



Chicago Metropolitan Agency for Planning (CMA) Board

AMENDED

Annotated Agenda

Wednesday, April 13, 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—March 9, 2016**
ACTION REQUESTED: Approval
- 4.0 Executive Director’s Report**
- 4.1 CMAP Financial Update
 - 4.2 Strategic Planning Sessions
 - 4.3 Local Technical Assistance (LTA) Update
 - 4.4 Other Announcements
- 5.0 Procurements and Contract Approvals**
Romeoville Comprehensive Plan and Intergovernmental Agreement
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 ON TO 2050 Engagement Summary**
Staff will preliminarily summarize themes reflecting feedback from the ON TO 2050 launch event held on March 2 and extensive outreach since then, n-person workshops across the region and online comments about ON TO 2050 **work in progress**.
ACTION REQUESTED: Discussion

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 and Approval

10.0 Metropolitan Planning Council Presentation--The Third Deficit: Illinois' Transportation Crisis

Years of declining revenue and inadequate investment have left Illinois' roads, rails and bridges in poor shape. For the first time, Metropolitan Planning Council has compiled a comprehensive figure on this deficit that lets us set a realistic goal for fixing it.

ACTION REQUESTED: Information

11.0 Other Business

12.0 Next Meeting

The Board is scheduled to meet next on May 11, 2016.

13.0 Public Comment

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

14.0 Executive Session

Pursuant to ILCS 120/2(c)(5) of the Open Meetings Act the Board will adjourn to a closed session.

ACTION REQUESTED: Discussion

15.0 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 (CMAP) DRAFT Board Meeting Minutes March 9, 2016

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

- Board Members Present:** Gerald Bennett, Chair-representing southwest Cook County, Rita Athas representing the City of Chicago, Frank Beal-representing the City of Chicago, Franco Coladipietro-representing DuPage County (via tele-conference), Elliott Hartstein-representing Lake County, Lisa Laws-representing the City of Chicago, Andrew Madigan-representing the City of Chicago, John Noak-representing Will County, Rick Reinbold-representing South Cook County (via tele-conference), William Rodeghier-representing suburban Cook County, Carolyn Schofield-representing McHenry County, Peter Silvestri-representing Cook County, Peter Skosey-representing the City of Chicago, Tom Weisner-representing Kane and Kendall Counties, and non-voting members Brian Oszakiewski and Sean McCarthy-representing the Governor's Office and Leanne Redden-representing the MPO Policy Committee.
- Staff Present:** Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Gordon Smith, Russell Pietrowiak and Sherry Kane
- Others Present:** Mike Albin-DMMC, Garland Armstrong, Heather Armstrong, John Donovan-FHWA, Jackie Forbes-Kane/ Kendall Council of Mayors, Tony Greep-FTA, Janell Jensen-McHenry Council of Mayors, Mike Klemens-WCGL, Patrick Knapp- Kane/Kendall Council of Mayors, Ed Paesel-SSMMA, Brian Pigeon-NWMC, Mark Pitstick-RTA, Dave Seglin-CDOT, Chris Schmidt-IDOT, Vicky Smith-Southwest Conference, Mike Walczak-NWMC, Tammy Wierciak-WCMC, and

1.0 Call to Order and Introductions

CMAP Board Chair Mayor Gerald Bennett 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 February 10, 2016, meeting of the CMAP Board as presented was made by Elliott Hartstein and seconded by President William Rodeghier. All in favor, the motion carried.

4.0 Executive Director's Report

Executive Director Joe Szabo introduced CMAP's new Chief of Staff, Melissa Porter. Szabo also reported that CMAP continues to manage its day to day operations through direct federal funding that covers 80% of operational costs, but is gradually depleting its ability to match the federal funding. Regarding the Plan Launch, Szabo reported that nearly 350 had attended (almost 75 came on February 24). The launch was covered by WTTW's Chicago Tonight with Geoffrey Baer, and workshops throughout the region have been scheduled through June. Szabo asked for ideas where events are being held that we can attend, and to contact Jane Grover, CMAP's outreach principal, with details. CMAP's 2016 municipal survey will be sent next month, beginning with Mayors and Managers receiving the questionnaires via e-mail and first class mail on April 1. The deadline for responding is April 29. The biennial survey is conducted to inform agency work in technical assistance and policy analysis, and help to track progress of GO TO 2040 implementation. CMAP, in support of the I-55 managed lanes project, recently forwarded a letter to Illinois Secretary of Transportation Randy Blakenhorn, encouraging support of congestion pricing in the new lane, consider transit improvements, and ensure that any Public Private Partnership protect the public interest, Szabo went on to say. Finally, Szabo reported that staff would be providing ON TO 2050 updates on a regular basis, new this month, and the monthly Local Technical Assistance (LTA) program update had also been included in the Board's packet. When asked about feedback from the Launch, Szabo suggested that the collection of comments cards would be compiled and forwarded to the Board.

5.0 Procurements and Contract Approvals

A resolution that would allow the Executive Director to enter into an intergovernmental agreement with the Cook County Assessor's office to access GIS data was presented for approval. The following contract approvals were also presented for Board approval: a contract award to Cambridge Systematics in the amount of \$146,735.00 for the O'Hare Subregion Truck Routing and Infrastructure Plan; a contract award to Louis Berger in the amount of \$84,918 to perform the Forecast Subregional Allocation work. A motion by Mayor John Noak was seconded by Carolyn Schofield to approve the procurements and contract awards and resolution as 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.

7.0 Transportation Consent Agenda: Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendment

CMAP staff Russell Pietrowiak reported that the GO TO 2040/TIP Conformity Analysis & TIP Amendment were included in the Board materials and explained that part of the adoption of the plan/program is ensuring the air quality requirements are met--this is "conformity." Certain plan/program projects that affect air quality are "non-exempt"

projects, Pietrowiak continued. Of the changes requested, Pietrowiak went on to say, 8 projects require air quality conformity analysis. Details regarding the changes were included in the material. There was nothing unusual about the project changes submitted, which included adding 7 projects and moving 1 out of the TIP. No scope changes were requested. The analysis showed conformity for PM2.5 and Ozone. The analysis and amendment were released for public comment and no comments were received during the comment period. The Transportation Committee recommended approval of the analysis and amendment as presented. A motion by President William Rodeghier was seconded by Carolyn Schofield to approve the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment, as presented. All in favor, the motion carried.

8.0 State Legislative Update

Regarding the State Legislative Update, CMAP staff Gordon Smith reported that two new bills had been introduced on CMAP's behalf. HB 6286 sponsored by Representative Anna Moeller and Representative Elaine Nekritz, as well as SB 2966 sponsored by Senator Biss and co-sponsored by Senators Toi Hutchinson and Tom Cullerton would reestablish the Comprehensive Regional Planning Fund, (a \$5 million general revenue fund that had been cut from the state budget back in 2010) indexed to the CPI, and allowing for continuing appropriation authority. CMAP, along with other state MPOs are advocating for these bills, believing it is important for the state to have a stake in comprehensive regional planning. Both bills have been assigned to appropriations committees in their respective chambers, but no hearing dates have been set, Smith continued. Smith and Joe Szabo have been to Springfield to urge support and are working to meet with Governor's staff. To further the cause, Smith went on to say, a "drive down" on April 5 is proposed for Board members to meet with members of the General Assembly. A memo outlining a strategy and schedule were distributed and members of the board were asked to respond by March 25 regarding their availability. Staff is suggesting a working lunch, will schedule as many meetings as are possible for the day, and may go so far as to pull members from Chambers floor to meet. Finally, Joe Szabo acknowledged the work of board member President Rick Reinbold and the South Suburban Mayors and Managers Association earning support of Senator Hutchinson, adding that all 7 county board chairs were fully supportive of the effort too.

9.0 Alternative Long-Term Funding Options

Continuing the reporting and discussion regarding long-term funding options, CMAP Deputy Executive Director Bob Dean gave a brief summary of the work that had already been done related to long-term funding options. In a memo included in the Board packet, Dean drew attention to proposed long-term budget adjustments that would see the state responsible for half of the local match, offset by increases in local dues, fee for service, and external grant seeking and the proposal to increase the local dues over a two-year period, from FY 2016 levels of \$250,000 to \$900,000 in FY 2017 and \$1,500,000 in FY 2018. Dean reported that the dues are generated by three groups comprised of the Counties, Municipalities, and Transportation Agencies, with each group contributing \$500,000. He described levels of funding dating back to 2006, current year contributions, and proposed FY 2017 and 2018 contributions from the three groups. These, along with a \$2,000,000 contribution from the state and contributions for other transportation stakeholders, such

as the railroads and private transportation providers would round out the proposal. One big question, Dean went on to say, is the role of the Councils of Mayors in the collection of the dues. The RTA would take the lead in collecting the contribution of each of the service boards. Dues should be mandatory and while CMAP cannot compel the payment of dues, it could withhold services (i.e., under the Unified Work Program (UWP) or Local Technical Assistance (LTA) Program). A list might also be published of who is paying and who is not. CMAP would provide information demonstrating the value of CMAP to justify the dues requests. A one-pager for DuPage County had been included in the board materials illustrating the county's \$55,000 in dues leverages \$2 billion in federal transportation dollars to the region. Discussions also continue with the FHWA related to fees for services that can be charged versus those that must be provided by the MPO. Of the three elements to consider, Dean concluded, the dues are the largest and most challenging, and while timing is important, the proposal is for the long-term and not really helpful for the immediate future.

Discussion points among the board members included: the billing should be done by CMAP; the one-pager justifications are good; caution use of "fairly low" in describing the amount of dues proposed; most municipalities have a greater responsibility to contribute; staff should meet with Councils of Governments to explain proposal and to dispel rumors; questions about efficiency must be answered; some budgets are being developed now for FY 2017; and, early notification should be drafted confirming reality.

Finally, a motion by Elliott Hartstein (that was amended to include "subject to a possible reduction, if other funding becomes available"), was seconded by Frank Beal to pursue the dues concept as was proposed. All in favor, the motion carried.

Additional refinement will be available at the Board's next meeting, along with clarification regarding the involvement of the Councils of Governments and a draft letter were also suggested.

10.0 Other Business

Regarding I-55 congestion pricing, Mayor John Noak suggested there exists a big gap in the public private partnership that needs to be overcome.

11.0 Next Meeting

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

12.0 Public Comment

Garland Armstrong asked that CMAP outreach related to ON TO 2050 include the disabled community, particularly the vision impaired and hard of hearing.

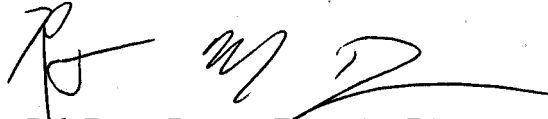
13.0 Closed Session

At 10:45 a.m., a motion to adjourn the regular meeting to a closed session to consider the annual performance evaluation of the Executive Director, made by Elliott Hartstein was seconded by Rita Athas. All in favor, the motion carried.

14.0 Adjournment

A motion by President William Rodeghier was seconded by Commissioner Peter Silvestri to adjourn the regular meeting at 10:59 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

03-14-2016

/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.3

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: April 6, 2016

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 185 local projects have been initiated. Of these, 129 projects have been completed, 43 are fully underway, and 13 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. This report also includes detail on implementation progress for selected completed projects.

ACTION REQUESTED: Discussion

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Arlington Heights bicycle-pedestrian plan (see website)	John O'Neal	May 2014-May 2016	Staff assistance	Draft plan is currently undergoing internal (CMAP staff) review.
Aurora downtown plan (see website)	Lindsay Bayley	May 2015-Sept. 2016	Staff assistance	Existing conditions report draft is being reviewed by the City. Forty people attended the Aurora Downtown meeting on March 17. Outreach efforts continue. The MetroQuest interactive survey will be open through April 20. An interactive photo booth activity was held during Aurora's First Fridays event on April 1.
Beach Park planning priorities report (see website)	Ricardo Lopez	Jan.-Oct. 2016	Staff assistance	Stakeholder interviews are complete. Work by CMAP staff is underway on existing conditions assessment.
Bensenville zoning update (see website)	Jake Seid	Oct. 2015-Dec. 2016	Staff assistance	A public kick-off meeting was held at Village Hall on March 16 that coincided with the English and Spanish launch of the online survey. Targeted outreach meetings are being planned for April and May through the Bensenville Chamber of Commerce and Park District.
Berwyn stormwater management plan	Nora Beck	Apr.-Dec. 2016	Consultant assistance	Scoping underway.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-May 2016	Staff and consultant assistance	CMAP held a review meeting with the Steering Committee on March 23 and is preparing the draft for public review.
Blue Island capital improvement plan (see website)	Evy Zwiebach	Apr. 2015-Apr. 2016	Staff assistance	The Steering Committee continues to review the draft CIP and will provide feedback by early April. Staff will finalize the document in April.
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 completed and undergoing internal review.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014-TBD	Consultant assistance	A Steering Committee meeting is being scheduled to discuss the recommendations memo.
Carol Stream comprehensive plan (see website)	John Carlisle	Feb. 2014-Apr. 2016	Staff assistance	Draft plan public open house occurred March 16. CMAP staff has revised plan to reflect final Village staff comment and public comment.

Project	CMAP lead	Timeline	Assistance type	Status and notes
				Final plan being created. Public hearing for recommendation to adopt by the Plan Commission will be their final April meeting or first May meeting.
Chicago North River Communities neighborhood plan (see website)	Brian Daly	Nov. 2015-Mar. 2017	Staff assistance	CMAP staff is currently working on the existing conditions analysis, conducting interviews with key stakeholders, and coordinating with agencies conducting other public planning projects in the study area.
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-June 2016	Staff assistance	CMAP and DPD staff conducted focus group meetings with community leaders to review the draft map and draft recommendations. The team also continued preparing for the upcoming April 16 Housing Resource Fair, at which draft materials will also be presented for comment.
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.
<i>Chicago West Pullman neighborhood plan (see website)</i>	<i>Evy Zwiebach</i>	<i>Oct. 2014-Mar. 2016</i>	<i>Consultant assistance</i>	<i>The plan has been finalized and is considered complete by CMAP. It will be presented to Chicago's Plan Commission for adoption at a future meeting.</i>
Cicero comprehensive plan (see website)	Jonathan Burch	Apr. 2014-TBD	Consultant assistance	No update. Project on hold due to contract reimbursement issues.
Cook County subregional growth plan	Jonathan Burch	May-Dec. 2016	Staff assistance	Project scoping underway. The project team will be conducting reconnaissance interviews between now and anticipated early-May kickoff.
Cook County unincorporated areas plan	John Carlisle	May 2016-June 2017	Staff assistance	Study area boundaries finalized; pre-kickoff meetings with township supervisors, county commissioners, and mayors/managers of the local communities that border the study area are underway; CMAP staff drafting full scope of work
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-June 2016	Staff assistance	CMAP staff currently drafting plan and City staff are reviewing components, including network improvement maps and planning and design recommendations.

Project	CMAP lead	Timeline	Assistance type	Status and notes
DuPage County / Hanover Park Homes for a Changing Region (see website)	Jonathan Burch	Nov. 2014-TBD	Consultant assistance	Due to contract reimbursement issues, the constant is working slowly to create recommendations memos for the three towns.
DuPage County Elgin-O'Hare Corridor Bicycle and Pedestrian Plan (see website)	John O'Neal	May 2015-TBD	Consultant assistance	CMAP and DuPage County are seeking arrangement under which the County assumes temporary responsibility for consultant invoices. Consultant carrying on basic work without sharing products, since project continues to be on hold due to contract reimbursement issues.
Elmwood Park zoning assessment	Patrick Day	Nov. 2014-May 2016	Staff assistance	Drafting of assessment memo is currently underway.
Endeleo Institute planning priorities report (see website)	Ashleigh Johnson	Feb. 2015-Apr. 2016	Staff assistance	CMAP staff incorporated feedback from the open house on February 17; report is currently in internal review.
Franklin Park comprehensive plan (see website)	John Carlisle	Apr. 2015-Sept. 2016	Staff assistance	Steering committee met March 9 and provided mostly positive feedback to existing conditions report; public visioning workshop held on March 23; targeted visioning focus groups are ongoing, and CMAP staff is working on a key recommendations memo.
Governors State University green infrastructure plan	Holly Hudson	June 2015-TBD	Consultant assistance	The consultant submitted a status report in February outlining the findings of the stormwater model and preliminary alternatives and recommendations. The project continues to be on hold due to contract reimbursement issues.
Hampshire planning priorities report	Tony Manno	Mar.-Dec. 2016	Staff assistance	The Resolution has been passed and MOU has been signed by the Village. CMAP staff met with the Mayor on March 14 to discuss the project and begin collecting background data. Stakeholder interviews will be conducted in early May.
Homer Glen plan commissioner training	Patrick Day	Feb.-Sept. 2016	Staff assistance	CMAP staff developing content for a training to be held in early May.
Huntley zoning update	Patrick Day	May 2015-TBD	Consultant assistance	No update (project on hold).
Impact DuPage affordable housing strategy	Jonathan Burch	Mar.-Dec. 2016	Staff assistance	Project scoping complete. Kickoff will occur on April 5 with the County and the project steering committee.
Joliet Chicago Street plan	Stephen Ostrander	TBD	Consultant assistance	Project is on hold due to funding limitations, but in March the City of Joliet and CMAP began exploring options that would allow the project to move forward.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Kendall County industrial market study	Don Hughes	Aug. 2015- Apr. 2016	Staff and consultant assistance	A draft of the key recommendations memo was sent to the County for review; feedback is expected by April 8. The report will be finalized after County review of recommendations.
Lake County / Round Lake Homes for a Changing Region (see website)	Stephen Ostrander	July 2014- Apr. 2016	Staff assistance	All parties met on March 31 to discuss the draft plan. Having now achieved consensus approving the content of plan, the next steps include layout of final polished plan document, along with identification of priorities and first steps for the plan's upcoming implementation phase.
Lisle downtown parking plan	Lindsay Bayley	Mar. 2016- Feb. 2017	Staff assistance	The Village Board approved the IGA on March 7. CMAP received the signed Intergovernmental Agreement from the Village of Lisle. Project website and materials under development.
Lower Salt Creek Watershed-based Plan	Holly Hudson	Jan. 2016- Dec. 2017	Staff assistance	Staff have been compiling a stakeholder contact list, preparing a detailed project outline, and coordinating with project partners DuPage County Stormwater Management and DuPage River Salt Creek Workgroup to schedule an initial planning meeting.
<i>McHenry County Fox River corridor study</i>	<i>Kate Evasic</i>	<i>Apr. 2016- June 2017</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Scoping underway.</i>
Metropolitan Planning Council Great Rivers project	Louise Yeung	Dec. 2015- Dec. 2016	Staff assistance	Project team worked with MPC to hold two additional charrettes for sites near the Collateral Channel and the Ashland Orange Line CTA station. Two remaining charrettes and a series of open houses on preliminary findings are planned for the spring.
Midlothian 147 th Street corridor improvements	Tony Manno	Apr. 2016- Feb. 2017	Staff and consultant assistance	Scope has been finalized and the IGA was sent to the Village for review and execution. In the meantime CMAP staff is working with the Village, CNT, ATA and IDOT to schedule an on-site kickoff meeting for late April. Additional interested partners will be invited as well.
North Chicago comprehensive plan (see website)	Jake Seid	May 2014- May 2016	Staff assistance	The draft Comprehensive Plan has been revised following meetings with City staff. The Plan will be presented to the project Steering Committee on April 26. The key recommendations of the Plan will be discussed with major community stakeholders prior to this meeting.
North Lawndale community plan (see website)	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

Project	CMAP lead	Timeline	Assistance type	Status and notes
				2016 including 200+ person Community Planning Conference on April 16. Existing Conditions Report due in summer 2016.
O'Hare area truck route coordination	Bob Dean	TBD	Consultant assistance	Consultant was selected at March Board meeting, but project is on hold due to budget issues.
Palos Park trails plan	John O'Neal	TBD	Consultant assistance	Discussions initiated with Palos Park and project co-sponsor, Forest Preserves of Cook County regarding scope of work and broad project goals initiated, with edits to draft scope currently underway. Note: status of project advancement/assistance type dependent upon resolution of budget issues.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013- June 2016	Staff and consultant assistance	No update this month.
Regional truck permitting project	Alex Beata	Jan. 2015- June 2016	Consultant assistance	Draft recommendations are under development.
Richmond planning priorities report (see website)	Maggie Jarr	Feb.-Nov. 2016	Staff assistance	Stakeholder interviews are complete. Work by CMAP staff is underway on existing conditions analysis.
Richton Park capital improvement plan (see website)	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	Apr.-Oct. 2016	Consultant assistance	Scoping underway.
Romeoville comprehensive plan	Brandon Nolin	Apr. 2016- June 2017	Consultant assistance	Consultant interviews and selection conducted on March 24. Seeking consultant approval by CMAP Board in April.
Roselle comprehensive plan (see website)	Dan Olson	Feb. 2015- June 2016	Consultant assistance	Consultant is presenting walkthrough of document to Village and CMAP staff on April 18, and will have full draft for review at the end of the month.
South Elgin zoning update (see website)	Patrick Day	Oct. 2014- Dec. 2016	Staff assistance	Village staff continue to review CMAP's Draft Recommendations Memo. Following this review period, memo will be reviewed by project Steering Committee, and presented at a public meeting in May.
South Holland comprehensive plan (see	Stephen Ostrander	Apr. 2015- Sept. 2016	Staff assistance	CMAP staff met with the full project Steering Committee on March 30 to review and discuss the key findings of the Existing Conditions

Project	CMAP lead	Timeline	Assistance type	Status and notes
website)				Report, along with anticipated themes and areas of focus for the upcoming development of plan recommendations. In addition to reaching consensus approving the content of the report, the committee decided to hold a broader focus group in May (targeted to key segments of South Holland) to help inform plan recommendations.
SSMMA Complete Streets plan (see website)	John O'Neal	July 2014-Sept. 2016	Staff assistance	Chicagoland Complete Streets Coalition convened at CMAP (March 13). Coalition workshop planned for May 10. Analysis and mapping to identify potential regional bikeway corridors currently underway. Technical assistance with South Council communities on Complete Streets and the development/adoption of policies is ongoing.
Sugar Run Creek area plan (see website)	Brandon Nolin	May 2015-Oct. 2016	Staff assistance	Draft Existing Conditions Report delivered in February and Neighborhood Vision Workshop conducted on March 22. Key Recommendations anticipated to be delivered in April.
Villa Park zoning ordinance	Patrick Day	July 2015-TBD	Consultant assistance	No update (project on hold).
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014-June 2016	Consultant assistance	A steering committee meeting to review the draft ordinance has been scheduled for April 13.
Winthrop Harbor comprehensive plan (see website)	Sam Shenbaga	Sept. 2014-May 2016	Staff assistance	Planning and Zoning Commission have completed a review of the complete draft plan. Edits to be incorporated and revised draft to be sent to staff in April for final review, prior to scheduling public Open House.

Selected Projects with Active Implementation*

* This list only includes projects with significant recent implementation actions. A full list of completed projects is available at www.cmap.illinois.gov/lta.

Project	CMAP lead	Status and notes
Barrington area bikeway feasibility study	John O'Neal	In November-December 2015, LTA staff reached out to programming staff for preliminary evaluation of study's proposed facility for potential TAP/CMAQ funding. Project proved viable as a TAP proposal, so in January 2016, CMAP convened local and sub-regional agencies in the project area to discuss opportunities for partnerships, potential actions, and funding sources to advance the project, including an upcoming IDOT project on Barrington Road. As a result, local agencies have requested that IDOT include engineering of sidepath along Barrington Road, between Algonquin and Central.
Bensenville comprehensive plan (see website)	Sam Shenbaga	A zoning update has begun and CMAP staff is conducting an evaluation of existing code as well as stakeholder engagement activities.
Chinatown neighborhood plan	Stephen Ostrander	A community-based position, funded by a Chicago Community Trust grant, has been established and filled to oversee coordination of plan's implementation. In coordination with CMAP and other partners, this individual has met with designated leads for each of the plan's recommendation areas. Full working groups are being developed for several of these areas, starting with the Transportation Working Group, which meets first on April 12 and is composed of representatives from the community, CDOT, DPD, CTA, ATA, South Loop Alliance, and three aldermanic offices. CMAP staff and community partners also met with CDOT on March 8 to plan potential programming and physical improvements to Allen Lee Plaza through CDOT's <i>Make Way for People</i> program, beginning in summer 2016.
Cook County consolidated plan (see website)	Jonathan Burch	The County is currently revising their 2016 CDBG application based on the plan. Moreover, the County continues to work with the United Way on the creation of a 211/311 system, CHA and HACC on joint Section 3 compliance, and with BRicK Partners on implementation metrics.
Des Plaines Apache Park neighborhood plan	Tony Manno	Despite a hold on the State's OSLAD funding program, Apache Park is being reconstructed through collaboration between the City and the Des Plaines Park District with a grand opening scheduled for May 7. The improvements include a new soccer field, walking paths, fitness equipment, community garden, picnic shelter, and lighting. Additionally, the City has made sidewalk improvements in the area.

Project	CMAP lead	Status and notes
DuPage County / Addison Homes for a Changing Region project (see website)	Tony Manno	The Village of Addison is currently working to attract residential development to its Town Center area (near Village Hall). Additionally they are working with a consultant to design a Village plaza to host concerts and other Village-sponsored events.
DuPage County sustainability guide (see website)	Louise Yeung	The County has increased lighting efficiency, increased native vegetation plantings, launched a foam recycling program, and established a process for diesel fuel re-use. Several more activities are also underway to increase water efficiency, improve first- and last-mile transit connections with RTA, and convert more fleet to CNG.
Evanston bicycle and pedestrian plan	Tony Manno	The City hired a new Transportation and Mobility Coordinator to coordinate implementation of recommendations in the plan. The City also received CMAQ funding for new bike racks at the Main Street Metra/CTA stations as part of the RTA Access to Transit Improvement Program. Additional bike parking was recommended in both the Bike/Ped plan as well as the Main Street TOD Plan (funded by the RTA).
Fox Lake planning priorities report	Tony Manno	CMAP staff will be working with the Village over the next year to help pursue funding for pedestrian and bike improvements along Route 12. Additionally, CMAP staff will be working with the Village to coordinate a developer summit to highlight some of the redevelopment opportunities in the downtown area.
Franklin Park industrial areas plan (see website)	John Carlisle	<p>Village is hosting a Business Appreciation Lunch & conference on April 22 with workforce and economic development focus. Workforce training was identified as a key need in the plan. U.S. Rep. Quigley is the keynote speaker, and several manufacturing and industrial groups—local, regional, and state—are sending representatives. Quarterly meetings with industrial businesses, property owners and brokers are still occurring. Work on the Cullerton Avenue Special Service Area project to repair the worst-condition industrial street in the plan is expected to be completed this year. The Village received Enterprise Zone designation from DCEO in 2015. In response to CMAP staff providing the Village with information on how to create a CIP, the Village has a draft CIP, as well as a draft Stormwater Management Plan.</p> <p>CMAP staff is working with the Village on a comprehensive plan and will begin work on a truck routing study in collaboration with other communities, though the truck routing study project is currently on hold.</p>
Hanover Park Irving Park Road corridor study	Tony Manno	CMAP staff is working with the Village to re-engage some of the TAP developer participants to meet with the Village to give guidance on redeveloping key parcels along Irving Park Road now that the market is strengthening. Additionally, CMAP staff is working with partners to investigate

Project	CMAP lead	Status and notes
		resources to help the Village reimagine the Irving Park Road and Barrington Road intersection to be more pedestrian friendly.
Hinsdale parking study (see website)	Lindsay Bayley	The Village has budgeted funds to upgrade all meters in the downtown to accept credit card payments. The proposals are still on the table but a decision has been delayed because the Middle School is considering re-building may construct a 224-space parking deck and the Village would purchase half of those spaces.
Joliet former prison redevelopment (see website)	Tony Manno	CMAP staff attended the March 23 Task Force meeting, where transfer of ownership, potential financing sources and components of a pitch package were discussed. The Task Force reviewed a preliminary plan and discussed access needs for a walking tour of the site's interior yard, facilitated by the Joliet Area Historical Museum (JAHM), which could potentially begin in 2016.
Kane County / Carpentersville Homes for a Changing Region project (see website)	Jonathan Burch	The Village of East Dundee has started operating its housing rehabilitation program in partnership with local banks. Elgin is still working with a consultant to finalize a new comprehensive plan.
Kane County / Geneva Homes for a Changing Region project (see website)	Tony Manno	Participating municipalities have prioritized the exploration of a Community Land Trust (CLT) to help increase the amount of affordable housing available in the cluster communities. A presentation was given to the St. Charles Planning & Development Commission in March outlining the scope of work for an exploratory study to be funded by Geneva, St. Charles, North Aurora and Batavia. Geneva and St. Charles are considering funding this study but North Aurora and Batavia have chosen not to pursue. Geneva, St. Charles and CMAP staff are currently waiting for an updated cost estimate and scope of work for a study that explores a CLT in the two communities.
Kane County health impact assessment (see website)	Stephen Ostrander	A more polished version of final report was developed and forwarded to project partners the Village of Carpentersville and Kane County.
Lake County sustainability plan (see website)	Kristin Ihnchak	County staff met with all departments to confirm which action items and indicators of the sustainability chapter they will be implementing. The team also documented implementation steps, timelines, quick wins, and reporting deadlines. The first reporting to department heads will be held in June, with a full report to the County Board in August.
Lincolnwood corridor study	Tony Manno	In February the Economic Development Commission discussed a plan to improve the streetscape along Devon Avenue. Improvements would include a new parking configuration, new medians and crosswalks and new right in/out configurations. These improvements would be funded using a combination of STP and TIF funds shared by the City of Chicago. If approved, Phase I design

Project	CMAP lead	Status and notes
		would be completed in 2016, Phase II design in 2017 and construction would occur in 2018. CMAP staff is also working with the Village and ULI to re-engage some of the TAP developer participants to meet with the Village to give guidance on how they can redevelop key parcels along Devon Avenue now that the market is strengthening.
Lyons comprehensive plan	Brian Daly	The Village is underway on a number of capital improvements on their streets and water systems. Lyons has repaired a large number of leaks in its water mains and installed new meters throughout the Village, leading to a major decrease in water loss. They are also redoing more than 20 streets with a “sidewalk-to-sidewalk” approach that includes repaving, sewer replacements, and other repairs as necessary. The Village is also creating a new open space by the Des Plaines River near Lawndale Avenue, and renovating two Village parks.
Morton Grove industrial area plan	Tony Manno	The Village recently approved a Moretti’s restaurant location at Dempster & Lincoln Avenue. CMAP staff will be meeting with the Village in mid-April to discuss how CMAP can provide implementation assistance.
New Lenox Route 30 corridor implementation plan	Tony Manno	This summer the Village approved a 208-unit mixed-use rental apartment development along the corridor adjacent to the Metra station. The Village is also engaged in preliminary discussions with Metra to reconfigure the commuter parking lot, platforms and station to accommodate additional development in the area. Meanwhile, CMAP staff is providing implementation assistance by working with our partners to help the Village pursue funding for bike/ped improvements along the corridor and provide examples of successful façade improvement programs for the Village to use as a guide to set up their own.
North Aurora comprehensive plan	Tony Manno	In late 2015 the Village renewed the boundary agreement with Sugar Grove for another 20 years, amended their property maintenance codes to include one-and-two-family dwellings, amended and consolidated the zoning ordinance use table and began work on an IGA to take control of Park District property near Village Hall so the Village can host community events. Additionally, the Village approved a 300-unit mixed-use rental apartment development on Oak St. and Orchard Road and approved a special use to revitalize and adaptively reuse the vacant bowling alley along Route 31 as a storage facility.
Northwest Municipal Conference Des Plaines River corridor plan	Lindsay Bayley	NWMC continues to use the Des Plaines River Corridor Plan as a guide when initiating conversations with municipalities for priority projects. A new group is forming to work with the mayor in Park Ridge and NWMC will work with them to address the priority projects of Touhy and Devon crossings. Additionally, Prospect Heights will be working with Active Trans to develop a Complete Streets policy, and NWMC will be involved to coordinate work on the

Project	CMAP lead	Status and notes
		Milwaukee Avenue project, as recommended in the plan. The Forest Preserves of Cook County are making progress on the identified problematic illegal crossing of train tracks with a Phase 1 engineering study. NWMC has discussed applying for CMAQ funding with the Forest Preserves to address this.
Olympia Fields subarea plan	Tony Manno	The Village is currently considering approval of two affordable housing developments located in the subarea. CMAP staff regularly attends the South Suburban Development Coordination meetings to stay updated on Village progress.
Openlands local food policy	Jason Navota	Openlands and the project partners are engaged in the first phase of a research project to examine the regional food system, and are approximately 50% complete. CMAP remains involved in guiding the project and providing input to reports and work plan items.
Oswego-Montgomery-Yorkville shared services study (see website)	Louise Yeung	Several shared services efforts are underway in Oswego, Montgomery, and Yorkville. These include holding monthly meetings of municipal administrators; drafting an equipment sharing IGA; jointly hiring a procurement manager for Oswego and Yorkville; potentially participating in a larger IT consortium; exploring shared strategies for tourism and economic development; potentially conducting joint fleet maintenance; and organizing joint professional development training.
Park Forest sustainability plan and bicycle and pedestrian plan (see website)	Kristin Ihnchak / Lindsay Bayley	CMAP staff have drafted the Village's Unified Development Ordinance, which includes many recommendations from the sustainability plan and bicycle and pedestrian plan, including provisions for accessory dwelling units, mixed-use and compact residential zoning districts, and requirements for stormwater BMPs and native plantings. The draft is currently under review by Village staff.
Pingree Grove comprehensive plan	Brandon Nolin	Following the plan's adoption, CMAP staff assisted the Village in coordinating with the Comprehensive Plan consultant to propose a scope of services for the design of gateway features and treatments at major entrances to the Village. This work was initially to be funded as an extension of the LTA grant and the project has been put on hold due to funding limitations. The Village also recently annexed a new commercial property and signed an agreement with Elgin/IDOT regarding the realignment of the IL 47/Reinking Rd. intersection as supported by the Comprehensive Plan.
Richton Park comprehensive plan and zoning ordinance	Jake Seid	The Village's Zoning Ordinance was adopted in December 2015. Staff is in the process of completing a comprehensive revision of the Village's zoning map and doing outreach to local homeowners to make sure that residents are aware of the Ordinance update. Staff also kicked off

Project	CMAP lead	Status and notes
		the development of a stormwater plan and CIP with CMAP assistance, and this project is in the early stages.
Rosemont comprehensive plan	Sam Shenbaga	The Village is considering development proposals for two of the key redevelopment sites identified within the Comprehensive Plan. Village staff will take CMAP's development guidelines for the two sites into consideration during discussions with developers, including the need for a walkable development and pedestrian connections to nearby amenities. The Village is also working with a consultant on a Village-wide branding/signage/wayfinding project. The need for better signage and wayfinding was identified in the Comprehensive Plan.
South Elgin bicycle and pedestrian plan	John O'Neal	In December of 2015, the Village opened the Bowes Road extension, running from the border of South Elgin and Elgin to Illinois Route 31. The 3/4-mile extension included installation of a 10' wide multiuse sidepath, extensive landscaping, traffic signals, and LED street lamps to provide safe access and mobility for bicyclists and pedestrians, as well as motorists. The Village is currently partnering with the Kane County Forest Preserve District and other municipalities to develop and install new signage along the Fox River Trail.
Steger planning priorities report (see website)	Jonathan Burch	The Village hired an engineering company to assess the infrastructure in problematic locations around the community.
UIC multimodal transportation plan (see website)	Tony Manno	The Office of Sustainability is working to pursue funding for transit access improvements throughout campus as well as updating campus bike maps outlining places to ride, walk your bike and park. CMAP staff is providing assistance to help identify potential funding sources for these improvements as well as coordinate with the City's transportation agencies.
Waukegan Washington Street corridor plan	Stephen Ostrander	The City of Waukegan met in March with TownSquare consultancy, which is preparing a proposal to start engagement/coordination for some parts of the plan.
Westchester comprehensive plan (see website)	Tony Manno	A zoning update is underway. CMAP staff is also working to point staff to available resources and programs for home-flooding mitigation. Additionally, CMAP staff is working with partners to see if resources are available to help the Village reimagine the Mannheim Road corridor to be more pedestrian friendly.
Wicker Park-Bucktown parking study (see website)	Lindsay Bayley	Ward 1 has installed parking meters on the free stretch of Division Street identified by CMAP as over-occupied. Additional meter locations in the 1 st Ward are under review. The SSA continues to seek ways to improve walking, biking, and transit options in the neighborhood. They investigated the installation of transit screens, as recommended in the plan, but they were cost-prohibitive. A sidewalk inventory is being reviewed and on-street bike parking corrals and bike racks have been

Project	CMAP lead	Status and notes
		budgeted for installation this summer. The Transportation Committee is tasked with identifying potential locations for the bike racks. The SSA is also in the process of updating the Master Plan.
Will County brownfield prioritization study	Jake Seid	Solar development remains a component of the redevelopment of the Joliet prison site, which was the primary site identified in the prioritization study. Will County staff has applied for a community wide brownfield assessment grant from the USEPA to which they are expecting a response by June 2016.
Worth planning priorities report	Stephen Ostrander	Final revisions are being made to the draft transit orientated development (TOD) plan (funded through the RTA's Community Planning Program), including recommendations as well as an implementation schedule. The final draft will be presented to the Village Board for adoption this spring. A final event to inform the public about the plan recommendations is scheduled for Saturday, May 14, where some of the initial tactical recommendations will be unveiled.

###



MEMORANDUM

To: CMAP Board

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

Date: April 6, 2016

Re: Contract Approval for Village of Romeoville Comprehensive Plan and Intergovernmental Agreement

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 42 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.

The Village of Romeoville is a growing community located along the I-55 corridor in northern Will County. The Village covers 18.88 square miles and had a population of 39,680 as per the 2010 U.S. Census. The last comprehensive plan was completed in 2001 with a narrow focus on future land uses and community vision. It lacked specifics on the various elements of a traditional plan and on how to accomplish the stated vision. It also lacked attention to the transportation system. Romeoville is looking for an updated comprehensive plan that contains clearly outlined policies and strategies to help Village officials tackle local transportation and land use issues. The community wishes to capitalize on its unique attributes including its location within the I-55 industrial development corridor, historic Route 66 (IL Route 53), Lewis University and the Lewis University Airport, an upcoming Metra Station along the Heritage Corridor railway, and Weber Road commercial corridor.

Review Process

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on February 4, 2016. Staff held a non-mandatory pre-bid information session for consultants on February 10. On February 25, CMAP received proposals from four consultants: Houseal Lavigne Associates (HLA), Ratio Architects, Inc., Solomon Cordwell Buenz (SCB), and Teska Associates.

Proposals were reviewed by four staff members from the Village of Romeoville and two staff members from CMAP. Romeoville and CMAP staff scored each proposal independently by March 8. 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 a comprehensive plan that addresses the priorities identified in the Project Background and Project Description sections.
3. The consultant’s approach to the comprehensive plan development process, including community engagement, preparation of deliverables, and implementation.
4. The quality and relevance of the examples of similar work.
5. The quality of the option(s) submitted.
6. The consultant’s integration of the principles of GO TO 2040 into the proposal.
7. Cost to CMAP and Village, 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.

Table 1: Scoring

Criteria	Maximum Score	Ratio	Teska	HLA	SCB
Experience of organization and key personnel	25	14.0	22.0	20.4	17.3
Approach to topical issues	25	11.5	21.5	18.7	16.9
Approach to process	20	9.7	16.5	16.0	12.9
Other (sample projects and consistency with GO TO 2040)	10	5.0	7.9	7.4	6.0
Proposal cost	20	13.8 \$97,708	9.5 \$119,690	14.0 \$96,620	10.8 \$113,160
Total	100	54.0	77.4	76.5	63.9

Recommendation for Contractor Selection

Following the interviews, the selection committee reached a consensus to recommend **Teska Associates** as the contractor for the Romeoville Comprehensive Plan. Although the more costly proposal, the interview team felt that Teska had the best project team, proposed the fullest approach to sub-area planning in their core proposal, and had an in-depth understanding of development issues faced by the Village, and therefore felt the additional cost was appropriate. In addition to having an economic development specialist as part of their team, the Teska team featured CH2M, an environmental and engineering consultant firm that will analyze and provide brownfield remediation strategies for vacant industrial sites in the Village.

It is recommended that the Board approve a contract with **Teska Associates** in the amount of \$119,690.00. Also, it is recommended that the Board approve an intergovernmental agreement whereby the Village will provide CMAP with 100-percent of the cost of the contract. Upon reimbursement from FTA CMAP will reimburse the Village \$95,752.00.

ACTION REQUESTED: Approval

###



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: April 6, 2016

Re: Summary of early ON TO 2050 engagement

This memo summarizes stakeholder input on the ON TO 2050 plan development process, whose first public phase began on March 2 with a launch event attended by slightly more than 230 people. (Although the original date of February 24 was canceled due to snow, about 70 people showed up despite the weather and were given the same experience as those on March 2.) In an open house format, attendees engaged in substantive discussions with managers of the plan's individual projects and were encouraged to read about these topics in [15 separate handouts](#), each of which had a topic-specific feedback form for them to submit comments.

Broad outreach

Since the launch, staff have engaged over 150 groups to propose community workshops, scheduling more than 50 calendar events so far through the end of June, with new bookings daily. Eighteen workshops, meetings and expos have taken place as of April 1, engaging over 2,150 individuals across the seven counties. ON TO 2050 workshops are a formal opportunity to collect stakeholder feedback about priorities for the region across a range of topics. Attached are lists of the scheduled events and the organizations engaged to date.

To coincide with the originally scheduled launch, WTTW's Geoffrey Baer revealed the new plan's name in a [feature on Chicago Tonight](#); that video drove significant traffic to the agency website (21,000 visitors for the month, a 50-percent increase) and is proving useful in public workshops to introduce attendees to the value of regional planning. In contrast to the topic-driven launch event, at these general workshops attendees are encouraged to identify [broad regional challenges and opportunities](#). CMAP is launching a version of its MetroQuest survey tool (<https://onto2050.metroquest.com/>) to solicit similar input online starting April 13.

Thematic input

CMAP published extensive materials on a new section of the agency website at <http://www.cmap.illinois.gov/onto2050>. This included descriptions of the [Strategy Papers](#) and [Snapshot Reports](#) in development, with feedback forms identical to the launch

handouts. The following themes have emerged from this early feedback, as well as from the public launch event and workshops.

- **Transportation infrastructure:** The region's transportation infrastructure has continued to degrade, and funding is needed both for maintenance and expansion of the system. Transportation improvements should be prioritized to ensure balanced and strategic investments.
- **Congestion:** Roadway and freight congestion persist, but opportunities like improved coordination across transportation agencies and implementation of express toll lanes could mitigate these conditions.
- **Transit options:** Transit often does not link riders to their destinations as efficiently and effectively as possible, especially for non-commute trips. There is widespread interest in expanded transit service, such as bus rapid transit and last mile solutions.
- **Reinvestment and infill:** Many acknowledged the importance of strengthening existing communities through continued investment and placemaking, but also recognized that infill development often presents more constraints and a higher financial burden than greenfield development. These barriers can stall investment in infill locations like downtowns and transit station areas and contribute to the loss of agricultural and natural lands.
- **Economic inclusion:** It is particularly difficult to draw investment to chronically disinvested areas of the region. Economic and racial segregation are entrenched and certain communities and groups lack access to high quality jobs, education, and housing. ON TO 2050 should suggest solutions for all of the region's residents.
- **Economic competition:** Cities continue to compete with one another for development and some are overly dependent on sales tax. Improved regional economic coordination would help to refocus the region's communities.
- **Climate change:** Flooding impacts large swaths of the region and causes untold property damage, and is only expected to worsen with climate change. CMAP should take an active role in improving regional resilience to flooding and other impacts of climate change.
- **Community capacity:** Municipal governments sometimes have limited capacity to resolve key local challenges. In addition, some units of local government are duplicative and should be consolidated.

ACTION REQUESTED: Discussion.

Attachment: Spreadsheet of events scheduled and organizations engaged as of April 1.



Events scheduled for ON TO 2050 outreach as of April 1, 2016

Organization	County	Date
Community Partners for Affordable Housing	Lake	1/13/2016
Wheaton Chamber of Commerce	DuPage	1/21/2016
League of Women Voters of Evanston	Cook	2/22/2016
Greater McHenry County Leadership	McHenry	3/2/2016
McHenry County Economic Development Corp.	McHenry	3/2/2016
Kendall County Mayors & Managers	Kendall	3/2/2016
Village of Algonquin	McHenry	3/3/2016
Southwest Conference of Mayors	Cook	3/5/2016
South Suburban Housing Collaborative	Cook	3/10/2016
Go Green Wilmette	Cook	3/13/2016
DuPage Mayors and Managers Conference Joint Transportation Policy and Technical Committee	DuPage	3/24/2016
Northwest Municipal Conference	Cook	3/24/2016
Will County Land Use Department	Will	3/31/2016
Village of Schaumburg	Cook	4/1/2016
Chicago Area Fair Housing Alliance	Cook	4/6/2016
Lake County Stormwater Management Commission	Lake	4/7/2016
Cook County Forest Preserves	Cook	4/11/2016
Chicago Jobs Council	Cook	4/13/2016
Urban Land Institute	Region	4/14/2016
City of Evanston	Cook	4/15/2016
Glenbard South High School	DuPage	4/15/2016
Visit McHenry County	McHenry	4/18/2016
League of Women Voters of Homewood Flossmoor	Cook	4/19/2016
Village of Buffalo Grove Planning and Zoning Committee	Cook/Lake	4/20/2016
Heartland Alliance	Region	4/21/2016
Kane/Kendall Council of Mayors Transportation Policy Committee	Kane/Kendall	4/21/2016
Village of Franklin Park	Cook	4/22/2016
Evanston Community Foundation	Cook	4/26/2016
Lake County Housing Action Coalition	Lake	4/26/2016
Chicago Plus (consortium of convention and visitors bureaus)	Cook	4/27/2016
College of Lake County	Lake	4/29/2016
McKinley Elementary School, Bellwood	Cook	4/29/2016
Austin Chamber of Commerce, Community Action Council	Cook	5/10/2016
CONSEG (Consortium of North Shore Environmental Groups)	Cook	5/10/2016
City of Blue Island	Cook	5/12/2016
Kane Kendall Council of Mayors	Kane/Kendall	5/12/2016
McHenry County Council of Mayors	McHenry	5/19/2016
South Austin Neighborhood Association	Cook	5/19/2016



Organization	County	Date
Will County Land Use Department	Will	5/21/2016
League of Women Voters of Lake County	Lake	6/1/2016
Village of Bartlett	DuPage	6/9/2016

Organizations engaged for ON TO 2050 as of April 1, 2016

Organization	Location	County
16 th Legislative District	Chicago	Cook
Access Living	Chicago	Cook
Active Transportation Alliance	Merrionette Park	Region
Adler University, Institute for Social Exclusion	Chicago	Cook
Advocates for Urban Agriculture	Chicago	Region
Andersonville Chamber of Commerce	Chicago	Cook
ArcheWorks	Chicago	Region
Austin Chamber of Commerce, Community Action Council	Chicago	Cook
Austin Coming Together	Chicago	Cook
Berwyn Development Corporation	Berwyn	Cook
Blue Ocean Logic	Chicago	Cook
Camiros, Ltd.	Chicago	Region
Center for Neighborhood Technology	Chicago	Region
Chicago Area Fair Housing Alliance	Chicago	Region
Chicago Council on Global Affairs	Chicago	Region
Chicago Food Policy Action Council	Chicago	Cook
Chicago Jobs Council	Chicago	Cook
Chicago Neighborhood Initiatives	Chicago	Cook
Chicago Neighborhoods Now, Chicago Department of Planning and Development	Chicago	Cook
Chicago Plus (consortium of convention and visitors bureaus)	Skokie	Cook
Chicago Sky (Basketball Team)	Skokie	Region
Chicago Urban League	Chicago	Cook
Chicagoland Chamber of Commerce	Chicago	Region
City of Blue Island	Blue Island	Cook
City of Chicago, Office of the Mayor	Chicago	Cook
City of Evanston	Evanston	Cook
City of Geneva	Geneva	Kane
City of Highland Park	Highland Park	Lake
City of Joliet	Joliet	Will
City of Naperville	Naperville	DuPage
Civic Consulting Alliance	Chicago	Region
CJ and Associates	Chicago	Cook
College of Lake County	Grayslake	Lake



Organization	Location	County
Community Investment Corporation	Chicago	Region
Community Partners for Affordable Housing	Highland Park	Lake
CONSEG (Consortium of North Shore Environmental Groups)	Wilmette	Cook
Consortium to Lower Obesity in Chicago Children	Chicago	Cook
Cook County Bureau of Economic Development	Chicago	Cook
Cook County Department of Transportation & Highways	Chicago	Cook
Cook County Forest Preserves District	River Forest	Cook
Crown Family Philanthropies	Chicago	Region
Denise Arnold LLC	Chicago	Cook
DePaul Univ. Chaddick Institute for Metropolitan Development	Chicago	Region
DuPage Mayors and Managers Conference Joint Transportation Policy and Technical Committee	Lombard	DuPage
Edgewater Historical Society	Chicago	Cook
Edgewater Sustainability Project	Edgewater	Cook
Elevate Energy	Chicago	Region
Enterprise Community Partners	Chicago	Region
Evanston Community Foundation	Evanston	Cook
Faith in Place / Riverdale Organizing for Change (ROC)	Chicago	Cook
Far South Community Development Corporation	Chicago	Cook
Fermi National Accelerator Laboratory	Batavia	Kane
Forest Preserve District of Will County		Will
Friends of the Parks	Chicago	Cook
Garfield Park Community Council	Chicago	Cook
Garfield Park Conservatory Alliance	Chicago	Cook
Girl Scouts of Greater Chicago and Northwest Indiana	Chicago	Region
Glenbard South High School	Glen Ellyn	DuPage
Go Green Wilmette	Wilmette	Cook
Greater Auburn Gresham Development Corporation	Chicago	Cook
Greater Englewood Community Development Corporation	Chicago	Cook
Health and Disability Advocates	Chicago	Cook
Heartland Alliance	Chicago	Region
Highland Park Chamber of Commerce	Highland Park	Lake
Horsemen's Council of Illinois	Barrington Hills	McHenry
Illinois Association of Park Districts	Glenview	Region
Illinois Association of Realtors	Chicago	Region
Illinois Facilities Fund	Chicago	Region
Kane County Division of Transportation	St. Charles	Kane
Kane County Planning Cooperative		Kane
Kane Kendall Council of Mayors	St. Charles	Kane/Kendall
Kane/Kendall Council of Mayors Transportation Policy Committee	St. Charles	Kane/Kendall



Organization	Location	County
Kendall County Mayors & Managers		Kendall
Kinzie Real Estate Group	Chicago	Cook
Lake County Chamber Hispanic Committee	Round Lake	Lake
Lake County Housing Action Coalition	Libertyville	Lake
Lake County Stormwater Management Commission	Libertyville	Lake
Lake County Tech Hub & Business Incubator	Waukegan	Lake
Landmarks Illinois	Chicago	Region
Latino Policy Forum	Chicago	Region
League of Women Voters of Evanston	Evanston	Cook
League of Women Voters of Homewood Flossmoor	Flossmoor	Cook
League of Women Voters of Lake County	Lake Forest	Lake
Liberty Prairie Foundation	Grayslake	Lake
LISC Chicago	Chicago	Cook
Lloyd A. Fry Foundation	Chicago	Region
McCormick Foundation	Chicago	Region
McHenry County Community Foundation	Woodstock	McHenry
McHenry County Council of Mayors	Woodstock	McHenry
McHenry County Economic Development Corp.	Crystal Lake	McHenry
McKinley Elementary School, Bellwood	Bellwood	Cook
Metropolitan Planning Council	Chicago	Region
Metropolitan Water Reclamation District	Chicago	Cook
My Block My Hood My City	Chicago	Cook
NAACP: South Chicago	Chicago	Cook
Neighborhood Housing Services of Chicago	Chicago	Cook
Northern Illinois Food Bank	Park City	Lake
Northfield Village Board/League of Women Voters	Northfield	Lake
Northwest Municipal Conference, Transportation Committee	Des Plaines	Cook
Northwest Special Recreation Association	Rolling Meadows	Cook
Office of Senator Mark Kirk	Chicago	Region
Polk Brothers Foundation	Chicago	Region
Progress Center for Independent Living	Forest Park	Region
Resident Association of Greater Englewood (R.A.G.E.)	Englewood	Cook
Resurrection Project	Chicago	Region
Seventhwave	Chicago	Cook
Siemens	Chicago	Region
Sierra Club	Chicago	Region
Skidmore, Owings, & Merrill LLP	Chicago	Region
Slow Roll Chicago	Chicago	Cook
South Austin Neighborhood Association	Austin	Cook
South Suburban Housing Collaborative	Hazel Crest	Cook
Southland Human Services Leadership Council	Chicago	Cook
Southwest Conference of Mayors	Orland Park	Cook



Organization	Location	County
State of Black Chicago, Public Policy Institute	Chicago	Cook
Sunshine Gospel Ministries, Sunshine Enterprises	Chicago	Cook
The Chicago Lighthouse for People who are Blind or Visually Impaired	Chicago	Cook
The Field Foundation of Illinois	Chicago	Region
The Joyce Foundation	Chicago	Region
The Lake County Community Foundation	Waukegan	Lake
The Richard H. Driehaus Foundation	Chicago	Region
TreeKeepers, Openlands	Chicago	Region
University of Chicago, Urban Labs	Chicago	Region
U.S. Green Building Council, Illinois Chapter	Chicago	Region
UI Labs	Chicago	Region
Unitarian Church of Evanston	Evanston	Cook
United Way of Metropolitan Chicago	Chicago	Region
University of Chicago – Booth School of Business	Chicago	Region
Uptown Chamber of Commerce	Chicago	Cook
Urban Land Institute	Chicago	Region
Valley Industrial Association	Geneva	Kane
Village of Algonquin	Algonquin	McHenry
Village of Bartlett	Bartlett	DuPage
Village of Bensenville	Bensenville	DuPage
Village of Buffalo Grove Planning and Zoning Committee	Buffalo Grove	Cook/Lake
Village of Franklin Park	Franklin Park	Cook
Village of Mokena	Mokena	Will
Village of New Lenox	New Lenox	Will
Village of Oak Park	Oak Park	Cook
Village of Oswego	Oswego	Kendall
Village of Park Forest	Park Forest	Cook/Will
Village of Romeoville	Romeoville	Will
Village of Schaumburg	Schaumburg	Cook
Visit McHenry County	Huntley	McHenry
Warren-Newport Public Library District	Gurnee	Lake
West Town Chamber of Commerce	Chicago	Cook
Wheaton Chamber of Commerce	Wheaton	DuPage
Will County Community Trust		Will
Will County Governmental League		Will
Will County Land Use Department	Joliet	Will
Woodstock Institute	Chicago	Region
Wrightwood Neighbors Association	Chicago	Cook
Young Nonprofit Professionals Network Chicago	Chicago	Cook





MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: April 6, 2016

Re: State Legislative Update

Illinois's 99th General Assembly convened session on January 13, 2016. Following the State of the State address, Governor Rauner delivered his fiscal year 2017 (FY17) **budget proposal** on February 17 to a joint meeting of the Illinois General Assembly. **Staff analyzed** the Governor's proposal, which includes a \$36.3 billion operating budget and an \$18.6 billion capital budget. The proposal's construction reflects the ongoing FY16 budget impasse – it contains a FY16 maintenance budget, a FY17 maintenance budget, and a FY17 recommended budget.

Thus far, more than 3,000 bills have been introduced. The deadlines for introduction of substantive bills passed in February. By Friday, April 8, substantive bills in the House or Senate must be out of committee in the chamber of origin. The House and Senate have met infrequently thus far this spring. As a result, relatively few issues have been reviewed by committee or passed to the floor for consideration by the full House or Senate.

Staff continues work with General Assembly members on legislation to reinstate the Comprehensive Regional Planning Fund (CRPF), and secure continuing appropriations of the CRPF and the agency's federal planning funds. **SB2966** and **HB6286** were assigned to the Senate Appropriations II and House Appropriations-Public Safety committees, respectively. On April 5, board members and downstate MPOs met in Springfield to communicate with members of both committees about the need to restore the CRPF at a level of \$6 million, index it to inflation, and appropriate state and federal planning funds on a continuing basis.

Staff also continues to monitor and analyze bills with particular relevance to CMAP. Legislation included in this memorandum impact CMAP's 2016 State Legislative **Principles** and **Agenda** or is of interest to CMAP and its partners, and have at a minimum been assigned to a substantive committee ahead of the April 8 committee deadline.

Staff recommends the Board support five bills that contribute to the implementation of GO TO 2040 by bolstering the region's ability to invest strategically in transportation and facilitating efficient governance.

ACTION REQUESTED: Approval

April 2016 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING				
Housing planning	SB2271	Sen. Iris Y. Martinez (D-Chicago) Extends the Comprehensive Housing Planning Act to December 31, 2026 (currently the Act expires June 30, 2016). The Act requires the state to prepare an annual comprehensive housing plan that addresses housing for underserved populations. The plan would identify funding sources and recommends allocations; sets goals for the number and types of housing units to be built, preserved, or rehabbed; coordinates resources; and recommend actions, incentives, and options for the State and its local jurisdictions to meet housing goals. A companion bill, HB4564 , remains in the House Rules committee.	3/17/2016 Senate	Assigned to State Government and Veterans Affairs Committee
Green special service areas	SB116	Sen. Daniel Biss (D-Skokie) Rep. Lou Lang (D-Skokie) Allows counties or municipalities to create a “green” special service area (SSA), issue bonds on these revenues, and levy related taxes. It authorizes the Illinois Finance Authority to purchase SSA bonds and accept assignments or pledges of public or private green SSA projects. Green projects are any installation, modification, or replacement that reduces energy use, creates renewable energy, and/or reduces water consumption in any multi-family residential, commercial, or industrial building, structure, or other facility. Property owners must opt in through a contract.	2/24/2016 House	Assigned to Property Tax Subcommittee
PURSUE COORDINATED INVESTMENTS				
County-led local government reduction	HB6007	Rep. Carol Sente (D-Vernon Hills) Provides that the Local Government Reduction and Efficiency Division of the Counties Code applies to counties with a population of	3/23/2016 House	Support Assigned to Counties and

Subject	Bill	Summary	Status	Agency Position
		<p>over 700,000 (currently 900,000) and less than 3,000,000. This bill expands the DuPage county pilot into Lake county. The legislation authorizes these counties to dissolve select small units of local government and consolidate their services in a transparent, open process.</p> <p>CMAP supported DuPage’s initiative Public Act 98-126 and monitors its implementation. Expansion of the pilot supports GO TO 2040’s efficient governance recommendations.</p>	Townships Committee	
Dissolve special districts	HB6272	<p>Rep. Ron Sandack (R-Downers Grove)</p> <p>The legislation would permit special districts to dissolve with the majority vote of the board of trustees and concurrence of any receiving body. Districts may consolidate into a municipality that is at least substantially coterminous, or consolidate into a county or township in which the district sits. The bill permits transfer employees of the former district.</p> <p>GO TO 2040 supports consolidating local services where appropriate. This legislation reduces a current barrier to consolidation of some special districts’ services.</p>	3/23/2016 House Assigned to Executive Committee	Support
Single township dissolution	SB2287	<p>Sen. Pamela Althoff (R-McHenry)</p> <p>Enables counties to end township organization without having to move to a commissioner form of government. The bill would also establish new processes to dissolve a single township or discontinue a singular township within a county. Currently, there is not a clear route to dissolving a singular township in state statute.</p> <p>The process can be initiated by a petition filed by five percent of township voters, which triggers a countywide vote. One flaw of the bill is that the majority of affected township’s residents position may not adequately be weighted under the current proposal.</p>	3/8/2016 Senate Assigned to Local Government Committee	

Subject	Bill	Summary	Status	Agency Position
Dissolving coterminous townships	SB2288	<p data-bbox="562 167 989 196">Sen. Pamela Althoff (R-McHenry)</p> <p data-bbox="562 240 1430 537">Provides a process by which a single township that is within a coterminous municipality could dissolve. The bill would expand applicability to all single townships within coterminous municipalities where the city council exercises powers and duties of the township board, or when at least one municipal official serves as an officer or trustee of the township. Currently, only Evanston Township and the City of Evanston may utilize the process to consolidate in Public Act 98-127. They have completed the dissolution process.</p> <p data-bbox="562 581 1430 873">GO TO 2040 recommends careful pursuit of coordinated investments, including through consolidation or service sharing. Most coterminous townships statewide, including Zion, would be eligible to consolidate under the bill. CMAP previously supported Evanston’s initiative and monitored its implementation. Staff found that, Oak Park, and River Forest (and downstate Freeport) townships would not be eligible under the bill because they do not share officials or a city council with the municipality.</p>	<p data-bbox="1465 167 1566 196">3/8/2016</p> <p data-bbox="1465 204 1549 233">Senate</p> <p data-bbox="1465 241 1686 345">Assigned to Local Government Committee</p>	Support
Township consolidation	SB2289	<p data-bbox="562 922 989 951">Sen. Pamela Althoff (R-McHenry)</p> <p data-bbox="562 995 1430 1211">Allows a county board to establish a new property tax levy for a consolidated township. Under the bill, a county board would have the ability to levy a new tax rate on a consolidated township. This would also apply to a consolidated township and municipality. The bill would also allow consolidation of townships totaling more than 126 square miles.</p> <p data-bbox="562 1255 1430 1365">The legislation supports the implementation of GO TO 2040’s efficient governance recommendations by addressing a key challenge in the process of consolidating townships.</p>	<p data-bbox="1465 922 1566 951">3/8/2016</p> <p data-bbox="1465 959 1549 989">Senate</p> <p data-bbox="1465 997 1686 1101">Assigned to Local Government Committee</p>	Support

Subject	Bill	Summary	Status	Agency Position
Local government consolidation	SB2994	<p>Sen. Thomas Cullerton (D-Villa Park)</p> <p>Requires counties to conduct a study enumerating the units of local government or special districts whose membership is appointed in whole or in part by the county board or executive. The information required includes basic details such as the name, purpose, board composition, whether the unit of government levies a property tax, and if the unit has considered consolidation. Counties must submit their findings to the General Assembly by January 1, 2017.</p> <p>GO TO 2040 supports the careful analysis of opportunities to consolidate local services. This analysis could inform the legislature and counties about such opportunities.</p>	3/8/2016 Senate Assigned to Local Government Committee	Support

INVEST STRATEGICALLY IN TRANSPORTATION

CMAP funding	HB2990	<p>Sen. John J. Cullerton (D-Chicago) Rep. Michael J. Madigan (D-Chicago)</p> <p>Makes appropriations for FY16 that have not previously been authorized by a court order for health and human services, housing, and transportation including IDOT's federal planning grants and the \$6 million state match for metropolitan planning purposes from the Road Fund. A somewhat similar Senate initiative SB2059 includes similar measures but has not been acted on in House.</p>	3/4/2016 Senate Arrived in Assignments Committee	
Transportation revenue	SB3267	<p>Sen. John J. Cullerton (D-Chicago)</p> <p>Establishes a new vehicle miles traveled (VMT) fee beginning July 1, 2017, allows drivers to choose from a range of payment plans to meet the VMT fee requirement, and establishes a new Commission and Advisory Board to implement its provisions.</p>	3/1/2016 Senate Assigned to Executive Committee	

Subject	Bill	Summary	Status	Agency Position
		<p>This bill strongly supports GO TO 2040 policies, in its attempt to provide a long-term, sustainable source of transportation funding for the state. The bill is sensitive to common concerns regarding a VMT fee and provides reasonable accommodation to address these concerns. It would also steer new resources to transit.</p> <p>The July 2017 implementation deadline is unlikely to be feasible, given the technical complexity of implementing a statewide VMT fee. An aggressive timeline may run the risk that adequate measures will not yet be in place to accurately charge motorists and ensure privacy. Given the importance of mileage-based user fees to CMAP's policy positions, it is essential to successfully and carefully implement a proposal like I-RIDE. Staff recommends that the Board support the bill but note the tight time frame for implementation.</p>		
Public-private partnerships	SB3277	<p>Sen. Heather A. Steans (D-Chicago)</p> <p>Establishes a new Office of Public-Private Partnerships (PPP) within the executive branch to facilitate PPP arrangements in the state. The bill would allow any public agency, working with the new office, to enter into a PPP for a wide range of purposes, and would deposit any new proceeds into a new fund.</p>	3/2/2016 Senate Assigned to Commerce and Economic Development Committee	
Sustainable transportation funding	SB3279	<p>Sen. Heather A. Steans (D-Chicago)</p> <p>Establishes a new vehicle miles traveled (VMT) fee beginning July 1, 2025, that allow drivers to choose from a range of payment plans to meet the VMT fee requirement, and credit drivers for their MFT payments. Further, the bill would raise the MFT rate, various vehicle registration fees, and the state earned income tax credit.</p> <p>The legislation establishes a new Illinois Road Improvement and Driver Enhancement (IRIDE) Commission to implement the VMT fee-related provisions of the bill, including the adjustment of VMT fee</p>	3/8/2016 Senate Assigned to Executive Committee	

Subject	Bill	Summary	Status	Agency Position
		<p>rates every five years beginning in 2030 using the construction cost index, rules to measure travel, protect privacy, and establish reporting periods, adjudicate disputes, make refunds, and impose fines, among other duties. Privacy protections include exemption of personal information from Illinois FOIA and the destruction of records 30 days after payment processing.</p>		
Public-private Partnerships	HJR0125	<p>Rep. Jim Durkin (R-Western Springs)</p> <p>Authorizes IDOT to begin a procurement process for a project to provide additional highway capacity along Interstate 55 from Interstate 355 to Interstate 90/Interstate 94 in DuPage, Cook, and Will Counties, and toll the additional capacity pursuant to the authority provided under the Public-Private Partnerships for Transportation Act.</p> <p>The I-55 Express Toll Lanes project is included in the GO TO 2040 list of fiscally constrained list of projects.</p>	<p>2/23/2016</p> <p>House</p> <p>Assigned to Tollway Oversight Committee</p>	

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MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: April 6, 2016

Re: Alternative Long-Term Funding Options

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 March, the Board and MPO Policy Committee discussed budget targets and specific dues levels, and directed staff to return to the Board with a dues proposal for a vote in April. This proposal -- as well as additional increases in fee-for-service arrangements and external grantseeking -- will be included in the FY17 budget unless CMAP's legislative proposal is successful.

The rest of this memo is divided into three sections:

- A proposal for a new dues structure. *The Board will be asked to take action on this proposal in April.*
- Discussion of potential options for increasing fee-for-service arrangements and external grantseeking.
- Description of short-term funding issues and potential solutions.

Proposed dues structure

As discussed in March, CMAP proposes a restructuring of dues to reduce the agency's overreliance on the state to match its federal funding. Dues are proposed to total \$1.5 million in FY18, with an intermediate level of \$900,000 in FY17. Current dues are approximately \$250,000, but were considerably higher (\$1 million) ten years ago.

Local dues are proposed to be split evenly between the three types of agencies that support and govern CMAP: Counties, municipalities, and transportation agencies. Each of these types of agencies would be charged \$300,000 in dues in FY17, and \$500,000 in dues in FY18. Proposed contributions by agency -- grouping suburban municipalities together -- are shown on Table 1. Please note that these have changed slightly since the March memo because background population numbers have been updated with the most recent available estimates (2015 for Counties and 2014 for municipalities). Please also note the CMAP is in discussion with other

transportation stakeholders, such as railroads and private transportation providers, about providing contributions. We will continue to update the Board as these discussions progress.

Table 1. Dues proposal, FY17 and FY18

	2006 contributions	2014 contributions	FY17 proposal	FY18 proposal
Cook	\$207,279	\$25,000	\$134,823	\$224,705
DuPage	\$69,634	\$25,000	\$36,359	\$60,598
Kane	\$24,496	\$25,000	\$27,143	\$45,238
Kendall	\$0	\$25,000	\$17,822	\$29,703
Lake	\$68,243	\$25,000	\$31,102	\$51,836
McHenry	\$17,901	\$25,000	\$22,030	\$36,717
Will	\$38,950	\$25,000	\$30,721	\$51,202
County subtotal	\$426,503	\$175,000	\$300,000	\$500,000
City of Chicago	\$173,831	\$25,000	\$101,928	\$169,880
Suburban municipalities	\$325,000	\$50,000	\$198,072	\$330,120
Municipal subtotal	\$498,831	\$75,000	\$300,000	\$500,000
Transit agencies (through RTA)	\$52,000	\$100,000	\$240,000	\$400,000
Tollway	\$25,513	\$25,000	\$60,000	\$100,000
Transportation agency subtotal	\$77,513	\$125,000	\$300,000	\$500,000
Total	\$1,002,846	\$375,000*	\$900,000	\$1,500,000

* This amount is the invoiced amount, but contributions are voluntary; approximately \$250,000 is actually collected.

As the Board requested, CMAP sent a letter to each municipality in the region individually to communicate their proposed FY17 and FY18 dues levels (approximately 3.7 cents per capita in FY17 and 6.2 cents per capita in FY18). There are additional considerations in dues collection from suburbs, because municipalities are numerous, some are very small, and others are extremely financially distressed. Therefore, staff proposes to address these challenges as follows:

Incentivize collection by Councils of Mayors. Councils of Mayors should be incentivized, but not required, to collect dues on behalf of CMAP. Staff proposes to offer a 10% dues reduction in dues to any Council that wishes to pay on behalf of its members. (For example, instead of the municipal members of a Council being billed a total of \$30,000, the Council would be billed \$27,000.) While this would lead to a small reduction in dues requests, it is far easier to administer and also reduces the possibility of nonpayment. This is proposed to be voluntary on the part of each Council.

Waive dues for very small municipalities. Communities with low populations tend to have very small dues requests. For example, the Village of Symerton in Will County would have a dues request of \$5. It is financially not worth it for CMAP to issue invoices and process checks for very small amounts, so staff proposes to waive dues requests for the smallest communities. A population threshold of 800 residents -- resulting in a dues request of \$50 in FY18 -- is the proposed cutoff point, which would exempt 21 communities in the region from paying dues. Due to the small size of these dues requests, this exemption would reduce expected dues collection by only about \$600 in FY18 (\$360 in FY17).

Waive or reduce dues for communities in serious financial distress. Some municipalities face extreme financial challenges and are unlikely to be able to contribute any amount of funding. Staff proposes to use a modified version of the "need score" currently used to calculate LTA match requirements, a measure that combines median income and tax base per capita, in order to identify communities that would have greatest difficulty paying dues. These are proposed to be grouped into two categories:

- A small number of communities (10) would have dues waived entirely because of severe economic distress. These communities have an average median income of \$39,000 and a per capita tax base of \$9,300. Waiving dues for these 10 municipalities would reduce CMAP's overall dues collection by \$7,500 in FY18 (\$4,500 in FY17).
- A larger group of municipalities (23) would have their dues request cut in half. These communities also face significant economic distress, but not as severely as the first group; they have an average median income of \$46,000 and per capita tax base of \$15,100. Adjusting dues for these municipalities would reduce CMAP's overall dues collection by \$10,700 in FY18 (\$6,400 in FY17).
- In comparison, the other 250 municipalities in the region have an average median income of \$74,000 and per capita tax base of \$42,300.

As discussed with the Board in March, staff proposes two consequences for non-payment of dues. First, organizations (except those whose dues are waived) that do not pay invoiced dues should lose access to the Local Technical Assistance (LTA) program. Second, and more significantly from a dollar standpoint, they should also lose access to Unified Work Program (UWP) funding. Administered by CMAP, the UWP program is our agency's main funding source, but it also provided nearly \$4 million in federal funds in FY16 to external agencies -- many of which will be asked to increase their dues contributions to CMAP -- that already receive amounts of UWP funding much higher than their anticipated dues.

Dues invoices are proposed to be sent out on July 1, but it is understood that not all organizations will be able to pay immediately. Staff proposes a deadline of January 31 for payment, but extensions could be offered as necessary in the initial year (for example, a municipality with a May-April budget year may not be able to pay until May 2017). In future years, once the process of dues invoicing becomes more routine, faster payment of invoices will be sought.

Staff proposes to recalculate the amounts in Table 1 starting in FY19 to apply to future years based on two factors. First, the total amounts should be increased each year to address inflation, using the annual average Consumer Price Index. (This has historically been in the range of 2 to 3 percent each year, but only 1 to 2 percent in the more recent past.) Second, distribution within Counties and municipalities should be reconsidered each year based on changes in population, using the most recent available Census estimates.

Finally, it should be noted that increasing local dues has been considered as a backup plan, to be exercised if the legislative approach does not succeed. If, at some point, additional state funding is secured, dues collections can be reduced. Staff recommends handling this situation through annual credits or reductions based on the amount of funding received from the state, rather than another permanent change in dues levels.

Fee-for-service arrangements and external grantseeking

Local dues are proposed to be the primary source of additional revenue for CMAP's activities can be generated, but there are other sources as well, including charging for services that CMAP offers. The anticipated potential for fee-for-service revenue is \$500,000 annually, with a lower target of \$300,000 in FY17.

Although staff has not yet developed a full proposal for fee-for-service arrangements, the Board is encouraged to discuss this in general at its April meeting. Broadly speaking, fee-for-service opportunities are of two types: charging for activities that are currently offered for free, and charging for new activities that are not currently offered.

Charging for services that are currently offered for free. A local contribution requirement was recently initiated for the LTA program, though this was meant to ensure local commitment, rather than to raise money. Consequently, it will have the effect of raising approximately \$200,000 annually in a normal year. (In a year with no new LTA projects, however, it would not raise any money.) Staff recommends that this requirement continue, with the caveats noted further below.

Beyond LTA, there are other opportunities for CMAP to charge for services offered. For example, it is possible that an administrative fee could be charged for CMAQ or TAP applications. The project selection and administration of these programs requires staff time, which the sponsors of successful projects could be asked to help to fund. CMAP also regularly provides modeling and data assistance at no cost to support studies by transportation implementers; this could also be a reasonable opportunity for fee-for-service.

Other possible fee-for-service arrangements exist as well. For example, CMAP could increase the cost of trainings or begin to charge for training opportunities that are currently free, although this would not raise a large amount of funding and might discourage participation. Charging for access to certain datasets is another possibility, particularly for those datasets that were created internally by CMAP -- such as the regional land use inventory, which requires significant staff time to assemble.

With any of the above examples, concerns about double-charging could emerge as a challenge. Most examples listed above would affect organizations that already are requested to pay increased dues. For example, communities that routinely pay their dues may not expect to have an additional local contribution required for an LTA project. Similarly, transportation agencies with high dues levels may have concerns with paying an additional amount for transportation modeling assistance. There are good reasons to charge separately for these services, because they do represent additional activities beyond basic MPO responsibilities. However, the obvious question -- why am I paying an additional fee for this service when I already pay dues? -- is legitimate. Board discussion is requested on how to address this issue and overcome these challenges.

Charging for new services. An alternative approach is to apply fee-for-service arrangements to new activities not currently offered by CMAP, and to brand them as voluntary activities that are above and beyond CMAP's baseline responsibilities. For example, CMAP could offer an intensive series of training programs for municipal commissions and committees on topics of interest. Some regional agencies organize GIS consortiums and provide direct GIS services to organizations that contribute financially to the consortium. Others provide grantwriting assistance to their members. However, each of these activities would require additional resources for CMAP to effectively deliver the service.

Other opportunities may arise from efficiencies gained from regional cooperation. For example, CMAP has begun conversations with several counties and municipalities about taking a regional approach to comply with HUD's new fair housing rule, rather than each individual jurisdiction attempting to comply on its own. Similar approaches may be possible for other topics, like water resources. Some other regions raise significant funding through these approaches; as an extreme example, the Washington, DC, region raises over \$2 million annually in fee-for-service charges related to water resources, through contributions from water and stormwater utilities as well as counties and municipalities.

Any new service almost certainly brings with it a requirement for additional staff or consultant assistance, which may pull resources and attention away from CMAP's core functions.

General Board discussion on the fee-for-service concepts described above is requested. Please note that there is a target of \$500,000 for fee-for-service revenue, and changes in fee-for-service expectations would have offsetting impacts on local dues.

In terms of external grantseeking, staff recommends increasing CMAP's efforts to seek external grants, doubling the annual target from \$1 million to \$2 million. The agency has been successful at receiving external grants, having regularly met the \$1 million target; current grants support activities in housing, stormwater, climate resilience, and water quality. CMAP will continue to seek grants in these areas, with additional explorations of other topics such as freight, economic development, community capacity and governance, health, and energy, among others.

The current target of \$1 million is met through the efforts of program staff to identify and pursue grant opportunities. However, CMAP does not have dedicated staff to devote to development of relationships with potential corporate funders, philanthropic organizations, and other grantmakers. To move our grantseeking to the next level, staff recommends converting an existing vacant position to instead lead fundraising efforts. This position is recommended to be included within the FY17 budget, but because it involves restructuring existing vacancies, this will not increase total agency staff levels.

Short-term funding issues

In this memo as well as previous discussions, primary emphasis has been placed on long-term funding solutions. However, CMAP also has short-term funding issues that, if not addressed, would create a cash flow crisis this summer and again potentially disrupt federal highway and transit funds. Even with increased dues, additional measures will be necessary in the short-term because of the timing of dues collection. Staff has had frequent discussions with the state and federal governments about solutions, and the relevant agencies are nearing agreement on a short-term proposal to keep the agency operational through FY16 and FY17. It should be noted that FHWA, FTA, and IDOT support is contingent on CMAP also making a serious effort to find a permanent solution to our overreliance on the state (which we are doing by restructuring dues).

The UWP committee, which oversees CMAP's federal transportation funding, will be asked to discuss and recommend approval of the federal portion of CMAP's budget at their meeting on April 7. A full agency budget will be brought to the Board for initial discussion in May, with adoption scheduled for June.

ACTION REQUESTED: Approval of dues proposal, and discussion of other items.

###

Illinois' transportation crisis

Illinois has a \$43 billion transportation deficit.

Years of declining investment have left Illinois' roads, rails and bridges in poor shape. We must invest \$43 billion to rebuild and improve our state's transportation network. Doing nothing will actually cost us more: From damaged vehicles to lost time, our crumbling infrastructure is taking money out of our pockets and slowing down our state's economy.

Metropolitan Planning Council (MPC) consulted experts around the state to determine that meeting Illinois' transportation deficit requires an investment of an additional **\$43 billion over 10 years**, or an average of \$4.3 billion each year. That's less than we're already wasting on extra repairs to vehicles as a result of poor road conditions, time lost to congestion and delays, and loss of jobs and investment to neighboring states. **Rebuilding our infrastructure will cost less than continuing to suffer.**

A regular investment of \$4.3 billion each year for the next 10 years will fill the gap so we can make the fixes we need today, plus allow for sensible expansion to accommodate tomorrow. Any less is insufficient to meet the maintenance backlog. Waiting will only increase our costs and put us further behind our neighboring states, who are already taking action to invest more in infrastructure. **We must act in 2016.**

Why \$43 billion more?

The need over 10 years:

- \$10 billion for state roads (IDOT)
- \$10 billion for local roads
- \$12 billion for Chicago region transit (RTA-CTA, Metra, Pace)
- \$1 billion for downstate transit
- \$1 billion for CREATE
- \$9 billion for new and large-scale projects of all types, with performance-based allocation

10-year cost comparison

Invest to fix and upgrade

\$43 billion

Hidden costs of poor condition

\$37 billion
extra vehicle repairs

\$73 billion
cost of congestion

+

\$110 billion

Vehicle repair cost source: ASCE (see page 3)
Cost of congestion source: 2008 MPC study

We need sustainable, reliable revenue

To start catching up on our maintenance backlog and adequately plan for the future, Illinois needs a sustainable, reliable revenue source that can raise an additional \$2.7 billion in revenue each year (on top of existing federal and state sources). Of this \$2.7 billion, about half can be used for pay-as-you-go spending, with the other half to support \$25 billion in bonds over the 10 years, meeting the \$43 billion need.

This is equivalent to a \$0.30/gal increase in state motor fuel taxes and a 50 percent increase in vehicle registration fees. The tax and fees should be indexed to the consumer price index to keep pace with inflation.

One way to \$2.7 billion



+30¢
/gal
gas tax



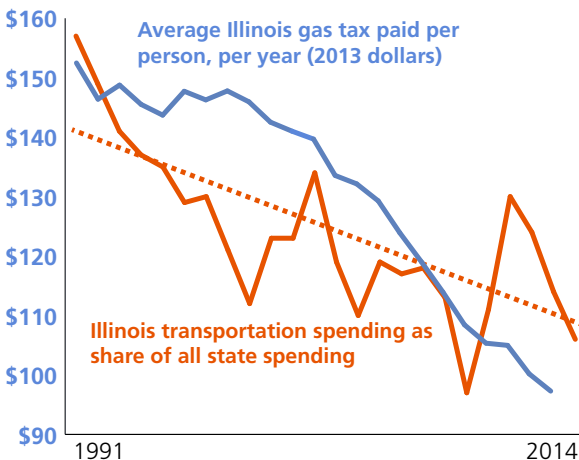
+50%
registration
fees

We're in this mess because we've invested less and less

Our failure to invest in infrastructure is costing us dearly: You missed a critical meeting because you were stuck in traffic. One of your delivery trucks hit a pothole and needs expensive axle repair. You're going to be late for dinner with your family because your train had mechanical issues. Transportation snafus are more than headaches: They're stifling our economy and making Illinois less competitive than our neighbors.

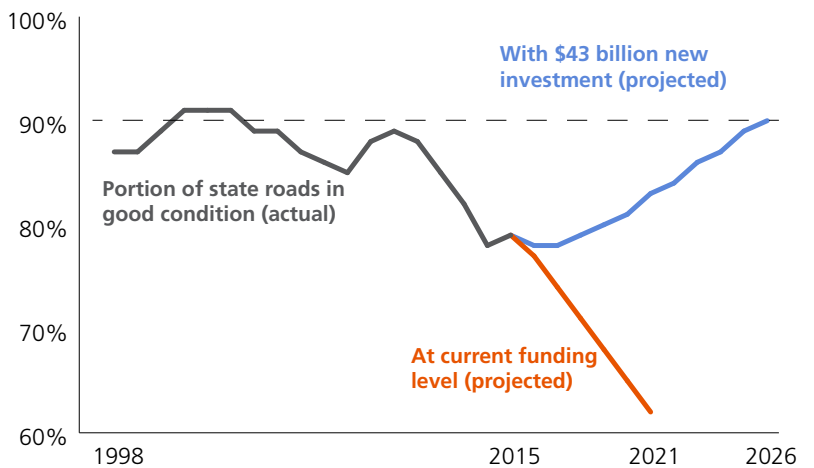
The purchasing power of the state's fixed per-gallon gas tax has declined by more than 40 percent since it was last raised in 1991.

We've collected less, invested less...



Source: State of Illinois, U.S. Census, National Association of State Budget Officers

...and conditions are deteriorating



Source: Ill. Dept. of Transportation, MPC

Since it was last raised in 1991, the purchasing power of the state's fixed per-gallon gas tax has declined by more than 40 percent—reducing the average Illinoisan's contribution from the equivalent of \$160 to under \$100 per year (in 2013 dollars). In turn, transportation spending has fallen by 40 percent, from 13 percent of state spending in 1991 to eight percent in 2014. Meanwhile, the portion of our roads in good condition has fallen from the standard of 90 percent to only 79 percent in 2015. Without action, this will decline to 62 percent by 2021. Transit systems in North-eastern Illinois have also fallen behind dramatically. The Regional Transportation Authority estimates that only about 67 percent of the region's transit network is in a state of good repair. At existing levels of funding, less than half of the system's buses, trains and infrastructure will be in a state of good repair by 2030.

Meanwhile, the portion of our roads that are in good condition has fallen from the benchmark of 90 percent to only 79 percent in 2015—and it's on course to decline to 62 percent by 2021.


In the past we've relied on large but infrequent capital bills to patch together funding. The resulting boom-and-bust cycle was unpredictable and ultimately inefficient. To allow us to return our infrastructure to good condition and accommodate growth, we need a substantial, regular, reliable source of additional revenue.

Investing more would actually cost us less

The additional gas tax and the increase in vehicle registration fees would cost the average person \$12.25 each month, or \$147 each year. That's 40 cents a day. The average Illinois household spends more than \$10,000 a year on transportation. For a fraction more, we can have a system that works. Each month it's the cost of one lunch, or a Netflix subscription.

Or, we can continue to waste \$3.7 billion every year on extra car repairs from poor roads—that's \$450 per driver. Chicagoland commuters waste 114 hours every year sitting in traffic and train riders lose a combined 800,000 hours to preventable delays. What's the cost of that lost time? Certainly more than \$12.25 each month.

Cost per person

to invest +\$43 billion	
40¢	per day
\$12.25	per month
\$147	per year



“Potholes! You cannot avoid them. Two winters ago, damage to my car from a pothole cost \$800 to repair.” —*Andrea B., Peoria*

According to the American Society of Civil Engineers, Illinois drivers spend an **extra \$3.7 billion a year on repair bills** for damage from poor roads. That's an extra \$450 per driver every year.



“If the train were more frequent and reliable, it would be a much more attractive alternative to driving.” —*Charles H., Elmhurst*

Maintenance and simple improvements to increase reliability (including finishing the CREATE program) could save Illinois train commuters more than **800,000 hours of delays every year**.



“There are a lot of cheap and easy ways we could make biking—and riding the bus—easier in the city.” —*Emily O., Chicago*

The latest data from navigation experts TomTom shows drivers in metropolitan Chicago lose **114 hours a year** while stuck in traffic. Cost-effective alternatives like transit, walking or biking are often inaccessible or unsafe for many.

\$147 per year is reasonable

According to an analysis of AAA and tax data, the typical driver in the City of Chicago currently spends \$1,825 for insurance, repairs, gas, registration, license fees and motor fuel taxes. For someone in DuPage County, it's \$1,682; in Peoria County, \$1,580. This does not include the cost of vehicle ownership.

At a household level, the Center for Neighborhood Technology's H+T Index estimates current annual transportation expenses (including the cost of vehicle ownership) for most Illinois households at more than \$10,000. For the typical household in the City of Chicago, it is \$9,150; in DuPage County, \$12,605; and in Peoria County, \$12,682.

Illinois' transportation crisis

Existing plans and new ways of prioritizing will ensure smart investments

Smartly distributing an additional \$43 billion investment requires diligent planning and prioritization. Luckily, we already have statewide, regional and local plans that identify bridges to rebuild, roads to repave, and transit lines to upgrade. In terms of maintenance, we know what we need to fix. We simply need the money to do it.

Transformative, new projects must be prioritized on merit and performance. What is the return on investment of building a new transit line or highway? Agencies around the state have started integrating performance measures into their planning and project selection, and some of these results are already reflected in plans.

When thinking about our transportation network as an asset that we must maintain, we should consider its overall value (or replacement cost) and the cost of maintaining it relative to that value, as a business would for its assets. MPC estimates the replacement cost of all our state's roads, bridges and rails at \$1.85 trillion, based on comparable construction costs, per-mile or per-facility, of recent projects. An additional \$43 billion investment represents only two percent of that value—a reasonable cost for an asset so critical to our state.

In depth: One way to raise the necessary revenue

MPC uses two straightforward, existing transportation revenue sources to illustrate the scale of this deficit. Public opinion research indicates voters prefer to pay for transportation projects with transportation-related user fees, such as the motor fuel tax and registration fees, instead of general taxes like the sales tax or income tax. While other user fees such as tolls and transit fares have increased when necessary, the motor fuel tax has been fixed since 1991, making it a logical candidate.

Adding 30 cents to the existing state motor fuel tax would raise an estimated \$2 billion each year. Increasing vehicle registration fees (for all types) by 50 percent would raise an estimated \$690 million. Of this \$2.7 billion in new annual revenues, an average of \$1.8 billion would be available annually for pay-as-you-go (PAYGO) spending, much of it weighted toward the early years of the program, with the remaining reserved for ramping up bond payments. This could support a total of \$25 billion in bonds, released incrementally each year as needed, over 10 years. These bonds would be paid back over 25 years with the continuing revenue. (We assume a 5 percent rate.)

MPC recommends the state constitution be amended to create a transportation trust fund to protect this revenue. To acknowledge the effect of these increases on lower- and middle-income Illinoisans, the state earned income tax credit should double to 20 percent of the federal amount.

Even with bond repayments, the additional revenues provided by this increase would provide an additional \$1 billion in annual transportation funding after the 10-year initial funding period. In the long term, MPC recognizes the need to shift toward a user fee that is not tied to fuel purchases. We must begin exploring a vehicle miles traveled (VMT) fee today so that we can have full implementation by 2025.

For more information

For more information, contact Peter Skosey at pskosey@metroplanning.org or 312 863 6004.