



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

## Chicago Metropolitan Agency for Planning (CMAP) Board

AMENDED

Annotated Agenda

Wednesday, June 14, 2017

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 – May 10, 2017**  
ACTION REQUESTED: Approval
- 4.0 Executive Director’s Report**  
4.1 Local Technical Assistance (LTA) Update  
4.2 Other Announcements
- 5.0 Committee Reports**  
The chair of the Planning Committee will provide an update from the meeting held prior to the board meeting. A written summary of the working committees and the Council of Mayors Executive Committee will be distributed.  
ACTION REQUESTED: Information
- 6.0 Procurements and Contract Approvals**  
6.1 Contract Amendment for Regional Transportation Data Archive  
6.2 Contract Approval for Renderings and Illustrations for Local Technical Assistance (LTA) Projects  
6.3 Contract Approval for Organizational Structure Review and Compensation Study  
6.4 Annual Commercial Data Renewal  
6.5 Approval to Purchase Information Technology Software  
ACTION REQUESTED: Approval
- 7.0 Special Conformity Analysis and TIP Amendment (I-290)**  
IDOT is completing the environmental impact for the I-290 project and is seeking a Record of Decision by June 30, 2017. The appropriate treatment

of this project in the Plan and TIP was discussed at a consultation meeting on April 20, 2017. It was determined that a conformity amendment is required. The public comment period ended on May 30, 2017. A memo detailing the proposed amendment and the results of the conformity analysis follows.

ACTION REQUESTED: Approval

#### **8.0 Regional Transit Asset Condition Targets for 2017**

Recent Federal Transit Administration rules require MPOs to establish annual targets for transit asset condition. Staff will present proposed regional targets for transit asset condition for the end of calendar year 2017 based on the four performance measures in the Federal Transit Administration's final asset management rule.

ACTION REQUESTED: Approval

#### **9.0 FY 2018 Unified Work Program (UWP)**

The Programming and Transportation Committees have recommended the approval of the proposed FY 2018 Unified Work Program (UWP) to the CMAP Board and the MPO Policy Committee. The FY 2018 UWP totals \$21,529,195. It includes \$17,222,286 in FHWA and FTA regional planning funds and \$4,513,908 in matching funds. The attached Executive Summary details the allocation of funding and awarded projects.

ACTION REQUESTED: Approval

#### **10.0 FY 2018 Budget and Work Plan**

Staff is seeking approval of the draft FY 2018 Budget and Work Plan, which was presented at last month's meeting for discussion purposes.

ACTION REQUESTED: Approval

#### **11.0 Appointing a Nominating Committee**

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

ACTION REQUESTED: Information

#### **12.0 CMAP & MPO Memorandum of Understanding Subcommittee**

The Memorandum of Understanding between the Chicago Metropolitan Agency for Planning (CMAP) and the MPO Policy Committee Encompassing Transportation Planning and Programming in Northeastern Illinois calls for an annual review. Chairman Bennett will appoint a subcommittee to review the current MOU and make recommendations to the Board at its next meeting.

ACTION REQUESTED: Information

### **13.0 ON TO 2050 Updates**

#### **13.1 ON TO 2050 Preview Report**

As part of development of ON TO 2050, staff drafted a report to synthesize major initial findings and recommendations of research, analysis, and strategy development efforts completed thus far. The report introduces the guiding principles of the plan: resilience, inclusive growth, and prioritized investment. Staff will present on the draft report, which was shared with the Board on June 2 and will be released for public comment on June 19.

ACTION REQUESTED: Discussion

#### **13.2 ON TO 2050 Financial Plan: Reasonably Expected Revenues**

As required by law, CMAP must prepare a financial plan to ensure adequate resources are available to support the investments and policies included in the long-range transportation plan. Previous forecasts found that revenues will be insufficient to fiscally constrain expenditures for operations and maintenance, and the region will be unable to constrain any expansion and enhancement activities over the ON TO 2050 planning period. As a result, additional revenues will be needed to meet the region's transportation investment goals. Staff will present initial policy recommendations and forecasts for five reasonably expected revenues, as summarized in the attached memo.

ACTION REQUESTED: Discussion

### **14.0 Regional Household Travel and Activity Survey**

CMAP's travel survey consultants will provide the Board with an overview of the survey and discuss the project timeline. The consultants will also describe some innovative features that will be implemented during the survey

ACTION REQUESTED: Information

### **15.0 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: Information

### **16.0 Other Business**

### **17.0 Next Meeting**

The Board is on call for July and August. It is anticipated that the Board will not need to meet again until September 13, 2017.

### **18.0 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.

## 19.0 Adjournment

### Chicago Metropolitan Agency for Planning Board Members:

\_\_\_ Gerald Bennett, Chair  
\_\_\_ Rita Athas  
\_\_\_ Frank Beal  
\_\_\_ Matt Brolley  
\_\_\_ Franco Coladipietro  
\_\_\_ Janel Forde

\_\_\_ Elliott Hartstein  
\_\_\_ Al Larson  
\_\_\_ Andrew Madigan  
\_\_\_ John Noak  
\_\_\_ Rick Reinbold  
\_\_\_ William Rodeghier

\_\_\_ Carolyn Schofield  
\_\_\_ Peter Silvestri  
\_\_\_ Peter Skosey  
\_\_\_ Sean McCarthy  
\_\_\_ Brian Oszakiewski  
\_\_\_ Leanne Redden



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 3.0

233 South Wacker Drive  
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Chicago, Illinois 60606

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## Chicago Metropolitan Agency for Planning (CMAP) DRAFT Board Meeting Minutes May 10, 2017

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, Matthew Brolley-representing Kane and Kendall Counties, Franco Coladipietro-representing DuPage County (via tele-conference), Janel Forde-representing the City of Chicago (via tele-conference), Elliott Hartstein-representing Lake County (via tele-conference), Al Larson-representing northwest Cook County, Andrew Madigan-representing the City of Chicago, John Noak-representing Will County, Rick Reinbold-representing south suburban Cook County, William Rodeghier-representing suburban Cook County, Carolyn Schofield-representing McHenry County, Peter Silvestri-representing Cook County (via tele-conference), Peter Skosey-representing the City of Chicago (via tele-conference), and Leanne Redden-representing the MPO Policy Committee.

**Staff Present:** Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Jesse Elam, Gordon Smith, Marisa Prasse, and Sherry Kane

**Others Present:** Kristen Andersen-Metra, Garland and Heather Armstrong-Access Living, Jackie Forbes-KaneKendall Council, Michael Fricano-WCMC, Tom Kelso-IDOT, Mike Klemens-WCGL, Kelsey Mulhausen-Southwest Conference, Brian Pigeon-NWMC, David Seglin-CDOT, Sam Van Hecke-Cambridge Systematics, and Mike Walczak-NWMC.

### 1.0 Call to Order and Introductions

CMAP Board Chair Mayor Gerald Bennett called the meeting to order at 9:30 a.m., and asked Board members to introduce themselves.

### 2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

### **3.0 Approval of Minutes**

A motion to approve the minutes of the CMAP Board meeting of April 12, 2017, as presented made by President John Noak and seconded by President William Rodeghier, and with all in favor, carried.

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

Executive Director Joe Szabo reported that the Local Technical Assistance (LTA) update had been included in the Board materials, as well as the ON TO 2050 bi-monthly update. Szabo reported that the legislative repeal of the MPO consolidation rule, having passed the House and Senate was before the President for signature. Szabo recognized the efforts of those in the region and around the country and specifically thanked Alex Beata and Tom Kotarac for the work they had done. The Springfield Legislative Forum is scheduled for Thursday, May 11, Szabo went on to say, and staff will be giving updates on plan preparation and Alternative Futures. Finally, Szabo reported that he will be in D.C. during the upcoming week for the annual CAGTC meeting, congressional visits and a meeting with Secretary Chao at US DOT and FHWA, and on to New York for a peer exchange with the NY Metropolitan Transportation Council.

### **5.0 Procurements and Contract Approvals**

CMAP staff Jesse Elam provided background on IDOT's and the Illinois Tollway's request to do a big picture study of how to modernize the expressway network while considering congestion, safety, truck movement and identifying transit opportunities in the corridors. Back today, Elam continued, requesting approval of the agreements to fund the project. Additionally, Elam reported the results of the Request for Proposal that had staff recommending CH2M performing the expressway vision work at a cost not to exceed \$1,597,673. With IDOT and the Tollway each contributing \$1,000,000 to the project, staff is also recommending Board approval of the intergovernmental agreements with each of the agencies. Elam also gave a brief update on the project itself, reporting that CMAP staff is leading the goal development, which is going before the committee process. We expect to do a lot of outreach to the Councils of Mayors in the coming months, hope to have CH2M under contract by month's end, and have the project completed by this time next year to coordinate with the release of the draft ON TO 2050 plan.

A question was raised regarding agreement between the parties as to how the study, would be used, with staff suggesting the result would likely be the basis for a future capital program. When queried, staff also suggested that updates on the project would be given at CMAP committee level, and y at the Board and Policy Committee meetings.

A motion by President John Noak was seconded by Carolyn Schofield to approve the contract award as presented and the intergovernmental agreements with IDOT and the Tollway. All in favor, the motion carried.

### **6.0 Committee Reports**

Committee Chair Rita Athas reported that the Programming Committee had met earlier in the morning and that a Local Technical Assistance (LTA) program symposium is scheduled for May 16, at Roosevelt University in conjunction with the program's annual call for projects. Applications for projects are due June 29. The City of Aurora presented on its downtown plan, a good example, Athas reported, of how CMAP and the communities work together with CMAP bringing validation and credibility to the project,

help with outreach, and new perspective with the introduction of technical tools and “think bigger” concepts. A legislative update was given, Athas continued, and staff presented on and the committee approved initial transit asset condition targets. Finally, the committee considered and approved the Unified Work Program (UWP) for FY 2018.

A written summary of the working committees and the Council of Mayors Executive Committee was also distributed.

## **7.0 DRAFT FY 2018 Budget and Work Plan**

Deputy Executive Director of Finance and Administration Angela Manning-Hardimon presented CMAP’s draft FY 2018 comprehensive budget. Manning-Hardimon gave background on the development of the FY 2017 budget that allowed CMAP was able to remain solvent through a combination of local dues, toll credits, receipt of direct payment from US DOT and ultimately a stop-gap state budget. A similar funding strategy would likely be implemented in FY 2018 should a state budget not be adopted. Included in the FY 2018 budget, Manning-Hardimon went on to say, is the expected state match of \$3.3 million. Should the local match not be available for the federal funding CMAP would present a revised budget. Critical to the budget are the local dues and maintaining the local dues contribution is necessary to satisfy a deficiency cited by US DOT in its 2014 certification review. Manning-Hardimon also reported that CMAP had collected approximately \$875,000 (nearly 99%) in FY 2017. A scheduled increase in local dues to approximately \$1.4 million in FY 2018 was abated because of last year’s success thus allowing CMAP to propose a hold on local dues at last year’s level of \$887,000.

Highlights in the FY 2018 budget include the following. An approximate \$3 million increase in the budget in personnel costs (up 3%) and consulting services (up 123%) because of the Expressway Vision Study (comprised of personnel and consulting costs at about \$2 million) and the travel survey (comprised solely of consulting dollars totaling \$1.5 million). Cost reductions were made in personnel, related to retirement, health and dental benefits, and some commodity lines that offset some of the increases. The budget also supports the core programming for CTA, CDOT, Pace, Metra, RTA, McHenry County and the Council of Mayors in the amount of \$3.1 million and competitive projects for CMAP, RTA, CDOT, and Pace in the amount of \$848,000. The local dues structure is reflected in Appendix A, and the work plan details and deliverables are also a part of the budget doc, Manning-Hardimon concluded.

When asked to clarify the expenditure for the travel survey, Manning-Hardimon explained that an update is required every 10 years, that through competitive process a vendor was selected last year at a total cost of about \$2.5 million, the largest expenditure expected in FY 2018 at \$1.5 million, and another \$1 million would be due in FY 2019 to complete the 3-4 year project. Also queried about personnel, Manning-Hardimon reported that head count remains the same at 104.5 and while merit increases are budgeted, the bulk of the increase is related to the Expressway Study and new grants with NOAA and CDBG. The Fast Act also saw additional responsibilities for staff. As salaries increase, Manning-Hardimon added, so do FICA and Medicare costs. Finally, asked were there no state budget, Manning-Hardimon suggested that staff would have to come back to the board with a revised budget, (as was done in FY 2017) first becoming a direct recipient of the federal funding and using toll credits as the match.

## **8.0 Upcoming CMAP Events: LTA Symposium and FLIP**

Deputy Executive Director of Planning Bob Dean reported that the Local Technical Assistance (LTA) Call for Projects, in conjunction with the RTA program, was announced on May 4, with applications due on June 29. To promote the program this year, Dean continued, we have an all-day symposium scheduled for May 16 with previous LTA project sponsors reporting past accomplishments, to educate potential applicants and give direction for projects. Expected attendees include partner organizations, non-profits and the transit boards, Dean went on to say, and registration was closed since the event was at capacity. Those who are unable to attend may also be interested in the webinar scheduled for May 18.

For the Future Leaders in Planning (FLIP) program, Marisa Prasse reported that May 15 application deadline may be extended to June 9, additional outreach through social media will continue, and at the Board's request, a partner "tool kit" to share information about the program is on the FLIP webpage.

## **9.0 State Legislative Update**

CMAP staff Gordon Smith reported that third reading deadline in each chamber having come and gone, and while there has not been a great deal of activity, there are two bills that staff is suggesting the Board consider supporting. SB 1029 that creates the Illinois Land Conservation and Stewardship grant program authorizes IDNR to award grants for stewardship of natural areas across the state. This aligns with GO TO 2040's recommendation to preserve and maintain open space. A second bill, SB 521 (Senate Amendment 1) is a continuing appropriation of federal funds to the agencies that handle pass-through dollars. The amendment has not yet been adopted, Smith continued. Board support would be important because of the upcoming budget uncertainty. A motion by Mayor Al Larson was seconded by President Rodeghier to support staff's recommendations. All in favor, the motion carried.

Smith also reported that that the "live streaming" bill is up in Committee in the Senate, with Senator Karen McConnaughay recommending an effective date of January 1, 2018 (versus immediate) that would give time to implement the unfunded mandate, the cost of which could be \$10-\$50,000.

Chairman Mayor Bennett also reported that Metropolitan Mayors Caucus and Illinois Municipal League had met and all agree that passing a state budget is imperative for the future of the state and critical to education and local governments.

## **10.0 Other Business**

There was no other business before the CMAP board. President John Noak announced a groundbreaking ceremony for the new Metra station in Romeoville on May 16, at 10:00 a.m.

## **11.0 Next Meeting**

Chairman Mayor Bennett suggesting that the Board may not meet during the months of July and August, asked that all members make every effort to attend the next meeting on June 14, 2017.



## 12.0 Public Comment

There were no comments from the public.

## 13.0 Executive Session

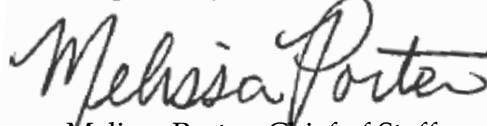
At 10:08 a.m., a motion by President Rick Reinbold was seconded by Mayor Al Larson to adjourn to an executive session, pursuant to IOMA Section 2(c)(5).

At the conclusion of the executive session, Chairman Mayor Bennett announced that the board had discussed contractual lease agreements, followed by a recommendation to move forward on the real estate lease analysis. A motion to approve the next phase of analysis was made by Mayor John Noak and seconded by President William Rodeghier. All in favor, the motion carried.

## 14.0 Adjournment

A motion to adjourn at 10:31 a.m., by Mayor John Noak was seconded by Frank Beal. All in favor, the motion carried.

Respectfully submitted,



Melissa Porter, Chief of Staff

05-31-2017  
/stk





# Chicago Metropolitan Agency for Planning

## Agenda Item No. 4.1

233 South Wacker Drive  
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Chicago, Illinois 60606

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## MEMORANDUM

**To:** CMAP Board and Committees  
**From:** CMAP Staff  
**Date:** June 7, 2017  
**Re:** Local Technical Assistance Program Update

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The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 188 local projects have been initiated. Of these, 144 projects have been completed, and the remainder are underway.

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

**ACTION REQUESTED:** Information



## Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Arlington Heights bicycle-pedestrian plan (see <a href="#">website</a> )	John O'Neal	May 2014- July 2017	Staff assistance	Plan presented to Village Comprehensive Plan Subcommittee. Committee unanimously voted to recommend plan for approval by Plan Commission (anticipated to be at July meeting). Public open house planned for June 1. Bi-lingual outreach materials and media plan for open house developed and disseminated.
Aurora downtown plan (see <a href="#">website</a> )	Lindsay Bayley	May 2015- July 2017	Staff assistance	Staff met with Mayor Irvin and members of his transition team. We moved the date for the Open House to June 22, to give the City more time to prepare for the event. Staff is developing promotional materials, an outreach plan, and meeting materials.
Beach Park planning priorities report (see <a href="#">website</a> )	Ricardo Lopez	Jan. 2016- June 2017	Staff assistance	Planning priorities report complete. Staff is working with Village staff to schedule Village Board presentation in June.
Bensenville zoning update (see <a href="#">website</a> )	Jake Seid	Oct. 2015- Dec. 2017	Staff assistance	Module one of three of the updated Ordinance was sent to Village staff for review on May 31.
Berwyn stormwater management plan	Nora Beck	May 2017- Feb. 2018	Consultant assistance	Finalization of the consultant contract is underway.
Berwyn zoning revisions (see <a href="#">website</a> )	Kristin Ihnchak	Jan. 2013- July 2017	Staff and consultant assistance	Public open houses were held on May 8 and 13 and the draft ordinance is being edited for City Council review and approval.
Brookfield comprehensive plan	Heidy Persaud	Oct. 2016- Oct. 2017	Consultant assistance	The third Steering Committee meeting took place on April 27, participants reviewed feedback collected at the Public Open House and began developing the plan's vision statement. Additional outreach for the vision statement will be conducted at a farmer's market.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	July 2014- July 2017	Consultant assistance	A steering committee meeting to review the draft regulations is being scheduled for mid-June.
Chicago Heights zoning update	Maggie Jarr	Nov. 2016- Sept. 2017	Consultant assistance	The consultant will meet with the Steering Committee on June 8 to present the draft ordinance for the downtown, as well as the draft use categories and sign typologies for the City's whole zoning code.
Chicago North River Communities neighborhood plan (see <a href="#">website</a> )	Brian Daly	Nov. 2015- Nov. 2017	Staff assistance	CMAP staff completed the key recommendations memo and presented it to the steering committee at a meeting on May 25. CMAP staff and NRC are working with ULI to plan a panel on housing in the neighborhood in June.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago Pilsen-Little Village neighborhood plan (see <a href="#">website</a> )	Ricardo Lopez	Dec. 2013- June 2017	Staff assistance	Chicago DPD shared a draft of the plan with CMAP on April 27, and it is under review.
Chicago Pullman National Historic Park transportation plan ( <a href="https://pullmantransportation.com/">https://pullmantransportation.com/</a> )	Lindsay Bayley	June 2015- June 2017	Consultant assistance	The revised draft report was reviewed by CMAP staff and will be sent to the full Technical Advisory Committee and Citizen Advisory Committee in June.
Chicago Riverdale area transportation plan	Tony Manno	Nov. 2016- Oct. 2017	Consultant assistance	The steering committee kickoff meeting is scheduled for June 8.
Cicero comprehensive plan (see <a href="#">website</a> )	Jonathan Burch	Apr. 2014- June 2017	Consultant assistance	The Town is scheduled to adopt the final plan on June 13.
Cook County subregional growth plan	Jonathan Burch	May 2016- June 2017	Staff assistance	CMAP is assisting the project team with final design of the report and the executive summary along with commenting on the scope of work for phase 2.
Cook County (Maine-Northfield) unincorporated area plan (see <a href="#">website</a> )	John Carlisle	July 2016- Dec. 2017	Staff assistance	The draft existing conditions report will be sent to the steering committee for review in early-to-mid June with a meeting to follow. The internal stormwater analysis is still under development, and when complete, a second steering committee meeting will focus solely on its findings. Transportation consultants continue right-of-way assessment, and the stormwater consultant engagement is about to begin.
Crystal Lake transportation plan (see <a href="#">website</a> )	Nora Beck	Mar. 2014- July 2017	Staff assistance	City staff provided edits to the draft plan; CMAP is revising the draft and sending to the steering committee for review in June.
Des Plaines comprehensive plan	Heidy Persaud	Nov. 2016- May 2018	Staff assistance	The second Steering Committee meeting is scheduled for June 6 and a Public Open House is scheduled for June 28. Additional outreach will be conducted at the Taste of Des Plaines on June 17.
DuPage County / Hanover Park Homes for a Changing Region (see <a href="#">website</a> )	Jonathan Burch	Nov. 2014- July 2017	Consultant assistance	CMAP staff are working with the towns and the consultant to set a firm timeline to complete the remaining tasks, including review of the recommendations memos and writing the final plan.
DuPage County Elgin-O'Hare Corridor Bicycle and Pedestrian Plan (see <a href="#">website</a> )	John O'Neal	May 2015- June 2017	Consultant assistance	Draft Plan (Version 1) produced. Plan reviewed by CMAP and DuPage County and comments incorporated. Version 2 produced and comments currently being incorporated. Executive summary (brochure) currently under development. Process for County and local agency approval under discussion.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Franklin Park comprehensive plan (see <a href="#">website</a> )	John Carlisle	Apr. 2015- July 2017	Staff assistance	CMAP staff are producing the final plan, still tentatively scheduled for a June public hearing and July Board adoption.
Governors State University green infrastructure plan	Holly Hudson	June 2015- June 2017	Consultant assistance	Consultant work continued on revisions to the stormwater management portion of the plan to address CMAP and GSU staff comments. CMAP and GSU staff began review and will submit comments to the consultant in early June on the draft natural areas restoration and management plan. A final draft plan is expected from the consultant in mid-June.
Hampshire planning priorities report (see <a href="#">website</a> )	Tony Manno	Mar. 2016- July 2017	Staff assistance	The draft recommendations are currently being reviewed by Kane County staff. The draft report will be sent to the Village for review in early June once any comments from Kane County are addressed.
Harvard zoning update	Jake Seid	Jan. 2017- Feb. 2018	Consultant assistance	Camiros discussed the Approaches Report with the Village Steering Committee on May 16 and is prepared to begin drafting the Ordinance.
Huntley zoning update	Patrick Day	May 2015- June 2017	Consultant assistance	Village Staff have completed internal review of the full draft ordinance and are coordinating public review of the document with CodaMetrics and CMAP staff.
Impact DuPage affordable housing strategy	Jonathan Burch	Mar. 2016- June 2017	Staff assistance	Communications review of the final design document is underway and staff is preparing for a final meeting in early June.
Joliet Chicago Street plan	Stephen Ostrander	Dec. 2016- May 2018	Consultant assistance	Consultant work on the project continued, although work on plaza component has been paused due to ongoing discussions with multiple downtown stakeholders about reconfiguration opportunities for parking. The City held an informational meeting for the public regarding the reconstruction and re-opening of Chicago Street between Washington Street and Van Buren Street.
Lisle downtown parking plan (see <a href="#">website</a> )	Lindsay Bayley	Mar. 2016- Oct. 2017	Staff assistance	The revised Existing Conditions Report is now available on the website. Staff is coordinating meeting with stakeholders to develop recommendations and reformat an online survey, after review by the new mayor's staff.
Lower Salt Creek Watershed-based Plan	Holly Hudson	Jan. 2016- Dec. 2017	Staff assistance	CMAP staff and project partners DuPage County Stormwater Management and DuPage River Salt Creek Workgroup continued plan development. CMAP staff made arrangements with the Village of Brookfield and began preparing materials for the second public meeting to be held at the Village on June 8.

Project	CMAP lead	Timeline	Assistance type	Status and notes
McHenry County Fox River corridor study	Kate Evasic	Sept. 2016-Mar. 2018	Staff assistance	Staff continued to make progress on the existing conditions report.
Metropolitan Planning Council Great Rivers project	Kelsey Pudlock	Dec. 2015-Dec. 2017	Staff assistance	The project team continues to work on designing and scheduling outreach activities in suburban Cook County, and will be reaching out to communities adjacent to the Des Plaines River in the coming months.
Midlothian 147 <sup>th</sup> Street corridor improvements (see <a href="#">website</a> )	Tony Manno	Apr. 2016-June 2017	Staff and consultant assistance	Preliminary design concepts have been created for all three locations. Outreach to corridor businesses and property owners is underway, and illustrations are being drawn by Bruce Bondy. A public open house is scheduled for June 14. CMAP and CBBEL staff will then present the recommended improvements to the Village Board that night.
North Lawndale community plan (see <a href="#">website</a> )	Brandon Nolin	Feb. 2016-Feb. 2018	Staff assistance	More than 125 attended the North Lawndale Community Planning Conference II on June 3. The half-day visioning workshop included breakout sessions to discuss key planning topics as well as a large group mapping exercise. The Draft Plan is anticipated in late 2017 with publication/adoption in early 2018.
O'Hare area truck route coordination	Alex Beata	July 2016-June 2017	Consultant assistance	Held final joint Policy/Technical Committee meeting on May 24, with implementer outreach materials to follow. Received drafts of technical memo and action agenda from consultant and provided edits.
Palos Park bikeways and trails plan	John O'Neal	Apr. 2017-Feb. 2018	Consultant assistance	Internal/team kick-off meeting held on May 4 at the Village of Palos Park. Formation of steering committee currently underway. First steering committee meeting planned for late June/early July.
Park Forest zoning revisions (see <a href="#">website</a> )	Kristin Ihnchak	June 2013-Oct. 2017	Staff and consultant assistance	No update.
Richton Park stormwater management plan (see <a href="#">website</a> )	Kate Evasic	Apr. 2016-June 2017	Consultant assistance	CMAP staff reviewed floodway study with Village and Consultant and facilitated a call to present the project to the Forest Preserve District of Cook County and MWRD. Consultant is preparing draft green infrastructure and development concept to present on June 7.
Romeoville comprehensive plan (see <a href="#">website</a> )	Brandon Nolin	Apr. 2016-July 2017	Consultant assistance	Draft Plan was reviewed with the Steering Committee in May and a Public Open House was scheduled for June 5. Plan adoption is anticipated in July. Project website is <a href="https://bigpictureromeoville.com">https://bigpictureromeoville.com</a> .
South Elgin zoning update (see <a href="#">website</a> )	Patrick Day	Oct. 2014-Dec. 2017	Staff assistance	Village Staff continue to review UDO Module 1 (of 3). CMAP Staff continue to draft Module 2.



<b>Project</b>	<b>CMAP lead</b>	<b>Timeline</b>	<b>Assistance type</b>	<b>Status and notes</b>
South Holland comprehensive plan (see <a href="#">website</a> )	Stephen Ostrander	Apr. 2015- Aug. 2017	Staff assistance	CMAP staff continued drafting of final plan, including top priority recommendations and full incorporation of relevant recommendations from South Holland's <i>Vision 2022</i> plan. CMAP staff and Village also worked to finalize Future Land Use Map for plan.
SSMMA Complete Streets plan (see <a href="#">website</a> )	John O'Neal	July 2014- July 2017	Staff assistance	Draft Plan approved by SSMMA Transportation Technical Committee. Plan currently undergoing review and InDesign layout by LTA staff.
Villa Park zoning ordinance	Patrick Day	July 2015- July 2017	Consultant assistance	Steering Committee has held two sessions with Duncan Associates to review a completed draft ordinance. Review will continue at subsequent meetings.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014- Dec. 2017	Consultant assistance	The project is on hold until July due to Westchester staff leave of absence.
Wilmington downtown plan (see <a href="#">website</a> )	Maggie Jarr	Jan. 2017- May 2018	Staff assistance	CMAP staff is continuing work on the Existing Conditions Report.





## MEMORANDUM

**To:** CMAP Board

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

**Date:** June 7, 2017

**Re:** Contract Amendment Approval for Regional Transportation Data Archive

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In 2008, CMAP participated in a [study](#) exploring structures for a transportation data archive for northeast Illinois. The study concluded that a central physical repository was preferred over a virtual data library. Maintaining a data archive is consistent with CMAP's mission, and CMAP embraces the task. The archive will benefit CMAP research, member agencies, and academic activities. Although CMAP has not yet opened the system to the public, we have filled data requests for researchers and used the data in our own research.

On June 12, 2013, the CMAP Board approved an agreement with Pangaea Information Technologies, LTD to develop an automated archive containing weather, traffic, broadcast traveler information, and roadway incident data. The maximum amount of the five-year contract was not to exceed \$176,000.00.

The database has grown to five terabytes in size and now is operating over four servers. A number of unplanned issues arose in year four of the contract requiring additional effort. This included partitioning the largest tables, rebuilding indexes, and reducing the size of the archive needing regular backups by restructuring the contents. This was in addition to planned expenditures for developing automated export procedures, backup planning, and backup reliability/disaster recovery tasks. As a result, year four costs exceeded the anticipated budget amount by \$15,000.00. The remaining project funds allocated for the final year of this contract is insufficient to provide for general maintenance and the required operating system upgrade to the system. The current budget shortfall is \$15,000.00.

It is requested that the Board approve an additional \$15,000 for the Regional Transportation Data Archive Project for FY18. The total not to exceed cost of this contract will be \$191,000.00.

**ACTION REQUESTED:** Approval





# Chicago Metropolitan Agency for Planning

## Agenda Item 6.2

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## MEMORANDUM

**To:** CMAP Board

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

**Date:** June 7, 2017

**Re:** Contract Approval for Renderings and Illustrations for Local  
Technical Assistance (LTA) Projects

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Following the adoption of GO TO 2040, CMAP initiated the Local Technical Assistance (LTA) program to provide assistance to local governments to advance the implementation of GO TO 2040. The program includes a combination of projects that require staff assistance and consultant assistance.

Many LTA projects would be enhanced by the inclusion of high-quality visualizations that demonstrate the impact that alternative planning or policy directions would have on a specific site or area within a community. Often, visualizations are the best way to communicate planning concepts to the public, as they allow residents to envision what a site or area could look like in the future. These products appear within the relevant local plans, and also are used by CMAP to illustrate the results of the LTA program. The visualizations often appear on CMAP's website and in presentations, videos, and printed materials, and therefore must be of the highest quality. The purpose of this RFP is to select one or more firms to prepare visualizations to support LTA projects.

### Review Process

The RFP was released on March 22, 2017, and posted to the CMAP website. On March 29, a non-mandatory pre-bid information session was held with the notes from that session posted on the CMAP website. On April 14, CMAP received six proposals from the following firms:

- Bondy Studios
- Carrico Illustration
- Farnsworth Group
- Gregory Ramon Studios
- MIG
- SCB

Of these, five proposals were complete but one (from Carrico Illustration) did not include cost estimates or a full proposal and was therefore not considered or scored.

Proposals were reviewed and scored by three CMAP staff based on qualifications and the following criteria.

1. The demonstrated record of experience of the contractor as well as identified staff in providing the professional services identified in this scope of work.
2. The quality and relevance of the example visualizations provided for each of the four representative visualization types.
3. The appropriateness and quality of the proposed process for preparing each of the visualizations.
4. The reputation of the firm based on references.
5. Cost to CMAP, including consideration of per-hour costs.

The review team reviewed and scored the RFP responses. The three highest scoring firms were interviewed: Bondy Studios, MIG, and SCB. The following table shows the scores for each firm, as determined following the interviews.

	<b>Bondy</b>	<b>Farnsworth</b>	<b>Gregory Ramon</b>	<b>MIG</b>	<b>SCB</b>
Experience of firm and staff (maximum 25 points)	23.2	19.7	15.8	20.7	22.5
Quality and relevance of examples (maximum 50 points)	44.6	35.8	23.3	41.3	42.5
Appropriateness and quality of proposed process (maximum 15 points)	13.7	11.3	8.2	13.5	14.0
Cost (maximum 10 points)	6.8	2.1	6.4	6.2	6.7
<b>Total (maximum 100 points)</b>	<b>88.2</b>	<b>68.9</b>	<b>53.7</b>	<b>81.6</b>	<b>85.7</b>

CMAP staff were favorably impressed with all three of the firms that were interviewed. All demonstrated good understanding of the project goals, relevant experience working with similar clients, and excellent quality illustrations. Each of the three firms has a different style that would be suited to different types of communities and projects (for example, computer-assisted renderings vs hand drawings). Therefore, staff recommends contracting with the three interviewed firms – Bondy Studios, MIG, and SCB – and assigning each projects according to their specialties.

It is recommended that the Board approve two-year with a one-year renewal, task order basis contracts, with Bondy Studios, MIG, and SCB. The option renewal year will be dependent on performance and the level of approved funding for this purpose. The combined cost of these services will be approximately \$50,000 each fiscal year, not to exceed \$150,000 total over a three-year period. The FY18 budget currently includes \$50,000 for these services, which will cover the first year; funding for future years will be requested as part of the FY19 and later budgets or assembled from other sources.

ACTION REQUESTED: Approval



## MEMORANDUM

**To:** CMAP Board

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

**Date:** June 7, 2017

**Re:** Contract Approval for Organizational Structure Review and Compensation Study

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CMAP is seeking a consulting firm to conduct an organizational structure review and compensation study. The objective of this study is to analyze CMAP's existing organizational and compensation structure, and make appropriate recommendations to the organizational and compensation structure that will allow CMAP to appropriately manage resources based on the agency's functional needs and staffs' skills and abilities, and to ensure that CMAP can recruit and retain the best talent for the agency.

### Review Process

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on January 20, 2017. Staff held a non-mandatory pre-bid information session for consultants on February 15, 2017. Notes pertaining to the discussion were released shortly thereafter and posted on the CMAP website. On March 3, 2017, CMAP received four responses from potential vendors: Bronner Group, Arthur J. Gallagher & Company, Springsted Incorporated and Madell Consulting. Madell Consulting was deemed non-responsive and therefore was not reviewed by the team.

Proposals were reviewed by three CMAP staff members, who scored each proposal independently. 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.
2. The consultant's understanding of the purpose of this contract, as demonstrated through the quality and relevance of the proposal.
3. The relevance of the consultant's approach to conducting the activities described in the scope of services, as demonstrated by the level of detail and thoughtfulness provided in the approach.

4. The quality and relevance of the examples of similar work.
5. Cost to CMAP, including consideration of all project costs and per-hour rates

After the initial scores were evaluated, it was decided to invite Arthur J. Gallagher & Company and Springsted Incorporated to interview. After the interviews were conducted, the team members were given the opportunity to re-score the candidates. The results of the re-scored candidates are shown in Table 2.

**Table 2: Post Interview Scoring**

Criteria	Maximum Score	Bronner	Gallagher	Springsted
Experience	20	12.0	11.7	15.3
Quality or Proposal	20	8.7	11.3	14.7
Approach to process	20	8.7	15.7	14.0
Similar work	20	9.7	12.0	11.3
Proposal cost	20	16.0 \$79,450	18.0 \$53,800	18.0 \$63,525
Total	100	55.0	68.7	73.3

**Recommendation for contractor selection**

It is recommended that Springsted Incorporated be selected as the contractor for the Organizational Structure Review and Compensation Study project. Springsted provided a comprehensive written RFP response and also performed well during the interview process.

Gallagher was most competitive with regard to cost, but did not perform well during the interview. Gallagher was not able to identify and commit specific staff to the CMAP project. The representative appeared to be unclear regarding the content of the RFP response regarding whether or not the costs for a major component of the RFP were included in the proposal. It is important to note that, although these costs were in fact included in the proposal, the costs associated with the employee appeal process was optional and the costs associated with that process was not stated in the proposal response; therefore the submitted Price Proposal Form was not reflective of the total project cost.

Overall the team felt that the Bronner Group proposal was weak in regard to quality of the proposal and examples of similar work. The Bronner Group proposal was also the most costly.

The RFP also requested bids for optional tasks. These optional tasks included the development of clear written guidelines for performance evaluations, promotions, awards, and raises and/or to design a professional development program for staff as a separate agreement that CMAP may or may not choose to exercise. The team recommends the inclusion of the option costs in the request for CMAP Board approval, but will reserve its decision to recommend exercising that option until after the primary project have been completed.

It is recommended that the Board approve a contract with Springsted Incorporated for the Organizational Structure Review and Compensation Study. The combined cost of the required



and optional services will not exceed \$87,425.00. Support for this project is included in the FY17 budget.

ACTION REQUESTED: Approval





Chicago Metropolitan  
Agency for Planning

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312 454 0400  
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**MEMORANDUM**

**To:** CMAP Board

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

**Date:** June 7, 2017

**Re:** Annual Commercial Data Renewal

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

DATA SET	VENDOR	RENEWAL DATE	COST
Aerial photography for Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties.	TBD	TBD	40,300
New real estate transactions, including foreclosures and tax sales.	Record Information Service	8/14/2017	1000
New residential subdivision sites.	MetroStudy Online	10/1/2017	22,000
Commercial real estate information--national, regional, market and submarket trends and forecasts for rent, vacancy and inventory for apartments, office space, retail spaces and warehouses throughout the region.	Reis, Inc.	10/31/2017	13,000
Online access to proposed, planned and new commercial construction data.	Construction Market Data formerly Reed Construction	11/1/2017	5,000
Economic forecasts by county	Woods and Poole	7/1/2017	3,500
Annual tax bill information	Lake County Assessor's Office	11/29/2017	500
Annual tax bill information	Will County Assessor's Office	11/29/2017	1,000
Residential building permit data	US Census Bureau-Building Permits	12/29/2017	200

DATA SET	VENDOR	RENEWAL DATE	COST
Regional data and analysis tools targeted to regional workforce and economic development professionals	EMSI	1/21/2018	20,000
Vehicles, types and location	Illinois Secretary of State-License Plates	1/26/2018	500
Commercial real estate online database used to establish baseline market and economic conditions for municipalities.	CoStar Group	3/31/2018	35,000
Online database subscription services to business intelligence data, including: Locations (HQ and franchises), number of employees per location, NAICS/SIC codes, street address, corporate linkage information, bankruptcy indicators, DUNS number, Fortune 1000 rank, small business indicator and other elements	Dun & Bradstreet	6/15/2017	161,000
Semi-customized version of software application to CMAP used for the economic development impact analysis of major capital projects	TREDIS	6/30/2017	27,000
US County and Detailed Employment	Moody's	8/24/2017	20,000
Truck Commodities Data	American Transportation Research Institute (ATRI)	TBD	50,000
<b>TOTAL</b>			<b>400,000</b>

It is recommended that the Board approve 1-year renewals of the itemized datasets listed above at cost of \$400,000.00. Support for these commercial data sets purchases are included in the FY 2018 UWP Operating funds.

ACTION REQUESTED: Approval



**MEMORANDUM**

**To:** CMAP Board

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

**Date:** June 7, 2017

**Re:** Approval to Purchase Information Technology Software

In FY16, CMAP either significantly reduced or halted our spending on IT projects and contractors because of the uncertainty about our ability to access a local match for our federal grant funds. CMAP is initiating spending on projects that were previously delayed.

The CMAP Information Technology (IT) department develops an annual hardware and software plan to update and expand the IT system to meet the needs of CMAP. The plan provides for replacing the older equipment and software only as needed. CMAP IT has made a commitment and investment in virtualization technology – specifically, VMware software. The additional VMware software licenses that are being requested will allow the IT team to manage our growing virtual server environment in a uniform and cost effective manner. This expenditure will get CMAP to the industry standard for centralized and controlled management and disaster recovery for our virtual servers. This software is designed for today's virtual server environment and will allow for efficient disaster recovery of the environment.

The purchase of this software will adhere to the procurement policy adopted by the Board. The procurement used will be (1) all items under \$10,000 will have an informal process where at least three bids from vendors will be received, (2) items over \$10,000 will have a formal Request for Proposal or (3) items which are on a master procurement list developed by another governmental agency will be used for the purchase (normally this is the State of Illinois, City of Chicago or the federal GSA). The following table reflects the equipment to be purchased, the estimated cost and the type of procurement that will be follows:

Equipment	Quantity	Total Est. Cost	Type of Procurement
VMware server software - vRealize Management Suite	1	\$31,000	Government contract
VMware server software – Site Recovery Manager	1	\$12,000	Government contract
<b>Total Estimated Cost</b>		\$43,000	

It is recommended that the Board approve the purchase of the above listed software for a total cost not to exceed \$43,000. Funds have been budgeted and approved in the FY 2017 UWP operating budget.

ACTION REQUESTED: Approval

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# Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

233 South Wacker Drive  
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Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

## MEMORANDUM

**To:** CMAP Board  
**From:** CMAP Staff  
**Date:** June 7, 2017  
**Re:** GO TO 2040/TIP Conformity Analysis & TIP Amendment

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At the request of the Illinois Department of Transportation, CMAP has prepared a conformity analysis for public comment and consideration by the CMAP Board and MPO Policy Committee in June.

The sole project in the amendment is:

TIP ID **04-00-0023**: I-290 Eisenhower Expy from US 12/45/20 Mannheim Rd to Austin Ave (I-290 Eisenhower Express Toll Lanes) (I-290 Multimodal Corridor).

The project is being amended to reflect the preferred alternative – high occupancy toll lanes (HOT 3+) in the draft Environmental Impact Statement. Additionally, work types have been added to more accurately reflect the project, and funding past phase 1 engineering has also been added.

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

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP).

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	75.66	117.23	101.06	373.52
2025	59.23	60.13	65.54	150.27
2030	46.83	60.13	49.50	150.27
2040	39.52	60.13	40.28	150.27

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

**Notes:**

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

Results updated as of April 19, 2017

ACTION REQUESTED: Approval

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**MEMORANDUM**

**To:** CMAP Board

**From:** CMAP staff

**Date:** June 7, 2017

**Re:** Recommended CY2017 regional transit asset condition targets

One of the most significant policy changes in the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, passed in 2012, was to institute a national performance measurement system for the highway and transit programs. The Transportation Committee has previously been provided with a [memo](#) outlining state, MPO, and transit agency requirements for tracking performance and setting performance targets. Under federal law, MPOs have an independent responsibility to set targets for highway and transit performance measures. This memo proposes regional targets for transit asset condition for the end of calendar year 2017 based on the four performance measures in the Federal Transit Administration’s [final asset management rule](#). The Transportation Committee recommended approval of these targets in April. In the years following, the CMAP Board and MPO will need to update the regional targets, and CMAP staff are coordinating with the transit agencies to develop a process for doing so.

**Proposed targets**

Performance measure	Asset class <sup>1</sup>	Agency	Count	Most recent measure value <sup>2</sup>	End of 2017 target
Rolling stock -- Percentage of revenue vehicles within a	Fixed route buses	CTA	1869	0%	6%
	Fixed route buses	Pace	730	33%	10%
	Paratransit vehicles	Pace	494	48%	25%

<sup>1</sup> For CTA and Pace, the asset classes in this table aggregate the more detailed categories used by the service boards. The targets for the equipment category represent weighted average targets.

<sup>2</sup> Where not available from the service boards, the most recent measure value was obtained from the National Transit Database (NTD) for 2015. Not all assets are included in the NTD.

Performance measure	Asset class <sup>1</sup>	Agency	Count	Most recent measure value <sup>2</sup>	End of 2017 target
particular asset class that have either met or exceeded their ULB <sup>3</sup>	Community transit vehicles	Pace	107	49%	35%
	Vanpool	Pace	770	53%	25%
	Rail cars	CTA	1468	5%	24%
	Coaches	Metra	855	43%	43%
	Highliners	Metra	186	0%	0%
	Locomotives	Metra	150	62%	62%
Infrastructure -- Percentage of track segments with performance restrictions	Track (linear feet)	CTA	1.18 m	410%	12%
	Track (directional route miles)	Metra	488	<1%	<1%
Facilities -- Percentage of facilities within an asset class rated below condition 3 on the TERM scale <sup>5</sup>	Bus garages <sup>6</sup>	CTA	36		78%
	Other facilities	CTA	7		43%
	Rail stations <sup>7</sup>	CTA	146		32%
	Rail shops <sup>6</sup>	CTA	33		24%
	Substations	CTA	68		10%
	Rail stations / parking	Metra	241	13%	13%
	Admin/ maintenance	Metra	65	6%	6%
	Admin/ maintenance	Pace	12	17%	25%
	Stations	Pace	3	33%	33%
	Parking	Pace	52	16%	50%
Equipment -- Percentage of non-revenue, support-service, and maintenance vehicles that have either met or exceeded their ULB	All non-rev vehicles	Pace	157	57%	10%
	All non-rev vehicles	Metra	544	32%	32%
	All non-rev vehicles	CTA	667		18%
	All equipment	Metra	193	36%	36%
	All equipment	CTA	90		62%

<sup>3</sup> ULB = useful life benchmark, a threshold for the maximum length of time an asset typically can remain in service and fulfill its function. Agencies can use the FTA default or select one based on local experience. Note that, since the [previous memo to Transportation Committee](#), Pace has changed its benchmark to the minimum life used to determine [eligibility in the FTA's grant programs](#). Pace now assumes a minimum useful life of 12 years for fixed route buses and 4 years for paratransit, community transit, and vanpool vehicles, whereas for the Transportation Committee memo the agency previously assumed 14, 10, 10, and 8 years, respectively.

<sup>4</sup> For December 2016

<sup>5</sup> The "TERM scale" is a 1 – 5 rating (1 = Poor and 5 = Excellent) of asset condition used in the Transit Economic Requirements Model, an FTA model used to forecast asset condition based on investment.

<sup>6</sup> CTA bus garage and rail shop counts refer to the number of buildings, not the number of locations.

<sup>7</sup> CTA rail station count includes one station, Washington- Red Line, that is not currently in operation.

## Discussion

The proposed MPO targets are identical to those established by the service boards for calendar year 2017 (with the exception that the equipment targets have been aggregated for CTA and for Pace). Staff believes that this is the best approach for the first-year targets, given the limited time and information available. More information on asset condition and investment priorities will emerge as the service boards complete their transit asset management (TAM) plans over the next 1.5 years, as also required in the FTA rule. The MPO targets can evolve just as the transit agency targets are expected to evolve.

The MPO targets are a chance for the region to connect short-term performance measurement to longer-term regional priorities. For the MPO targets set in upcoming years, the focus should be on high-level resource allocation, that is, whether more effort and funding should be directed to improving certain measures or asset classes. CMAP should look to ON TO 2050 to help guide the process of setting MPO targets. The MPO target-setting requirements also give the region another avenue through which to call attention to the large investment and funding needs for different elements of the transit system. The RTA has identified a need of \$19.4 billion to bring the system up to a state of good repair. This backlog is projected to grow without significant increases in capital funding. Existing funding levels force the agencies to make difficult choices, including declining conditions for some assets, that will ultimately impact service quality and reliability.

In the short term, the agencies are targeting improvements or very modest declines in the condition of buses, paratransit vehicles, and vanpool vans. This is consistent with the emphasis the agencies have placed on improving the bus fleet in recent years. Pace's bus improvements will continue with the purchase of 91 compressed natural gas buses in 2017, as well as the purchase of 84 paratransit vehicles in 2017. CTA's bus fleet is expected to have a modest decline partially offset by the purchase of about 30 electric buses over 5 years.

The condition of heavy rail rolling stock is expected to decline over 2017 and then begin improving in the medium term. While CTA is in procurement for its 7000 series cars, they will not begin entering the system until 2020. CTA is also overhauling 257 railcars over the next five years, although it is not clear that these overhauls affect useful life in the performance measure calculation. On the commuter rail system, Metra has a target of holding condition constant over 2017. Other than Metra's Highliners on the Electric District, which were replaced in 2016, that agency's rolling stock is quite old relative to its useful life benchmark. Much of its modernization plan is on hold for lack of funding, but the agency recently announced it intends to acquire at least 25 coaches and 10 locomotives in 2019 and 2020. The agency also expects to have rehabilitated 41 locomotives by the end of 2019.

Track condition is measured by the percentage of track mileage with performance restrictions. For CTA, this is the slow zone percentage, which tends to fluctuate from month to month but has trends strongly affected by investment levels and how recently lines underwent significant rehabilitation. Slow zone mileage is currently slightly under its 10-year average; the 2017 target keeps it at its historical average. Metra's track has a low percentage under performance

restrictions, which is attributed to compliance with Federal Railroad Administration track safety standards.

Station and parking lot condition have not been assessed as completely or recently as for other assets. Current condition and targets were based on expert judgment in some cases.

## **Next steps and future targets**

The MPO and the transit agencies are to develop specific written provisions for setting the regional targets and jointly sharing information related to the targets (23 CFR 450.314). A planning agreement signed by the parties is not required but is an option. CMAP, service board, and RTA staff expect to coordinate on developing such a process over the next few months. CMAP staff will update the committee as these discussions proceed. Furthermore, by October 2018 the TIP will need to reflect the region's desired performance outcomes for transit asset condition (23 CFR 450.340(e)), as will ON TO 2050. Lastly, the service boards anticipate updating their annual targets at the end of 2017.

ACTION REQUESTED: Approval

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**MEMORANDUM**

**To:** CMAP Board

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

**Date:** June 7, 2017

**Re:** FY 2018 Unified Work Program (UWP)

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

On March 8, the UWP Committee approved a proposed FY 18 Unified Work Program budget, totaling \$21,529,195. This includes \$17,222,286 in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regional planning funds and \$4,513,908 in state and local match funds. It is anticipated that additional federal funding may become available to CMAP with the extension of the FY 17 Operating budget. With this extension, CMAP could potentially reduce its FY 18 Core program request, which would allow for allocation of additional federal dollars to the competitive program. The amount that could be available has not been determined at this time. Once the available federal dollars are determined, CMAP will work with the UWP committee to implement a revised budget as appropriate.

Attached is the summary of the allocation of funding and awarded projects. Both the Programming and Transportation Committees considered and have recommended approval of the FY 2018 UWP Program by the CMAP Board and MPO Policy Committee

**ACTION REQUESTED:** Approval



## UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2018 (FY 18) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$21,529,195 in metropolitan planning funds from the Federal Highway Administration, Federal Transit Administration, and state and local sources. The program is fiscally constrained, as the new budget totals are within the Illinois Department of Transportation (IDOT) estimated funding marks. The FY 18 UWP programs \$17,222,826 in FHWA/FTA funds and \$4,513,908 in state and local sources<sup>1</sup> to provide for the necessary matching funds.

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

The FY 18 UWP is a one-year program covering the State of Illinois fiscal year from July 1, 2017 through June 30, 2018. The UWP Committee developed the FY 18 program based on the FY 17 UWP funding mark for the metropolitan planning area. Project selection is typically guided by using a two-tiered process. The initial tier funds core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programs the remaining funds based upon a set of FY 18 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also utilizes a quantitative scoring process to evaluate project submissions in the competitive round.

There continues to be some uncertainty about the upcoming FY 18 state fiscal budget, however, it is anticipated that additional federal funding may become available to CMAP with the extension of the FY 17 Operating budget. With this extension, CMAP could potentially reduce its FY 18 Core program request, which would allow for allocation of additional federal dollars to the competitive program. The amount that could be available has not been determined at this time. Once the available federal dollars are determined, CMAP will work with the UWP committee to implement a revised budget as appropriate.

The UWP is submitted to CMAP's Transportation Committee, which recommends approval of the UWP to the Programming Committee and the MPO Policy Committee. The Programming Committee also recommends approval of the UWP to the CMAP Board. Approval by the MPO

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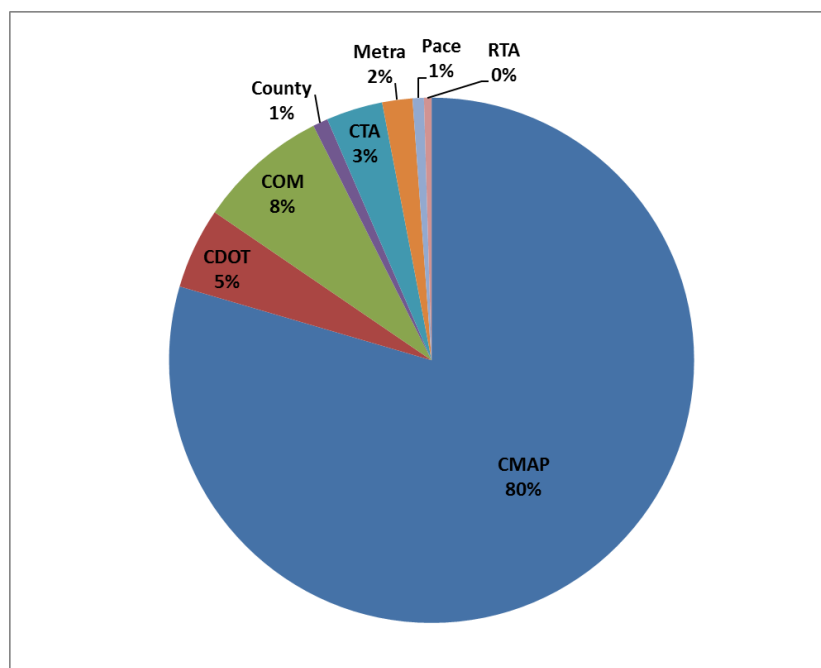
<sup>1</sup> Council of Mayors contributes approximately \$208,200 above the 20% match requirement. This accounts for total program costs exceeding the FY 18 UWP Mark.

Policy Committee signifies official MPO endorsement of the UWP. FY 18 UWP funds will be programmed to CMAP, the City of Chicago, CTA, Metra, Pace, RTA, COM and McHenry County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Fixing America's Surface Transportation Act (FAST ACT).

### Funding by Agency

Figure 1 shows the share of FY 18 UWP funds programmed to each agency.

FIGURE 1  
Share of FY 2018 UWP Funds by Agency



CMAP is receiving 80% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, continue planning for the next regional plan *ON TO 2050*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, and Pace are receiving 3%, 2%, and 1% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems.

The City of Chicago is receiving 5% of the funds for transportation planning and programming activities. The RTA is receiving less than 1% of the funds for the 2018 Regional Transit Strategic Plan Support effort.



The Regional Councils of Mayors are receiving 8% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PL's also facilitates the local Surface Transportation Program (STP) process and monitors other transportation projects from various funding sources. McHenry County is funded for their Transit Plan Update.

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

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	1,637,027	11,783,129	3,355,039	16,775,195
CMAP	LTA / Community Planning Program (RTA)	278,400		69,600	348,000
<b>CMAP Total</b>		<b>1,915,427</b>	<b>11,783,129</b>	<b>3,424,639</b>	<b>17,123,195</b>
CTA		400,000		100,000	500,000
<b>CTA Total</b>		<b>400,000</b>	<b>-</b>	<b>100,000</b>	<b>500,000</b>
City of Chicago	Transportation and Programming	660,000		165,000	825,000
City of Chicago	CREATE Program Planning Support - Passenger and Commuter Rail	200,000		50,000	250,000
<b>City of Chicago Total</b>		<b>860,000</b>	<b>-</b>	<b>215,000</b>	<b>1,075,000</b>
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,384,270	554,269	1,938,539
<b>Council of Mayors Total</b>		<b>-</b>	<b>1,384,270</b>	<b>554,269</b>	<b>1,938,539</b>
McHenry County	Transit Plan Update	160,000		40,000	200,000
<b>County Total</b>		<b>160,000</b>	<b>-</b>	<b>40,000</b>	<b>200,000</b>
Metra	Program Development	320,000		80,000	400,000
<b>Metra Total</b>		<b>320,000</b>	<b>-</b>	<b>80,000</b>	<b>400,000</b>
Pace	TIP Development and Modeling	60,000		15,000	75,000
Pace	Rideshare Services Program	60,000		15,000	75,000

Agency	Project Title	FTA	FHWA	Local Match	Total
Pace	Pace 2040 Comprehensive Plan Update	200,000		50,000	250,000
<b>Pace Total</b>		<b>320,000</b>	<b>-</b>	<b>80,000</b>	<b>400,000</b>
RTA	2018 Regional Transit Strategic Plan Support	80,000		20,000	100,000
<b>RTA Total</b>		<b>80,000</b>	<b>-</b>	<b>20,000</b>	<b>100,000</b>
<b>FY 18 UWP Total</b>		<b>4,055,427</b>	<b>13,167,399</b>	<b>4,513,908</b>	<b>21,736,734</b>

### Brief Synopses of FY 18 Recommended UWP Projects

<p><b>MPO Activities</b></p> <p><b>Purpose:</b> CMAP is responsible for the implementation of the region's long range plan GO TO 2040; developing the region's next long range plan, <i>ON TO 2050</i>, supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.</p>	<b>\$16,775,195</b>
<p><b>LTA / Community Planning Program (RTA)</b></p> <p><b>Purpose:</b> This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation - particularly transit - with land use and housing. These grants will be available for planning activities as well as updates and reviews of local development regulations. Projects will be selected through a competitive application process administered jointly by CMAP and the RTA. This level of funding will support approximately 3-4 local plans and several smaller-scale follow-up activities.</p>	<b>\$348,000</b>
<b>Chicago Metropolitan Agency for Planning (CMAP)</b>	<b>Agency Total: \$17,123,195</b>
<p><b>Program Development</b></p> <p><b>Purpose:</b> The purpose of this project is to support regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the Regional Transportation Program (RTP) and the Transportation Improvement Program (TIP). It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans.</p>	<b>\$500,000</b>

<b>CTA</b>	<b>Agency Total: \$500,000</b>
<p><b>Transportation and Programming</b></p> <p><b>Purpose:</b> This program supports local, regional and national objectives by providing for the participation of the City of Chicago in the MPO's transportation planning and programming process including the development of the long range plan and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of Chicago in the regional planning process.</p>	<b>\$825,000</b>
<p><b>CREATE Program Planning Support – Passenger and Commuter Rail</b></p> <p><b>Purpose:</b> The CREATE Program is a unique public-private partnership between CDOT, IDOT, USDOT, and the railroads serving the Chicago region. Over the past decade, it has made significant progress towards addressing severe capacity constraints affecting freight trains, providing both public and private benefits. The major upcoming CREATE projects are critical to improving regional commuter and passenger rail capacity and service. CDOT needs technical, planning, policy, and strategy support services to ensure that the remaining CREATE investments maximizes public benefit.</p>	<b>\$250,000</b>
<b>City of Chicago</b>	<b>Agency Total: \$1,075,000</b>
<p><b>Subregional Transportation Planning, Programming and Management</b></p> <p><b>Purpose:</b> To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.</p>	<b>\$1,938,539</b>
<b>Council of Mayors</b>	<b>Agency Total: \$1,938,539</b>
<p><b>McHenry County Transit Plan Update</b></p> <p><b>Purpose:</b> McHenry County's transit services currently consists of a variety of public and private transportation providers, each serving a unique geographic area and type of rider. While progress has been made consolidating numerous Pace dial-a-ride programs in the County into one unified program known as MCRide, large holes still exist where residents find themselves without any affordable transit options. The McHenry County Public Transportation Advisory Committee (PTAC) is an advisory body in charge of coordinating these transit services and addressing the gaps in service that exist. This group has identified a need to collect additional data from County residents through surveys and stakeholder meetings, and use that data to develop transit solutions unique to an exurban area like McHenry County.</p> <p>This plan update will build off the work that was done in the Transit Component of the McHenry County 2040 Long Range Transportation Plan, as well as the RTA's recently completed Stable Funding Paratransit Systems Study. The McHenry</p>	<b>\$200,000</b>

County Transit Plan's Existing Conditions Report was completed in January of 2012 and the Service Recommendations and Implementation Report was completed in June of 2013. The project team will include McHenry County, Pace, Metra, the RTA and PTAC.	
<b>County Projects</b>	<b>Agency Total: \$200,000</b>
<p><b>Program Development</b></p> <p><b>Purpose:</b> Program Development of capital transit planning and development. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance and potentially expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts, transit planning, private providers coordination, planning for protected populations, safety and security planning, facilitation of communication between local and regional government entities.</p>	<b>\$400,000</b>
<b>Metra</b>	<b>Agency Total: \$400,000</b>
<p><b>Rideshare Services Program</b></p> <p><b>Purpose:</b> The Pace Rideshare Program aims to reduce the number of single occupancy vehicle trips in the Northeastern IL area by providing free commuter assistance. Services include: transportation coordination and analysis to encourage use of options such as public transportation/ridesharing/biking, open seats announcements, assistance with forming rideshare groups, an online ride-matching website and a toll-free phone line.</p>	<b>\$75,000</b>
<p><b>TIP Development and Modeling</b></p> <p><b>Purpose:</b> Pace will develop a fiscally constrained Pace bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.</p>	<b>\$75,000</b>
<p><b>Pace 2040 Comprehensive Plan Update</b></p> <p><b>Purpose:</b> This program will provide an update of Pace's Strategic Plan Vision 2020 – timeframe to 2040. In addition to Modernization of the Public Transit System, work will include coordinating services, technological improvements including traveler information systems improve passenger amenities and advanced vehicle recommended principles. This project will touch on goals that including housing, environmental and economic development, access to jobs and reducing emissions by diverting more travelers out of private cars and on to transit.</p>	<b>\$250,000</b>
<b>Pace</b>	<b>Agency Total: \$400,000</b>
<p><b>2018 Regional Transit Strategic Plan Support</b></p> <p><b>Purpose:</b> The RTA in partnership with the Service Boards (CTA, Metra and Pace) is undertaking the 2018 Regional Transit Strategic Plan (the 2018 Strategic Plan). The Strategic Plan is required by Illinois State statute to be updated every 5-years. The 2018 Strategic Plan will articulate goals and priorities for the transit agencies over the next five years. Staff began work in 2016 with a series of foundational</p>	<b>\$100,000</b>

<p>studies that will inform Stakeholder outreach in early 2017. The plan will be drafted in mid-2017, distributed for public comment in fall 2017, and presented to the RTA Board for adoption in early 2018. Once adopted, it will be distributed and RTA staff will shift focus to implementing the plan. The RTA and CMAP are coordinating respective agencies' work on the 2018 Regional Transit Strategic Plan and the ON TO 2050 Plan on an ongoing basis. Funding will be used for RTA staff work to complete the Plan and to engage with stakeholders on its implementation.</p>	
<p><b>RTA</b></p>	<p><b>Agency Total: \$100,000</b></p>

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## **ON TO 2050 Preview**

DRAFT report – June 2, 2017

**Please provide comments by June 16, 2017**

CMAP staff is distributing this working draft of the ON TO 2050 Preview report to CMAP committee, MPO, and Board members for initial review. Please do not distribute.

This draft document will be available for public comment from June 19<sup>th</sup> – August 3<sup>rd</sup>, 2017. More detailed comments may be offered during that time period.

## Introduction

While the Chicago region has many advantages, it also challenged by complex factors that require careful analysis and decisive action. These include our lackluster recovery from the recession, increasingly insufficient funding for infrastructure improvements, worsening flooding from development patterns and climate change, and a structural mismatch between costs and revenues at the state and local government levels. Such challenges limit the region's resources and threaten its long term prosperity. We need strategies for overcoming these obstacles, capitalizing on the region's numerous assets, and achieving our regional vision: an enviable quality of life and economic vitality for all residents.

ON TO 2050, the region's next comprehensive regional plan, will recommend a suite of actions to move the region toward achieving sustainable prosperity. The purpose of this report is to provide a preview of ON TO 2050's major recommendations in advance of the draft plan's release for public comment in summer 2018. ON TO 2050 will include three overarching principles, which support the regional vision and have relevance across the strategic actions that CMAP will recommend. The principles also form the organizational structure for this report:

**Resilience:** A strong region requires communities, infrastructure, and systems that are able to thrive in the face of uncertain future economic, fiscal, and environmental shifts.

**Inclusive growth:** Long-term regional economic prosperity requires increased economic opportunity and improved quality of life for all residents.

**Prioritized investment:** Achieving regional goals in an era of limited resources requires coordinated prioritization of investments across sectors, including infrastructure, land use, and our economy.

Each of these principles supports the others. *Resilience* will depend upon robust investments and planning that make sense now and also in a variety of plausible future scenarios.

Achieving Resilience will require *Inclusive Growth* to provide opportunity and strong quality of life for all of the region's residents, enabling their full participation in the economy and civic life. Inclusive Growth will necessitate *Prioritized Investment* that facilitates more economic participation to yield higher returns in the long run and ensure that resources are put toward their highest and best use to achieve local and regional goals. These principles will be addressed through ON TO 2050 recommendations across CMAP's core areas of regional economy, land use, natural systems, governance, and mobility.

The preliminary recommendations in this report build upon the policies set forth in GO TO 2040 and synthesize the initial policy development, analysis, and engagement completed for ON TO 2050. Each recommendation complements CMAP's core roles as a land use and transportation planning agency. This report also expands on the [Emerging Priorities Report](#), adopted by the CMAP Board in October 2016, which identified 11 priority areas for further exploration in the ON TO 2050 planning process. An extensive public engagement process,



which reached more than 7,000 individuals, informed the priority areas included in the Emerging Priorities Report.

Since adoption of the Emerging Priorities Report, CMAP has continued to analyze existing conditions and [trends](#), worked with stakeholders to research and develop [strategies](#), made substantial progress toward identifying regionally significant projects and developing the Financial Plan for Transportation, and completed the regional socioeconomic forecast of population, households, and jobs. While a limited number of new recommendations may emerge from ongoing strategy development taking place through summer 2017, the ON TO 2050 Preview Report sets forth major direction for drafting the plan in the coming year, prior to the plan's ultimate adoption in October 2018.

## Context

Over the last decade, the region has experienced significant economic, demographic, technological, environmental, and fiscal changes, and the future promises even more substantive shifts. Recent federal and state fiscal trends and entrenched inequality pose a particular challenge to the region's economic vitality. To succeed, we must face today's challenges, build on the region's many resources, and prepare for potential change.

By 2050, CMAP forecasts that the region will add 2.3 million new residents and 920,000 new jobs. But recent trends have tilted toward stagnation and even small declines in population, with increased outmigration to other regions and a lack of new residents from the rest of the nation and world. Employment has grown, but at a slower rate than our peers. At the same time, the region's transportation providers and local jurisdictions are working within an increasingly constrained fiscal environment. Initial forecasts for the ON TO 2050 Financial Plan for Transportation indicate that the region will have insufficient revenues to operate and maintain the system unless new revenues are raised at the local, state, and federal levels. This dynamic leaves no revenue for achieving a state of good repair, modernization, or expansion.

Recent development patterns have exacerbated funding constraints. While the region's population grew 4.6 percent from 2000-15 and total jobs remained essentially flat, our developed area expanded by nearly 12 percent. This has affected how we travel; residents traveling by car can reach two percent fewer destinations (like shopping, doctor's offices, etc.) within 15 minutes than in 2000, and transit commuters can reach 13 percent fewer destinations within a 30-minute trip. Expansion of the region's developed area also brings new infrastructure and service costs, yet we struggle to maintain our existing stock of infrastructure.

Nevertheless, the region has successes to build upon. Employers in the region have access to a diverse and well educated workforce. The region's unemployment rate continues to improve, and our labor force and gross regional product continue to grow. Our region's economy is also diverse and specialized across numerous service-based and goods-producing industries. Pending technological advances offer opportunities to continue to attract and train talent and grow new industries in the future. From 2001-15, an estimated 61,500 acres of conservation open space were permanently protected, representing 22 percent of the total protected areas of the region.<sup>1</sup>

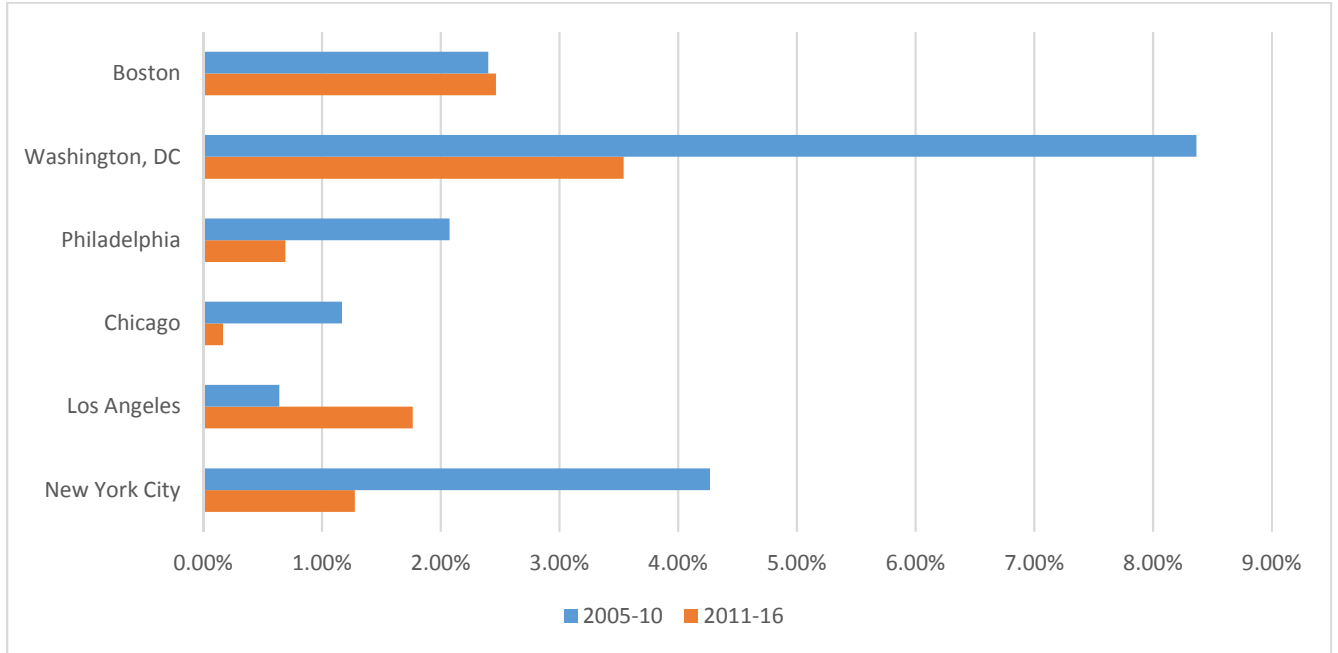
The region also has proven its ability to collaborate to address complex problems. Our stakeholders have created new workforce training initiatives to connect workers to growing industries, prioritized transportation modernization and reconstruction projects to speed commutes and address our worst bottlenecks, and built stormwater solutions across jurisdictions to reduce persistent flooding. We are beginning to reduce interjurisdictional competition, and focus on promoting the region's assets. To succeed in a changing future, the

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<sup>1</sup> CMAP defines conservation open space using the CMAP Land Use Inventory. Conservation open space could have a variety of land cover types and likely does not include lands protected specifically for agricultural production.

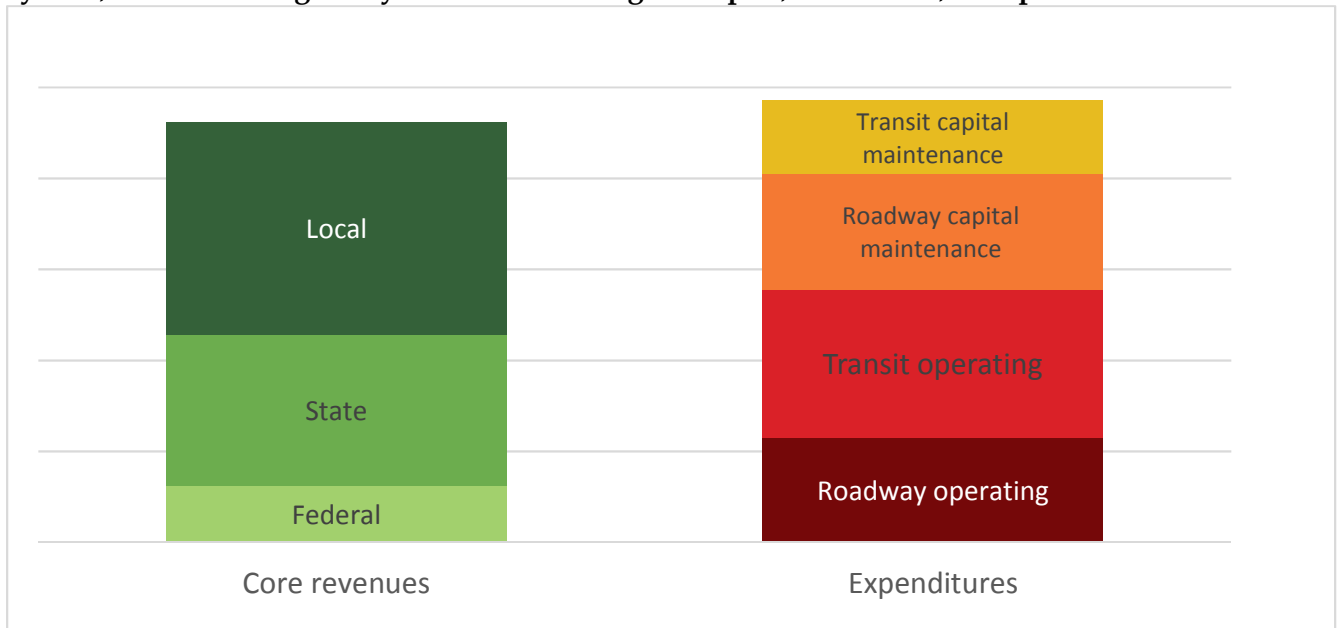
region will need to coalesce around initiatives that promote strong communities, a good quality of life, and economic opportunity and success.

**Population growth rates in the Chicago region lag peer regions, 2005-16**



Source: Chicago Metropolitan Agency for Planning analysis of U.S. Census Population Estimates Program data, 2005-16

**ON TO 2050 core revenues will not be sufficient to operate and maintain the transportation system, let alone bring the system to a state of good repair, modernize, or expand**



Source: Chicago Metropolitan Agency for Planning analysis

## Alternative Futures Engagement

As part of ON TO 2050 engagement, CMAP has created five “Alternative Futures,” each exploring macro-level economic, technology, environmental, and other trends that will shape the region in the decades to come. Each future features a suite of strategies that CMAP and partners can undertake to capitalize on related opportunities or mitigate impacts related to trends. While public engagement on the five futures is still taking place, strategies relevant to each are emphasized across the three major sections of this report. The five futures are:

**Changed Climate.** By 2050, our climate will differ from today's in significant ways, causing widespread flooding, extreme temperatures, and extended periods of drought. These impacts will strain the region's infrastructure, natural systems, and communities, disproportionately affecting our most vulnerable residents. Shifting habitats and agricultural zones, drought, and water supply and quality issues will also present economic and environmental challenges. There may also be economic growth as residents and industries from areas more severely impacted by climate change move to the Chicago region. These changes will force us to rethink how infrastructure, neighborhoods, and cities are built. Climate resilience strategies are highlighted in the Resilience section.

**Walkable Communities.** If today's trends continue, more people will want to live in walkable communities by 2050. To meet the demand, reinvestment will occur in many of the region's existing downtowns and commercial cores, and some communities will create new walkable, mixed-use centers. Residents in these areas will increasingly be able to bike, walk, and use transit and on-demand ride sharing services, leading to improved mobility and a decreased need for parking. But, as demand for these areas rises, affordable housing may become more scarce, particularly in communities with many amenities and good transit access. Strategies supportive of fostering walkable communities are in both the Resilience and Prioritized Investment sections.

**Innovative Transportation.** In 2050, innovative transportation technologies, such as accurate real-time information, smart infrastructure, and automated vehicles, will be widely available and utilized. These technologies will make travel for people and goods faster and more seamless across all modes. Goods movement in particular may benefit from increased use of on-demand services, driverless trucks, and high-tech coordination across modes such as rail, trucking, and shipping. However, new technologies may not be affordable to everyone, resulting in disparities of access. Strategies related to technological advancements in transportation are included in the Prioritized Investment section.

**Constrained Resources.** By 2050, state and federal resources to fund infrastructure improvements and vital public services are likely to stagnate or diminish. This will increase the financial burden on local governments, which may need to institute new tolls, taxes, and fees to make ends meet. In particular, low capacity communities and disinvested areas may have even more difficulty providing adequate services, infrastructure, and maintenance. Strategies to strengthen municipal capacity are in the

Resilience section, while strategies to increase transportation revenues at all levels are included in the Prioritized Investment section.

**Transformed Economy.** The economy has already shifted from primarily producing goods to providing services. In the future, artificial intelligence, machine learning, advanced materials, automation, and digitalization will transform the goods and services we produce and how we produce them. Most occupations, at all skill levels, should anticipate widespread changes as technological advancements require workers to have more training to enter and stay in the workforce. Historically marginalized communities will continue to suffer without enhanced educational and job opportunities. Strategies to provide more opportunities for upward mobility with adequate wages are included in the Inclusive Growth section.

Through August 2017, the public is asked to weigh in on the five futures via in-person workshops, interactive kiosks stationed around the region, online MetroQuest surveys, and topical forums. Feedback will be used to refine ON TO 2050 recommendations and identify strategies that are especially important across a range of different futures.



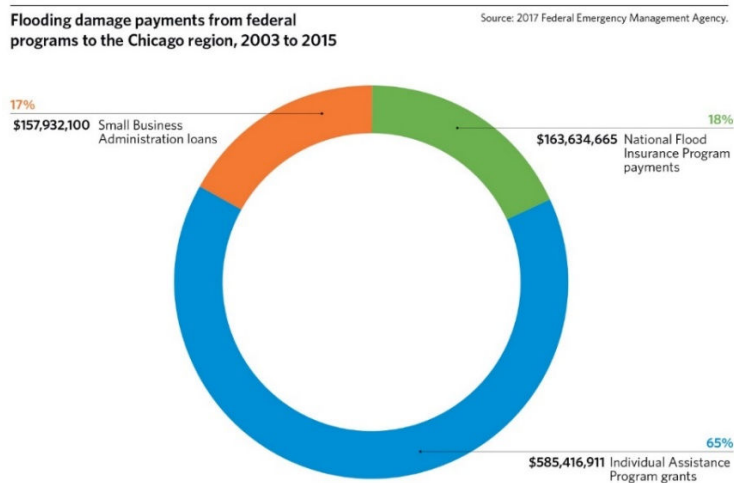
## Resilience

*A strong region requires communities, infrastructure, and systems that are able to thrive in the face of uncertain future economic, fiscal, and environmental shifts.*

Resilience may be defined as the ability for the region and its communities to prepare for and recover from acute shocks and chronic stresses and transform its infrastructure, natural systems, and social structures to be more responsive. In addition to recovering quickly from unanticipated shocks and stresses, a resilient region should be able to “build back better” by capitalizing on opportunities that might arise from challenges or shocks. For instance, if extreme heat causes roadway buckling, reconstruction can forward many objectives by incorporating design and materials that make the road more resilient to future climatic changes, stormwater infrastructure to help mitigate flooding, and provision of alternative transportation modes to build in greater redundancy. While resilience is sometimes thought of as relating specifically to climate change, ON TO 2050 will use the construct of resilience across topic areas as a way to think proactively and dynamically about future conditions and how the region and its communities might respond in the face of uncertainty.

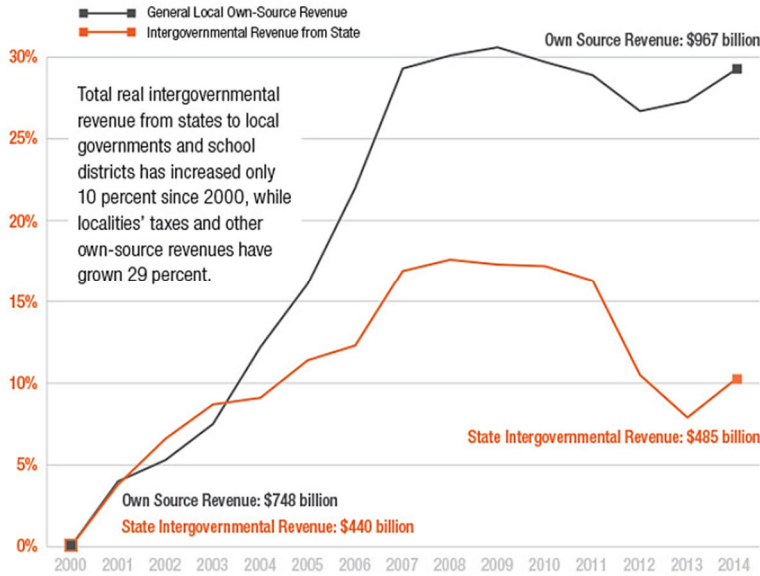
The Alternative Futures process is an embodiment of the concept of resilience, as each future considers trends likely to affect our region and the steps that could be taken to better prepare for impacts or capitalize on opportunities, with the ultimate goal of building a region that is responsive and flexible. For example, in a future where financial resources from the state and federal governments continue to be constrained and even decline, local governments can adjust revenue policies, such as taxes, fines, and fees, and tighten their belts now to ensure that they can continue to provide a high quality of life. With innovative technologies on the horizon that will revolutionize mobility, transportation agencies, the private sector, and county and local partners can lay the regulatory framework and infrastructure improvements today to enable these technologies to take root.

### **Flooding damage payments from federal programs totaled more than \$900 million in the Chicago region between 2003 and 2015, but covered only a fraction of total damages**



**Local governments are already adapting to constrained state and federal revenues, and will likely continue to shoulder more of the burden**

**HOW LOCALITIES' REVENUES HAVE CHANGED SINCE 2000**



NOTE: Amounts adjusted for inflation

Source: Maciag, Mike, and J.B. Wogan. "With Less State Aid, Localities Look for Ways to Cope." *Governing: The States and Localities*. *Governing Magazine*, 01 Feb. 2017. Web. 02 Feb. 2017.

**Increase the capacity of communities to achieve local and regional goals**

The importance of municipal governments in providing for a high quality of life cannot be overstated. While municipalities in the region largely wish to move local and regional goals forward, some face substantial barriers, such as a lack of technical knowledge by staff or elected officials, low staffing levels, poor fiscal condition, lack of political will, or constituent opposition to plans and projects. These barriers can limit municipalities' abilities to proactively plan for community needs and force reactivity to shocks and stresses rather than resilience. While CMAP has had success in assisting municipalities through LTA planning efforts, ON TO 2050 will identify more ways to ensure that all municipalities function effectively and efficiently, have adequate staff and financial resources, and are able to define and fulfill long-term local and regional goals. For example, CMAP should refine the LTA program's offerings to include related technical assistance and trainings and could also provide complementary guidance on such subjects, such as economic development, coordinated investment, plan implementation, or consolidation. ON TO 2050 will also propose strategies for municipalities to increase their capacity, such as partnering with adjacent or overlapping jurisdictions to share services or pursue joint purchasing, consolidating units of government or certain services to improve services or gain efficiencies, and implementing planning strategies to improve investment prioritization, such as capital improvement plans or more detailed and transparent budgeting.

### **Address state and local tax policy**

The State of Illinois and many local governments must address significant financial challenges stemming from rising expenditures and outdated, inequitable revenue structures. Reforms will be required to adequately fund infrastructure, services, and pension obligations. However, lack of adequate solutions or action to date threatens the region's economic resilience by deterring households and businesses from making long-term investments. Businesses in particular have to consider the uncertainty about long-term tax liabilities as they plan for large-scale investments and expenditures. The lack of reliability disincentivizes major investments and hinders the region's ability to attract and retain businesses. While many intractable issues at the State level are out of the control of CMAP and partners, ON TO 2050 will recommend that State and local elected officials take action to reform state and local tax policy to ensure adequate revenues, predictability and reliability, and improve equity across households, businesses, and local governments. A future with decreased federal, and potentially state, funding resources requires stable and efficient tax structures that promote business investment and local government resilience.

In particular, state and local tax structures affect the ability of the region's governments to promote regionally beneficial land uses and meet local land use and quality of life goals. Under the current tax structure, communities with land use mixes that emphasize retail may have a stronger fiscal position than other communities in the region. Communities without sales tax-generating businesses have fewer options to raise municipal revenues. Moreover, the retail landscape is changing as consumers purchase more goods online and purchase more services, neither of which is included in the local sales tax base. ON TO 2050 will recommend state tax reforms, such as expanding the sales tax base, to ensure that communities can provide municipal services and infrastructure regardless of their land use mix. CMAP and other partners should also explore fiscal strategies to more fully support all land uses, particularly industrial development. Balancing the fiscal outcomes between various land uses can support regionally beneficial ones, as well as allow communities to pursue land uses that best support their goals.

### **Support walkable, mixed-use communities**

Walkable, mixed-use communities forward a variety of livability goals and also aid in regional resilience. For instance, compact development patterns can provide supportive densities for transit service and also facilitate walking and biking; transit and non-motorized options in turn improve mobility and public health and reduce greenhouse gas emissions. Reinvesting in infill communities also makes efficient use of existing infrastructure and helps to preserve natural resources and agricultural land at the periphery of the region. ON TO 2050 will recommend planning for and reinvesting in mixed-use and transit-served areas in particular, and will also include placemaking strategies to apply in such locations. With increased demand for walkable communities, it will also be necessary to ensure that lower-income groups are not priced out of transit-served areas and other walkable places by preserving and adding affordable housing at the local level.



### **Incorporate climate change considerations into planning and development**

Anticipated climate impacts for our region include more extreme temperatures and more intense and frequent storms and droughts. The sooner that considerations for climate change can be integrated into planning efforts, infrastructure design, and developments, the better prepared our region will be in the long term. ON TO 2050 will emphasize the need for local planning efforts, such as comprehensive plans, capital improvement plans, and regulatory updates to zoning, subdivision, and stormwater and floodplain regulations, to assess climate risks and impacts and provide strategies to help mitigate or prepare for what lies ahead. In particular, planning efforts should seek to minimize impacts to those disproportionately affected by climate change, such as lower-income residents, the elderly, and populations of color.

CMAP should directly promote the inclusion of climate considerations in local planning work through the Local Technical Assistance (LTA) program, and can also provide relevant data and other resources to partners. For example, CMAP can identify high quality natural lands in the region that are prime for conservation (and essential to replenishing groundwater recharge areas and mitigating flooding from climate change), which can then be used by conservation organizations, forest preserve districts, and governments for land acquisition and protection. CMAP can also identify areas of intense flooding in the region, along with a toolbox of context-appropriate flood mitigation solutions to apply in those areas, that can be utilized by municipalities and others in planning and development processes.

### **Plan for the regional transportation impacts of major land use change**

Municipalities are the primary decision-makers for land use and development, and will remain so. However, major standalone developments or cumulative smaller developments can have substantive impacts on the region's transportation network, land use, or service and infrastructure costs. For example, approval of many individual retail developments may lead to expansion of a road, or addition of a major manufacturer may require the state or county to upgrade a road to support related truck traffic. CMAP and stakeholders should evaluate options to better assess the long term impacts of major and cumulative change, and allocate infrastructure costs.

The region should pay particular attention to major freight facility developments, which can have significant impacts on the region's transportation system and land use patterns, generating substantial amounts of truck and rail traffic, affecting multiple jurisdictions, inducing major real estate developments, and often requiring costly new public infrastructure. At the same time, trends in freight technology, land use, and movement continue to change rapidly. Online ordering of goods has led to new types of distribution facilities, and placed more trucks on the road throughout the region. ON TO 2050 could adopt principles to assist municipalities and counties in planning for the impacts of these developments at the local scale. These principles could also frame future CMAP analysis of the broader, regional-scale impacts of major freight and other developments on regionally significant projects, land use patterns, the regional economy, and high-priority natural areas.

Beyond freight, major shifts in transportation and technology are already affecting land use. For example, increasing preference for biking, walking, and transit as well as living within walkable areas may reduce demand for parking and increase transit needs. CMAP and partners should identify best practices for communities to meet today's needs, while also designing for major changes in the region's transportation system and built environment.

### **Coordinate across jurisdictions to promote collaborative action**

In a future with limited public resources, collaborating across jurisdictions to plan, provide services and infrastructure, and promote economic development will become increasingly critical. The region's local jurisdictions can leverage the expertise and capacity of each other to improve services and create efficiency. Many infrastructure issues, such as water resources coordination, can only be effectively addressed across jurisdictions. ON TO 2050 will highlight new opportunities for coordination, and emphasize the benefits to the region's economy and quality of life.

In addition, coordinating on economic development issues can minimize competition and attract businesses to the state and region with less public cost. Recruitment should focus on the region's core infrastructure, human capital, and quality of life strengths. The region's counties have already begun discussing development of a coordinated regional entity to attract and retain new businesses, instead of focusing on competition between counties. This and similar efforts are critical to make the most effective use of the region's limited resources, promote new growth, and capitalize on our assets.

## **Inclusive Growth**

*Long-term regional economic prosperity requires increased economic opportunity and improved quality of life for all residents.*

Today, high levels of economic inequality are limiting our region's capacity to grow. Inequality unfolds across a number of dimensions, limiting the ability of some residents to succeed due to compounding factors such as the community they live in, their race or ethnicity, and/or their socioeconomic status. Limited opportunity can extend across generations, circumscribing the lifelong earnings and entrepreneurial potential of residents through decreased access to quality education, employment, housing, community, or transportation choices. These residents are not well connected to opportunities provided by the region's economy. As a result, a substantial portion of the region's human capital - embodied in the talents and skills of these residents - is being wasted.

To compete in the future, the Chicago region must make full use of all its resources, including the full potential of its existing workforce, businesses, and infrastructure. Regions with lower degrees of economic inequality – the gap between the highest and lowest wage earners - experience stronger and more sustained economic growth, so decreasing inequality and increasing connections to the region's economy for under-engaged workers will provide benefits across the economy. Paired with other strategies to promote the competitiveness of our economic assets, inclusive growth strategies can help the region to restart long-term economic growth and increase the prosperity of all its residents.

To assess options to promote inclusive growth, CMAP has identified *economically disconnected areas (EDAs)*, which are concentrations of low-income residents who are also persons of color or have limited English proficiency. As shown on the facing page, outcomes -- whether employment, income, housing status, or commute -- for many residents of these areas differ sharply from the outcomes for residents that call other parts of the region home. ON TO 2050 may also define other vulnerable groups – such as the transit-dependent, elderly, or people with disabilities -- that may warrant special consideration for different planning topics, such as climate change or transit access.

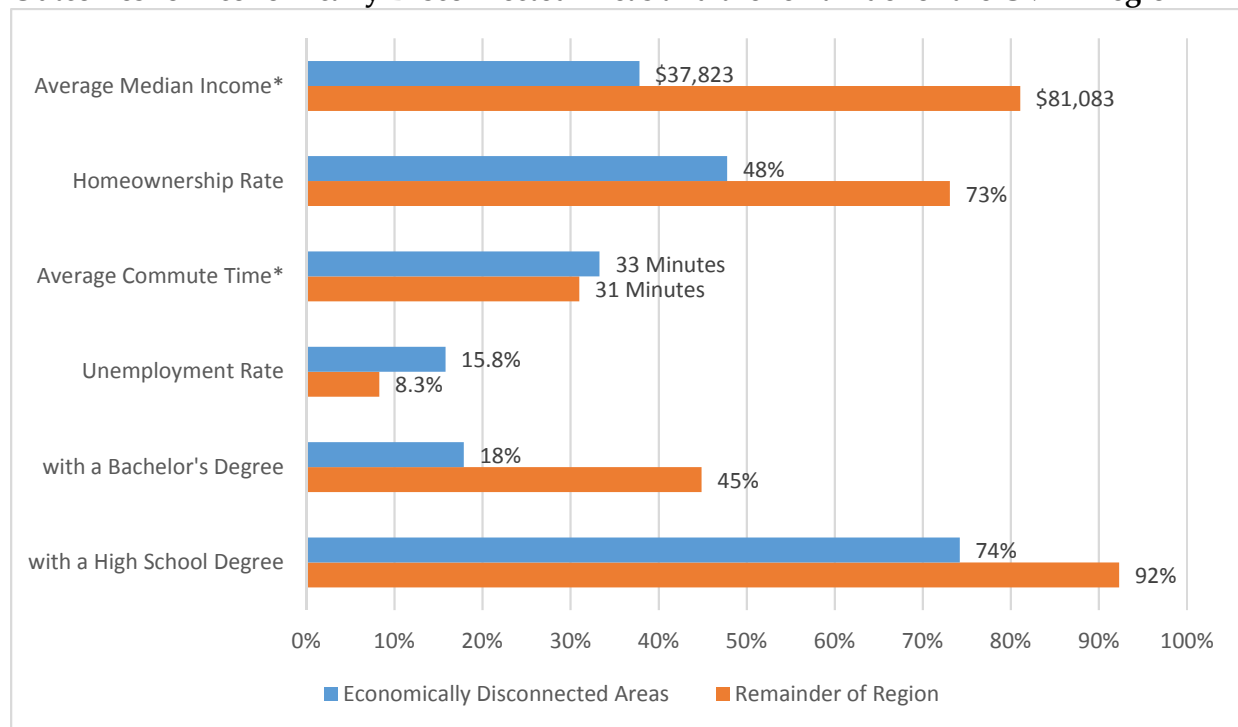
Negative effects associated with EDAs also extend to overlapping communities, which often have lower property values and challenged commercial and residential markets. In turn, these communities struggle to provide a strong quality of life and needed services with limited resources. These compounding issues require a broad set of solutions to help economically disconnected residents and their communities thrive.

### **Consider disproportionate impacts in planning processes**

As mentioned above, in addition to those groups within economically disconnected areas, other populations may experience disproportionate impacts for different issue areas. The Federal Highway Administration requires metropolitan planning organizations, which includes CMAP, to assess the impact of transportation investments on “Environmental Justice” (EJ) populations,

including low-income and minority residents, to ensure that the benefits and burdens of such investments are fairly distributed. This criteria is included in CMAP’s evaluation of regionally significant projects, but there is much room to expand the concept in the agency’s work. ON TO 2050 will specifically consider strategies for disproportionately impacted populations across topic areas, including inclusive growth, housing choice, land use planning, transportation programming, and climate change. In addition, the plan will reinforce the importance of thoughtful and systematic inclusion of disproportionately affected groups in planning processes to ensure that there are legitimate avenues for input and that satisfactory and effective solutions are identified for all. In particular, the LTA program can advance this through continued evolution of thoughtful and creative outreach and engagement techniques.

**Outcomes for Economically Disconnected Areas and the remainder of the CMAP region**



Source: CMAP analysis of U.S. American Community Survey 5-year data, 2010-14

\*Note: Average median income is calculated across census tracts. The 2.3 minute disparity in commute time translates into an additional 18.4 hours, or 2.3 working days, over the course of a year.

**Align priorities to target investments and technical assistance to economically disconnected areas**

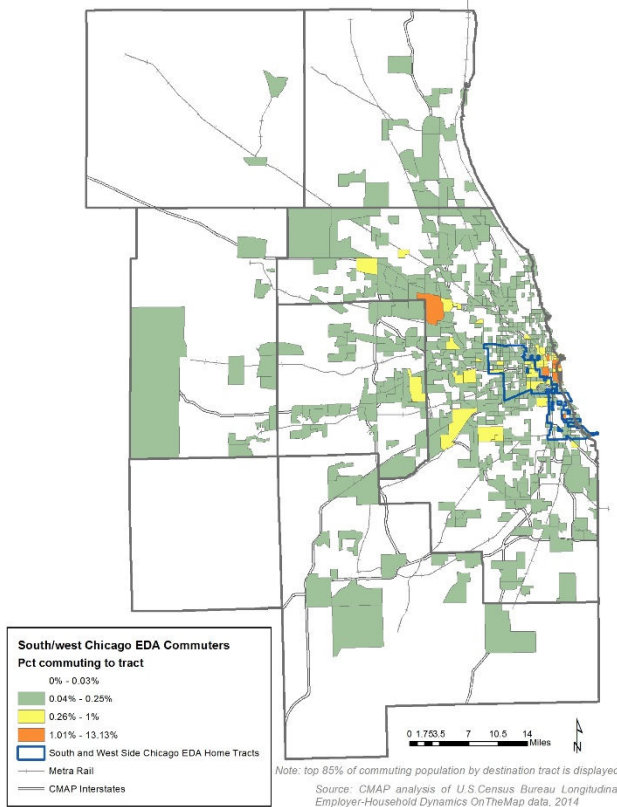
The region has a wealth of actors with the potential to address the range of issues integral to promoting inclusive growth, including transportation, K-12 education, job training, public safety and crime, public health, housing, and other issues affecting economic mobility and quality of life. Many organizations are already taking up this challenge, with substantive inclusive growth efforts underway by civic and government stakeholders. To reduce disparities and promote inclusive growth, CMAP and its partners should align priorities, strategies, and geographic areas to focus investments and assistance. CMAP should direct technical assistance

and research within EDAs, as well as identify and support transportation projects that most benefit these areas. While issues like safety, education, and public health are critically important to the vitality and success of our region, CMAP partners will take the lead in advancing efforts in those areas.

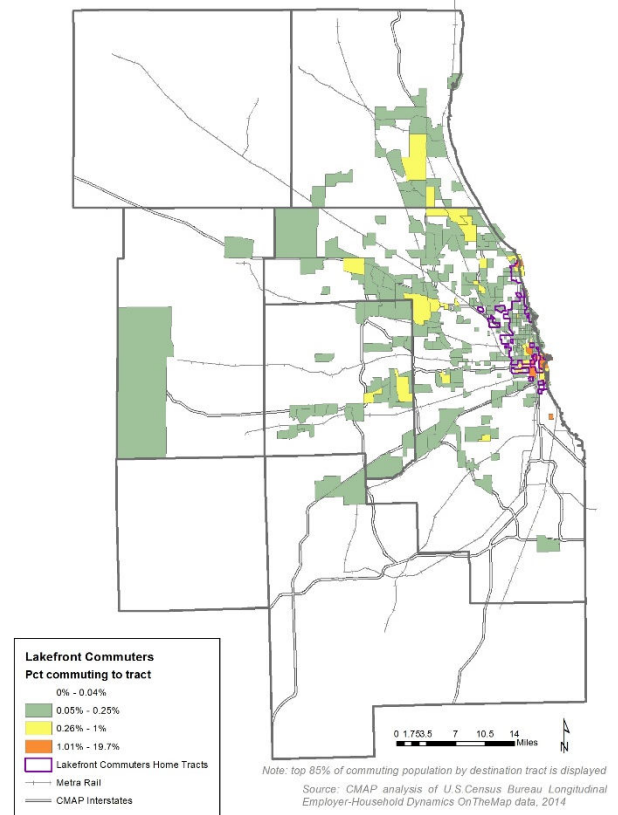
Many EDA residents are dependent on transit or carpooling, rather than owning their own vehicle. EDA residents are 1.7 times more likely to carpool, and 1.4 times more likely to use transit to reach their place of work. At the same time, these workers often commute to dispersed destinations that are not easily reachable through transit. The map below highlights commute destinations for a subset of EDAs compared to a subset of commuters living along Chicago and Evanston’s lakefront. CMAP and Service Board planning for transit modernization should emphasize preserving these employment connections through existing transit or emerging transit service types that may cost-effectively improve connections between EDAs and jobs.

### Commute destinations for workers living in selected Chicago Economically Disconnected Areas compared with selected lakefront commuters

South and Westside Economically Disconnected Areas



Selected Lakefront Submarket



Source: CMAP analysis of LEHD OnTheMap data, 2014 Note: Each map shows destinations for 85 percent of workers commuting from the outlined area. South and west commuters are located within a subset of EDAs in the city of Chicago, equaling approximately 175,000 workers. Lakefront commuters are located within a “submarket 3” area in the joint CMAP and the DePaul Institute for Housing Studies analysis of regional housing markets, equaling approximately 273,000 workers. This submarket type is characterized by higher incomes and densities, younger residents, and higher cost housing.

### **Develop structural solutions to promote reinvestment in disinvested areas**

EDAs strongly overlap with disinvested areas - communities that experience a persistent, long-term lack of market investment, leading to declining property values, taxes, employment, and, frequently, population. This disinvestment often constrains the ability of any individual community to respond effectively, and high tax rates and low market potential limit private investment. Solutions for disinvested areas will differ substantially from typical, market-based planning and investment practices. These communities have strong assets in their residents, existing infrastructure, and businesses, but these are often insufficient to address the systemic issues communities with significant disinvestment face. Among other solutions, CMAP and partners should build on existing community assets, identify unique regulatory and tax solutions to persistent vacancy and abandonment, build municipal and private sector capacity, and help communities establish strong partnerships with lending institutions. CMAP should also explore new federal, state, and local solutions to address systemic barriers to investment in these areas, as well as promoting local best practices.

### **Promote housing choice**

Housing choice is the ability for all households in the region to find a quality affordable home that fits each household's preferences, including proximity to jobs, transportation, and other amenities, throughout all stages of life. Currently, the region's housing supply does not meet demand for all housing choices, particularly residents seeking housing in higher opportunity areas (i.e. communities with good access to jobs, good schools, and transit). The barriers to housing choice are broad and require a coalition of CMAP and stakeholders to increase local capacity to address affordability or vacancy issues, revise building and zoning ordinances, educate residents on the benefits of choice, and identify changes to federal regulations.

### **Provide paths to jobs with meaningful economic opportunity**

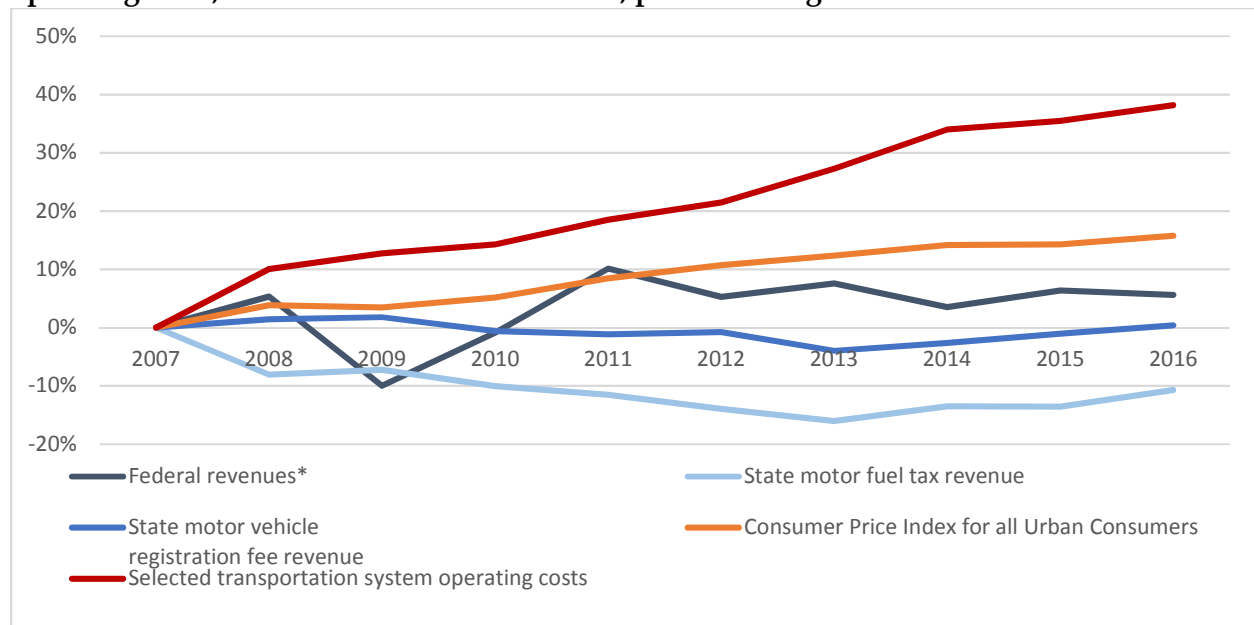
Not all employment is equal; workforce training efforts for lower-skilled residents, such as workers living in EDAs, should focus on growing industries as well as jobs that offer potential for increased earnings and skills over the long term. The region's Workforce Investment Boards already provide a national example of successful coordination with each other and the private sector. CMAP, civic groups, and other stakeholders should identify growing industries with potential for upward mobility to offer a refined focus for these job training efforts. Similarly, municipalities, counties, and the state should reorient economic development efforts on clusters that drive regional economic growth creating more and higher paying jobs, jobs with the potential for inclusive growth.

## Prioritized Investment

*Achieving regional goals in an era of limited resources requires prioritization of investments across sectors, including infrastructure, land use, and our economy.*

Limited public resources require the public sector to carefully prioritize investments in infrastructure, services, new development, technical and funding assistance, and other areas. Transportation funding from the federal and state government has been stagnant or diminishing while costs have continued to rise, and this trend shows little sign of reversing.

### Federal and state transportation revenue to northeastern Illinois compared to inflation and operating costs, estimates for selected sources, percent change since 2007



Source: Chicago Metropolitan Agency for Planning analysis of Illinois Department of Transportation data, Illinois Office of the Comptroller data, Regional Transportation Authority data, and data derived from state/regional resources tables. Note: 2009 federal transportation revenue excludes revenue from the American Recovery and Reinvestment Act. Transportation operating costs include those incurred by Illinois Department of Transportation's District One, Illinois Tollway, Regional Transportation Authority, and all transit service boards.

ON TO 2050 will identify this as one of the key challenges facing the region. It will recommend a regional infrastructure fund as well as specific new funding opportunities from the state and federal governments, and will continue to emphasize the need to prioritize investment decisions based on the benefits they bring to the metropolitan area. The plan will highlight opportunities to take advantage of emerging transportation, communication, and data processing technology to improve the region's transportation network, and highlight related land use and economic impacts. Transportation investments that simultaneously solve multiple problems will be particularly valuable. For example, a transportation improvement that simultaneously reduces congestion, increases bicycle and pedestrian access, improves public health, and supports local economic development achieves multiple goals. Similarly, a stormwater solution that both provides recreational opportunities, improves water quality, and

reduces flooding is particularly important. Other examples abound, and will be highlighted throughout ON TO 2050.

ON TO 2050 will also recommend prioritizing investment in other areas beyond transportation. While the agency has a particular responsibility concerning transportation funding, using public resources effectively is a priority regardless of topical area. In fact, coordinating investment across topical areas – for example, linking transportation investment with housing investment, and using public investment to spur beneficial private investment – will be a high priority in ON TO 2050. This coordination is a necessity to achieve regional goals. For example, well-connected and frequent suburban transit requires supportive land use change to increase density, particularly employment, in areas where more transit is desired.

### **Increase transportation revenues at all levels**

The federal, state, and local governments currently provide substantial funding to support the region's transportation system, but this revenue is insufficient to move the system to a state of good repair or make significant enhancements. Certain revenues, such as the state motor fuel tax, are forecasted to decline through 2050 as vehicle travel levels off and fuel economy rises. CMAP projects a \$25-45 billion shortfall of revenue by 2050 simply to maintain, operate, and administer the transportation system in the less than optimal condition of today; the available funding will not allow for additional improvements, enhancements, or expansions to the system. While the region's transportation providers have embraced efficiencies of many types and delayed critical projects for some time, the region's transportation funding resources are increasingly inadequate.

Regional transportation, civic, and private sector stakeholders must take action to secure sustainable transportation funding that will support economic competitiveness and a high quality of life. The plan will call for both state and regional revenue sources. At the state level, ON TO 2050 will echo GO TO 2040's call to raise and index the state motor fuel tax to inflation in the short term and will also recommend instituting a vehicle miles traveled fee over the long term. The plan will also strongly advocate for a sustainable regional funding source that can further augment state and federal sources. Finally, the plan will also advocate for expanding the sales tax base, instituting a federal cost of freight service fee, and increasing parking pricing. CMAP and transportation agencies should strongly encourage the state and federal governments to implement these revenue streams following the adoption of ON TO 2050.

Even if these new sources are extensively adopted, most revenues will need to be used simply to operate and maintain our current system. As such, ON TO 2050 will continue to allocate revenues with an emphasis on the existing system. The proposed Financial Plan expenditure categories will include first operating and maintaining the existing system in its current condition, then pursuing state of good repair, then implementing modernization efforts to gain efficiencies and improve traveler experience. As with GO TO 2040, ON TO 2050 will identify a very small number of expansion projects, weighing these projects against increasingly limited funding resources. CMAP will emphasize projects across pedestrian, bicycle, transit, and auto



modes, as well as projects that provide a broad range of transportation, land use, economic, and environmental benefits. Prioritized investment in a small set of projects – to ensure that every dollar is used as effectively as possible - remains a top priority.

**Prioritize regionally significant projects**

As the region’s long-range transportation plan, ON TO 2050 has an explicit responsibility to evaluate, prioritize, and generate a fiscally constrained program of major transportation investments. These are termed *regionally significant projects*, and they must create as much regional benefit as possible within the funding constraints that exist. Defining regional benefit is clearly an important matter, and ON TO 2050 will use quantitative criteria to evaluate project benefits. These criteria include:

**Regionally Significant Project Evaluation Criteria**

	All Road Projects	Expressway Projects	Transit Projects
<b>Addressing Existing Needs</b>	Pavement & Bridge Condition Congestion Reliability Safety	Pavement & Bridge Condition Congestion Reliability Safety	Asset Condition Capacity constraint Reliability ADA deficiency
<b>Achieving Regional Priorities</b>	Degree to which project serves economically disconnected areas Infill supportiveness Economic impact Freight benefits  Natural resources impact	Degree to which project serves economically disconnected areas Infill supportiveness Economic impact Freight benefits GHG emissions Emissions near economically disconnected areas Natural resources impact Change in jobs accessible	Degree to which project serves economically disconnected areas Infill supportiveness Economic impact Freight benefits GHG emissions  Change in jobs accessible
<b>Improving Travel</b>		Congestion reduction for trucks and autos Commute time by auto Potential negative impact on transit ridership	Commute time by transit Increase in ridership

This process of project evaluation will be similar to what was conducted for GO TO 2040, but there are some differences. First, a broader range of projects, including major arterial expansions, Arterial Rapid Transit (ART) and Bus Rapid Transit (BRT) services, are now considered regionally significant projects, while GO TO 2040 only considered expressway expansions and rail improvements. Second, the fiscal situation for transportation since the adoption of GO TO 2040 has worsened, primarily because the federal government, region, and

state have made no progress toward the new revenue sources recommended in GO TO 2040. It is expected, therefore, that ON TO 2050 will have even tighter fiscal limitation than GO TO 2040 despite the expanded universe of projects.

### **Strengthen the performance basis for other transportation programming decisions**

Use of performance measures is important for all transportation decisions, not just those affecting large, regionally significant projects. CMAP has historically used performance measures related to congestion reduction, air quality, and others to evaluate projects for inclusion in the Congestion Mitigation and Air Quality (CMAQ) program and Transportation Alternatives Program (TAP).

Furthermore, the federal transportation program has changed dramatically in recent years to emphasize tracking performance, and now requires MPOs and states to set targets for traffic safety, pavement and bridge condition, travel time reliability, congestion, and transit asset condition. As a result, the plan will recommend increased use of performance measures for other programs, like the Surface Transportation Program (STP) and funds programmed by the Illinois Department of Transportation, among other agencies; these efforts are already underway. The plan will also place new emphasis on strategies to improve performance on these measures as well as link investment to those outcomes.

Finally, ON TO 2050 will explore using additional measures that measure co-benefits and relate to other regional goals, like health, infill and reinvestment, and the ability of all people to participate in the regional economy. The plan will also recommend that municipalities develop asset management systems to fully implement performance-driven investment and make the best use of the region's limited resources.

### **Plan for the transportation and land use impacts of emerging technologies**

Emerging communications, data processing, and transportation technologies have great potential to change the way that we live, work, and move around the region. Residents today can already use technology to route and complete a multimodal trip, reducing dependence on automobiles and fostering walkable places. Retail shopping is increasingly occurring online, leading to new industrial development and more truck travel. New sensors and data processing are allowing transportation providers to quickly inform and reroute travelers. There is growing potential for connected and autonomous vehicles, which offer potential mobility benefits, but also potential negative land use change as residents are able to live further from job opportunities and amenities.

Technology will continue to change the shape of the region; we must continue to plan for the comprehensive impacts of these technologies. For example, communities may need additional strategies to protect vulnerable road users, like bikes and pedestrians, if on-demand delivery continues to place more trucks on the road or if autonomous vehicles proliferate. Transit may need to focus on core routes or develop innovative solutions to serve low-density areas if private ridesourcing continues to grow. To prepare, CMAP and other stakeholders should

continue to evaluate emerging technologies, establish principles and best practices to ensure that implementation supports regional goals, and assist municipalities in planning for change.

### **Focus infill, capital, and assistance in priority areas**

Prioritized investment extends beyond infrastructure to the types of communities we build and the programs and policies that we pursue. Development within existing communities takes advantage of existing infrastructure, and provides significant regional benefits in terms of transportation, environmental, and fiscal outcomes. However, infill and reinvestment can be complex and costly to accomplish, due to difficulty in assembling parcels, dealing with multiple jurisdictions, remediating previously-used land, site preparation, and coordinating with existing neighbors. ON TO 2050 will recommend effective and coordinated investment by the public sector to reduce these barriers, increasing the viability of reinvestment.

First, reinvestment efforts should coordinate related transportation and land use efforts. For example, pursuing reconstruction of an intermodal truck corridor, while including green infrastructure along the corridor to address localized flooding problems and remediating nearby brownfields, would be more likely to spur successful industrial development than any of these investments in isolation. Similarly, local transit-oriented development (TOD) efforts should coordinate related transit and pedestrian improvements and plan for affordable housing and equitable TOD.

In addition, ON TO 2050 will recommend focusing reinvestment efforts, funding, and technical assistance in priority areas, particularly employment centers, transit-rich areas, downtowns and main streets, and disinvested areas. Identification of priority areas will, to the extent practical, build on local plans and goals, and help focus limited development, planning, and infrastructure funding resources. CMAP will develop a definition of these areas in concert with stakeholders and local governments, as well as encourage allocation of resources from housing, community investment, workforce training, and other entities to priority areas.

### **Consider short- and long-term goals for development at the edge of the region**

Recognizing the central importance of local governments to our region's future, ON TO 2050 will have a particular focus on increasing municipal capacity, making fiscally sound development decisions, and investing in infrastructure to support that development. Development on agricultural, natural, and other open lands at the fringes of the region can be important to achieving community goals, but may also result in decreased market viability for agricultural uses, consumption and degradation of natural assets, and increased costs associated with constructing and maintaining new infrastructure and services. As a complement to ON TO 2050's continued emphasis on reinvestment in infill areas, ON TO 2050 will recommend that municipalities consider both the short- and long-term fiscal impacts of development and infrastructure expansion at the edge of the region's developed area. LTA may target planning assistance toward rural locations with high potential for growth to help communities strategically plan for these locations. The plan will also promote the use of conservation design, water supply coordination, and other environmentally sensitive practices

when development occurs in such locations, as well as the conservation of high quality natural areas across the region.

Much of the region's infrastructure is owned and maintained by its local governments. The plan will promote asset management by local governments to ensure sound management of infrastructure over its lifecycle, widespread use of capital improvement plans (CIPs), incorporation of mid- and long-term infrastructure costs into development decisions, and similar actions, all seeking to help municipalities make investments that meet both short- and long-term goals.

## Moving forward with ON TO 2050

The region must take critical steps to renew growth and promote vitality through 2050. While current funding, socioeconomic, and development trends offer significant challenges, the region has many paths forward to achieve economic vitality and a high quality of life. Our strong transportation network, economic diversity, well trained workforce, and vibrant communities offer a solid foundation on which to build. ON TO 2050 will build on the principles of resilience, inclusive growth, and prioritized investment to offer strategies to move the region forward.

The ON TO 2050 plan will primarily be presented on the web, with a companion print piece. The online format will enable innovative approaches to illustrating the intersections between the plan's comprehensive recommendations, providing detailed implementation guidance to key partners, and improving the plan's accessibility. The web medium will utilize mapping of key policy areas, along with locally relevant recommendations, to aid communities in implementing key plan directions. This approach will help CMAP to better focus technical assistance and communities to understand how major recommendations might interact at the local level as well as identify and learn from peers who face similar challenges or opportunities.

CMAP has developed a substantive bank of research and analysis, public outreach, and stakeholder input to cultivate the findings and recommendations within this document. Strategy development will conclude in fall 2017, and this report represents the initial effort to synthesize the most critical directions from work to date. Following completion of the Alternative Futures engagement process in late summer 2017, CMAP will process the feedback received and calibrate plan recommendations accordingly. In addition, CMAP will continue to engage with stakeholders and the public as strategy development work concludes and the draft plan is developed.

### Strategy Papers

- Climate Resilience
- Emerging Transportation Technology
- Energy
- Highway Operations
- Housing Supply and Affordability
- Inclusive Growth
- Integrating Green Infrastructure
- Lands in Transition
- Municipal Capacity
- Public Health
- Reinvestment and Infill
- Stormwater and Flooding
- Tax Policies and Land Use Trends
- Transportation System Funding Concepts
- Water

### Snapshots

- Demographic Shifts: Planning for a diverse region
- The Freight System: Leading the way
- Infill and Transit Oriented Development
- Regional Economy and Clusters: Building our strengths
- Natural Resources
- The Transit Network
- Travel Trends: Understanding how our region moves

### Additional Research Topics

- Asset Management
- Local Food
- Highway System Performance
- Placemaking
- Regional Economy
- Traffic Safety
- Transit Modernization





## MEMORANDUM

**To:** CMAP Board

**From:** CMAP staff

**Date:** June 7, 2017

**Re:** Reasonably expected revenues in ON TO 2050

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As required by law, CMAP must prepare a financial plan, including the anticipated expenditures and revenue sources necessary to carry out the operation, maintenance, and expansion of the region's surface transportation system over the ON TO 2050 planning period (2019-50). Specifically, federal regulations in [CFR § 450.322 \(f\) \(10\)](#) require that "for purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways" and "public transportation".

In March, CMAP staff presented draft forecasts for [core revenues and expenditures](#) necessary to operate, administer, and maintain the transportation system to the CMAP Board and MPO Policy Committee. CMAP staff is continuing to work with transportation agencies to refine the forecast further. The current draft forecast identifies a \$45.2 billion shortfall between core revenues and expenditures over the planning period. Not only will expenditures for operating and maintaining the transportation system to its current state of repair greatly exceed the core revenues forecasted to be available, but the expected funding will not allow for additional improvements, enhancements, or expansions to the system.

Fiscally constraining these activities within the long-range planning context will necessitate future policy changes to bring additional revenues to the region. Federal guidance permits the inclusion of these types of revenues, called "reasonably expected revenues," to be included in the financial plan: "All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified." GO TO 2040 makes several [policy recommendations](#) regarding reasonably expected revenues, including increasing the state motor fuel tax by 8 cents/gallon and indexing the rate to an inflationary measure, replacing the state motor fuel tax, implementing congestion pricing on a portion of the expressway system, and employing variable parking pricing.

This memo describes the ON TO 2050 initial policy recommendations and forecasts for five reasonably expected revenues, drawing in part from the [Transportation System Funding Concepts](#) strategy paper published in August 2016. Recent experience both within the region and across the country suggests that all five revenue sources could be reasonably expected to be implemented over the planning horizon. Given the substantial deficit between core revenues and expenditures, these policies must be implemented to ensure the future viability of the region's transportation system. The following table summarizes a total of \$55 billion in proposed reasonably expected revenues for the ON TO 2050 Financial Plan for Transportation.

<i>Reasonably expected revenue</i>	<i>Amount</i>	<i>Notes</i>
Increase state MFT and replace with vehicle miles traveled fee	\$30 billion	Replace MFT with 2 cents/mile VMT, after initial 10 cent MFT rate increase
Expanding the sales tax base	\$11 billion	Increase existing sales tax base by 15%, resulting in more RTA sales tax revenue
Federal cost of freight service fee	\$7 billion	8% (½ of NEIL's share of national truck and rail freight) of \$2 billion
Regional revenue source	\$5 billion	Transportation user fee, such as \$15 fee on all vehicles registered in the region
Expansion of priced parking	\$2 billion	200,000 additional priced spaces by 2050
<b>Total</b>	<b>\$55 billion</b>	

Certain new funding sources, like congestion pricing, tolling, public private partnerships, and value capture, are specific to particular projects. Therefore, in the financial plan, they will be used to offset the cost of specific Regionally Significant Projects, rather than being included here as reasonably expected revenue.

The remainder of the memo describes the reasonably expected revenues in more detail. An appendix to the memo reviews the methodology used to arrive at the revenue forecasts.

## **Increase state MFT and replace with a vehicle miles traveled fee**

As vehicle travel levels off and fuel economy rises, the state motor fuel tax (MFT) can no longer keep pace with growth in construction costs, let alone the transportation system's larger investment needs. A near-term increase in the state MFT rate supports GO TO 2040 recommendations and will help to offset the decline in purchasing power, and appears reasonable, given experience elsewhere in the country. Many states have enacted transportation revenue enhancements in recent years, with most of those new revenues coming from gas tax increases. According to [Transportation for America](#), 24 states have done so since 2012.

However, over the long term, the state MFT should be replaced with a revenue source that provides sufficient, stable, and growing revenue. The [Transportation System Funding Concepts](#) strategy paper suggests that ON TO 2050 recommend a vehicle miles traveled (VMT) fee as the long-term alternative to the state MFT.

Levied on a per-mile rather than per-gallon basis, VMT fees act as a direct user fee and also offer opportunities to integrate with other types of facility-level pricing. Eventually, VMT fees



could be leveraged to implement a system where different rates could be applied to travel on different types of facilities, at different times of day, and for different classes of vehicles. This revenue source would benefit from a national solution that allows VMT fees to be collected from out-of-state drivers; a national approach would also streamline implementation. In addition, the state should take the opportunity presented by the implementation of a new revenue source to integrate measures to lower the burden on lower-income drivers.

Given recent efforts across the United States to study or begin implementation, it is reasonable to assume that one could be implemented in Illinois by 2025. For example, Oregon has initiated a vehicle miles traveled fee, although the program is currently limited to 5,000 participants. Other states are in varying stages of testing or piloting VMT fees, including [Delaware](#) (in partnership with neighboring states), [Hawaii](#), [Minnesota](#), [Washington](#), and [California](#). Additionally, several states are studying alternatives to the MFT, including VMT fees, and the federal government [provided](#) funding in 2016 to test innovative approaches to transportation funding. Just recently, FHWA announced a second round of funding for the grant program. Last year, two bills ([SB3267](#) and [SB3279](#)) were introduced in the Illinois General Assembly to establish state VMT fees, with one assumed to take effect in 2017 and the other in 2025. CMAP studied VMT fees in the May 2015 issue brief, [Possible Alternatives to the Illinois Motor Fuel Tax](#).

## Expanded sales tax base

As part of its tax policy recommendations, GO TO 2040 recommends expanding the sales tax base to include additional services. If current rates remained the same, this expansion would generate more revenue for state and local governments, including the RTA, potentially providing more funding for operating costs and freeing up other revenues to use for transportation capital costs. Currently, the RTA imposes a sales tax of 0.75 percent in the collar counties and 1.0 percent in Cook County (1.25 percent for qualifying food, drugs, and medical appliances). In addition, the RTA receives Cook County's 0.25 percent portion of the state sales tax on general merchandise. These funds support transit operations in the RTA service area, as well as transportation and public safety purposes in the collar counties.

There has been recent state legislative interest in implementing GO TO 2040's recommendation of expanding the sales tax base. There have been two bills proposed this legislative session. For example, [Senate Bill 9, Amendment 3](#) would add several services to the Use Tax Act. The structure proposed in this specific bill would mean that the RTA sales tax would not be affected, but the RTA would eventually receive 10 percent of the local share of the statewide revenues in state disbursements.

## Cost of freight service fee

Freight investment is an emerging transportation policy issue at all levels of government. At the federal level, a sales tax on the cost of shipping freight could raise considerable revenues with a very low rate. Such a "cost of freight service fee" has a user-fee nexus to the freight system, and could be mode-neutral (that is, not collected disproportionately from shippers using truck, rail, air, or water to move goods). A similar approach is currently used for air-freight shipments to help support the nation's aviation capital program, which are [taxed](#) at the

rate of 6.25 percent of the amount paid for the air-cargo service. Administration could be difficult – for example, properly accounting for shipments made by private fleets – and new rules and practices would need to be established to accurately and efficiently collect the fee.

A cost of freight service fee would likely be implemented in the context of a long-term transportation reauthorization bill, which would define how revenues could be disbursed in the federal transportation program, or potentially as part of a larger federal tax reform bill. Drawing on the example of the freight program in the current authorization law, the Fixing America's Surface Transportation Act (FAST Act), it is possible that revenues raised from a cost of freight service fee would be split between a formula program and a competitive program. CMAP's [federal agenda](#) supports performance-based approaches to federal programs, as well as an engaged role for metropolitan planning organizations in planning and project selection. This proposal assumes implementation of a cost of freight service fee after the FAST Act expires in 2020, as part of the next surface transportation bill.

Cost of freight service fees have recently received attention among national policy circles. The 2009 [National Surface Transportation Infrastructure Financing Commission](#) considered the waybill tax -- essentially a version of the cost of freight fee -- as a potential revenue source, assuming a 0.01 percent rate. AASHTO's 2014 [transportation revenue matrix](#) similarly included versions of a freight waybill tax of 0.5 percent applied to gross freight revenues. In 2014 and 2015, bills were introduced in the House of Representative to establish new freight funding programs based on a waybill tax fee. For example, the 2014 [proposal](#) for the "Economy in Motion Act" would establish an \$8 billion freight fund based on a 1 percent tax on trucking and rail shipments to be paid by the shipper. Most recently, the Eno Center for Transportation's 2016 [Delivering the Goods](#) report recommends a "cost of freight shipment" fee to support a national freight discretionary grant program over the long term. Eno recommends a rate of 0.3 percent applied to all modes, exempting international portions and aviation portions of trips. It also recommends applying the fee to internal private fleets.

## Regional revenue source

CMAP's [Regional Tax Policy Task Force](#) recommended that the region pursue regional revenue sources for regional transportation needs. Other than the RTA sales tax, which provides funding for transit operations, metropolitan Chicago does not have a regionwide, dedicated source of funding to provide for capital transportation investments. As noted in the March 2017 memo, the region faces significant transportation infrastructure needs, while revenues overall are increasing slower than expenses. Changes at the federal and state levels alone are unlikely to sufficiently address the region's transportation infrastructure needs. Moreover, many of the transportation system needs in northeastern Illinois are unique. For example, the investments needed in the region to move the transit system to a state of good repair, decrease freight delay, and reduce roadway congestion are significantly greater than investments required in other parts of the state.

Other regions have imposed other types of regional taxes and fees to raise funding for transportation improvements and expansions. For example, sales tax measures were implemented in the Los Angeles and Denver regions, while Las Vegas has both a sales tax and a motor fuel tax to fund transportation improvements.

One potential regional source, a regional vehicle registration fee, could raise significant revenues at relatively low rates, and could build off existing collection mechanisms. The state collects a [vehicle registration fee](#) and [more than half](#) of the region's municipalities do as well. Regional vehicle registration fees have been implemented to support and improve transit in the Seattle region, as well as in North Carolina's Research Triangle region.

## Expansion of priced parking

While some parking spaces – both on-street and off-street – are priced, particularly in denser parts of the region, the majority of parking spaces in the region are unpriced. A growing body of research illustrates how free parking obscures the true cost of driving and thereby discourages transit, bike, or walking trips. Pricing more publicly-owned parking spaces on streets and in municipally-owned lots and garages could provide revenue for local transportation improvements and reduce the number of trips by car, helping to reduce emissions, alleviate congestion, and allow land to be transitioned to revenue-generating uses.

Given the vast number of parking spaces in the region, even relatively low parking rates applied to relatively few parking spaces could raise significant revenues for municipalities to expend on local transportation needs. In some areas, parking rates could be variable, with higher prices charged at times and locations of peak demand – or for certain type of vehicles, like delivery trucks in business districts – allowing for more efficient use of a limited number of parking spaces.

There is growing interest in innovative parking strategies. The City of Chicago launched a [Downtown Loading Zone Reform](#) pilot program in 2017. It is anticipated that \$13 million to \$18 million would be generated annually if this program were implemented citywide. Similar programs have been implemented in other cities, such as [New York](#) and [Washington D.C.](#) CMAP has published a [toolkit](#) to assist municipalities in developing parking strategies and has completed [Local Technical Assistance](#) projects related to local parking issues. Based on recommendations in the LTA studies, the Village of Hinsdale upgraded payment technologies in one parking lot to credit card machines and increased hourly rates, and new on-street parking meters were installed in two Chicago neighborhoods to encourage parking turnover. To fully implement this revenue source, CMAP should continue to emphasize LTA assistance for these types of projects.

## Moving forward

To move forward, the region must work collaboratively to protect and enhance its transportation assets. The current forecast draft indicates that the region faces a \$45.2 billion shortfall between the forecasted core revenues and the forecasted cost to operate the system and maintain the system in its current state. The proposed reasonably expected revenues focus on near-term solutions to raise revenues and support capital investment. The region's financial challenges can become opportunities for bold, cooperative actions to enact policy changes. By acting in cooperation with one another, the region can ensure the long-term sustainability of the region's transportation system, which is a major contributor to the economy and the livability of

northeastern Illinois. The following table identifies key implementers, timelines for implementation, and federal or state legislative requirements.

	<b>Lead implementers and authorizers</b>	<b>Timeline for implementation</b>	<b>Legislative requirements</b>
Increase state MFT and replace with VMT fee	MFT increase: Illinois General Assembly and Governor  VMT fee: Illinois General Assembly and Governor; U.S. Congress and the President	MFT increase: Short term (first 3 years)  VMT fee: mid-term (4-10 years)	MFT increase: State legislation required  VMT fee: State legislation required, federal legislation could play a supportive role
Expand sales tax base	Illinois General Assembly and Governor	Short term (first 3 years)	State legislation required
Federal cost of freight service fee	U.S. Congress and the President	Short term (first 3 years)	Federal legislation required
Regional revenue source	Illinois General Assembly and Governor	Short term (first 3 years)	State legislation required, administration likely to be done through existing mechanisms
Expansion of priced parking	Municipalities	Throughout planning period	None, policy could be implemented through local action

## Discussion

- Should these revenue sources be recommended in ON TO 2050? Should other sources be recommended?
- What type of revenue source is the best candidate for implementation at the regional level?
- What resources can CMAP provide to ensure these recommendations are moved forward after ON TO 2050 is approved?
- What role should transportation implementers and other stakeholders play in ensuring the implementation of these revenue sources?

## Forecast methodology

This section discusses the specific methodologies used for projecting reasonably expected revenues for ON TO 2050 over the 2019-2050 planning period.

### Increase state MFT and replace with VMT fee

Draft forecast: \$30 billion	Draft assumptions for ON TO 2050
Northeastern Illinois would receive increased revenues resulting from an initial state motor fuel tax rate increase, followed by the implementation of a vehicle miles traveled fee to replace the state motor fuel tax.	<p>The state motor fuel tax rate would be increased by 10 cents in approximately 2020, and the rate would be indexed to an inflationary measure. An annual growth rate of 2.5 percent was used for the purposes of this forecast.</p> <p>A vehicle miles traveled fee would be implemented in approximately 2025 at a rate of 2 cents per mile. The rate would be indexed to an inflationary measure, assumed to be 2.5 percent annually for the purposes of this forecast. Funds would flow to northeastern Illinois in the same manner as the state MFT current does.</p>

### Expand the sales tax base to additional services

Draft forecast: \$11 billion	Draft assumptions for ON TO 2050
The sales tax would be expanded to additional services, which would result in additional RTA sales tax revenues, as well as state sales tax disbursements to the RTA.	Additional services would be added to the sales tax base in approximately 2021, resulting in a 15 percent increase in the base. Revenues are assumed to grow at a rate of 3.2 percent annually, which is the average annual growth rate for personal consumption expenditures in Illinois for certain services between 2006-15.

### Federal cost of freight service fee

Draft forecast: \$7 billion	Draft assumptions for ON TO 2050
The federal government would impose a new cost of freight service fee, with a portion of revenues allocated to the region.	The COFS fee would be implemented as part of the next federal transportation bill in 2020. The forecast assumes that \$2 billion would be raised nationwide, as was estimated in Eno's 2016 <a href="#">Delivering the Goods</a> report. The forecast assumes that the region's share of the federal revenue will be equivalent to half of its share of the nation's truck and rail freight traffic, which totals 16.2 percent. It is assumed that allocations will grow at the same rate as other federal revenue in the forecast (2.25 percent).

### Regional revenue source

Draft forecast: \$5 billion	Draft assumptions for ON TO 2050
A regional revenue source, such as a vehicle registration fee, would be imposed in northeastern Illinois.	As an example, it was assumed that a \$15 regional fee would be imposed on all vehicles registered in the 7-county region beginning in approximately 2021. The rate would be indexed to an inflationary measure, assumed to be 2.5 percent annually for the purposes of this forecast.

**Expansion of priced parking**

Draft forecast: \$2 billion	Draft assumptions for ON TO 2050
Municipalities in the region would increase the number of priced parking spots in the region throughout the planning period.	Pricing of unpriced parking spots will be phased in annually, starting with 550 spaces in the first year. The number of priced spaces would accelerate as the concept gained popularity. Prices would vary by location, and it was assumed that the regional average would total \$4 per day, with rates growing annually with inflation, assumed to be 2.5 percent annually for the purposes of this forecast.

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# Chicago Metropolitan Agency for Planning

## Agenda Item No. 15.0

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### MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: June 7, 2017

Re: State Legislative Update

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The spring session of the 100<sup>th</sup> Illinois General Assembly closed on May 31 with no budget. To date, Illinois has operated for over 700 days without a budget and the bill backlog stands at \$14.5 billion. The General Assembly will continue to work into June, and the Speaker of the House has expressed interest in public budgetary meetings. Staff continues to track and analyze bills with particular relevance to CMAP. Legislation in this memorandum affects CMAP's 2017 State Legislative [Principles](#) and [Agenda](#), or is of interest to CMAP and its partners.

Included in this memorandum is an updated list of Board-supported bills and their positions in the legislative process. The General Assembly did pass a number of bills that affect the region, such as a stormwater credit trading authority for Metropolitan Water Reclamation District and the Natural Areas Stewardship Act, but these bills currently await action from the Governor. Additionally, HB2538, which amends the Regional Planning Act to require livestreaming and recording of CMAP's board meetings, remains on the calendar for concurrence, and requires a vote from the House before it moves to the executive branch for consideration.

Staff is not recommending any position changes on bills, and a number of bills have been removed from consideration due to missed legislative deadlines. The bills listed contribute to the implementation of GO TO 2040 by bolstering the region's ability to manage stormwater and natural areas, facilitate efficient governance, and increase our commitment to public transit.

**ACTION REQUESTED:** Information





## June 2017 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
<b>EXPAND AND IMPROVE PARKS AND OPEN SPACE</b>				
Natural area stewardship	<a href="#">SB1029</a>	<p><b>Sen. Jason Barickman (R-Bloomington)</b></p> <p>SB1029 creates the Illinois Land Conservation and Stewardship Grant Program and authorizes the Illinois Department of Natural Resources (IDNR) to make grants for stewardship of natural areas across Illinois using money in the Natural Areas Acquisition Fund. IDNR can grant these funds to conservation organizations to provide basic maintenance and stewardship to open areas. The grants will be subject to approval by the General Assembly.</p> <p>The legislation fulfills three of GO TO 2040's conservation recommendations by moving the state closer to protecting conservation funds from agency sweeps, building capacity in private conservation organizations, and providing funding for stewardship of vital natural areas.</p>	<p>5/31/2017</p> <p><i>Passed both Houses</i></p>	<b>Support</b>
<b>PURSUE COORDINATED INVESTMENTS</b>				
Local government consolidation	<a href="#">SB3</a>	<p><b>Sen. Thomas Cullerton (D-Villa Park)</b></p> <p>The bill would make several changes to existing law that facilitate local government consolidation by expanding the DuPage, Lake, and McHenry pilot program allowing the county board to consolidate/eliminate certain units of government to all counties in Illinois. The bill would allow counties to cease township organization structure (eliminate townships countywide) and choose whether to restructure into a commission form of government, rather than requiring that form of government in order to cease township organization. The bill would remove restrictions that limit townships to 126 square miles. The bill would provide a process by which any township within a</p>	<p>5/31/2017</p> <p><b>Senate</b></p> <p><i>Passed both Houses</i></p>	<b>Neutral</b>

Subject	Bill	Summary	Status	Agency Position
		<p>coterminous municipality can dissolve and allows township road districts to be abolished when they have less than 15 center lane miles.</p> <p>While the efficient governance proposals articulated in this bill align well with GO TO 2040, staff recommends a neutral position because this bill is inseparable from the Senate's Grand Bargain.</p>		

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#### INCREASE COMMITMENT TO PUBLIC TRANSIT

RTA working cash	<a href="#">HB3004</a>	<b>Rep. Al Riley (D-Hazel Crest)</b>	3/22/2017 <i>Passed both Houses</i>	<b>Support</b>
		<p>Allows the Regional Transportation Authority (RTA) to sell additional Working Cash Notes before July 1, 2020 (now 2018) that are over and above and in addition to the \$100,000,000 authorization. Working Cash Notes are essentially short-term (i.e. less than 24- month) loans to cover operating expenses. As amended, the RTA would also be permitted to establish a line of credit with a bank or other financial institution. To do so, the RTA must pass an ordinance and submit the ordinance to the Governor's Office of Management and Budget and the State Comptroller.</p> <p>Staff recommends supporting this legislation because the RTA's capacity to access short-term capital is a critical tool for mitigating the impact of the state's practice of delaying payments.</p>		

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#### Previously reported bills that have missed legislative deadlines

- [SB520](#) Continued federal appropriations (CMAP supports)
- [SB1337](#) Stormwater management (CMAP supports)
- [SB1507](#) County-led stormwater management (CMAP supports)
- [HB496](#) Township consolidation (CMAP supports)
- [HB662](#) Registration fee increase for electric and alternative fuel vehicles (CMAP supports)
- [HB2756](#) Stormwater Management (CMAP supports)
- [HB2802](#) Transit benefit programs (CMAP supports)

[HB3136](#) Increase the motor fuel tax (CMAP neutral)  
[SJR7](#) and [HJR12](#) I-55 managed lanes (CMAP supports)

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