Chicago Metropolitan Agency for Planning

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MEMORANDUM

TO: CMAP Board

FROM: Finance and Administration

Date: February 8, 2023

Re: Draft Fiscal Year 2024 Comprehensive Workplan and Budget

In January, staff provided a presentation of the proposed draft FY2024 Comprehensive Workplan and Budget highlighting ON TO 2050 priority initiatives in three areas: Transportation, Regional Economy and Climate.

The upcoming fiscal year budget continues to provide the agency with funding to deliver our required functions as a Metropolitan Planning Organization (MPO). As one of the 16 MPOs of Illinois, CMAP receives federal Metropolitan Planning (PL) funds through the Illinois Department of Transportation (IDOT).

The majority of CMAP's federal funding supports MPO required functions including the region's long-range planning, the five-year Transportation Improvement Program (TIP), the Unified Planning Work Program (which CMAP refers to as the Unified Work Program, or UWP), and programming of other funds like STP, CMAQ, TAP-L, and in FY24, our new Carbon Reduction Program.

A portion of the planning funds are directly distributed as grants to partner agencies for completing federal MPO functions, the Planning Liaison program, and other activities.

Other revenues in the budget support CMAP operations and the agency's work on behalf of the region to advance the goals of ON TO 2050; This includes CMAP's work to collaborate, convene, plan, and prioritize, and for the collection, exchange, sharing, analysis, evaluation, forecasting, and modeling of regional data. The budget also supports the provision of valuable technical assistance and CMAP's work to inform and shape policy and foster meaningful and equitable civic engagement.

The Infrastructure Investment and Jobs Act (IIJA) continues to provide a significant opportunity to align funding with regional initiatives and priorities.

Today's presentation provides more detail about the draft financial information CMAP will submit to Illinois Department of Transportation (IDOT) in the coming weeks. A few highlights from the draft FY2024 comprehensive workplan and budget include:

- The agency presents a balanced budget this year where expenditures and revenues equal $29,081,735.
- The draft budget shows a 3% increase in UWP revenue, the continuance of the $2 million from IDOT for ADA transition plans, American Rescue Plan Funding that begins in FY2023, and extends into FY2024, as well as continuance of the $1 million from the Regional Infrastructure Accelerator grant.
- FY2024 expenditures are forecasted to remain consistent with FY2023.
- The largest increase in expenditures include about $1 million in contractual cost, and nominal increases throughout the remainder of the line items, compared year over year
- This budget includes $23,355,651 in UWP funding for CMAP and $6,302,847 for UWP agencies (Chicago Department of Transportation, Counties, Council of Mayors Planning Liaisons program, CTA, Metra, and Pace).
- Local dues are increased to conform with IIJA local match requirements and are forecasted to be just over $1.6M.

This infusion of federal funding to the region creates both opportunities and challenges. There is more funding available to meet our regional requirements, but it also creates the financial need to provide the increase in required 20% local match. CMAP has strategically begun implementing the increase of local dues, in order to meet this matching requirement.

The Federal Highways Administration (FHWA) and IDOT have been working collaboratively with CMAP to review and complete all the grant agreements prior to the beginning of the fiscal year, July 1, 2023. To meet this objective, the deadline for the draft budget submission is February 2023, and thus why the Board approves the draft budget early in the calendar year. Attached to this agenda is the draft comprehensive workplan and budget that fully outlines the work that the agency will accomplish in FY2024.

As the agency continues to learn more each day about new requirements and responsibilities under the IIJA, adjustments may need to be made to align funding with IIJA, or other grant priorities. In addition, minor adjustments can be requested during the review process and any nonmaterial modifications will be presented to the CMAP Executive Committee for concurrence. Should any material adjustments (greater than 10%) be required, staff will present a revised budget to the CMAP Board for consideration and approval. This continues to be an exciting time for the region and the agency.

Today, staff is requesting Board approval of the agency's draft FY2024 Proposed Comprehensive Workplan and Budget.

The UWP budget will also be reviewed and approved by the Transportation Committee and the MPO Policy Committee.

FY24_Draft_Budget_Regional_Work_Plan.pdf (illinois.gov)