



## Chicago Metropolitan Agency for Planning (CMA) Board

### Annotated Agenda

Wednesday, January 9, 2019

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—November 14, 2018**  
ACTION REQUESTED: Approval
- 4.0 **Executive Director's Report**
- 4.1 Local Technical Assistance (LTA) Update
  - 4.2 Diversity and Inclusion Working Group Charter
  - 4.3 Lease Agreement
  - 4.4 Other Announcements
- 5.0 **Annual Financial Report for the Year Ended June 30, 2018**  
James Savio from Sikich LLP will present the annual financial report and management letter.  
ACTION REQUESTED: Acceptance
- 6.0 **Procurements and Contract Approvals**
- 6.1 Regional ITS Architecture Update
  - 6.2 NWMC Multimodal Transportation Plan
  - 6.3 Matteson Streetscape Improvement Plan
  - 6.4 Outsourced Data Entry Project
- ACTION REQUESTED: Approval
- 7.0 **Committee Reports**  
Per the Chairman's delegation, the Executive Director's recommendations for CMA's working committee membership and meeting schedule for 2019 is included in the packet.

Board members serving on the new Coordinating Committee include:  
Frank Beal and Farzin Parang, representing the City of Chicago; Mayor

Rick Reinbold and Diane Williams, representing suburban Cook; Mayors Matt Brolley and Terry Weppler, representing the collar counties. Frank Beal will chair the Committee this year.

A written summary of the working committees and the Council of Mayors Executive Committee will be distributed.

ACTION REQUESTED: Approval

#### **8.0 Unified Work Program (UWP)**

Staff will provide an update on the process for developing the FY 2020 UWP. The proposed timeline for the process are included in the attached memo.

ACTION REQUESTED: Information

#### **9.0 2019 Highway Safety Targets**

Under MAP-21 and the FAST Act, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing safety performance targets. The CMAP Board must adopt 2019 targets by January 2019. The Transportation Committee has voted to recommend these targets.

ACTION REQUESTED: Approval

#### **10.0 Expressway Vision Update**

CMAP staff will update the Board on the Vision for the Northeastern Illinois Expressway System, a planning project undertaken to develop a multi-jurisdictional approach to guide future capital investments and operational improvements on the Chicago area expressways.

ACTION REQUESTED: Information

#### **11.0 ON TO 2050 Amendment process**

Staff will review the process for requests to amend ON TO 2050 Regionally Significant Projects (RSPs). The process sets forth the analysis methods, submittal requirements, and timelines for consideration of requests to add, remove, or significantly modify the RSPs.

ACTION REQUESTED: Information

#### **12.0 Principles for Sustainable Transportation**

During the development of ON TO 2050, a joint subcommittee of the Board and MPO established transportation revenue principles to guide the plan's transportation funding recommendations and help external stakeholders understand agency priorities. Staff will describe these principles and explain their relevance to transportation revenue proposals at the state level.

ACTION REQUESTED: Approval

**13.0 State Legislative Update and Draft Federal and State Framework and Agendas**

Staff will update the Board on relevant legislative activities. Staff will also present the draft 2019 State and Federal Legislative Framework and Agendas.

ACTION REQUESTED: Discussion

**14.0 Other Business**

**15.0 Next Meeting**

The Board is scheduled to meet next on February 13, 2019.

**16.0 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.

**17.0 Executive Session**

The Board will adjourn to an executive session pursuant to 5 ILCS 120/2(c)(1).

**18.0 Adjournment**

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

___ Gerald Bennett, Chair	___ Al Larson	___ Matthew Walsh
___ Rita Athas	___ Andrew Madigan	___ Terry Wepler
___ Frank Beal	___ John Noak	___ Diane Williams
___ Matt Brolley	___ Farzin Parang	___ Sean McCarthy
___ Franco Coladipietro	___ Rick Reinbold	___ Leanne Redden
___ Janel Forde	___ Carolyn Schofield	___ Justine Sydello





## Chicago Metropolitan Agency for Planning (CMAP)

### DRAFT

### Board Meeting Minutes

November 14, 2018

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/Kendall Counties, Franco Coladipietro-representing DuPage County (via tele-conference), Janel Forde-representing the City of Chicago, Al Larson-representing northwest Cook County, Andrew Madigan-representing the City of Chicago (via tele-conference), John Noak-representing Will County, Marty Oberman-representing the City of Chicago, Rick Reinbold-representing south suburban Cook County (via tele-conference), Carolyn Schofield-representing McHenry County, Matthew Walsh-representing west central Cook County, Diane Williams-representing suburban Cook County, and non-voting member, Leanne Redden-representing the MPO Policy Committee.

##### **Staff Present:**

Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Tom Garritano, Stephane Phifer, Jesse Elam, Gordon Smith, Simone Weil, and Sherry Kane

##### **Others Present:**

Garland Armstrong-Access Living, Chrissy Breit-Metro Strategies, Jack Cruikshank-WCGL, Cole Jackson-NWMC, Emily Karry-Lake County, Mike Klemens-Lake County Council, Daniel Knickelbein-DMMC, Josh Klingenstein-NWMC, Kelsey Mulhausen-Southwest Conference, Dan Persky-DMMC, Ryan Peterson-Kane Kendall Council, Leslie Phemister-SSMMA, David Seglin-CDOT, Cody Sheriff-McHenry Council, Troy Simpson-Kane Kendall Council, and Cody Wolcott-Metra.

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

CMAP Board Chair Mayor Bennett called the meeting to order at approximately 9:34 a.m., and asked Board members to introduce themselves.

## **2.0 Agenda Changes and Announcements**

The Board acknowledged and recognized departing board member Marty Oberman for his service on the CMAP Board, especially his contribution related to developing ON TO 2050. The Board wished him well in his new endeavor. Oberman is awaiting Senate confirmation for a seat on the U.S. Surface Transportation Board.

## **3.0 Approval of Minutes**

A motion to approve the minutes of the CMAP Board meeting of October 10, 2018, as presented made by Carolyn Schofield was seconded by Rita Athas, and with all in favor, carried.

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

The Local Technical Assistance (LTA) program update was included in the packet, as well as the 2019 meeting schedule that has the CMAP Board and the MPO Policy Committee meeting jointly in October on **Thursday**, October 10. Szabo thanked the members of the Board and staff, particularly the Communications staff, for their contributions to the launch event on October 10. Szabo gave a recap of the City Club talk on October 16, a meeting with Cook County Assessor-Elect Fritz Kaegi, and Mayor Emanuel's Transportation and Mobility Task Force to which Szabo had been named. Finally, Szabo asked that everyone sign the poster indicating support of the ON TO 2050 plan.

Chairman Mayor Bennett shared his views on state revenue funding. Szabo reported that staff stands at the ready to meet with and brief any suggested partners about ON TO 2050 and its associated recommended revenue measures.

Chairman also recognized the service of Tom Garritano, Deputy Executive Director of Communications and Outreach--who had announced his retirement--thanking him for his contribution to CMAP from the beginning (the hardest part), in getting the organization off the ground and advancing the CMAP's credibility with the press through the relations he had built over years.

## **5.0 Procurements and Contract Approvals**

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon presented the following procurements and contract approvals. A contract with RATIO, not to exceed \$109,900 for the City of Calumet Park and its development of a comprehensive plan. A maximum 3-year contract not to exceed \$225,000 with Valerie S. Kretchmer Associates to provide market analysis and development advisory services for Local Technical Assistance (LTA) projects that are underway or planned to begin in the near future. A contract not to exceed \$74,465.00 with Duncan Associates with Codametrics, as the contractor for the Village of Summit Zoning Ordinance Update project. A motion by Mayor John Noak, seconded by Carolyn Schofield to approve the contract awards as presented, and with all in favor, carried.

## **6.0 Committee Reports**

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

## 7.0 CMAP Committee Structure

CMAP staff Simone Weil reported that staff had undertaken an exercise involving a review of the composition and structure of CMAP's committees and reported the findings and the following recommendations that would support alignment of the working committees with ON TO 2050 implementation. The recommendations are as follows. Merge the housing and land use committees. Establish one coordinating committee (with 6 board members--2 from the City of Chicago, 2 from Cook County (including suburban), and 2 from the collar counties). Delegate to the Executive Director the responsibility of identifying the Board members [for the coordinating committee] for Board approval at the January meeting. Delegate to the Executive Director the responsibility of identifying working committee chairs and members (again for Board approval at the January meeting). Comments from the Board, while agreeing with staff's recommendations, included the following. Meeting every month is a good idea. The committee could/would decide which of the LTA presentations--that had typically only been presented to the Planning Committee--could be brought to the full board. Representation of the coordinating committee should be geographically dispersed considering the wide range of distance between the collar counties. Those who volunteer to serve should be able to do so. Finally, the board should be polled on whether the coordinating committee should meet in the early morning on board meeting day or another day altogether. A question raised regarding a cross over to the MPO Policy Committee had staff suggesting that the connection would be made through the chair (or vice chair, as an alternate) of the Transportation Committee serving on the coordinating committee. A motion by Carolyn Schofield, seconded by Mayor Al Larson to approve staff's recommendations and delegate to the Executive Director the responsibility of identifying board members to serve the coordinating committee and identifying working committee chairs and members also to be approved by the CMAP Board in January, and with all in favor, carried.

## 8.0 ON TO 2050 Website Demonstration

CMAP staff Tina Fassett Smith presented a two minute video of the ON TO 2050 launch event and gave an overview of the ON TO 2050 website. Its own website with its own navigation which allows users to toggle between CMAP and the ON TO 2050 websites, Fassett Smith covered a number of sections beginning with About the Plan. Fassett Smith's demo included a look at Resources, showing the link to indicators and specific recommendations and the interactive Local Strategy Maps (also under Resources). The ON TO 2050 Development link includes all the Snapshot Reports and Strategy Papers, and the draft plan. Moving on to other chapters, Fassett Smith went through some of the interactive maps and reported that static maps are easily downloadable. Fassett Smith also covered Recommendations and their corresponding end notes. Under each strategy are associated actions and the implementers needed. At the bottom of each Chapter page is an implementation matrix—a downloadable and searchable Excel file. Other website features included photo essays, interactive data charts, visualizations with hot spots, maps, info graphics, and renderings showing before and after future implementations. In the main navigation under "Implementing the Plan," Fassett Smith suggested this would be an area where we might continue to see growth on the webpage that may include new tools or case studies related to implementation activities. Finally, Fassett Smith pointed to

an interactive showing racial and ethnic disparities in economic outcomes across U.S. regions and demonstrated its operation.

Staff was asked to forward the two-minute video (of the launch) when it is available. Board members appreciated the demo and agreed that the website is very impressive, contains many useful tools, and the amount of and ability to access data was very well done.

## **9.0 State Legislative Update**

CMAP staff Gordon Smith reported that it was day two of the veto session, that yesterday's session ended quickly without much action taken, and that the Governor took veto measures on about 80 bills. Post election, Smith went on to say, currently there are about five races still undecided and we anticipate outreach to about thirty new members in the General Assembly, sharing information about the work we do, the importance of CMAP to the state and region, and the policy issues that we support. The team is working on developing the legislative agenda and framework documents related to ON TO 2050, to bring to the Board in January for February approval. Smith, questioned about the possibility of an infrastructure package under the new administration, suggested that it is a good way for this Governor to start. Smith could not suggest when that might happen however.

## **10.0 Other Business**

There was no other business before the CMAP Board.

## **11.0 Public Comment**

Garland Armstrong, Access Living, thanked the Board that the O'Hare Kiss-and-Fly finally has seen the installation of Metra and Pace Bus signage to assist the visually impaired. The Forest Preserve addresses had also updated with the Para Transit Operators, Armstrong reported.

## **12.0 Next Meeting**

Chairman Mayor Bennett announced that the Board will not meet in December, rather will meet next in January 2019.

## **13.0 Executive Session**

At approximately 10:30 a.m., a motion to adjourn to an Executive Session made by Janel Forde was seconded by Diane Williams, and with all in favor, carried.

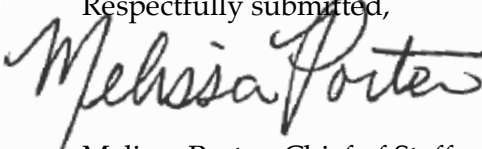
At 10:48 a.m., the Closed Session ended with Chairman Mayor Bennett announcing that the Board had considered a matter related to real estate and gave a recap of the consultant's findings and recommendations. A motion by Mayor John Noak that the consultant move forward with a letter of intent and agreement on the Post Office property and authorize the Executive Director to execute a lease agreement for the space, seconded by Diane Williams, and with all in favor, carried.



**13.0 Adjournment**

At 10:50 a.m., a motion to adjourn by Mayor John Noak, seconded by Diane Williams, and with all in favor, carried.

Respectfully submitted,



Melissa Porter, Chief of Staff

12-17-2018

/stk





# Chicago Metropolitan Agency for Planning

Agenda Item No. 4.1

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

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

## MEMORANDUM

**To:** CMAP Board and Committees

**From:** CMAP Staff

**Date:** January 3, 2019

**Re:** Local Technical Assistance (LTA) 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 consultant assistance. To date, 222 local projects have been initiated. Of these, 185 projects have been completed, and the remainder are under development.

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

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
305	Campton Hills zoning and subdivision regulations	Kristin Ihnchak	July 2014- Dec. 2018	Consultant assistance	No update.
402	<i>Bensenville zoning update</i> ( <a href="#">see website</a> )	<i>Jake Seid</i>	<i>Oct. 2015- Dec. 2018</i>	<i>Staff assistance</i>	<i>The Village Board adopted the Ordinance on December 18.</i>
407	<i>Chicago North River Communities neighborhood plan</i> ( <a href="#">see website</a> )	<i>Brian Daly</i>	<i>Nov. 2015- Nov. 2018</i>	<i>Staff assistance</i>	<i>The North River Commission Board approved the plan at its November 13<sup>th</sup> Board Meeting.</i>
415	Huntley zoning update	Patrick Day	May 2015- March 2019	Consultant assistance	No update.
503	<i>Chicago Riverdale area transportation plan</i> ( <a href="#">see website</a> )	<i>Tony Manno</i>	<i>Nov. 2016- Dec. 2018</i>	<i>Consultant assistance</i>	<i>Final plan has been approved by the steering committee. Project is complete.</i>
506	Cook County (Maine-Northfield) unincorporated area plan ( <a href="#">see website</a> )	Jake Seid	July 2016- Jan. 2019	Staff assistance	CMAP is waiting to hear from Cook County planning staff to revise the priorities of the plan prior to its completion.
507	Des Plaines comprehensive plan ( <a href="#">see website</a> )	Heidy Persaud	Nov. 2016- Dec. 2018	Staff assistance	City Council is reviewing the final plan.
513	<i>Lisle downtown parking plan</i> ( <a href="#">see website</a> )	<i>Lindsay Bayley</i>	<i>Mar. 2016- Dec. 2018</i>	<i>Staff assistance</i>	<i>Final plan complete.</i>
520	Richton Park stormwater master plan, phase 2 ( <a href="#">see website</a> )	Kate Evasic	May 2018- Jan. 2019	Consultant assistance	The final presentation to the Village Board is scheduled for January 14.
700	Algonquin-Cary sub area plan	Kate Evasic	Mar. 2018- Dec.-2019	Staff assistance	Existing Conditions Report currently being drafted and anticipated in early 2019.
702	Beach Park Northern Lakeshore Regional Bicycle and Pedestrian Plan	John O'Neal	Sept. 2018- Feb. 2020	Consultant assistance	IDNR Coastal Management Grant awarded and executed. Project start-up meeting occurred on November 5, 2018.
703	Beecher comprehensive plan ( <a href="#">see website</a> ).	Ricardo Lopez	Jan. 2018- June 2019	Consultant assistance	On November 28, 2018, the Village of Beecher hosted Phil Gwoke of Bridgeworks in a village-wide forum, "From Handshake to #Hashtag." The forum was part of the Village's efforts to engage millennials in both the Beecher 2040 planning process and in community life. Existing conditions report is now available on the project website.

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
704	Bridgeport/Canaryville priorities plan ( <a href="#">see website</a> ).	Noah Boggess	Jan. 2018- Jan. 2019	Staff assistance	Revising final plan.
705	Calumet Park comprehensive plan	Brian Daly	Sept. 2018 – Feb. 2020	Consultant Assistance	The CMAP Board selected RATIO Design to lead the creation of the comprehensive plan. A kickoff meeting with Village staff is scheduled for January 24. The stormwater consultant completed a stormwater analysis memo in November.
706	Carol Stream zoning, sign, and subdivision regulations	Jake Seid	May 2018- May 2021	Consultant assistance	Houseal Lavigne Associates will begin work on this project in January.
707	Channahon comprehensive plan ( <a href="#">see website</a> )	Heidy Persaud	Mar. 2018- Sept. 2019	Consultant assistance	The consultant team is reviewing the draft Issues and Opportunities memo.
709	Chinatown Parking Study ( <a href="#">see website</a> )	Lindsay Bayley	Feb. 2018 – Aug. 2019	Staff assistance	The existing conditions report has been reviewed internally, revised, and sent out to the project partner. It will be sent to the Steering Committee in January.
711	DuPage County Corridor Study	Lindsay Bayley	Jan. 2018 – June 2019	Consultant assistance	CMAP staff reviewed the existing conditions report and the consultant is making final revisions, which included significant formatting changes.
712	Far South CDC Existing Conditions and Market Analysis	Katanya Raby	Apr. 2018- Apr. 2019	Staff assistance	Stakeholder interviews underway.
713	Forest Preserve District of Cook County, Des Plaines River Trail, South Extension Planning Study ( <a href="#">see website</a> )	John O'Neal	May 2018- Oct. 2019	Staff assistance	One-on-one stakeholder interviews scheduled for early November. Data collection and existing conditions analysis underway. ECR outline complete.
714	Frankfort Plan Commissioner training	Maggie Jarr	Jan. 2018- Dec. 2018	Staff assistance	CMAP staff completed the training series after developing and conducting two capacity-building trainings on special topics.
715	Illinois International Port District planning priorities report	Elizabeth Scott	Apr. 2018- Apr. 2019	Staff assistance	Priorities report is undergoing internal review. An RFP for phase 2 is completing preparation to open in 2019.
717	Justice I&M Canal Trail Extension Feasibility Study ( <a href="#">see website</a> )	John O'Neal	Jan. 2018- June 2019	Consultant assistance	ECR complete and posted on project website. 'Core team' meeting held on Sept. 28 to review ECR and preliminary proposed alternative alignments. Full Steering Committee meeting occurred in November.

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
719	Kane County / Mill Creek watershed-based plan ( <a href="#">website</a> )	Holly Hudson/ Kelsey Pudlock	Oct. 2017- Oct. 2019	Staff assistance	CMAP and Kane Co. staff met with the consultant providing pollutant loading and BMP pollutant load reduction modeling services in late October to discuss objectives, data needs, the BMP optimization approach, and projected timelines for the various tasks. CMAP and Kane Co. have provided datasets and the consultant is nearing completion of delineating subcatchments, after which they can set up the HSPF model. The consultant also has been developing the BMP optimization framework.
721	Maywood Zoning Reference Guide	Maggie Jarr	Jan. 2018- Apr. 2019	Staff assistance	CMAP staff submitted the draft reference guide to Village staff for review.
722	Midlothian stormwater management capital plan ( <a href="#">see website</a> )	Kate Evasic	Apr. 2018- Apr. 2019	Consultant assistance	CMAP staff and consultant met with the steering committee on December 13 to present the findings from the stormwater analysis and project identification (Technical Memo #1). Project prioritization is underway.
723	McHenry County Council of Governments Shared Services Study	Maggie Jarr	May 2018- Sept. 2019	Staff assistance	CMAP staff is currently finalizing the activities and tasks to be undertaken as part of the project's assessment phase.
724	McKinley Park Development Council neighborhood plan ( <a href="#">see website</a> )	Ricardo Lopez	Feb. 2018- Dec. 2019	Staff assistance	CMAP staff continues drafting of the existing conditions report, and expect to have a draft for partner review in January 2019.
725	Montgomery Zoning and Subdivision Ordinance	Jake Seid	Sep. 2019- Sep. 2021	Staff assistance	The project team completed stakeholder interviews in December and will create a Drafting Directions Memo in January.
726	North Avenue corridor plan ( <a href="#">see website</a> )	Cindy Cambray	Jan. 2018- June 2019	Staff assistance	A public visioning workshop took place on November 15 <sup>th</sup> , with over 75 residents in attendance. CMAP's vendor, ULI Chicago, conducted a two day Technical Assistance Panel to identify redevelopment opportunities along North Avenue and recommend implementable strategies to strengthen the corridor's development potential. A public presentation of the TAP recommendations will take place early 2019.
728	Chicago Belmont-Cragin Avenues for Growth ( <a href="#">see website</a> )	Heidy Persaud	Apr. 2018- Oct. 2019	Consultant assistance	CMAP is reviewing the Existing Conditions Report.
730	Robbins stormwater, TOD, and industrial area plan	Kelwin Harris	Jan. 2018- June 2019	Staff assistance	Staff is currently reviewing a draft of the ECR.

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
731	Sandwich planning priorities report	Jared Patton	Jan. 2018-Feb. 2019	Staff assistance	CMAP staff met with City and IHDA officials to discuss draft recommendations. An advance draft of the report has undergone an initial round of internal review, and recommendations are being finalized
732	Sauk Village comprehensive plan update ( <a href="#">see website</a> )	Stephen Ostrander	Mar. 2018-Sept. 2019	Consultant assistance	On December 5, the consultant team (led by Teska) held the project's second community-wide meeting, to gather feedback on draft recommendations being proposed for inclusion in the Comprehensive Plan. They were joined by the stormwater consultant from Michael Baker International, who also collected feedback relevant to their supplemental stormwater analysis.
733	South Suburban Mayors and Managers Association Pilot Circuit Rider Program	Patrick Day	March 2019-March 2021	Staff assistance	Scoping underway.
734	Summit zoning ordinance update	Jake Seid	Nov 2018-Jan 2020	Consultant assistance	Duncan Associates with Codametrics will begin work on this project in January.
735	Thornton planning priorities report ( <a href="#">see website</a> )	Kate Evasic	May 2018-Feb. 2019	Staff assistance	CMAP staff is drafting the report.

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## MEMORANDUM

**To:** CMAP Board

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

**Date:** January 3, 2019

**Re:** Contract Approval for ITS Architecture Update

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Every region that implements Intelligent Transportation System (ITS) technology using Federal funds is required to maintain a regional ITS architecture. The Architecture is a plan to support development of the regional ITS system over the next 10-15 years.

CMAP, formerly CATS, developed and maintained the Northeastern Illinois ITS Architecture since the first version was approved in 2003. Since that time the Northeastern Illinois ITS Architecture was updated in 2008 and 2015. The 2008 update was completed by consultants under contract, and the 2015 update was completed in-house by CMAP staff.

Since 2015, the ITS environment has changed significantly, including new technologies, a new National ITS Architecture, new ITS Architecture software, and new policy directions and agency projects. Therefore it is important to update the Northeastern Illinois Architecture to reflect these changes.

The communications scan component of the architecture update is meant to provide strategic direction for developing the region's ITS-supportive communication system based on a review of the region's existing ITS communications infrastructure, a scan of emerging communications technology, and a discussion of what the region should be doing to position itself better for the communications needs of the future.

### **Review Process**

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on October 30, 2018, with responses required by November 28, 2018. A non-mandatory pre-bid webinar was held on November 5, 2018. Two proposals were received: 1) Jacobs and 2) TranSmart EJM.

Proposals were reviewed by CMAP staff and scored independently. The criteria for selection included the following:

Table 1 shows the score of each firm that submitted a response to the RFP.

**Table 1: Scoring**

	<b>Criteria</b>	<b>Maximum Score</b>	<b>Jacobs</b>	<b>TranSmart EJM</b>
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.	15	12.0	13.5
2	The consultant's approach to preparing a regional ITS Architecture that addresses the priorities identified in the Project Background and Project Description sections.	15	7.0	10.9
3	The proposal's completeness in describing how the consultant will address each work element.	20	12.5	15.0
4	The consultant's local knowledge and access to national expertise.	15	12.7	10.9
5	The quality of other similar work examples developed by the consultant. Please provide links.	15	8.6	7.5
6	Cost to CMAP, including consideration of all project costs and per-hour costs.	20	19.9 \$149,999	20.0 \$149,963
<b>Total</b>		<b>100</b>	<b>72.7</b>	<b>77.8</b>

**Recommendation for Contractor Selection**

The Selection Committee reached a consensus to recommend TranSmart EJM for the ITS Architecture Update Project. All staff are very experienced in ITS Architecture development. Some local staff are considered national experts. In addition, a primary project staff person has significant background in public transportation ITS projects. The proposal suggested additional stakeholders in the area of automated vehicles.

It is recommended that the Board approve a contract with TranSmart EJM and their scope of work, for a total, not-to-exceed cost of \$149,963.00. Support for this project is included in the FY19 Operating budget and will be included in the FY20 Operating Budget.

ACTION REQUESTED: Approval



## MEMORANDUM

**To:** CMAP Board

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

**Date:** January 3, 2019

**Re:** Contract Approval for Northwest Municipal Conference (NWMC)  
Multimodal Transportation Plan

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The CMAP local technical assistance (LTA) program is meant to advance the implementation of ON TO 2050 by providing resources to local governments. Since the initiation of this program in 2011, CMAP has completed over 185 local planning projects, with over 30 more currently underway. Projects include comprehensive plans, corridor or subarea plans, studies of special topics such as housing or water resources, and similar planning activities. Most projects are led by CMAP staff, but some require external assistance to augment CMAP staff expertise.

The Northwest Municipal Conference (NWMC) applied to the CMAP Local Technical Assistance Program to update and expand their 2010 Bicycle Plan, to include considerations for key pedestrian connections, bicycle and pedestrian access to transit service and facilities, and better integration of and connection between various modes of active transportation. The plan will review and update priority regional corridors identified in the 2010 plan, make planning-level recommendations for improving bicycle and pedestrian travel and access to transit, provide a guide to existing best practices, and offer guidance on how to measure the progress and impact of implementation of recommendations.

### **Review Process**

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on October 26, 2018. Staff held a non-mandatory pre-bid information session for consultants on November 2, 2018. Notes pertaining to the discussion were released shortly thereafter and posted on the CMAP website. On November 16, 2018, CMAP received proposals from three consultants: Civiltech Engineering, Inc., A. Epstein and Sons International, Inc., and Sam Schwartz Transportation Consultants.

Proposals were reviewed by two NWMC staff and two CMAP staff. The price proposal from Civiltech significantly exceeded available funding for the project and was therefore removed

from further consideration. NWMC and CMAP staff scored the proposals from Sam Schwartz and Epstein independently by December 6, 2018. The criteria for selection included the following:

1. The demonstrated record of experience of the consultant as well as identified staff in providing the professional services identified in this scope of work, including addressing the topical issues identified in the Project Background and Project Description sections.
2. Prior performance of previous CMAP contracts (where applicable).
3. The consultant's approach to preparing a multijurisdictional multimodal transportation plan that addresses the priorities identified in the Project Background and Project Description sections.
4. The quality and relevance of the examples of similar work.
5. The consultant's integration of the principles of ON TO 2050 into the proposal.
6. Cost to CMAP, including consideration of all project costs and per-hour costs.

Table 1 shows the score of each firm that submitted a response to the RFP.

**Table 1: Scoring**

Criteria	Maximum Score	Epstein	Sam Schwartz
Experience of organization and key personnel	25	19.6	21.3
Approach to topical issues	27	19.6	25.4
Approach to process	16	11.7	13.9
Quality of similar work and consistency with ON TO 2050	12	9.6	10.8
Cost to CMAP	20	20.0 \$121,463	15.3 \$158,435
<b>Total</b>	<b>100</b>	<b>80.5</b>	<b>86.7</b>

### Recommendation for Contractor Selection

Following the interviews, the selection committee reached a consensus to recommend **Sam Schwartz Engineering** as the contractor for the NWMC Multimodal Transportation Plan. Overall, the selection committee felt that the team assembled by Sam Schwartz presented the strongest approach to the project, even going beyond the deliverables requirements in some areas. Although more costly than the Epstein proposal, the Committee felt convinced that the Sam Schwartz team had a broader overall project understanding and offered deliverables better suited to the needs of the project, justifying the increase in cost.

It is recommended that the Board approve a contract with Sam Schwartz Transportation Consultants and their scope of work, for a total, not-to-exceed cost of \$158,435. Support for this project is included in the FY16 and FY17 UWP Competitive funds budget.

ACTION REQUESTED: Approval



## MEMORANDUM

**To:** CMAP Board

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

**Date:** January 3, 2019

**Re:** Contract Approval for Village of Matteson Streetscape  
Improvement Plan

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The CMAP Local Technical Assistance (LTA) program is meant to advance the implementation of ON TO 2050 by providing resources to local governments. Since the initiation of this program in 2011, CMAP has completed over 185 local planning projects, with over 30 more currently underway. Projects include comprehensive plans, corridor or subarea plans, studies of special topics such as housing or water resources, and similar planning activities. Most projects are led by CMAP staff, but some require external assistance to augment CMAP staff expertise.

Located in south suburban Cook County, the Village of Matteson has an estimated population of 19,000 residents. Matteson is approximately 36 miles southwest of downtown Chicago and is bordered by Olympia Fields to the east, Richton Park to the south, Frankfort Square to the west, and the Forest Preserves of Cook County to the north. The Village's prime location offers residents and visitors convenient access to public transit, interstates, and major routes such as US Route 30 and Cicero Avenue. While the Village is well served by major roads and transit, and most streets include sidewalks, few residents walk to local destinations.

Following recommendations from the Village's 2014 Economic Development and Land Use Master Plan, the Village of Matteson, in partnership with CMAP, wishes to pursue the development of a Streetscape Improvement Plan for US Route 30 and Cicero Avenue. The plan will help improve safety for pedestrians and bicyclists, and increase connectivity between Matteson's neighborhoods and its commercial areas. The Streetscape Improvement Plan will build on the Village's recent planning projects, partnerships, and past implementation successes.

### **Review Process**

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on November 16, 2018. Staff held a non-mandatory pre-bid information session for

consultants on November 27, 2018. On December 7, 2018, CMAP received proposals from four consultants: Kimley-Horn, Lakota Group, Planning Resources, and Ratio Architects.

Proposals were reviewed by two representatives from the Village of Matteson and two staff members from CMAP. Matteson and CMAP staff 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, including addressing the topical issues identified in the RFP’s Project Background and Project Description sections.
2. Prior performance of previous CMAP contracts.
3. The consultant’s approach to preparing a Streetscape Improvement Plan that addresses the priorities identified in the RFP’s Project Background and Project Description sections.
4. The quality and relevance of the examples of similar work.
5. The consultant’s integration of the principles of ON TO 2050 into the proposal.
6. Cost to CMAP, including consideration of all project costs and per-hour costs.

Table 1 shows the score of each firm that submitted a response to the RFP.

**Table 1: Scoring**

Criteria	Maximum Score	Kimley-Horn	Lakota Group	Planning Resources	RATIO
Experience of organization and key personnel	25	19.0	19.7	11.0	22.7
Approach to topical issues	27	19.3	18.6	7.6	21.2
Approach to process	16	10.7	10.1	6.7	12.9
Quality of similar work and consistency with ON TO 2050)	12	9.6	7.6	5.9	9.2
Proposal cost	20	18.7 \$74,915	18.6 \$75,071	20.0 \$70,000	13.1 \$106,908
Total	100	77.3	74.6	51.2	79.1

**Recommendation for Contractor Selection**

Following the interviews, the Selection Committee reached a consensus to recommend **RATIO Architects** as the contractor for the Village of Matteson Streetscape Improvement Plan. The Selection Committee felt that the team assembled by RATIO possessed the most experience relevant to the issues that the Streetscape Improvement Plan will address. In both the proposal and interview, the RATIO team demonstrated an impressive understanding of multiple disciplines—and of Matteson itself, offering an approach that was ideally suited to the needs of the Village. Although their proposal was the highest in cost, RATIO detailed a strong approach to corridor redevelopment, multimodal transportation, and implementation, as well as an innovative outreach and community engagement strategy. The selection committee felt that these vital strengths justify the higher cost of RATIO’s proposal.

**Recommendation for Contractor Selection**

It is recommended that the Board approve a contract with RATIO Architects and their scope of work, for a total, not-to-exceed cost of \$106,908.00. Support for this project is included in the FY15, FY16 and FY19 Competitive budgets.

ACTION REQUESTED: Approval







## MEMORANDUM

**To:** CMAP Board

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

**Date:** January 3, 2019

**Re:** Contract Cost Increase for Outsourced Data Entry Project

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The State of Illinois requires the submission of all Illinois Traffic Crash Reports (Form SR 1050) to the Illinois Department of Transportation (IDOT) for inclusion in a statewide database, the Crash Information System (CIS). IDOT has a backlog of approximately 170,000 records that require entry into the statewide database. IDOT has requested that CMAP assist them in resolving the backlog.

On June 13, 2018, the CMAP Board approved a contract with The Data Entry Company (TDEC) in the amount of \$240,720.00 for completion of the IDOT backlog of Illinois Crash Reports. Work on the project is progressing, but has experienced numerous technical issues that have delayed the project and increased the overall cost. The Crash Report complexity for commercial and multi-vehicle accidents was greater than initially anticipated, which requires additional data entry time to complete each report. In addition, IDOT overestimated its system capacity and communications bandwidth. As a result, the project will require additional funding.

The initial grant from IDOT was for \$512,788.66. This amount exceeded the amount requested from the Board for the TDEC contract. Therefore, an amendment or additional funds from IDOT are not required. Staff is seeking Board approval to increase the not-to-exceed contract amount to the grant amount of \$512,778.66, which reflects an increase of \$272,058.66. IDOT has informally provided concurrence for this cost increase. Support for this cost increase will be provided by the original grant issued to CMAP for this purpose.

ACTION REQUESTED: Approval

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## MEMORANDUM

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

**From:** Staff

**Date:** January 3, 2019

**Re:** CMAP Committee membership and meeting dates

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Pursuant to CMAP Board Bylaws Article Three, Section 15, the Chairman delegates the authority for management of the following CMAP Committees to the CMAP Executive Director. Below are proposed membership and meeting dates. Written summaries of the meetings' activities will be distributed at each Board meeting.

### COORDINATING COMMITTEE

*meets: Feb 13, April 10, June 12, Sept. 11,  
and Nov. 13, 8:00 a.m.*

Frank Beal-Chair, Senior Executive-Civic Consulting Alliance  
Farzin Parang, City of Chicago  
Richard Reinbold, President-Village of Richton Park  
Diane Williams, Trustee-Village of Flossmoor  
Matt Brolley, President-Village of Montgomery  
Terry Weppler, President-Village of Libertyville  
Jason Keller, representing Economic Development Committee  
Sean Wiedel, representing Environment and Natural Resources Committee  
Mark VanKerkhoff, representing Housing/Land Use Committee  
Sheri Cohen, representing Human and Community Development Committee  
Rocco Zucchero, representing Transportation Committee

### UNIFIED WORK PROGRAM (UWP) COMMITTEE

*meets: Feb. 13, Mar. 13, June 12,  
and Oct. 10*

Tom Kelso (Chair), Senior Metropolitan Planning Manager-  
Illinois Department of Transportation (IDOT)  
Angela Manning-Hardimon (Vice-Chair), Deputy Executive Director for Finance and  
Administration-Chicago Metropolitan Agency for Planning (CMAP)  
Marlise Fratinardo, Historic Architect-Chicago Transit Authority (CTA)  
Holly Lown, Senior Director Legislative and Community Affairs-Metra  
Heather Mullins, Division Manager, Local Planning-Regional Transportation  
Authority (RTA)  
Tom Rickert, Deputy Director of Transportation-Kane County Division of Transportation

David Seglin, Legislative and Policy Analyst-Chicago Department of Transportation (CDOT)  
Lorraine Snorden, Manager Department of Planning Services-PACE Suburban Bus  
Gene Williams, President-Village of Lynwood

**Non-Voting Members:**

John Donovan, Metropolitan Planning Specialist-Federal Highway Administration (FHWA)  
Tony Greep, Transportation Program Specialist- Federal Transit Administration (FTA)

**CITIZENS' ADVISORY COMMITTEE**

*meets: Mar. 12, June 11, Sept. 10, and Dec. 10*

Elliott Hartstein (Chair)  
Garland Armstrong, Access Living  
Heather Armstrong, Access Living  
Lulu Blacksmith, Waubensee Community College  
Kevin Ivers, Imagine McHenry County  
Alison Paul, Field Museum  
Stephenie Presseller, Morrairie Valley Community College, Center for Sustainability  
Faye Sinnott, Solution Navigators, Inc.  
Amaal Tokars, Kendall County Health Department

**COUNCIL OF MAYORS EXECUTIVE COMMITTEE**

*meets: Jan. 15, May 14, Aug 20,  
and Oct. 29*

Mayor Jeffery Schielke (Chair), Batavia  
Mayor Leon Rockingham (1<sup>st</sup> Vice-Chair), North Chicago  
Mayor Eugene Williams (2<sup>nd</sup> Vice-Chair), Lynwood  
President Len Austin, Clarendon Hills  
President Dave Brady, Bedford Park  
Mayor Roger C. Claar, Bolingbrook  
President Karen Darch, Barrington  
President Jim Discipio, LaGrange Park  
President Michael Einhorn, Crete  
President Alice Gallagher, Western Springs  
Mayor Jim Holland, Frankfort  
President Al Larson, Schaumburg  
President Lawrence Levin, Glencoe  
President Richard Mack, Ringwood  
President Robert Nunamaker, Fox River Grove  
President Glenn Ryback, Wadsworth  
President Jeffrey Sherwin, Northlake  
President John Skillman, Carpentersville  
President Erik Spande, Winfield  
Mayor Joseph Tamburino, Hillside  
Mayor George Van Dusen, Skokie  
President Mary Werner, Worth

**COUNTIES COMMITTEE**

*meets: June 7 and Nov. 15*

Matt Asselmeier, Kendall County  
Susan Campbell, Cook County  
Kevin Carrier, Lake County  
David Dubois, Will County

Paul Hoss, DuPage County  
Fran Klaas, Kendall County  
Joseph R. Korpalski, McHenry County  
John Ronaldson, Will County  
Dennis Sandquist, McHenry County  
Carl Schoedel, Kane County  
Chris Snyder, DuPage County  
Mark VanKerkhoff, Kane County  
Eric Waggoner, Lake County  
John Yonan, Cook County

**ECONOMIC DEVELOPMENT COMMITTEE** *meets: Jan. 28, Mar. 25, June 24, and Oct. 28*

Jason Keller (Interim Chair), Federal Reserve Bank of Chicago  
Dionne Baux, National Main Street Center  
Matthew Bruce, Chicagoland Workforce Funders Alliance  
John Carpenter, Choose DuPage  
Peter Creticos, Institute for Work and the Economy  
Kristi DeLaurentiis, South Suburban Mayors and Managers Association  
Jonathan Furr, Education Systems Center at Northern Illinois University  
Bryan Gay, Illinois Department of Commerce & Economic Opportunity  
Joanna Greene, Chicago Cook Workforce Partnership  
John Greuling, Will County Center for Economic Development  
Terrance Hall, World Business Chicago  
Emily Harris, Harris Strategies  
Michael Horsting, Regional Transportation Authority (RTA)  
Gretchen Kosarko, RW Ventures  
Kevin Kramer, Village of Hoffman Estates  
Joey Mak, Chicagoland Chamber of Commerce  
Kelly O'Brien, Alliance for Regional Development  
Lance Pressl, Institute for Work and the Economy  
John Reinert, McHenry County Board  
Ayom Siengo, United Way of Metropolitan Chicago  
Ed Sitar, ComEd  
Jay Stewart, Cook County Bureau of Economic Development

**ENVIRONMENT NATURAL RESOURCES** *meets: monthly, 1<sup>st</sup> Thursday (meets July 11, does not meet Aug. or Dec.)*

Jack Darin (Co-Chair), Sierra Club, Illinois Chapter  
Sean Wiedel (Co-Chair), City of Chicago  
Lynn Boerman, Illinois Department of Natural Resources  
Keary Cragan, USEPA-Region 5  
Martha Dooley, Village of Schaumburg  
Tom Rickert, Kane County Division of Transportation  
Danielle Gallet, Metropolitan Planning Council  
Stacy Meyers, Openlands  
Deborah Stone, Cook County Department of Environmental Control  
Mike Sullivan, IDOT-District 1  
Mike Warner, Lake County Stormwater Management Commission

Moira Zellner, University of Illinois-Chicago

**HOUSING/LAND USE**

*meets: Mar. 5, May 7, July 2, Sept. 3,  
and Nov. 5*

Mark VanKerkhoff (Chair), Kane County  
Nancy Firfer (Co-Chair), Metropolitan Planning Council  
Matthew Asselmeier, Kendall County  
Drew Awsumb, City of Highland Park  
Alan Banks, Office of the Hon. Robin Kelly-Member of Congress  
Allison Buchwach, Metra  
Susan Campbell, Cook County  
Allison Milld Clements, Illinois Housing Council  
Lisa DiChiera, Landmarks Illinois  
David Dubois, Will County Planning  
Benjamin Fenton, Illinois Housing Development Authority  
Sharon Gorrell, Illinois Association of Realtors  
Paul Hoss, DuPage County  
Christine Kolb, Focus Development  
Rosa Ortiz, Enterprise Community Partners  
Arnold Randall, Cook County Forest Preserve District  
Dennis Sandquist, McHenry County  
Kyle Smith, Metropolitan Mayors Caucus  
Heather Tabbert, Regional Transportation Authority (RTA)  
Eric Waggoner, Lake County

**HUMAN AND COMMUNITY DEVELOPMENT**

*meets: Feb. 5, Apr. 9, June 4,  
Aug. 6, Oct. 8, and Dec. 10*

Sheri Cohen (Co-Chair), Chicago Department of Public Health  
Michael Davidson (Co-Chair), Chicago Community Trust  
Geri Aglipay, Small Business Majority  
Dasha Arias, Google Chicago  
Fluturi Demirovski, Regional Transportation Authority (RTA)  
Laurie Dittman, City of Chicago-Mayor's Office of People with Disabilities  
Jackie Forbes, Kane County Division of Transportation  
Joan Fox, DuPage County Community Services  
Kendra Freeman, Metropolitan Planning Council  
Melody Geraci, Active Trans  
Jacky Grimshaw, Center for Neighborhood Technology  
Eden Hurd, IFF  
Tiffany McDowell, Chicagoland Equity Network  
Megan Napierkowski, Northeastern Illinois Area on Aging  
Greg Polman, Chicago Lighthouse  
Olatunji Oboi Reed, Equiticity  
Enrique Salgado, Jr., Wellcare Health Plans, Inc./Harmony  
Laura Schneider, Lake County Health Department and Community Health Center  
Raj Shah, M.D., Rush Center for Community Health Equity  
Darnell Shields, Austin Coming Together  
Janna Simon, Illinois Public Health Institute  
Dominic Tocci, Cook County Bureau of Economic Development  
William Towns, Benefit Chicago

**TRANSPORTATION**

*meets: Jan.18, Feb. 22, Apr. 26, June 7,  
Aug. 2, Sept. 20, and Nov. 15*

Rocco Zucchero\* (Chair), Cook County Illinois Tollway  
Chris Snyder\* (Vice-Chair), DuPage County  
Darwin Burkhart, Illinois Environmental Protection Agency  
Kevin Carrier, Lake County  
Lynnette Ciavarella, Metra  
Michael Connelly, Chicago Transit Authority  
Doug Ferguson, CMAP  
Jacky Grimshaw, Center for Neighborhood Technology  
Adrian Guerrero, Class I Railroads  
Luann Hamilton, Chicago Department of Transportation  
Robert Hann, Private Providers  
Jessica Hector-Hsu, Regional Transportation Authority (RTA)  
Scott Hennings, McHenry County  
Tom Kelso, IDOT Office of Planning & Programming  
Fran Klaas, Kendall County  
Christina Kuplowski, Will County  
Beth McCluskey, IDOT Dept. of Public and Intermodal Transportation  
Kevin Muhs, SEWRPC  
Randy Neufeld, Bicycle and Pedestrian Task Force  
Tara Orbon, Cook County Department of Transportation and Highways  
Anthony Quigley, IDOT-District 1  
Tom Rickert, Kane County  
Leon Rockingham, Council of Mayors  
Joe Schofer, Northwestern University  
Lorraine Snorden, PACE Suburban Bus  
P.S. Sriraj, University of Illinois, Chicago  
Trey Wadsworth, NIRPC  
Audrey Wennink, Metropolitan Planning Council  
**Non-Voting Members:**  
John Donovan, Federal Highway Administration  
Tony Greep, Federal Transit Administration

\*The MPO Policy Committee will also be asked to approve on January 10, 2019, per the CMAP Board and MPO Policy Committee MOU.

**FREIGHT**

*meets: Feb. 11, Apr. 15, June 17,  
Sept. 16, and Nov. 18*

Eric Gallien, Illinois Trucking Association (Chair)  
Joe Alonzo, Chicago Department of Transportation  
Elaine Bottomley, Council of Mayors  
Mike Burton, C&K Trucking  
David Chandler, Center for Neighborhood Technology  
Maria Choca Urban, Cook County  
Colin Duesing, Will County Land Use Department  
Reggie Greenwood, South Suburban Mayors and Managers Association  
Clayton Harris III, Illinois International Port District  
Dr. J. Lee Hutchins, Jr., Consultant

Kazuya Kawamura, UIC-University Transportation Center  
Mike Kowalczyk, FHWA  
Aimee Lee, Illinois Tollway  
John Loper, DuPage County Division of Transportation  
Floyd Miras, U.S. DOT Maritime Administration  
Libby Ogard, Consultant  
Phil Resendiz, FedEx  
Adam Rod, Chicago Department of Aviation  
DeAnna Smith, IDOT  
Herbert Smith, Class I railroad  
Erik Varela, Class I railroad  
Vacant, Illinois Chamber of Commerce Infrastructure Council

ACTION REQUESTED: Approval

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## MEMORANDUM

**To:** CMAP Board

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

**Date:** January 3, 2019

**Re:** FY 2020 UWP Call for Projects

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Unified Work Program (UWP) federal funding is available for transportation planning projects within a metropolitan area. For the CMAP area, it is anticipated that federal funding of approximately \$18.1 million, and that, with matching funds of approximately \$4.5 million, will provide total project cost available for UWP projects of \$22.7 million. FY 2020 funding reflects an increase of approximately 1%, or \$238,103, of federal and local match dollars as compared to FY 2019.

The Metropolitan Planning Organization (MPO) has the primary responsibility for preparing the UWP for its metropolitan area. The federal guidelines state that all planning and implementing agencies must be an integral part of the planning process and participate in the development of the UWP. In the CMAP region, the UWP Committee serves as the project selection body for this process. The committee is chaired by IDOT, who votes in case of a tie. The membership is comprised of a representative from each of the transit service boards (CTA, Metra and Pace), the City of Chicago, RTA, CMAP, a representative from the counties, and a mayor representing the Council of Mayors. In addition, non-voting members are representatives from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Illinois Environmental Protection Agency (IEPA). The UWP Committee establishes program priorities and selects core and competitive proposals. Final selections are approved by the Transportation Committee and then forwarded to the Coordinating Committee, CMAP Board and the MPO Policy Committee for approval.

The UWP Committee recommends and seeks concurrence from the Transportation Committee, Coordinating Committee, CMAP Board and the MPO Policy Committee, the following UWP priorities with the regional priorities described in the ON TO 2050 Plan:

- **Planning Work toward Implementation of ON TO 2050 Regionally Significant Projects, Including Supportive Land Use.** The continuation of work to further ON TO 2050's list of fiscally constrained regionally significant projects is another planning area. Potential work includes planning for the inclusion of transit or bike/ped components as part of major highway projects, advancing projects through discretionary funding programs, and planning for supportive land use around transportation, among other efforts.
- **Local Technical Assistance and the Formation of Collaborative Planning Efforts.** A major emphasis area of ON TO 2050 is providing targeted technical assistance to local governments, particularly to interpret and implement the regional plan's recommendations at the local level. This may include planning for compact, walkable communities, including transportation investments to support infill development, as well as providing for alternative modes of transportation. Planning for joint efforts to provide local transportation services is also included here.
- **Modernization of the Public Transit System.** ON TO 2050's transit recommendations focus on making the transit system more competitive. Actions include developing policies for emerging technology to support and complement the transit system, studies to support improving the speed, frequency, and reliability of the transit system, revising highway design guidance to facilitate transit access, studies to support further fare and service coordination, and improving the effectiveness and accessibility of demand response services, particularly for persons with disabilities.
- **Leveraging the Transportation System to Promote Inclusive Growth.** ON TO 2050 is broadly concerned with ensuring economic opportunity is available to all residents of the region. The transportation system plays a role in this, as for example, research shows that minority residents have significantly longer commutes than others and transportation fees can weigh most on lower-income persons. Proposals should address any of the numerous facets of equity and transportation identified in ON TO 2050, such as developing culturally-relevant outreach methods, establishing performance measures that track progress towards reflecting community demographics, and demonstrating the impact of public engagement on project outcomes. They may also include planning to support transportation system access for those with disabilities, studying strategies to reduce burden of transportation fees, fares, and taxes on lower-income populations, and exploring new ways to provide targeted, flexible and/or on-demand transportation options in low-income or low-density areas, or for people with disabilities.
- **Harnessing Technology to Improve Travel and Anticipating Future Impacts.** Existing technologies can improve the performance of the transportation network, while in the long term, emerging technologies like connected and autonomous vehicles and private mobility services may have both positive and negative

impacts on the region, such as increasing competition for curb space or causing excess vehicle miles traveled. Planning projects under this priority would address studying and implementing further coordination of traffic operations using technology, establishing pricing and regulatory frameworks for connected and autonomous vehicles and developing pilot projects, and adapting the public way to emerging technology and new mobility, among other efforts.

The process for review and approval of the FY 2020 UWP programs is as follows:

- Both Core and Competitive proposals are due on January 30, 2019.
- All proposals will be forwarded to the UWP Committee on February 6 with presentations of the proposals at the Committee meeting on February 13.
- The Competitive proposals will be scored by the UWP Committee as in years past, based upon the alignment with the regional priorities listed above. The scoring of the competitive proposals will be due on February 27. CMAP staff will calculate the Committee’s rankings of the Competitive proposals.
- Based on the available funds for the FY 2020 UWP program, CMAP staff will develop a proposed program recommendation to the UWP Committee which considers (1) how the Core proposals meet the federal requirements; (2) alignment with the proposed priorities of ON TO 2050; (3) the requested level of funding; (4) and if applicable, previous years’ expenditure level of Core project and (5) the rankings of the Competitive proposals.
- The Committee will meet on March 13 to adopt the proposed FY 2020 program.
- The FY 2020 program will be presented at the April 10 Coordinating Committee and April 26 Transportation Committee meetings for adoption.

In June, following UWP program adoption by the MPO Policy Committee and the CMAP Board adoption, CMAP will draft contracts for the approved programs according to the following schedule (these dates should be considered with developing proposals):

- Programs supporting staff and operating costs (normally core proposals) will be available during the State FY 2020 starting July 1, 2019. All funds will need to be expended by June 30, 2020.
- Programs supporting consulting contracts and the competitive programs will be available for a period of three years—July 1, 2019 to June 30, 2022.

The schedule for the approval of the FY 2020 UWP process is as follows:

**Call for Proposals**

<b>Call for Proposals</b>	January 2, 2019
All Proposals Due (Core and Competitive)	January 30, 2019

**Proposal presentations**

<b>UWP Meeting</b> - Presentation of Proposals	February 13, 2019
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UWP Committee members rank proposals	Due to CMAP February 27, 2019
CMAP prepares committee ranked proposals with funding allocation	March 6, 2019
<b>UWP Meeting - Adopt FY 2020 Program</b>	March 13, 2019

**Committee Approval**

<b>Transportation Committee</b> considers approval of FY 2020 UWP to MPO Policy Committee	April 2019
<b>Coordinating Committee</b> considers approval of FY 2020 UWP to CMAP Board	April 2019
<b>CMAP Board</b> considers approval of proposed FY 2020 UWP	June 2019
<b>MPO Policy Committee</b> considers approval of proposed FY 2020 UWP	June 2019
UWP Document Released	June 2019

ACTION REQUESTED: Information

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## MEMORANDUM

**To:** CMAP Board  
**From:** CMAP Staff  
**Date:** January 3, 2019  
**Re:** 2019 Regional Highway Safety Performance Targets

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State departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish quantitative highway safety performance targets on an annual basis and use a set of performance measures to track progress toward meeting long-term targets for traffic safety.<sup>1</sup>

Each August, State DOTs must establish their highway safety targets in conjunction with submission of the Highway Safety Improvement Program report to Federal Highway Administration (FHWA). MPOs have 180 days, until the subsequent February, to set their targets. IDOT set its annual safety performance measure (Safety PM) in August 2018 and the MPO Policy Committee and CMAP Board must act by February 2019 to set the region's targets. In order to meet this requirement, the CMAP Board will need to affirm the safety targets at the January 2019 meeting.

This memorandum discusses why CMAP staff recommends that the Board and MPO support IDOT's 2019 safety targets and requests approval by the CMAP Board. By agreeing to support IDOT's safety targets, the MPO is not agreeing to any specific share of the decrease in fatalities and serious injuries. Instead it is agreeing to integrate the targets as goals in the metropolitan planning process and to plan and program projects that help meet the State's targets. The selection of the target does not directly affect the allocation of funding at either the state or MPO level. However, the targets selected for different measures should ultimately reflect funding allocation priorities among other factors.

The remainder of this memo provides background on the Highway Safety PM rule, reviews IDOT's 2019 statewide safety targets, the staff recommendation to support of the state's 2019 safety targets, and next steps.

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<sup>1</sup> The safety performance measure (Safety PM) requirements are set out in the Federal Highway Administration's [National Performance Management Measures: Highway Safety Improvement Program](#) final rule.

## Background on Highway Safety Performance Management Rule

The Highway Safety PM requires state DOTs and MPOs to establish safety targets on all public roads for: (1) the number of fatalities, (2) the rate of fatalities per 100 million vehicle miles traveled (VMT), (3) the number of serious injuries, (4) the rate of serious injuries per 100 million VMT, and (5) the number of non-motorized fatalities and non-motorized serious injuries. Injuries and fatalities from traffic crashes vary considerably from year to year due to numerous factors, to account for this the Safety PM requires the targets to be set as five-year rolling averages which smooths the data for large changes. The 2019 target is the desired value of the 2015-2019 rolling average for each of the measures.

The actual target should be set to what the state believes it can achieve;<sup>2</sup> the rule does not specify or provide guidance for how ambitious the targets should be. Each year the FHWA evaluates whether states have met, or made significant progress toward meeting, their targets. FHWA will consider states to be in compliance if they have met or improved from the baseline at least four of the five required performance targets.

MPOs have the option to support any or all of the state's safety targets, develop its own safety targets for any or all individual measures. The MPO is also required to integrate the Safety PM into its planning process by including it in the metropolitan transportation plan (MTP), in CMAP's case, ON TO 2050. In addition, the MPO must show how investments in the transportation improvement program (TIP) help achieve the Highway Safety PM targets.

### IDOT 2019 safety performance targets

IDOT evaluated two methods to set the state's targets, a least squares trend line which approximates the actual trends, and a policy-based two percent annual reduction in the five-year average. IDOT selected the method that returns the greatest decrease in the five-year average for each measure. Because of a back log for processing crash data, IDOT had to estimate the 2013-2017 five-year average for serious injuries and non-motorized serious injuries. For 2019, all targets were set using the policy-based two percent annual reduction in the five-year average.

**Table 1. 2019 IDOT Statewide Safety Performance Targets**

IDOT Safety Performance Target	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018 <sup>2</sup>	2015-2019 <sup>2</sup>
Total Fatalities -Illinois	941.0	943.0	957.0	989.4	1,017.8	997.4	<b>977.5</b>
Fatality Rate VMT -Illinois	0.90	0.90	0.91	0.94	0.96	0.94	<b>0.92</b>
Total Serious Injuries - Illinois <sup>1</sup>	12,454.8	12,203.2	12,245.8	12,168.6	12,210.9	11,966.7	<b>11,727.4</b>

<sup>2</sup> The annual safety targets are designed to be interim targets that agencies should use to track their performance toward meeting long-term goals. According to [FHWA guidance](#), state DOTs and MPOs are strongly discouraged from using aspirational goals, such as Towards Zero Deaths (TZD), when setting safety targets. While the FHWA agrees with a zero-fatality goal, and even supports the TZD initiative, the annual safety targets should enable agencies to track progress towards their long-term goals. Setting reasonable targets allows agencies to see how changes in policy or funding have an effect on traffic safety, and if agencies are not meeting goals, allow them to alter how they approach safety.

<b>IDOT Safety Performance Target</b>	<b>2009-2013</b>	<b>2010-2014</b>	<b>2011-2015</b>	<b>2012-2016</b>	<b>2013-2017</b>	<b>2014-2018<sup>2</sup></b>	<b>2015-2019<sup>2</sup></b>
Serious Injury Rate per 100 million VMT -Illinois <sup>1</sup>	11.9	11.7	11.7	11.5	11.5	11.3	<b>11.0</b>
Non-Motorized Serious Injuries and Fatalities - Illinois <sup>1</sup>	1,496.2	1,468.4	1,515.8	1,499.4	1,490.7	1,460.9	<b>1,431.7</b>

1-2013-2017 average estimated

2-Two percent reduction in five-year average

Because of its outsized share of the state’s population and multimodal transportation system, the CMAP region greatly influences the safety performance trends at the statewide level. The region accounts for a little over 40 percent and 50 percent of the state’s five-year average for fatalities and serious injuries, respectively. When it comes to non-motorized fatalities and serious injuries, the CMAP region accounts for roughly 75 percent of the state’s total. This is due to the high number of pedestrians and pedal-cyclists compared to the rest of the state.

**Table 2. 2019 CMAP Share of IDOTs Safety Performance Targets**

	<b>2009-2013</b>	<b>2010-2014</b>	<b>2011-2015</b>	<b>2012-2016</b>	<b>2013-2017</b>	<b>2014-2018<sup>2</sup></b>	<b>2015-2019<sup>2</sup></b>
Total Fatalities-CMAP	399.8	401.4	405.8	425.8	443.4	434.5	<b>425.8</b>
Fatality Rate VMT-CMAP	0.68	0.69	0.69	0.72	0.75	0.73	<b>0.72</b>
Total Serious Injuries-CMAP <sup>1</sup>	6,582.4	6,502.2	6,642.8	6,662.8	N/A	6,529.5	<b>6,399.0</b>
Serious Injury Rate per 100 million VMT-CMAP <sup>1</sup>	11.2	11.1	11.4	11.3	N/A	11.1	<b>10.9</b>
Non-Motorized Serious Injuries and Fatalities-CMAP <sup>1</sup>	1,139.4	1,115.0	1,158.8	1,149.0	N/A	1,126.0	<b>1,103.5</b>

1-2013-2017 average not estimated

2-Two percent reduction in five-year average

### **Recommendation for 2019 safety performance targets**

Staff recommends that the MPO support IDOT’s policy-driven 2019 safety targets. IDOT’s aggressive safety targets reflect the need for, and a commitment to, reducing fatal and serious injury crashes. The region has made significant progress in reducing fatalities and serious injuries through engineering, education, and technology, but the region still faces significant safety challenges in light of recent increases in non-motorized serious injuries and fatalities, and overall traffic fatalities. By supporting IDOT’s targets, the region will have a unified goal that supports making all roads in the region safer for all users. The CMAP Transportation Committee approved staff’s recommendation to support the IDOT’s 2019 safety targets and the Regional Transportation Operations Committee reviewed this position favorably. Given that the targets are set annually, CMAP can readily revisit target selection methodology each year.

## **Next steps**

To facilitate progress on regional and state safety targets, CMAP has taken steps to incorporate highway safety into its programming decisions and work plan. The Congestion Mitigation and Air Quality and Surface Transportation Program-Local Shared Fund programs include a project location based safety score based on IDOT's safety road index (SRI). In addition, CMAP completed a [traffic safety white paper](#) that provided a number of recommendations on how CMAP can incorporate highway traffic safety into its work.

Following discussion and approval by the CMAP Board and MPO Policy Committee, staff will prepare a memo informing IDOT that the CMAP MPO agrees to support the 2019 statewide safety targets. CMAP is also required to indicate how the TIP makes progress toward achieving the safety performance targets, the technical approach of how to accomplish this requirement is currently under development.

ACTION REQUESTED: Approval

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## MEMORANDUM

**To:** CMAP Board and Committees  
**From:** CMAP Staff  
**Date:** January 3, 2019  
**Re:** ON TO 2050 Regionally Significant Projects: Proposed amendment process

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The ON TO 2050 Comprehensive Regional Plan includes a set of fiscally constrained Regionally Significant Projects (RSPs). These projects support the plan's three principles of inclusive growth, prioritized investment, and resilience, particularly emphasizing the need to use the region's limited resources to invest in existing infrastructure to modernize and improve condition to achieve a state of good repair.

All project sponsors are strongly encouraged to submit projects during the development of the regional plan, rather than at other times. However, availability of new revenues, and/or sufficient advancement through the project development process may require interim evaluation of select projects. This memo lays out an amendment process for proposed additions to the ON TO 2050 fiscally constrained project list. Note that, if development of the successor or update to ON TO 2050 is underway and project evaluation has begun, staff will defer amendment requests to that process.

### **Project definitions**

After extensive conversation with committees and its governing board, CMAP expanded the breadth of projects to be evaluated in ON TO 2050. The definition includes the large projects evaluated in GO TO 2040 and adds reconstruction projects as well as smaller scale road and transit projects that have the potential for regional impacts. Specifically, a project requiring evaluation:

1. Costs at least \$100 million and (a) changes capacity on the National Highway System (NHS) or is a new expressway or principal arterial, or (b) changes capacity on transit services with some separate rights-of-way or shared right-of-way where transit has priority over other traffic; or
2. Costs at least \$250 million, regardless of the facility type or work type.

Projects that meet these thresholds will require a plan amendment to be included within the fiscally constrained set of Regionally Significant Projects. Transportation Improvement Program

changes that bring a project over these thresholds will also require an amendment process (excepting projects that change less than 20 percent in cost, up to a maximum of a \$10 million change). Candidate projects are compared to the cost thresholds based on current dollars (any conversion to year-of-expenditure, or YOE, cost is carried out by CMAP when necessary to meet federal rules). The entire project cost, not just the cost of the added capacity, is used to determine whether the project is regionally significant.

Note that project sponsors may develop a project proposal comprising a program of similar projects if individual projects would not meet the proposed thresholds. Projects that change capacity are those with non-exempt Transportation Improvement Program (TIP) work types, in other words those that are already required under federal rules to demonstrate air quality conformity.

### **Process summary and staffing**

These guidelines describe the process for a project sponsor to follow in providing data and information to CMAP to support its independent evaluation of a proposed RSP amendment to ON TO 2050. The amendment process will begin when a project sponsor notifies CMAP's Executive Director via letter of a requested amendment, or when CMAP staff notify a project sponsor that a requested TIP change crosses the threshold to a Regionally Significant Project.

CMAP will conduct a **qualitative evaluation** of the proposal's consistency with the principles and recommendations of ON TO 2050 as well as a **quantitative evaluation** of the proposal comparing the various forecasting assumptions and resulting project performance with regard to ON TO 2050 priorities. Project sponsors will be required to provide their own assessments for both components of the evaluation.

The purpose of the **qualitative evaluation** is to determine the proposal's consistency with the priorities of ON TO 2050. The evaluation format will address each of the three principles of ON TO 2050 and the applicable goals of its five chapters. In this part of its evaluation, CMAP will consider the impacts of the proposal on each of the above topic areas as they might support or undermine the implementation of ON TO 2050. In its evaluation, CMAP will not consider arguments for the project beyond those that support the principles and goals of the adopted Plan.

The purpose of the **quantitative evaluation** is to assess the proposal's effect on the Plan's recommendations, through evaluation that addresses its impact on current needs, 2050 travel, and plan priorities. Where applicable, the quantitative evaluation may also review a project's financial plan to ensure fiscal constraint. The quantitative analysis will also supplement conclusions drawn in the qualitative analysis. Quantitative evaluation will vary by project type, matching the approach established in the ON TO 2050 plan. In particular, arterial projects will be evaluated on their impacts on the current system as well as planning priorities, but not on potential 2050 travel impacts.<sup>1</sup> This will provide a streamlined, shorter process for arterial amendments.

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<sup>1</sup> For more information, see the ON TO 2050 Regionally Significant Project Benefits Report at <https://www.cmap.illinois.gov/documents/10180/911391/FINAL+Regionally+Significant+Projects+Benefit+Report+Appendix.pdf/612e47c8-5038-c3f7-035e-22959ffb0c51>  
Board/  
Committee Memo

CMAP and the project sponsor will identify official point-of-contact managers for the CMAP evaluation process. These managers are accountable for arranging the initial technical consultation meeting, developing a detailed timeline of interim deadlines, and keeping the successive information and data transmittals on schedule. The CMAP point-of-contact manager is also accountable for maintaining complete records of all correspondence related to the request.

A CMAP technical team will be assembled based on the subject-matter expertise required to evaluate the project. In most cases, this will include a data modeler, urban planner, environmental specialist and policy analyst.

### **Required data and information**

CMAP's evaluation will begin with the sponsor's assessment of how the proposed project promotes the success and implementation of ON TO 2050. The sponsor should provide relevant project data and information to CMAP in support of the agency's evaluation of the proposal. In its evaluation, CMAP will consider this information, but may also analyze additional independent resources. Necessary data and information transmittals include, but are not limited to, the following:

- CMAP encourages the project sponsor to use the ON TO 2050 forecasts. If the project sponsor has prepared **alternative socioeconomic or land use forecasts**, the sponsor should provide at least one analysis using the official regional forecast. CMAP must also concur on the methodology for any alternative forecast.
- If the project sponsor has conducted its own **travel demand modeling**, CMAP requests conventionally coded model networks, trip-tables, GTFS files and other relevant input datasets, demand coefficients and resulting traffic assignments for all relevant planning-level scenarios as well as any methodological documentation needed to interpret these resources.
- If the project sponsor has conducted its own **environmental evaluation**, CMAP requests relevant GIS feature layers, appropriate data tables, and methodological documentation relevant to ON TO 2050 indicators or plan themes.
- If the project sponsor has conducted its own **financial evaluation**, CMAP requests summary assumptions regarding project construction and operating costs as well as any subsidies, fares, tolling, pricing, or other revenue considerations for all relevant planning-level scenarios. To the extent possible, the sponsor should provide information about the potential structure, public and private cost, term, and other relevant information if the project is proposed as a public private partnership. Documentation of the financial evaluation methods used along with any relevant data tables and forecasting assumptions should be included.

### **Timeline**

The evaluation timeline depends upon the project type. Evaluation will mirror the methods used in the ON TO 2050 development process, although the availability of more recent data across a variety of measures may limit direct comparisons to the 2050 project set. If the

evaluation timeline significantly overlaps with the initiation of project evaluation for development of the region’s long range comprehensive plan, staff will request that the sponsor defer to that process.

For **expressway and transit projects**, CMAP requires that proposed regionally significant project amendments to ON TO 2050 be submitted for consideration six months (26 weeks) in advance of the desired action by the CMAP Board and MPO Policy Committee. This timeline permits sufficient time for the sponsor to demonstrate the proposal’s value to ON TO 2050, for CMAP to conduct its own evaluation, and for required public notice and comment to occur. Staff will work with the project sponsor to set a schedule that aligns with other processes, such as regular air quality conformity updates, where possible to improve efficiency of the process.

Evaluation of arterial projects will be simpler, and directed to a single, annual process. CMAP requires that any proposed **arterial project amendments** to the regionally significant project list be submitted for consideration by October 1st, with evaluation completed and recommendations considered in the subsequent meetings of the Transportation Committee, the CMAP Board, and ultimately the March MPO meeting. Public noticing will take place with TIP and Conformity amendment notifications. As in the ON TO 2050 process, arterials will be evaluated on their impact on today’s transportation system as well as planning priorities.

The table below provides approximate milestones for proposal evaluation, with milestones noting a preferred maximum amount of time for each stage. Projects may proceed more quickly if all required information is submitted ahead of these milestones. Specific deadlines for data and information transmittals and evaluation deliverables will be agreed upon at the initial technical consultation meeting.

**Approximate regionally significant project amendment timetable**

	Milestone	Transit or Expressways	Arterials
Data and information gathering	Technical consultation meeting: <ul style="list-style-type: none"> <li>- Establish protocols and schedule</li> <li>- Outline data and information needs</li> <li>- Discuss project fit with the ON TO 2050 plan</li> </ul>	Week One	
	Sponsor assessment and data sharing: <ul style="list-style-type: none"> <li>- Sponsor submits project assessment for fit with ON TO 2050 principles and goals</li> <li>- All agreed upon information and data is provided to CMAP in the required format</li> </ul>	Week Six	Week Four
	Content verification: CMAP informs sponsor of any additional data or information needs	Week Eight	Week Six
Evaluation	Sponsor provides all remaining information and/or notifies CMAP if information is unavailable	Week Ten	Week Eight
	CMAP completes project evaluation and summary memo on the proposed amendment	Week Fifteen	Week Eleven

Public Comment and Amendment	Public comment: <ul style="list-style-type: none"> <li>- Staff releases evaluation for 30 day public comment</li> <li>- Staff discusses evaluation with CMAP Committees</li> </ul>	Week Sixteen	Week Twelve
	Board and MPO review and determination: <ul style="list-style-type: none"> <li>- Staff provides recommendation memo and summary of comment</li> <li>- Transportation Committee, CMAP Board, and MPO vote on the amendment</li> </ul>	Week Twenty Two	Week Eighteen <i>(Annual March meeting of the MPO)</i>

Note: The final timetable will be adapted to the needs of each project.

ACTION REQUESTED: Information

###



# Principles for Sustainable Transportation Funding

HELPING COMMUNITIES PROSPER

Metropolitan Chicago's infrastructure, which has given the region its historic strategic advantage, is in need of critical investment. Chronic transportation funding shortages have led to a crisis point. Illinois requires a long-term funding solution to rebuild and modernize the transportation system that is fair, equitable, and flexible. Other states and regions are far ahead of the State of Illinois and metropolitan Chicago in raising revenues to support infrastructure projects with long-term benefits for livability, mobility, and the economy. In order to put taxpayer dollars to the best use and help every Illinois community prosper, **the following principles are essential to any transportation revenue proposal:**

## **Sustainable – A long-term solution that can adapt to rapid change**

New transportation revenues must provide sufficient and sustainable funding to improve, enhance, and expand the system. Diversifying by having more than one source of funds in addition to increasing traditional sources such as the motor fuel tax would improve the reliability of funding. New funding, as well as existing fares and tolls, should grow sustainably—such as by indexing rates to inflation—to keep pace with the costs of operating and improving the system, which inevitably increase over time.

## **Fair – User fees paid by those who gain the most benefit from the system**

Costs should be paid primarily by those who use the transportation system the most or derive the most benefit. This may include replacing traditional revenue sources with modern user fees such as a road usage charge (sometimes referred to as a “vehicle miles traveled fee”) and setting varying rates based on vehicles' impacts on the system. Some sources could capture revenues based on the benefits that users or businesses reap from specific improvements.

## **Equitable – Options that consider the ability of users to pay**

Some revenue sources can have disproportionate impacts on low income residents. To promote equity, revenue enhancements should reduce the burden of increased costs on lower income individuals or offset such costs through other tax strategies.

## **Flexible – Performance-based criteria to support all modes of travel**

Project selection criteria must be used to fund the projects of greatest impact. Such a performance-based approach can result in a geographically equitable distribution of funding while allowing all areas to access the funds they need for large, important projects. Revenue must also be allocated flexibly to improve not only the region's road network but also transit, bicycle, and pedestrian infrastructure to help the region achieve a well-integrated multimodal system. Supporting all modes also requires that all jurisdictions be permitted to fund transportation improvements that would benefit their residents and businesses, regardless of jurisdiction or ownership.



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FY19-0032

The Chicago Metropolitan Agency for Planning (CMAP) is our region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a new long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

Contact: Gordon Smith,  
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or 312-386-8739







## MEMORANDUM

**To:** CMAP Board and Committees

**From:** CMAP Staff

**Date:** January 3, 2019

**Re:** 2019 State and Federal Legislative Framework and Agendas

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Staff has revised the State and Federal Legislative Framework and Agenda documents for 2019 to reflect the priorities of ON TO 2050. In previous years, separate documents were produced for the state and federal levels that presented similar broad legislative principles. New this year, a combined broad framework for federal and state legislation is presented in one document that reflects the three principles, five chapters, and fourteen goal areas of ON TO 2050. Where appropriate, the document draws attention to either federal or state policies. CMAP intends to use this framework document to guide and inform policymakers in Springfield and Washington, as well as administrative partners, including the Governor of Illinois and state and federal agencies.

The State Agenda and Federal Agenda are developed and approved in advance of each regular session of the Illinois General Assembly and Congress. The agendas are shorter documents that identify specific state and federal policy issues of interest to CMAP and its partners. Like the framework document, the language and priorities reflect ON TO 2050, as well as new developments and policies at both levels of government.

The 2019 State Legislative Agenda identifies five priorities:

- Ensure reliable access to planning funds
- Promote tools for performance-based decision making and accountability
- Secure sustainable, adequate, and multimodal transportation funding with an emphasis on state support for transit
- Reform state tax policy and build local capacity with an emphasis on supporting local governments through exploring shared and consolidated services
- Adopt an integrated approach to managing water resources and promote policies to address urban flooding and protect water supply

The 2019 Federal Legislative Agenda identifies five priorities:

- Improve surface transportation with an emphasis on ensuring sustainable and adequate revenues, committing to transit, advancing performance-based funding policies, increasing the role for MPOs in programming transportation funds, and harnessing transportation technologies to improve the system and safety for all users
- Address climate change and protect water and natural resources
- Facilitate data-driven and transparent investment decisions
- Promote housing options, target assistance to disinvested areas, and coordinate planning
- Improve education and workforce development to reduce inequality

For this calendar year, staff is recommending these five state priorities and five federal priorities, as well as the combined framework be pursued as appropriate with the Governor, Illinois General Assembly, Congress, relevant state and federal agencies, and key partners. Based on your feedback and direction, we will finalize these documents for the February meeting and outline a strategy to communicate these priorities.

ACTION REQUESTED: Discussion

###

# CMAP Draft State and Federal Legislative Framework

The Chicago Metropolitan Agency for Planning (CMAP) conducts comprehensive regional planning for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP's Policy Committee is the federally designated metropolitan planning organization (MPO) for the same region plus portions of Grundy and DeKalb Counties. The agency identifies and guides resources toward prioritized transportation investments, provides technical assistance for communities, and compiles data resources that enhance decision making across the region. Building on the award-winning GO TO 2040 comprehensive regional plan, in October 2018 the agency adopted ON TO 2050, a new plan that recommends strategies for sustainable prosperity across all 284 communities in the Chicago area.

Implementing ON TO 2050 depends on support from both the State of Illinois and the federal government. These entities allocate billions of dollars each year to maintain the transportation system, promote economic development, strengthen our communities, and maintain and preserve natural resource, among other programs and initiatives. However, both the state and federal government face ongoing fiscal challenges that too often crowd out these priorities.

This framework document describes CMAP's policy positions to guide and inform legislators in Springfield and Washington, as well as agency partners, the Governor of Illinois, state and federal agencies, and others. CMAP is most interested in legislative initiatives that have regional or statewide impacts, or those that could serve as precursors to broader, more comprehensive legislation. This document's recommendations reflect the regional nature of CMAP's policy and planning work as well as the agency's role in decision making within the state of Illinois.

ON TO 2050 includes three overarching principles, which are reflected in policy positions throughout this framework:

***Inclusive Growth:*** *Growing our economy through opportunity for all.*

***Resilience:*** *Preparing for rapid changes, both known and unknown.*

***Prioritized Investment:*** *Carefully target resources to maximize benefit.*

These principles should guide policy and legislation to ensure sustainable growth and prosperity for all regional residents to 2050 and beyond. The remainder of this document describes CMAP's legislative policy positions organized around the 14 broad goals included in ON TO 2050.

This detailed framework accompanies shorter state and federal legislative agendas that focus on specific legislative priorities. See more at <http://www.cmap.illinois.gov/updates/legislative>.

## Community

**State and federal policies play an important role in creating and sustaining the vibrant communities that help the region thrive. Investing in areas with transportation and economic assets, communities that have been left behind, and careful growth in emerging areas is imperative to help the entire region prosper.**

### Strategic and sustainable development

State and federal policies can foster fiscally prudent and resilient development that leverages the region's extensive infrastructure, diverse communities, and economic assets. Strategic investment in new development -- and the new infrastructure required to support it -- is imperative in a climate of constrained resources. From 2000-15, the region expanded its developed footprint by nearly 12 percent, an area equal in size to the City of Chicago. Over the same period, employment remained flat, population increased by 4.6 percent, and many opportunities for infill development remained untapped. Significantly more land was developed than preserved as open space. A thoughtful, holistic approach to development can help all parts of the region thrive. Particular attention must be focused on communities that are rich with potential yet suffer from long-term disinvestment. State and federal investment, targeted programming, and policies can facilitate rebuilding communities and careful expansion of our built environment.

*CMAP supports federal and state legislation that spurs fiscally sustainable development and revitalizes existing infrastructure.*

*CMAP supports federal and state policies that catalyze growth in disinvested areas by refocusing regulations, programs, and incentives.*

### Reinvestment for vibrant communities

Communities' needs across the region are shifting: The population overall is growing older and more diverse, businesses' location preferences are changing, and more residents want to live in walkable communities. To achieve local goals, strong and vibrant places will have to offer a range of housing, transportation, amenity, and employment options. For example, compact development patterns support cost-effective public transit service and also facilitate walking and biking, and these options, in turn, improve mobility, public health, and also reduce greenhouse gas emissions. State and federal policymakers can ensure prioritized investments reduce infrastructure costs and promote fiscal sustainability.

*CMAP supports federal and state policies that promote infill development of compact, vibrant communities with robust multimodal transportation options and transit-supportive land uses.*

*CMAP supports federal and state initiatives that foster market-driven housing policies, match regional and local housing supply with options that residents want, and promote development of diverse housing types.*

*CMAP supports federal and state programs that revitalize land through the redevelopment process – such as investments in brownfield remediation -- offering communities the opportunity to enhance performance of the built environment or increase access to open space and natural assets.*

### **Development that supports local and regional economic strength**

The region needs a tax system that provides ample opportunity for local governments to generate revenue that supports their plans, goals, and desired development patterns and their ability to adapt to changing local economic conditions. State policymakers must provide support for industries that connect the region to the global economy, and foster local cooperation on economic development. In addition, lawmakers should seek changes in tax policies at the state and local level that support more development types and provide local governments with more paths to success. These strategies can also reduce competition and overbuilding of some development types, lowering costs and improving fiscal outcomes for the region.

*CMAP supports the State of Illinois expanding the sales tax base to additional services in a manner that helps communities create a more balanced land use mix, helps ensure those who make similar incomes pay similar taxes, minimizes economic distortions, and mitigates the cascading nature of sales taxes.*

*CMAP supports the State of Illinois reforming state revenue disbursement criteria to reduce wide divergences in receipts across municipalities, allowing each municipality to support its own desired mix of land uses, and adapt to changing development patterns.*

*CMAP supports the State of Illinois adhering to fiscally sustainable practices to ensure a stable business climate and guarantee the reliability of state support to the region, including for local governments, transit agencies, and nonprofit service providers.*

*CMAP supports the State of Illinois approving statutory changes that allow non-home rule governments to impose additional types of user fees.*

### **Prosperity**

**Sustaining broad economic growth requires improving metropolitan Chicago's business environment to enable industries and workers alike to compete globally and prosper locally.**

## **Robust economic growth that reduces inequality**

Metropolitan Chicago is endowed with extensive assets, including its people, industries, educational and research institutions, infrastructure, and geographic location. But its economic output increased just 0.9 percent annually during 2001-17, coupled with just 0.2 percent annual employment growth. In particular, black residents were the hardest hit residents during the 2007-09 recession, and have been the slowest to recover from its effects posting higher unemployment rates, lower workforce participation, and large declines in household income. As our prolonged slow growth lags behind peer regions, residents, primarily lower- and moderate-income households, are leaving to seek economic opportunity elsewhere. Advancing the state's economic goals requires action now to bolster a range of private and public initiatives already underway on a regional level. ON TO 2050 seeks to support pathways for upward economic mobility and our specialized industry clusters -- groups of related businesses with historic roots and competitive advantages in the region. By prioritizing smart, inclusive strategies, state and federal policymakers can ensure that metropolitan Chicago remains a destination for diverse business activity, innovation, and talent.

*CMAP supports federal and state policy, programs, and funding for cluster-oriented development and other initiatives that bolster globally competitive industries.*

*CMAP supports federal and state resources that further the development, implementation, and expansion of career pathway programs.*

*CMAP supports federal and state investment in the state's talent pool through robust and reliable funding for higher education and workforce development.*

*CMAP supports State of Illinois strategic planning for its distinct regional economies, allocating resources and developing policies to reflect their scale, opportunities, and challenges.*

## **Responsive, strategic workforce and economic development**

Today's economy has grown increasingly complex, transformed by technological change, global competition, emerging industries, and evolving consumer demand. As a result, metropolitan Chicago needs to strengthen itself for both anticipated and unforeseen economic shifts. Effective public policies and investments can prioritize limited government resources in collaboration with high-capacity private and nonprofit partners. Yet workforce and economic development decisions frequently lag behind the pace of change, and insufficient data and performance information can limit the economic benefit of public expenditures. Achieving stronger growth will require coordinated, sustained investment of limited resource in initiatives rooted in the policy and planning needs of particular communities and industries.

*CMAP supports federal and state investment in longitudinal workforce and education data systems to inform more responsive public policy.*

*CMAP supports State of Illinois reform of economic development incentives to institute stronger standards for transparency and accountability, including regular audits, data releases, and sunset provisions.*

*CMAP supports State of Illinois efforts to incorporate regional goals and priorities into economic development investments and prioritize assistance or incentives that align with strategic planning.*

## **Environment**

**The region's natural environment and resources are some of the most valuable and irreplaceable assets in metropolitan Chicago. The quality of our air and water, the ecosystem services and wildlife habitats provided by our protected natural areas, and our recreational spaces all contribute to a high quality of life and support a vibrant regional economy.**

### **A region prepared for climate change**

Climate change, manifesting in our region as more frequent and severe storms, extreme temperatures, and drought, is already significantly affecting our economy, ecosystems, built environment, and people. Increased flooding and heat strains our roads, rail, and other infrastructure. ON TO 2050 recommends intensifying climate mitigation efforts and reducing greenhouse gases, while at the same time preparing for and equipping communities to recover from the acute shocks and chronic stresses of climate change. Mitigation will require aggressive efforts to modernize our energy infrastructure and address emissions caused by transportation. Planning for climate change requires rethinking the region's green and gray infrastructure, as much of the region's roadway, water, and energy infrastructure was designed using standards that pre-date the increased number of heavy rain events, freeze-thaw cycles, and hotter and wetter conditions.

*CMAP supports federal and state actions to bolster climate resilience by investing in a more flexible and decentralized electric grid, such as the Smart Grid Investment Grant Program.*

*CMAP supports State of Illinois coordination of funding, programming, data, and models for climate resilience among state environmental agencies — including the Illinois State Water Survey (ISWS), Illinois State Climatologist, Illinois Department of Natural Resources (IDNR), and Illinois Environmental Protection Agency (IEPA).*

*CMAP supports federal policy to uphold the U.S. commitment to the Paris Agreement, expanding renewable energy and efficiency programs, exploring market mechanisms for reducing greenhouse gas emissions, and transitioning to renewable resources.*

*CMAP supports State of Illinois implementation of the emissions reduction policies of the Future Energy Jobs Act and programs to promote energy conservation.*

*CMAP supports federal and state policies that enable the transportation system to reduce emissions, including electrification of commercial fleets and transit systems.*

### **An integrated approach to water resources**

The region's water resources play an essential role in sustaining economic prosperity, environmental health, and quality of life—yet the region's policies do not adequately reflect their real and inherent value. As a result, the region continues to suffer major flood damage and degraded water quality, while growth and development strains our drinking water supply. Access to clean and reliable water differs across the region, and water infrastructure investments lag behind public health needs. Policymakers must incorporate an integrated approach to water resources to keep the region's waters clean for people and wildlife, reduce flood risks, and coordinate and conserve the region's shared water supply resources to ensure long-term sustainability.

*CMAP supports State of Illinois development of a comprehensive state plan to guide programs that integrate water supply, water quality, stormwater, and aquatic habitat, and adequately fund the initiatives.*

*CMAP supports State of Illinois coordination of data collection, tracking, and research for water resources and infrastructure among various agencies, including IEPA, IDNR, Illinois Department of Public Health (IDPH), ISWS, Illinois State Geological Survey, Illinois Natural History Survey, watershed working groups, and other watershed organizations.*

*CMAP supports federal reforms to water quality and stormwater management that address non-point source pollution.*

*CMAP supports State of Illinois water infrastructure investments that promote safe drinking water, reduce water loss, increase resource recovery and closed-loop systems, improve the Illinois Clean Water Initiative, better support low resource communities in need, and implement water infrastructure asset management.*

*CMAP supports federal investments that maintain the health, recreational use, and economic benefits of Lake Michigan and the Great Lakes, such as the Great Lakes Restoration Initiative, the Coastal Zone Management Program, Water Resources Development Acts, and efforts to prevent invasive species transfer.*

*CMAP supports federal and state reforms to modernize policies related to flooding, including making risk information available for property sales and reforming the National Flood Insurance Program to develop long-term solutions for properties that suffer repetitive losses or are at high risk of flooding.*



*CMAP supports State of Illinois action to foster regional water coordination efforts modeled after the Northwest Water Planning Alliance to explore ways to coordinate withdrawals and management of shared water resources with neighbors.*

### **Development practices that protect natural resources**

Natural areas provide places for recreation, habitats for native flora and fauna, air pollutant filtration, flood reduction, urban heat island mitigation, and groundwater recharge, while at the same time creating more desirable, healthy, and resilient communities. The region's natural areas are threatened by development and climate pressures. Development continues to convert natural and agricultural land, fragmenting our open spaces. ON TO 2050 envisions a future where development practices and infrastructure embrace natural landscapes. The region needs policies that incentivize infill and reinvestment in communities, address contamination, and promote conservation of open space for the health of the natural and built environments. Policymakers should also consider tools such as CMAP's Flood Susceptibility Index, Conservation Areas Local Strategy Map, and the Green Infrastructure Vision to target environmental investments that meet multiple regional goals, including providing access to open space and mitigating flooding.

*CMAP supports federal and state programs that encourage redevelopment and enable local governments to apply sustainable development practices in their communities.*

*CMAP supports federal and state action to address environmental challenges that disproportionately affect specific populations and disinvested areas.*

*CMAP supports federal and state protection and stewardship of high-priority natural areas by continuing to fund IDNR and land managers via the Open Space Lands Acquisition Development (OSLAD) Program, the Natural Areas Acquisition Fund (NAAF), and the Coastal Management Program.*

*CMAP supports federal and state innovative financing mechanisms to support open space protection and enhancements.*

*CMAP supports State of Illinois expansion of conservation efforts through land trusts and conservation easements, and development of a statewide policy for conserving agricultural lands.*

*CMAP supports State of Illinois expansion of programs that promote sustainable agricultural practices, encouraging crop diversity and protecting water resources.*

### **Governance**

**Effective governance requires collaboration between governments at every level, adequate resources for addressing today's challenges, and data driven decision-**

**making to seize on tomorrow's opportunities.**

### **Collaboration at all levels of government**

Disjointed, siloed approaches to governing hinder the region's ability to prosper. State policies must ensure local governments can achieve the goals of better governance, reduced costs, and improved service delivery. Strategies should provide local governments with innovative tools to solve problems, improve intergovernmental collaboration, and facilitate well informed exploration of options like consolidation, where appropriate. State policymakers should also consider taking more direct action to facilitate partnerships and mergers where locally desired. Several other states have funded local feasibility studies on consolidation and service sharing with the goals of improving services or reducing local tax burdens, and Illinois should follow suit.

*CMAP supports the State of Illinois providing assistance for local government service sharing and consolidation by conducting feasibility studies, sharing best practices, and addressing legislative barriers.*

*CMAP supports the State of Illinois providing financial support for local government consolidation based on well-defined criteria, such as offsetting short-term property tax differentials or other associated expenses for transition.*

*CMAP supports the State of Illinois appropriating consistent, adequate revenues to sustain all of CMAP's comprehensive planning activities, including water resources management, climate resilience, economic development, local capacity, and other ON TO 2050 priorities.*

*CMAP supports federal funding for the implementation and expansion of programs such as the U.S. Department of Housing and Urban Development's former Sustainable Communities Initiative that link planning and investment decisions across disciplines.*

### **Capacity to provide a strong quality of life**

State and local governments must take steps to improve their near-term fiscal condition and long-term outlook. Policymakers should develop tax policies that strengthen communities and the region, and commit to sound budgeting practices to stabilize local government revenues. The state tax code must be modernized to reflect current consumer trends – such as the use of services rather than goods and purchase of goods online -- and to better represent the multijurisdictional nature of the region's many industrial and office employment areas.

*CMAP supports State of Illinois efforts to modernize the tax code to better reflect the changing economy, including by expanding the sales tax base to additional services.*

*CMAP supports the State of Illinois assigning non-home rule municipalities more authority to implement user fees, such as motor fuel taxes or fees to address freight needs, in order to provide services and maintain infrastructure.*

## **Data driven and transparent investment decisions**

Basing decisions at all levels of government on transparent, accountable practices that direct public investments based on performance goals and data helps extend limited resources. Budgetary and programming decisions are still too frequently made without adequate transparency or prioritization based on need. Performance-driven investments will enable the region to manage assets, provide services, and support infrastructure; however, that approach requires complete, accessible, standardized, and high quality data. Data provided by state agencies, the U.S. Census Bureau, and other federal agencies are crucial to understanding regional and local trends and conditions. However, the data necessary to assess transportation system's needs, such as freight and goods movement or data from other private transportation providers, is also unavailable to planners.

*CMAP supports state and federal efforts to collect comprehensive data and facilitate open exchange of data by applying best practices and technological improvements.*

*CMAP supports state and federal policies to facilitate adequate access to private data sets that can improve transportation programming decisions and policies.*

*CMAP supports state and federal legislative and administrative initiatives that ensure the U.S. Census Bureau can conduct an accurate and complete count in the 2020 Census.*

## **Mobility**

**The transportation network of metropolitan Chicago has reached a critical juncture -- bold steps must be taken to address today's problems and anticipate opportunities for achieving a well-integrated, multimodal transportation system.**

### **A modern, multimodal system that adapts to changing travel demand**

People have more options for moving around the region than ever before—from rideshare companies like Uber and Lyft to Divvy bikeshare service and automated vehicle technologies that are just over the horizon. These still nascent technological trends will continue to intersect with economic and demographic shifts to transform how residents and businesses want to use the region's transportation system in coming decades. Although technology has facilitated movement throughout the region, transportation technology policies should complement transit and allow users to move between modes. And reforms should focus on providing the necessary funding and policy changes to make transit more competitive. Initiatives must also keep freight top-of-mind -- recognizing the region's role in moving goods locally and nationally -- while mitigating potential negative effects on communities.

*CMAP supports federal and state policies that harness technology to improve travel and anticipate future impacts by identifying ways to leverage provision of more detailed data and analysis from private companies while carefully protecting riders' privacy.*

*CMAP supports federal action to establish technology standards for connected and automated vehicles that can enable long-range infrastructure planning and safety analysis by local and regional jurisdictions.*

*CMAP supports federal and state investments and reforms to make transit more competitive by diversifying and increasing funding sources for transit.*

*CMAP supports state legislative initiatives that require IDOT and the Illinois Tollway to implement congestion pricing on new roads or lanes, and allow them to strategically price components of the existing highway network, including congestion pricing for new managed lanes on I-55.*

*CMAP supports federal and state expansion of funding for the freight network, including important Chicago Region Environmental and Transportation Efficiency (CREATE) program projects such as completion of the 75<sup>th</sup> Street Corridor Improvement Program.*

### **A system that works better for everyone**

Though boasting the second-largest transit system in the nation, critical parts of metropolitan Chicago remain inaccessible to residents. Policymakers must commit to funding and supporting a system that works for the entire region. This includes wide ranging and interconnected issues such as bicycle and pedestrian safety, access to economic opportunity for low income and minority residents, expanded travel options for seniors and people with disabilities, and the adaptations necessary to respond to a changing climate. Special attention must be paid to leverage transportation and infrastructure investments to promote inclusive growth. Transportation can play a key role in creating pathways to opportunity for low income communities, people of color, and people with disabilities. Low income residents in the Chicago region use all modes of transportation to get around, yet are often burdened by some of the longest commutes in the region.

*CMAP supports state and federal efforts to build capacity for disinvested communities to develop, fund, and maintain transportation infrastructure.*

*CMAP supports state and federal policies and funding to pilot new options to reduce the commutes times of low income residents.*

*CMAP supports State of Illinois policies and programs to enhance travel safety by improving incident detection and management, developing better bicycle and pedestrian accommodations, improving driver training, and collecting better and more complete safety data, among other efforts.*

*CMAP supports state and federal reforms that enable IDOT, the Illinois State Police, the Tollway, and municipal and county agencies to implement automated speed limit enforcement programs, in a manner that protects the public interest.*

### **Making transformative investments**

Northeastern Illinois must invest in maintaining and enhancing the transportation system to keep up with demand and promote regional economic vitality. Today's funding mechanisms are also outmoded: in the near term policymakers will need to raise motor fuel taxes and empower local communities and regions across the state to raise their own revenues, while exploring new strategies to collect sustainable and adequate revenues in the future. With limited dollars available, transportation decision makers should continue to implement data-driven programming practices that emphasize selection of projects that meet clear regional objectives for transportation, land use, environment, and the economy.

*CMAP supports State of Illinois action to establish adequate and sustainable multimodal capital funding.*

*CMAP supports State of Illinois furthering its progress on transparent, performance-based allocation of revenues.*

*CMAP supports the State of Illinois increasing the motor fuel tax (MFT) by at least 15 cents per gallon and indexing the rate to an inflationary measure until a new revenue source is available to replace it.*

*CMAP supports the State of Illinois beginning necessary steps – including a pilot project – to replace the MFT with a per-mile road usage charge of at least 2 cents per mile, indexed to an inflationary measure.*

*CMAP supports the federal government increasing the gas tax rate, indexing it to an inflationary measure, and in the long-term replacing it with a per-mile road usage charge. The federal government should also work with states to develop a national solution to implementing road usage charges at the state level.*

*CMAP supports the State of Illinois expanding of the sales tax to additional services to provide additional funding for transit.*

*CMAP supports State of Illinois initiatives that allow enactment of revenue sources for the seven-county CMAP region to meet its own transportation needs and provide local communities with the tools and authority to raise their own transportation and infrastructure revenues, including broader taxing authority for the Regional Transportation Authority.*

*CMAP supports state and federal initiatives that broaden authority to implement tolling and allow toll revenue to be flexibly used for multimodal transportation system goals.*

*CMAP supports State of Illinois efforts to permit and encourage innovative transportation funding and financing sources such as value capture and strategic use of public-private partnerships in a transparent manner that protects the public interest.*

*CMAP supports federal implementation of a cost of freight service fee – a sales tax on the cost of shipping freight – at the national level.*

## **About CMAP**

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 by state statute (70 ILCS 1707) and its Policy Committee is the federally designated Metropolitan Planning Organization (MPO) for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will plus portions of Grundy and DeKalb. Its state and federal mandates require CMAP to conduct comprehensive regional planning, prioritize transportation investments, provide technical assistance for communities, and compile data resources that enhance decision making.

CMAP developed and now guides implementation of the region's ON TO 2050 comprehensive plan, which was adopted in October 2018 by leaders from across the seven counties. ON TO 2050 is an innovative, policy-based plan that establishes coordinated strategies to help the region's 284 communities address transportation, economic development, open space, water, energy, housing, and other quality-of-life issues. Three principles guide the plan and unify the goals and implementation strategies: inclusive growth, resilience, and prioritized investment.

Implementation of ON TO 2050 is CMAP's main priority. The agency provides extensive support to communities through its Local Technical Assistance (LTA) program. So far, CMAP has initiated more than 220 LTA projects in which counties, municipalities, and nongovernmental organizations are planning for increased livability, sustainability, and economic vitality. The program helps address significant demand in the region for updating local comprehensive plans, ordinances, and related planning activities. Though its three-year U.S. Department of Housing and Urban Development grant expired in December 2013, CMAP has continued the LTA program with funding from the Illinois Environmental Protection Agency and Cook County Community Development Block Grants, among other sources.

ON TO 2050 recommendations guide the allocation of federal transportation dollars in northeastern Illinois through the following programs that CMAP administers:

- The Congestion Mitigation and Air Quality Improvement program supports surface transportation improvements, with \$226 million programmed over five years (federal FY 2018-22) and a new call for projects scheduled in 2019.
- The local Surface Transportation Program was developed through coordination with subregional Councils of Mayors and the City of Chicago, with \$171 million obligated in federal FY 2018. A new Shared Fund for projects that make large and lasting contributions to regional transportation priorities will have its first call for projects in 2019. The subregional councils will have their next calls for projects in 2020.

- The local Transportation Alternatives Program supports non-motorized transportation in the region, with \$30 million approved in the most recent three-year cycle (federal FY 2018-20), with a new call for projects scheduled in 2019.
- The Transportation Improvement Program (TIP) accounts for these, and all federally funded and otherwise regionally significant projects, totaling \$13 billion, from federal FY 2019-2023.

CMAP conducts extensive, data-driven research and analysis related to policy objectives contained in ON TO 2050, including diverse economic factors such as workforce, innovation, and state and local tax policies. CMAP helps to coordinate efforts to build partnerships involving the institutions that provide education and training and the industries that need a reliable pool of middle- and high-skilled workers. CMAP's research also has shed light on the impacts of state and local tax policies.

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# **CMAP DRAFT Legislative Agenda for the 101st Illinois General Assembly**

The Chicago region has a tradition of seizing its destiny rather than leaving the future to chance. That tradition is founded on ambitious, bold planning. In that vein, the Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 (70 ILCS 1707) to guide planning in northeastern Illinois. CMAP helps communities prosper by supporting planning and policies that enhance quality of life and make Chicagoland more competitive.

The region is home to one of the world's great economic centers, abundant natural resources, and a vast multimodal transportation system. Adopted in October 2018, CMAP's ON TO 2050 comprehensive regional plan recommends policy changes and legislative actions to capitalize on these vital assets. Framed by three main principles – Inclusive Growth, Resilience, and Prioritized Investment – ON TO 2050 builds on past planning efforts to maintain metropolitan Chicago's competitive advantages, address persistent challenges, and achieve regional prosperity.

## **Ensure reliable access to planning funds**

When the State of Illinois created CMAP, it charged the agency with the responsibility to comprehensively plan for the Chicago region, incorporating land use and transportation planning with work on housing, regional economic growth, water resource management, community development, and environmental issues. CMAP's enabling legislation pledged that "additional funding shall be provided to CMAP to support those functions and programs authorized by [the enabling legislation] (70 ILCS 1707/62)." Funding from the state needs to include resources that support all of CMAP's planning activities as mandated in the state enabling legislation.

*CMAP supports dedicated funds for comprehensive planning in northeastern Illinois.*

## **Promote tools for performance-based decision making and accountability**

CMAP and partners rely heavily on public data to conduct research, prioritize public investments, and make better and more informed decisions. Data sharing through open governance also improves transparency and accountability by enabling residents to understand how government operates. A complete-count 2020 Census is crucial to ensuring the state and the region receive their fair share of representation in the federal government and federal support for infrastructure and transportation. The State of Illinois should dedicate resources toward a complete-count Census, and support the collection and sharing of data between public and private partners.

*CMAP supports legislation to increase data and information sharing by requiring state and local agencies to make their programs and policies more accountable to the public.*

*CMAP supports all efforts by the State of Illinois to ensure a complete-count 2020 Census by targeting resources toward hard-to-count communities.*

### **Secure sustainable, adequate, and multimodal transportation funding**

Metropolitan Chicago is North America's freight hub and its public transit system moves more than 2 million people each weekday. However, much of the region's transportation system has been chronically underfunded and urgently needs repair, but lacks a source of non-federal revenue for capital needs such as maintenance, enhancement, and expansion. The State of Illinois must take bold steps to ensure sustainable, adequate, multimodal capital investments that rely on performance-based criteria to address northeastern Illinois' maintenance backlog and meet key regional goals.

Simply put, the current transportation funding mechanisms in Illinois are inadequate to support the current system, let alone make improvements that are crucial to our economic competitiveness. Traditional state revenue sources -- the motor fuel tax and vehicle registration fees -- are not keeping pace with the costs of maintaining infrastructure. Modern trends such as increasing fuel economy and stagnant population growth have diminished these revenues over time. The motor fuel tax should be increased and indexed to inflation in the near term. Ultimately, the motor fuel tax faces long-term threats to its viability as vehicles become more fuel efficient and as vehicle miles traveled continue to decline. The state urgently needs to begin a pilot study of a per-mile road usage charge to aid in transitioning away from the motor fuel tax.

Increased state and federal investment, while critical, will likely be insufficient to meet the region's significant needs. Metropolitan Chicago should generate robust local revenues, and allocate those funds based on performance rather than arbitrary formulas. Regionally raised and regionally invested funds would help complete a significant number of prioritized projects and modernize the system while leveraging private and public funding sources.

*CMAP supports increasing the motor fuel tax and indexing it to inflation in the near term, then replacing the motor fuel tax with a per-mile road user charge over the longer term.*

*CMAP supports new, sustainable revenues for transportation including a dedicated source of capital funding for transit and intercity passenger rail, and a greater focus on improvements to the freight system.*

*CMAP supports state legislation enabling northeastern Illinois to secure sustainable and substantial revenues to make performance-based infrastructure investments.*

### ***Call out in this section should focus on Supporting Transit:***

Our public transit system is one of metropolitan Chicago's most critical assets. Together, the region's bus and rail services provide two million rides per weekday, improving air quality, reducing carbon emissions, allowing commuters to avoid congested highways, and connecting

people to jobs, education, entertainment, and other amenities. Public transit access is especially crucial for those who cannot drive or lack access to a car. ON TO 2050 commits to the aggressive goal of doubling regional transit ridership by 2050. Achieving this goal will require sustained state investment. State policies and programs should make transit a more competitive transportation option, for example by prioritizing transit-supportive land uses and infill economic development. Coordinating investment broadly -- by linking transportation with housing, and targeting public expenditures to attract private investment, among other examples -- is also essential for effectively using limited resources.

*CMAP supports legislative action to provide a dedicated, robust source of capital funding for transit.*

*CMAP supports state policy and programs that benefit transit by encouraging land use decisions that support dense commercial and residential development near bus or train service.*

### **Reform state tax policy and build local capacity**

Fiscal and tax policy decisions made at the state level significantly affect the Chicago region's ability to make infrastructure and community investments recommended in ON TO 2050. CMAP is specifically focused on how tax policy influences the region's overall economy, including the commercial, industrial, and residential development of communities.

State tax policies can often distort land use decisions rather than allow markets or quality of life factors to guide them. Under the current tax structure, communities without sales tax generating businesses or dense commercial development often have few revenue options sufficient to cover the cost of public services and infrastructure. Reforms should improve revenue-generating options for communities that have a very low tax base compared with their costs for basic services, to help break the cycle of slow growth or disinvestment. These same policies can inadvertently lead local governments to compete with one another for economic development, with little or no overall gain for the region or state.

Changes to tax system must also reflect the region's and state's economies and demographics, and promote inclusive growth. The state should modernize outmoded aspects of its tax system, ensuring tax policy changes minimize economic distortions by broadening the tax base and potentially lowering rates, and evaluate key revenue sources, such as the income and sales taxes, to determine how to reform those taxes' structures.

*CMAP supports comprehensive reforms of state tax policy to broaden the tax base in a manner that may lower rates.*

*CMAP supports tax policy reforms that encourage effective local land use decisions, generate sustainable economic development, and reduce the focus on intrastate and intraregional competition over economic development, while ensuring adequate revenues for state and local governments to invest in infrastructure and provide services.*

***Call out in this section should focus on Supporting Local Governments:***

Beyond tax reform, ON TO 2050 stresses giving local communities the tools and opportunities they need to build capacity and provide residents with a high quality of life. In many cases, this means exploring shared and consolidated services, which can provide benefits such as improved capacity and resources, greater efficiency, enhanced service quality, and cost savings. The state has already created processes to streamline consolidations; now it must contribute funds to further study and help implement the practice to assist communities that want to pursue these options.

*CMAP supports action by the State of Illinois to provide funding to local governments for service sharing and consolidation feasibility studies.*

*CMAP supports the temporary use of tax credits by the State of Illinois to offset property tax differentials resulting from local government consolidations.*

**Adopt an integrated approach to managing water resources and promote policies to address urban flooding and protect water supply**

Water is at the center of our regional prosperity and here, too, metropolitan Chicago has tremendous assets. However, climate change and development are exacerbating water management challenges such as flooding, and even straining the availability of water for some residents and businesses in northeastern Illinois. ON TO 2050 recognizes the value of managing water as a singular resource and recommends an integrated approach.

By making decisions that reflect the interconnectedness of water resources, the State of Illinois can sustain regional growth and environmental health well into the future. To advance integrated water resource management, the State can coordinate existing programs to identify cost-effective ways to maintain water and wastewater infrastructure while protecting natural assets. Promoting watershed plans and assisting watershed-based working groups can help identify multi-jurisdictional solutions to address both water quality and water resource goals.

While there are many low-capital solutions to flooding -- such as encouraging watershed plans, updating risk mapping, and revising development standards -- some problems can only be solved by investing in green infrastructure and retrofitting gray infrastructure. As parts of the region face groundwater supply challenges, there is also a pressing need for regional cooperation and integrated water supply planning. However, the state does not have a dedicated fund for water supply planning and management. Water supply planning funds should be adequate and sustainable, particularly for the state's most populous region.

*CMAP supports legislative initiatives that promote an integrated approach to water resources, recognizing water as a singular resource and regional strength.*

*CMAP supports investment in comprehensive watershed planning to identify the most significant water resource problems and address flooding throughout the region.*

*CMAP supports policies and programs that promote green infrastructure retrofits to better manage stormwater on-site.*

*CMAP supports new, sustainable revenues to support state and regional water planning by IDNR, ISWS, IWIP, and regional partners.*

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# CMAP DRAFT 2019 Federal Agenda

## Introduction

The Chicago Metropolitan Agency for Planning (CMAP) conducts comprehensive regional planning for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP's Policy Committee is the federally designated metropolitan planning organization (MPO) for the same region plus portions of Grundy and DeKalb counties.

The region is home to one of the world's great economic centers, abundant natural resources, and a vast multimodal transportation system. Adopted in October 2018, CMAP's ON TO 2050 comprehensive regional plan recommends policy changes and legislative actions to capitalize on these vital assets. Framed by three main principles – Inclusive Growth, Resilience, and Prioritized Investment – ON TO 2050 builds on past planning efforts to maintain metropolitan Chicago's competitive advantages, address persistent challenges, and achieve regional prosperity.

This document first presents CMAP's positions on federal transportation policies, followed by key policy recommendations related to climate change, managing water and natural resources, information access, housing and land use, and education and workforce development. A more detailed legislative framework to inform potential federal legislation is available at <http://www.cmap.illinois.gov/updates/legislative>.

## Improve surface transportation

The Fixing America's Surface Transportation (FAST) Act authorizes surface transportation programs through October 2020. As policymakers consider FAST Act reauthorization, annual appropriations bills, and other policy proposals related to transportation infrastructure, CMAP offers the following reforms and policy recommendations.

### **Ensure sustainable, adequate revenues sources for multimodal transportation investments**

Due to the inadequacy of current revenue sources, the federal Highway Trust Fund (HTF) has required non-transportation revenue infusions of \$144 billion since 2008. Absent new or increased revenues, the trust fund will again face insolvency shortly after expiration of the FAST Act. Although appropriations bills can provide needed supplemental funds, these cannot be relied upon for long-term planning. Benefit-based transportation user fees can provide sustainable, adequate funding for multimodal improvements. Investment should be ongoing and adequate, structured to align with technological developments and consumer habits, and allocated in a manner that addresses the system's most pressing needs.

Changes in travel behavior and vehicle technology will require a replacement for the HTF's primary revenue source -- the motor fuel tax -- with a per-mile road usage charge in the long term. Looming reconstruction needs on the northeastern Illinois Interstate and expressway system will require substantial funds, but current federal law limits the ability to toll existing

Interstate capacity. New operational approaches that can limit congestion, such as managed lanes, also require the ability to price roadway use.

The FAST Act established two new highway and freight programs that have provided funds for nationally important freight projects in the Chicago region, such as the 75<sup>th</sup> St. Corridor Improvement Program. These programs should be continued and would benefit from a sustainable, dedicated funding source that has a user-fee nexus to the freight system.

*CMAP supports increasing the federal motor fuel tax rate, indexing it to an inflationary measure, and in the long term replacing it with a per-mile road usage charge.*

*CMAP supports continued funding for state per-mile user fee pilot programs and development of a streamlined national solution that allows each state to collect road usage charges from out-of-state drivers.*

*CMAP supports removing federal restrictions on tolling the Interstate system.*

*CMAP supports implementation of a federal "cost of freight service fee" that would charge a percentage fee on the cost of all shipments, regardless of mode, with revenues disbursed to states based on their freight needs.*

### **Make transit a more competitive transportation option**

For the Chicago region's public transportation system to reach a state of good repair would require substantial new funding -- \$19.4 billion -- with even more needed to modernize the system to world-class standards. Federal funding reforms are needed to level the playing field between transit and highways for large expansion projects. For transit, the New Starts program requires a substantial local match and the completion of significant engineering work prior to consideration for federal funding. In contrast, a large highway expansion project is subject to the lower, standard local match and has more flexibility in using federal funds for engineering work. Additionally, federal agencies should support transit-oriented development through their transportation, housing, and economic development investments. Finally, CMAP recognizes the important role that intercity passenger rail plays in the regional transportation system and the need for it to be well-funded.

*CMAP supports legislative initiatives that provide more resources for the maintenance and modernization of transit systems, transit-oriented development, increased transit capacity, and intercity passenger rail.*

*CMAP supports revising federal requirements to eliminate the funding disparity between transit projects and highway projects.*



## **Implement performance-based funding across programs**

The FAST Act does little to advance performance-based funding, whether through the apportionment of funds among federal programs or the evaluation and prioritization of projects. Performance-based approaches ensure that limited resources are allocated based on their ability to address established goals and targets, rather than on arbitrary derived formulas. CMAP remains committed to transparent, data-driven approaches to programming transportation funds. Policy makers should also consider how performance measurement data could be used to influence funding decisions.

*CMAP supports application of performance-based funding principles across programs.*

*CMAP supports discretionary programs such as BUILD and INFRA that select projects based on demonstrated benefits. CMAP encourages reforms to these programs to increase decision-making transparency.*

## **Provide a greater role for metropolitan planning organizations in programming funds**

Increasing the authority of MPOs to program federal resources allows a stronger connection between regional plans and investment decisions. Increased authority would also allow MPOs to better address the safety, system condition, and system performance issues they are now required to measure under federal law.

*CMAP supports increases in the Surface Transportation Block Grant suballocation to urban areas and stronger requirements for MPO involvement in programming of these and other federal funds.*

*CMAP supports MPO programming authority for a portion of Highway Safety Improvement Program funds, reflecting new responsibilities for safety performance measurement.*

## **Harness the benefits of emerging technologies and improve safety**

Rapid developments in automated vehicle (AV) technology highlight the need for additional policy development at all levels of government. Federal leadership is needed to ensure safety and require that relevant data is collected and made available.

Automated speed enforcement is an effective tool that should be used more widely in the region. These programs can reduce fatalities while limiting police interaction. However, automated enforcement is generally not an eligible use of National Highway Traffic Safety Administration Section 402 funds or Highway Safety Improvement Program funds.

*CMAP supports federal legislation that establishes processes to ensure transparent public access to AV safety information and establishes a role for the federal government in*

*convening stakeholders to establish technology standards that can enable long-range infrastructure planning by local and regional jurisdictions.*

*CMAP supports federal policy that empowers local governments to enact AV policies consistent with land use and mobility goals.*

*CMAP supports repeal of funding prohibitions for automated traffic safety enforcement.*

### **Address climate change and protect water and natural resources**

Climate change is already significantly affecting the region, manifesting as more frequent and severe storms, extreme temperatures, and drought. ON TO 2050 recommends intensifying climate mitigation efforts and reducing greenhouse gases, while at the same time preparing for and equipping to recover from the acute shocks and chronic stresses of climate change.

The federal government also plays a key role by providing help for states and local governments to maintain water infrastructure, administering flood insurance programs, protecting the Great Lakes, and supporting open space preservation.

*CMAP supports federal policy to uphold the U.S. commitment to the Paris Agreement, expand renewable energy and efficiency programs, explore market mechanisms for reducing greenhouse gas emissions, and transition to renewable resources.*

*CMAP supports actions to bolster climate resilience by investing in a more flexible and decentralized electric grid, such as the Smart Grid Investment Grant Program.*

*CMAP supports additional investment in water and sewer infrastructure, and encourages the use of pricing to manage demand and recover the full cost of service through water rates.*

*CMAP supports modernizing policies related to flooding, including making risk information available for property sales and reforming the National Flood Insurance Program to develop long-term solutions for properties that suffer repetitive losses or are at high risk of flooding.*

*CMAP supports investments that maintain the health, recreational use, and economic benefits of Lake Michigan and the Great Lakes.*

*CMAP supports direct federal investment in open space preservation.*

### **Facilitate data-driven and transparent investment decisions**

Solving policy challenges and implementing performance-driven investment requires complete, accessible, standardized, and high quality data resources. Because federal agencies control large amounts of data and information, the U.S. government should make data transparency a requirement for recipients of federal funds. One of the most critical data resources is the U.S.

Census Bureau, which informs the allocation of billions of federal dollars and provides social, demographic, and economic data that guides policy decisions at each level of government. The need for investment in quality data is particularly acute as preparations escalate for the upcoming 2020 Census.

*CMAP supports the collection of comprehensive data by federal and state agencies as well as initiatives that facilitate open exchange of data by applying best practices and technological improvements.*

*CMAP supports legislative and administrative initiatives that ensure the U.S. Census Bureau can conduct an accurate and complete count in the 2020 Census.*

*CMAP supports policies that ensure data from private transportation providers can be used by the public sector to assess transportation system needs.*

### **Promote housing options, target assistance to disinvested areas, and coordinate planning**

Federal housing rules often have the effect of discouraging development of multifamily housing and mixed use facilities that provide housing choice and promote compact development. More can also be done to target assistance to persistently disinvested areas. The federal government can support livable communities by funding collaborative planning and grant programs -- such as the Department of Housing and Urban Development's former Sustainable Communities Initiative -- that address the relationships among transportation, land use, and housing.

*CMAP supports changes to federal regulations to facilitate development of multifamily and mixed use projects.*

*CMAP supports policies -- such as Opportunity Zones -- that catalyze growth in disinvested areas.*

*CMAP supports funding for programs such as the former Sustainable Communities Initiative that link planning and investment decisions across disciplines.*

### **Improve education and workforce development to reduce inequality**

Metropolitan economies drive national productivity, knowledge creation, and innovation. To ensure that the U.S. remains competitive, federal policies and programs can be targeted to leverage these economic assets and should also address their challenges. Metropolitan Chicago's diverse economy is the nation's third largest, but its growth lags behind peer regions. Lower- and moderate-income residents are leaving the region to seek economic opportunity elsewhere. To compete globally, our region must bridge the gaps between adults seeking to build a career and employers looking to build their workforce. The federal government can strengthen and expand strategies that link employers, educators, and workforce development entities to support upward economic mobility.

*CMAP supports federal resources that further the development, implementation, and expansion of career pathway programs.*

*CMAP supports federal investment in the region's talent pool through robust and reliable funding for higher education and workforce development.*

## **About CMAP**

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 by state statute (70 ILCS 1707) and its Policy Committee is the federally designated Metropolitan Planning Organization (MPO) for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will plus portions of Grundy and DeKalb. Its state and federal mandates require CMAP to conduct comprehensive regional planning, prioritize transportation investments, provide technical assistance for communities, and compile data resources that enhance decision making.

CMAP developed and now guides implementation of the region's ON TO 2050 comprehensive plan, which was adopted in October 2018 by leaders from across the seven counties. ON TO 2050 is an innovative, policy-based plan that establishes coordinated strategies to help the region's 284 communities address transportation, economic development, open space, water, energy, housing, and other quality-of-life issues. Three principles guide the plan and unify the goals and implementation strategies: Inclusive Growth, Resilience, and Prioritized investment.

Implementation of ON TO 2050 is CMAP's main priority. The agency provides extensive support to communities through its Local Technical Assistance (LTA) program. So far, CMAP has initiated more than 220 LTA projects in which counties, municipalities, and nongovernmental organizations are planning for increased livability, sustainability, and economic vitality. The program helps address significant demand in the region for updating local comprehensive plans, ordinances, and related planning activities. Though its three-year U.S. HUD grant expired in December 2013, CMAP has continued the LTA program with funding from the Illinois Environmental Protection Agency and Cook County Community Development Block Grants, among other sources.

ON TO 2050 recommendations guide the allocation of federal transportation dollars in northeastern Illinois through the following programs that CMAP administers:

- The Congestion Mitigation and Air Quality Improvement program supports surface transportation improvements, with \$226 million programmed over five years (federal FY 2018-22) and a new call for projects scheduled in 2019.
- The local Surface Transportation Program was developed through coordination with subregional Councils of Mayors and the City of Chicago, with \$171 million obligated in federal FY 2018. A new Shared Fund for projects that make large and lasting contributions to regional transportation priorities will have its first call for projects in 2019. The subregional councils will have their next calls for projects in 2020.

- The local Transportation Alternatives Program supports non-motorized transportation in the region, with \$30 million approved in the most recent three-year cycle (federal FY 2018-20).
- The Transportation Improvement Program accounts for these, and all federally funded and otherwise regionally significant projects, totaling \$13 billion from federal FY 2019-23.

CMAP conducts extensive, data-driven research and analysis related to policy objectives contained in ON TO 2050, including diverse economic factors such as workforce, innovation, and state and local tax policies. CMAP helps to coordinate efforts to build partnerships involving the institutions that provide education and training and the industries that need a reliable pool of middle- and high-skilled workers. CMAP's research also has shed light on the impacts of state and local tax policies.

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