRUCTION	MYB	3700	1620	1-75131-1000
	ILL	ROW ACQUISITION	MYB	600	0	1-75131-1400
	ILL	ENGINEERING-I	19	1300	0	1-75131-0106 (PE ROW)
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ENGINEERING-I	09	1380	0	1-75131-0205 (ESTABLISHED)
	ILL	ENGINEERING-I	09	1680	0	1-75131-0201(ESTABLISHED)
	ILL	ENGINEERING-II	MYB	9235	0	1-75131-0202
	ILL	ROW ACQUISITION	MYB	8873	0	1-75131-0204
	NHPP	CONSTRUCTION	MYB	116000	92800	1-75131-0100
	ILL	ENGINEERING	MYB	12006	0	1-75131-0203
	ILL	ENGINEERING-I	11	1680	0	1-75131-0212 (ESTABLISHED)
	ILL	ENGINEERING-I	13	1565	0	1-75131-0213 (ESTABLISHED)
	HSIP	CONSTRUCTION	MYB	2505	1362	1-75131-1000
	HSIP	ROW ACQUISITION	16	250	45	1-75131-1400
	ILL	ENGINEERING-I	19	1300	0	1-75131-0106 (PE ROW)
	ILL	ROW ACQUISITION	MYB	9300	0	1-75131-0400

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
11-00-0016	McHenry County Division of Transportation Not Exempt Project Moved out of Tip ALGONQUIN RD from BRIER HILL RD (MCHENRY/Grafton Township) to IL 47 (MCHENRY/Huntley)	\$0	\$0	\$ 0	
<b>Completion Year Before Revision:</b> 2020					
<b>Completion Year After Revision:</b> 2020					
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - EXTEND ROAD					
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - EXTEND ROAD					
<b>Financial Data Before Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
MFT-LOC	CONSTRUCTION	MYB	14000	0	
A MFT-LOC	ENGINEERING-I	15	400	0	
MFT-LOC	ENGINEERING-II	MYB	400	0	
<b>Financial Data After Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
MFT-LOC	CONSTRUCTION	MYB	14000	0	
MFT-LOC	ENGINEERING-II	MYB	400	0	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-13-0004	Will County Division of Transportation Not Exempt Project Moved into Tip CH 74 Laraway Road FROM US 52 (WILL) TO IL 43 Harlem Ave (WILL)	\$0	\$2750	\$ 2750	
<b>Completion Year Before Revision:</b> 2030					
<b>Completion Year After Revision:</b> 2030					
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION SIGNALS - MODERNIZATION SIGNALS - INTERCONNECTS AND TIMING					
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION SIGNALS - MODERNIZATION SIGNALS - INTERCONNECTS AND TIMING					
<b>Financial Data Before Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A MFT-LOC	ENGINEERING-I	13	1852	0	US Route 52 to CH 4 (Cedar Road)
<b>Financial Data After Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
MFT-ALL	ENGINEERING-I	13	1852	0	US Route 52 to Cedar Road (CH 4)
STP-C	ENGINEERING-II	16	750	250	Nelson Road to Cedar Road (CH 4)
STP-C	CONSTRUCTION	18	7500	1000	Nelson Road to Cedar Road (CH 4)
MFT-ALL	ENGINEERING-I	15	2437		Cedar Road (CH 4) to US Route 45 (LaGrange Rd)
STP-C	ENGINEERING-II	17	750	250	Gougar Road (CH 52) to Nelson Road
STP-C	CONSTRUCTION	19	7500	1000	Gougar Road (CH 52) to Nelson Road
MFT-ALL	ENGINEERING	18	750	0	Nelson Road to Cedar Road (CH 4)
MFT-ALL	ENGINEERING-I	16	2000	0	US Router 45 (LaGrange Road) to Harlem Ave
STP-C	ENGINEERING-II	19	750	250	US Route 52 to Gougar Road (CH 52)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-16-0004	Will County Council of Mayors New Project Enterprise Drive Extension from Enterprise Drive (WILL/Crest Hill) to Division Street (WILL/Crest Hill)		\$0		
<b>Completion Year:</b> 2017					
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - EXTEND ROAD					
<b>Financial Data After Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	ENGINEERING-II	16	134		EDP Grant Funds
ILL	CONSTRUCTION	16	2107		EDP Grant Funds; Includes CE

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## MEMORANDUM

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

**From:** CMAP Staff

**Date:** March 2, 2016

**Re:** Alternative Long-Term Funding Options

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This memo continues the discussion of alternative long-term funding options for the agency that began in late 2015 and has continued since then. In January, the Board and MPO Policy Committee discussed initial thoughts prepared by staff and directed staff to continue to explore the elements of a backup approach, to be exercised in the absence of state legislation, that included local dues, fee-for-service arrangements, and external grants. In February, the Board continued this conversation, beginning to discuss budget targets. Since then, CMAP staff have held smaller conversations with numerous groups that would be directly affected by the backup approach, including Counties, Councils of Mayors, City of Chicago, and transportation agencies.

These discussions have led to an initial proposal, described further in the following pages. In March, both the Board and the MPO Policy Committee will be asked to provide feedback and reactions to this proposal. Ultimately, the Board will be asked to take action on a proposal in June as part of budget adoption. Staff also recommends making adjustments to the Memorandum of Understanding between the Board and the MPO Policy Committee to reflect elements of this proposal.

Board and MPO Policy Committee members should note that the options discussed in this memo are long-term solutions to CMAP's funding issues. Even if the backup plan described in this memo is successfully put into place, CMAP will still experience significant cash flow issues in early FY17. Staff are developing options to address this and will report on progress at future meetings of the Board as well as subcommittees of the MPO Policy Committee.

### **Target long-term funding levels**

Most of the information on the following page was included in the February Board memo, but is included again here to provide a full view of the funding proposal. Table 1 shows FY16 budget amounts and proposed approximate targets for future budgets.

**Table 1. Proposed long-term budget adjustments**

<b>Revenue source</b>	<b>FY16 budget</b>	<b>Proposed long-term adjustments</b>
FHWA and FTA	\$12,725,455	Maintain, with growth over time as federal spending increases
IDOT	\$3,601,364	Reduce to \$2 million annually
Local dues	\$250,000	Increase to \$1.5 million annually
Fee-for-service	\$100,000*	Increase to \$500,000 annually
Other	\$1,009,300	Increase to \$2 million annually
Total	\$17,586,119	

\* Fee-for-service revenue was not initially included in the 2016 budget because the LTA local match requirement, which took effect in fall 2015, had not yet been implemented. Approximately \$200,000 annually is expected to be generated through this requirement, with a smaller amount (\$100,000) in the initial year.

As this table shows, the proposed changes seek to raise approximately \$1.6 million additional annually through local dues and fee-for-service arrangements. This amount is half of the \$3.2 million that is required to match CMAP's federal funding. Correspondingly, expected funding from IDOT, which currently contributes all of the required match plus an additional \$400,000, is proposed to be cut by \$1.6 million. In other words, this proposal evenly splits the required match between IDOT and other local sources. On top of this, CMAP also intends to pursue external grants more aggressively, with the target of doubling the amount received through such sources.

These increases in dues and fee-for-service are significant, so staff proposes to phase them in over a two-year period. Table 2 shows a proposed stepped increase in FY17 and FY18 to reach the proposed long-term levels. Further future increases to accommodate inflation will also be necessary, but these details will be worked out at a later point.

**Table 2. Future budget proposal**

<b>Revenue source</b>	<b>FY16 budget</b>	<b>FY17 proposal</b>	<b>FY18 proposal</b>
Local dues	\$250,000	\$900,000	\$1,500,000
Fee-for-service	\$100,000	\$300,000	\$500,000

The remainder of this memo walks through a proposal for the dues structure. It contains some additional thoughts on fee-for-service arrangements and additional grantseeking, but covers these topics in less detail.

## **Local dues**

Local dues collection is proposed to rise to \$1.5 million annually, up from \$250,000 today, with a FY17 target of \$900,000. Local dues are proposed to be split evenly between the three types of agencies that support and govern CMAP: Counties, municipalities, and transportation agencies. In other words, each of these types of agencies would be charged \$300,000 in dues in FY17, and \$500,000 in dues in FY18 and beyond.

### *Dues distribution*

Among Counties, distribution of dues is proposed to include a base fee per County (of \$25,000 in FY18, equal to current contributions), with a distribution beyond that according to population. Table 3 shows historic and proposed contributions from Counties.

**Table 3. Proposed County contributions**

	<b>2006 contributions</b>	<b>2014 contributions</b>	<b>FY17 proposal</b>	<b>FY18 proposal</b>
Cook	\$207,279	\$25,000	\$135,051	\$225,084
DuPage	\$69,634	\$25,000	\$36,282	\$60,470
Kane	\$24,496	\$25,000	\$26,959	\$44,932
Kendall	\$0	\$25,000	\$17,694	\$29,490
Lake	\$68,243	\$25,000	\$31,058	\$51,763
McHenry	\$17,901	\$25,000	\$22,223	\$37,039
Will	\$38,950	\$25,000	\$30,735	\$51,224
<b>County total</b>	<b>\$426,503</b>	<b>\$175,000</b>	<b>\$300,000</b>	<b>\$500,000</b>

Among municipalities, Table 4 shows distribution between the City of Chicago and the suburban municipalities. This proposal distributes dues by current population. The FY18 dues rate would be slightly under 6 cents per capita, meaning a community with a population of 12,000 (the median community size in the region) would have an annual dues request of approximately \$700.

One significant remaining discussion item is the role of the Councils of Mayors in dues collection. Using the Councils as fiscal liaisons between CMAP and the municipalities would be administratively efficient, and reflects their historic role as intermediaries between the regional and local level. However, many Councils would need to raise their own dues to accommodate the increased dues requested by CMAP, placing additional burden upon these Councils. Discussion by the Board and MPO Policy Committee of this issue, and possible solutions, is requested.

**Table 4. Proposed municipal contributions**

	<b>2006 contributions</b>	<b>2014 contributions</b>	<b>FY17 proposal</b>	<b>FY18 proposal</b>
City of Chicago	\$173,831	\$25,000	\$95,908	\$159,847
Suburban municipalities	\$325,000	\$50,000	\$204,092	\$340,153
<b>Municipal total</b>	<b>\$498,831</b>	<b>\$75,000</b>	<b>\$300,000</b>	<b>\$500,000</b>

Finally, transportation agencies will be requested to contribute the final \$500,000 in local dues. The proposed distribution is shown in Table 5. This distribution roughly mirrors the size of each agency's budget and the level of funding in the Transportation Improvement Program (TIP) devoted to each. Transit agencies are shown as a group, as the RTA has offered to compile

the contributions of each individual service board. Please note that IDOT is not included in this table, but will be requested to contribute \$2 million annually.

Additional discussions are underway concerning contributions from other transportation stakeholders, such as railroads and private transportation providers. However, the likelihood of being able to collect dues from these groups is uncertain.

**Table 5. Proposed transportation agency contributions**

	<b>2006 contributions</b>	<b>2014 contributions</b>	<b>FY17 proposal</b>	<b>FY18 proposal</b>
Transit agencies (through RTA)	\$52,000	\$100,000	\$240,000	\$400,000
Tollway	\$25,513	\$25,000	\$60,000	\$100,000
<b>Transportation agency total</b>	<b>\$77,513</b>	<b>\$125,000</b>	<b>\$300,000</b>	<b>\$500,000</b>

***Mandatory dues***

Currently, CMAP dues are voluntary, and there is no consequence for non-payment. Staff believes that dues must become mandatory, and has found strong support for this position in previous discussions with potential dues-paying groups. CMAP has no ability to compel payment, but it can withhold services from organizations that do not pay. Some services, like processing TIP changes or considering applications for Congestion Mitigation and Air Quality (CMAQ) or Transportation Alternatives Program (TAP) funding, cannot be withheld by federal law; in other areas, the Board and MPO Policy Committee have more discretion in allocating resources.

Staff proposes two consequences for non-payment of dues. First, non-dues-payers should not have access to the Local Technical Assistance (LTA) program. Second, and more significantly, non-dues-payers should not have access to Unified Work Program (UWP) funding. The UWP program, administered by CMAP, is the main funding source for CMAP, but also provided nearly \$4 million in federal funds in FY16 to external agencies. Many of the agencies that will be requested to increase their dues contributions already receive a much higher amount of funding through the UWP program.

***Demonstration of CMAP's value***

CMAP has begun to work on short, one-page documents, customized to each agency that will be asked to contribute local dues, explaining the reasons why CMAP must request a higher dues contribution, describing the work that CMAP has done with each agency, and enumerating the reasons why funding CMAP is directly beneficial to them. A sample of one of these is included as an attachment. Individualized and highly specific documents will be created for each agency.

**Fee-for-service arrangements and external grantseeking**

Local dues are proposed to be a significant way in which additional revenue for CMAP's activities can be generated, but there are other methods as well, including charging for services

that CMAP offers. This was recently initiated for the LTA program, and there may be opportunities to charge fees for other services as well. Suggestions from stakeholders have included charging for modeling, analysis, or data requests by consultants or transportation implementers; adding an administrative fee to CMAQ or similar applications; or charging for trainings conducted by CMAP. CMAP, IDOT, and FHWA are still discussing what activities are eligible for fee-for-service requirements, so staff is not yet able to provide much detail on this element of the backup plan. As discussed earlier, the proposal for fee-for-service revenue is \$500,000 annually, with a lower target of \$300,000 in FY17. However, this amount may change based on the legality and practicality of charging for various services.

Staff recommends increasing CMAP's efforts to seek external grants, doubling the annual target from \$1 million to \$2 million. However, funds raised through external grantseeking are likely not appropriate to contribute to the required local match for federal transportation funding. Therefore, this element of the backup plan is not extensively explored in this memo.

### **Next steps**

Staff requests feedback from the Board and MPO Policy Committee on the proposal for local dues described in this memo. Following this discussion, staff will refine the proposal as needed, develop additional one-page explanations of the proposed dues increase for other organizations, and meet as necessary with groups that are asked to pay increased dues. Discussions will also continue with IDOT, FHWA, and others concerning appropriate use of fee-for-service arrangements.

The members of the Board and MPO Policy Committee are asked to provide their full support to CMAP's legislative proposal to restore the Comprehensive Regional Planning Fund, HB 6286 and SB 2966. The proposal described in this memo is a backup plan, to be exercised if these legislative efforts are not successful.

Discussions at the Board will continue through April and May, culminating in budget adoption in June. Staff will also propose modifications to the Memorandum of Understanding between the Board and MPO Policy Committee, to be approved by both groups in June.

**ACTION REQUESTED:** Discussion

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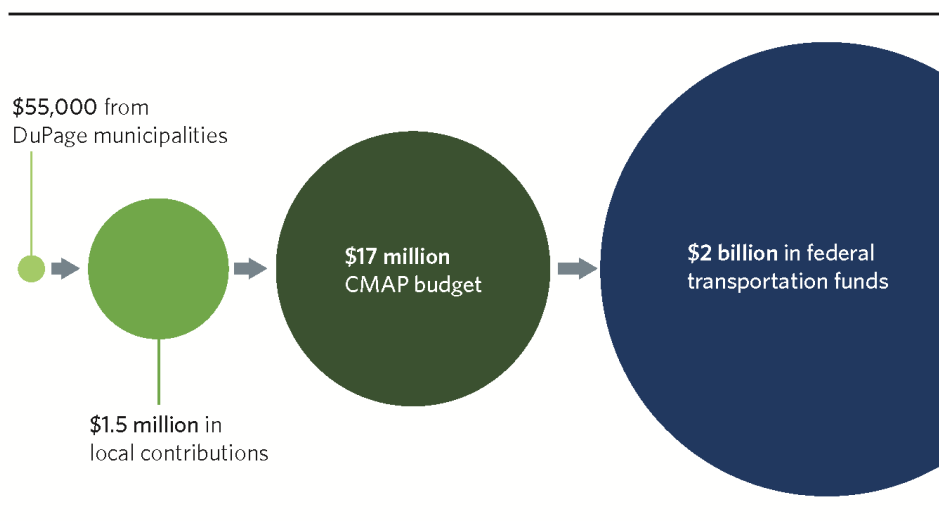




# CMAP's Relevance to DuPage Municipalities

The Chicago Metropolitan Agency for Planning (CMAP) is working with partners to restructure annual dues from its core constituent organizations, including counties, municipalities, Councils of Mayors, and transportation implementers. As the region's Metropolitan Planning Organization (MPO), CMAP will be requesting a dues increase to stay operational and to avoid jeopardizing transportation projects for which federal law requires MPO involvement.

This brief document describes how the operations of CMAP directly benefit the members of the DuPage Mayors and Managers Conference (DMMC), and why DuPage municipalities should view keeping CMAP operational as essential. As part of restructuring local contributions, the request of DMMC and its members for Fiscal Year 2017 effective July 1 is \$32,915, which would rise to \$54,858 in FY18. The following chart shows how dues such as this are essential for CMAP to function as the region's MPO. Text below the chart describes specific benefits to DuPage and the region as a whole.



## Transportation programming

Nearly every major transportation investment in the region relies on federal funding, all of which -- \$2 billion each year -- passes through CMAP. Many of CMAP's activities are also required by federal law, including the long-range plan, transportation modeling and forecasting, public engagement, and others. If CMAP does not fulfill these responsibilities, all \$2 billion in federal transportation funding stops coming to the region.

## Transportation investments in DuPage

\$226 million for projects in DuPage County is included within the Transportation Improvement Program (TIP), which CMAP administers. Some of CMAP's funding is pass-through, but other funding is programmed directly by CMAP through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Alternatives Program (TAP). Recent projects in DuPage County that used these funding sources included:



- The DuPage County Department of Transportation received \$34 million in CMAQ funds to construct the Elgin-O'Hare/Thorndale Ave. and I-290 Interchange, part of local contributions to the Elgin-O'Hare Western Access, a GO TO 2040 major capital project.
- Naperville has received CMAQ funding to install state-of-the-art adaptive signals in the Washington St. corridor and additional CMAQ funds for a traffic management system. This is part of a project to integrate all Naperville's signals into one network.
- TAP funds are helping construct a shared-use sidepath along Church Rd. from Irving Park Rd. to Grove Ave. This is part of a larger effort to support north-south bicycle access through the Village of Bensenville. CMAQ funds are being used to complete the southern segment of the project from Jefferson St. to Grand Ave.

### **Direct allocations to DMMC**

CMAP allocates about \$10 million each year directly to DMMC for local use through the Surface Transportation Program (STP). CMAP also provides funding for DMMC operations -- \$166,000 in FY16 -- through the Unified Work Program (UWP). If a financial crisis forces CMAP to close, by federal law this funding would cease until the agency reopens.

### **Local Technical Assistance (LTA) program**

Since CMAP initiated this program in 2011, LTA has carried out 21 projects within DuPage County, with a value of nearly \$2 million. Noteworthy examples include:

- In Bensenville, CMAP helped the community prepare a comprehensive plan, analyzed housing needs through a Homes for a Changing Region study, and is currently working on a zoning update.
- A comprehensive plan in Carol Stream that is nearing completion has helped the Village plan for new commercial and residential development as part of its envisioned town center.
- Hinsdale received CMAP assistance with a study to modernize the Village's parking regulations in its downtown. Lisle is about to begin a similar project.
- Two multijurisdictional projects -- a bicycle-pedestrian plan in northeastern DuPage, and a housing study in Glendale Heights, Hanover Park, and West Chicago -- are underway but have been delayed due to the funding issues confronting CMAP.

### **Why CMAP is requesting a dues increase**

CMAP's predominantly federal funding requires a 20-percent local match. For years, the agency's reliance on the State of Illinois for this match has not been prudent, creating several circumstances in which CMAP was nearly forced to close its doors. Now, due to the budget standoff in Springfield, the threat of closure is constant. The CMAP Board and MPO Policy Committee have therefore instructed staff to reduce dependence on unreliable state funds, in part through restructuring local contributions.

The agencies that preceded CMAP charged much higher local dues than CMAP now does. It is common across the country for municipalities to contribute significantly to support their regional agency; CMAP's reliance on the state to match its federal funding is very unusual. Without increased local dues, CMAP will not be able to match federal funds and will likely need to shut its doors effective July 1, 2016.

