



CMAP BOARD

AGENDA - FINAL

Wednesday, February 9, 2022

9:30 AM

Please join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/83554862584?pwd=aldKb0E4MjNTbFBBRE5PMGtKaW1Gdz09>

Meeting ID: 835 5486 2584

Passcode: 162541

One tap mobile

+13126266799,,83554862584#,,,,*162541# US (Chicago)

+13017158592,,83554862584#,,,,*162541# US (Washington DC)

1.0 Call to Order and Introductions

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes

3.01 Minutes from January 12, 2022.

[22-076](#)

ACTION REQUESTED: Approval

Attachments: [Board 1.12.22 Minutes](#)

4.0 Executive Director's Report

4.01 Executive Director's Report

[22-025](#)

ACTION REQUESTED: Informational

5.0 Procurements and Contract Approvals

5.01 Vendor limit increase for project management services of the municipal pavement plans management program for AECOM

[22-078](#)

PURPOSE & ACTION: Cost increase approval for project management vendor for pavement management program

ACTION REQUESTED: Approval

Attachments: [RFP 207 PM for Pavement Mgmt Cost Increase Memo-Revised](#)

- 5.02 Sole source contract approval with PayTech to implement Human Capital Management (HCM) system [22-088](#)

PURPOSE & ACTION: This is a contract for an experienced project manager to provide implementation support to integrate the HCM system.

ACTION REQUESTED: Approval

Attachments: [PayTech HCM Implementation Board Memo](#)

6.0 Other Items for Approval/Acceptance

- 6.01 Presentation of FY 2021 Financial Audit [22-022](#)

PURPOSE & ACTION: Sikich, LLP will present the annual financial report and management letter for the year ending June 30, 2021.

ACTION REQUESTED: Informational

Attachments: [21 Final Audit and Single Audit Report - CMAP](#)
[21 Final Brd Comm - CMAP](#)

- 6.02 Fiscal Year 2023 comprehensive annual workplan and budget [22-087](#)

PURPOSE & ACTION: Staff is seeking board approval of the Fiscal Year 2023 Budget and Work Plan that was presented in draft form at the January Board Meeting. The work plan continues to focus on the On To 2050 plan implementation in three areas: transportation, regional economy, and transportation.

ACTION REQUESTED: Approval

Attachments: [Cover memo - Budget 2-2-22 Final](#)
[FY2023 ComprehensiveBudgetWorkPlan v3 draft](#)
[Memo sent to TC meeting on 2.4.2022](#)

7.0 Information Items

- 7.01 ON TO 2050 Update [22-059](#)

PURPOSE & ACTION: CMAP is currently developing the federally required update to ON TO 2050 due in October 2022. Staff will present an overview of plan progress, with a focus on updates the region's socioeconomic forecast and the revenue/ expenditure forecast for the 2023 - 2050 Financial Plan.

ACTION REQUESTED: Informational

Attachments: [ON TO 2050 update financial plan for transportation – draft forecast memo](#)

8.0 Other Business**9.0 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 public comment period will immediately follow the last item on the agenda.

10.0 Next Meeting:

The CMAP Board will meet on March 9, 2022

11.0 Adjournment



CMAP BOARD
MEETING MINUTES - FINAL

Please join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/83554862584?pwd=aldKb0E4MjNTbFBBRE5PMGtKaW1Gdz09>

Meeting ID: 835 5486 2584

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+13126266799,,83554862584#,,,,*162541# US (Chicago)

1.0 Call to Order and Introductions

Chair Bennett called the meeting to order at 9:33 a.m. and reminded the members that the meeting is being live-streamed. He requested that Executive Director Erin Aleman call the roll.

Present: Chairperson Gerald Bennett, Board Member Frank Beal, Board Member Matthew Brolley, Board Member Karen Darch, Board Member Paul Goodrich, Board Member Jim Healy, Board Member Nina Idemudia, At-Large Member John Noak, Board Member Richard Reinbold, Board Member Nancy Rotering, Board Member Stefan Schaffer, Vice Chair Anne Sheahan, Board Member Matthew Walsh, and At-Large Member Diane Williams

Absent: Vice Chair Carolyn Schofield, and Non-Voting Member Kouros Mohammadian

Non-Voting: Non-Voting Member Leanne Redden

(Member Healy arrived at 9:34 a.m.)

Staff present: Erin Aleman, Victoria Barrett, Jonathan Burch, Rick Ceschin, Daniel Comeaux, Brian Daly, Stephen Di Benedetto, Teri Dixon, Kate Evasic, Elizabeth Ginsberg, Jane Grover, Lindsay Hollander, Angela Manning-Hardimon, Tony Manno, Alexis McAdams, Amy McEwan, Martin Menninger, Jason Navota, Stephane Phifer, Russell Pietrowiak, Katie Piotrowska, Dawn Rafferty, Yousef Salama, Todd Schmidt, Elizabeth Scott, Gordon Smith, Molly Talkington, Blanca Vela-Schneider, Mary Weber, Laura Wilkison, Beatrix Yan

Others present: Alexander Beata, Christina Bader, Jason Biernat, Elaine Bottomley, Leonard Cannata, Eric Czarnota, Jon Paul Diipla, John Donovan, Jackie Forbes, Michael Fricano, Anthony Greep, Kendra Johnson, Tom Kelso, Mike Klemens, Brittany Matyas, Melissa Meyer, Heather Mullins, Leslie Phemister, Jada Porter, Troy Simpson, Vicky Smith, Joe Surdam, Mike Vanderhoof, Jazmin Vega

2.0 Agenda Changes and Announcements

There were no changes to the agenda.

3.0 Approval of Minutes

- 3.01 CMAP Board minutes from November 10, 2021.

[22-003](#)

Attachments: [CMAP Board Minutes 11.10.21](#)

A motion was made by At-Large Member Noak, seconded by At-Large Member Williams, that the minutes be approved. The motion carried by the following vote:

Aye: Chairperson Bennett, Board Member Beal, Board Member Brolley, Board Member Darch, Board Member Goodrich, Board Member Healy, Board Member Idemudia, At-Large Member Noak, Board Member Reinbold, Board Member Rotering, Board Member Schaffer, Vice Chair Sheahan, Board Member Walsh, and At-Large Member Williams

Absent: Vice Chair Schofield, and Non-Voting Member Mohammadian

Non-Voting: Non-Voting Member Redden

4.0 Executive Director's Report

- 4.01 Executive Director's Report

[22-025](#)

Executive Director Erin Aleman's report included updates on the following: the implementation of the Legistar Agenda Management System, CMAP's local dues contributions, the upcoming governor's Joint Budget and State of the State address, COVID relief funding for transportation projects, CMAP's technical assistance FY 2022 project group, the Infrastructure, Investment, and Job Act (IIJA), now known as the Bipartisan Infrastructure Law (BIL), an upcoming meeting for the Brookings Project, and the WTS Innovative Transportation Solutions Award for CMAP's Fees, Fines and Fares Project. Director Aleman wished Pace's former Executive Director Rocky Donahue well in his recent retirement. Melinda Metzger has assumed the position of Pace's Interim Executive Director.

Mayor Bennett requested that the CMAP Board send a letter to the Illinois Department of Transportation (IDOT) recommending that CMAP be the agency selected to distribute the funding for programs related to the IIJA. Member Darch requested that the letter also recommend that IDOT take the necessary measures to ensure they are able to meet the project capacity levels related to the increased funding. Member Redden requested that a copy of the letter be distributed to the CMAP Board after it has been sent.

5.0 Committee Reports

Executive Director Aleman reported that Member Beal and Member Brolley will serve as CMAP's representatives for the MPO Committee and that Member Idemudia and Member Noak will serve as their alternates.

6.0 Other Items for Approval

- 6.01 Strategic direction and committee approval

[22-021](#)

Attachments: [Memo - Strategic direction and committees](#)
[Bylaws, Regional Economy Committee 1.5.22](#)
[Regional Economy Committee Membership Representation - Draft](#)
[Climate Committee Membership Representation - Draft](#)
[Bylaws, Climate Committee 1.5.22](#)

Executive Director Aleman provided a brief overview of CMAP's strategic direction that helps facilitate and advance the goals of the On To 2050 plan in five-year increments. The new direction

includes the implementation of two new committees: the Climate Committee and the Regional Economy Committee.

Member Redden noted that a request had been made for the committee restructuring to be discussed at the MPO Policy Committee but that it did not occur. She clarified that she is not against the concept or principle of committee restructuring but the process that was taken. Discussion ensued.

A motion was made by Board Member Reinbold, seconded by At-Large Member Noak, to approve the committees list for 2022.

A request was made by Member Healy to allow the six collar County Board Chairs to each appoint a member to the Climate Committee. Mayor Bennett clarified that the action the board is taking is specific to the committee approval and that the Board has delegated the membership appointments to the executive director. Discussion continued.

A motion was made by Board Member Reinbold, seconded by At-Large Member Noak, that the committees for 2022 be approved and that the executive director take as guidance the request to have each county board chair appoint a member to the Climate Committee, as amended. The motion carried by the following vote:

Aye: Chairperson Bennett, Board Member Beal, Board Member Darch, Board Member Goodrich, Board Member Idemudia, At-Large Member Noak, Board Member Reinbold, Board Member Rotering, Board Member Schaffer, Vice Chair Sheahan, Board Member Walsh, and At-Large Member Williams

Nay: Board Member Healy

Absent: Vice Chair Schofield, and Non-Voting Member Mohammadian

Non-Voting: Non-Voting Member Redden

Not Present: Board Member Brolley

6.02 2022 Highway Safety Targets

[22-008](#)

Attachments: [2022 Highway safety performance targets](#)

Todd Schmidt, CMAP, provided a presentation of the 2022 highway safety targets, a component of the Transportation Performance Management (TPM) intended to track national goals at the state and regional levels. He reported that the state and CMAP region have seen an increase in fatalities during the last five years but that the number of serious injuries has decreased. The state did not meet or make significant progress towards meeting its safety targets and the Illinois Department of Transportation (IDOT) will be required to use all Highway Safety Improvement Program (HSIP) funds for safety projects and must develop a HSIP Implementation Plan. Mr. Schmidt reviewed a number of safety initiatives implemented by CMAP.

A motion was made by At-Large Member Noak, seconded by Board Member Darch, that the Federal Performance Targets be approved and referred to the MPO Policy Committee, due back on 1/13/2022. The motion carried by the following vote:

Aye: Chairperson Bennett, Board Member Beal, Board Member Darch, Board Member Goodrich, Board Member Healy, Board Member Idemudia, At-Large Member Noak, Board Member Reinbold, Board Member Rotering, Board Member Schaffer, Vice Chair Sheahan, Board Member Walsh, and At-Large Member Williams

Absent: Vice Chair Schofield, and Non-Voting Member Mohammadian

Non-Voting: Non-Voting Member Redden

Not Present: Board Member Brolley

6.03 Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment

[22-006](#)

Attachments: [Conformity Amendment 22-03](#)
[ON TO 2050/TIP Conformity Analysis](#)

Russell Pietrowiak, CMAP, presented the semi-annual On To 2050/TIP conformity analysis and TIP amendment.

A motion was made by At-Large Member Noak, seconded by At-Large Member Williams, that the Conformity Amendments be approved and referred to the MPO Policy Committee. The motion carried by the following vote:

Aye: Chairperson Bennett, Board Member Beal, Board Member Darch, Board Member Goodrich, Board Member Idemudia, At-Large Member Noak, Board Member Reinbold, Board Member Rotering, Board Member Schaffer, Vice Chair Sheahan, and At-Large Member Williams

Absent: Vice Chair Schofield, and Non-Voting Member Mohammadian

Non-Voting: Non-Voting Member Redden

Not Present: Board Member Brolley, Board Member Healy, and Board Member Walsh

7.0 Information Items

7.01 DRAFT FY 2023 Budget and Workplan

[22-023](#)

Executive Director Erin Aleman reported that the Illinois Department of Transportation (IDOT) has collaborated with local metropolitan planning agencies to accelerate the review and approval process of their workplans. This year's draft workplan and budget is due on February 14, 2022.

Chief of Staff Amy McEwan provided opening remarks. Deputy Executive Director of Research, Analysis, and Planning Yousef Salama reviewed objectives related to transportation. Executive Deputy Director of Planning Stephane Phifer, discussed regional economic competitiveness work. Deputy Executive Director of Plan Implementation and Legislative Affairs Laura Wilkison reviewed work related to climate.

Deputy Executive Director of Finance and Administration Angela Manning-Hardimon provided highlights on the core operations and budget for Fiscal Year 2023. Revenues are expected to increase 23 percent compared to Fiscal Year 2022. Expenses for CMAP's comprehensive budget are expected to increase 37 percent over Fiscal Year 2022.

Staff will bring the budget and workplan for consideration at the February 9, 2022 Board meeting. The draft FY 2023 Budget and Workplan presentation was received and filed.

7.02 Presentation on the Regional Transportation Vulnerability Assessment

[22-005](#)

Kate Evasic, CMAP, provided a presentation on the regional transportation vulnerability assessment, a new initiative to understand the impacts of extreme weather and climate change on the region's transportation system. Agencies at the regional and federal levels have begun promoting climate resilience and transportation programming through legislative programs. The vulnerability assessment will position the region to take advantage of the new competitive formulas from the Infrastructure Investment and Jobs Act (IIJA). The project's goal and timeline was reviewed.

8.0 Other Business

There was no other business for discussion.

9.0 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 public comment period will immediately follow the last item on the agenda.

Garland and Heather Armstrong (former Illinois residents) introduced themselves. They requested that CMAP continue its efforts in bringing compliance of the Americans with the Disabilities Act (ADA) in the Chicagoland area. Executive Director Erin Aleman reported that CMAP is in the process of hiring an ADA coordinator to help communities meet their ADA requirements.

**10.0 Next Meeting:
The CMAP Board will meet on February 9, 2022****11.0 Adjournment**

The meeting was adjourned at 10:51 a.m.

A motion was made by Board Member Reinbold, seconded by Board Member Darch, that the meeting be adjourned. The motion carried by the following vote:

Aye: Chairperson Bennett, Board Member Beal, Board Member Brolley, Board Member Darch, Board Member Goodrich, Board Member Healy, Board Member Idemudia, At-Large Member Noak, Board Member Reinbold, Board Member Rotering, Board Member Schaffer, Vice Chair Sheahan, Board Member Walsh, and At-Large Member Williams

Absent: Vice Chair Schofield, and Non-Voting Member Mohammadian

Non-Voting: Non-Voting Member Redden

Respectfully submitted,

Minutes prepared by Blanca Vela-Schneider.



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Board

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

Date: February 9, 2022

Re: Vendor Limit Increase for Project Management of Municipal
Pavement Plans Management Program

On October 3, 2018, the CMAP Board approved a contract with AECOM to provide project management services for the municipal pavement plans project. In November 2021, the Board approved a cost increase for AECOM to extend the program. The project was well received by the communities within in the region, which resulted in 69 applicants for the program. CMAP is on track to complete 62 projects by the end of next month, and as a result of the popularity of the program and in addition to the exceptional management services provided by AECOM, the program has the fiscal capacity to increase the number of plans it can provide to the communities.

CMAP staff is seeking Board approval for the extension of the vendor contract with AECOM for an additional 12-month term to allow for the completion of nine additional municipal pavement plans in the communities of Orland Township, Harvard, Johnsburg, Richmond, Berkeley, Manhattan, Plainfield, Minooka, and Itasca. CMAP staff is requesting authorization to increase the not-to-exceed contract amount to \$297,016 for AECOM, which reflects an increase of \$80,000. Support for this project will be provided by the remaining SPR grant IDOT provided for this purpose.

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Board

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

Date: February 1, 2022

Re: Sole Source Contract Approval with PayTech to Implement Human Capital Management (HCM) system

On November 10, 2021, the CMAP Board approved a contract with Ceridian to provide a fully integrated Human Capital Management (HCM) system that would provide the functionality, efficiencies, flexibility, and innovation required for today's workforce management. When initially planned, project management and implementation of this solution was under the leadership of the agency's HR Director who had previous experience in the implementation of similar HCM solutions. With the departure of the HR Director late November, the agency needs an experienced project manager and implementation support to move this project forward.

In consultation with Ceridian, CMAP identified PayTech as vendor who had twenty plus years of experience in managing and implementing the Ceridian Dayforce product. PayTech has a long-standing relationship with Ceridian and has implemented the products for hundreds of clients. Every PayTech implementation consultant is Ceridian Dayforce certified and can provide full turn-key support in both project management and implementation services. PayTech can also complete this project in the 16-week timeline proposed by Ceridian. The agency believes that PayTech's knowledge and experience with the Ceridian product and implementation will be instrumental in its ability to advance this project to delivery a modern HCM technology platform.

Staff is seeking Board approval to enter a sole source contract with PayTech in the amount of \$150,000 to provide project management and implementation support for the HCM project. Funding for this project is included in the FY2022 Operating budget.

ACTION REQUESTED: Approval

###



**CHICAGO METROPOLITAN
AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**ANNUAL FINANCIAL REPORT AND
INDEPENDENT AUDITOR'S REPORT**

For the Years Ended June 30, 2021 and 2020

The background of the lower half of the page is an abstract composition of overlapping, semi-transparent geometric shapes, primarily triangles and polygons, in shades of teal and grey. These shapes create a sense of depth and architectural structure, reminiscent of a modern building's facade or a complex urban grid.

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CHICAGO, ILLINOIS
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CHICAGO, ILLINOIS
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INDEPENDENT AUDITOR'S REPORT

The Honorable Chairman
and Members of the Board
Chicago Metropolitan Agency for Planning
233 South Wacker, Suite 800
Chicago, Illinois 60606

We have audited the accompanying financial statements of the Chicago Metropolitan Agency for Planning, Chicago, Illinois (the Agency) as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements, which collectively comprise the Agency's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Agency's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Agency's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Chicago Metropolitan Agency for Planning, Chicago, Illinois as of June 30, 2021 and 2020, and the respective changes in financial position and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the required supplementary information listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements and other knowledge we obtained during our audits of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audits were conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Agency's basic financial statements. The supplementary information is presented for purposes of additional analysis and is not a required part of the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis, as required by the Uniform Guidance and is also not a required part of the basic financial statements. The supplementary information and schedule of expenditures of federal awards are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audits of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated January 25, 2022 on our consideration of the Agency's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Agency's internal control over financial reporting and compliance.

Sikich LLP

Naperville, Illinois
January 25, 2022

**GENERAL PURPOSE EXTERNAL
FINANCIAL STATEMENTS**

Chicago Metropolitan Agency for Planning

Management's Discussion and Analysis (Unaudited)

June 30, 2021

Background

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 as the comprehensive regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. Through the Regional Planning Act (Public Act 094-510) in 2005, there was a merger of the Northeastern Illinois Planning Commission (NIPC) and the Chicago Area Transportation Study (CATS) to create the new Regional Planning Board, which was renamed as Chicago Metropolitan Agency for Planning (CMAP) in 2006. The merger was completed at the end of fiscal year 2007.

By state and federal law, CMAP is responsible for producing the region's official, integrated plan for land use and transportation. The Agency projects that metropolitan Chicago will gain 10 million new residents and 4.8 million jobs by 2050. On October 13, 2010, CMAP adopted *GO TO 2040*, metropolitan Chicago's first comprehensive regional plan in more than 100 years to address the anticipated population growth, and to establish coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. On October 10, 2018, the Agency adopted *ON TO 2050*, the new comprehensive regional plan for metropolitan Chicago that addresses three overarching principles: Inclusive Growth, Resilience, and Prioritized Investment. These principles provide the region guidance for future progress. In 2021, the Agency commenced work on updating *ON TO 2050*. The update will take into consideration new census data, the impacts of COVID-19 on the region, and the results of updated indicators and data.

CMAP has published its annual report highlighting the accomplishments for fiscal year 2021 in February 2022. The CMAP annual report is available at www.cmap.illinois.gov.

Management's Discussion and Analysis

This section of CMAP's financial statements presents management's discussion and analysis (MD&A) of the financial activities of CMAP during the fiscal year ended June 30, 2021. Please read it in conjunction with the basic financial statements, including the accompanying notes to financial statements, which follow this section.

Financial Highlights

Fiscal year 2021 marked the second year of Erin Aleman's tenure as the Agency's new Executive Director. Under her leadership, the executive team embarked in April 2021, on developing a strategic plan to guide the Agency's work for the next five years to advance progress toward *ON TO 2050* goals. This resulted in the selection of three focus areas: transportation, regional economic competitiveness, and climate that would drive resource decisions in the coming years. In addition, the Agency defined a vision and mission statement, as well as, goals, objectives and expected outcomes to be accomplished. The strategic plan will help CMAP achieve greater impact by focusing its efforts in achieving *ON TO 2050* by focusing on specific areas where the Agency can best leverage its strengths while optimizing the use of the funds, authorities, and responsibilities that have been entrusted to it.

Fiscal year 2021 also marked the return of staff from a fully remote work environment to a hybrid model that allowed staff flexibility in scheduling days in and out of the office, while maintaining capacity limits for the safety of all staff during the pandemic. The Agency was able to continue to perform its MPO responsibilities and complete projects while implementing this hybrid model. It was also the Agency's first full year in its new headquarters in

Chicago Metropolitan Agency for Planning

Management's Discussion and Analysis (Unaudited)

June 30, 2021

the historic Old Post Office. As noted in the FY2020 MD&A, this move presented a significant cost savings for the Agency through below market rents in the Central Business District as compared to market rents when the lease was signed in 2019. This move will allow CMAP to achieve cost savings through the reduction of rents, common area expenses and more importantly reduced real estate taxes, as the Old Post Office is a Class L Historic building with a tax rate 40-60% below market.

The Agency completed the selection of a vendor, BerryDunn, to provide full turn-key assistance in the selection and implementation of a new Enterprise Resource Planning system (ERP). The vendor completed the needs assessment and gap analysis, and will focus on developing business requirements, issuing a Request For Proposal (RFP), and selecting an ERP vendor in fiscal year 2022. It is anticipated that implementation will begin, July 1, 2022. The Agency's current financial system is beyond its useful life and can no longer support the compliance and robust reporting required by the Agency. The implementation of a new ERP will provide the Agency with state of the art technology and functionality, and the ability to streamline its accounting and financial operations.

In general, fiscal year 2021 expenses focused on implementation activities related to *ON TO 2050*, the Agency's comprehensive regional plan. CMAP also continued its work on several major projects that included the continuation of the pavement management project, the primary objectives of which are to collect or assemble existing payment condition data for CMAP region federal-aid local jurisdiction roads and complete pavement management asset plans for a select number of municipalities. There was ongoing work related to the travel demand survey and related data modeling activities to enhance CMAP's travel demand model. The Agency continued its work on the Illinois Port Authority project developing a comprehensive plan for the future of the port. The Agency also expanded its work to the southern part of the region to conduct a truck routing study that includes both Cook and Will Counties to understand truck logistics and network in this area. The Agency issued a RFP to select a vendor to implement a new Human Capital Management (HCM) that would assist the Agency in its human resource management efforts. The Agency also started a new project, Mobility Recovery, which would explore the implications of COVID-19 on mobility for the region and provide recovery implementation solutions.

As part of the Agency's commitment to Diversity, Equity and Inclusion (DE&I), the Agency embarked on two large-scale projects: one would enhance the DE&I of CMAP's internal staff, and the second would enhance external engagement of disadvantaged communities in the region in the Agency's work and projects. The focus of the internal project is to develop a DE&I roadmap that would provide vision and mission statements, a framework, goals, objectives, and measurable outcomes to implement, and a dashboard to track how the Agency is performing in the DE&I space. From an external perspective, the Agency commenced work on the Equitable Engagement project that will provide the framework for developing and supporting community engagement in the work of the Agency. In addition, the Agency continues to provide planning capacity building work for the 284 municipalities of the region in the form of technical support and training. COVID-19 continues to affect CMAP's progress on many projects, specifically as it relates to public engagement. However, the Agency has remained nimble through the use of technology and projects continue to move forward.

Government-wide Financial Statements

The two main components to the government-wide financial statements are: (1) the statement of net position and (2) the statement of revenues, expenses and changes in net position. These two major statements are analyzed in terms of obtaining a broad overview of the finances, value, and annual operations of CMAP.

Chicago Metropolitan Agency for Planning

Management's Discussion and Analysis (Unaudited)

June 30, 2021

Generally, government-wide statements can present two different components: governmental activities, which are operations primarily supported by tax revenues, and business-type activities, which are those activities that are self-funded. All the operations of CMAP are considered business-type activities.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. CMAP uses fund accounting to ensure and demonstrate compliance with finance related legal requirements. CMAP is unique to many governments since it is an entity with only one fund, proprietary in nature.

Notes to the financial statements

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the basic financial statements.

Other information

In addition to the basic financial statements and accompanying notes, this report also presents certain required supplementary information.

Government-wide Financial Analysis

Net position may serve over time as a useful indicator of the entity's financial position. The following tables highlight the increase in net position of the entity from \$2,249,802 at June 30, 2020 to \$6,353,429 at June 30, 2021, an increase of \$4,103,627. In 2019, the increase in net position of the entity changed from \$474,945 as of June 30, 2019, to \$2,249,802, which resulted in an increase of \$1,774,857. The Agency's net position recovered in 2020 from a negative net position in 2019 that was the result of the adoption in 2015 of GASB Statement No. 68, *Accounting and Financial Reporting for Pensions* and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date*, which establishes standards for measuring and recognizing liabilities, deferred inflows and outflows of resources and expenses. With the adoption of GASB No. 68 and 71, the Agency was required to retroactively record the net pension liability and related deferred inflows and outflows of resources related to its participation in the Illinois Municipal Retirement Fund (IMRF) and the State Employees' Retirement System (SERS). In addition to the recovery from GASB Statement No. 68, the Agency experienced significantly higher balances in cash, and cash equivalents, net pension asset – IMRF, capital assets due to the relocation to the Old Post Office, and net position, unrestricted, and a significant decrease in the accounts payable balance

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Table 1 Condensed Statement of Net Position (in thousands)			
	<i>Business-type Activities</i>		
	2019	2020	2021
Current and other assets	\$8,401	\$9,137	\$10,207
Long-Term assets	<u>\$1,627</u>	<u>\$2,423</u>	<u>\$5,925</u>
Total assets	<u>\$10,028</u>	<u>\$11,560</u>	<u>\$16,132</u>
Deferred Outflow	\$4,045	\$2,816	\$2,591
Current liabilities	\$4,328	\$4,551	\$3,536
Long-Term liabilities	<u>\$7,322</u>	<u>\$4,714</u>	<u>\$4,929</u>
Total liabilities	<u>\$11,650</u>	<u>\$9,264</u>	<u>\$8,465</u>
Deferred Inflow	\$1,947	\$2,862	\$3,905
Net position			
Investment in capital assets	\$427	\$1,196	\$2,080
Unrestricted	<u>\$48</u>	<u>\$1,054</u>	<u>\$4,274</u>
Total net position	<u>\$475</u>	<u>\$2,250</u>	<u>\$6,353</u>

The statement of net position is a snapshot as of the end of the fiscal year, reporting information on all of CMAP's assets and deferred outflows of resources as well as liabilities and deferred inflows of resources, with the difference between the two reported as net position. At June 30, 2021, \$4,273,554 of net position reflects CMAP's unrestricted funds. Investment in capital assets represents the book value of capital assets.

Commencing September 2020, CMAP entered into a new lease with 601 W Companies for approximately 48,000 square feet of space at the Old Post Office. The new lease included 12 months of rent abatement that will be recognized over the first 12 years of the lease. The benefit of these abatements is being recognized evenly over the life of the lease. Consequently, a liability is reported ("rent abatement") for the portion of the abatements received since the beginning of the lease that will be recognized over the remaining lease term.

The Agency's largest assets are cash and accounts receivable, which together accounted for 62% and 77% of the total assets at June 31, 2021 and 2020, respectively. The largest component of total liabilities was net pension liability, which had a balance of \$4,828,781 and \$4,685,140 at June 30, 2021 and 2020, respectively. In comparison the balance of net pension liabilities at June 30, 2019 was \$7,049,589.

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<i>Table 2 Changes in Net Position (in thousands)</i>						
	<i>2019</i>	<i>% of Total</i>	<i>2020</i>	<i>% of Total</i>	<i>2021</i>	<i>% of Total</i>
Operating revenues						
Grant revenue						
Federal	\$20,436	73%	\$17,563	70%	\$19,677	75%
State	\$4,303	15%	\$4,771	19%	\$3,925	15%
Other	\$2,062	8%	\$1,661	7%	\$1,615	6%
Contributions	\$903	4%	\$941	4%	\$941	4%
Miscellaneous	<u>\$110</u>	<u>0%</u>	<u>\$11</u>	<u>0%</u>	<u>\$98</u>	<u>0%</u>
Total Operating revenues	<u>\$24,063</u>	100%	<u>\$24,947</u>	100%	<u>\$26,256</u>	100%
Operating expenses						
Personnel services	\$9,933	37%	\$10,450	45%	\$10,581	48%
Operating expenses	\$2,231	8%	\$2,371	9%	\$2,113	10%
Commodities	\$478	2%	\$688	3%	\$339	1%
In-kind expenses	\$1,420	5%	\$1,136	5%	\$1,091	5%
Capital Outlay			\$129	0%	\$0	0%
Contractual services	\$12,368	47%	\$8,200	38%	\$ 7,522	34%
Depreciation expense	<u>\$206</u>	<u>1%</u>	<u>\$208</u>	<u>0%</u>	<u>\$340</u>	<u>2%</u>
Total operating expenses	<u>\$26,636</u>	100%	<u>\$23,182</u>	100%	<u>\$21,986</u>	100%
Non-operating income (expenses)						
Interest	\$17	100%	\$9	100%	\$6	(4)%
Loss on disposal	<u>\$0</u>	<u>0%</u>	<u>\$0</u>	<u>0%</u>	<u>\$(173)</u>	<u>104%</u>
Total Non-operating income (expenses)	<u>\$17</u>	<u>100%</u>	<u>\$9</u>	<u>100%</u>	<u>\$(166)</u>	<u>100%</u>
Increase (decrease) in net position	\$1,196		\$1,775		\$4,104	

The largest component of operating revenues is federal grants. For its core operating activities, federal grants are passed to CMAP through the appropriate state Agency—primarily the Illinois Department of Transportation. The FY21 budget was developed with grants awarded to CMAP to support its five programs. Primary funding for CMAP is from the Unified Work Program (UWP) for transportation planning for northeastern Illinois programs with metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), and state and local sources.

In 2007, the Regional Planning Act was amended and included the creation of the Comprehensive Regional Planning Fund (CRPF), of which \$3.5 million was allocated to CMAP. The CRPF was used for matching grant funds and other comprehensive regional planning purposes before it was eliminated in FY 12. Since that time, the Illinois state budget has annually provided up to \$3.5 million in state transportation funds in lieu of funding for the CRPF.

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The operating expenses of \$22,985,825 for the year ended June 30, 2021 decreased by \$1,195,803 or 5% from \$23,181,628 for the year ended June 30, 2020, as compared to the operating expenses of \$23,008,004 and \$26,636,358 at June 30, 2018 and June 30, 2019, which increased by \$3,362,354 or 14%.

Capital Assets

Capital assets are the furniture, office equipment, leasehold improvements, and software owned by CMAP. Capital assets of \$1,196,218 and \$2,079,875 at June 30, 2020 and 2021, respectively, increased by \$883,657 or 42%. This increase is due to the purchase of new furniture, technology equipment, and leasehold improvements resulting from CMAP's construction of and relocation to the Old Office Post Office in September 2020. This compares to the decrease of \$9,303, or 2%, which occurred in 2019. Further capital asset information can be found in Note 3 of the notes to the financial statements.

Summary and Future Considerations

In fiscal year 2021, the Agency continued to rebound from the impacts of COVID-19 by implementing a hybrid work model that allowed staff flexibility in scheduling days in and out of the office, while maintaining capacity limits for the safety of all staff during the pandemic. The decrease in expenses of \$3.5 million in 2020 as compared to FY2019, has shifted as the Agency pursued more work in public engagement, stakeholder meetings, and consultant-led projects. The Agency reported revenues of \$26,255,915 for fiscal year 2021, an increase of \$1,308,510 or 5% as compared to 2020. Federal revenues are the largest driver of this increase. Federal revenues of \$17,563,011 and \$19,676,958 at June 30, 2020 and 2021, respectively, increased by \$2,113,947 or 11%. Local dues continue to be a stable funding source for the Agency. Since the inception of the program, CMAP has consistently collected \$887,000, or 99% of local dues invoiced. In fiscal year 2023, the Agency will explore an increase in local dues to provide the required match for federal funds anticipated under the new infrastructure bill.

It is anticipated in fiscal years 2022-2023, that the Agency will see an increase of revenues of approximately 30%. In fiscal year 2022, CMAP received a \$1 million award from the U.S. Department of Transportation for the New Regional Infrastructure Accelerators (RIA) Demonstration Program. CMAP was awarded this funding to develop demonstration programs with local jurisdictions in the areas of bridge rehabilitation, ADA Transition plans, and Electrical Vehicle Infrastructure. Funding is expected in late fiscal year 2022. The Illinois Department of Transportation (IDOT) awarded CMAP a \$3.5 million grant to implement the ECOPIA geospatial data program for the state of Illinois. This data will be used by IDOT and the state MPOs in infrastructure management and investment decisions. Funding for this project is expected in late fiscal year 2022. CMAP is also developing a \$3 million grant from IDOT to conduct ADA Transition Plans for the region's communities to maintain compliance with Federal regulations under Title II. Funding for this project is expected mid fiscal year 2022. Finally, with approval by the Senate of the new Infrastructure Investment and Jobs Act (IIJA), CMAP will receive approximately \$4 million a year in additional MPO federal funding, with increases of 2% every year for the next four years. The increase of \$4 million is expected at the start of fiscal year 2023. With this new funding, the Agency will embark on several large scale projects that will significantly increase the Agency's expenses as more staff and consultants will be required to complete these projects and the related scope of work of these grants. The Agency will continue to explore new grants for Agency work unfunded by any of its existing revenue sources.

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June 30, 2021

Requests for Information

The financial report is designed to provide a general overview of the financial operations of the Chicago Metropolitan Agency for Planning. Questions concerning any of the information in this report or requests for additional information should be sent to the Deputy Executive Director for Finance and Administration, Chicago Metropolitan Agency for Planning, 433 W. Van Buren, Chicago, Illinois 60606.

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

STATEMENTS OF NET POSITION

June 30, 2021 and 2020

	2021	2020
CURRENT ASSETS		
Cash and cash equivalents	\$ 3,873,207	\$ 1,534,251
Receivables	6,095,059	7,412,208
Prepaid expenses	238,946	190,939
Total current assets	10,207,212	9,137,398
LONG-TERM ASSETS		
Restricted cash	1,200,000	1,200,000
Net pension asset - IMRF	2,644,853	26,346
Capital assets, net of accumulated depreciation	2,079,875	1,196,218
Total long-term assets	5,924,728	2,422,564
Total assets	16,131,940	11,559,962
DEFERRED OUTFLOWS OF RESOURCES		
IMRF pension items	2,107,432	2,312,855
SERS pension items	483,648	502,792
Total deferred outflows of resources	2,591,080	2,815,647
Total assets and deferred outflows of resources	18,723,020	14,375,609
CURRENT LIABILITIES		
Accounts payable	1,914,700	3,119,787
Accrued payroll	585,920	480,964
Compensated absences	604,416	523,426
Unearned revenue	431,226	426,462
Total current liabilities	3,536,262	4,550,639
LONG-TERM LIABILITIES		
Net pension liability - SERS	4,672,403	4,541,591
Total OPEB liability	156,378	143,549
Rent abatement	99,905	28,456
Total long-term liabilities	4,928,686	4,713,596
Total liabilities	8,464,948	9,264,235
DEFERRED INFLOWS OF RESOURCES		
IMRF pension items	3,273,230	1,763,579
SERS pension items	631,413	1,097,993
Total deferred inflows of resources	3,904,643	2,861,572
Total liabilities and deferred inflows of resources	12,369,591	12,125,807
NET POSITION		
Investment in capital assets	2,079,875	1,196,218
Unrestricted	4,273,554	1,053,584
TOTAL NET POSITION	\$ 6,353,429	\$ 2,249,802

See accompanying notes to financial statements.

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**STATEMENTS OF REVENUES, EXPENSES, AND
CHANGES IN NET POSITION**

For the Years Ended June 30, 2021 and 2020

	2021	2020
OPERATING REVENUES		
Grant revenue		
Federal	\$ 19,676,958	\$ 17,563,011
State	3,925,237	4,770,997
Other	1,614,629	1,661,487
Contributions	940,698	940,867
Miscellaneous	98,393	11,043
Total operating revenues	26,255,915	24,947,405
OPERATING EXPENSES		
Personnel services	10,581,511	10,449,915
Operating expenses	2,112,506	2,370,868
Commodities	339,179	688,388
In-kind expenses	1,091,021	1,135,839
Capital outlay	-	128,722
Contractual services	7,521,542	8,199,615
Depreciation expense	340,066	208,281
Total operating expenses	21,985,825	23,181,628
OPERATING INCOME	4,270,090	1,765,777
NON-OPERATING REVENUES (EXPENSES)		
Investment income	6,325	9,080
Loss on disposal of capital assets	(172,788)	-
Total non-operating revenues (expenses)	(166,463)	9,080
CHANGE IN NET POSITION	4,103,627	1,774,857
NET POSITION, BEGINNING OF YEAR	2,249,802	474,945
NET POSITION, END OF YEAR	\$ 6,353,429	\$ 2,249,802

See accompanying notes to financial statements.

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

STATEMENTS OF CASH FLOWS

For the Years Ended June 30, 2021 and 2020

	2021	2020
CASH FLOWS FROM OPERATING ACTIVITIES		
Received from other local governments	\$ 1,043,855	\$ 641,692
Received from operating grants	25,442,952	20,509,429
Paid to suppliers for goods and services	(11,154,872)	(11,089,282)
Paid to employees for services	(11,602,793)	(10,638,421)
Net cash from operating activities	<u>3,729,142</u>	<u>(576,582)</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
None	-	-
Net cash from noncapital financing activities	<u>-</u>	<u>-</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition of capital assets	(1,396,513)	(977,322)
Net cash from capital and related financing activities	<u>(1,396,513)</u>	<u>(977,322)</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest received	6,327	9,080
Net cash from investing activities	<u>6,327</u>	<u>9,080</u>
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	2,338,956	(1,544,824)
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	<u>2,734,251</u>	<u>4,279,075</u>
CASH AND CASH EQUIVALENTS, END OF YEAR	<u><u>\$ 5,073,207</u></u>	<u><u>\$ 2,734,251</u></u>
RECONCILIATION OF OPERATING INCOME TO NET CASH FLOWS FROM OPERATING ACTIVITIES		
Operating income	\$ 4,270,090	\$ 1,765,777
Adjustments to reconcile operating income to net cash from operating activities		
Noncash activity		
Depreciation expense	340,066	208,281
Deferred rent credit	71,449	(74,355)
Changes in		
Receivables	1,317,149	(2,350,227)
Prepaid expenses	(48,007)	68,722
Accounts payable	(1,205,087)	303,944
Accrued payroll	104,956	134,364
Compensated absences payable	80,990	94,267
Unearned revenue	4,764	(310,218)
Deferred pension items	1,267,638	2,143,243
Net pension asset/liability	(2,487,695)	(2,534,344)
Net other postemployment benefit asset/liability	12,829	(26,036)
Total adjustments	<u>(540,948)</u>	<u>(2,342,359)</u>
NET CASH FROM OPERATING ACTIVITIES	<u><u>\$ 3,729,142</u></u>	<u><u>\$ (576,582)</u></u>
NONCASH TRANSACTIONS		
Contribution of subcontractor services	<u><u>\$ 1,091,021</u></u>	<u><u>\$ 1,135,839</u></u>

See accompanying notes to financial statements.

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

NOTES TO FINANCIAL STATEMENTS

June 30, 2021 and 2020

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

On August 8, 2005, the Illinois state legislature approved the Regional Planning Act (the Act) to create a Regional Planning Board, also known as the Chicago Metropolitan Agency for Planning (the Agency). The Act called for the merger of the functions of the Chicago Area Transportation Study (CATS), the region's federally designated metropolitan planning organization, and the Northeastern Illinois Planning Commission (NIPC). Effective July 1, 2007, these entities were merged to form the Agency. These financial statements for the Agency reflect this broadened organization. No assets, liabilities, and net position from CATS were acquired or combined as a result of the merger. Before the merger, CATS was supported entirely by the Illinois Department of Transportation. All assets, liabilities, and net assets from NIPC were assumed by the Agency during the merger. The Agency is a unit of local government incorporated under the Illinois State Statutes as a "special agency" form of government. The Agency is the comprehensive regional planning organization and is responsible for producing the integrated plan for land use and transportation for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will.

The financial statements of the Agency have been prepared in accordance with accounting principles generally accepted in the United States of America, as applied to government units (hereinafter referred to as generally accepted accounting principles (GAAP)). The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Agency's accounting policies are described below.

a. Reporting Entity

The Agency is considered to be a primary government pursuant to GASB Statement No. 61 since it is legally separate and fiscally independent. These financial statements include all functions, programs, and activities under the control of the Board of Directors of the Agency.

b. Fund Accounting

Governmental resources are allocated to and accounted for in individual funds based on the purposes for which they are to be spent and the means by which spending activities are controlled. Fund accounting segregates funds according to their intended purpose and is used to aid management in demonstrating compliance with finance related legal and contractual provisions. The Agency utilizes a single proprietary fund (enterprise fund) to account for its operations.

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

b. Fund Accounting (Continued)

Enterprise Fund

The Enterprise Fund is used to account for operations (a) that are financed and operated in a manner similar to private business enterprises - where the intent of the Agency is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges or (b) where the Agency has decided that periodic determination of revenues earned, expenses incurred, and net income or loss is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

c. Measurement Focus and Basis of Accounting

The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. All proprietary funds are accounted for on a flow of economic resources measurement focus. With this measurement focus, all assets deferred outflows of resources, liabilities, and deferred inflows of resources associated with the operation of these funds are included on the statement of net position. Proprietary fund operating statements present increases (e.g., revenues) and decreases (e.g., expenses) in total net position. Operating revenues/expenses include all revenues/expenses directly related to providing proprietary fund services. Incidental revenues/expenses are reported as non-operating.

The accrual basis of accounting is utilized by proprietary funds. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

d. Accounting Estimates

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from these estimates.

e. Cash and Cash Equivalents

For purposes of the statement of cash flows, the Agency considers all highly liquid investments with an original maturity of three months or less when purchased, including bank money market accounts and The Illinois Funds accounts, to be cash equivalents.

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

f. Investments

Investments, if any, with a maturity date greater than one year from the date of purchase are recorded at fair value. Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The Agency categorizes its fair value measurements within the fair value hierarchy established by GAAP. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs.

The Agency held no investments at June 30, 2021 or 2020.

g. Accounts Receivable

Accounts receivable, which primarily represent amounts due from other federal, state, and local governments in the form of grant payments, totaled \$6,095,059 at June 30, 2021 and \$7,412,208 at June 30, 2020. Accounts receivable are stated at the amount billed to the grantor or government. The Agency has determined that an allowance for doubtful accounts is not necessary at June 30, 2021 and 2020, based on management's evaluation of the aged accounts receivable. This evaluation of the collectability of accounts receivable is based on prior experience, known and inherent risks in the accounts, adverse situations that may affect the grantor's or government's ability to pay, and current economic conditions. Amounts deemed uncollectible are charged to expense.

h. Prepaid Expenses

Payments made to vendors for services that will benefit periods beyond the date of this report, if any, are recorded as prepaid expenses.

i. Capital Assets

Capital assets consist of furniture and fixtures, office equipment, leasehold improvements, and software with an initial, individual cost of more than \$500 and an estimated useful life in excess of one year. Capital assets are capitalized at cost when purchased or constructed and at acquisition value when donated. Major additions are capitalized, while replacements, maintenance, and repairs which do not improve or extend the lives of the respective assets are expensed in the period incurred.

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

i. Capital Assets (Continued)

Depreciation is computed over their estimated useful lives and is charged as an expense against operations. Depreciation is computed on a straight-line basis and accumulated depreciation is reported as a deduction from asset cost in the balance sheet. Estimated useful lives used by the Agency are as follows:

	<u>Years</u>
Furniture and fixtures	5-15
Office equipment	3-6
Software	3

Leasehold improvements had been amortized using the straight-line method over the term of the related leases.

j. Compensated Absences Payable

The Agency accrues for vesting and accumulated unused sick leave and vacation time. Sick leave is earned at a rate of one day per month for full-time employees, and a pro-rated amount for regular part-time staff based on the percentage of time worked. There is no limit on the overall amount of sick leave that can be accrued. Upon termination, the sick leave accrued balance will be credited towards pension service, in accordance with the guidelines of the Illinois Municipal Retirement Fund (IMRF) and the State Employees' Retirement System (SERS or the System). Vacation is earned by full-time employees at a rate of one day per month for the first three years, 1.33 days per month for the next three years, and 1.66 days per month thereafter. Up to 30 days of unused vacation can be carried forward. Vacation must be used within 18 months of when it is earned, unless approved by the Executive Director. Compensated absences payable at June 30, 2021 and 2020 were \$604,416 and \$523,426, respectively.

k. Unearned Rent Credit

The Agency has recognized a liability for the rent abatements received in the current year under the office lease and will recognize the benefit of the current and future rent abatement over the life of the lease.

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

l. Net Position

Net position is classified into three components: investment in capital assets; restricted; and unrestricted. Investment in capital assets represents the book value of capital assets. Restricted net position, if any, is legally restricted by outside parties for a specific purpose. Unrestricted net position does not meet the definition of restricted or invested in capital assets. If restricted or unrestricted funds are available for spending, the restricted funds are spent first.

m. Deferred Outflows/Inflows of Resources

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element represents a consumption of net assets that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net assets that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time.

n. Federal and State Agency Grant Revenues

Project funds authorized under federal and state agency grants are requisitioned from such agencies, either on an advance basis, or for reimbursement of eligible costs incurred, up to maximum amounts established under each grant. Revenues are generally recognized as eligible costs are incurred or requirements have been met. A local matching contribution is required for many federal and state grants. The Agency requests, and has been successful in the past in obtaining, contributions from local government agencies to provide for the local matching portions of the grants. Such contributions are generally recognized as revenue when received. Grants receivable represents amounts earned under grant agreements but not yet received. The balance in accounts receivable at June 30, 2021 and 2020 includes \$6,095,059 and \$7,412,208, respectively, of grants receivable.

o. Postponement of Implementation of Certain Authoritative Guidance

In accordance with the provisions of GASB Statement of No. 95, *Postponement of the Effective Dates of Certain Authoritative Guidance*, the Agency has delayed the implementation of GASB Statement No. 87, *Leases*, to June 30, 2022.

2. DEPOSITS AND INVESTMENTS

Permitted Deposits and Investments - The Agency's investment policy authorizes the Agency to make deposits/invest in insured commercial banks, savings and loan institutions, obligations of the U.S. Treasury and U.S. agencies, insured credit union shares, money market mutual funds with portfolios of securities issued or guaranteed by the United States Government, or agreements to repurchase these same obligations, repurchase agreements, short-term commercial paper rated within the three highest classifications by at least two standard rating services, The Illinois Funds, and Illinois Metropolitan Investment Fund.

It is the policy of the Agency to invest its funds in a manner which will provide the highest investment return with the maximum security while meeting the daily cash flow demands of the Agency and conforming to all state and local statutes governing the investment of public funds, using the "prudent person" standard for managing the overall portfolio. The primary objectives of the policy is safety of principal, liquidity, maximum rate of return, and public trust.

Interest Rate Risk

The Agency limits its exposure to interest rate risk, the risk that changes in interest rates will adversely affect the fair value of investments, by remaining sufficiently liquid to meet all operating costs, which may be reasonably anticipated. The investment policy does not limit the maximum maturity length of investments. The Agency held no investments at June 30, 2021 and 2020.

Concentration of Credit Risk

Concentration of credit risk is the risk that the Agency has a high percentage of its investments in one type of investment. The Agency places no limit on the amount that may be invested in any one issuer. The Agency held no investments at June 30, 2021 and 2020.

Custodial Credit Risk - Deposits

Custodial credit risk is the risk that in the event of a bank failure, the Agency's deposits may not be returned to it. The Agency's investment policy strives to limit its custodial credit risk by not maintaining amounts in excess of Federal Deposit Insurance Corporation limits and by securing bank balances in excess of these limits by collateral held at an independent third party institution in the name of the Agency.

Custodial Credit Risk - Investments

Custodial credit risk for investments is the risk that, in the event of the failure of the counterparty to the investment, the Agency will not be able to recover the value of its investments that are in possession of an outside party. The Agency's investment policy does not specifically address custodial credit risk for investments. The Agency held no investments subject to custodial credit risk at June 30, 2021 and 2020.

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

3. CAPITAL ASSETS

A summary of changes in capital assets follows:

	2021			
	Balances July 1	Additions	Retirements	Balances June 30
Capital assets not being depreciated				
Construction in progress	\$ 475,839	\$ 4,546	\$ 475,839	\$ 4,546
Total capital assets not being depreciated	475,839	4,546	475,839	4,546
Capital assets being depreciated				
Furniture	904,269	908,147	904,267	908,149
Office equipment	3,152,055	136,067	-	3,288,122
Leasehold improvements	930,485	823,592	930,485	823,592
Software	452,891	-	-	452,891
Total capital assets being depreciated	5,439,700	1,867,806	1,834,752	5,472,754
Less accumulated depreciation for				
Furniture	904,267	129,735	904,267	129,735
Office equipment	2,608,221	154,545	-	2,762,766
Leasehold improvements	757,695	54,906	757,695	54,906
Software	449,138	880	-	450,018
Total accumulated depreciation	4,719,321	340,066	1,661,962	3,397,425
Total capital assets being depreciated, net	720,379	1,527,740	172,790	2,075,329
CAPITAL ASSETS, NET	\$ 1,196,218	\$ 1,532,286	\$ 648,629	\$ 2,079,875
	2020			
	Balances July 1	Additions	Retirements	Balances June 30
Capital assets not being depreciated				
Construction in progress	\$ -	\$ 475,839	\$ -	\$ 475,839
Total capital assets not being depreciated	-	475,839	-	475,839
Capital assets being depreciated				
Furniture	904,269	-	-	904,269
Office equipment	2,654,679	497,376	-	3,152,055
Leasehold improvements	930,485	-	-	930,485
Software	448,784	4,107	-	452,891
Total capital assets being depreciated	4,938,217	501,483	-	5,439,700

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

3. CAPITAL ASSETS (Continued)

	2020			Balances June 30
	Balances July 1	Additions	Retirements	
Less accumulated depreciation for				
Furniture	\$ 881,600	\$ 22,667	\$ -	\$ 904,267
Office equipment	2,499,089	109,132	-	2,608,221
Leasehold improvements	682,455	75,240	-	757,695
Software	447,896	1,242	-	449,138
Total accumulated depreciation	4,511,040	208,281	-	4,719,321
 Total capital assets being depreciated, net	 427,177	 293,202	 -	 720,379
 CAPITAL ASSETS, NET	 \$ 427,177	 \$ 769,041	 \$ -	 \$ 1,196,218

4. RISK MANAGEMENT

The Agency is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; errors and omissions; injuries to employees; illness of employees; and natural disasters. Those risks are covered by commercial insurance purchased from independent third parties. Settled claims from these risks have not exceeded commercial insurance coverage for the past four fiscal years.

5. INDIRECT COSTS

To facilitate equitable distribution of common purpose costs that benefit more than one direct cost objective, the Agency has established an agency-wide indirect cost allocation plan. Rates are based on a percentage of direct wages.

6. CONTINGENCIES

The Agency has received significant financial assistance from federal and state agencies. The disbursement of funds received under these programs generally requires compliance with terms and conditions specified in the grant agreements and may be subject to audit by the grantor agencies. Any disallowed claims resulting from such audits could become a liability of the Agency. The Agency is not aware of any disallowed claims.

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

7. ILLINOIS MUNICIPAL RETIREMENT FUND

The Agency's defined benefit pension plan, Illinois Municipal Retirement Fund (IMRF), provides retirement, disability, annual cost of living adjustments, and death benefits to plan members and beneficiaries. IMRF is an agent multi-employer pension plan that acts as a common investment and administrative agent for local governments and school districts in Illinois. The Illinois Pension Code establishes the benefit provisions of the plan that can only be amended by the Illinois General Assembly. IMRF issues a publicly available financial report that includes financial statements and supplementary information for the plan as a whole but not by individual employer. That report may be obtained at www.imrf.org or by writing to the Illinois Municipal Retirement Fund, 2211 York Road, Suite 500, Oak Brook, Illinois 60523.

Plan Administration

All employees hired in positions that meet or exceed the prescribed annual hourly standard must be enrolled in IMRF as participating members.

The plan is accounted for on the economic resources measurement focus and the accrual basis of accounting. Employer and employee contributions are recognized when earned in the year that the contributions are required, benefits and refunds are recognized as an expense and liability when due and payable.

Plan Membership

At December 31, 2020 and 2019, IMRF membership consisted of:

	2020	2019
Inactive employees or their beneficiaries currently receiving benefits	85	87
Inactive employees entitled to but not yet receiving benefits	68	60
Active employees	97	88
TOTAL	250	235

Benefits

IMRF provides two tiers of pension benefits. Employees hired prior to January 1, 2011, are eligible for Tier 1 benefits. For Tier 1 employees, pension benefits vest after eight years of service. Participating members who retire at age 55 (reduced benefits) or after age 60 (full benefits) with eight years of credited service are entitled to an annual retirement benefit, payable monthly for life, in an amount equal to 1 2/3% of their final rate of earnings, for each year of credited service up to 15 years, and 2% for each year thereafter.

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

7. ILLINOIS MUNICIPAL RETIREMENT FUND (Continued)

Benefits (Continued)

Employees hired on or after January 1, 2011, are eligible for Tier 2 benefits. For Tier 2 employees, pension benefits vest after ten years of service. Participating members who retire at age 62 (reduced benefits) or after age 67 (full benefits) with ten years of credited service are entitled to an annual retirement benefit, payable monthly for life, in an amount equal to 1 2/3% of their final rate of earnings, for each year of credited service up to 15 years, and 2% for each year thereafter. IMRF also provides death and disability benefits. These benefit provisions and all other requirements are established by state statute.

Contributions

Employees participating in IMRF are required to contribute 4.50% of their annual covered salary. The member rate is established by state statute. The Agency is required to contribute at an actuarially determined rate. The employer rate for the fiscal years ended June 30, 2021 and June 30, 2020 was 7.48% and 5.72%, respectively, of payroll. The employer contribution requirements are established and may be amended by the IMRF Board of Trustees.

Actuarial Assumptions

The Agency's net pension liability was measured at December 31, 2020 and 2019 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation performed as of the same dates using the following actuarial methods and assumptions.

Actuarial valuation date	December 31, 2020	December 31, 2019
Actuarial cost method	Entry-age normal	Entry-age normal
Assumptions		
Price inflation	2.25%	2.50%
Salary increases	2.85% to 13.75%	3.35% to 14.25%
Interest rate	7.25%	7.25%
Cost of living increases	3.00%	3.00%
Asset valuation method	Fair value	Fair value

7. ILLINOIS MUNICIPAL RETIREMENT FUND (Continued)

Actuarial Assumptions (Continued)

In 2020, for nondisabled retirees, the Pub-2010, Amount-Weighted, below-median income, General, Retiree, Male (adjusted 106%) and Female (adjusted 105%) tables, and future mortality improvements projected using scale MP-2020. For disabled retirees, the Pub-2010, Amount-Weighted, below-median income, General, Disabled Retiree, Male and Female (both unadjusted) tables, and future mortality improvements projected using scale MP-2020. For active members, the Pub-2010, Amount-Weighted, below-median income, General, Employee, Male and Female (both unadjusted) tables, and future mortality improvements projected using scale MP-2020.

In 2019, for nondisabled retirees, an IMRF specific mortality table was used with fully generational projection scale MP-2017 (base year 2015). The IMRF specific rates were developed from the RP-2014 Blue Collar Health Annuitant Mortality Table with adjustments to match current IMRF experience. For disabled retirees, an IMRF specific mortality table was used with fully generational projection scale MP-2017 (base year 2015). The IMRF specific rates were developed from the RP-2014 Disabled Retirees Mortality Table applying the same adjustment that were applied for nondisabled lives. For active members, an IMRF specific mortality table was used with fully generational projection scale MP-2017 (base year 2015). The IMRF specific rates were developed from the RP-2014 Employee Mortality Table with adjustments to match current IMRF experience.

Discount Rate

The discount rate used to measure the total pension liability was 7.25% at December 31, 2020 and 2019. The projection of cash flows used to determine the discount rate assumed that member contributions will be made at the current contribution rate and that the Agency contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on those assumptions, the IMRF's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

7. ILLINOIS MUNICIPAL RETIREMENT FUND (Continued)

Changes in the Net Pension Liability (Asset)

	(a) Total Pension Liability	(b) Plan Fiduciary Net Position	(a) - (b) Net Pension Liability (Asset)
BALANCES AT JANUARY 1, 2020	\$ 31,764,273	\$ 31,790,619	\$ (26,346)
Changes for the period			
Service cost	670,314	-	670,314
Interest	2,261,314	-	2,261,314
Difference between expected and actual experience	511,924	-	511,924
Changes in assumptions	(248,708)	-	(248,708)
Employer contributions	-	549,072	(549,072)
Employee contributions	-	357,573	(357,573)
Net investment income	-	4,656,567	(4,656,567)
Benefit payments and refunds	(1,817,774)	(1,817,774)	-
Administrative expense/other	-	250,139	(250,139)
Net changes	1,377,070	3,995,577	(2,618,507)
BALANCES AT DECEMBER 31, 2020	\$ 33,141,343	\$ 35,786,196	\$ (2,644,853)

There were changes in assumptions relating to inflation rates, salary rate increases, and mortality rates for 2020.

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

7. ILLINOIS MUNICIPAL RETIREMENT FUND (Continued)

Changes in the Net Pension Liability (Asset) (Continued)

	(a) Total Pension Liability	(b) Plan Fiduciary Net Position	(a) - (b) Net Pension Liability (Asset)
BALANCES AT JANUARY 1, 2019	\$ 29,347,812	\$ 27,388,910	\$ 1,958,902
Changes for the period			
Service cost	675,843	-	675,843
Interest	2,084,410	-	2,084,410
Difference between expected and actual experience	1,526,719	-	1,526,719
Changes in assumptions	-	-	-
Employer contributions	-	323,251	(323,251)
Employee contributions	-	322,535	(322,535)
Net investment income	-	5,268,821	(5,268,821)
Benefit payments and refunds	(1,870,511)	(1,870,511)	-
Administrative expense/other	-	357,613	(357,613)
Net changes	2,416,461	4,401,709	(1,985,248)
BALANCES AT DECEMBER 31, 2019	\$ 31,764,273	\$ 31,790,619	\$ (26,346)

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

7. ILLINOIS MUNICIPAL RETIREMENT FUND (Continued)

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources

For the years ended June 30, 2021 and 2020, the Agency recognized pension expense of \$(290,143) and \$628,936, respectively. At June 30, 2021, the Agency reported deferred outflows of resources and deferred inflows of resources related to IMRF from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 1,500,202	\$ -
Changes in assumption	301,817	400,052
Agency contributions subsequent to the measurement date	305,413	-
Net difference between projected and actual earnings on pension plan investments	-	2,873,178
TOTAL	\$ 2,107,432	\$ 3,273,230

At June 30, 2020, the Agency reported deferred outflows of resources and deferred inflows of resources related to IMRF from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 1,607,682	\$ -
Changes in assumption	452,251	376,971
Agency contributions subsequent to the measurement date	252,922	-
Net difference between projected and actual earnings on pension plan investments	-	1,386,608
TOTAL	\$ 2,312,855	\$ 1,763,579

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

7. ILLINOIS MUNICIPAL RETIREMENT FUND (Continued)

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources (Continued)

\$305,413 reported as deferred outflows of resources related to pensions resulting from agency contributions subsequent to the measurement date will be recognized as a reduction of net pension liability in the reporting year ending June 30, 2022. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to IMRF will be recognized in pension expense as follows:

Year Ending June 30,	
2022	\$ (428,165)
2023	206,977
2024	(814,847)
2025	(435,176)
2026	-
Thereafter	-
TOTAL	<u>\$ (1,471,211)</u>

Discount Rate Sensitivity

The following is a sensitivity analysis of the net pension liability (asset) to changes in the discount rate. The table below presents the net pension liability (asset) of the Agency calculated using the discount rate of 7.25% as well as what the Agency's net pension liability (asset) would be if it were calculated using a discount rate that is 1 percentage point lower (6.25%) or 1 percentage point higher (8.25%) than the current rate:

2021

	1% Decrease (6.25%)	Current Discount Rate (7.25%)	1% Increase (8.25%)
Net pension liability (asset)	\$ 1,022,182	\$ (2,644,853)	\$ (5,488,579)

2020

	1% Decrease (6.25%)	Current Discount Rate (7.25%)	1% Increase (8.25%)
Net pension liability (asset)	\$ 3,737,524	\$ (26,346)	\$ (3,106,972)

8. STATE EMPLOYEES' RETIREMENT SYSTEM

As of September 2008, employees who were eligible to participate in the State Employees' Retirement System (SERS) under CATS were allowed to participate in SERS, a pension trust fund in the State of Illinois (the State) reporting entity. CATS merged with the NIPC to create the current agency. SERS is a single-employer defined benefit Public Employee Retirement System (PERS) in which state employees, except those covered by the State Universities, Teachers', General Assembly, and Judges' Retirement Systems, participate. Although SERS is a single-employer defined benefit plan, the Agency's participation in SERS is considered to be that of a cost-sharing, multiple-employer pension plan. The financial position and results of operations of SERS for fiscal year 2020 are included in the State's Annual Comprehensive Financial Report (ACFR) for the year ended June 30, 2021. SERS issues separate financial statements that may be obtained by writing to SERS, 2101 South Veterans Parkway, Springfield, Illinois 62794-9255 or at www.srs.illinois.gov.

Plan Administration

The plan is accounted for on the economic resources measurement focus and the accrual basis of accounting, the same basis as they are reported by SERS. Employer and employee contributions are recognized when earned in the year that the contributions are required, benefits and refunds are recognized as an expense and liability when due and payable. Investments are reported at fair value.

Benefits Provided

The System is governed by Chapter 40, Article 5/14 of the Illinois Compiled Statutes (ILCS). Vesting and benefit provisions of the System are defined in the ILCS. The retirement annuity is based on the member's final average compensation and the number of years of service credit that have been established. The retirement benefit formula available to general state employees is 1.67% for each year of covered service and 2.20% for each year of noncovered service. Alternative formula employees have a formula of 2.50% for covered service and 3% for noncovered service. The maximum retirement annuity payable is 75% of final average compensation for regular employees and 80% for alternative formula employees. The minimum retirement annuity payable is \$15 for each year of covered employment and \$25 for each year of noncovered employment.

8. STATE EMPLOYEES' RETIREMENT SYSTEM (Continued)

Contributions

Employees participating in SERS are required to contribute 4% of their annual salary. The member rate is established by state statute. The Agency pays employer retirement contributions based upon an actuarial determined percentage of their payroll. For the fiscal years ended June 30, 2021 and June 30, 2020, the employer contribution rate was 54.79% and 54.29%, respectively. Effective for pay periods beginning after December 31, 1991, the State opted to pay the employee portion of retirement of most state agencies (including the Agency) with employees covered by the State Employees' and Teachers' Retirement Systems. However, effective with the fiscal year 2004 budget, the State opted to stop paying the portion of the retirement for any state agencies (including the Agency) for certain classes of employees covered by the State Employees' and Teachers' Retirement Systems. The pickup, when applicable, is subject to sufficient annual appropriations and those employees covered may vary across employee groups and state agencies. For the year ended June 30, 2021 and 2020, salaries totaling \$601,384 and \$588,438, respectively, were paid that required employer contributions of \$329,474 and \$319,487, respectively, which was equal to the Agency's actual contributions.

Net Pension Liability

At June 30, 2021 and 2020, the Agency reported a liability of \$4,672,403 and \$4,541,591, respectively, for its proportionate share of the net pension liability. The net pension liability was measured at June 30, 2020 and 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of those dates. The Agency's proportion of the net pension liability was based on the Agency's actual contributions to SERS for the years ended June 30, 2021 and 2020 plan relative to the contributions of all participating employers, actuarially determined. At June 30, 2021 and 2020, the Agency's proportion was 0.0134% and 0.0136%, respectively.

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

8. STATE EMPLOYEES' RETIREMENT SYSTEM (Continued)

Actuarial Assumptions

The Agency's net pension liability was measured as of June 30, 2020 and 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation performed as of the same date, using the following actuarial methods and assumptions.

Actuarial valuation date	June 30, 2020	June 30, 2019
Actuarial cost method	Entry-age normal	Entry-age normal
Assumptions		
Inflation	2.25%	2.25%
Salary increases	Various	Various
Investment rate of return	6.75%	6.75%
Cost of living adjustments	Tier 1 - 3.00% Tier 2 - 3.00% or ½ of CPI, whichever is less	Tier 1 - 3.00% Tier 2 - 3.00% or ½ of CPI, whichever is less
Asset valuation method	Fair value	Fair value

For June 30, 2020, mortality was assumed based on the Pub-2010 General and Public Safety Healthy Retiree mortality tables, sex distinct, with future mortality improvement factors updated using the MP 2018 projection scale.

For June 30, 2019, mortality was assumed to be 105% of the RP2014 Health Annuitant mortality table, sex distinct, with rates projected to 2015; generational mortality improvement factors were added for the 2016 valuation.

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

8. STATE EMPLOYEES' RETIREMENT SYSTEM (Continued)

Actuarial Assumptions (Continued)

The long-term expected real rate of return on pension plan investments was determined based on information provided by the Illinois State Board of Investment (ISBI) in conjunction with its investment consultant, Meketa Investment Group. The ISBI and Meketa Investment Group provided the simulated average 20-year annualized geometric return for each major asset class. These returns are combined to produce the long-term expected rate of return by weighting the expected future rates of return by the target asset allocation percentage and by adding expected inflation. For each major asset class that is included in the pension plan's target asset allocation at June 30, 2020, the 20-year simulated real rates of return are summarized in the following table:

Asset Class	Target	Long-Term Expected Real Rate of Return
U.S. Equity	23.00%	5.50%
Developed Foreign Equity	13.00%	5.90%
Emerging Market Equity	8.00%	7.80%
Private Equity	7.00%	7.50%
Intermediate Investment Grade Bonds	14.00%	1.10%
Long-term Government Bonds	4.00%	1.10%
TIPS	4.00%	1.00%
High Yield and Bank Loans	5.00%	3.70%
Opportunistic Debt	8.00%	4.70%
Emerging Market Debt	2.00%	2.70%
Real Estate	10.00%	3.20%
Infrastructure	2.00%	3.90%

Discount Rate

A single discount rate of 6.35% (6.47% in 2019) was used to measure the total pension liability. This single discount rate was based on the expected rate of return on pension plan investments of 6.75% and a municipal bond rate of 2.45% (3.13% in 2019), based on an index of 20-year general obligation bonds with an average AA credit rating as published by the Federal Reserve. The projection of cash flows used to determine this single discount rate assumed that plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on these assumptions, the pension plan's fiduciary net position and future contributions were sufficient to finance the benefit payments through the year 2075 at June 30, 2020. As a result, the long-term expected rate of return on pension plan investments was applied to projected benefit payments through the year 2075, and the municipal bond rate was applied to all benefits payments after that date.

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

8. STATE EMPLOYEES' RETIREMENT SYSTEM (Continued)

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources

For the years ended June 30, 2021 and 2020, the Agency recognized pension expense (benefit) of \$11,649 and \$(274,133), respectively. At June 30, 2021, the Agency reported deferred outflows of resources and deferred inflows of resources related to SERS from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 11,942	\$ 18,338
Changes in assumption	98,564	27,558
Agency contributions subsequent to the measurement date	329,474	-
Net difference between projected and actual earnings on pension plan investments	25,953	-
Changes in proportion	17,715	585,517
TOTAL	\$ 483,648	\$ 631,413

\$329,474 reported as deferred outflows of resources related to pensions resulting from agency contributions subsequent to the measurement date will be recognized as a reduction of net pension liability in the reporting year ending June 30, 2022. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to SERS will be recognized in pension expense as follows:

Year Ending June 30,	
2022	\$ (268,527)
2023	(168,825)
2024	(55,731)
2025	15,844
2026	-
Thereafter	-
TOTAL	\$ (477,239)

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

8. STATE EMPLOYEES' RETIREMENT SYSTEM (Continued)

Discount Rate Sensitivity

The following is a sensitivity analysis of the Agency's proportionate share of the net pension liability to changes in the discount rate. The table below presents the proportionate share of the net pension liability of the Agency calculated using the discount rate of 6.35% as well as what the Agency's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (5.35%) or 1 percentage point higher (7.35%) than the current rate:

2021

	1% Decrease (5.35%)	Current Discount Rate (6.35%)	1% Increase (7.35%)
Agency's proportionate share of the net pension liability	\$ 5,648,074	\$ 4,672,403	\$ 3,870,446

2020

	1% Decrease (5.47%)	Current Discount Rate (6.47%)	1% Increase (7.47%)
Agency's proportionate share of the net pension liability	\$ 5,492,512	\$ 4,541,591	\$ 3,759,760

Pension Plan Fiduciary Net Position

Detailed information about SERS' fiduciary net position is available in the separately issued SERS financial report.

Amounts Due to SERS

At June 30, 2021 and 2020, amounts due and payable to SERS was \$31,643 and \$13,855, respectively.

9. DEFINED CONTRIBUTION PLAN

The Agency provides a voluntary retirement benefit for all of its full-time employees through a defined contribution plan, which is administered by Empower Retirement. Benefits depend solely on amounts contributed to the plan plus investment earnings. Employees are eligible to participate from the date of employment. Employees are immediately vested without regard to additional service and no substantial risk of forfeiture. Employees can contribute any dollar amount up to the IRS applicable annual limit. The Agency does not contribute any amounts to the defined contribution plan except for one employee. Based on the employee's contract, the Agency contributes up to 50% of the annual maximum amount. Provisions may be amended only by the CMAP Board. The CMAP Board amended the by-laws of the plan effective January 1, 2016. The Agency contributed \$9,413 and \$14,750 to the plan during the year ended June 30, 2021 and 2020, respectively. There were no forfeitures during the year ended June 30, 2021 and 2020.

10. OTHER POSTEMPLOYMENT BENEFITS

a. Plan Description

In addition to providing the pension benefits described, the Agency provides other postemployment health care benefits (OPEB) for retired employees through a single-employer defined benefit plan (the Plan). The benefits, benefit levels, employee contributions, and employer contributions are governed by the Agency and can be amended by the Agency through its personnel manual. Certain benefits are controlled by state laws and can only be changed by the Illinois legislature. The Plan is not accounted for as a trust fund, as an irrevocable trust has not been established to account for the Plan. The Plan does not issue a separate report.

b. Benefits Provided

The Agency provides pre and post-Medicare postretirement health insurance to retirees, their spouses, and dependents (enrolled at time of employee's retirement). To be eligible for benefits, the employee must qualify for retirement under the Agency's IMRF retirement plan. The retirees pay 100% of the blended premium. Upon a retiree becoming eligible for Medicare, the amount payable under the Agency's health plan will be reduced by the amount payable under Medicare for those expenses that are covered under both

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

10. OTHER POSTEMPLOYMENT BENEFITS (Continued)

c. Membership

At June 30, 2021 and 2020 membership consisted of:

	2021	2020
Active employees	97	97
Inactive employees entitled to but not yet receiving benefits	-	-
Inactive employees currently receiving benefits	1	1
TOTAL	98	98
Participating employers	1	1

d. Total OPEB Liability

The Agency's total OPEB liability of \$156,378 and \$143,549 was measured as of June 30, 2021 and 2020, respectively, and was determined by an actuarial valuation using the alternative measurement method at July 1, 2020 rolled forward at July 1, 2021 and July 1, 2020, respectively.

e. Actuarial Assumptions and Other Inputs

The total OPEB liability at June 30, 2021 and June 30, 2020, was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified.

Actuarial valuation date	July 1, 2020	July 1, 2020
Actuarial cost method	Entry-age normal	Entry-age normal
Actuarial value of assets	N/A	N/A
Assumptions		
Inflation	3.00%	3.00%
Salary increases	4.00%	4.00%
Discount rate	2.18%	2.66%
Health cost trend rates	6.00% Initial 4.50% Ultimate	6.00% Initial 4.50% Ultimate

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

10. OTHER POSTEMPLOYMENT BENEFITS (Continued)

e. Actuarial Assumptions and Other Inputs (Continued)

The discount rate was based on the index rate for tax-exempt general obligation, municipal bonds rated AA or better at June 30, 2021 and June 30, 2020.

For 2021, Mortality rates were based on the RP-2014 Combined Annuitant Mortality Table for Males or Females. The mortality table reflects recent rates developed by the Society of Actuaries.

For 2020, Mortality rates were based on the RP-2014 Combined Annuitant Mortality Table for Males or Females. The mortality table reflects recent rates developed by the Society of Actuaries.

The actuarial assumptions used in the July 1, 2020 and July 1, 2020 valuations are based on 5% participation assumed, with 50% electing spouse coverage.

f. Changes in the Total OPEB Liability

	<u>Total OPEB Liability</u>
BALANCES AT JULY 1, 2020	<u>\$ 143,549</u>
Changes for the period	
Service cost	18,385
Interest	3,618
Difference between expected and actual experience	-
Changes in benefit terms	-
Changes in assumptions	5,910
Other changes	-
Benefit payments	<u>(15,084)</u>
Net changes	<u>12,829</u>
BALANCES AT JUNE 30, 2021	<u><u>\$ 156,378</u></u>

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

10. OTHER POSTEMPLOYMENT BENEFITS (Continued)

f. Changes in the Total OPEB Liability (Continued)

	<u>Total OPEB Liability</u>
BALANCES AT JULY 1, 2019	<u>\$ 169,585</u>
Changes for the period	
Service cost	17,354
Interest	4,506
Difference between expected and actual experience	(8,521)
Changes in benefit terms	-
Changes in assumptions	(23,888)
Other changes	651
Benefit payments	<u>(16,138)</u>
Net changes	<u>(26,036)</u>
BALANCES AT JUNE 30, 2020	<u><u>\$ 143,549</u></u>

There were changes in assumptions related to the discount rate in 2021 and 2020.

g. Rate Sensitivity

The following is a sensitivity analysis of the total OPEB liability to changes in the discount rate and the healthcare cost trend rate.

The table below presents the total OPEB liability of the Agency calculated using the discount rate of 2.18% as well as what the Agency total OPEB liability would be if it were calculated using a discount rate that is 1 percentage point lower (1.18%) or 1 percentage point higher (3.18%) than the current rate:

2021

	1% Decrease (1.18%)	Current Discount Rate (2.18%)	1% Increase (3.18%)
Total OPEB liability	\$ 167,462	\$ 156,378	\$ 145,956

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

10. OTHER POSTEMPLOYMENT BENEFITS (Continued)

g. Rate Sensitivity (Continued)

2020

	1% Decrease (1.66%)	Current Discount Rate (2.66%)	1% Increase (3.66%)
Total OPEB liability	\$ 155,614	\$ 143,549	\$ 132,558

The table below presents the total OPEB liability of the Agency calculated using the healthcare rate of 6% as well as what the Agency's total OPEB liability would be if it were calculated using a healthcare rate that is 1 percentage point lower (5%) or 1 percentage point higher (7%) than the current rate:

2021

	1% Decrease (5%)	Current Healthcare Rate (6%)	1% Increase (7%)
Total OPEB liability	\$ 140,105	\$ 156,378	\$ 175,604

2020

	1% Decrease (5.00%)	Current Healthcare Rate (6.00%)	1% Increase (7.00%)
Total OPEB liability	\$ 127,404	\$ 143,549	\$ 162,993

h. OPEB Expense

For the years ended June 30, 2021 and 2020, the Agency recognized OPEB expense of \$22,053 and \$21,361, respectively.

CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
NOTES TO FINANCIAL STATEMENTS (Continued)

11. OPERATING LEASE COMMITMENTS

The Agency entered into a noncancelable operating lease agreement on January 3, 2019. The lease period commences on or around September 1, 2020 and extends through August 31, 2035. The following schedule reflects the Agency's gross commitment for the future minimum annual rental payments. The schedule below does not reflect the proportionate share of any increase in expenses or taxes for those years, which is considered additional rent.

<u>Year Ending June 30,</u>	<u>Agency Payments</u>
2022	\$ 1,295,823
2023	1,328,219
2024	1,361,424
2025	1,395,460
2026	1,430,346
2027	1,466,105
2028	1,502,758
2029	1,540,327
2030	1,578,835
2031	1,618,306
2032	1,658,763
2033	1,700,233
2034	1,742,738
2035	<u>1,786,307</u>
TOTAL	<u>\$ 21,405,644</u>

As part of the lease agreement, the Agency is required to post an irrevocable standby letter of credit in the amount of \$1,200,000. This amount is presented as restricted cash on the Agency's statement of net position.

REQUIRED SUPPLEMENTARY INFORMATION

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**SCHEDULE OF EMPLOYER CONTRIBUTIONS
ILLINOIS MUNICIPAL RETIREMENT FUND**

Last Seven Fiscal Years

FISCAL YEAR ENDED JUNE 30,	2015	2016	2017	2018	2019	2020	2021
Actuarially determined contribution	\$ 825,900	\$ 671,455	\$ 595,557	\$ 537,630	\$ 425,305	\$ 415,581	\$ 601,565
Contributions in relation to the actuarially determined contribution	825,900	671,455	595,557	537,630	425,305	415,581	601,565
CONTRIBUTION DEFICIENCY (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 6,123,410	\$ 6,431,154	\$ 6,761,637	\$ 7,061,519	\$ 7,167,230	\$ 7,266,874	\$ 8,042,206
Contributions as a percentage of covered payroll	13.49%	10.44%	8.81%	7.61%	5.93%	5.72%	7.48%

Notes to Required Supplementary Information

Actuarially determined contribution rates are calculated as of December 31 each year, which are 12 months prior to the beginning of the fiscal year in which contributions are reported. Additional information as of the latest actuarial valuation presented is as follows: the actuarial cost method was aggregate entry-age normal; the amortization method was level percent of pay, closed, and the remaining amortization period was ten years rolling; the asset valuation method was five-year smoothed market; and the significant actuarial assumptions were an investment rate of return at 7.25% annually, projected salary increases assumption of 3.35% to 14.25% compounded annually, and postretirement benefit increases of 3.25% compounded annually.

Ultimately, this schedule should present information for the last ten years. However, until ten years of information can be compiled, information will be presented for as many years as is available.

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**SCHEDULE OF EMPLOYER CONTRIBUTIONS
STATE EMPLOYEES' RETIREMENT SYSTEM**

Last Seven Fiscal Years

FISCAL YEAR ENDED JUNE 30,	2015	2016	2017	2018	2019	2020	2021
Contractually required contribution	\$ 396,441	\$ 319,580	\$ 316,947	\$ 343,645	\$ 316,947	\$ 319,487	\$ 329,474
Contributions in relation to the contractually required contribution	396,441	319,580	316,947	343,645	316,947	319,487	329,474
CONTRIBUTION DEFICIENCY (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 936,342	\$ 700,819	\$ 711,151	\$ 636,226	\$ 612,364	\$ 588,438	\$ 601,384
Contributions as a percentage of covered payroll	42.34%	45.60%	44.57%	54.01%	51.76%	54.29%	54.79%

Notes to Required Supplementary Information

Ultimately, this schedule should present information for the last ten years. However, until ten years of information can be compiled, information will be presented for as many years as is available.

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

SCHEDULE OF CHANGES IN THE EMPLOYER'S
NET PENSION LIABILITY AND RELATED RATIOS
ILLINOIS MUNICIPAL RETIREMENT FUND

Last Seven Fiscal Years

MEASUREMENT DATE DECEMBER 31,	2014, Restated	2015	2016	2017	2018	2019	2020
TOTAL PENSION LIABILITY							
Service cost	\$ 675,097	\$ 629,735	\$ 605,958	\$ 654,425	\$ 646,295	\$ 675,843	\$ 670,314
Interest	1,709,161	1,792,628	1,888,864	1,972,337	2,014,861	2,084,410	2,261,314
Changes of benefit terms	-	-	-	-	-	-	-
Differences between expected and actual experience	(741,396)	401,518	201,427	490,253	221,273	1,526,719	511,924
Changes of assumptions	920,656	-	-	(895,641)	753,122	-	(248,708)
Benefit payments, including refunds of member contributions	(1,371,360)	(1,484,519)	(1,573,189)	(1,641,833)	(1,658,806)	(1,870,511)	(1,817,774)
Net change in total pension liability	1,192,158	1,339,362	1,123,060	579,541	1,976,745	2,416,461	1,377,070
Total pension liability - beginning	23,136,946	24,329,104	25,668,466	26,791,526	27,371,067	29,347,812	31,764,273
TOTAL PENSION LIABILITY - ENDING	\$ 24,329,104	\$ 25,668,466	\$ 26,791,526	\$ 27,371,067	\$ 29,347,812	\$ 31,764,273	\$ 33,141,343
PLAN FIDUCIARY NET POSITION							
Contributions - employer	\$ 838,907	\$ 773,024	\$ 607,640	\$ 548,574	\$ 526,380	\$ 323,251	\$ 549,072
Contributions - member	282,021	289,402	294,338	313,272	337,003	322,535	357,573
Net investment income	1,446,147	121,339	1,693,805	4,747,113	(1,773,300)	5,268,821	4,656,567
Benefit payments, including refunds of member contributions	(1,371,360)	(1,484,519)	(1,573,189)	(1,641,833)	(1,658,806)	(1,870,511)	(1,817,774)
Administrative expense/other	(549,452)	354,390	288,933	(452,570)	599,102	357,613	250,139
Net change in plan fiduciary net position	646,263	53,636	1,311,527	3,514,556	(1,969,621)	4,401,709	3,995,577
Plan fiduciary net position - beginning	23,832,549	24,478,812	24,532,448	25,843,975	29,358,531	27,388,910	31,790,619
PLAN FIDUCIARY NET POSITION - ENDING	\$ 24,478,812	\$ 24,532,448	\$ 25,843,975	\$ 29,358,531	\$ 27,388,910	\$ 31,790,619	\$ 35,786,196
EMPLOYER'S NET PENSION LIABILITY (ASSET)	\$ (149,708)	\$ 1,136,018	\$ 947,551	\$ (1,987,464)	\$ 1,958,902	\$ (26,346)	\$ (2,644,853)

MEASUREMENT DATE DECEMBER 31,	2014, Restated	2015	2016	2017	2018	2019	2020
Plan fiduciary net position as a percentage of the total pension liability	100.62%	95.57%	96.46%	107.26%	93.33%	100.08%	107.98%
Covered payroll	\$ 6,123,410	\$ 6,431,154	\$ 6,540,849	\$ 6,961,597	\$ 7,171,399	\$ 7,167,430	\$ 7,946,056
Employer's net pension liability (asset) as a percentage of covered payroll	(2.44%)	17.66%	14.49%	(28.55%)	27.32%	(0.37%)	(33.29%)

Notes to Required Supplementary Information

Changes in assumptions and benefit terms:

2014 - retirement age and mortality tables

2017 - price inflation, salary increases, retirement age, and mortality tables

2018 - discount rate

2020 - price inflation, salary increases, and mortality tables

Ultimately, this schedule should present information for the last ten years. However, until ten years of information can be compiled, information will be presented for as many years as is available.

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**SCHEDULE OF THE EMPLOYER'S PROPORTIONATE
SHARE OF THE NET PENSION LIABILITY
STATE EMPLOYEES' RETIREMENT SYSTEM**

Last Seven Fiscal Years

MEASUREMENT DATE JUNE 30,	2014	2015	2016	2017	2018	2019	2020
Employer's proportion of the net pension liability	0.0270%	0.0216%	0.0167%	0.0173%	0.0154%	0.0136%	0.0134%
Employer's proportionate share of the net pension liability (asset)	\$ 7,317,950	\$ 6,049,769	\$ 5,702,285	\$ 5,692,915	\$ 5,090,687	\$ 4,541,591	\$ 4,672,403
Employer's covered payroll	1,118,007	936,342	700,819	711,151	612,364	588,438	601,384
Employer's proportionate share of the net pension liability as a percentage of its covered payroll	654.55%	646.11%	813.66%	800.52%	831.32%	771.80%	776.94%
Plan fiduciary net position as a percentage of the total pension liability	34.98%	35.27%	30.58%	33.44%	34.57%	35.64%	35.51%

Notes to Required Supplementary Information

Ultimately, this schedule should present information for the last ten years. However, until ten years of information can be compiled, information will be presented for as many years as is available.

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**SCHEDULE OF CHANGES IN THE EMPLOYER'S
TOTAL OPEB LIABILITY AND RELATED RATIOS
OTHER POSTEMPLOYMENT BENEFIT PLAN**

Last Four Fiscal Years

MEASUREMENT DATE JUNE 30,	2018	2019	2020	2021
TOTAL OPEB LIABILITY				
Service cost	\$ 9,479	\$ 9,775	\$ 17,354	\$ 18,385
Interest	4,183	5,088	4,506	3,618
Changes of benefit terms	-	-	-	-
Differences between expected and actual experience	(9,683)	-	(8,521)	-
Changes of assumptions	41,670	3,796	(23,888)	5,910
Other changes	-	-	651	-
Benefit payments	(16,219)	(18,153)	(16,138)	(15,084)
Net change in total OPEB liability	29,430	506	(26,036)	12,829
Total OPEB liability - beginning	139,649	169,079	169,585	143,549
TOTAL OPEB LIABILITY - ENDING	\$ 169,079	\$ 169,585	\$ 143,549	\$ 156,378
Covered payroll	\$ 7,261,689	\$ 7,261,689	\$ 8,206,545	\$ 8,206,545
Employer's total OPEB liability as a percentage of covered payroll	2.33%	2.34%	1.75%	1.91%

Notes to Required Supplementary Information

Changes in assumptions and benefit terms:

2020 - discount rate

2019 - discount rate

2018 - discount rate, per capita costs, healthcare trend rates and mortality tables

No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement 75.

Ultimately, this schedule should present information for the last ten years. However, until ten years of information can be compiled, information will be presented for as many years as is available.

(See independent auditor's report)

SUPPLEMENTARY INFORMATION

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**SCHEDULE OF REVENUES, EXPENSES, AND
CHANGES IN NET POSITION - BUDGET AND ACTUAL**

For the Year Ended June 30, 2021 with Comparative 2020 Actual

	2021		2020
	Original and Final Budget	Actual	Actual
REVENUES			
Grants	\$ 27,086,066	\$ 24,129,871	\$ 22,857,634
Contributions	887,486	940,698	940,867
Product sales, fees, and interest income	42,000	6,325	18,184
In-kind contributions	1,114,424	1,086,953	1,137,861
Miscellaneous	7,500	98,393	1,939
Total revenues	29,137,476	26,262,240	24,956,485
EXPENSES			
Personnel services	11,742,207	11,181,150	10,866,998
Operating expenses	647,372	353,273	404,456
Commodities	489,939	339,179	688,388
Occupancy expense	1,798,020	1,793,565	2,040,767
Contractual services	10,401,323	7,521,542	8,199,615
Capital outlay	55,000	1,566,970	1,106,044
In-kind services	1,101,424	1,091,021	1,135,839
Total expenses	26,235,285	23,846,700	24,442,107
OPERATING INCOME	2,902,191	2,415,540	514,378
CHANGE IN BUDGETARY NET POSITION	<u>\$ 2,902,191</u>	2,415,540	514,378
NET POSITION, BEGINNING OF YEAR		2,249,802	474,945
BUDGETARY NET POSITION, END OF YEAR		4,665,342	989,323
BUDGET TO GAAP RECONCILIATION			
Depreciation and amortization		(340,066)	(208,281)
Amortization - rent abatement		34,332	74,355
Pension and OPEB expense		599,639	417,083
Capital outlay capitalized		1,394,182	977,322
Net increase in net position, budget to GAAP		1,688,087	1,260,479
NET POSITION, END OF YEAR		<u>\$ 6,353,429</u>	<u>\$ 2,249,802</u>

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

SCHEDULE OF GRANT RECEIPTS, EXPENSES, AND BALANCES

For the Year Ended June 30, 2021

Grant. No.	Grantor	Grant Period		Total Project Amount	Grant Amount	Grant Receipts				Remaining Grant 6/30/2021	Expenses		Grant Balance 6/30/2021	Status
		From	To			Prior FY 21 Receipts	FY 21 Receipts	Receivable 6/30/2021	Refund		Prior FY 21 Expense	FY 21 Expense		
S775/S785/S795/S830	IDOT	7/1/2018	6/30/2023	\$5,085,580	\$5,085,580	\$1,841,272	\$ 84,351	\$ -	\$ -	\$3,159,957	\$1,841,272	\$ 84,351	\$3,159,957	Open
S786	IDOT	7/1/2016	6/30/2021	2,281,250	2,281,250	1,755,044	90,142	-	-	436,064	1,832,450	90,142	358,658	Open
S796	IDOT	7/1/2017	6/30/2022	1,989,000	1,758,000	1,318,539	10,396	-	-	429,065	1,540,834	10,396	206,770	Open
S797	MacArthur	9/1/2018	8/31/2020	500,000	500,000	123,834	336,137	-	-	40,029	123,834	336,137	40,029	Open
S799	CHA	6/13/2018	9/30/2021	140,000	140,000	-	16,549	-	-	123,451	-	16,549	123,451	Open
S800	CCT	2/15/2019	2/15/2020	75,000	75,000	71,414	-	-	-	3,586	71,414	-	3,586	Closed
S802	IDOT	10/1/2018	6/30/2021	351,947	351,947	88,694	78,783	-	-	184,470	176,469	78,783	96,695	Open
S804	IDOT	9/1/2018	12/31/2021	1,996,585	1,996,585	379,430	530,590	-	-	1,086,565	736,754	530,590	729,241	Open
S806	IDOT	7/1/2018	6/30/2023	1,818,808	1,818,808	383,568	386,762	-	-	1,048,478	467,059	386,762	964,987	Open
S807	IDOT	10/1/2018	6/30/2021	1,386,462	869,683	141,377	92,130	-	-	636,176	185,210	92,130	592,343	Open
S809	IDOT	3/1/2019	6/30/2023	500,000	500,000	82,773	217,687	-	-	199,540	234,257	217,687	48,056	Open
S810	IDOT	1/1/2020	6/30/2022	125,000	125,000	-	2,962	-	-	122,038	-	2,962	122,038	Open
S812	IEPA	7/18/2019	12/31/2021	258,915	258,915	-	117,382	22,938	-	118,595	57,433	140,320	61,162	Open
S815/S818	IDOT	7/1/2019	12/31/2020	21,055,956	21,055,956	10,660,793	3,388,232	-	-	7,006,931	16,700,412	3,388,232	967,312	Open
S816	IDOT	7/1/2019	6/30/2024	1,342,351	1,342,351	-	364,719	-	-	977,632	-	364,719	977,632	Open
S825/S828	IDOT	7/1/2020	12/31/2021	23,090,573	23,090,573	-	12,464,359	5,750,762	-	4,875,452	-	18,215,121	4,875,452	Open

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**COMPUTATION OF FRINGE BENEFITS RATE
AND SCHEDULE OF FRINGE BENEFITS**

For the Years Ended June 30, 2021 and 2020

	2021	2020
Computation of fringe benefits rate		
Total fringe benefits	\$ 2,878,868	\$ 2,592,927
Total salaries	8,944,576	8,298,801
 Fringe benefits rate	 32.19%	 31.24%
Statement of fringe benefits		
Medicare	\$ 123,773	\$ 112,368
FICA	510,713	474,671
IMRF	613,551	426,417
ICMA	9,413	14,825
SERS	329,474	319,487
Life insurance	47,157	45,371
Medical/dental/vision	1,173,564	1,142,103
Workers' compensation	17,063	16,325
Other benefits	54,160	41,360
	<u>\$ 2,878,868</u>	<u>\$ 2,592,927</u>

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

COMPUTATION OF INDIRECT COST RATE

For the Years Ended June 30, 2021 and 2020

	<u>2021</u>	<u>2020</u>
Total indirect costs		
Management and administrative salaries and leave	\$ 1,687,246	\$ 1,593,298
Other indirect costs	<u>364,624</u>	<u>595,052</u>
	<u>\$ 2,051,870</u>	<u>\$ 2,188,350</u>
Total base costs		
Direct salaries, leave, and fringe benefits	<u>\$ 8,924,246</u>	<u>\$ 9,300,850</u>
Computation of indirect cost rate		
Total indirect costs	<u>\$ 2,051,870</u>	<u>\$ 2,188,350</u>
Total base costs	<u>8,924,246</u>	<u>9,300,850</u>
Indirect cost rate	22.99%	23.53%

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

SCHEDULES OF OTHER INDIRECT COSTS

For the Years Ended June 30, 2021 and 2020

	2021	2020
Breakroom supplies	\$ -	\$ 2,774
Publications	898	1,104
Equipment - small value	394	462
Office supplies	12,882	8,867
Copy room supplies	2,261	6,460
Furniture - small value	1,052	-
Audit services	47,151	33,517
Office equipment leases	5,854	7,157
Professional services	44,132	550
Consulting services	25,000	14,957
Office equipment maintenance	682	16,678
Staff association memberships	719	500
CMAP association memberships	6,840	10,190
Postage/postal services	2,737	(159)
Storage	19,873	9,560
Miscellaneous	672	1,812
Meeting expenses	-	300
Recruitment expenses	12,181	14,115
General insurance	54,029	50,895
Legal services	13,272	8,795
Employment agency fees	49,098	94,222
Bank services fees	27,279	26,589
Conference registrations	1,750	2,584
Training and education reimbursement	22,495	10,845
Travel expenses	923	2,930
Office maintenance	3,393	5,142
Rent	6,961	248,888
Telecommunications	1,147	7,472
Utilities	949	7,846
TOTAL	\$ 364,624	\$ 595,052

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

DESCRIPTION OF GRANTS

For the Year Ended June 30, 2021

CMAP No.	Pass-Through Agency	Grant Number	Description
<u>United States Environmental Protection Agency</u>			
S-812	IEPA	604192	Indian Creek Watershed-Based Plan
<u>United States Department of Transportation</u>			
S-830	IDOT	MPO-CMAP Operations 1910099386	FY2017/FY2018/FY2019 Unified Work Program Contracts
S-786	IDOT	MPO-CMAP Planning 3-C Competitive 1675105201	FY2017 Unified Work Program Contracts
S-796	IDOT	MPO-CMAP Competitive MPO-CMAP OPN FY18 3- C 1775106701	FY2018 Unified Work Program Contracts
S-806	IDOT	MPO-CMAP Competitive FY19-3-C 1910099017	FY2019 Unified Work Program Contracts
S-816	IDOT	MPO-CMAP Competitive 20100913538	FY2020 Unified Work Program Contracts
S-815/S-818	IDOT	MPO-CMAP Operations 20100913554	Unified Work Program Contracts
S-825/S-828	IDOT	MPO-CMAP Operations 21100922256	Unified Work Program Contracts

(This schedule is continued on the following page.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

DESCRIPTION OF GRANTS (Continued)

For the Year Ended June 30, 2021

CMAP No.	Pass-Through Agency	Grant Number	Description
<u>Illinois Department of Transportation</u>			
S-802		1914399536	Illinois Port Project
S-804		1914399537	Pavement Management Project
S-807		19143910080	Planning Studies Project
S-809		1914399535	SPR Assistance to LTA Program
S-810		20143916327	SPR Commercial Service Vehicle
<u>John D. and Catherine T. MacArthur Foundation</u>			
S-797		181805153230-CHG	Local Government Capacity Building
<u>Metropolitan Mayor's Caucus</u>			
S-001		C201818216	Chicago Community Trust - Embedded Staff Planners

(See independent auditor's report.)

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

NOTES TO SUPPLEMENTARY INFORMATION

June 30, 2021

BUDGETS

The Executive Director presents an annual operating budget, first to the Executive Committee, and later to the full Board of Directors. The Board of Directors approves the budget prior to the beginning of the fiscal year. The Executive Committee serves as the audit and finance committee for the Board of Directors and approves revisions to the annual budget. At a minimum, the Executive Committee considers revisions when reviewing the six-month financial report. The budget is adopted on a basis consistent with GAAP, except that the Agency budgets for capital outlay expenses and does not budget for depreciation and amortization. In addition, the Agency does not budget for pension and other postemployment benefit expense under GASB Statement Nos. 68 and 75, respectively. The various funding sources have different beginning and ending dates funding the activities. The budget was approved on June 10, 2020.

SINGLE AUDIT INFORMATION

1415 West Diehl Road, Suite 400
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**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED
IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

The Honorable Chairman
and Members of the Board
Chicago Metropolitan Agency for Planning
Chicago, Illinois

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the basic financial statements of the Chicago Metropolitan Agency for Planning, Chicago, Illinois (the Agency) as of and for the year ended June 30, 2021, and the related notes to financial statements, and have issued our report thereon dated January 25, 2022.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Agency's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Agency's internal control. Accordingly, we do not express an opinion on the effectiveness of the Agency's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented or detected and corrected on a timely basis.

Our consideration of internal control over financial reporting was for limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Agency's basic financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Agency's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Agency's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Sikich LLP

Naperville, Illinois
January 25, 2022

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**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR
EACH MAJOR FEDERAL PROGRAM AND ON INTERNAL CONTROL
OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE**

The Honorable Chairman
and Members of the Board
Chicago Metropolitan Agency for Planning
Chicago, Illinois 60606

Report on Compliance for Each Major Federal Program

We have audited the Chicago Metropolitan Agency for Planning, Chicago, Illinois' (the Agency) compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) *Compliance Supplement* that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2021. The Agency's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Agency's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Agency's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination on the Agency's compliance.

Opinion on Each Major Federal Program

In our opinion, the Chicago Metropolitan Agency for Planning complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2021.

Report on Internal Control Over Compliance

Management of the Agency is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Agency's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine our auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Agency's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonably possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Sikich LLP

Naperville, Illinois
January 25, 2022

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

For the Year Ended June 30, 2021

Federal Grantor/ Pass-through Grantor/ Program Title	Federal ALN Number	Agency or Pass-Through Number	Federal Expenditure	Amount Provided to Subrecipients
MAJOR PROGRAMS				
U.S. Department of Transportation				
Pass-through programs from:				
Illinois Department of Transportation:				
Unified Work Program for Planning and Programming Transportation Planning Activities	20.205	MPO-CMAP Operations 1914399535	\$ 174,150	\$ -
Unified Work Program for Planning and Programming Transportation Planning Activities	20.205	MPO-CMAP Operations 1914399536	60,758	-
Unified Work Program for Planning and Programming Transportation Planning Activities	20.205	MPO-CMAP Operations 1914399537	530,590	-
Unified Work Program for Planning and Programming Transportation Planning Activities	20.205	MPO-CMAP Operations 20100913554	3,134,411	329,519
Unified Work Program for Planning and Programming Transportation Planning Activities	20.205	MPO-CMAP Operations 21100922265	15,193,744	2,896,491
Unified Work Program for Planning and Programming Transportation Planning Activities	20.205	MPO-CMAP Operations 19143910080/21143910080A1	43,688	-
Unified Work Program for Planning and Programming Transportation Planning Activities	20.205	MPO-CMAP Operations 20143916327	2,962	-
Total pass-through awards			19,140,303	3,226,010
Total Highway Planning and Construction Cluster			19,140,303	3,226,010
Total U.S. Department of Transportation			19,140,303	3,226,010
Total major programs			19,140,303	3,226,010
NONMAJOR PROGRAMS				
U.S. Environmental Protection Agency				
Pass-through programs from:				
Illinois Environmental Protection Agency:				
Indian Creek Watershed-Based Plan	66.454	604192 ((604(b)))	68,751	-
Total U.S. Environmental Protection Agency			68,751	-

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS (Continued)

For the Year Ended June 30, 2021

Federal Grantor/ Pass-through Grantor/ Program Title	Federal ALN Number	Agency or Pass-Through Number	Federal Expenditure	Amount Provided to Subrecipients
NONMAJOR PROGRAMS (Continued)				
U.S. Department of Transportation				
Pass-through programs from:				
Illinois Department of Transportation:				
Unified Work Program for Planning and Programming Transportation Planning Activities - Consulting Services	20.505	MPO-CMAP UPP Competitive 3-C Plan 1675105201	\$ 132,264	\$ 26,019
Unified Work Program for Planning and Programming Transportation Planning Activities - Consulting Services	20.505	MPO-CMAP UPP Competitive 3-C Plan 1775106701	10,396	-
Unified Work Program for Planning and Programming Transportation Planning Activities - Consulting Services	20.505	MPO-CMAP UPP Competitive 3-C Plan 1910099017	325,244	166,197
Total pass-through awards			467,904	192,216
Total U.S. Department of Transportation			467,904	192,216
Total nonmajor programs			536,655	192,216
TOTAL EXPENDITURES OF FEDERAL AWARDS			\$ 19,676,958	\$ 3,418,226

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

June 30, 2021

Note A - Significant Accounting Policies

The accompanying schedules of expenditures of federal awards have been prepared in accordance with accounting principles generally accepted in the United States of America as promulgated by the Governmental Accounting Standards Board (GASB). It is a summary of the activity of the Agency's federal awards program prepared on the accrual basis of accounting. Accordingly, expenditures are recognized when the liability has been incurred and revenues are recognized when the qualifying expenditure has been incurred.

Note B - Nonmonetary Assistance

The Agency neither received nor disbursed federal awards in the form of nonmonetary assistance during the fiscal year ended June 30, 2021.

Note C - Insurance and Loans or Loan Guarantees

During the year ended June 30, 2021, the Agency received no insurance, loans, loan guarantees, or other federal assistance for the purposes of administering federal programs.

Note D - Oversight Agency

The U.S. Department of Transportation has been designated as the Agency's oversight agency for the single audit.

Note E - Indirect Cost Rate

The Agency did not elect to use the 10% de minimus indirect cost rate.

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

For the Year Ended June 30, 2021

Section I - Summary of Auditor's Results

Financial Statements

Type of auditor's report issued: *unmodified*

Internal control over financial reporting:
Material weakness(es) identified? ☐ yes ☒ no

Significant deficiency(ies) identified? ☐ yes ☒ none reported

Noncompliance material to financial statements noted? ☐ yes ☒ no

Federal Awards

Internal control over major federal programs:
Material weakness(es) identified? ☐ yes ☒ no

Significant deficiency(ies) identified ☐ yes ☒ none reported

Type of auditor's report issued on compliance
for major federal programs: *unmodified opinion on
Highway Planning and Construction*

Any audit findings disclosed that are required
to be reported in accordance with
2 CFR 200.516(a)? ☐ yes ☒ no

Identification of major federal programs:

<u>ALN Number(s)</u>	<u>Name of Federal Program or Cluster</u>
20.205	Highway Planning and Construction

Dollar threshold used to distinguish
between Type A and Type B programs: \$ 750,000

Auditee qualified as low-risk auditee? ☒ yes ☐ no

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

SCHEDULE OF FINDINGS AND QUESTIONED COSTS (Continued)

For the Year Ended June 30, 2021

Section II - Financial Statement Findings

None

Section III - Federal Award Findings and Questioned Costs

None

Section IV - Prior Year Award Findings and Questioned Costs

None



**CHICAGO METROPOLITAN
AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

**AUDITOR'S COMMUNICATION TO THE
MEMBERS OF THE BOARD**

For the Year Ended June 30, 2021



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CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS
AUDITOR'S COMMUNICATION TO THE
MEMBERS OF THE BOARD
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January 25, 2022

The Honorable Chairman
and Members of the Board
Chicago Metropolitan Agency for Planning
233 South Wacker, Suite 800
Chicago, Illinois 60606

Ladies and Gentlemen:

As part of our audit process we are required to have certain communications with those charged with governance at the beginning of our audit process and at the conclusion of the audit. Those communications include information related to the planned scope and timing of our audit, as well as other information required by audit standards. Our communication at the beginning of our audit process along with our questionnaire regarding consideration of fraud in a financial statement audit was sent to you on June 2, 2021.

In addition, auditing standards require the communication of internal control related matters to those charged with governance. Our management letter, as well as a listing of future pronouncements that may affect the Agency, are enclosed within this document.

This information is intended solely for the use of the Chairman, members of the board and management of the Chicago Metropolitan Agency for Planning and is not intended to be and should not be used by anyone other than these specified parties.

Sincerely,

Sikich LLP

Sikich LLP
By: James R. Savio, CPA, MAS
Partner

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Naperville, IL 60563
630.566.8400

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January 25, 2022

The Honorable Chairman
and Members of the Board
Chicago Metropolitan Agency for Planning
Chicago, Illinois

We have audited the basic financial statements of the Chicago Metropolitan Agency for Planning (the Agency) for the period ended June 30, 2021. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards* and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated March 16, 2021. Professional standards require that we communicate to you the following information related to our audit.

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Agency are described in Note 1 to the basic financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the period ended June 30, 2021. We noted no transactions entered into by the Chicago Metropolitan Agency for Planning during the year for which there is a lack of authoritative guidance or consensus.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. We noted no particularly sensitive estimates made by management during our audit of the financial statements except for those related to the IMRF pension plan, SERS pension plan, and OPEB plan. Management's estimate of the Agency's net pension liabilities and total other postemployment benefit liability are based on various actuarially determined amounts, including estimated investment returns, dates of employee retirement, discount rates, healthcare trend rates, and mortality rates. We evaluated key factors and assumptions used to develop the management's estimates of the Agency's net pension liabilities and total other postemployment benefit liability in determining that it is reasonable in relation to the financial statements taken as a whole.

The disclosures in the financial statements are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to each opinion unit's financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the basic financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated January 25, 2022.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Agency's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Agency's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to Management's Discussion and Analysis and the required supplementary information (RSI) as listed in the table of contents, which are RSI that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on supplementary information, which accompany the basic financial statements but are not RSI, and the Schedule of Expenditures of Federal Awards (SEFA). With respect to this supplementary information and the SEFA, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the basic financial statements. We compared and reconciled the supplementary information and the SEFA to the underlying accounting records used to prepare the basic financial statements or to the basic financial statements themselves.

Restriction on Use

This information is intended solely for the use of the Chairman, Board and management of the Chicago Metropolitan Agency for Planning and is not intended nor should it be, and should not be, used by anyone other than these specified parties.

We appreciate the courtesies extended to us by the Agency. If you have any questions regarding the purpose of this letter, please contact us.

Sincerely,

Sikich LLP

Sikich LLP

By: James R. Savio, CPA, MAS

Partner

Year End: June 30, 2021
Adjusting Journal Entries
Date: 7/1/2020 To 6/30/2021
Account No: AJE 01 To AJE 02

Number	Date	Name	Account No	Amount
AJE 01	6/30/2021	PY Net Position (per audit report)	3000	740.35
AJE 01	6/30/2021	Miscellaneous	4601	(740.35)
Entry to correct fund balance to tie to PY audit report. Account 9200 is included in this calculation.				
AJE 02	6/30/2021	Rent Abatement	2002	131,566.13
AJE 02	6/30/2021	Rent	5502	105,781.50
AJE 02	6/30/2021	Amortization	5907	(237,347.63)
To record rent abatement liability associated with new office lease				

**CHICAGO METROPOLITAN AGENCY FOR PLANNING
CHICAGO, ILLINOIS**

MANAGEMENT LETTER

June 30, 2021

1415 West Diehl Road, Suite 400
Naperville, IL 60563
630.566.8400

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The Honorable Chairman
and Members of the Board
Chicago Metropolitan Agency for Planning
Chicago, Illinois

In planning and performing our audit of the basic financial statements of Chicago Metropolitan Agency for Planning (the Agency) as of and for the fiscal year ended June 30, 2021, in accordance with auditing standards generally accepted in the United States of America, we considered its internal control over financial reporting (internal control) as a basis for designing our auditing procedures for the purpose of expressing our opinion on the financial statements but not for the purpose of expressing an opinion on the effectiveness of the Agency's internal control. Accordingly, we do not express an opinion on the effectiveness of the Agency's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency or combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of the Agency's financial statements will not be prevented or detected and corrected on a timely basis.

Our consideration of internal control was for the limited purpose described in the first paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses. Given these limitations during our audit, we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified. In addition, we reviewed the status of the deficiencies from June 30, 2020. The status of these comments is included in Appendix A. This letter does not affect our report dated January 25, 2022, on the basic financial statements of the Agency.

This communication is intended solely for the information and use of the Chairman, Board members, and management and is not intended to be, and should not be used by, anyone other than these specified parties.

SIKICH LLP

Naperville, Illinois
January 25, 2022

OTHER INFORMATION

Future Accounting Pronouncements

The Governmental Accounting Standards Board (GASB) has issued a number of pronouncements that will impact the Agency in the future.

GASB Statement No. 87, *Leases*. The objective of this Statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. The requirements of this Statement are effective for the fiscal year June 30, 2022.

GASB Statement No. 91, *Conduit Debt Obligations*, which intends to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosures. This Statement achieves those objectives by clarifying the existing definition of a conduit debt obligation; establishing that a conduit debt obligation is not a liability of the issuer; establishing standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations; and improving required note disclosures. The requirements of this Statement are effective for the fiscal year ending June 30, 2023.

GASB Statement No. 93, *Replacement of Interbank Offered Rates*, was issued to address the financial reporting implications that result from the replacement of an Interbank Offered Rate (IBOR). The statement clarifies the existing guidance under Statement No. 53, *Accounting and Financial Reporting for Derivative Instruments*, as amended and Statement No. 87, *Leases*. The statement preserves the consistency and comparability of reporting hedging derivative instruments and leases after governments amend or replace agreements to replace an IBOR. This statement is effective for the fiscal year ending June 30, 2022.

GASB Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, issued to address issues related to accounting and reporting for public-private and public-public partnership arrangements (PPPs). A PPP is an arrangement in which a government (the transferor) contracts with an operator (a governmental or nongovernmental entity) to provide public services by conveying control of the right to operate or use a nonfinancial asset, such as infrastructure or other capital asset (the underlying PPP asset), for a period of time in an exchange or exchange-like transaction. Some PPPs meet the definition of a service concession arrangement (SCA), which is defined in this Statement as a PPP in which (1) the operator collects and is compensated by fees from third parties; (2) the transferor determines or has the ability to modify or approve which services the operator is required to provide, to whom the operator is required to provide the services, and the prices or rates that can be charged for the services; and (3) the transferor is entitled to significant residual interest in the service utility of the underlying

OTHER INFORMATION (Continued)

Future Accounting Pronouncements (Continued)

PPP asset at the end of the arrangement. This Statement also provides guidance for accounting and financial reporting for availability payment arrangements (APAs). As defined in this Statement, an APA is an arrangement in which a government compensates an operator for services that may include designing, constructing, financing, maintaining, or operating an underlying nonfinancial asset for a period of time in an exchange or exchange-like transaction. This Statement is effective for fiscal year ending June 30, 2023.

GASB Statement No. 96, *Subscription-Based Information Technology Arrangements*, provides guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users. A SBITA is defined as a contract that conveys control of the right to use another party's (a SBITA vendor's) information technology (IT) software, alone or in combination with tangible capital assets (the underlying IT assets), as specified in the contract for a period of time in an exchange or exchange-like transaction. This Statement establishes that a SBITA results in a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability, provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and requires note disclosures regarding a SBITA. To the extent relevant, the standards for SBITAs are based on the standards established in Statement No. 87, *Leases*, as amended. The requirements of this Statement are effective for the fiscal year ending June 30, 2023.

GASB Statement No. 98, *The Annual Comprehensive Financial Report*, establishes the term annual comprehensive financial report and its acronym ACFR. That new term and acronym replace instances of comprehensive annual financial report and its acronym in generally accepted accounting principles for state and local governments. The requirements of this Statement are effective for the fiscal year ending June 30, 2022. Earlier application is encouraged.

APPENDIX A

STATUS OF PRIOR YEAR RECOMMENDATIONS

DEFICIENCIES

1. Year End Accruals

We noted instances of improper cutoff during our testing of accrued liabilities and prepaid items. During testing, it was noted that certain items paid in July 2019 were included as prepaid items at June 30, 2019. Items are considered to be prepaid if the payment is made during the fiscal year for services or goods received after the fiscal year. Upon further review, it was noted these items were also captured in accounts payable at June 30, 2019. Items should only be recorded as accounts payable if they relate to services or goods received during the fiscal year which are not paid for during the fiscal year. We recommend that the Agency review the detail of the invoices that make up the balances of accrued liabilities and prepaid items to ensure proper cutoff.

Status - Comment considered implemented at June 30, 2021.

2. Year End Close Procedures

During testing of certain accounts, we noted the schedules prepared by the Agency did not reconcile to the Agency's recorded balances. In one instance, a system report was provided which tracks the Agency's accrued vacation liability. The amount recorded on the Agency's trial balance was not adjusted to agree to the system report. In another instance, the rent abatement expense was not adjusted in accordance with the abatement schedule. The Agency maintains various spreadsheets and schedules to track its fiscal year activity. We recommend the Agency reviews each of its schedules and reconciles the balance to the trial balance, to ensure all necessary adjustments are properly recorded.

Status - Comment considered implemented at June 30, 2021.

FIRM PROFILE



ORGANIZATION

Sikich LLP, a leading professional services firm specializing in accounting, technology, investment banking* and advisory services**, has 1,000+ professionals throughout the country. Founded in 1982, Sikich now ranks within the country's top 30 largest Certified Public Accounting firms and is among the top one percent of all enterprise resource planning solution partners in the world. From corporations and not-for-profits to state and local governments, Sikich clients can use a broad spectrum of services and products that help them reach long-term, strategic goals.

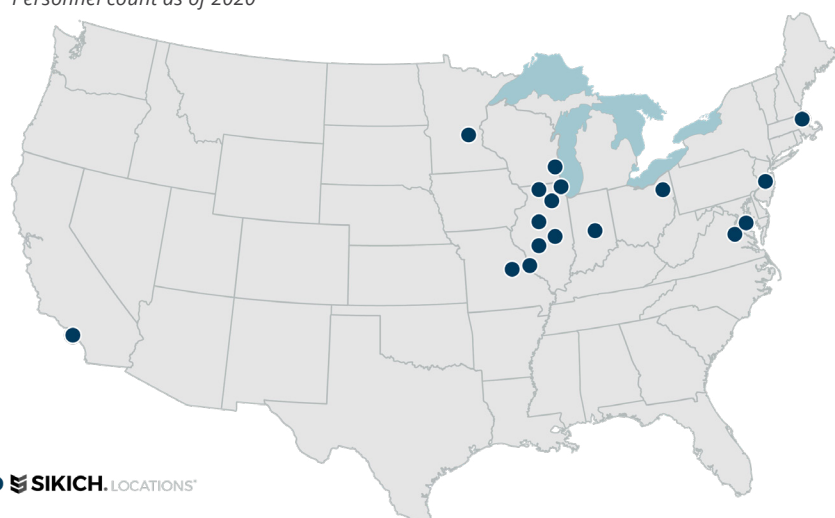
INDUSTRIES

Sikich provides services and solutions to a wide range of industries. We have devoted substantial resources to develop a significant base of expertise and experience in:

AGRICULTURE	AUTOMOTIVE	CONSTRUCTION & REAL ESTATE
DISTRIBUTION & SUPPLY CHAIN	GOVERNMENT	HIGH-TECH
LIFE SCIENCES	MANUFACTURING	NOT-FOR-PROFIT
PRIVATE EQUITY	PROFESSIONAL SERVICES	

STATISTICS

2020 Revenue \$184.2M
 Total Partners 100+
 Total Personnel 1,000+
 Personnel count as of 2020



● SIKICH LOCATIONS*

Akron, OH
(330) 864-6661

Crofton, MD
(410) 451-5150

Milwaukee, WI
(262) 754-9400

Princeton, NJ
(609) 285-5000

Washington, MO
(636) 239-4785

Alexandria, VA
(703) 836-1350

Decatur, IL
(217) 423-6000

Minneapolis, MN
(311) 229-5235

Springfield, IL
(217) 793-3363

Boston, MA
(508) 485-5588

Indianapolis, IN
(317) 842-4466

Naperville, IL
(630) 566-8400

St. Louis, MO
(314) 275-7277

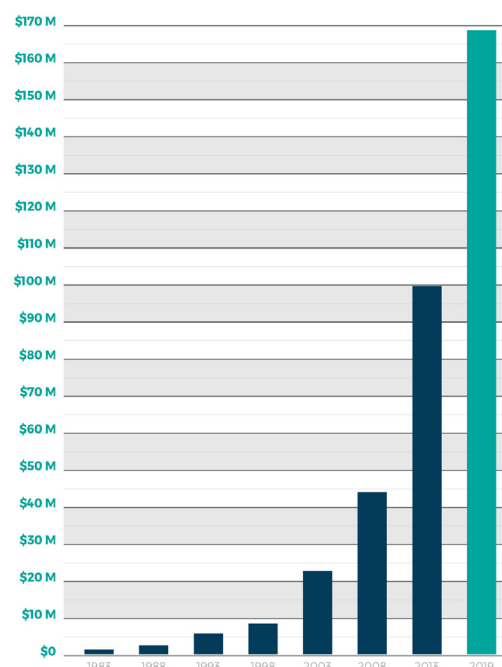
Chicago, IL
(312) 648-6666

Los Angeles, CA
(877) 279-1900

Peoria, IL
(309) 694-4251

St. Louis, MO
(636) 532-9525

SIKICH TOTAL REVENUE



SERVICES

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- Cloud & Infrastructure
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- Security and Compliance
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ADVISORY

- Business Succession Planning
- Insurance Services
- Forensic and Valuation Services
- Human Capital Management & Payroll Consulting
- Investment Banking
- Marketing & Communications
- Retirement Plan Services
- Supply Chain
- Transaction Advisory Services
- Wealth Management

* Securities offered through Sikich Corporate Finance LLC, member FINRA/SIPC.

** Investment advisory services offered through Sikich Financial, an SEC Registered Investment Advisor.

CERTIFICATIONS

All professional accounting staff with more than one year of experience have earned or are working toward earning the Certified Public Accountant designation. Sikich is a member of the American Institute of Certified Public Accountants' Governmental Audit Quality Center and the Employee Benefit Plan Audit Quality

Center. We adhere to the strict requirements of membership, which assure we meet the highest standards of audit quality. In 2020, Sikich received its 11th consecutive unmodified ("pass") peer review report, the highest level of recognition conferred upon a public accounting firm for its quality control systems.

AWARDS

2018-2021

- 2021, 2020 Great Place to Work®
- 2020, 2019 Oracle® NetSuite 5 Star Award
- 2019/2020, 2018/2019 Inner Circle for Microsoft Dynamics
- *Accounting Today* Top 100 Firms - ranked top 30 nationally
- *Accounting Today* Top 100 Value Added Reseller Stars (VARs) - ranked top 10
- Best Places to Work in Illinois
- Best Places to Work in Indiana
- Milwaukee's Best and Brightest Companies to Work For®
- Chicago's Best and Brightest Companies to Work For®
- Boston's Best and Brightest Companies to Work For®
- Bob Scott's Top 100 VARs

2017

- Bob Scott's Top 100 VARs
- *Accounting Today* Top 100 VARs
- Vault Accounting Top Ranked
- When Work Works Award
- WorldatWork Work-Life Seal of Distinction
- Microsoft Dynamics Inner Circle and President's Club
- Best Places to Work in Illinois
- Milwaukee's 101 Best and Brightest Companies to Work For®
- Best Places to Work in Indiana
- Chicago's 101 Best and Brightest Companies to Work For®
- *Milwaukee Journal Sentinel* Top Workplaces in Milwaukee
- *Chicago Tribune's* Top Workplaces
- *Crain's List* Chicago's Largest Privately Held Companies
- Boston's 101 Best and Brightest Companies to Work For®
- National Best and Brightest in Wellness
- National Best and Brightest Companies to Work For



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Chicago Metropolitan Agency for Planning

MEMORANDUM

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

TO: Executive Committee

FROM: Finance and Administration

Date: February 9, 2022

Re: CMAP Comprehensive Workplan and Budget

In January, staff provided a presentation of the FY2023 comprehensive workplan and budget highlighting ON TO 2050 priority initiatives in three areas: Transportation, Regional Economy and Climate. This year is truly a historic opportunity and the FY2023 budget funds the initiatives further the goals of ON TO 2050 and delivers needed services to our community partners, which include the municipalities and counties we serve.

The new transportation bill, the Infrastructure Investment and Jobs Act (IIJA) presents a significant opportunity to align funding with regional initiatives and priorities. The memo also outlines other funding the agency was successful in securing to address regional concerns.

Today's presentation provides more detail about the draft financial information CMAP will submit to IDOT on February 14th. A few highlights from the FY2023 comprehensive workplan and budget include:

- The agency presents a balanced budget this year where expenditures and revenues equal \$29,525,458.
- This an exciting year with increased revenue of \$6.6 million or 22% as compared to FY2022.
- The largest increase is \$4.1 million of IIJA revenue, \$2 million from IDOT for ADA transition plans, \$2.5 million from IDOT for ECOPIA data for all state MPOs, and \$1 million from the Regional Infrastructure Accelerator grant.
- Expenditures have increased \$7.9 million or 27% as compared to FY2022.
- The largest increase in expenditures include \$2.8 million in personnel cost, \$2.3 million in contractual cost, and \$2.3 million in commodities (ECOPIA data purchase).
- This budget includes \$22,765,195 in UWP Core funding for CMAP and \$4,687,868 for UWP agencies (Chicago Department of Transportation, Counties, Council of Mayors Planning Liaisons program, CTA, Metra, and Pace), and \$400,000 of competitive funding for CTA for the Loop Rail Capacity Modeling project.
- Local dues are unchanged from prior fiscal years and remain at approximately \$887,000.

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. In partnership with the Illinois Department of Transportation (IDOT), CMAP was able to secure the required 20% match for all UWP agencies for FY2023. IDOT will make available to the region \$5.7 million in state funds to match all federal dollars under the UWP program. IDOT supports our collective efforts towards completing the important work of the region which in turn executes infrastructure dollars across local, county, and state jurisdictions.

The Federal Highways Administration (FHWA) and the 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, 2022. To meet this objective, the deadline for the draft budget submission is February 14th, 2022. Attached to this agenda is the draft FY2023 comprehensive workplan and budget and a copy of the Transportation Committee memo that outlines the work that the agency will accomplish in FY2023.

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 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 approval. This is a historic year for the region and the agency which has secured additional funding to advance the objectives of ON TO 2050.

Today, staff is requesting Board approval of the agency's FY2023 comprehensive workplan and Budget.



FY 2023

Comprehensive work plan and budget

Draft | June 2022

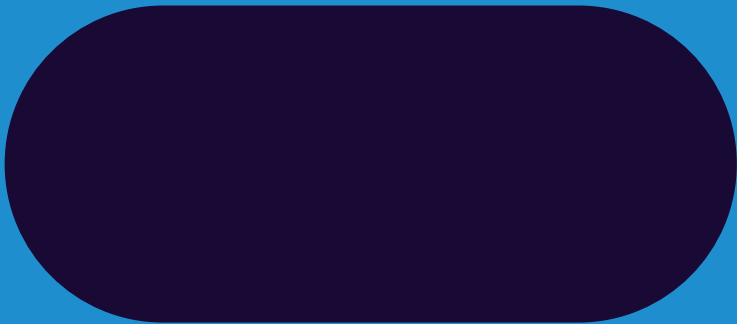
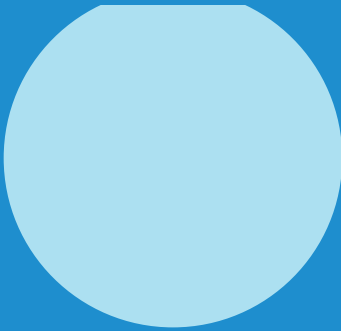
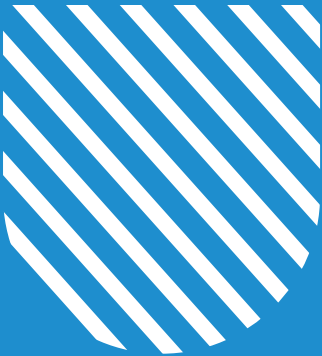


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Section 1: Overview

The Chicago Metropolitan Agency for Planning (CMAP) is the regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. This document, along with the agency's other reports, data, a calendar of meetings and events, job listings, and more, can be found at www.cmap.illinois.gov.

This annual work plan and budget is meant to guide and describe the agency's activities and desired outcomes for the state fiscal year 2023 (FY23), which runs from July 1, 2022, to June 30, 2023. The first section of this work plan details the values, principles, and priorities that guide the agency's work this fiscal year. It also describes CMAP's structure, regional scope, and the membership of its Board and leadership. The second gives an overview of the agency's overall budget and its components. These components include the agency's core activities and projects to be undertaken by its five divisions: planning; research, analysis, and programming; plan implementation and legislative affairs; communications and engagement; and finance and administration, as well as its current three focus areas: transportation, climate, and regional economic competitiveness. Finally, a set of appendices provide the agency's local dues structure and budget category and line-item definitions.

1.01 About CMAP

CMAP operates under state authorizing legislation known as the Regional Planning Act (Public Act 095-0677). The Board's membership has balanced representation from across Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties. The CMAP planning area also includes Aux Sable Township in Grundy County and Sandwich and Somonauk townships in DeKalb County. Gerald Bennett, mayor of Palos Hills, chairs the CMAP Board. Policy, advisory, coordinating, and working committees, shown in the following diagram, play integral roles in the agency's planning processes.

CMAP's core values

CMAP has adopted a set of core values to guide the agency's work and decision-making. Those values and definitions are:

Serve with passion

We are passionate about serving the people of metropolitan Chicago. We build public trust by being good stewards of public resources and proactively sharing information.

Pursue equity

We are guided by the principle that everyone has a right to opportunity and a high quality of life. We work to realize equity for all.

Foster collaboration

We believe inclusion and collaboration strengthen our work. We seek out the voices of those who often go unheard or face barriers to public participation.

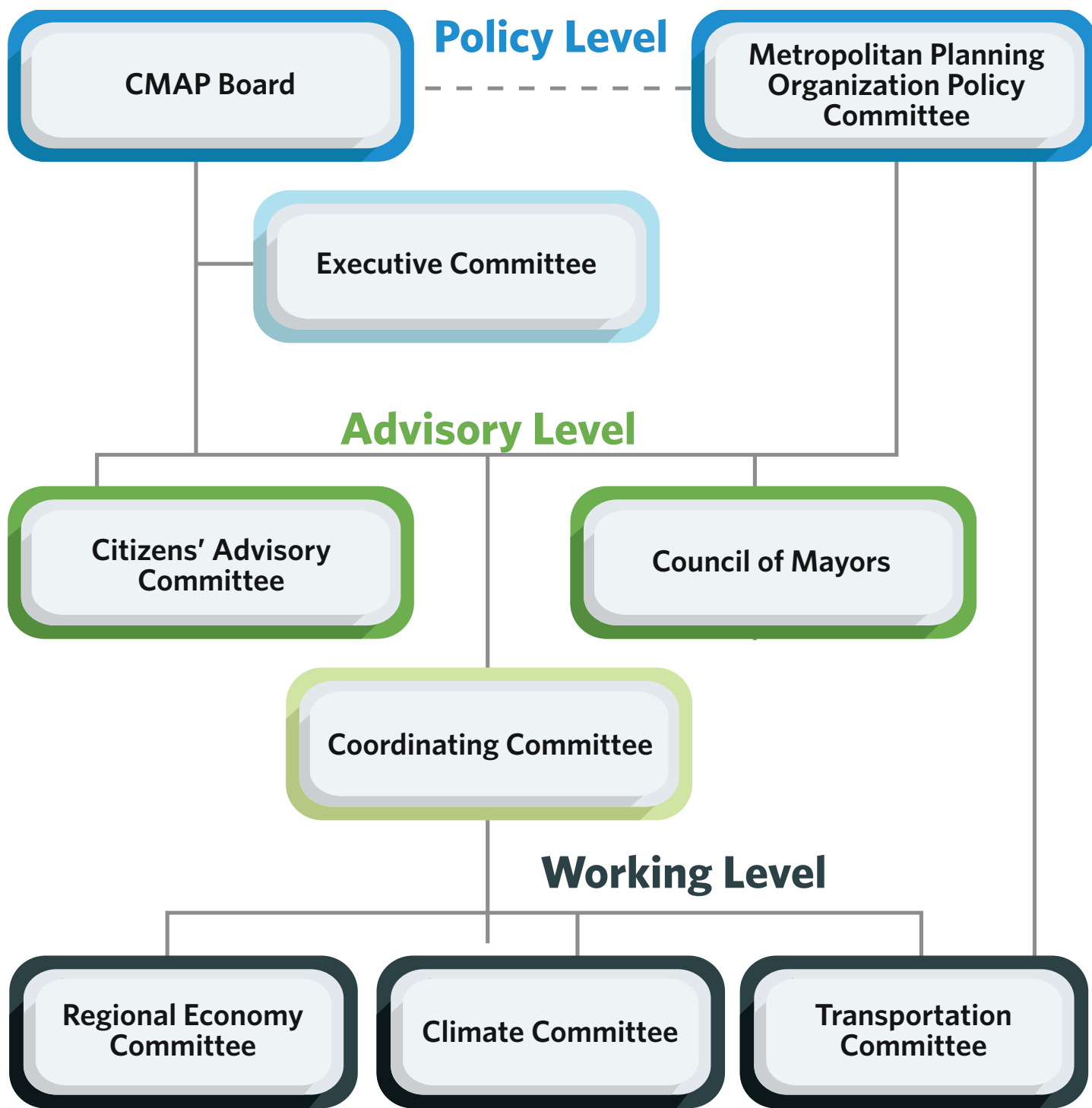
Lead with excellence

We lead on issues that advance the region. We believe in the power of data and the story it tells. We identify and share solutions and inspire others to adapt them for their communities.

Drive innovation

We are driven by the desire to find more efficient methods to achieve the most impact. We do this by seeking new solutions to old problems, taking calculated risks, and daring to try them.





Other public body committees include:

- STP Project Selection Committee
- CMAQ & TAP Project Selection Committee
- Tier II Consultation Committee
- Unified Work Program Committee
- Wastewater Committee



About ON TO 2050

With its many partners and stakeholders, CMAP developed and is now implementing ON TO 2050, northeastern Illinois' long-range comprehensive plan, which established coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. The plan can be found at www.cmap.illinois.gov/2050.

In developing ON TO 2050, CMAP spent approximately three years working with partners to conduct extensive research, issue more than two dozen reports, and engage more than 100,000 residents of the seven-county region. The plan affirms and builds on the recommendations of its predecessor, GO TO 2040, to offer specific direction where needed and identify additional priorities. The plan identifies three overarching principles:

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 inform all ON TO 2050 recommendations and the projects and work in this annual work plan and budget.

ON TO 2050 implementation

While ON TO 2050 provides a comprehensive approach to building a more thriving region, some problems more acutely affect our region than others and require a more focused effort. Metropolitan Chicago's transportation system requires adequate funding and bold action to address today's problems and anticipate tomorrow's opportunities. Our region's economy is not keeping up with peers and is held back by vast and entrenched inequity. Additionally, our region must take immediate and coordinated action to mitigate climate change by reducing emissions while we adapt to our already changing weather patterns.

As an agency, CMAP has prioritized three core recommendation areas from ON TO 2050 and identified goals and projects meant to reach them through its new five-year strategic plan. These areas were identified by looking at both the region's needs and CMAP's abilities and strengths as an organization that would ensure positive change. The work identified under these focus areas leverages the ongoing work of the agency in providing planning resources, policy development, research and innovation, transportation programming, and transportation modeling with and for our regional partners, communities, and residents. Furthermore, the new partnerships and skills built doing this work will feed and reinforce the agency's core activities going forward. Each of the projects under CMAP's programs are aligned with a focus area. These focus areas and their projects are described in detail in Section 2.

Transportation

Goal: A transportation system that works better for everyone

Regional economic competitiveness

Goal: A robust and inclusive regional economy

Climate

Goal: A region that takes action to mitigate and adapt to the impacts of climate change and preserve high-quality water resources

CMAP leadership and programs

Erin Aleman is the executive director of CMAP. The proposed FY23 budget reflects total staffing of 124 full-time positions¹. Funding to support the ongoing work of the agency comes from the Unified Work Program, which supports transportation planning in northeastern Illinois, with metropolitan funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Other funding sources include the Illinois Environmental Protection Agency (IEPA), the Illinois Department of Natural Resources (IDNR), and grants from the MacArthur Foundation, Chicago Community Trust, Illinois Housing Development Authority (IHDA), and local dues and contributions.

CMAP's FY23 budget is designed to allow CMAP to complete its core responsibilities as a metropolitan planning organization (MPO) in addition to supporting ON TO 2050 implementation activities. CMAP organizes these implementation activities into programs to solve problems and improve quality of life through resilience, inclusive growth, and prioritized investment. These areas are:

Planning resources

Collaborating with communities on plans to address local and regional challenges

This program works closely with communities to create plans, tools, and guides required to implement ON TO 2050. Technical assistance is provided to communities and local governments, which integrates transportation and other elements into local planning efforts to promote the ON TO 2050 principles of inclusive growth, resilience, and prioritized investment. The technical assistance involves working directly with a community or multi-jurisdictional group of communities on a product that is customized for their use, has a specific audience, and is geographically limited.

The work conducted in this program is often led and performed by CMAP staff, but other agencies and professional services also contribute to staff resources. Planning projects and scopes of work planned in this year's budget include technical assistance for local planning, such as land use and transportation plans; comprehensive plans; bicycle and pedestrian plans; local road safety plans; neighborhood, corridor, and subarea plans; ADA evaluations and transition plans; and planning assessments or studies on special topics.

Policy development

Seeking solutions to complex regional issues

This body of work seeks policy solutions on regional issues through close collaboration with regional partners and stakeholders, and thorough analysis generated from the agency's data resources and research capabilities in subject areas aligning with ON TO 2050. The main activities in this program include research and analysis, steering work to implement ON TO 2050 priorities through the agency's committee structure, legislative analysis, and outreach, and coordination with regional partners. The core program reflects agency priorities, including transportation funding, inclusive economic resilience, and improved climate mitigation. Policy development and analysis projects and scopes of work planned in this year's budget include mobility recovery, equitable engagement, community characteristics, safety, inclusive economic growth, transportation emissions mitigation, and climate resilience.

¹ CMAP staff members are classified based on their levels of responsibility, with a compensation structure informed by comparable market data and the Chicago-Gary-Kenosha Consumer Price Indexes (CPI). Employees are evaluated on an annual basis and may be eligible for merit increases.

Employees receive a competitive benefits package that includes a retirement program, Social Security, Medicare, and insurance for health, vision, dental, and life. Apart from a handful of former State of Illinois employees who took the option to remain part of the State Employees' Retirement System (SERS), all other eligible CMAP employees must participate in the Illinois Municipal Retirement Fund (IMRF).

Research and innovation

Leading in applied urban planning research and geospatial data and information by exploring new ideas, creating innovative tools, and researching methods to inform data-driven decisions

This program is focused on the collection, visualization, and dissemination of primary and secondary data related to transportation, land use, and demographics. The program performs research that explores and carries out targeted investigations on topics important to the agency. The research and innovation program imagines, develops, and communicates innovative tools, solutions, and products through a variety of projects. These projects provide the technical tools and data for the region's land use planning, transportation planning, and plan implementation efforts. Research and innovation projects and scopes of work planned in this year's budget include land use model development and analysis, community data snapshots development, data creation and maintenance including census data administration, bike path inventory, socioeconomic forecast update, data visualization, applied research, and geographic information system (GIS)/geospatial technology services.

Transportation programming

Investing the region's federal transportation funds efficiently and effectively

This program creates and maintains a prioritized, fiscally constrained capital improvement program for the northeastern Illinois region, consistent with ON TO 2050, functional plans, and federal rules. This program also oversees the development and active program management of the region's Transportation Improvement Program (TIP) in coordination with federal, state, regional, and local transportation implementers. The program also directly programs and manages federal funds sub-allocated to CMAP, including the Congestion Mitigation and Air Quality Improvement (CMAQ) program, local Transportation Alternatives Program (TAP), and the Surface Transportation Program (STP). Transportation planning projects and scopes of work planned in this year's budget include TIP development and management; conformity plans and programs; CMAQ, TAP, and STP development and management; e-TIP database development and maintenance; and working with the region's transportation partners to leverage new programs and funding available from the Infrastructure Investment and Jobs Act (IIJA).

Transportation modeling

Developing and maintaining sophisticated analysis tools to support performance-based programming decisions that help achieve the goals of the long-range plan

This program ensures that CMAP staff and planning partners have access to quality data resources and best-in-class analysis tools supported by a well-trained research team that is fully engaged in the technical implementation challenges of the plan. This includes the development and refinement of methodologies to measure the key principles of inclusive growth, resilience, and prioritized investment. Staff develop and maintain analysis tools to evaluate the impacts of transportation investments and alternative policy decisions. Data and technical support are provided to ongoing regional planning and policy initiatives, including implementation of the ON TO 2050 plan. Staff efforts focus on data analysis and the dissemination of information to allow regional partners and the public to develop insights about travel in the region. The scope of work for this year includes pivoting from travel model development to implementation; updating our publicly available information to be agile, interactive, and up to date; initial development of a transparent, flexible tool that will allow for a holistic evaluation of the benefits of proposed transportation investments ranging from safety and operational benefits to equity impacts; and updating the region's congestion management process.

Leadership development

Expanding the ability of individuals and communities to succeed

This program provides local communities with a set of targeted technical assistance services designed to build their capacity to resolve increasingly complex issues. The projects in this program build the expertise, networks, and capabilities of communities across the region through training, technical assistance, and targeted support to communities constrained by access to limited local resources — specifically, the availability of knowledge and skills, staff time, funding, or all three. Leadership development projects and scopes of work planned in this year's budget include capacity building collaboratives, infrastructure planning and grant readiness training, plan implementation assistance, and best practice research and development.

The agency's core activities and programs are made possible by the work of the finance and administration staff, which includes human resources, information technology, and financial accounting and procurement support. The work of the agency is enhanced and delivered to its stakeholders through the activities of the communications and engagement division, which includes support of all external agency communications, public engagement and participation at every level, and program management support for CMAP staff.

Interns and fellows (2010.020)

CMAP provides internships to qualified undergraduate and graduate students in urban and regional planning, communications, information technology, research, analysis and programming, and related fields. During FY22, interns have come to CMAP from various schools, including DePaul University, Roosevelt University, University of Illinois Urbana-Champaign, University of Illinois Chicago, University of Pennsylvania, University of Michigan, University of Toledo, University of Georgia, Northern Illinois, and Northwestern University. CMAP hosted eighteen interns during the last fiscal year. The program gives students valuable workplace experience while supporting the agency's comprehensive planning activities. CMAP also administers the Phillip D. Peters Fellowship and participates in the Northwestern University Public Interest Program. Both programs support one fellow annually. Additionally, CMAP is beta testing a new partnership with the University of Chicago Harris School of Public Policy to administer a fellowship program focusing on applied data. This program presently supports one fellow and would continue to do so annually if continued.

External ambassadors (2010.004)

CMAP staff regularly represents the agency throughout the region and provides subject matter expertise and direct technical support to partners and communities on possible near-term actions they can take to address pressing issues.

ON TO 2050 update (2021.042)

This body of work coordinates the goals and needs of the ON TO 2050 update. Individual project components will be seen throughout the work plan, including technical updates, the financial plan, and regionally significant project evaluations. The scope encompasses engagement goals and strategies. The update will be completed in October 2022 to meet federal requirements.



1.02 Budget overview

Table 1: CMAP core activities

	Actual FY2021	Approved FY2022	Proposed FY2023
Operations			
Use of fund balance			
Contributions	\$0	\$0	\$881,710
Revenues			
Federal	\$16,009,452	\$17,760,629	\$23,630,297
State	\$3,729,936	\$4,035,483	\$3,939,530
Other public agencies	\$110,558	\$45,313	\$53,835
Foundations and non-public agencies	\$397,067	\$40,575	\$100,000
Local contributions	\$961,648	\$944,732	\$887,486
CMAP match	\$47,546	\$25,000	\$ -
Product sales, fees, and interest	\$10,791	\$32,500	\$32,600
Total revenues	\$21,356,998	\$22,884,233	\$28,643,748
Total use of fund balance and revenues	\$21,356,998	\$22,884,233	\$29,525,458
Expenditures			
Personnel	\$10,050,431	\$10,652,870	\$13,420,447
Commodities	\$865,852	\$509,796	\$2,847,356
Operating expenses	\$110,985	\$411,030	\$630,622
Occupancy expenses	\$1,646,131	\$1,922,266	\$1,984,259
Contractual services	\$4,172,570	\$5,327,915	\$7,580,171
Capital outlay	\$(498,787)	\$85,000	\$143,000
CMAP match	\$4,068	\$ -	\$5,037
Indirect expense	\$1,953,644	\$2,634,058	\$2,914,566
Total	\$18,304,894	\$21,542,935	\$29,525,458
Non-operations (revenue and expenditures)			
Pass-through grants	\$3,676,119	\$4,476,995	\$4,641,639
In-kind service	\$1,086,953	\$1,062,003	\$1,160,410

Section 2: Work plan and budget components

2.01 Revenue

Federal funding

CMAP derives its primary funding from the Unified Work Program (UWP), which supports transportation planning in northeastern Illinois, with federal funds provided by the FHWA in the form of Metropolitan Planning Funds (PL) and the FTA in the form of 5303 funding. The Illinois Department of Transportation (IDOT) is responsible for the allocation of these funds to all Illinois MPOs based upon a distribution formula approved by the FHWA. IDOT's distribution formula provides for a base appropriation for each Transportation Management Area with the remainder being split between MPOs based on urbanized area population. These funds are distributed to the 16 MPOs in Illinois, with northeastern Illinois receiving 80 percent of the funding as the largest MPO in the state. As the sub-recipient of planning funds or "pass-through funding," MPOs are required to carry out all metropolitan planning processes and the transportation planning requirements of state and federal law. This funding also supports the implementation of the region's comprehensive plan, ON TO 2050. Federal PL funds must be matched with state and/or local funds at an 80-20 match rate, at minimum. The federal funding that is awarded to CMAP provides funding for CMAP and the Unified Work Program members' annual operating budgets and competitive projects. For FY23, CMAP's budgeted federal revenues are \$23,630,297.

With President Biden signing into law the Infrastructure Investment and Jobs Act (IIJA) on November 15, 2021, the region is expected to receive an increase of approximately \$4.1 million in federal funding for FY23. With the required match, the total UWP funding available is \$28.6 million, an increase of \$5,713,448 or 20 percent as compared to FY22. CMAP's FY23 budget includes 80 percent of the UWP total budget. \$4.1 million represents the new baseline amount of the federal mark. FY24-FY27 budgets will include this baseline amount in addition to an annual 2 percent increase in funding. A new requirement of this funding includes an appropriation of 2.5 percent of the total funding to be allocated for complete streets planning. For FY23, this represents approximately \$715,000. The agency is developing a process to program this funding every fiscal year.

In addition, on September 17, 2021, CMAP was one of five recipients awarded funding under the Department of Transportation's new Regional Infrastructure Accelerators (RIA) program. The RIA program will help accelerate project delivery through a variety of ways, including project planning, studies and analysis, and preliminary engineering and design work. CMAP was awarded \$1 million in funding under the focus areas of bridge rehabilitations, ADA transitions, and electric vehicle infrastructure. The revenues and expenditures for this grant are included in the FY23 budget.

State match funding

CMAP's mission aligns with IDOT's responsibility to design and maintain a world-class transportation system that enhances the safety and quality of life in Illinois by reducing congestion, increasing mobility, and facilitating and improving the interconnectivity of all transportation modes for the efficient movement of people and goods to support Illinois' national and global competitiveness. As such, IDOT provides the matching funds to CMAP required to access federal funding. Under the State of Illinois' FY22 budget, CMAP's 20 percent state match was appropriated under IDOT's budget with the focus of providing funding for metropolitan planning and research in Illinois. For FY23, CMAP's budgeted state match is \$4,553,039, including the \$3.5 million included in Governor Pritzker's FY22 budget and \$1,053,039 required match for CMAP to access the additional federal funds provided by the IIJA. It is anticipated that the \$3.5 million match will be provided in governor's FY23 budget. Due to the shift in the timeline on when CMAP is required to submit its budget to IDOT from June to February, the governor's FY23 budget has not been introduced at this time.

Local dues

Local dues have become an instrumental component of CMAP's budget strategy as this funding supports several core objectives: to lessen the reliance on state funding, which was noted as a deficiency by the U.S. Department of Transportation in its 2014 quadrennial certification review of CMAP; mitigate operational risk against potential funding uncertainties; provide funding for CMAP to access additional federal funding; provide match for State Planning and Research grants for competitive projects; and most importantly, provide funding for CMAP to meet its comprehensive regional planning mandate in areas that impact the region beyond transportation. Through the commitment of our municipal, county, and transportation partners to our efforts, CMAP continues to achieve a 99 percent local dues collection rate year over year. Since its inception in 2016, local dues have remained constant at \$887,486 annually. For FY23, CMAP will maintain the local dues at this level and include \$887,486 in its annual budget.

State Planning and Research grants (SPR)

CMAP competes for SPR funding for transportation-related projects through IDOT's annual call for projects. Selected projects are awarded funding, and in some cases the required 20 percent match, to be expended over a three-year fiscal cycle. In FY23, CMAP has included in its budget the IDOT annual appropriation for awarded projects and required match. Projects funded under SPR grants in FY23 include equitable engagement, Ecopia data acquisition, safety planning, and truck routing studies. In addition, IDOT awarded funding in FY22 for CMAP to conduct ADA transition plans for the region as required by federal regulations to remain compliant and eligible for federal funding. Phase I funding for this program is estimated to be \$3,500,000. The FY23 budget reflects \$2,032,330 in revenues and expenditures toward the ADA program. This project is expected to be a multi-year funded project to complete. The Ecopia project is also a large-scale, multi-year funded project. For FY23, revenues and expenditures for this project is expected to be \$2,526,016. Many of the above projects receive both federal and state funding. The federal totals are included above, and the state totals are reported in this category. For FY23, CMAP budgeted \$439,530 in SPR funding.

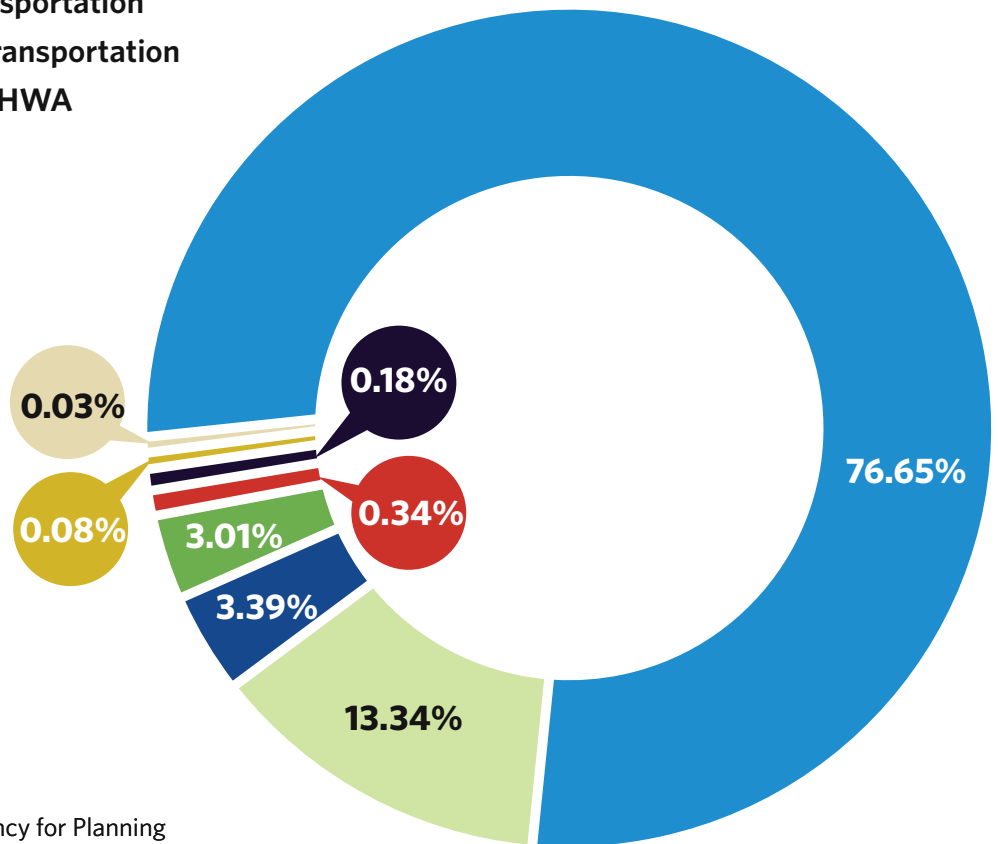
Other funding

Other funding sources included in CMAP's FY23 budget include funding from the Illinois Environmental Protection Agency to complete water quality management planning work in the region. Local planning contributions are funds provided by municipalities as funding toward the completion of their planning projects or related type projects or activities. CMAP is also the recipient of funding from foundations and non-public agencies to complete comprehensive regional planning work. In FY23, CMAP has included in its budget funding from the MacArthur Foundation to continue capacity building work to support the region. CMAP has also included funding awarded to the Metropolitan Mayors Caucus through a joint grant from The Chicago Community Trust and the Illinois Housing Development Authority for CMAP to perform regional housing assessment work in the region. Miscellaneous funding is provided by the Peters Fellowship for reimbursement of the fellow, the Metropolitan Mayors Caucus' rents as subtenant at the Old Post Office, as well as interest income generated from CMAP banking activities. For FY23, CMAP has budgeted \$186,435 in other funding sources.

The agency's total revenue and use of fund balance for FY23 is \$29,525,458, an increase of \$6,641,225 or 23 percent as compared to FY22.

CMAP Revenue FY2023

- U.S. Department of Transportation
- Illinois Department of Transportation
- Build America Bureau/FHWA
- Local dues
- MacArthur Foundation
- MCC IHDA Housing
- General fund
- PDP fellow



Source: Chicago Metropolitan Agency for Planning

TABLE 2: Revenue detail, CMAP core activities

Operations			
	Actual FY2021	Approved FY2022 budget	Proposed FY2023 budget
Federal			
<i>U.S. Department of Housing and Urban Development</i>			
Chicago Housing Authority-Regional Housing Initiative	\$5,347	\$ -	\$ -
Total	\$5,347	\$ -	\$ -
<i>U.S. Department of Natural Resources</i>			
IDNR Water Supply NE IL	\$32,914	\$125,000	\$ -
Total	\$32,914	\$125,000	\$ -
<i>U.S. Department of Transportation</i>			
Commercial Vehicle	\$2,962	\$100,000	\$ -
Pavement Management	\$530,590	\$95,500	\$20,147
PI — Ecopia	\$ -	\$ -	\$2,525,016
Port Authority	\$55,411	\$ -	\$ -
SPR — equitable engagement	\$ -	\$ -	\$132,256
SPR planning	\$109,678	\$402,358	\$ -
Truck routing	\$92,130	\$237,752	\$114,858
UWP operating	\$15,134,187	\$15,034,450	\$18,212,156
ADA/Americans with Disabilities Act	\$ -	\$ -	\$1,625,864
Construction Carry Forward	\$67,481	\$1,739,575	\$ -
Total	\$15,992,439	\$17,609,635	\$22,630,297
<i>U.S. Environmental Protection Agency</i>			
Indian Creek Watershed	\$68,751	\$25,994	\$ -
Total	\$68,751	\$25,994	\$ -
<i>Build America Bureau/FHWA</i>			
RIA/REG Infrastructure Accelerator			\$1,000,000
Total	\$ -	\$ -	\$1,000,000
Federal total	\$16,099,452	\$17,760,629	\$23,630,297

Operations			
	Actual FY2021	Approved FY2022 budget	Proposed FY2023 budget
State			
<i>Illinois Department of Housing and Urban Development</i>			
Chicago Housing Authority-Regional Housing Initiative	\$17,886	\$ -	\$ -
Total	\$17,886	\$ -	\$ -
<i>Illinois Department of Transportation</i>			
Port Authority	\$13,853	\$ -	\$ -
SPR — equitable engagement	\$ -	\$ -	\$33,064
SPR Local Technical Assistance	\$ -	\$100,590	\$ -
SPR planning	\$27,420	\$ -	\$ -
UWP operating	\$3,645,888	\$3,500,000	\$3,500,000
ADA/AMERS w Disabilities Act	\$ -	\$ -	\$406,466
Construction Carry Forward	\$249	\$434,894	\$ -
Total	\$3,687,409	\$4,035,483	\$3,939,530
<i>Illinois Environmental Protection Agency</i>			
Indian Creek Watershed	\$24,641	\$ -	\$ -
Total	\$24,641	\$ -	\$ -
State total	\$3,729,936	\$4,035,483	\$3,939,530
Other public agencies			
Indian Creek Watershed	\$15,410	\$ -	\$ -
MCC IHDA Housing	\$67,835	\$5,313	\$53,835
Metropolitan Mayors	\$27,313	\$40,000	\$ -
Other public agencies total	\$110,558	\$45,313	\$53,835
Foundations and non-public agencies			
MacArthur Foundation	\$397,067	\$40,575	\$100,000
Foundations and non-public agencies total	\$397,067	\$40,575	\$100,000

Operations			
	Actual FY2021	Approved FY2022 budget	Proposed FY2023 budget
Contributions			
Local dues	\$894,674	\$887,486	\$887,486
Local technical assistance	\$66,974	\$57,246	\$ -
Contributions total	\$961,648	\$944,732	\$887,486
CMAP match			
Commercial vehicle	\$741	\$25,000	\$ -
General fund	\$23,773	\$ -	\$ -
Truck routing	\$23,033	\$ -	\$ -
CMAP match total	\$47,546	\$25,000	\$ -
Product sales, fees, and interest			
<i>Interest</i>			
General fund	\$6,212	\$25,000	\$25,000
PDP Fellow	\$113	\$ -	\$100
<i>Miscellaneous</i>			
PDP Fellow	\$ -	\$7,500	\$7,500
Reimbursables	\$4,466	\$ -	\$ -
Product sales, fees, and interest total	\$10,791	\$32,500	\$ 32,600
Use of fund balance			
Contributions	\$ -	\$ -	\$888,709
Total revenues and use of fund balance	\$21,356,998	\$22,884,233	\$ 29,525,458

Non-operations			
	Actual FY2021	Approved FY2022 budget	Proposed FY2023 budget
Pass-through			
Council of Mayors	\$1,359,787	\$1,526,019	\$1,533,094
Chicago Department of Transportation	\$761,919	\$772,300	\$807,600
Chicago Transit Authority	\$665,282	\$500,000	\$820,000
Metra	\$335,981	\$496,000	\$520,000
Pace	\$88,832	\$220,000	\$229,600
Cook County	\$90,742	\$ -	\$ -
DuPage County	\$ -	\$ -	\$ -
Kane County	\$ -	\$ -	\$160,000
Lake County	\$ -	\$ -	\$ -
McHenry County	\$ -	\$240,000	\$ 0
Will County	\$170,880	\$ -	\$ -
Planning	\$24,428	\$440,258	\$ -
Regional Transportation Authority	\$178,266	\$282,418	\$ -
Complete Streets	\$ -	\$ -	\$571,345
Total	\$3,676,119	\$4,476,995	\$4,641,639
In-kind service			
Council of Mayors	\$510,682	\$381,505	\$383,274
Chicago Department of Transportation	\$189,483	\$193,075	\$201,900
Chicago Transit Authority	\$143,401	\$125,000	\$205,000
Metra	\$83,995	\$124,000	\$130,000
Pace	\$22,208	\$55,000	\$57,400
Cook County	\$22,686	\$ -	\$ -
DuPage County	\$ -	\$ -	\$ -
Kane County	\$ -	\$ -	\$40,000
Lake County	\$ -	\$ -	\$ -
McHenry County	\$ -	\$60,000	\$ -
Will County	\$57,352	\$ -	\$ -
Planning	\$10,237	\$52,818	\$ -
Complete Streets	\$ -	\$ -	\$142,836
Total	\$1,086,953	\$1,062,003	\$1,160,410

2.02 Expenditures

Under the leadership of CMAP's executive director, Erin Aleman, the agency has developed an ambitious strategic vision framed by core values and focused on implementation of ON TO 2050, with emphasis on the three areas of transportation, regional economic competitiveness, and climate as mentioned above and outlined in Section 2 of the work plan. For FY21 and FY22, CMAP needed to explore how to adjust for increasing costs while managing reduced revenues due to the extension of the Federal Fixing America's Surface Transportation (FAST) Act, with no increase in federal funding. However, with the additional funding provided under the IIJA, the agency has adequate funding to align the resources required to complete the work outlined in the work plan.

Proposed expenses in draft FY2023 work plan and budget

For FY23, CMAP's comprehensive budget outlines expenses of \$29,545,458, an increase of \$7,982,523 or 37 percent as compared to FY22. CMAP is projected to experience increases in all six expense categories: personnel, operating, commodities, occupancy, contractual, and capital expenses. Until the recent increase of federal funding provided by the IIJA, the agency's expenses have trended higher than funding provided by the UWP budget. Additional funding was provided by the use of local dues, SPR grants, and in many cases, hiring additional staff and consultants to complete projects were deferred to future fiscal years. The additional federal funding allows the agency to align the revenues and expenses to perform the work required by the agency.

Personnel expenses

In FY23, CMAP anticipates an increase of approximately \$2,762,938 or 26 percent in personnel expenses over the FY22 budget. This increase is primarily driven by an increase in the agency's full-time employees (FTEs) from 107 to 124, an increase of 17 employees. With the \$4 million increase in federal funding for metropolitan planning provided to the region from the IIJA, the agency will need to hire staff in the areas of research, analysis, and programming and policy implementation to support the increase in work activities required by the agency. Staff will also be hired in the area of planning under the \$3 million in funding the agency will receive from IDOT to complete ADA transition plans for the region. In addition, the agency will hire staff under the \$1 million Regional Infrastructure Accelerator grant from the U.S. Department of Transportation to develop demonstration programs with local jurisdictions in the areas of bridge rehabilitation, ADA transition plans, and electric vehicle infrastructure.

Another contributor to the increase in personnel cost is health care coverage. Due to the rising number of employee claims and COVID coverage required, the agency's costs in this area increased 13 percent. The agency was able to negotiate a one-time 5 percent rate relief with its insurance provider that reduced the increase to 8 percent. The agency continues to explore plan design changes and insurance providers annually to reduce costs. This budget also includes an increase of 5 percent for annual staff merit increases provided as part of the agency's annual performance review process, promotions, and compensation study adjustments. These adjustments will allow CMAP to recruit and retain staff in a highly competitive job market. More importantly, funding for 124 positions will ensure that the agency has adequate staff to deliver its FY23 goals and objectives.

Contractual services

Contractual expenses in the FY23 budget represent a \$2,252,256 or 459 percent increase as compared to FY22. As outlined in the FY23 work plan, the agency has many large-scale projects underway and others that will commence in FY23. the mobility recovery and equitable engagement projects started in FY21 and will continue into FY23. ADA transition plans and the Regional Infrastructure Accelerator program will start in FY22 and continue into FY23. The agency will implement its new enterprise resource planning system in July 2022, the beginning of FY23. Several SPR grant projects will conclude in FY23, such as the Illinois Port Project and several local planning projects. Contractual services will also augment current CMAP staff and provide expertise outside CMAP’s current knowledge base, such as economic development expertise. Finally, the agency will complete the redesign of its website in FY23.

Occupancy expenses

In September 2020, CMAP moved to its new location in the Old Post Office. Under the category of occupancy expenses, there is projected to be an increase of \$61,993 or 3 percent as compared to FY22, due to rents, taxes, common-area expenses, and rent abatement, negotiated in CMAP’s lease with 601 W. Companies, LLC. CMAP’s lease with 601 W. Companies remains below current market rent rates in the Old Post Office at \$37.00 gross rents compared to \$47.00 gross rents. CMAP’s annual increases in occupancy expenses will continue to trend below the Central Business District market rent rates based on a negotiated one-month rent abatement for the next 10 years, reduced common-area expenses due to a 95 percent occupancy rate at the Old Post Office, and real estate taxes at historic/landmark tax rates for the next year. CMAP has the second-lowest rent rates in the Old Post Office.

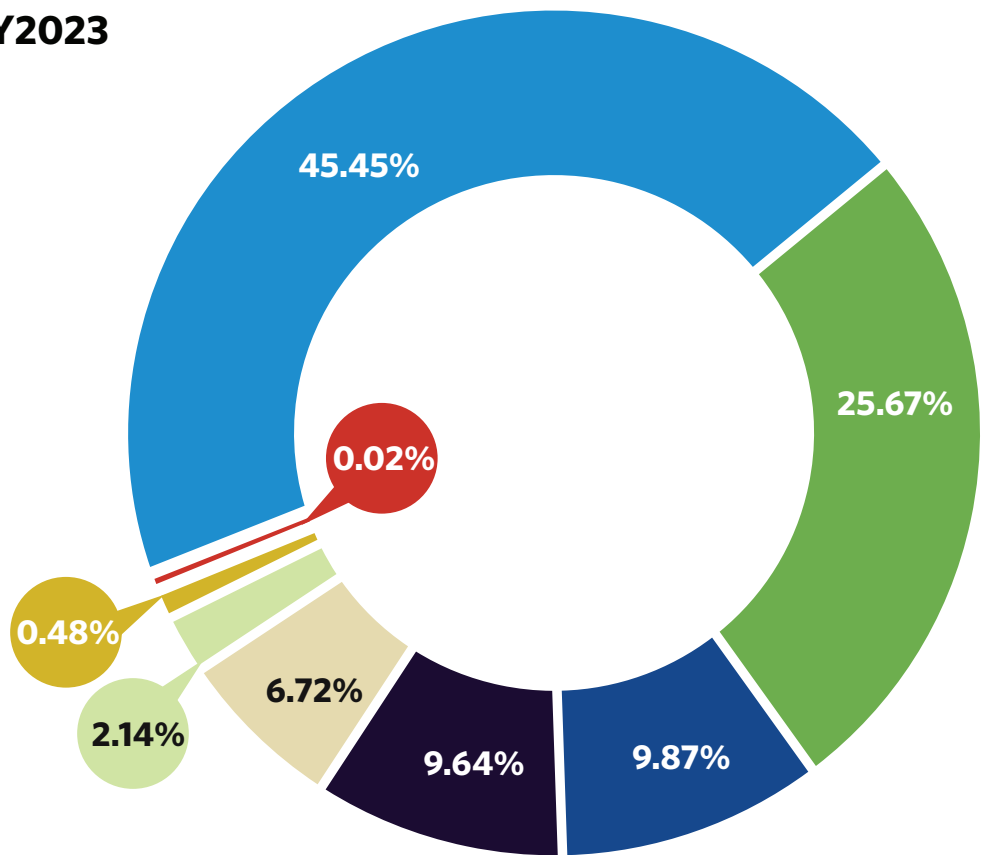
Commodities, operating expenses, and capital outlay

For FY23, CMAP’s expenses in the categories of commodities, operating, and capital outlay increased \$2,337,560 or 459 percent, \$219,592 or 53 percent, and \$58,000 or 68 percent respectively, as compared to FY22. The largest component of the increase in the commodities category is the purchase of the Ecopia data. The increase in capital outlay is also related to this project, as the purchase of a server and related hardware are required to support the data from the Ecopia project. CMAP has received a SPR grant from IDOT to procure this data and analytic tool for the entire state of Illinois. Other data required for research and analysis work as part of the ON TO 2050 plan update and other agency projects is a smaller component of the increase. CMAP continues to explore ways to reduce its data acquisition costs by exploring the use of free resources, negotiating lower subscription rates, and eliminating data services no longer required by the agency. Under the category of the operating budget, the agency anticipates increased costs in training, travel, and meeting expenses as these activities resume post-pandemic in FY23.

Table 3 reflects, line item by line item, the final Core Operations - Expenses budget for FY23. A description of the line items is in Appendix B. This table reflects only the core operations.

CMAP Expenses FY2023

- Personnel
- Contractual services
- Indirect expense
- Commodities
- Occupancy expenses
- Operating expenses
- Capital outlay
- CMAP match



Source: Chicago Metropolitan Agency for Planning

TABLE 3: Expense detail, CMAP core activities

Expenses			
	Actual FY2021	Approved FY2022 budget	Proposed FY2023 budget
Personnel			
Regular salaries	\$6,288,423	\$7,869,907	\$10,221,175
Temporary salaries	\$184,947	\$258,420	\$211,014
FICA	\$441,803	\$498,795	\$629,863
Medicare	\$105,666	\$116,654	\$147,048
Health/dental/vision	\$1,045,952	\$1,102,205	\$1,299,319
HSA ER contribution	\$17,163	\$ -	\$ -
ICMA ER contribution	\$4,733	\$ -	\$9,000
IMRF retirement	\$524,039	\$533,327	\$591,652
SERS retirement	\$273,511	\$273,563	\$311,376
Jury duty	\$ -	\$ -	\$ -
Holiday	\$382,479	\$ -	\$ -
Parental leave	\$2,050	\$ -	\$ -
Personal taken	\$92,785	\$ -	\$ -
Sick taken	\$163,861	\$ -	\$ -
Vacation accrued	\$504,684	\$ -	\$ -
Cellphone allowance	\$18,335	\$ -	\$ -
Personnel total	\$10,050,431	\$10,652,870	\$13,420,447
Full-time authorized personnel	107.00	107.00	124.00
Commodities			
Copy room supplies	\$ -	\$1,200	\$8,750
Data acquisition	\$287,901	\$458,425	\$2,744,003
Equipment — small value	\$85,526	\$5,000	\$30,000
Furniture — small value	\$457,189	\$ -	\$ -
General supplies	\$ -	\$20,000	\$23,000
Office supplies	\$435	\$5,780	\$18,413
Publications	\$34,803	\$18,725	\$22,690
Software — small value	\$ -	\$666	\$500
Commodities total	\$865,852	\$509,796	\$2,847,356

Expenses			
	Actual FY2021	Approved FY2022 budget	Proposed FY2023 budget
Contractual services			
Co-location hosting services	\$121,470	\$112,173	\$115,000
Office equipment	\$7,995	\$36,000	\$190,500
Office equipment leases	\$171	\$ -	\$8,000
Professional services	\$566,588	\$672,848	\$1,051,648
Software maintenance	\$774,744	\$871,369	\$886,671
Web-based software	\$1,698	\$31,712	\$218,300
Contractual services	\$2,699,904	\$3,603,813	\$5,110,052
Contractual services total	\$4,172,570	\$5,327,915	\$7,580,171
Operating expenses			
CMAP association membership	\$27,990	\$101,493	\$138,833
Conference registration	\$15,976	\$69,083	\$61,770
Legal services	\$ -	\$1,600	\$1,800
Meeting expenses	\$1,372	\$52,815	\$65,205
Miscellaneous	\$(23,408)	\$ -	\$1,500
Moving expenses	\$30,411	\$ -	\$ -
Postage/postal services	\$492	\$4,150	\$1,050
Printing services	\$309	\$15,571	\$15,300
Recruitment expenses	\$ -	\$ -	\$ -
Staff association membership	\$5,947	\$12,500	\$12,750
Storage	\$ -	\$ -	\$6,000
Training and education	\$39,873	\$83,160	\$197,272
Travel expenses	\$12,024	\$70,658	\$129,142
Unemployment compensation	\$ -	\$ -	\$ -
Operating expenses total	\$110,985	\$411,030	\$630,622

Expenses			
	Actual FY2021	Approved FY2022 budget	Proposed FY2023 budget
Occupancy expenses			
Office maintenance	\$ -	\$ -	\$13,000
Rent	\$1,566,624	\$1,802,076	\$1,871,877
Telecommunications	\$60,778	\$69,300	\$47,959
Utilities	\$18,729	\$50,890	\$51,423
Occupancy expenses total	\$1,646,131	\$1,922,266	\$1,984,259
Capital outlay			
Equipment — capital	\$(92,355)	\$85,000	\$143,000
Furniture — capital	\$(796,800)	\$ -	\$ -
Office construction	\$390,368	\$ -	\$ -
Software — capital	\$ -	\$ -	\$ -
Capital outlay total	\$(498,787)	\$85,000	\$143,000
CMAP match			
CMAP match	\$4,068	\$ -	\$5,037
CMAP match total	\$4,068	\$ -	\$5,037
Indirect expense			
Indirect expense	\$1,953,644	\$2,634,058	\$2,914,566
Indirect expense total	\$1,953,644	\$2,634,058	\$2,914,566
Total expenses			
	\$18,304,894	\$21,542,935	\$29,525,458

2.10 ON TO 2050 priority implementation areas

Since ON TO 2050's adoption in October 2018, all agency activities and projects have been designed, enhanced, or reconfigured to implement the goals and recommendations of the plan and to further its principles of inclusive growth, resilience, and prioritized investment. The core programs of the agency — planning resources, policy development, research and innovation, transportation programming, transportation modeling, and leadership development — that are delivered and supported by each of the agency's five divisions will continue this focus on implementation in FY23. To maximize regional impact and accelerate progress on key ON TO 2050 recommendations, CMAP has identified three focus areas that represent unique opportunities to strengthen the Chicago metropolitan region and improve quality of life across all its 284 communities. A report of quarterly activities, deliverables, and applicable documentation for each project will be included in the CMAP [quarterly reports](#). Projects with additional project deliverables, if any, are indicated as such in the project descriptions below.

2.11 Transportation

ON TO 2050 calls for creating an equitable, sustainable transportation system that provides mobility for all. Achieving that system requires a commitment to equitable investment in communities, as well as leveraging the transportation system to provide access to opportunity for residents with low income and communities of color. It also requires preparing for mobility in a time of great economic, demographic, and technological change.

ON TO 2050 lays out multiple strategies to achieve a well-integrated, multimodal transportation system. In FY23, CMAP will focus on projects that make strategic progress on the following key ON TO 2050 recommendations:

- [Fully fund the region's transportation system](#)
- [Leverage the transportation network to promote inclusive growth](#)
- [Improve travel safety](#)

Operational areas

Regional transit policy and investment (2010.025)

This area builds off recent analysis of the challenges and opportunities in the region's transit system, including the Transit Modernization strategy paper, Transit Ridership Growth Study, Transit Capacity analysis, and the RTA's Invest in Transit plan to develop policy-based methodology for future investments in the transit system. Staff will track operating budget developments throughout the COVID crisis and monitor the regional capital program.

The project will also follow regional and national efforts to advocate for additional funding for transit and other broader pandemic recovery efforts. This project will also track federal communications on regulatory guidance, rulemaking, grant opportunities and performance monitoring. In addition, staff will continue to provide analytical support and assistance to partners on these topics as needed.

Executive sponsor: Wilkison, Laura

Program manager: Scott, Elizabeth

Operational manager: Comeaux, Daniel

Work plan type: operational area

Outreach: operational communication



Ongoing transportation revenues analysis, communication, and outreach (2021.027)

In 2018, ON TO 2050 projected a \$56 billion gap in funding to achieve a state of good repair and make modest enhancements to the region's transportation system by 2050. The Rebuild Illinois capital package passed in 2019 created new revenues for transportation, particularly roadways. The federal IIJA bill will also provide additional funding for programs and projects. However, all of this funding is still insufficient to meet ON TO 2050's long-term multimodal transportation system investment goals. Funding recommendations — such as a system of managed lanes, value capture, a road usage charge pilot, or expansion of the sales tax base to help meet these goals — face significant roadblocks in terms of public understanding and acceptance. However, these strategies are critical to reducing congestion and adapting to changing mobility and consumer behavior. Achieving these goals is key to not only providing a safe and reliable transportation system but is also vital to growing our regional economy. In addition, new funding will need to be sought for transit within the next several years. This activity could identify partners and needs to make that case and include internal strategy development on revenues overall. Other work on transit fares and asset management underway in FY22 will support this strategy development.

Executive sponsor: Wilkison, Laura

Program manager: Scott, Elizabeth

Operational manager: Hollander, Lindsay

Work plan type: operational area

Outreach: operational communication

Projects

Safety Action Agenda (2021.029)

States and metropolitan planning organizations (MPOs) such as CMAP are required by federal law to set annual highway safety targets for reduced fatalities and serious injuries. Yet safety performance has improved minimally in the past few years. This project represents the first phase of a multi-year effort to develop a regional strategy for improving traffic safety.

Executive sponsor: Wilkison, Laura

Program manager: Scott, Elizabeth

Project manager: Barrett, Vickie

Work plan type: staff project

Span: FY2021-FY2023

FY2023 staff hours: 2,220 / Total project hours: 3,670

Outreach: Safety Resource Group, Transportation Committee

Funding: Unified Work Program

Mobility recovery (2021.054)

For metropolitan Chicago to emerge from the COVID-19 pandemic stronger, it will require agile and prioritized response from government bodies across our region. Under this project, CMAP will support emerging needs while ensuring all goals and outcomes are consistent with the long-term plan. Staff will work alongside a team of consultants and under the guidance of a steering committee to develop a visionary mobility strategy to support an equitable recovery from the COVID-19 crisis in northeastern Illinois. The plan will address mitigations to a likely rebound in congestion, sustaining the transit system, and increasing the overall resilience of the region's multimodal transportation system. The project will develop an implementable mobility strategy and associated action plan, as well as interim deliverables. Findings and deliverables will be utilized in the ON TO 2050 plan update.

Executive sponsor: Wilkison, Laura

Program manager: Scott, Elizabeth

Project manager: Comeaux, Daniel

Work plan type: staff project

Span: FY2021-FY2023

All contract costs: \$780,000.00

Total project hours: 3,144.5

Outreach: Mobility Recovery Steering Committee

Funding: OneSolution multi-year placeholder

Equitable engagement (2021.056)

This project will use a consultant to design and execute a program by which CMAP will convene organizations representing disadvantaged communities so that they can participate more fully in CMAP's initiatives. These initiatives include, but are not limited to, participation in CMAP working committees as well as more specialized participation in project meetings and review of documents related to CMAP's climate initiatives and the ON TO 2050 update. The selected consultant will work under the direction of CMAP to finalize the design of the program and to act as the financial intermediary to support participating organizations through direct financial support for their participation.

Executive sponsor: Wilkison, Laura

Program manager: Scott, Elizabeth

Project manager: Thompto, Ryan

Work plan type: staff project

Span: FY2021-FY2024

FY2023 staff hours: 500 / **Total project hours:** 2,170

Outreach: Advisory Group

Funding: Unified Work Program



Electric vehicle (EV) infrastructure planning (2022.008)

CMAP will work with state and regional partners to strategize and plan for establishing an electric vehicle charging infrastructure network for the region. This work builds on ongoing work by IDOT and others to explore the installation of such infrastructure statewide. This will leverage new programs and resources in the federal IIJA.

Executive sponsor: Phifer, Stephane

Program manager: Navota, Jason

Project manager: Daly, Brian

Work plan type: staff project

Span: FY2022–FY2024

FY2023 staff hours: 950 / **Total project hours:** 1,760

Outreach: Transportation Committee, EV Resource Group

Funding: Unified Work Program

Improved criteria for transportation investments (2022.038)

CMAP staff will develop a series of recommendations to better incorporate equitable transportation investment goals into CMAP's programming work. This project will develop a strategy to implement findings from the community characteristics project and run parallel to the improved criteria for transportation investments (climate) project.

Executive sponsor: Wilkison, Laura

Program manager: Scott, Elizabeth

Project manager: Thompto, Ryan

Work plan type: staff project

Span: FY2022–FY2023

FY2023 staff hours: 500

Outreach: Working group, Transportation Committee

Funding: Unified Work Program

CMAP regional infrastructure accelerator (RIA) (2022.047)

CMAP RIA will reflect the following two-phase approach. Phase 1 will stand up the organization through the adoption of the CMAP RIA's charter, strategic plan, and initial pipeline of projects, and will establish a knowledge center to support long-term RIA involvement in the region. In Phase 2, the CMAP RIA will work with regional project sponsors to evaluate alternative delivery and financing options for specific projects that will result in implementation, financial, and procurement plans.

Executive sponsor: Salama, Yousef

Program manager: TBD

Project manager: TBD

Work plan type: staff project with consultant assistance

Outreach: Advisory Group

2060 plan preparation (2023.016)

This project will begin developing the successor to ON TO 2050, which is due in fall of 2026. This pre-planning effort will review and evaluate different approaches to regional plan-making to consider how best to build on ON TO 2050, which already provides a solid foundation and vision for the future of the region. Development of the next comprehensive regional plan will rely upon that foundation and refine the major policy objectives of ON TO 2050 in a manner that is supportive of the agency's core land use and transportation functions, as well as identify limited new policy directions that are complementary to CMAP's role.

Executive sponsor: Wilkison, Laura

Program manager: Scott, Elizabeth

Project manager: Scott, Elizabeth

Work plan type: staff project

Span: FY2023–FY2023

FY2023 staff hours: 300

Outreach: Working Group

Funding: Unified Work Program

Mobility recovery implementation (revenue opportunities) (2023.017)

CMAP staff will pursue next steps identified in the mobility recovery projects related to transportation revenues. These recommendations were developed with regional partners to support an equitable recovery, sustain the transit network, and mitigate a rebound in congestion. Staff will prioritize recommendations and develop actionable next steps through consulting key stakeholders and conducting research and analysis. This work will include consultant support.

Executive sponsor: Wilkison, Laura

Program manager: Scott, Elizabeth

Project manager: Comeaux, Daniel

Work plan type: staff project with consultant assistance

Span: FY2023–FY2024

FY2023 staff hours: 300

Outreach: Advisory Group

Funding: Unified Work Program

Speed safety data collection (2023.018)

CMAP staff will purchase data and work with a consultant team to analyze one month of complete automobile trip data covering all of northeastern Illinois. This work will provide a baseline understanding of speeding challenges in the region and serve as the first step toward establishing a regional safety data clearinghouse at CMAP. This work is supported by a Statewide Planning and Research grant from IDOT.

Executive sponsor: Wilkison, Laura

Program manager: Scott, Elizabeth

Project manager: Barrett, Vickie

Work plan type: staff project

FY2023 staff hours: 400

Outreach: Working Group

Funding: Unified Work Program



Mobility recovery implementation (TDM strategy) (2023.019)

CMAP staff will pursue next steps identified in the mobility recovery projects related to transportation demand management (TDM). These recommendations were developed with regional partners to support an equitable recovery, sustain the transit network, and ease a rebound in congestion. Staff will prioritize recommendations and develop actionable next steps through consulting key stakeholders and conducting research and analysis.

Executive sponsor: Wilkison, Laura

Program manager: Scott, Elizabeth

Project manager: Comeaux, Daniel

Work plan type: consultant project

FY2023 staff hours: 300

Outreach: Advisory Group

Funding: Unified Work Program

Equity in fees, fines, and fares implementation: Transit fare integration (2023.020)

ON TO 2050 calls for the region to continue to coordinate transfers, payment, and fares between transit services and other modes of transportation. CMAP's equity in transportation fees, fines, and fares project found that continued coordination on similar efforts will be crucial to finding long-term revenue solutions that can enable riders to use the region's transit network without paying multiple fares to multiple providers. This project will entail research, convening partners to identify barriers and opportunities, and strategy development to move the region's transit toward fare integration.

Executive sponsor: Wilkison, Laura

Program manager: Weil, Simone

Project manager: Hollander, Lindsay

Work plan type: staff project

FY2023 staff hours: 300

Outreach: Advisory Group

Funding: Unified Work Program

Improved access to transit: Equitable policies and practices (2023.021)

CMAP staff will analyze efforts to enhance transit service and lower costs for residents of the south side of Chicago, south suburban Cook, and north Will counties. Based on the findings, staff will expand on policy and practice recommendations to scale up efforts to enhance transit service and lower costs within the region served by the pilot and other areas in need of similar enhancements.

Executive sponsor: Wilkison, Laura

Program manager: Weil, Simone

Project manager: Comeaux, Daniel

Work plan type: staff project

Span: FY2023–FY2024

FY2023 staff hours: 400

Outreach: Advisory Group

Funding: Unified Work Program



2.12 Regional economic competitiveness

Transportation underpins the region's historic success, yet economic data show metropolitan Chicago has experienced slow economic growth since 2001. The region has lost ground and is no longer as economically competitive in comparison to our peers. Our loss in economic competitiveness have been especially impactful to communities of color and other disadvantaged populations. Despite our economy's global reach and economic diversity, strategies to secure economic opportunity and growth are too often isolated within individual local jurisdictions. ON TO 2050 lays out strategies to support key drivers of the region's economic growth. Over the next year, CMAP will continue research and implementation activities to advance our understanding of the region's industrial strengths and the connections to our multimodal transportation infrastructure, and inform the region's goals and strategic use of funds for prioritized investment.

Joint action is needed to bolster regional competitiveness, improve and leverage our transportation assets, and enable our businesses and workers to thrive. To support these efforts and foster an equitable and strong recovery from the economic disruption caused by the COVID-19 pandemic, CMAP will convene leaders to develop an actionable agenda — establishing a shared vision for strengthening our economy and reducing racial and economic inequity. CMAP research and analysis will continue to connect our region's economic resilience goals to inclusive growth and strategies to reduce racial and economic inequities, exploring planning and policy activities that increase access to opportunities for meaningful employment in the region. In FY23, CMAP will focus on implementing the following ON TO 2050 recommendations and strategies:

- [Pursue regional economic development](#)
- [Prioritize pathways for upward economic mobility](#)
- [Invest in disinvested areas](#)

Operational areas

Governance and tax policy analysis (2010.026)

This supports ON TO 2050's commitment to efficient governance and state and local tax policy reform through a series of analyses on the key issues affecting transportation, land use, economic development, and equity in northeastern Illinois. Activities include periodic data collection, analysis, and research of trends in tax, state, and local governance, and related policy issues. To assist partners in northeastern Illinois with recovery from the economic disruption caused by COVID-19, staff will also support CMAP's local government finance assistance efforts. CMAP will perform ongoing outreach to partners on governance and tax policy issues, incorporate tax policy analysis into local planning efforts and property tax collection, evaluating state revenue sharing with local governments, and other data relevant to CMAP's work.

Executive sponsor: Wilkison, Laura

Program manager: Weil, Simone

Operational manager: Hollander, Lindsay

Work plan type: operational area

Outreach: operational communication



Demographic analysis (2010.028)

This project will continue to enhance CMAP's understanding of demographic trends and inclusive growth. Research provides new insights into the forces — such as persistent inequality and larger demographic shifts — that affect the region's ability to sustain robust growth and highlight new investment and strategy needs. CMAP will provide regular analysis on demographic trends like regional population shifts and migration patterns by income, national origin, age, and race/ethnicity. In addition, CMAP will provide regular analysis on inclusive growth and disparate economic outcomes. This project will include committee presentations, media engagement, and other outreach opportunities.

Executive sponsor: Wilkison, Laura

Program manager: Scott, Elizabeth

Operational manager: Ginsberg, Elizabeth

Work plan type: operational area

Outreach: operational communication

Regional economic competitiveness focus area: Multi-year implementation planning (2021.017)

Metropolitan Chicago's long-term prosperity hinges on the ability of our region to compete in the face of future economic, fiscal, and market uncertainties. CMAP can play a more effective role in addressing these issues by refining its related policy and planning activities. This project consists of exploration and decision-making on the agency's strategic role in facilitating, convening, and collaborating among the region's decision makers, improving the region's economic competitiveness, leveraging the region's freight and transit systems to support commerce, and promoting greater racial and economic equity. Work will include prioritizing work topics through the lens of ON TO 2050 recommendations and CMAP's purview, exploring innovations to existing work streams, and looking at opportunities for cross-departmental work. Following the strategic planning process, staff will develop the materials and messaging to support key engagement and implementation activities.

Executive sponsor: Wilkison, Laura

Program manager: Weil, Simone

Operational manager: Weil, Simone

Work plan type: operational area

Outreach: Regional Economy Committee

Regional economic development analysis, implementation, and coordination (2021.031)

Metropolitan Chicago has seen recent progress in launching facilities to pursue regional economic development. However, CMAP and key partners see a continued need to change how the region pursues its goals for economic opportunity and growth. Further work is needed to coordinate the many entities with a role in sustaining our regional assets, secure meaningful financial and political support, define strategies for inclusive growth, and develop appropriate services and initiatives at the regional level. The region has significant, rooted assets and industrial strengths that, if tapped, would allow it to outcompete peer regions economically, better leverage our vast transportation infrastructure, and expand inclusive growth. However, doing so will require developing and implementing smart, inclusive, coordinated strategies.

Executive sponsor: Wilkison, Laura

Program manager: Weil, Simone

Operational manager: Weil, Simone

Work plan type: operational area

Outreach: Regional Economy Committee

Projects

Planning policy: Housing choice analysis (2021.081)

ON TO 2050 emphasizes the need to coordinate planning for transportation, land use, and housing. For this project, staff will research the relationship between single-family zoning and a variety of ON TO 2050 indicators, including transportation metrics. The project will specifically support the goals of ON TO 2050 by matching regional and local housing supply with types that residents want; targeting infill, infrastructure, and natural area investments; supporting development of compact, walkable communities; and making transit more competitive. CMAP will use this work and work products to engage with partners, inform other work across the agency, ensure plan recommendations are still relevant and support local implementation of regional-level findings.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Project manager: Seid, Jacob

Work plan type: staff project

Span: FY2022–FY2023

FY2023 staff hours: 625 / **Total project hours:** 1,250

Outreach: Regional Economy Committee and Housing Choice Resource Group

Funding: Unified Work Program and various others

Community Characteristics for Reinvestment (2021.034)

The Community Characteristics for Reinvestment project will advance CMAP's commitment to pursue equity and the ON TO 2050 recommendation to invest in disinvested areas. It will build on previous agency work in this space, such as the economically disconnected and disinvested areas analysis and community cohorts model. The primary goal of this work will be to enhance CMAP's programming work, exploring how to balance the impacts of place-based investments in individual communities with improvements that may be physically distant but still beneficial to individual mobility. These new insights will help staff recommend how to more equitably and most efficiently target scarce public resources.

Executive sponsor: Wilkison, Laura

Program manager: Scott, Elizabeth

Project manager: Stern, Matthew

Work plan type: staff project with consultant assistance

Span: FY2021–FY2024

FY2023 staff hours: 760 / **Total project hours:** 900

Outreach: Advisory Group

Funding: Unified Work Program



State revenue sharing with local governments analysis (2021.036)

The current tax structure offers few revenue options to communities without sales tax generating businesses or the higher property values of dense commercial development. As internet sales expand and consumers increase spending on services, many communities will no longer be able to rely on sales tax revenue in the same way they do now. In addition, wide variation in revenue levels across communities impacts the region's ability to provide public services, maintain transportation infrastructure, and remain economically competitive, leading to a cycle of disinvestment in some communities.

Executive sponsor: Wilkison, Laura

Program manager: Weil, Simone

Project manager: Hollander, Lindsay

Work plan type: staff project

Span: FY2021-FY2023

Total project hours: 950

Outreach: Advisory Group

Inclusive economic growth (2022.041)

This project will leverage national expertise and regional leaders to develop a shared regional framework for equitable economic development. Aligned with the ON TO 2050 plan principle to pursue inclusive growth, this project is supported by the Chicago Community Trust to engage national expertise from the Brookings Institution. Work began in FY22 to set the conditions for regional coordination across private, civic, and public stakeholders to organize an approach to achieving shared prosperity, growth, competitiveness, and inclusion. In FY23, staff will support implementation of process, organizational structure, accountabilities, and expanding capacities to support joint efforts.

Executive sponsor: Wilkison, Laura

Program manager: Weil, Simone

Project manager: Edwards, Austen

Work plan type: staff project

Span: FY2022-FY2024

FY2023 staff hours: 260

Outreach: regional convenings

Funding: Unified Work Program



Regional economic collaborative (2022.042)

To meet the ever-changing mobility demands, CMAP will work to collect, study, and analyze data and information about changes in the region's economy in order to understand the interplay of transportation assets, land use changes, and the economic drivers of the region. The goal of this work is to have the necessary data and information about changing economic conditions to be able to make prioritized investments and provide insights and directions to regional stakeholders, such as economic development organizations, for activities that can be done at a regional level to further the implementation of this work. We will convene and collaborate with communities, businesses, and EDOs to address the changing economy and how CMAP needs to help the region prioritize investment for a resilient economy and modernize the transportation system that supports it.

Executive sponsor: McEwan, Amy

Program manager: Wilkison, Laura

Project manager: Manno, Tony

Work plan type: staff project with consultant assistance

All contract costs: \$385,000.00

FY2023 staff hours: 1,000

Outreach: EDO Working Group

Funding: Unified Work Program

Traded clusters: Freight-reliant industries (2022.043)

To improve our region's ability to adapt in a changing global economy and to thrive by reducing economic inequality, this project will build off the Traded Clusters drill-down report (released 2020) to evaluate freight-reliant industry clusters. The project will identify land use and transportation policies and investments needed to support critical regional industry supply chains and respond to related community mitigation needs. This analysis will complement the Community Characteristics project (2021.034) in developing recommendations on place-based investments.

Executive sponsor: Wilkison, Laura

Program manager: Weil, Simone

Project manager: Edwards, Austen

Work plan type: staff project

Span: FY2022-FY2024

FY2023 staff hours: 300

Outreach: Working Group

Funding: Unified Work Program



2.13 Climate

Climate change is a large-scale challenge requiring cross-jurisdictional actions across many sectors. As emissions continue to climb, the window of opportunity to avert the worst impacts of a changing climate shrinks. CMAP's vision to address regional challenges and advance good governance, planning, and investment in an equitable way are at the heart of the climate challenge. CMAP is well-positioned and resourced to take a strong role in the global climate challenge: focusing on the long term and the large scale; providing regional guidance for transportation investments; researching and advising policy at multiple scales; providing and interpreting data and tools for decision makers; convening regional partners to catalyze action; shaping and helping to ensure parity in community climate planning region-wide; and approaching projects with an equity lens.

Transportation is a major source of greenhouse gas (GHG) emissions, which have been steadily increasing in the Chicago metropolitan region. At the same time, the performance and long-term maintenance of our transportation network is affected by the impacts of climate change. Through its transportation programming and policy mandate, CMAP has the potential to play a significant role in climate mitigation and adaptation. In FY23, CMAP will continue its coordination functions for regional climate initiatives, by utilizing the updated regional greenhouse gas inventory to explore strategies to reduce GHG emissions from the transportation sector, integrate climate actions into local technical assistance programs, and investigate regional transportation system vulnerability.

In FY23, CMAP will focus on implementing the following key ON TO 2050 recommendations:

- [Intensify climate mitigation efforts](#)
- [Plan for climate resilience](#)

Operational areas

Climate focus area: Regional climate strategic planning (2021.005)

ON TO 2050 presented a broad framework of climate mitigation and adaptation strategies. In FY20, the Metropolitan Mayors Caucus and CMAP partnered on a regional climate planning effort focused on local government actions. This strategic planning and coordination work builds on these foundational efforts to identify and confirm effective and feasible climate mitigation and adaptation strategies for the region, define the boundaries of CMAP's work in this arena, and identify specific work plan projects for subsequent fiscal years for all agency program areas. It will also explore the equity, inclusive growth, and environmental justice aspects of the climate challenge in the region.

Executive sponsor: Wilkison, Laura

Program manager: Navota, Jason

Project manager: Beck, Nora

Work plan type: operational area

FY2023 staff hours: 1,010

Outreach: Climate Committee



Projects

IDNR water supply planning fund for northeastern region (2020.074)

In partnership with Illinois Department of Natural Resources (IDNR)

Depending on support from IDNR, CMAP will conduct planning and policy work to integrate water demand and supply considerations into local and regional decision-making. CMAP proposes several activities to help advance water supply planning in northeastern Illinois, including advancing local and regional water policy, developing critical data and forecasting, and providing outreach and technical assistance by working directly with communities in the Northwest Water Planning Alliance (NWP) area, Will County, and others. CMAP will work with key partners, including Illinois-Indiana Sea Grant, Illinois State Water Survey, Illinois Department of Natural Resources Office of Water Resources and Lake Michigan Allocation Program, NWP, Metropolitan Planning Council, and Will County leaders, such as the Will County Governmental League. Work in FY2023 will build on previous work in outreach and coordination, exploration into groundwater governance frameworks, updating the demand forecast methodology, and support for sub-regional efforts to ensure a sustainable long-term water supply for communities in northeastern Illinois.

Executive sponsor: Wilkison, Laura

Program manager: Navota, Jason

Project manager: Beck, Nora

Work plan type: staff project with consultant assistance

Span: FY2021-FY2022

All contract costs: \$8,850.00

Total project hours: 4,515

Outreach: Northwest Water Planning Alliance

Funding: IDNR WSP 2020 and various others

GHG reporting and monitoring (2021.014)

This project will explore agency approaches to transportation system greenhouse gas emissions analysis and reporting through existing performance monitoring activities and other studies. The primary goal is to understand the GHG emission implications of the current and future transportation portfolio to better inform the establishment of performance targets and provide data to transportation stakeholders. CMAP will also review potential for existing agency transportation programming criteria and evaluation processes to influence greenhouse gas emission reductions.

Executive sponsor: Salama, Yousef

Program manager: Dixon, Teri

Project manager: Pietrowiak, Russell

Work plan type: Staff project

Span: FY2021-FY2021

Total project hours: 320

Outreach: operational communication



Regional transportation emissions mitigation plan (2021.015)

This project will build on two years of previous work to examine potential contributions the region can make toward reducing emissions from the transportation sector. Beginning with a foundation established in FY22 to engage major transportation partners about cooperating to reduce transportation emissions, this project will continue that conversation and launch a regional planning effort to establish a strategy for meeting emissions reduction goals. Planning activities will include partner (and public) engagement, refined emissions reduction targets, reduction strategies and policies, scenario planning/modeling, and supporting work as needed. This work may include an examination of the freight sector, specifically, or this may be handled as a separate project in FY23.

Executive sponsor: Wilkison, Laura

Program manager: Navota, Jason

Project manager: Menninger, Martin

Work plan type: staff project

Span: FY2023–FY2024

FY2023 staff hours: 1,200 / **Total project hours:** 1,150

Outreach: Advisory Group

Funding: Unified Work Program

IEPA continued implementation of areawide water quality management plans and review and update of water quality management plan FY2021 (2021.062)

In partnership with Illinois Environmental Protection Agency (IEPA)

Continued implementation of the areawide water quality management plan in conjunction with the state water quality management plan (WQMP) by providing technical assistance, as requested and appropriate. Participate with Illinois EPA to review and update the current WQMP and Continuing Planning Process documents to accurately reflect current policies, programs, and resources available to effectively carry out the water quality management planning activities as prescribed under Sections 205(j), 303(e), and 604(b) and of the Clean Water Act.

Executive sponsor: Wilkison, Laura

Program manager: Navota, Jason

Project manager: Hudson, Holly

Work plan type: staff project with consultant assistance

Span: FY2022–FY2024

All contract costs: \$12,500.00

FY2023 staff hours: 465 / **Total project hours:** 465

Outreach: Working Group

Funding: IEPA S604b WQMP 2020

Regional transportation vulnerability assessment (2022.010)

The Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015, requires agencies to take resiliency into consideration during transportation planning processes. This project will build off recent work by IDOT, RTA, and others to more broadly understand the climate vulnerabilities of the region's transportation system and develop strategies to reduce risk in the future. Identified as a multi-year project, in FY22, CMAP will explore partnerships with other transportation agencies to collaborate on a climate vulnerability assessment of specific transportation assets, consistent with the FHWA Vulnerability Assessment and Adaptation framework.

Executive sponsor: Wilkison, Laura

Program manager: Navota, Jason

Project manager: Evasic, Kate

Work plan type: staff project

Span: FY2022-FY2024

All contract costs: \$350,000.00

FY2023 staff hours: 470 / **Total project hours:** 470

Outreach: Working Group

Funding: Unified Work Program

Improving climate resilience investments (2023.010)

This project builds on work initiated in FY22 to explore equity considerations in climate resilience investments. The project will examine the risk and impacts of flooding and heat in relation to geographies associated with higher vulnerability and exposure to those impacts. This will build on the work to update or replace the economically disconnected areas (EDAs) and disinvested areas (DAs) layers being pursued in a separate project. Depending on funding levels, this work will involve engagement of decision makers, research, and development of a framework of best practices and guidance for incorporating equity in investment decision-making processes. The project will also explore ways to identify geographic investment priorities based on heat and flooding equity considerations.

Executive sponsor: Wilkison, Laura

Program manager: Navota, Jason

Project manager: Evasic, Kate

Work plan type: staff project with consultant assistance

Span: FY2023-FY2023

All contract costs: \$60,000.00

FY2023 staff hours: 1,033 / **Total project hours:** 1,033

Outreach: Working Group

Funding: Unified Work Program

Flood susceptibility index update (2023.011)

This project will update the urban flood susceptibility index in order to continue to help prioritize flood mitigation investment to high-need areas. The update will reflect recent flooding events, updated precipitation patterns, and enhancements to the analytical approach, and will explore ways to include projected climate conditions to inform future susceptibility. The project will include data collection; engagement and consultation with climate, stormwater, and hazard professionals; and distribution of updated urban flood susceptibility index data files and summary document.

Executive sponsor: Wilkison, Laura

Program manager: Navota, Jason

Project manager: Pudlock, Kelsey

Work plan type: staff project

Span: FY2023–FY2023

FY2023 staff hours: 765 / **Total project hours:** 730

Outreach: Working group

Funding: Unified Work Program

Improved criteria for transportation investments (climate) (2023.012)

This project will examine CMAP's programming process, priorities, and metrics in an effort to identify ways to advance climate action through CMAP's funding programs. This could include an audit of how recent investment decisions are meeting climate goals, a detailed review and plan for meeting updated federal requirements, and execution of a plan to encourage more project submissions to meet adaptation and mitigation objectives.

Executive sponsor: Wilkison, Laura

Program manager: Navota, Jason

Project manager: TBD

Work plan type: staff project

Span: FY2023–FY2025

FY2023 staff hours: 650 / **Total project hours:** 700

Outreach: Climate Committee, Transportation Committee

Funding: Unified Work Program

Freight emissions mitigation planning (2023.015)

As part of its regional transportation mitigation efforts, CMAP proposes to take a separate look at the freight sector. Although part of the region's transportation system and contributor to emissions, it requires a different approach, stakeholders, and strategies.

Executive sponsor: Wilkison, Laura

Project manager: Murtha, Tom

Program manager: Navota, Jason

Work plan type: staff project with consultant assistance

Span: FY2023–FY2024

FY2023 staff hours: 600 / **Total project hours:** 600

Outreach: Working group

Funding: Unified Work Program



2.20 Planning

Division oversight: Phifer

Management team: Brown, Burch

This division supports the implementation of ON TO 2050 through planning activities. Local implementation of ON TO 2050 will be framed by the plan's three core principles of inclusive growth, resilience, and prioritized investment. The division provides technical assistance, training, and other resources to the region's local communities to further these principles.

Local land use, regional transportation planning, and investments are inextricably linked and influence the performance and success of the other. Likewise, other planning elements either influence or are influenced by land use and transportation, such as housing, economic development, and environmental resources and other non-traditional planning elements, such as health, arts and culture, workforce development, and others. The division strives to be a resource to local communities to understand, plan for, and act around these elements.

A report of quarterly activities, deliverables, and applicable documentation for each project will be included in the CMAP [quarterly reports](#). Projects with additional project deliverables, if any, are indicated as such in the project descriptions below.

2.21 Planning resources

These staff projects include collaborating with communities on plans to address local and regional challenges. Technical assistance is provided to communities and local governments, which integrate transportation and other elements into local planning efforts to advance the implementation of ON TO 2050. The technical assistance involves working directly with a community, or multi-jurisdictional group of communities, on a product that is customized for their use, has a specific audience, and is geographically limited. Projects include land use and transportation plans that explore the existing conditions of our communities, their transportation network, and the relationship between transportation and major land uses. Activities include providing technical assistance and strategies to communities that can strengthen or stimulate weak development markets in disinvested areas or assist in planning around transportation projects that improve connections to economically disconnected areas (EDAs). It may also include the use of performance measures to identify transportation and other public infrastructure investment priorities, asset management strategies, and pavement condition and flood susceptibility.

Operational areas

Local planning: Planning technical assistance (2010.008)

CMAP will provide communities with technical assistance to strengthen planning capacity in parts of the region with disadvantaged populations, cultivate innovative approaches that implement the principles of ON TO 2050, increase community empowerment and equitable engagement, facilitate collaboration across jurisdictions, and implement previously developed local plans. Technical assistance is provided to communities and local governments as staff and contract assistance with planning and implementation. Typical technical assistance projects include bicycle and pedestrian plans, comprehensive plans, corridor plans, neighborhood plans, and unified development ordinances. Grant applications and fundraising are often needed to support technical assistance with UWP and non-UWP funding.

Executive sponsor: Phifer, Stephane

Program manager: TBD

Operational manager: TBD

Work plan type: operational area

FY2023 staff hours: 16,847

Outreach: operational communication and partner technical assistance providers

Funding: Unified Work Program

Local truck routing and community plans (2018.004)

CMAP will conduct truck routing and community plans in partnership with localities in northeastern Illinois. CMAP's Regional Strategic Freight Direction (RSFD) recommends that local jurisdictions coordinate routes and restrictions to both increase efficiency of goods movement and address policy concerns such as local congestion, safety, and quality of life. Studies will focus on improving truck routing across jurisdictions, addressing local permitting processes, delivery management, and community impacts as appropriate to each study.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Operational manager: Mangano, Patricia

Work plan type: operational area

FY2023 staff hours: 100

Outreach: operational communication

Funding: IDOT SPR 2019 Truck Routing grant and Unified Work Program



Pavement management plans for local agencies (2020.083)

CMAP will provide technical assistance to develop pavement management plans (PMPs) for local units of government in the CMAP region. PMPs will give participating local agencies an understanding of the importance and types of pavement preservation, documentation of the current condition of pavement, scenarios evaluating the cost to meet different network-level pavement conditions, and a recommended capital plan that emphasizes pavement preservation treatments.

Executive sponsor: Phifer, Stephane

Program manager: Brown, Michael

Operational manager: Schmidt, Todd

Work plan type: operational area

FY2023 staff hours: 600

Outreach: operational communication

Funding: Unified Work Program

ADA planning: Community ADA transition plans (2021.080)

CMAP is developing and executing a work plan to offer resources and engage communities in developing ADA evaluations and ADA transition plans. This effort, which will take place over several years, will be multi-faceted and focus on education/awareness, peer networking/sharing, and document creation assistance for local governments.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Operational manager: TBD planner

Work plan type: operational area

FY2023 staff hours: 6,000

Outreach: resource groups and project steering group

Funding: IDOT ADA program grant and Unified Work Program

Homes for a Changing Region FY2022 and FY2023 (2022.034)

The Illinois Housing Development Authority provided the Metropolitan Mayors Caucus with a grant to provide housing technical assistance to seven communities in the CMAP region over two years. Under that grant, CMAP is a subcontractor, providing services as part of the project, including conducting housing needs assessments, convening expert panels, and creating action plans that will spur the creation of affordable housing for priority populations identified in the Illinois Annual Comprehensive Housing Plan.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Operational manager: Castillo, Enrique

Work plan type: operational area

FY2023 staff hours: 860

Outreach: operational communication

Funding: Homes for a Changing Region 2021



Projects

Local truck routing and community plans: South Suburban Cook County (2019.072)

In partnership with Illinois Department of Transportation (IDOT)

Local truck routing, permitting, and demand management policies can aid or impede truck movement throughout the region. Building on recommendations of ON TO 2050, this project will continue a series of multijurisdictional plans to improve truck routing, permitting, delivery policies, parking, and other relevant issues. The project will build on the framework established in the O'Hare Truck Routing study but will also provide implementation assistance, such as high-level engineering, changing local routing ordinances, working on state route changes, and similar efforts. Where possible, implementation will also assist local jurisdictions in implementing the recommendations of the Regional Truck Permitting Study.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Project manager: Mangano, Patricia

Work plan type: staff project with consultant assistance

Span: FY2022–FY2023

FY2023 staff hours: 128 / **Total project hours:** 635

Outreach: Freight Resource Group and project steering group

Funding: IDOT SPR 2019 truck routing grant and Unified Work Program

Local planning: Bartlett and Streamwood bicycle and pedestrian plan (2020.802)

In partnership with the Village of Bartlett and the Village of Streamwood

Technical assistance to the Villages of Bartlett and Streamwood to develop a bicycle and pedestrian plan that incorporates the regional ON TO 2050 principles of resiliency, inclusive growth, and prioritized investment.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Project manager: Goodspeed, Caitlin

Work plan type: consultant project

Span: FY2020–FY2023

All contract costs: \$119,940.00

FY2023 staff hours: 35 / **Total project hours:** 370

Outreach: resource groups and project steering group

Funding: Unified Work Program



Local planning: Central Council of Mayors transportation resilience plan (2020.805)

In partnership with Central Council of Mayors

Technical assistance to Central Council of Mayors to develop a transportation resilience plan that incorporates the regional ON TO 2050 principles of resiliency, inclusive growth, and prioritized investment. The transportation system capital needs identified in the STP Shared Fund and Transportation Plan for the 15 communities in the Central Council of Mayors area will be examined to identify where flooding and stormwater needs coincide with planned transportation projects. This will result in a transportation resiliency plan to coordinate stormwater and transportation improvements to allow communities to invest capital funds in a resilient, efficient, and cost-effective way.

Executive sponsor: Salama, Yousef

Program manager: Navota, Jason

Project manager: Evasic, Kate

Work plan type: staff project with consultant assistance

Span: FY2020–FY2023

All contract costs: \$100,000.00

FY2023 staff hours: 250 / **Total project hours:** 800

Outreach: project steering group

Funding: Unified Work Program

Local planning: City of Chicago Austin neighborhood Central Avenue corridor Study (2020.806)

In partnership with Austin Coming Together

Technical assistance to Austin Coming Together to develop a corridor plan for the Central Avenue area that incorporates the regional ON TO 2050 principles of resiliency, inclusive growth, and prioritized investment.

Executive sponsor: Wilkison, Laura

Program manager: Burch, Jonathan

Project manager: Cambray, Cindy

Work plan type: staff project

Span: FY2022–FY2025

FY2023 staff hours: 1,045 / **Total project hours:** 1,800

Outreach: project steering group

Funding: Unified Work Program



Local planning: Elevated Chicago station area plan — Blue Line (2020.830)

In partnership with Elevated Chicago

Technical assistance to Elevated Chicago to develop an action plan for two station areas to develop collaborative, community-led solutions to neighborhood displacement and inequities by incorporating the regional ON TO 2050 principles of resiliency, inclusive growth, and prioritized investment.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Project manager: Cambray, Cindy

Work plan type: staff project with consultant assistance

Span: FY2022–FY2024

FY2023 staff hours: 761 / **Total project hours:** 1,700

Outreach: project steering group

Funding: Unified Work Program

Local planning: City of Chicago Avondale neighborhood plan (2021.903)

In partnership with the City of Chicago and the Avondale Neighborhood Association

Technical assistance to the Avondale Neighborhood Association to develop a neighborhood plan for the Avondale community area in Chicago that incorporates the regional ON TO 2050 principles of resiliency, inclusive growth, and prioritized investment.

Executive sponsor: Phifer, Stephane

Program manager: Brown, Michael

Project manager: Castillo, Enrique

Work plan type: staff project

Span: FY2021–FY2023

FY2023 staff hours: 900 / **Total project hours:** 1,800

Outreach: project steering group

Funding: Unified Work Program

Local planning: City of Chicago Hegewisch neighborhood plan (2021.905)

In partnership with the City of Chicago and the Hegewisch Business Association

Technical assistance to the Hegewisch Business Association to develop a neighborhood plan for the Hegewisch neighborhood in Chicago that incorporates the regional ON TO 2050 principles of resiliency, inclusive growth, and prioritized investment.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Project manager: Ostrander, Stephen

Work plan type: staff project with consultant assistance

Span: FY2021–FY2023

All contract costs: \$50,000.00

FY2023 staff hours: 220 / **Total project hours:** 1,970

Outreach: project steering group

Funding: Unified Work Program



Local planning: Country Club Hills comprehensive plan (2021.907)

In partnership with the City of Country Club Hills

Technical assistance to the City of Country Club Hills to update their comprehensive land use plan to incorporate the regional ON TO 2050 principles of resiliency, inclusive growth, and prioritized investment.

Executive sponsor: Phifer, Stephane

Program manager: Brown, Michael

Project manager: Mangano, Patricia

Work plan type: consultant project

Span: FY2021-FY2023

All contract costs: \$120,000.00

FY2023 staff hours: 165 / **Total project hours:** 300

Outreach: project steering group

Funding: Unified Work Program

Local planning: Hickory Hills comprehensive plan (2021.909)

In partnership with the City of Hickory Hills

Technical assistance to the City of Hickory Hills to update their comprehensive land use plan to incorporate the regional ON TO 2050 principles of resiliency, inclusive growth, and prioritized investment.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Project manager: Argumedo, Dominick

Work plan type: consultant project

Span: FY2021-FY2023

All contract costs: \$117,940.00

FY2023 staff hours: 90 / **Total project hours:** 300

Outreach: project steering group

Funding: IDOT UWP-C LP FY2020, Unified Work Program and various others

Local planning: Waukegan unified development ordinance (2021.910)

In partnership with the City of Waukegan

Technical assistance to the City of Waukegan to develop a unified development ordinance that incorporates the regional ON TO 2050 principles of resiliency, inclusive growth and prioritized investment and facilitates the implementation of the city's comprehensive plan.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Project manager: Jackson, Jaemi

Work plan type: staff project

Span: FY2022-FY2023

FY2023 staff hours: 801 / **Total project hours:** 2,020

Outreach: project steering group

Funding: Unified Work Program, general funds, and various others



Local planning: Metropolitan Water Reclamation District (MWRD) land use planning partnership (2021.912)

In partnership with the Metropolitan Water Reclamation District of Greater Chicago

Technical assistance to one or more Cook County municipalities within the Metropolitan Water Reclamation District of Greater Chicago (MWRD) service area, providing land use and transportation planning in the form of a comprehensive or neighborhood plan that will incorporate the regional ON TO 2050 principles of resilience, inclusive growth, and prioritized investment. The community will be chosen in partnership with MWRD to complement the district's stormwater master planning work. Any stormwater planning will be the responsibility of MWRD.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Project manager: Pudlock, Kelsey

Work plan type: staff project

Span: FY2021-FY2023

FY2023 staff hours: 930 / **Total project hours:** 1,800

Outreach: project steering group

Funding: Unified Work Program

Local planning: Butterfield Road corridor plan (2021.915)

In partnership with the Village of Lombard

Technical assistance to the Village of Lombard and DuPage County to develop a subarea corridor plan for a portion of Butterfield Road, located between Kingery Highway and I-355, which incorporates the regional ON TO 2050 principles of resiliency, inclusive growth, and prioritized investment.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Project manager: Piotrowska, Katie

Work plan type: staff project with consultant assistance

Span: FY2021-FY2023

FY2023 staff hours: 740 / **Total project hours:** 1,600

Outreach: project steering group

Funding: Unified Work Program



Local planning: Sugar Grove comprehensive plan (2021.918)

In partnership with the Village of Sugar Grove

Technical assistance to the Village of Sugar Grove to update their comprehensive land use plan to incorporate the regional ON TO 2050 principles of resiliency, inclusive growth, and prioritized investment.

Executive sponsor: Phifer, Stephane

Program manager: Brown, Michael

Project manager: Seid, Jacob

Work plan type: consultant project

Span: FY2022-FY2023

All contract costs: \$178,750.00

FY2023 staff hours: 46 / **Total project hours:** 340

Outreach: project steering group

Funding: IDOT UWP-Competitive funds LP FY2020

2.23 Civic coordination

These staff projects include bringing communities and partners together to achieve common goals. Coordination and/or facilitation activities with formal and informal government, nonprofit, community, and philanthropic groups and organizations are used to foster planning efforts to advance the implementation of ON TO 2050. Activities include partner coordination and engagement and providing subject matter expertise to external planning projects.

Operational areas

Local Government Network (LGN) (2020.081)

An all-agency effort to better understand and support the region's local governments. The LGN is also instrumental in strengthening our ongoing communications on local and regional priorities by establishing a network of staff connections to the region's leaders. Consistent with ON TO 2050 goals to promote collaboration with local governments and better understand community needs and priorities, the LGN pairs each of the region's 284 municipalities and seven counties with one CMAP staff liaison. Staff liaisons are responsible for establishing a relationship with their assigned community and performing service activities, such as distribution of priority information, building awareness of available resources, and routing on-demand partner questions to CMAP subject matter experts.

Executive sponsor: Phifer, Stephane

Program manager: Brown, Michael

Operational manager: Day, Patrick

Work plan type: operational area

FY2023 staff hours: 1,135

Outreach: operational communication

Funding: Unified Work Program



Planning policy: Best practices in planning (2021.011)

CMAP will create a planning updates series to highlight best practices on a wide range of planning topics, serving as an ever-growing compendium of great ideas put into practice in the region. This series will allow CMAP to highlight how our partners are innovating and advancing ON TO 2050. CMAP will use this work and work products to engage with partners, inform other work across the agency, ensure plan recommendations are still relevant, and support local implementation of regional-level findings. The work includes initial research into the best practice, work with communications to screen the catalogue of researched best practices, and group them for publication based on priorities and capacities.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Operational manager: Seid, Jacob

Work plan type: operational area

FY2023 staff hours: 295

Funding: Unified Work Program

Collaboratives: Capacity building collaboratives (2021.060)

CMAP will facilitate a number of collaboratives of communities to pursue common goals across jurisdictional boundaries that complement their respective strengths and competitive advantages. The program seeks to establish strong working relationships between the communities, helping foster collaboration beyond the project timeline.

Executive sponsor: Phifer, Stephane

Program manager: Brown, Michael

Operational manager: Burros, Julie

Work plan type: operational area

FY2023 staff hours: 220

Outreach: operational communication

Funding: Unified Work Program

Projects

Collaborative: Age-Friendly Communities (2022.001)

CMAP will work under the direction of the Metropolitan Mayors Caucus (MMC) to provide targeted technical assistance for housing, zoning, and transportation topics that help communities implement priorities identified through the tailored assessments and fellowships led by MMC.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Project manager: Castillo, Enrique

Work plan type: staff project

Span: FY2022-FY2023

FY2023 staff hours: 95 / **Total project hours:** 505

Outreach: project steering group

Funding: Unified Work Program and various others

Funding: MMC/Retirement Research Foundation and various others



Collaborative: Incentives guide implementation (2022.036)

The Collaborative on Local Incentives aims to build capacity through collaboration focused on the shared challenges and opportunities with economic development incentives. The overarching goal is to build capacity through professional development, peer exchange, industry-focused conversations and presentations, and policy recommendations.

The collaborative builds off work completed in FY20/21 to create the policy guide, *Improving local development incentives: Effective practices for local governments in northeastern Illinois*. The twin goals of the project are to build greater awareness and increase usage of the aforementioned policy guide, while also building an environment for subregional changes in current incentives practices.

Executive sponsor: Phifer, Stephane

Program manager: Brown, Michael

Project manager: Calliari, Dustin

Work plan type: staff project

Span: FY2022–FY2023

FY2023 staff hours: 425

Outreach: operational communication

Funding: Unified Work Program

2.24 Leadership development

This staff project includes expanding the ability of individuals and communities to succeed. It will provide local communities with a set of targeted technical assistance services designed to build capacity to resolve the increasingly complex issues they face. To achieve the goals in ON TO 2050, the region must take deliberate, focused action to improve the capacity of all municipal governments to lead by building the expertise, networks, and capabilities of communities across the region. This includes a comprehensive program for training, technical assistance, and support targeted to communities hampered by local resource constraints — specifically, the availability of knowledge and skills, staff time, funding, or all three.

Operational areas

Leadership academy program (2019.007)

CMAP will establish a new program to provide trainings and professional development assistance for local government officials and staff to effectively implement ON TO 2050. Guidance and support will be offered through a variety of formats to brief decision makers on regional priorities, build critical skills, and help ensure all of the region's leaders can access the information and expertise to achieve local and regional goals.

Executive sponsor: Phifer, Stephane

Program manager: Brown, Michael

Operational manager: Day, Patrick

Work plan type: operational area

FY2023 staff hours: 50

Outreach: operational communication

Funding: Unified Work Program

NEXT: Putting plans into action (2021.058)

CMAP staff will work with local officials and staff, as well as other CMAP staff and partners, to establish an action plan to implement recommendations of recently completed plans. As recommendations are often identified as short, medium, and long term, the embedded planner will further seek to build municipal capacity to outline, manage, and maintain the detailed steps of implementation. These activities seek to build on the community's recent successes of conception and approval, promote long-range strategic planning, and achieve local and regional objectives. Importantly, work performed will seek to align with the emergent needs presented by the current COVID-19 pandemic. The program seeks to strengthen municipalities' core capacities during this crucial time of transition and heightened financial and operational constraints for a more equitable and resilient future.

Executive sponsor: Phifer, Stephane

Program manager: Brown, Michael

Operational manager: Bayley, Lindsay

Work plan type: operational area

FY2023 staff hours: 1,950

Outreach: operational communication

Funding: Unified Work Program and MacArthur Foundation

ROI program: Resource, opportunity, and impact (2021.059)

CMAP will provide assistance for capacity-constrained communities in getting transportation projects funded and navigating transportation investment programs. CMAP staff will work with local officials and staff and other CMAP staff and partners to establish consensus on priority transportation projects, determine the next steps for implementation, and build the municipality's capacity to apply for and manage funding. These activities will seek to build on the community's successes, promote long-range strategic planning, foster multi-jurisdictional partnerships, and achieve local and regional objectives.

Executive sponsor: Phifer, Stephane

Program manager: Brown, Michael

Operational manager: Day, Patrick

Work plan type: operational area

FY2023 staff hours: 1,210

Outreach: operational communication

Funding: Unified Work Program

CIP: Capital improvement programming (2021.066)

CMAP will support local governments by evaluating existing capital planning processes and providing recommendations that can help develop a transparent, strategic, impactful, and successful capital improvement program. It is anticipated that up to six projects could be awarded for this offering.

Executive sponsor: Phifer, Stephane

Program manager: Burch, Jonathan

Operational manager: Jackson, Jaemi

Work plan type: operational area

FY2023 staff hours: 300

Outreach: operational communication

Funding: Unified Work Program



Projects

Local planning: Livable streets/complete streets implementation guidebook (2021.904)

In partnership with the City of Chicago and the Chicago Department of Transportation

Technical assistance to the Chicago Department of Transportation to research and develop a guidebook for municipal staff, elected officials, and property owners to identify opportunities and challenges for livable streets/complete streets improvements, analyze the impacts of improvements as an economic stimulus, and provide recommendations for prioritizing investments.

Executive sponsor: Wilkison, Laura

Program manager: Burch, Jonathan

Project manager: Maddux, Jen

Work plan type: staff project with consultant assistance

Span: FY2021-FY2023

FY2023 staff hours: 115 / **Total project hours:** 400

Outreach: project steering group

Funding: Unified Work Program

TABLE 4: Budget detail, planning

Planning — 1008406023 UWP		
Object #		
Object Name		
Line-item description	FY22 budget	FY23 budget
5001		
Regular salaries	\$1,859,080	\$2,291,590
5002		
Temporary salaries	\$75,750	\$33,750
5101		
Medicare	\$26,957	\$32,848
5102		
FICA	\$115,263	\$140,940
5103		
IMRF	\$135,116	\$140,016
5107		
Health/dental/vision	\$275,816	\$302,019
5206		
Office supplies	\$200	\$248
5306		
Professional services	\$100,000	\$100,000

Planning — 1008406023 UWP		
Line-item description	FY22 budget	FY23 budget
5307		
Consulting services	\$78,242	\$539,000
5403		
Staff association	\$5,000	\$3,000
5405		
Postage/postal service	\$350	\$350
5410		
Meeting expense	\$200	\$500
5413		
Legal service	\$1,000	\$500
5414		
Printing service	\$1,500	\$1,500
5417		
Conference registration	\$9,700	\$10,350
5418		
Training and education	\$17,125	\$25,922
5419		
Travel expense	\$6,920	\$9,520
5502		
Rent	\$400,136	\$382,267
5504		
Telecommunications	\$15,392	\$9,755
5505		
Utilities	\$11,320	\$10,302
9200		
Indirect costs	\$620,391	\$637,337
Grand total	\$3,755,458	\$4,671,714

2.30 Research, analysis, and programming

Division oversight: Salama

Management team: Ahiablame, Heither, Dixon

The research, analysis, and programming (RAP) division carries out various activities to implement the ON TO 2050 plan, including MPO capital programming functions, and refines the region's capacity to evaluate the larger universe of transportation expenditures and needs in northeastern Illinois. This division develops and actively manages the region's TIP and carries out federal requirements related to performance measurement and the congestion management process. This division also plays a vital role in providing improved access to information and development of innovative research, advanced modeling, and forecasting tools. Projects in these areas also ensure that CMAP staff and planning partners have access to quality data resources and state-of-the-art analysis tools supported by a well-trained research team that is fully engaged in the technical implementation challenges of the plan.

A report of quarterly activities, deliverables, and applicable documentation for each project will be included in the CMAP [quarterly reports](#). Projects with additional project deliverables, if any, are indicated as such in the project descriptions below.

2.31 Transportation modeling

This program's primary mission is to ensure that CMAP and its planning partners have access to state-of-the-art analysis tools and procedures to evaluate long-range plan policies and to make informed decisions to help achieve the goals of the long-range plan. This work also serves CMAP's longstanding commitment to preparing modeling analyses to support transportation, land use, and environmental planning.

In addition to maintaining standard modeling procedures essential to regional program and plan evaluations, staff develop and apply advanced modeling tools to evaluate the impacts of policy options within the context of the principles of inclusive growth, resilience, and prioritized investment. In FY23 staff will continue investigating the benefits of joining the ActivitySim Consortium, a group of member agencies with a mission to build, maintain, and improve this open-source activity-based modeling software. The modeling group will also work on developing more collaborative relationships with area universities. Major focal points for this program include updating the congestion management process; completing the update to the activity-based model; investigating new datasets to support the analysis of traffic crash data and completing new crash analyses; developing a tool to holistically evaluate the benefits of major transportation investments; and updating our publicly available information to be agile, interactive, and up to date.

Operational areas

Travel and emissions modeling (2010.017)

Ongoing maintenance and enhancement of CMAP's trip-based travel demand model, including incorporation of procedural improvements into the production model. This work provides for continuous updates to regional highway and transit network databases. Major tasks are to provide travel demand forecasts, as needed, for regionally significant project (RSP) evaluations, to support vehicle emissions modeling, and to conduct semi-annual conformity analyses. Work will also be centered on using the model results to answer important research questions.

Executive sponsor: Salama, Yousef

Program manager: Heither, Craig

Operational manager: Ferguson, Nicholas

Work plan type: operational area

FY2023 staff hours: 610

Outreach: operational communication

Funding: Unified Work Program

Transportation modeling services to regional partners (2010.035)

CMAP maintains an active model and data distribution function for member agencies and other stakeholders. CMAP provides modeling data to support stakeholders' planning programs and to assist in the development of city and sub-regional plans and programs. CMAP provides and collaborates modeling data services to member agencies, universities, and other public agencies by providing and data-sharing model setups, model input data, and model results. Major tasks are to provide ongoing small area traffic forecast assistance to regional partners, as well as support the modeling needs of regional partners' project studies. This work also houses CMAP's annual traffic count data collection activities, which are used to develop and enhance transportation analysis methods for planning and policy analysis.

Executive sponsor: Salama, Yousef

Program manager: Heither, Craig

Operational manager: Rodriguez, Jose

Work plan type: operational area

FY2023 staff hours: 1,200

Outreach: operational communication

Funding: Unified Work Program

Data visualization innovations/application development (2019.045)

The focus of this work is to develop applications that will allow users to summarize and visualize complex planning and modeling data in a manner that is informative and easy to understand. A goal is to present modeling results and information in a format that allows regional partners and the public to develop insights about travel in our region. While some applications will be developed for an external audience, others will support internal CMAP staff work by improving the efficiency of data processing and analysis.

Executive sponsor: Salama, Yousef

Program manager: Heither, Craig

Operational manager: Brown, Aaron

Work plan type: operational area

FY2023 staff hours: 480

Outreach: operational communication

Funding: Unified Work Program



Safety data development and research (2023.025)

This project includes developing procedures to improve the efficiency and effectiveness in processing and cleaning the traffic crash data necessary to support the Safety Action Agenda and local safety studies at CMAP. In addition, it will explore the use of new data sources to provide further insight into traffic crashes occurring in the region. This work will also provide new analyses of crashes in the CMAP region to be shared with regional partners and the public.

Executive sponsor: Salama, Yousef

Program manager: Heither, Craig

Operational manager: Frank, Parry

Work plan type: operational area

FY2023 staff hours: 470

Outreach: operational communication

Funding: Unified Work Program

Projects

Update and enhancement of Activity-Based Travel Demand Model (2010.037)

This project completes consultant-led work begun in FY21 to calibrate CMAP's Activity-Based Model (ABM) using the newly collected My Daily Travel survey data and to add selected enhancements to the model. This survey data will allow the models to be updated to reflect the current travel patterns of the region's residents and will allow for the incorporation of emerging trends in personal travel. Following completion of model development, staff will focus efforts on using the ABM to answer policy questions related to the key principles of ON TO 2050 and providing insightful information. As part of the team's broader knowledge development and sharing (KDS) initiative, staff will examine participation in the ActivitySim Consortium, a group of member agencies with a mission to build, maintain, and improve this open-source activity-based modeling software.

Executive sponsor: Salama, Yousef

Program manager: Heither, Craig

Project manager: Heither, Craig

Work plan type: consultant project

Span: FY2023-FY2023

All contract costs: \$500,000.00

FY2023 staff hours: 460 / **Total project hours:** 460

Outreach: operational communication

Funding: Unified Work Program



Commercial services vehicle touring model (2010.038)

This project completes consultant-led work begun in FY21 to conduct a survey data collection effort to gather information about commercial vehicle trips in the seven-county CMAP region, and to develop a model that is capable of estimating and forecasting regional weekday vehicle trips that have a non-freight commercial purpose. Examples of such vehicles include those used to support utilities, service industries, construction, retail home delivery, and package delivery. This will deliver the completed model code to CMAP and will develop weekday demand for these trips that operate daily between businesses and residences in the region.

Executive sponsor: Salama, Yousef

Program manager: Heither, Craig

Project manager: Heither, Craig

Work plan type: consultant project

Span: FY2023-FY2023

All contract costs: \$500,000.00

FY2023 staff hours: 460 / **Total project hours:** 460

Outreach: operational communication

Funding: Unified Work Program

Transportation project analysis tool development (2023.022)

This consultant-led work is to develop a transparent, flexible tool that will provide a holistic evaluation of the benefits of transportation projects or programs in the CMAP region. The tool will allow for conducting a benefit-cost analysis of specific projects, as well as economic, safety, and equity impact analyses with specific emphasis on measuring the impacts to identified disadvantaged communities. The tool will evaluate the overall benefits and impacts of major transportation capital investments within the context of the principles of inclusive growth, resilience, and prioritized investment that help guide ON TO 2050.

Executive sponsor: Salama, Yousef

Program manager: Heither, Craig

Project manager: Frank, Parry

Work plan type: staff project with consultant assistance

Span: FY2023-FY2023

All contract costs: \$300,000.00

FY2023 staff hours: 390 / **Total project hours:** 390

Outreach: advisory group

Funding: Unified Work Program and various other funding sources

Congestion management process update (2023.023)

This project will update the agency's congestion management process (CMP) data and documentation. The CMP describes an ongoing, systematic method of managing congestion that provides information about both system performance and potential alternatives for solving congestion-related problems. The CMP is a federally required process and requires that any federally funded transportation project that significantly increases the capacity for single-occupant vehicles in our area has to be derived from a CMP.

Executive sponsor: Salama, Yousef

Program manager: Heither, Craig

Project manager: Heither, Craig

Work plan type: staff project

Span: FY2023-FY2023

Total project hours: 380

Outreach: operational communication

Funding: Unified Work Program

Research, analysis, and programming website data update (2023.024)

The research, analysis, and programming staff at CMAP develop a wide assortment of performance metrics, data files, and useful information. This project will update the division's content available on the CMAP website and will provide a more user-friendly experience for understanding the information and navigating to it.

Executive sponsor: Salama, Yousef

Program manager: Heither, Craig

Project manager: Buchhorn, Sarah

Work plan type: staff project

Span: FY2023-FY2023

FY2023 staff hours: 520 / **Total project hours:** 520

Outreach: operational communication

Funding: Unified Work Program

Research, analysis, and programming training program (2023.026)

The research, analysis, and programming staff at CMAP use a wide variety of software, analysis tools, and models to complete their work. This project provides a framework to deliver formal training to staff to ensure they develop advanced skills with these tools so that CMAP can deliver high-quality data resources and state-of-the-art analysis tools to support the technical implementation challenges of the long-range plan. This project will also develop the skills needed for staff to inform regional partners about the data and analysis tools available at CMAP and will develop a framework for sharing this information.

Executive sponsor: Salama, Yousef

Program manager: Heither, Craig

Project manager: Dryla-Gaca, Agata and Ritzenthaler, Greta

Work plan type: staff project

Span: FY2023-FY2023

FY2023 staff hours: 350 / **Total project hours:** 350

Outreach: operational communication

Funding: Unified Work Program



Freight model validation and analysis (2023.027)

This project supports the ON TO 2050 goal of developing a more efficient and safe freight transportation network. Work will focus on implementing procedures and conducting analyses to ensure that the Mesoscale Freight Model reasonably reflects observed commodity flows in the national supply chain, and that the regional truck tours developed reflect observed data. This project will also develop the forecasting ability of the model as a final step in implementing it as an analysis tool. Staff will also seek peer review input on the freight model.

Executive sponsor: Salama, Yousef

Program manager: Heither, Craig

Project manager: Brown, Aaron

Work plan type: staff project

Span: FY2023–FY2023

FY2023 staff hours: 520 / **Total project hours:** 520

Outreach: operational communication

Funding: Unified Work Program

2.32 Transportation programming

The purpose of the TIP is to establish a short-range transportation program that implements the long-range transportation goals identified in ON TO 2050. This program oversees the development and active program management of the region's TIP in coordination with federal, state, regional, and local transportation implementers. The program also directly programs and manages federal funds sub-allocated to CMAP (the Congestion Mitigation and Air Quality Improvement (CMAQ) program, local Transportation Alternatives Program (TAP), and the Surface Transportation Program (STP). Products developed under this work program also assess accomplishments of the TIP and evaluate how it meets the goals of ON TO 2050 and moves the region toward performance-based programming. Federal, state, and local policies and regulations are monitored and analyzed to ensure CMAP's TIP satisfies these requirements. The region is required by federal law to develop and maintain a fiscally constrained TIP, which, together with the fiscally constrained regionally significant projects in ON TO 2050, conforms to the state implementation plan (SIP) demonstrating how the region will attain national ambient air quality standards.

Operational areas

Regionally significant projects (RSP) support and evaluation (2010.024)

While the primary transportation emphasis of ON TO 2050 is to maintain and modernize, the plan contains a handful of fiscally constrained regionally significant projects that will maximize regional benefits of mobility and economic development. CMAP will deploy some resources, in coordination with state, regional, and local agencies and groups, to generate the data, information, policy analysis, and outreach to advance implementation of ON TO 2050's fiscally constrained priority projects. This activity supports implementation of the RSPs through monitoring and assistance to ongoing project studies, review of ON TO 2050 amendment requests, and other activities as needed. In the upcoming ON TO 2050 update, RSPs will be reevaluated to ensure maximum regional benefits of mobility and economic development and continued fiscal constraint.

Executive sponsor: Salama, Yousef

Program manager: Dixon, Teri

Operational manager: Dixon, Teri

Work plan type: operational area

Outreach: operational communication

Transportation Improvement Program (TIP) development and management (2010.039)

This effort includes day-to-day management of the TIP, such as managing TIP project entry and changes and processing TIP amendment approvals through CMAP committees, as well as working with stakeholders in the region to maintain fiscal constraint and align the TIP with the ON TO 2050 long-range plan. Staff will develop and use analyses and reporting tools to support project choices implementing the plan and performance-based programming. As a result of new programs and funding available from the Infrastructure Investment and Jobs Act (IIJA), staff will work with the region's transportation partners to develop and support these new programs and funding. These activities may include program development and project evaluation methods to ensure that planning and programming activities are using data and analysis tools that support the short-range implementation of the long-range goals of ON TO 2050 through the TIP. Staff will continue to develop documents, reports, brochures, maps, fact sheets, and training materials, and provide internal and external training opportunities regarding transportation capital programming for the general public and our transportation partners.

Executive sponsor: Salama, Yousef

Program manager: Dixon, Teri

Operational manager: Dobbs, Kama

Work plan type: operational area

Outreach: operational communication

Conformity of plans and program (2010.040)

Northeastern Illinois does not attain national ambient air quality standards for certain pollutants. To meet air quality requirements, the region must implement a transportation program that will help reduce levels of these pollutants or maintain the existing levels within the budgets established in the IEPA's state implementation plan (SIP). As part of the transportation planning and programming process, the impact of proposed transportation activities on the region's air quality is evaluated. This evaluation, called a conformity analysis, is submitted to the U.S. Environmental Protection Agency for assessment before a long-range regional transportation plan or TIP is approved or amended. The conformity analysis must demonstrate that the emissions resulting from the plan and TIP meet the requirements of ("conform to") the air quality regulations. To ensure the flow of federal transportation funds to the region, state and federal legislative and regulatory changes are tracked and appropriate changes made, informed by the Tier II consultation process. Staff provides support for development of SIPs.

Executive sponsor: Salama, Yousef

Program manager: Dixon, Teri

Operational manager: Pietrowiak, Russell

Work plan type: operational area

Outreach: Transportation Committee

CMAQ and TAP-L development and management (2010.041)

The CMAQ and TAP programs are federal funding sources programmed through CMAP committees. TAP-L refers to the locally programmed improvements from this federal program. Implementation and monitoring of these programs are ongoing to ensure that transportation projects proceed in a timely manner and all available funding is used efficiently, using adopted policies. As a result of new programs and funding available from the Infrastructure Investment and Jobs Act (IIJA), staff will work with the region's transportation partners to develop and support these new programs and funding through CMAQ/TAP-L programs. Staff prepares active program management reports for the CMAQ and TAP-L Project Selection Committee to document and recommend action on regional expenditure targets and progress toward them. As staff monitor and discuss methodology, practice, and implementation with stakeholders, staff incorporate and develop methodological improvements to ensure updates to these programs align with ON TO 2050 recommendations and other priorities for the region. Staff will also prepare for the next joint call for projects for these two programs in the latter half of FY21.

Executive sponsor: Salama, Yousef

Program manager: Dixon, Teri

Operational manager: Ferguson, Doug

Work plan type: operational area

Outreach: CMAQ and TAP-L Project Selection Committee

Surface Transportation Program (STP) development and management (2010.042)

The memorandum of agreement between the CMAP Council of Mayors (CoMs) and the City of Chicago regarding the distribution and active program management of locally programmed surface transportation block grant funds established a Shared Fund administered by CMAP, local programs administered by the CoMs and Chicago, and an STP Project Selection Committee. Staff will actively manage, monitor, and assess project progress and will work with project programmers and implementers to ensure these projects progress to completion. Staff will continue to support the STP Project Selection Committee and the CoMs and Chicago to develop and implement regional and local policies and procedures that will enhance the selection of projects, active program management, and implementation of this program. Staff will also prepare for the next call for Shared Fund projects in the latter half of FY21. As a result of new programs and funding available from the Infrastructure Investment and Jobs Act (IIJA), staff will work with the region's transportation partners to develop and support these new programs and funding through STP programs.

Executive sponsor: Salama, Yousef

Program manager: Dixon, Teri

Operational manager: Dobbs, Kama

Work plan type: operational area

Outreach: STP Project Selection Committee and Council of Mayors Advisory Committee

Funding: Unified Work Program

Active program management (2010.043)

This initiative assists local programming staff and other programming partners in the management and implementation of federally funded projects through the tracking of programmed and obligated funds and the development of active program management reports. This effort organizes and oversees programmed project status assessments and participates in state and federal coordination meetings for the CoMs, CDOT, and other programmers. Risk assessment is critical for regional partners and stakeholders as a programmatic tool. Prudent risk assessment is fundamental to the success of each capital project and is an important step in accurately estimating and comparing the total risk-adjusted cost to the delivering of a project. In FY23, a consultant-led regional transportation risk register will be developed to identify risks, probability/frequency of occurrence and impact to project delay, and cost by project type and jurisdiction. The consultant will also support the development of effective risk mitigation strategies. This effort will support all parties in understanding, assessing, and mitigating project delays in order to improve the spending of obligated funding. As a result of new programs and funding available from the IJA, staff will work with our state, federal, and regional partners to incorporate new programs and refine existing programs with our marks development and APM procedures.

Executive sponsor: Salama, Yousef

Program manager: Dixon, Teri

Operational manager: Pietrowiak, Russell

Work plan type: operational area

Outreach: advisory group

Funding: Unified Work Program and various other funding sources

eTIP database development and maintenance (2010.044)

The eTIP database is made up of distinct but connected components: a back end for storing, processing, and organizing data; a user interface for implementers to enter and update data; and a GIS-based mapping application for entering, displaying, querying, and retrieving location-based data. Ongoing maintenance is required, together with development and implementation of features needed to support programming requirements and other CMAP activities. This will include work orders to consultants, responding to help desk requests, and training.

Executive sponsor: Salama, Yousef

Program manager: Dixon, Teri

Operational manager: Ferguson, Doug

Work plan type: operational area

FY2023 staff hours: 100

Outreach: operational communication

Funding: Unified Work Program

Council of Mayors Advisory Committee (2019.065)

This initiative provides guidance and support for the CoMs and Planning Liaison program, including developing and conducting training sessions, working with council staff, and ensuring that council activities support federal and state regulations and guidance. With passage of the IIJA, CMAP staff will assist our local partners, through the councils, to understand and benefit from the new/updated federal programs. This ensures communication between CMAP and municipal officials by coordinating outreach to and participation in local CoMs and council of governments meetings and events. This will also develop talking points for staff use while attending sub-regional council meetings and ensure coordination and communication among CMAP divisions involved with public outreach to the councils and implementation of local planning efforts. Lastly, the initiative will staff the CoMs Executive Committee and Planning Liaison meetings. Staff will continue to work to examine and improve functionality and processes within the Planning Liaison program.

Executive sponsor: Salama, Yousef

Program manager: Dixon, Teri

Operational manager: Dobbs, Kama

Work plan type: operational area

Outreach: Council of Mayors Advisory Committee

Projects

Federal certification review (2022.005)

Every four years, the Secretary of the U.S. Department of Transportation (DOT) must certify that each metropolitan planning organization (MPO) serving a transportation management area (TMA) — a designation by DOT of an urbanized area with a population over 200,000 as defined by the Census Bureau, or smaller urbanized areas on request by the governor and MPO — is carrying out the metropolitan planning process in adherence with federal statutes and regulations. FTA and FHWA conduct a review of the metropolitan planning process within each TMA and jointly issue this certification on behalf of the DOT Secretary, in accordance with 49 U.S.C. 5303(k). This project provides staff assistance to prepare for and participate in the certification review. Timing on all processes has been delayed due to the pandemic and the passage of the federal authorizing legislation, therefore the wrap-up and completion of this activity is expected to extend into FY23.

Executive sponsor: Salama, Yousef

Program manager: Dixon, Teri

Project manager: TBD

Work plan type: staff project

Span: FY2022–FY2023

Outreach: Transportation Committee and MPO Policy Committee

2.33 Research and innovation

The research and innovation program's primary mission is to collect and create data, generate applied research, and develop innovative analytical tools and approaches to guide and support data-driven decisions in the challenges facing communities in the region. These analyses, tools, and methods are developed by a team of skilled analysts, and include primary and secondary data dissemination, customized data preparation, advanced analysis, and mapping support related to transportation, land use, and demographics. The research and innovation program aspires to be the region's leading source and authority in applied urban planning research and geospatial data and information.

Operational areas

Census agency administrator and data coordination (2010.013)

Responsibilities include maintaining status as a census state data center (SDC) Coordinating agency and rendering assistance to SDC lead agency as time and resources permit, and ensuring compliance with Census Bureau policy on embargoed data releases.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Operational manager: Clark, David

Work plan type: operational area

FY2023 staff hours: 160

Outreach: operational communication

Funding: Unified Work Program

Northeastern Illinois Development Database (NDD/NIDD) maintenance (2010.018)

CMAQ monitors development over the entire CMAQ region, possessing a unique database of land use changes over the past three decades. NDD covers all types of land use to support local planning, land use inventory, and land use modeling. Staff will continue to update and maintain the database. Staff will also explore leveraging and expanding the use of NDD to educate and conduct applied research for our regional stakeholders related to the activities outlined in the strategic plan, such as transportation, climatic, and economic equity impacts of new development.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Operational manager: Morck, Dave

Work plan type: operational area

FY2023 staff hours: 630

Outreach: operational communication

Funding: Unified Work Program

Small Area Estimates of Employment database maintenance (2010.019)

Small area employment estimates are designed to assist CMAQ staff in planning and forecasting work by providing detailed employment totals at sub-county geographies. For FY23, staff will continue to update and maintain the database by developing data processing tools as they see fit and providing standard and custom geographical datasets. Staff will also explore leveraging the use of small area employment estimates to address activities outlined in the strategic plan.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Operational manager: Morck, Dave

Work plan type: operational area

FY2023 staff hours: 555

Outreach: operational communication

Funding: Unified Work Program

Community Cohort Evaluation Tool (2019.018)

This project presents CMAP's Community Cohorts grouping tool for determination of the level of local capacity and technical assistance need for communities in the region. The tool, named Community Cohort Evaluation Tool (CCET), assigns Community Cohorts throughout the CMAP region based on four factors: population, income, tax base per capita, and percent of population located in an economically disconnected or disinvested area (EDA). The Community Cohorts will be assigned on an annual basis every April using this tool and the most current data available. For FY23, staff will update the cohorts in April 2022 with the most current data available and customize the tool to assist stakeholders as needed.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Operational manager: Peterson, Noel

Work plan type: operational area

FY2023 staff hours: 50

Outreach: operational communication

Funding: Unified Work Program

Internal data library (2020.024)

The data depot is an in-house collection of public datasets requiring coordination with staff on acquisition/cataloging of updated datasets, the archival of obsolete datasets, and the perusal of new public data acquisitions based on agency goals and objectives using available resources. Staff will continue to update and maintain the database.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Operational manager: Nicholas, Arthur

Work plan type: operational area

FY2023 staff hours: 565

Outreach: operational communication

Funding: Unified Work Program

CMAP Data Hub (2020.025)

The Data Hub is an open-source repository for CMAP-produced datasets that are made available to partners, researchers, and the general public. Unlike other public data portals where datasets are posted with limited contextual information (metadata), CMAP is committed to posting the datasets with enough accompanying documentation that users generally know how to work with the data without having to contact CMAP. For FY23, staff will continue to post new and updated datasets to the Data Hub. The CMAP Data Hub can be accessed at <https://datahub.cmap.illinois.gov/organization/data>.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Operational manager: Goods, Avery

Work plan type: operational area

FY2023 staff hours: 315

Outreach: operational communication

Funding: Unified Work Program



Developments of regional importance (DRI) requests (2020.026)

The DRI process provides an opportunity for regional partners to comprehensively assess the regional implications of large-scale development proposals, reconcile regional priorities associated with these proposals, and coordinate independent actions in support of regional goals. Staff will coordinate a DRI review, should the need arise.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Operational manager: Ahiablame, Laurent

Work plan type: operational area

FY2023 staff hours: 6

Outreach: operational communication

Funding: Unified Work Program

Land Use Inventory maintenance (2020.027)

Used extensively by local planning staff for existing conditions reports, this database provides region-wide land use information in a consistent, detailed schema over time. It serves as a primary input to CMAP's land use model and associated socioeconomic forecasting activities. Activities include completing the 2018 Inventory and starting a redesign of the process for the 2020 Inventory using ArcGIS Pro.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Operational manager: Clark, David and Goods, Avery

Work plan type: operational area

FY2023 staff hours: 1,170

Outreach: operational communication

Funding: Unified Work Program

Community Data Snapshots (2020.029)

The Community Data Snapshots (CDS) are a series of county, municipal, and Chicago community area data profiles that primarily feature data from the American Community Survey (ACS) 5-Year Estimates. Each profile provides a summary of demographic, housing, employment, transportation habits, and other key details about metropolitan Chicago's 284 municipalities, 77 Chicago community areas, and seven counties. Activities will include updating the profiles, completing the internally oriented "dynamic CDS" tool for custom study areas, and initiating the transition to a web-based format.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Operational manager: Peterson, Noel

Work plan type: operational area

FY2023 staff hours: 455

Outreach: operational communication

Funding: Unified Work Program

Bike/pedestrian count database maintenance (2020.030)

This database provides a snapshot of non-motorized traffic volumes at major intersections throughout the region. Staff will continue to update and maintain the database.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Operational manager: Murtha, Tom

Work plan type: operational area

FY2023 staff hours: 45

Outreach: operational communication

Funding: Unified Work Program

Bikeways Inventory (BIS) maintenance (2020.031)

The BIS provides region-wide information for existing and planned bicycle facilities. The BIS is updated continually as new bikeway plans arrive and are loaded into the BIS. Staff will continue to update and maintain the database.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Operational manager: Dryla-Gaca, Agata

Work plan type: operational area

FY2023 staff hours: 285

Outreach: operational communication

Funding: Unified Work Program

CMAPlot maintenance and augmentation (2022.003)

CMA staff have developed a software package ("CMAPlot") and related documentation to assist in the formatting and presentation of visual data analysis completed in the statistical analysis program R. In FY23, staff will continue to maintain and improve this tool to enhance data visualizations produced by the agency while lessening the graphic design burden on CMA's communications team. Work is expected to include updating the package to stay current with CMA's design guidelines and addressing bugs and feature requests from staff.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Operational manager: Stern, Matthew

Work plan type: operational area

FY2023 staff hours: 270

Outreach: operational communication

Funding: Unified Work Program

Land use model utilization (2021.018)

The project will utilize and maintain the UrbanSim land use model to generate localized estimates of forecast population and employment distribution based on market, accessibility, land use, and demographic factors while allowing for policy-based scenario evaluation. FY23 activities will include an assessment of model results during the plan update cycle to identify areas for improvement of model performance and input data; staff training; documentation; model application; and dataset maintenance.

Executive sponsor: Salama, Yousef

Program manager: Dixon, Teri

Project manager: Clark, David and McAdams, Alexis

Work plan type: staff project

FY2023 staff hours: 770 / **Total project hours:** 370

Outreach: operational communication

Funding: Unified Work Program

Regional socioeconomic forecast (2021.020)

FY23 activities focus on finalizing documentation of the ON TO 2050 update regional forecast and developing a forecast maintenance plan for upcoming cycles, including creating a timetable for future forecast releases; updating demographic data inputs (vital, migration) and reviewing assumptions; and ensuring proper function of consultant-provided economic projection workflow with associated data updates.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Project manager: Clark, David

Work plan type: staff project

FY2023 staff hours: 725 / **Total project hours:** 260

Outreach: operational communication

Funding: Unified Work Program

Geographic information system (GIS) services (2023.028)

The purpose of the program is to create an agency-wide initiative for developing and using GIS resources and skills to serve our region's communities better. The program seeks to create, analyze, promote, maintain, and distribute geospatial data and decision support tools, such as web-based story maps, dashboards, and other GIS information developed and maintained at CMAP. Through the program, GIS staff assist member agencies and communities with professional services, including the creation of custom desktop/web applications with local jurisdiction data, converting non-spatial data into GIS format, day-to-day GIS problem-solving, GIS training, data conversion, and more. The program also provides support to agency-wide staff with curated information about potential trainings to advance the knowledge and skills of CMAP's GIS users. Continuous collaboration with ESRI (sole software provider) will bring technical assistance and expand new desktop and online tools and apps utilization. This is a multi-year program. Activities this year will primarily be a feasibility study that includes a needs assessment to determine what CMAP can accomplish in the space and how the program can be established successfully. Staff will also coordinate with other MPOs with similar programs/services to build our program/services. In addition, CMAP will collaborate with IDOT and other Illinois MPOs to procure Ecopia geospatial big data for a wide range of uses.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Project manager: TBD GIS coordinator

Work plan type: Staff project

FY2023 staff hours: 990

Outreach: advisory group

Funding: Unified Work Program

Applied research (2023.029)

The Research and Innovation program will conduct applied research and analysis with existing and new CMAP data products to deliver guidance to state partners and local communities, with a focus on transportation; land use and community development; climate change impacts and resilience; and economic development. Activities will seek to address regional issues and answer big questions that are paramount to our stakeholders. Products may include data briefs, strategic papers, white papers, technical reports, and case studies that answer critical regional questions. This will be a multi-year program. This year, staff will (1) review, evaluate, and update existing composition of transportation safety and performance measures, (2) research and identify measures that direct funding to improve equitable distribution and spur inclusive growth, and (3) research and start to develop improved criteria to direct funding based on greenhouse gas emission reductions in the areas of transportation and land use. Staff will also explore collaborative relationships with academic institutions, such as the Urban Transportation Center at the University of Illinois Chicago, to increase the usage of existing CMAP's data products and tools for applied research activities.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Project manager: McAdams, Alexis and Schmidt, Todd

Work plan type: staff project

FY2023 staff hours: 740

Outreach: advisory group

Funding: Unified Work Program

Projects

Northeastern Illinois Development Database (NDD/NIDD) update implementation (2020.073)

CMAP monitors development over the entire CMAP region, covering all types of land use to support local planning, land use inventory, and land use modeling. In FY21, CMAP worked with a consultant who analyzed current workflow, conducted a market analysis for a web-based version, reported findings, and recommended improvements. Staff initiated work to implement recommendations provided by the consultants in FY22 and will continue in FY23. This will be a multi-phase project, with estimated completion by FY25. Initial phase will redesign the database engine and edit/review workflow to migrate Northeastern Illinois Development Database (NDD) from ArcGIS Desktop to ArcGIS Online. Future phases include implementation of a public-facing interface for NDD, making the database a municipal data source, and coordination with and education of regional stakeholders for input in database maintenance. For FY23, staff will complete internal database maintenance using ArcGIS Online and begin implementation of an interface allowing input from regional stakeholders.

Executive sponsor: Salama, Yousef

Program manager: Ahiablame, Laurent

Project manager: Morck, Dave

Work plan type: staff project with consultant assistance

Span: FY2022-FY2023

FY2023 staff hours: 1,190 / **Total project hours:** 265.75

Outreach: operational communication

Funding: Unified Work Program



TABLE 5: Budget detail, research, analysis, and programming

Research, analysis, and programming — 1008406023 UWP		
Object #		
Object Name		
Line-item description	FY22 budget	FY23 budget
5001		
Regular salaries	\$2,021,823	\$2,773,971
5002		
Temporary salaries	\$86,670	\$81,264
5101		
Medicare	\$30,573	\$40,916
5102		
FICA	\$130,727	\$174,989
5103		
IMRF	\$132,746	\$156,137
5105		
SERS	\$108,794	\$124,209
5107		
Health/dental/vision	\$282,549	\$377,960
5205		
Data acquisitions	\$433,425	\$331,987
5206		
Office supplies	\$540	\$540
5303		
Software maintenance	\$208,666	\$217,803
5307		
Consulting services	\$117,500	\$497,475
5403		
Staff association	\$1,500	\$2,250
5417		
Conference registration	\$24,913	\$14,270
5418		
Training and education	\$17,250	\$34,050
5419		
Travel expense	\$5,010	\$50,922

Research, analysis, and programming — 1008406023 UWP		
Line-item description	FY22 budget	FY23 budget
5502		
Rent	\$405,613	\$483,281
5504		
UWP — telecom	\$15,602	\$12,333
5505		
UWP — utilities	\$11,475	\$13,024
9200		
Indirect costs	\$696,669	\$834,334
Grand total	\$4,732,044	\$6,221,716

2.40 Plan implementation and legislative affairs

Division oversight: Wilkison

Management team: Navota, Scott, Smith, Weil

Description: This division seeks to implement ON TO 2050 through research, analysis, policy development, planning, and close collaboration with regional partners and stakeholders. The main activities in this division include planning, policy development through research and analysis, legislative outreach, and coordination with regional partners. Work in this area advances agency priorities to improve the region's transportation system and provide high quality of life for all residents of northeastern Illinois. Many of the projects, programs, and operational areas in the plan implementation and legislative affairs (PILA) division are represented in the priority implementation areas listed above. Focus in FY23 will include action-oriented steps, such as local policy reforms or infrastructure investments, to see tangible progress. Policy development, planning, and legislative affairs projects anticipated in this year's budget include analysis and coordination on transportation revenues, governance and tax policy, economic vitality, disinvestment, demographics and inclusive growth, and climate.

A report of quarterly activities, deliverables, and applicable documentation for each project will be included in the CMAP [Quarterly Reports](#). Projects with additional project deliverables, if any, are indicated as such in the project descriptions below.

2.41 Policy development and analysis

The primary goal of this core program is to advance the policy-based recommendations of the ON TO 2050 plan. Staff use the agency's data resources and research capabilities to generate robust analyses in subject areas aligning with ON TO 2050. Dissemination of this analysis provides the context for implementation activities through strategic coordination on policy with other organizations, including administrative and legislative action. This core program reflects agency priorities, ranging from transportation finance, economic resilience, and state and local taxation to broader land use issues, including housing and natural resource policies. The main activities include research and analysis, steering work to implement ON TO 2050 priorities through the agency's committee structure, legislative analysis, and coordination of implementation activities with other organizations.

2.42 Legislative strategy and engagement

CMAP's programs have been showcased as a national model for long-range comprehensive planning, rigorous policy development, public involvement and outreach, and holistic and competitive programming. Due to strong working relationships with the region's legislators, CMAP is consistently called upon for policy analysis and regional policy support, as well as to provide access to data and mapping products. Building on our relationships with the CMAP state and federal delegation and related agencies is beneficial to implementation of ON TO 2050 and regional recovery from the COVID-19 pandemic.

Operational areas

Federal legislative analyses, strategy, and engagement (2010.032)

Under this activity, staff will monitor legislative activities of the federal government, such as passage of legislation, vetoes, executive orders, federal regulations and rulemakings, or other relevant announcements that impact our region. Staff will maintain relationships with congressional members and key staff, relevant administrative offices, and federal agencies to keep abreast of these activities. Staff will also maintain relationships with CMAP's partners and stakeholders to keep informed of their legislative concerns and initiatives. Staff will also analyze bills of significant interest to CMAP and the status of these bills as they move through the legislative process. Staff will provide written and verbal reports on these activities regularly to executive staff, CMAP Board, policy, and working committees. Staff will communicate the Board's key policy positions and CMAP policy, planning, and programming activities to Congress and relevant legislative and administrative staff.

Executive sponsor: Wilkison, Laura

Program manager: Smith, Gordon

Operational manager: McMahon, Timothy

Work plan type: operational area

FY2023 staff hours: 1,025

Outreach: operational communication

Funding: Unified Work Program

State legislative analyses, strategy, and engagement (2010.034)

Under this activity, staff will monitor legislative activities of the Illinois General Assembly and actions taken by the governor, such as passage of legislation, vetoes, executive orders, or other relevant announcements that impact our region. Staff will maintain relationships with Illinois General Assembly members and key staff, the governor's office, relevant constitutional offices, and state agencies to keep abreast of these activities. Staff will also maintain relationships with CMAP's partners and stakeholders to stay informed of their legislative concerns and initiatives. Staff will also analyze bills of significant interest to CMAP and the status of these bills as they move through the legislative process. Staff will provide written and verbal reports on these activities regularly to executive staff, CMAP Board, policy, and working committees. Staff will communicate the Board's key policy positions and CMAP policy, planning, and programming activities to the General Assembly, and relevant legislative and administrative staff. Staff will convene members of the Illinois General Assembly on a semi-regular basis to provide agency updates and identify shared regional challenges.

Executive sponsor: Wilkison, Laura

Program manager: Smith, Gordon

Operational manager: Cefali, Anthony

Work plan type: operational area

FY2023 staff hours: 1,225

Outreach: operational communication

Funding: Unified Work Program

TABLE 6: Budget detail, plan implementation and legislative affairs

Plan implementation and legislative affairs — 1008406023		UWP
Object #		
Object Name		
Line-item description	FY22 budget	FY23 budget
5001		
Regular salaries	\$2,270,720	\$2,123,263
5002		
Temporary salaries	\$44,550	\$44,550
5101		
Medicare	\$33,571	\$30,728
5102		
FICA	\$143,547	\$131,498
5103		
IMRF	\$152,366	\$119,421
5105		
SERS	\$84,460	\$95,918
5107		
Health/dental/vision	\$301,212	\$242,206
5206		
Office supplies	\$540	\$500
5307		
Consulting services	\$246,250	\$423,276
5403		
Staff association	\$3,000	\$3,750
5404		
CMAP association	\$90,993	\$0
5417		
Conference registration	\$18,550	\$18,100
5418		
Training and education	\$23,250	\$12,000
5419		
Travel expense	\$28,600	\$34,810
5502		
Rent	\$428,495	\$348,210

Plan implementation and legislative affairs — 1008406023		UWP
Line-item description	FY22 budget	FY23 budget
5504		
Telecommunications	\$16,482	\$8,886
5505		
Utilities	\$12,123	\$9,384
9200		
Indirect costs	\$755,652	\$604,057
Grand total	\$4,654,362	\$4,250,558

2.50 Communications and engagement

Division oversight: TBD deputy executive director

Management team: Grover, Raftery

Description: CMAP requires communications and engagement to fulfill its comprehensive planning objectives. The agency must maintain a high standard of communication with stakeholders through a variety of communication channels. Inclusive outreach efforts will focus on keeping partners and stakeholders engaged in individual projects and broader agency activities. Communications and engagement staff will place special emphasis on implementation of ON TO 2050.

Operational areas

Division communications support (2010.045)

Communications and engagement staff will support agency work outside of the other divisions. In the planning division, this may include work on engagement strategies, messaging, media, design, quality control, and release of individual technical assistance plans, executive summaries, and other materials. It will also include support for the call for projects process, engagement and messaging support for the Embedded Staff Planner program, training for planning ambassadors, and more. Communications will also develop and update standards to ensure high-quality products are produced by the entire agency, such as updating the Planning Resources Support Guide document, creating a CMAP Style Guide, and helping subject matter experts write local plans and other materials in a more accessible tone.

In policy and programming, this will include work preparing and executing engagement strategies for individual projects, such as reports and policy briefs, as needed, with the involvement of engagement and legislative staff. It also includes overseeing the production and quality control of programming- and policy-based print and web materials; supporting the calls for projects and public comment periods; generating talking points; and supporting policy-based media needs.

Executive sponsor: TBD deputy executive director

Program manager: Raftery, Dawn

Operational manager: Di Benedetto, Stephen

Work plan type: operational area

Outreach: operational communication

Funding: Unified Work Program

Regional external engagement and support (2010.049)

CMAP depends on a broad and deep base of community partners and stakeholders to both add value to CMAP's work and to build buy-in for it. CMAP will broaden and deepen its ongoing, inclusive engagement with audiences both familiar and unfamiliar with CMAP to inform the agency's products.

Executive sponsor: TBD deputy executive director

Program manager: Grover, Jane

Operational manager: Grover, Jane

Work plan type: operational area

Outreach: operational communication



Graphic design (2010.060)

Communications staff will provide graphic design and related assistance to CMAP staff when materials meet that threshold as identified by deputies and CMAP executive leadership. This project entails creating information graphics and laying out documents in the appropriate software (primarily Adobe InDesign) and ensuring all CMAP print and online channels follow the agency's design and brand guidelines. Certain projects will require coordination with contracted design consultant(s). Whenever feasible, these materials should be printed in-house, and this project's managers are responsible for determining whether a larger job might require off-site commercial printing.

Executive sponsor: TBD deputy executive director

Program manager: Raftery, Dawn

Operational manager: TBD communications specialist

Work plan type: operational area

FY2023 staff hours: 1,015

Outreach: operational communication

Funding: Unified Work Program

Digital strategy (2010.061)

The CMAP website, email distribution program, and social media accounts represent the main avenues for engagement with agency work. Communications staff will enhance stakeholder engagement by developing and executing innovative web delivery and promotional strategies based on agreed-upon goals and objectives. Staff will manage the creation and distribution of written and visual content for online platforms. They will work with division, team, and project leads and subject matter experts to develop content and communications for the agency's ongoing work and efforts, as well as support staff in improving content and delivery of carefully chosen data products. Other work includes collecting and evaluating analytics, and refining strategies and tactics based on those findings. Communications staff will measure user interaction metrics quarterly for websites, social media channels, and e-communications (Weekly Update, committee emails, etc.) and support management of CMAP's design and web consultants. Staff also will manage a project to explore new platforms and find a new content management system for the agency's main website.

Executive sponsor: TBD deputy executive director

Program manager: Raftery, Dawn

Operational manager: Smedinghoff, Joan

Work plan type: operational area

Outreach: operational communication

Web administration (2010.062)

Communications staff will develop and/or oversee development of web content using the Liferay management system and related technologies. Staff will help CMAP staff prepare, post, and maintain their online content. This work will include managing consultants to ensure that all web development projects are accessible on mobile devices, follow CMAP's brand guidelines and editorial style guide, and meet high standards for accessibility and user experience. Staff also will manage a project to explore new platforms and find a new content management system for the agency's main website.

Executive sponsor: TBD deputy executive director

Program manager: Raftery, Dawn

Operational manager: Smedinghoff, Joan

Work plan type: operational area

Outreach: operational communication

CMAP weekly newsletter (2010.063)

Communications staff will share stories, news, and information from the agency and partners with stakeholders and CMAP staff through weekly internal and external newsletters. This work will include enhancing engagement with stakeholders and the public through the creation, development, and delivery of accessible, engaging, and visually appealing content. Communications staff will work with division, team, and project leads and subject matter experts on content.

Executive sponsor: TBD deputy executive director

Program manager: Raftery, Dawn

Operational manager: Di Benedetto, Stephen

Work plan type: operational area

Outreach: operational communication

Media relations (2010.064)

Communications staff will raise brand awareness and support for CMAP and its work through a robust media strategy. This work includes developing messaging and other content to support media outreach and interviews, and equipping communities and leaders with the information and insights they need to build a stronger, more equitable region. Staff will identify media opportunities and proactively pitch journalists about focus areas, LTA projects, and new data and reports. Projects include creating and offering tools and training to staff spokespeople, including executives and subject matter experts.

Executive sponsor: TBD deputy executive director

Program manager: Raftery, Dawn

Operational manager: Williams, Anna

Work plan type: operational area

Outreach: operational communication

CMAP committee support (2019.031)

CMAP has committees at the policy, coordinating, advisory, and working levels that play integral roles in the agency's planning processes. CMAP provides staff support to these committees. Committees will focus on the implementation of ON TO 2050. Although many implementation areas of the plan are led by CMAP, other areas require leadership from other implementers. Moving forward, CMAP's committees, primarily at the working level, should be used to ensure that CMAP can develop bold and meaningful policies for the next plan and measure progress toward plan implementation on both staff work and efforts by outside implementers.

Executive sponsor: McEwan, Amy

Program manager: TBD director

Operational manager: TBD

Work plan type: operational area

FY2023 staff hours: 780

Outreach: operational communication

Funding: Unified Work Program



CMAF Talks webinars (2021.010)

CMAF will convene partners and subject matter experts for ongoing virtual discussions of salient topics in varied webinar formats. The topics will advance implementation of ON TO 2050, promote CMAF resources and programs, and amplify CMAF communications initiatives.

Executive sponsor: TBD deputy executive director

Program manager: Grover, Jane

Operational manager: TBD engagement specialist

Work plan type: operational area

Outreach: operational communication

Executive communications (2021.040)

Staff will lead development of executive communications, including speeches and other externally facing communication pieces. They will develop a speaker request process to review incoming requests and secure other speaking engagements with groups aligned with our work.

Executive sponsor: TBD deputy executive director

Program manager: Raftery, Dawn

Operational manager: TBD deputy executive director

Work plan type: operational area

Outreach: operational communication

Projects

FLIP program (2010.005)

CMAF directly engages the region's youth through FLIP, a leadership development program for students. The program convenes students in four to five sessions in July and provides them with the opportunity to learn about regional planning.

Executive sponsor: TBD deputy executive director

Program manager: Grover, Jane

Project manager: TBD engagement specialist

Work plan type: staff project

Span: FY2023-FY2023

FY2023 staff hours: 530 / **Total project hours:** 530

Outreach: Operational communication

Funding: Unified Work Program

State of the Region event (2021.048)

CMAF will convene its regional constituency for this annual event to highlight regional developments, accomplishments, and challenges.

Executive sponsor: TBD deputy executive director

Program manager: Grover, Jane

Project manager: TBD engagement specialist

Work plan type: staff project

Span: FY2023-FY2023

Outreach: operational communication



Regional awards program (2021.049)

The State of the Region event in October 2022 will include awards to regional partners recognizing their achievements in implementing the GO TO 2040 and ON TO 2050 plans. Recipients will include individuals and organizations.

Executive sponsor: TBD deputy executive director

Program manager: Grover, Jane

Project manager: TBD engagement specialist

Work plan type: staff project

Span: FY2022-FY2022

Outreach: operational communication

Public opinion poll (2021.050)

Communications staff will conduct a public opinion poll among residents of the seven-county region to gauge support for ON TO 2050 plan recommendations. Staff will use survey findings to prioritize policy recommendations, refine brand positioning and messaging to stakeholders, and garner media coverage and broader awareness about ON TO 2050. They will develop survey questions with input from across CMAP, including core focus areas, subject matter experts, and government affairs staff. Communications staff also will develop a comprehensive communications plan to release and leverage results at the State of the Region event and other milestones during the year, including report releases and seasonal news.

Executive sponsor: TBD deputy executive director

Program manager: Raftery, Dawn

Project manager: Williams, Anna

Work plan type: staff project

Span: FY2021-FY2021

Total project hours: 300

Outreach: operational communication

ON TO 2050 exhibit (2021.051)

In partnership with the Bess Bower Dunn Museum of Lake County, staff will collaborate with museum staff to design an interactive, mobile exhibit of ON TO 2050 and plan its exhibition in the region. Dunn Museum staff will create and fabricate the exhibit.

Executive sponsor: TBD deputy executive director

Program manager: Grover, Jane

Project manager: Grover, Jane

Work plan type: staff project

Span: FY2022-FY2022

Outreach: operational communication

Website (2021.079)

The CMAP website represents one of the primary avenues for engagement with agency work. Communications staff will manage a project to explore new platforms and find a new content management system for the agency's main website.

Executive sponsor: TBD deputy executive director

Program manager: Raftery, Dawn

Project manager: Smedinghoff, Joan

Work plan type: staff project

Total project hours: 100

Outreach: operational communication



Public engagement tools, platforms, and contact database (2022.004)

The agency will employ a variety of public engagement tools, platforms, and resources to reach stakeholders where they are, including workshops, webinars, presentations, focus groups, public hearings, telephone town halls, and forums. Those tools include virtual meeting platforms, live polling software, kiosks, and network-building resources.

Executive sponsor: TBD deputy executive director

Program manager: Grover, Jane

Project manager: TBD engagement specialist

Work plan type: staff project

Span: FY2022–FY2022

Total project hours: 150

Outreach: operational communication



TABLE 7: Budget detail, communications and engagement

Communications and engagement — 1008406023		UWP
Object #		
Object Name		
Line-item description	FY22 budget	FY23 budget
5001		
Regular salaries	\$1,021,945	\$1,358,413
5002		
Temporary salaries	\$14,850	\$14,850
5101		
Medicare	\$15,034	\$19,694
5102		
FICA	\$64,281	\$84,285
5103		
IMRF	\$73,327	\$82,999
5107		
Health/dental/vision	\$141,747	\$170,406
5202		
Publications	\$17,725	\$22,690
5203		
Software — small value	\$666	\$0
5205		
Data acquisitions	\$25,000	\$30,000
5206		
Office supplies	\$2,000	\$625
5207		
Copy room supplies	\$1,200	\$750
5303		
Software maintenance	\$82,755	\$70,890
5306		
Professional services	\$8,000	\$2,000
5307		
Consulting services	\$817,500	\$551,000
5403		
Staff association	\$2,750	\$2,000

Communications and engagement — 1008406023		UWP	
Line-item description		FY22 budget	FY23 budget
5405			
Postage/postal service		\$3,300	\$200
5410			
Meeting expense		\$16,810	\$19,810
5414			
Printing service		\$13,800	\$13,800
5417			
Conference registration		\$5,000	\$6,850
5418			
Training and education		\$3,750	\$9,300
5419			
Travel expense		\$4,500	\$6,000
5502			
Rent		\$198,330	\$208,666
5504			
Telecommunications		\$7,629	\$5,325
5505			
Utilities		\$5,611	\$5,623
9200			
Indirect costs		\$331,937	\$375,024
Grand total		\$2,879,446	\$3,061,201

2.61 Finance and procurement program

Division oversight: Manning-Hardimon

Management team: Talkington, Rogus

Description: Finance and administration is responsible for providing oversight of the agency's business operations, including finance and accounting, procurement, and human resources (HR). Management of the agency's fiscal matters and reporting, and the multitude of grants that funds the agency's work, are managed under the finance division. This group is also responsible for the annual facilitation of the agency's financial audit and compliance with CFR 200, grant agreements, and federal and state requirements. Under the procurement division, all goods and services procured on behalf of the agency by fair and competitive processes that ensure federal and state procurement guidelines are achieved. It is through this process that the best value for goods and services is negotiated and obtained on behalf of the agency. Most importantly, full life-cycle HR activities are facilitated and managed under this division through the human resources division. Responsibilities include hiring, training/professional development, performance management, compensation management, payroll, benefits management, employee relations, federal and state labor law compliance, DEI initiatives, and termination activities.

A report of quarterly activities, deliverables, and applicable documentation for each project will be included in the CMAP [quarterly reports](#). Projects with additional project deliverables, if any, are indicated as such in the project descriptions below.

Operational areas

Annual budget (2010.011)

This initiative prepares the annual CMAP budget to ensure that the MPO core activities and contract funding is appropriate. It monitors expenditures and revenues during the fiscal year to ensure that the fiscally defined budget is being maintained and adjusted as needed to meet that goal. It coordinates UWP Committee review and approval of annual UWP program budget requests. It prepares annual indirect rate cost allocation for IDOT identifying costs that are not directly related to specific programs. It will complete all required GATA documents for the Agency including budget templates, internal control questionnaires, programmatic risk assessments, budget revisions and BOBS 2832 quarterly reports.

Executive sponsor: Manning-Hardimon, Angela

Program manager: Manning-Hardimon, Angela

Operational manager: Talkington, Molly

Work plan type: operational area

FY2023 staff hours: 610

Funding: Unified Work Program



Procurements, contracts, and commercial datasets (2010.012)

This initiative manages all procurements for professional consulting services and other goods and services required for CMAP operations; ensures requests for proposals comply with policy and federal requirements; participate in procurement selection; and prepare and negotiate contracts, amendments, and intergovernmental agreements. It is responsible for ensuring that contracts are updated to reflect appropriate federal and state requirements. It manages licensing of proprietary datasets and enforces proprietary dissemination and license agreements. It is responsible for posting and archiving RFP/RFQ/RFIs on CMAP's website.

Executive sponsor: Manning-Hardimon, Angela

Program manager: Manning-Hardimon, Angela

Operational manager: Dubernat, Penny

Work plan type: operational area

FY2023 staff hours: 1,250

Funding: Unified Work Program

Finance and accounting (2010.046)

This initiative provides administrative support for the accounts payable and accounts receivable activities, ensuring timely payments to vendors and collection of funds; processes payroll to ensure timely and accurate payments to employees and associated reporting of taxes, insurance, pension, and other benefits; ensures that grants are properly funded and expenditures are appropriate based on grant agreements and CFR 200 guidance; provides the financial reporting required by federal, state, the CMAP Board, and others; manages all banking activities, including the reconciliation of bank statements and general ledger accounts; and performs other financial management for CMAP, as required. In addition, finance and accounting staff are responsible for facilitating the annual audit of CMAP's financial records to achieve unqualified results. It provides oversight and training for CMAP's financial and payroll software system.

Executive sponsor: Manning-Hardimon, Angela

Program manager: Talkington, Molly

Operational manager: Talkington, Molly

Work plan type: operational area

FY2023 staff hours: 4,028

Funding: Unified Work Program

Projects

Enterprise resource planning (ERP) system (2021.044)

The agency is seeking to implement a new enterprise resource planning (ERP) system that will integrate the agency's financials, human resource activities, procurement and contract management, asset management, and project and grant management into one platform, and enhance reporting capability. Because the implementation cost for an ERP is significant and requires great customization, this project will be phased over multiple years. Phase I was completed in FY22, which included the selection of a needs assessment vendor, conducting gap analysis, developing process maps, developing business requirements for RFP/RFQ, and selecting a vendor for the new ERP. Implementation of the new ERP is scheduled to start June 1, 2022.

Executive sponsor: Manning-Hardimon, Angela

Program manager: Talkington, Molly

Project manager: Talkington, Molly

Work plan type: staff project with consultant assistance

Span: FY2021-FY2023

FY2023 staff hours: 1,352 / **Total project hours:** 1,352

Funding: Unified Work Program

2.62 Human resources

Operational areas

Benefits administration (2010.007)

Human resources will lead annual efforts to develop a comprehensive benefits philosophy informed by knowledge of appropriate benefit offerings, the market, benefit trends, and the regulatory environment; and in partnership with brokers and vendors to develop strategies to identify, maintain, and enhance a full spectrum of valued, competitive, and cost-effective benefits. Human resources will be responsible for understanding the strategic implications of benefit options and providing recommendations for implementation to CMAP's leadership.

Executive sponsor: Manning-Hardimon, Angela

Program manager: TBD HR director

Operational manager: TBD HR director

Work plan type: operational area

FY2023 staff hours: 2,150

Funding: Unified Work Program

Employee relations and policy administration (2010.047)

Human resources will work with employees and management to address employee performance and professional development. This process should be formalized with CMAP's annual performance evaluation process, performance improvement plans, regular employee performance feedback, and performance documentation. CMAP also provides policies to assist employees in understanding federal, state, and CMAP-adapted policies, including standards of conduct and performance expectation.

Executive sponsor: Manning-Hardimon, Angela

Program manager: TBD HR director

Operational manager: TBD HR director

Work plan type: operational area

FY2023 staff hours: 1,250

Funding: Unified Work Program

Compensation (2010.050)

Human resources will lead efforts to establish a comprehensive compensation philosophy that is evaluated annually and encompasses salary structure, job documentation, evaluation methodology, market pricing and comparability, compression, equity, and skilled and performance-based pay programs. Under this program, compensation studies will be required every three years to compare CMAP's total compensation to those of comparable markets.

Executive sponsor: Manning-Hardimon, Angela

Program manager: TBD HR director

Operational manager: TBD HR director

Work plan type: operational area

FY2023 staff hours: 300

Funding: Unified Work Program

Talent management and training (2010.051)

Human resources will expand recruitment efforts to provide CMAP with the greatest exposure possible to recruit the best-qualified candidates. These efforts will include attending virtual job fairs, universities, and exploring diverse job posting opportunities. Human resources will also enhance its diversity recruitment efforts by collaborating with various programs that give CMAP access to a multitude of candidates from varying backgrounds. Human resources is also responsible for maintaining job postings and recruitment efforts on the CMAP website and with the Hyrell Applicant Tracking System. Talent management extends beyond the recruitment of staff and includes the retention and professional development of a workforce that can meet the work needs of the agency. Developing, sourcing, implementing, and monitoring training that expands staff's skills and knowledge, technical and management abilities, and general professional development is an important effort under human resources and the agency's retention strategy.

Executive sponsor: Manning-Hardimon, Angela

Program manager: TBD HR director

Operational manager: TBD HR director

Work plan type: operational area

FY2023 staff hours: 2,150

Funding: Unified Work Program

Freedom of Information Act (FOIA) response coordination (2010.057)

This program is responsible for fulfilling or directing public requests for static data and information to appropriate sources of information such as CMAP staff, Census Bureau, or other agencies. This includes timely responses to Freedom of Information Act (FOIA) requests; and compiling FOIA-eligible staff communication when requested.

Executive sponsor: Manning-Hardimon, Angela

Program manager: TBD HR director

Operational manager: TBD HR director

Work plan type: operational area

FY2023 staff hours: 1,950

Funding: Unified Work Program

Diversity and inclusion/DIWG and WelMAP (2017.009)

Diversity and inclusion work will focus on educating employees on the importance of diversity and inclusion, both internally and externally, and explore opportunities to improve across the agency by implementing various programs, training, and initiatives. CMAP's goal is to be an inclusive, welcoming organization, recognized for a creative, collaborative environment characterized by openness, understanding, and valuing of all people and perspectives, free of all forms of harassment and discrimination, in which all employees are treated with dignity, respect, and courtesy. To achieve this goal, focus areas would include recruitment and hiring processes, onboarding, mentoring, cross-functional teams/work, continuous training, and team-building activities. The results from the employee surveys, the digital comment box, and feedback from the Diversity and Inclusion Working Group (DIWG) will be instrumental in defining the program and monitoring future performance of efforts.

Executive sponsor: McEwan, Amy

Program manager: Manning-Hardimon, Angela

Operational manager: TBD HR director

Work plan type: operational area

TABLE 8: Budget detail, overhead

Overhead — 1008400023		UWP	
Object #			
Object Name			
Line-item description	FY22 budget	FY23 budget	
5001			
Regular salaries	\$1,367,530	\$1,478,136	
5015			
Education reimbursement	\$5,250	\$10,500	
5101			
Medicare	\$19,829	\$19,799	
5102			
FICA	\$84,787	\$84,833	

Overhead — 1008400023		UWP	
Line-item description	FY22 budget	FY23 budget	
5103			
IMRF	\$91,450	\$83,565	
5105			
SERS	\$55,001	\$62,783	
5106			
Life insurance	\$46,000	\$50,000	
5107			
Health/dental/vision	\$171,277	\$161,906	
5108			
Other benefits	\$47,750	\$50,000	
5110			
Wellness subsidy	\$0	\$6,775	
5203			
Software — small value	\$0	\$0	
5204			
Equipment — small value	\$0	\$0	
5206			
Office supplies	\$10,000	\$0	
5207			
Copy room supplies	\$12,000	\$0	
5208			
Furniture — small value	\$0	\$0	
5301			
Audit services	\$40,000	\$43,203	
5302			
Office equipment	\$9,000	\$9,000	
5303			
Software maintenance	\$0	\$0	
5306			
Professional services	\$360,000	\$246,500	
5309			
Office equipment	\$35,000	\$17,500	

Overhead — 1008400023		UWP	
Line-item description		FY22 budget	FY23 budget
5401			
Workers' compensation		\$35,503	\$21,000
5402			
Unemployment compensation		\$10,000	\$5,000
5403			
Staff association		\$1,250	\$2,500
5404			
CMAP association		\$1,830	\$1,900
5405			
Postage/postal service		\$14,390	\$7,000
5406			
Storage		\$15,000	\$15,000
5409			
Miscellaneous		\$1,000	\$1,000
5410			
Meeting expense		\$1,000	\$1,500
5411			
Recruitment expense		\$20,000	\$20,000
5412			
General insurance		\$52,000	\$60,000
5413			
Legal service		\$10,000	\$15,000
5414			
Printing service		\$1,000	\$0
5415			
Employment agency		\$0	\$0
5416			
Bank service fee		\$30,000	\$36,000
5417			
Conference registration		\$2,800	\$4,100
5418			
Training and education		\$30,390	\$35,675

Overhead — 1008400023		UWP	
Line-item description		FY22 budget	FY23 budget
5419			
Travel expense		\$6,500	\$7,100
5501			
Office maintenance		\$18,000	\$0
5502			
Rent		\$0	\$179,327
5504			
Telecommunications		\$0	\$4,712
5505			
Utilities		\$0	\$4,187
Grand total		\$2,605,537	\$2,745,501

UWP RUT Overhead — 1008400023		UWP	
Object #			
Object Name			
Line-item description		FY22 budget	FY23 budget
5502			
Rent		\$229,921	\$197,699
5504			
Telecommunications		\$8,844	\$5,045
5505			
Utilities		\$6,505	\$5,328
Grand total		\$245,270	\$208,072

2.70 Information technology and facilities

Division oversight: Manning-Hardimon

Management team: Rogus

Description: This program provides for the design, acquisition, deployment, and management of technology and telecommunications resources at CMAP. This includes managing the resiliency and security of these resources. This program also facilitates the electronic exchange of raw data within CMAP and with other agencies and organizations, and the management of internal documentation systems. Information technology (IT) will serve as CMAP's technical lead in evaluating all new technology efforts to ensure compatibility with network and reviewing RFPs for new technology to provide for appropriate technical support, defined technical requirements, and deliverables. IT will also serve as the lead in educating and training staff on new technical solutions implemented by the agency.

A report of quarterly activities, deliverables, and applicable documentation for each project will be included in the CMAP [quarterly reports](#). Projects with additional project deliverables, if any, are indicated as such in the project descriptions below.

Operational areas

Information technology and facilities (2010.048)

CMAP's daily operation depends on a robust and functional computer network for data analysis, work program documentation, employee communications, and software applications. This program consists of daily management and monitoring of the internal computer network performance. It includes the acquisition, licensing, installation, and maintenance of all software applications, as well as server hardware systems and other related equipment. It also provides limited user support to CMAP employees.

Executive sponsor: Manning-Hardimon, Angela

Program manager: Rogus, Matt

Operational manager: Rogus, Matt

Work plan type: operational area

FY2023 staff hours: 1,030

Funding: Unified Work Program



Web infrastructure management (2010.052)

Web infrastructure management consists of procuring, deploying, and administering the hardware, software, and network infrastructure used by web applications and data services hosted at CMAP and in the cloud. Externally, web applications and data services, such as the Data Hub and the aerial imagery explorer, have become critical to the ongoing agency mission of deploying technical analysis content to a broader audience. The web infrastructure management defined by this program supports web applications and data services, such as Microsoft 365 (collaboration), CKAN (data sharing web application), MediaWiki (collaboration), GIS web mapping, and several others. Support for these applications and data services includes defining content requirements and user controls; user interface designs; and access and integration controls

Under this specific program, updates to the Wiki interface and core content will be implemented in coordination with the agency groups as necessary. Content development will require internal coordination. Providing support for staff using cloud-based software-as-a-service (SaaS) platforms, such as Microsoft 365, is also covered by this program. In addition, this program includes management of web-specific network infrastructure, such as domain name registration and DNS record management. This program also includes managing Github code repositories for development projects.

Executive sponsor: Manning-Hardimon, Angela

Program manager: Rogus, Matt

Operational manager: Rogus, Matt

Work plan type: operational area

FY2023 staff hours: 650

Funding: Unified Work Program

Information security (2010.053)

This program consists of proactively planning, implementing, and verifying the various tools used to protect CMAP infrastructure and data, as well as reactively responding to existing threats. This program fulfills these network roles: enhance network assessment processes with vulnerability testing; automate assessment of local environments; develop additional plans, policies, and standards; train staff; recommend improvements for increased network and data protection; and implement new tools or services to aid in identifying and reacting to critical conditions (e.g., cyberattacks, malicious traffic, etc.). Patch management of third-party software is also covered.

In addition, this program fulfills the data management role to develop policies and process improvements to ensure that sensitive data is processed and stored under appropriate access controls in compliance with program and regulatory requirements. These roles are fulfilled through the management of security tools, such as SSL certificates, firewall and IPS policies, VPN access, security scanning applications, and monitoring services.

Also under this program, an annual security analysis will be conducted to test network security; validate security controls and access procedures; provide enhancement recommendations; and provide CMAP with required documentation of a secure network. CMAP staff will also be regularly trained on proper security protocols for email, phone, and internet usage.

Executive sponsor: Manning-Hardimon, Angela

Program manager: Rogus, Matt

Operational manager: Rogus, Matt

Work plan type: operational area

FY2023 staff hours: 480

Funding: Unified Work Program

Office systems management (2010.054)

Staff productivity depends on robust systems for managing office operations. This program includes technical support of office support systems, including telephone, mobile communication, fax, copiers, web conferencing, live streaming, internet services, audio-visual, etc. In addition to technical support, new technology projects and services related to the above categories will be evaluated and implemented when necessary, including the research and development PC-based phone implementation.

Executive sponsor: Manning-Hardimon, Angela

Program manager: Rogus, Matt

Operational manager: Rogus, Matt

Work plan type: operational area

FY2023 staff hours: 810

Funding: Unified Work Program

User support (2010.055)

This program serves as a training and instructional resource for internal users by developing user guides for staff on various software, processes, and procedures. It also serves as a technical intermediary in resolving IT-related problems encountered by CMAP staff through a ticketing system. Additional technical support for the OneSolution financial system is included, which covers resolving OneSolution support tickets, modifying workflow groups, user and group management, and server administration.

Executive sponsor: Manning-Hardimon, Angela

Program manager: Rogus, Matt

Operational manager: Rogus, Matt

Work plan type: operational area

FY2023 staff hours: 1,600

Funding: Unified Work Program

Facilities (2010.056)

This program provides administrative support for CMAP operations, including managing conference rooms, CMAP materials, on- and off-site storage, mailroom activities, and office and break room inventories. This program also coordinates facility maintenance and support, building-related safety activities, and other related activities as required.

Executive sponsor: Manning-Hardimon, Angela

Program manager: Rogus, Matt

Operational manager: Rogus, Matt

Work plan type: operational area

FY2023 staff hours: 1,465

Funding: Unified Work Program

TABLE 9: Budget detail, information technology

IT — 1008357022		UWP
Object #		
Object Name		
Line-item description	FY22 budget	FY23 budget
5001		
Regular salaries	\$489,195	\$456,115
5002		
Temporary salaries	\$29,100	\$29,100
5101		
Medicare	\$7,515	\$6,835
5102		
FICA	\$32,134	\$29,262
5103		
IMRF	\$24,314	\$18,060
5105		
SERS	\$80,309	\$91,249
5107		
Health/dental/vision	\$70,873	\$65,037
5201		
General supplies	\$0	\$3,000
5202		
Publications	\$1,000	\$0
5203		
Software — small value	\$0	\$500
5204		
Equipment — small value	\$5,000	\$30,000
5206		
Office supplies	\$0	\$13,000
5207		
Copy room supplies	\$0	\$8,000
5302		
Office equipment leases	\$0	\$8,000
5303		
Software maintenance	\$579,948	\$561,062

IT — 1008357022		UWP	
Line-item description		FY22 budget	FY23 budget
5306			
Professional services		\$564,848	\$949,148
5307			
Consulting services		\$50,000	\$113,620
5309			
Office equipment		\$36,000	\$190,500
5310			
Web-based software		\$31,712	\$218,300
5313			
Co-location host		\$112,173	\$115,000
5405			
Storage		\$500	\$500
5406			
Postage/postal service		\$0	\$6,000
5417			
Conference registration		\$8,320	\$7,000
5418			
Training and education		\$15,500	\$11,000
5419			
Travel expense		\$1,746	\$600
5501			
Office maintenance		\$0	\$13,000
5502			
Rent		\$110,996	\$86,510
5504			
Telecommunications		\$4,270	\$2,206
5505			
Utilities		\$3,140	\$2,329
5601			
Equipment — capital		\$85,000	\$0
9200			
Indirect costs		\$182,887	\$150,746
Grand total		\$2,526,482	\$3,185,680

Appendix A: Local dues structure

At its [meeting](#) on April 13, 2016, the CMAP Board approved the establishment of a local dues structure to reduce the agency's overreliance on the state to match its federal funding. In FY23 invoiced fees totaled \$887,486 as shown in **Table 10**. Since the adoption of local dues, CMAP has consistently collected 99 percent of local dues for each fiscal year, totaling approximately \$875,000 per year.

TABLE 10: Overall dues structure, FY2022 and FY2023

	FY2022	FY2023
Cook	\$134,823	\$134,823
DuPage	\$36,359	\$36,359
Kane	\$27,143	\$27,143
Kendall	\$17,822	\$17,822
Lake	\$31,102	\$31,102
McHenry	\$22,030	\$22,030
Will	\$30,721	\$30,721
County subtotal	\$300,000	\$300,000
City of Chicago	\$101,928	\$101,928
Suburban municipalities	\$185,558	\$185,558
Municipal subtotal	\$287,486	\$287,486
Transit agencies (through RTA)	\$240,000	\$240,000
Tollway	\$60,000	\$60,000
Transportation agency subtotal	\$300,000	\$300,000
Total	\$887,486	\$887,486

TABLE 11: Municipal dues structure, FY2022 and FY2023

Municipality	Population (2014 census)	Waived or reduced	FY2022 dues	FY2023 dues (unchanged from FY2022)
Addison	37,297		\$1,396	\$1,396
Algonquin	30,410		\$1,139	\$1,139
Alsip	19,427		\$727	\$727
Antioch	14,411		\$540	\$540
Arlington Heights	76,024		\$2,846	\$2,846
Aurora	200,456		\$7,505	\$7,505
Bannockburn	1,575		\$59	\$59
Barrington	10,373		\$388	\$388
Barrington Hills	4,259		\$159	\$159
Bartlett	41,632		\$1,559	\$1,559
Batavia	26,424		\$989	\$989
Beach Park	13,988		\$524	\$524
Bedford Park	576	waived (size)	\$0	\$0
Beecher	4,461		\$167	\$167
Bellwood	19,152	reduced (economic)	\$359	\$359
Bensenville	18,487		\$692	\$692
Berkeley	5,230		\$196	\$196
Berwyn	56,693		\$2,123	\$2,123
Big Rock	1,160		\$43	\$43
Bloomington	22,299		\$835	\$835
Blue Island	23,785	waived (economic)	\$0	\$0
Bolingbrook	74,180		\$2,777	\$2,777
Braceville	775	waived (size)	\$0	\$0
Braidwood	6,185		\$232	\$232
Bridgeview	16,491		\$617	\$617
Broadview	7,959		\$298	\$298
Brookfield	19,023		\$712	\$712
Buffalo Grove	41,701		\$1,561	\$1,561
Bull Valley	1,107		\$41	\$41
Burbank	29,218		\$1,094	\$1,094
Burlington	636	waived (size)	\$0	\$0
Burnham	4,229	reduced (economic)	\$79	\$79
Burr Ridge	10,761		\$403	\$403
Calumet City	37,213	reduced (economic)	\$697	\$697
Calumet Park	7,903	reduced (economic)	\$148	\$148

Municipality	Population (2014 census)	Waived or reduced	FY2022 dues	FY2023 dues (unchanged from FY2022)
Campton Hills	11,317		\$424	\$424
Carol Stream	40,349		\$1,511	\$1,511
Carpentersville	38,407		\$1,438	\$1,438
Cary	17,991		\$674	\$674
Channahon	12,616		\$472	\$472
Chicago	2,722,389		\$101,928	\$101,928
Chicago Heights	30,436	reduced (economic)	\$570	\$570
Chicago Ridge	14,434		\$540	\$540
Cicero	84,354	reduced (economic)	\$1,579	\$1,579
Clarendon Hills	8,658		\$324	\$324
Coal City	5,521		\$207	\$207
Country Club Hills	16,865		\$631	\$631
Countryside	6,023		\$226	\$226
Crest Hill	20,771		\$778	\$778
Crestwood	11,029		\$413	\$413
Crete	8,227		\$308	\$308
Crystal Lake	40,493		\$1,516	\$1,516
Darien	22,315		\$835	\$835
Deer Park	3,245		\$121	\$121
Deerfield	18,385		\$688	\$688
Des Plaines	58,947		\$2,207	\$2,207
Diamond	2,501		\$94	\$94
Dixmoor	3,622	waived (economic)	\$0	\$0
Dolton	23,307	reduced (economic)	\$436	\$436
Downers Grove	49,715		\$1,861	\$1,861
East Dundee	3,198		\$120	\$120
East Hazel Crest	1,552	waived (economic)	\$0	\$0
Elburn	5,682		\$213	\$213
Elgin	111,117		\$4,160	\$4,160
Elk Grove Village	33,379		\$1,250	\$1,250
Elmhurst	45,751		\$1,713	\$1,713
Elmwood Park	24,954		\$934	\$934
Elwood	2,267		\$85	\$85
Evanston	75,658		\$2,833	\$2,833
Evergreen Park	19,935		\$746	\$746

Municipality	Population (2014 census)	Waived or reduced	FY2022 dues	FY2023 dues (unchanged from FY2022)
Flossmoor	9,522		\$357	\$357
Ford Heights	2,785	waived (economic)	\$0	\$0
Forest Park	14,196		\$532	\$532
Forest View	697	waived (size)	\$0	\$0
Fox Lake	10,578		\$396	\$396
Fox River Grove	4,704		\$176	\$176
Frankfort	18,446		\$691	\$691
Franklin Park	18,404		\$689	\$689
Geneva	21,742		\$814	\$814
Gilberts	7,556		\$283	\$283
Glen Ellyn	27,763		\$1,039	\$1,039
Glencoe	8,923		\$334	\$334
Glendale Heights	34,530		\$1,293	\$1,293
Glenview	46,767		\$1,751	\$1,751
Glenwood	9,036		\$338	\$338
Godley	670	waived (size)	\$0	\$0
Golf	506	waived (size)	\$0	\$0
Grayslake	21,018		\$787	\$787
Green Oaks	3,854		\$144	\$144
Greenwood	252	waived (size)	\$0	\$0
Gurnee	31,207		\$1,168	\$1,168
Hainesville	3,682		\$138	\$138
Hampshire	5,976		\$224	\$224
Hanover Park	38,476		\$1,441	\$1,441
Harvard	9,230	reduced (economic)	\$173	\$173
Harvey	25,347	waived (economic)	\$0	\$0
Harwood Heights	8,675		\$325	\$325
Hawthorn Woods	7,875		\$295	\$295
Hazel Crest	14,182	reduced (economic)	\$265	\$265
Hebron	1,205		\$45	\$45
Hickory Hills	14,177		\$531	\$531
Highland Park	29,871		\$1,118	\$1,118
Highwood	5,387		\$202	\$202
Hillside	8,195		\$307	\$307
Hinsdale	17,446		\$653	\$653
Hodgkins	1,881		\$70	\$70

Municipality	Population (2014 census)	Waived or reduced	FY2022 dues	FY2023 dues (unchanged from FY2022)
Hoffman Estates	52,347		\$1,960	\$1,960
Holiday Hills	593	waived (size)	\$0	\$0
Homer Glen	24,364		\$912	\$912
Hometown	4,365	reduced (economic)	\$82	\$82
Homewood	19,464		\$729	\$729
Huntley	25,603		\$959	\$959
Indian Creek	546	waived (size)	\$0	\$0
Indian Head Park	3,839		\$144	\$144
Inverness	7,592		\$284	\$284
Island Lake	8,031		\$301	\$301
Itasca	8,800		\$329	\$329
Johnsburg	6,297		\$236	\$236
Joliet	147,928		\$5,539	\$5,539
Justice	13,022	reduced (economic)	\$244	\$244
Kaneville	491	waived (size)	\$0	\$0
Kenilworth	2,562		\$96	\$96
Kildeer	3,958		\$148	\$148
La Grange	15,759		\$590	\$590
La Grange Park	13,665		\$512	\$512
Lake Barrington	4,985		\$187	\$187
Lake Bluff	5,698		\$213	\$213
Lake Forest	19,379		\$726	\$726
Lake in the Hills	28,893		\$1,082	\$1,082
Lake Villa	8,825		\$330	\$330
Lake Zurich	20,054		\$751	\$751
Lakemoor	6,005		\$225	\$225
Lakewood	3,811		\$143	\$143
Lansing	28,522		\$1,068	\$1,068
Lemont	16,661		\$624	\$624
Libertyville	20,512		\$768	\$768
Lily Lake	1,024		\$38	\$38
Lincolnshire	7,292		\$273	\$273
Lincolnwood	12,687		\$475	\$475
Lindenhurst	14,468		\$542	\$542
Lisbon	295	waived (size)	\$0	\$0
Lisle	22,827		\$855	\$855
Lockport	25,119		\$940	\$940

Municipality	Population (2014 census)	Waived or reduced	FY2022 dues	FY2023 dues (unchanged from FY2022)
Lombard	43,893		\$1,643	\$1,643
Long Grove	8,181		\$306	\$306
Lynwood	9,313	reduced (economic)	\$174	\$174
Lyons	10,773		\$403	\$403
Manhattan	7,302		\$273	\$273
Maple Park	1,313		\$49	\$49
Marengo	7,508		\$281	\$281
Markham	12,688	reduced (economic)	\$238	\$238
Matteson	19,156		\$717	\$717
Maywood	24,133	waived (economic)	\$0	\$0
McCook	231	waived (size)	\$0	\$0
McCullom Lake	1,026	waived (economic)	\$0	\$0
McHenry	26,630		\$997	\$997
Melrose Park	25,511		\$955	\$955
Merrionette Park	1,897		\$71	\$71
Mettawa	571	waived (size)	\$0	\$0
Midlothian	14,911		\$558	\$558
Millbrook	347	waived (size)	\$0	\$0
Millington	665	waived (size)	\$0	\$0
Minooka	11,194		\$419	\$419
Mokena	19,447		\$728	\$728
Monee	5,105		\$191	\$191
Montgomery	19,301		\$723	\$723
Morton Grove	23,497		\$880	\$880
Mount Prospect	54,951		\$2,057	\$2,057
Mundelein	31,562		\$1,182	\$1,182
Naperville	146,128		\$5,471	\$5,471
New Lenox	25,426		\$952	\$952
Newark	1,017		\$38	\$38
Niles	30,000		\$1,123	\$1,123
Norridge	14,674		\$549	\$549
North Aurora	17,342		\$649	\$649
North Barrington	3,029		\$113	\$113
North Chicago	30,395	waived (economic)	\$0	\$0
North Riverside	6,698		\$251	\$251
Northbrook	33,655		\$1,260	\$1,260
Northfield	5,483		\$205	\$205

Municipality	Population (2014 census)	Waived or reduced	FY2022 dues	FY2023 dues (unchanged from FY2022)
Northlake	12,372		\$463	\$463
Oak Brook	8,065		\$302	\$302
Oak Forest	28,174		\$1,055	\$1,055
Oak Lawn	57,034		\$2,135	\$2,135
Oak Park	52,008		\$1,947	\$1,947
Oakbrook Terrace	2,171		\$81	\$81
Oakwood Hills	2,070		\$78	\$78
Old Mill Creek	224	waived (size)	\$0	\$0
Olympia Fields	5,045		\$189	\$189
Orland Hills	7,277		\$272	\$272
Orland Park	58,666		\$2,196	\$2,196
Oswego	33,099		\$1,239	\$1,239
Palatine	69,387		\$2,598	\$2,598
Palos Heights	12,597		\$472	\$472
Palos Hills	17,627		\$660	\$660
Palos Park	4,906		\$184	\$184
Park City	7,440	waived (economic)	\$0	\$0
Park Forest	22,034	reduced (economic)	\$412	\$412
Park Ridge	37,856		\$1,417	\$1,417
Peotone	4,136		\$155	\$155
Phoenix	1,969	waived (economic)	\$0	\$0
Pingree Grove	5,878		\$220	\$220
Plainfield	42,138		\$1,578	\$1,578
Plano	11,175		\$418	\$418
Plattville	251	waived (size)	\$0	\$0
Port Barrington	1,508		\$56	\$56
Posen	6,021	reduced (economic)	\$113	\$113
Prairie Grove	1,876		\$70	\$70
Prospect Heights	16,418		\$615	\$615
Richmond	1,895		\$71	\$71
Richton Park	13,751	reduced (economic)	\$257	\$257
Ringwood	825		\$31	\$31
River Forest	11,208		\$420	\$420
River Grove	10,271		\$385	\$385
Riverdale	13,604	waived (economic)	\$0	\$0
Riverside	8,881		\$333	\$333
Riverwoods	3,659		\$137	\$137

Municipality	Population (2014 census)	Waived or reduced	FY2022 dues	FY2023 dues (unchanged from FY2022)
Robbins	5,480	waived (economic)	\$0	\$0
Rockdale	1,957		\$73	\$73
Rolling Meadows	24,279		\$909	\$909
Romeoville	39,679		\$1,486	\$1,486
Roselle	23,030		\$862	\$862
Rosemont	4,226		\$158	\$158
Round Lake	18,536		\$694	\$694
Round Lake Beach	28,012		\$1,049	\$1,049
Round Lake Heights	2,734		\$102	\$102
Round Lake Park	7,371	reduced (economic)	\$138	\$138
Sandwich	7,410		\$277	\$277
Sauk Village	10,545	waived (economic)	\$0	\$0
Schaumburg	74,896		\$2,804	\$2,804
Schiller Park	11,857		\$444	\$444
Shorewood	16,569		\$620	\$620
Skokie	65,112		\$2,438	\$2,438
Sleepy Hollow	3,340		\$125	\$125
South Barrington	4,822		\$181	\$181
South Chicago Heights	4,157		\$156	\$156
South Elgin	22,226		\$832	\$832
South Holland	22,144		\$829	\$829
Spring Grove	5,725		\$214	\$214
St. Charles	33,387		\$1,250	\$1,250
Steger	9,557	reduced (economic)	\$179	\$179
Stickney	6,818		\$255	\$255
Stone Park	4,957	reduced (economic)	\$93	\$93
Streamwood	40,345		\$1,511	\$1,511
Sugar Grove	9,192		\$344	\$344
Summit	11,447		\$429	\$429
Symerton	89	waived (size)	\$0	\$0
Third Lake	1,194		\$45	\$45
Thornton	2,401		\$90	\$90
Tinley Park	57,280		\$2,145	\$2,145
Tower Lakes	1,264		\$47	\$47
Trout Valley	530	waived (size)	\$0	\$0
Union	562	waived (size)	\$0	\$0
University Park	7,095		\$266	\$266

Municipality	Population (2014 census)	Waived or reduced	FY2022 dues	FY2023 dues (unchanged from FY2022)
Vernon Hills	25,911		\$970	\$970
Villa Park	22,038		\$825	\$825
Virgil	336	waived (size)	\$0	\$0
Volo	3,870		\$145	\$145
Wadsworth	3,759		\$141	\$141
Warrenville	13,336		\$499	\$499
Wauconda	13,896		\$520	\$520
Waukegan	88,915		\$3,329	\$3,329
Wayne	2,442		\$91	\$91
West Chicago	27,507		\$1,030	\$1,030
West Dundee	7,391		\$277	\$277
Westchester	16,807		\$629	\$629
Western Springs	13,284		\$497	\$497
Westmont	24,963		\$935	\$935
Wheaton	53,644		\$2,008	\$2,008
Wheeling	38,010		\$1,423	\$1,423
Willow Springs	5,709		\$214	\$214
Willowbrook	8,631		\$323	\$323
Wilmette	27,446		\$1,028	\$1,028
Wilmington	5,712		\$214	\$214
Winfield	9,569		\$358	\$358
Winnetka	12,490		\$468	\$468
Winthrop Harbor	6,730		\$252	\$252
Wonder Lake	3,944		\$148	\$148
Wood Dale	13,945		\$522	\$522
Woodridge	33,378		\$1,250	\$1,250
Woodstock	25,178		\$943	\$943
Worth	10,838		\$406	\$406
Yorkville	18,096		\$678	\$678
Zion	24,264		\$908	\$908

Appendix B: Category and line-item definition

Personnel object codes

Regular salaries. Includes expenditures to all permanent CMAP employees paid on a bi-weekly basis for the entire budget year. Includes both full-time and part-time employees.

Medicare — ER contribution. Includes all payments made to the IRS by CMAP for the employer share of Medicare taxes related to payroll costs paid.

FICA — ER contribution. Includes all payments made to the IRS by CMAP for the employer share of Federal Insurance Contributions Act (FICA) taxes related to payroll costs paid.

Retirement — ER contribution. Includes all payments made to the Illinois Municipal Retirement System Fund (IMRF) and the State Employee Retirement System Fund (SERS) for the employer share of pension costs. These payments are a percentage of salary costs for all regular employees covered under the pension plan.

Life insurance — ER contribution. Includes the employer share of life insurance benefits paid for all regular employees.

Medical/dental/vision — ER contribution. Includes the employer share of medical, dental, and vision insurance benefits paid for all regular employees.

Other benefits — ER contribution. Includes any other miscellaneous employer paid costs related to employee benefits provided. An example of this type of costs would be administrative fees paid to the financial services company that monitors the International City/County Management Association (ICMA) accounts or the firm that processes the employee flexible spending accounts.

Commodities object codes

Commodities are supplies, materials, and articles that are consumed during their use or are materially altered when used. These items have a unit cost under \$3,000, a limited life, and are not subject to depreciation. Commodities are materials and supplies purchased by CMAP for use by CMAP employees.

General supplies. Includes supplies used in the break room and at various coffee stations throughout the CMAP office. This includes coffee, tea, sugar/sugar substitutes, paper supplies, and cleaning supplies.

Publications. Includes the costs of books, subscriptions, journals, newspapers, etc.

Software — small value. Purchase of computer software that has a unit cost of under \$3,000 in value.

Equipment — small value. Includes office machines, furnishings, and equipment with a unit cost under \$3,000, such as adding machines, printers, calculators, computers, etc.

Data acquisition. This object code is used for the acquisition of data sets used by CMAP staff in the completion of the work.

Office supplies. Includes supplies and materials necessary for the general operation of the CMAP office, such as pens, pencils, folders, files, and adding machine paper and ribbons. These would be items ordered by the administrative assistance team from the office supply catalogs.

Copy room supplies. Includes the purchase of paper, toner, and ink used in the operations of the copy room and the related copy machines.

Professional services object codes

Contractual services are expenditures for services performed by non-employees that are required by a division or the Board in the execution of its assigned function. Contractual services are further broken down into three sections: professional services; general operating; and rent/utilities. These are described below in detail.

Professional services are expenditures for services performed by non-employees that are required by CMAP to carry out its function. Included under this category of object codes will be consulting contracts, professional services, audit services, etc.

The office equipment maintenance object code refers to those contractual services that tend to preserve or restore the original value of real or personal property, but do not increase the original value. This includes any parts or materials used by the vendor during the repair or maintenance activity.

Audit services. Includes charges for the performance of the annual CMAP audit.

Office equipment leases. Includes the rental of office and data processing equipment used in the CMAP offices. Software maintenance/licenses. Includes payments for software maintenance and the purchase of licenses for software used by CMAP.

Fiscal management maintenance/licenses. Includes payments for the maintenance and licenses related to the use of the fiscal management software used by CMAP.

Professional services. This object code is for contracts with various vendors who provide professional services to CMAP and are in the CMAP offices.

Consulting services. This object code is for contracts entered into with vendors to provide consulting services to CMAP staff.

Office equipment maintenance. Includes service charges associated with the repair and maintenance of office equipment and machinery used by CMAP.

Web-based software licenses. This object code is for the purchase and renewal of licenses of web-based software used by CMAP staff.

General operating object codes

General operating expenses include payments for services provided to CMAP in the normal operations of a business. These include postage, meeting expenses, memberships, conferences, etc. Employee travel reimbursements are also under this category of expenditure, including both in-region and out-of-region travel and related training expenses. These object codes are not to be used for the purchase of tangible items. Direct purchases of tangible items are charged to the proper commodity or capital object code.

Workers' compensation insurance. This object code is for premiums and/or related workers' compensation expenses.

Unemployment compensation. This object code is for premiums and/or claims for the payment of unemployment-related costs as billed by the State of Illinois.

Staff association memberships. Includes payments for dues and memberships to professional organizations by individual CMAP staff members. This is limited to a maximum of \$250 per year at the discretion of the employee's deputy executive director.

CMAP association memberships. Includes the payment of dues and memberships to professional organizations for the agency; these are not individual memberships.

Postage/postal services. Includes stamps, stamped envelopes, stamped postal cards, postage meter settings, postal permit deposits, and charges for couriers, such as FedEx, UPS, etc.

Storage. Includes payment of monthly fees for the use of off-site facilities for the storage of CMAP materials and documents and remote IT servers.

Moving expenses. Includes the payment of fees incurred for the moving of CMAP materials and equipment from one location to another.

Legal/bid notices. Include costs related to the posting of required legal and/or bid notices.

Miscellaneous. This object code will be used for various operating costs incurred that do not meet the definition of any other operating cost object code.

Meeting expenses. This object code will be used for expenses incurred to conduct various meetings held by CMAP.

Recruitment expenses. Includes the costs related to the recruitment of CMAP staff, such as posting of employment ads, job fair costs, etc.

General insurance. This object code is for premiums and/or related liability insurance expenses paid by CMAP.

Legal services. Includes payments to attorneys or law firms for services rendered to CMAP.

Printing services. Includes printing services, microfilm services, photographic services, and survey maps prepared by non-employees.

Bank service fees. This object code is used to record service fees paid related to CMAP's checking accounts and merchant service fees charged by credit card companies for the collection of payments made to CMAP.

Conference registrations. This object code is for the payment of registration fees for attendance at conferences by CMAP staff and Board members.

Training and education reimbursement. Includes payments made to employees for tuition reimbursement or non-credit classes taken at the discretion of their deputy executive director. Related covered expenses, such as books and/or fees, would also be paid from this object code.

Travel expenses. Includes all expenses related to both in- and out-of-region travel by CMAP staff and Board members, such as hotel, mileage, car rental, per diem, gas, tolls, parking, etc. Amounts requested for reimbursement must follow the CMAP travel policy.

Rent/office maintenance object codes

Rent/office maintenance expenses include payment of utility costs, real estate taxes, lease, telephone charges, monthly parking fees related to the leases, and office maintenance provided by the building operations, covering all costs paid by CMAP to occupy the physical office space.

Office maintenance. Includes all office maintenance costs billed to CMAP by the landlord. This would include replacement of light bulbs, repair work completed, employee access cards, office construction/remodeling performed by the landlord, etc.

Rent. Includes the monthly rental fee for the office space occupied in the Old Post Office.

Telecommunications. Includes all payments made to vendors for telecommunication monthly charges, such as payments made to Verizon, AT&T, etc.

Utilities. Includes all payments made to vendors for the various utility costs, such as electricity, heat, water, etc.

Capital object codes

Capital expenses include payments for the acquisition, replacement, or substantial increase in value of assets that are not expendable in first use, with a life expectancy exceeding one year, subject to depreciation and with a unit cost greater than \$3,000. Capital object codes should be charged with any freight or delivery costs incidental to delivering these items to CMAP.



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 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.

See cmap.illinois.gov for more information.



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MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: February 28, 2022

Re: Draft FY2023 Unified Work Program (UWP) Budget

It is truly an exciting time to be working in transportation. The passage of the Infrastructure Investment and Jobs Acts (IIJA) by Congress in November 2021 presents the region with an opportunity to address longstanding infrastructure, resilience, and equity challenges identified in ON TO 2050. It also affords the region an opportunity to address inequities that have been exacerbated by the COVID-19 pandemic. Under the IIJA, the Unified Work Program (UWP) mark or Federal Metropolitan Planning fund increases by approximately \$4.1 million in federal funding for FY2023. The UWP funds provides the federal resources for CMAP to meet the Metropolitan Planning requirements as outlined in Title 23 Section 134. With the required match, the total UWP funding is \$28,567,244 million, an increase of \$5,713,448 or 20 percent as compared to FY2022. This memo illustrates how CMAP will execute on the FY2023 funding and deliver value and services to our partners while implementing ON TO 2050.

As the region's MPO, CMAP is charged with maintaining the data and information necessary to support the region's multimodal needs. To meet both the known and soon-to-be shared policy guidance and regulations for the UWP funds and broader IIJA policy goals, CMAP proactively built this year's budget to support the region's implementers in executing on projects in ON TO 2050. The combination of both Rebuild Illinois and IIJA will amplify the resources required to effectively coordinate, convene, plan, and program transportation activities across the region.

Given the size and scale of the increased funding and responsibility from the state and federal levels, the MPO Policy Committee Chair, Secretary Osman, directed CMAP staff to engage the full Transportation Committee on the draft FY2023 Unified Work Program (UWP) budget to meet IDOT's February 14, 2022, deadline for draft submission. Given the new policies, programs, and funding put forth in IIJA, a discussion with the entire Transportation Committee is in order and timely.

At the conclusion of the discussion, staff will request that Transportation Committee recommend approval of the draft FY2023 UWP budget to the MPO Policy committee. This will allow CMAP to submit a draft budget to IDOT to start the grant agreement process. The next step in the process is for both the CMAP Board and the MPO Policy Committee to review and approve the draft FY2023 budget at their March meetings.

Overview

CMAP's FY2023 Comprehensive Budget incorporates both the UWP budget and funds the agency applies for from grantors like the Illinois Environmental Protection Agency, Illinois Department of Natural Resources, The United States Department of Transportation (USDOT), The Chicago Community Trust, and The MacArthur Foundation. The federal Metropolitan Planning funds or UWP funds provides the funding for CMAP to meet the Metropolitan Planning requirements as outlined in Title 23 Section 134.

Over the past few years, CMAP, working collaboratively with our partners, has laid the groundwork to leverage the region's partnerships and collaboration to capitalize on the new resources provided through the IIJA. The use of these funds is outlined in the agency's draft FY2023 Comprehensive Budget and Work Plan. While we don't have all the details on the implementation of the new policies, core funding programs, and competitive funding programs, our longstanding work will serve the region well as a starting point.

CMAP's goal each budget year is to address such issues to expand the positive impact we have on the lives of the nearly 8.6 million people who call northeastern Illinois home. To achieve this goal, we must come together as partners to focus on the most critical issues. The increase of approximately \$4.1 million in federal funding for FY2023 couldn't have come at a better time for us to hit the ground running.

Our FY2023 work plan is purposeful, and our intent is to be impactful and expeditious to provide best value to our regional partners and our residents who rely on us. To illustrate this, our FY23 Budget and Work Plan includes the following project highlights:

Programmatic Initiatives included in the FY2023 Budget

ADA Transition Plans: Last year during the MPO self-certification process, FHWA impressed the need to address the region's lack of compliance with Title II. CMAP developed a multi-year program to support local governments in developing ADA transition plans to help communities identify and prioritize their ADA needs. In the FY2023 Budget, we will begin this work and have dedicated \$2 million to deploy a team of staff and consultants to initiate a support program for our communities to complete these plans.

Mobility Recovery implementation: Working collaboratively with our regional partners and consultants, we are developing a series of recommendations aimed at mitigating a rebound in congestion, supporting an equitable economic recovery, and ensuring a financially sustainable transit network.

Next Gen Geospatial Data and Imagery: We received funding from the statewide planning fund to purchase next-generation geospatial data from ECOPIA that can be used by the entire state for transportation modeling and investment decisions, while significantly reducing the time required relative to traditional analysis methods. This represents \$2.5 million, or a 459% increase, in commodities in the FY2023 budget.

Regionwide Safety Initiatives: The Transportation Committee, concerned with rising fatalities in the region, called on CMAP to convene stakeholders and identify actionable strategies for addressing traffic fatalities. In response, CMAP embarked on a multi-year regionwide safety strategy that targets the reduction of fatalities on our roadways. We will be purchasing speed data to analyze one month of complete automobile trip data in our region. This work will identify locations and circumstances where higher speed travel creates or contributes to hazardous conditions and will serve as the first step toward establishing a regional safety data clearinghouse at CMAP. In addition, we will be developing procedures to improve the efficiency and effectiveness in processing and cleaning the traffic crash data necessary to support the Safety Action Agenda and local safety studies at CMAP. The result of this work will lead to a

series of recommendations and analysis that our partners can apply to ensure people and goods can move safely through our region.

Regional Transportation Vulnerability Assessment: Building off recent work by IDOT, RTA, and others, this project aims to more broadly understand the climate vulnerabilities of our region's transportation system and develop strategies to reduce this risk in the future. By leveraging our additional FY2023 funds, we can expedite the development of a fully compliant resilience plan that our entire region can use to increase the federal share of PROTECT funds by up to 10%.

Regional Infrastructure Accelerator Pilot Program: Last fall, we were awarded a \$1 million grant from the USDOT's Regional Infrastructure Accelerators (RIA) grant program. This grant supports our region's efforts to evaluate the use of innovative project delivery and financing/Public-Private Partnerships (such as design-build-finance-maintain) to expedite the development and delivery of needed bridge rehabilitations, electric vehicle infrastructure, and ADA transition projects. Moreover, this opportunity will develop a Regional P3 Knowledge Center (for our regional partners to leverage) consisting of case studies, lessons learned, best practices, and a suite of project development and delivery guidance documents aimed at assessing projects for P3 suitability; conducting value-for-money analysis; refining the cost estimating process; analyzing risk; and improving contract administration.

Transportation Risk Register: In FY2023, a consultant-led regional transportation risk register will be developed to identify, assess, allocate, and quantify project risks (e.g., costs associated with overruns, schedule delays, approvals, permitting, unexpected maintenance, etc.). This will allow us to allocate these risks between the public and private sectors for various project delivery models to optimize risk transfer and draw attention to major risks and work together as partners to develop risk mitigation strategies. Prudent risk assessment is fundamental to the on-time and on-budget success of each capital project, an important step in accurately estimating and comparing the total risk-adjusted cost to project delivery and delivering value for money to our residents.

Transportation Project Analysis Tool: We will begin the development of a "best-in-class" tool capable of evaluating the safety, equity, economic, environmental, and transportation impacts of major transportation capital investments. The results can be leveraged by our regional partners to improve decision making while providing much-needed analysis to bolster their applications to competitive programs contained within IIJA. The tool will ensure our region is making the most effective investments, deploying limited tax dollars in ways that meet critical transportation needs, and providing greater transparency and accountability to the public.

IIJA is a historic opportunity to improve our region's infrastructure and ultimately our quality of life. With additional federal funding, we can move faster to comprehensively plan and implement our highest priority initiatives. This budget represents what we believe it will take to accomplish the current and emerging responsibilities that MPOs must meet while delivering value back to our seven counties, 284 communities, and 8.6 million residents.

This memo illustrates how we are planning to execute on the funding requested for FY2023 to deliver value and services to our partners while implementing ON TO 2050.

FY2023 UWP Budget Recommended Program

For FY2023, the proposal presented below outlines an allocation of funding, as requested by each of the participating UWP Committee members, that will allow the region to accomplish its work. Unique to our region, CMAP provides UWP funding to our partners to assist in the required state and federal programming process and has provided a competitive portion of funding for partners to further the implementation of ON TO 2050 goals and objectives. Today, we are seeking the Transportation

Committee's recommendation for approval to the MPO Policy Committee of the allocations outlined below and in Table 1 for a total of \$28,567,244.

UWP CMAP MPO Activities Budget

- CMAP request for \$22,765,195 be approved as proposed. This reflects a 17% or \$3,972,133 increase from the FY2022 budget.
- The additional funding is being applied to both staff (17 total increase, 14 under UWP funding. This equates to approximately \$2,185,243 or 18% of the increase in UWP funds and \$1,243,088 or 40% in contractual dollars.

UWP Partner Agency Core Activities Requests – (\$4,687,868)

- CDOT request for \$1,009,500 be approved, an increase of \$44,125 from FY2022.
- County request for \$200,000 be approved, a decrease of \$100,000 from FY2022.
- Council of Mayors request for \$1,916,368 be approved, an increase of \$8,844 from FY2022.
- CTA request for \$625,000 be approved, unchanged from FY2022.
- Metra request for \$650,000 be approved, an increase of \$30,000 from FY2022.
- Pace total request of \$287,000 for the following projects:
 - Smart Mobility Regional Support request of \$150,000 be approved, a decrease of \$50,000 from FY2022.
 - TIP Development and Monitoring request be approved at \$137,000, an increase of \$62,000 from FY2021.

UWP Competitive Funding - \$400,000

- CTA (Competitive Project) request be approved for \$400,000 for the Loop Rail Capacity Modeling Project.
- SSMMA requested funding for ADA planning, after discussion this work will be combined with CMAP's program to ensure consistent implementation of ADA Transition Plans across our region.

Table 1 reflects the FY2023 UWP Budget recommended program.

TABLE 1
RECOMMENDED FY2023 UWP

Agency	Project Title	Federal	Local Match	Total
CMAP	MPO Activities	18,212,156	4,553,039	22,765,195
CMAP Total		18,212,156	4,553,039	22,765,195
City of Chicago	Transportation and Programming	807,600	201,900	1,009,500
City of Chicago Total		807,600	201,900	1,009,500
Council of Mayors	Subregional Transportation Planning, Programming and Management	1,533,094	383,274	1,916,368
Council of Mayors Total		1,533,094	383,274	1,916,368
CTA	Program Development	500,000	125,000	625,000
CTA	Loop Rail Capacity Modeling	320,000	80,000	400,000
CTA Total		820,000	205,000	1,025,000
Kane County	Bicycle and Pedestrian Plan Update	160,000	40,000	200,000
County Total		160,000	40,000	200,000
Metra	Capital Program Management and Asset Management	520,000	130,000	650,000
Metra Total		520,000	130,000	650,000
Pace	Smart Mobility Regional Support	120,000	30,000	150,000
Pace	TIP Development and Modeling	109,600	27,400	137,000
Pace Total		229,600	57,400	287,000
	Complete Streets Program	571,345	142,836	714,181
Complete Streets		571,345	142,836	714,181
FY 2022 UWP Total		22,853,795	5,713,449	28,567,244

ACTION REQUESTED: Recommend approval to the MPO Policy Committee.

**MEMORANDUM**

To: CMAP Board

From: CMAP staff

Date: February 2, 2022

Re: ON TO 2050 update financial plan for transportation – draft forecast

Federal law requires metropolitan planning organizations to demonstrate fiscal constraint by determining that sufficient funding resources will be available to invest in the transportation system as recommended in the long-range plan. Specifically, federal regulations require “for purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways” and “public transportation” (23 CFR § 450.324(f)(11)).

To achieve federal requirements, CMAP must assess the anticipated expenditures and revenue sources necessary to carry out the operation, maintenance, and expansion of the region’s surface transportation system over the planning period (2023-50). Long-range financial forecasting requires determining a base set of assumptions regarding revenue and expenditures trends, understanding the future implications of current policies, and development of a robust, accurate, and straightforward methodology that is appropriate for a planning-level forecast. Similar to ON TO 2050, CMAP staff are performing financial analysis and conduct policy research to develop revenue and expenditure forecasts, including reasonably expected revenues, in consultation with CMAP committees, stakeholders, and experts.

The financial plan for transportation will prioritize how to invest available revenues by allocating planned expenditures into different categories. These categories account for funding for administering, operating, maintaining, improving, enhancing, and expanding northeastern Illinois’ transportation system. Like ON TO 2050, CMAP expects that the plan will continue to constrain sufficient funding to operate and maintain the existing system in its current condition. These allocations will integrate partner input and regional priorities with the funding needs required to meet asset condition targets, provide needed system enhancements, and fund regionally significant projects.

This memo provides the draft ON TO 2050 forecasts for baseline revenues and expenditures to operate and administer the current system and maintain its current state of repair. This memo

also describes proposed policy recommendations and forecasts for four reasonably expected revenues, primarily drawing from existing ON TO 2050 recommendations

Baseline revenues and expenditures

As required by federal regulations, revenues and expenditures were forecast in year of expenditure dollars rather than real or constant dollars, meaning that inflationary increases are included in the forecasts. The following table summarizes the updated estimates for revenues and expenditures over the 28-year planning period (2023-2050). A methodology for each source is at the end of this memorandum. Note that baseline revenues include local, state, and federal revenue streams already in place.

Draft forecast of baseline revenues and expenditures, 2023-50, in billions

Federal revenues	\$80.8
State revenues	\$200.4
Local revenues	\$208.4
Total baseline revenues	\$489.6
Roadway operating/administering expenditures	\$120.0
Transit operating/administering expenditures	\$136.3
Roadway capital maintenance	\$109.4
Transit capital maintenance	\$63.7
Total expenditures	\$429.5
Difference between baseline revenues and expenditures	\$60.1

CMAAP staff estimates that the revenues forecasted to be available over the planning horizon will be sufficient to operate and maintain the transportation system in its current condition. However, the expected funding would be insufficient to cover regional priorities for improving asset condition, enhancements, or expansions to the system. To meet the region's asset condition targets, fiscally constrain enhancements and expansions within the long-range planning context, and ensure sufficient operational funding, the region will need to continue to prioritize existing ON TO 2050 recommendations for new and innovative revenue sources as major policy priorities in the update to ON TO 2050.

Baseline revenues. The baseline revenue forecast includes all existing revenue sources the region receives for transportation purposes. The forecasts assume that northeastern Illinois will continue to receive revenues from federal, state, and local sources for constructing, operating, administering, and maintaining the current roadway and transit system. This includes periodic transit fare and toll rate increases, which will be necessary to ensure sufficient revenues to pay for these systems over the 28-year planning period.

ON TO 2050 recommends that transportation user fees be implemented carefully to avoid undue burdens on residents with low income. To pursue this recommendation, CMAAP conducted a study, *Improving Equity in Transportation Fees, Fines, and Fares*, that assessed the impacts of many of the transportation fees and fares included in this forecast. The project's findings indicated that the burden of fees associated with driving, like the motor fuel tax, vehicle registration fees, and tolls, are borne less by households with low income since they tend to drive fewer miles and own fewer vehicles. However, the overall cost of driving is a

burden for households with low income, due to the numerous costs of owning and operating a vehicle, rather than associated fees. In addition, the project highlighted the need to implement reduced transit fares for households with low income to ensure that these residents, who tend to rely more on transit, may access economic opportunities and conduct everyday activities.

Since the adoption of ON TO 2050, the State of Illinois approved Rebuild Illinois, a capital plan that provides for increases in several revenue sources, including the state motor fuel tax, state motor vehicle registration fees, and other transportation user fees. These revenues were already included in ON TO 2050's forecast as either assumed future capital programs or reasonably expected revenues, depending on the source. The forecast also assumes two more state capital programs will be enacted during the planning period, which will ensure the region's ability to make capital investments in the transportation system.

In addition, the Infrastructure Investment and Jobs Act (IIJA) was enacted on November 15, 2021. Northeastern Illinois will receive a portion of the more than \$567 billion in transportation funding between 2022 and 2026. The funding represents a funding increase over existing federal transportation programs. The forecast will assume that this level of funding continues through the planning period, with trends in annual increases similar to those previously experienced over the past twelve years. To ensure continued federal funding for transportation without the need for non-transportation revenue infusions, the federal government should increase the federal gas tax and index it to an inflationary measure, and implement innovative user fees as described in ON TO 2050.

As the planning period begins in 2023 and lasts until 2050, the pandemic impacted some of the revenue forecasts. Toll revenue is assumed to start out at a lower level than previously assumed, resulting in a lower overall revenue forecast. Similarly, transit fare revenue and other transit operating revenue begins at a lower point than anticipated in the original ON TO 2050 forecast. The forecast assumes that ridership will return to prior levels by the beginning of the planning period, rather than continue to grow to the extent previously assumed. Should ridership and resulting fare revenue not substantially return to prior levels by the beginning of the planning period, it is assumed that fare revenue will be supplemented by other federal or state operating support.

Expenditures to operate and administer the existing system. This category includes the cost of administering, operating, and servicing debt for the region's roadway and transit system. This assumes no operational enhancements, but the continued operation of the existing system. This includes employee costs, rent, utilities, non-capital repairs, fuel, debt service, as well as other costs needed to administer daily operations of the transportation system.

Forecasts for the operation and administration of IDOT District 1, Illinois Tollway, county transportation departments, the RTA, and transit service boards were estimated from historical expenditures. Municipal and township operating and administration forecasts were derived from U.S. Census of Governments data on highway operating expenses from 2017, the most recent year available.

Expenditures to maintain the system in its current condition. The forecast includes the cost of capital maintenance on the region's roadway and transit system based on maintaining current

conditions. These expenditure forecasts include capital maintenance expenditures completed in tandem with Regionally Significant Projects. This forecast does not include any costs that would address a need for increased capacity on the transportation system.

Overall, the condition of the system has declined since the adoption of ON TO 2050. The most recent data available indicate that 85.8 percent of the bridge deck area are in acceptable condition, a decline from 90.7 percent in 2016. Due to a change in the methodology for calculating road condition, similar comparisons are not available for roadways. Similarly, fewer transit assets overall are in a state of good repair. The following table provides more detail by transit asset category.

Transit asset condition in northeastern Illinois by federal performance measure category

Category	Measure	2016	2020
Vehicles (% beyond useful life)	Buses	8.4%	6.7%
	Rail	16.9%	30.2%
	Non - fixed route	28.9%	43.4%
Track Condition	% w/performance restrictions	N/A	5.7%
Facilities	Marginal or fair	21.0%	20.6%
Non - Revenue Vehicles (% beyond useful life)	Vehicles	22.7%	37.7%
	Equipment (Rail)	44.5%	62.6%

Source: National Transit Database

The expenditure forecast is based on the investment needed to keep these conditions constant and not increase the backlog of facilities in fair or poor condition. As such, it will cost less over the planning period to maintain transit and bridge assets in worse condition. However, the plan will include funding allocations to meet targets for pavement, bridge, and transit asset condition that will represent an improvement over current conditions. These findings also underscore the importance of preventative maintenance as it will cost more to meet these targets than it would have if condition had been maintained.

Condition forecasts were developed in consultation with implementers. For roadways with condition data, CMAP staff used IDOT's asset management spreadsheet tool to forecast the cost to maintain pavement condition in its current condition. Staff used the spreadsheet tool provided by IDOT to forecast pavement condition and expenditures on state roadways, as well as other National Highway System roadways. Similarly, the RTA's Capital Optimization Support Tool (COST) was used to forecast transit asset condition and investment needs. CMAP used an in-house model based on National Bridge Inventory data to forecast bridge maintenance needs. Staff forecasted maintenance on other roadway assets, such as local roads, based on assumptions of the typical cycles with which roadway maintenance projects are performed today. These capital assets make up a large portion of the forecast, in part because local roadways make up the majority of the region's roadway network.

Reasonably expected revenue recommendations

New and modernized revenues must be implemented to ensure the future viability of the region's transportation system. Despite new funding, federal, state, and local revenue sources remain unsustainable in the long term to fully fund regional priorities for the maintenance,

operation, enhancement, and expansion of the region's transportation system. Federal guidance permits the inclusion of new sources of revenue that can be reasonably expected to be made available to carry out the transportation plan. The following table summarizes a total of \$20 billion in proposed reasonably expected revenues for the plan update.

Revenue source	2023-50 estimate	Notes
Replace state MFT with a revenue neutral road usage charge	\$7 billion	Retains ON TO 2050 source
Expand the sales tax base to additional services	\$9 billion	Retains ON TO 2050 source
Local parking pricing expansion	\$2 billion	Retains ON TO 2050 source
Regional revenue source	\$4 billion	Revise existing ON TO 2050 recommendation to suggest a TNC fee
Total	\$22 billion	

ON TO 2050's recommendation for a state motor fuel tax increase has already been enacted, thus is already included in the baseline forecast. The plan update will retain ON TO 2050's recommendation for a federal cost of freight services fee (a national sales tax on the cost of shipping freight), but the revenue will not be added as a reasonably expected revenue source. It is assumed that the federal government will have to enact this revenue source, as well as ON TO 2050's recommendation to increase the federal gas tax, in order to continue to fund federal transportation programs at the levels authorized in IJJA without general fund transfers. The baseline forecast already assumes continued federal funding at these levels throughout the planning period.

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

Replace state MFT with revenue neutral road usage charge. The motor fuel tax no longer reflects the way people travel or the many types of vehicles on the road. Fuel efficiency has increased, which erodes revenue despite its environmental and consumer benefits, and projections suggest electric vehicles will become a much larger part of the fleet. While registration fees in Illinois were increased for electric vehicles to offset what they would pay in motor fuel taxes, these fees are not indexed to inflation like the MFT, nor do they apply to fuel efficient vehicles that are not fully electric. Over the long term, then, the state should replace its MFTs with a user fee that taxes actual use of the system, as with a per-mile road usage charge. Drivers already pay per mile under the current MFT, but the rate just varies based on the vehicle's fuel economy. For replacing the Illinois MFT, charging 2 cents per mile and indexing it to an inflationary measure would provide a sufficient, stable revenue source. Any change should be accompanied by piloting a system that works for Illinois and rigorous, transparent analysis to ensure that a road usage charge is implemented and invested fairly.

This revenue source would benefit from a streamlined national solution that allows each state to collect mileage-based user fees from out-of-state drivers. IJJA renewed the federal government's program for supporting state efforts to test road usage charges, now called the

Strategic Innovation for Revenue Collection, expanded the program to MPOs and local governments, and increased the federal share to 80 percent. IJJA also authorized a national pilot on road usage charges with planned participation from all 50 states, guided by a national advisory panel which is still to be formed.

Expand the sales tax base to additional services. Sales taxes in Illinois are imposed on a relatively narrow base, focused on tangible goods. Expanding the current base to include more services would generate additional revenue from existing state and local sources like the RTA sales tax, which supports transit operations in the RTA service area and other transportation and public safety purposes in the collar counties. The cost of operating the transit system continues to increase, yet consumption of services outside of the sales tax base is increasing faster than consumption of taxable goods. Expanding the base would also have the benefit of reducing economic distortions -- that is, inadvertently influencing consumers' purchase of different goods and services based on whether or not they are taxed -- and volatility in the sales tax, as well as providing tax revenue from service-based commercial land uses.

Local parking pricing expansion. Despite priced parking in some denser areas, the majority of parking spaces in the region are free. Priced parking has many benefits in areas with significant demand for parking. Free parking obscures the cost of driving and the cost of supportive infrastructure. Priced parking in areas with high parking demand would reduce the number of vehicle trips, helping to reduce vehicle emissions, alleviate congestion, and improve bus reliability. Municipalities should price more publicly owned parking spaces on streets and in municipal parking lots and garages to provide revenue for local multimodal transportation improvements and allow land to be transitioned to revenue-generating uses. In addition, municipalities could choose to implement variable parking rates, with higher prices charged at times and locations of peak demand or for certain vehicle types such as delivery trucks in business districts, allowing for more efficient use of available parking spaces.

Regional revenue source. Other than the RTA sales tax, which provides funding for transit operations, northeastern Illinois does not have a dedicated source of regional funding to provide for capital infrastructure investments. The State should enact such a revenue source for the seven counties to meet the region's unique transportation needs and to achieve comprehensive planning goals. The investments needed in the region to move the transit system toward a state of good repair, increase transit reliability, decrease freight delay, and reduce roadway congestion are significantly greater than the needs in other parts of Illinois.

Having the ability to impose a regional fee on transportation network company (TNC) rides would ensure that users pay a fair share for the use of public infrastructure and that fees can help offset the additional costs of air pollution, congestion, and the use of curb space. Illinois does not impose a fee or surcharge on TNC trips at the state level, though at least twelve other states have implemented such fees. CMAP's *Improving Equity in Transportation Fees, Fines, and Fares* report recommends that any regional fee on TNCs pursue equitable outcomes by supporting regional transit goals. To ensure that a fee is implemented equitably, any TNC fee should be levied as a percent of the total cost of the service, as opposed to a flat fee. This structure could incentivize shorter trips, such as those that connect to transit and discourage longer trips that may replace transit. To further support equitable mobility, some of the revenue should be utilized for investments that support an accessible and connected transit

system, including programs that leverage innovative partnerships with TNCs. Moreover, some TNCs have partnerships with transit operators, and rides taken through those partnerships should be exempt from a fee. Long term, if the region pursues an integrated fare payment system across mobility providers, TNC fees should be further used to incentivize transit by reducing or eliminating fees that link TNC rides and transit trips.

Forecast methodology

This section will discuss the specific methodologies used for projecting revenues for ON TO 2050 update over the 2023-2050 planning period.

Baseline revenues

Baseline revenues include funding sources the region currently receives for transportation purposes and do not include any new sources. The forecasts assume that northeastern Illinois will continue to receive revenues from federal, state, and local sources for constructing, operating, administering, and maintaining the current roadway and transit system.

Locally programmed federal revenue - \$13.9 billion

These funds represent the annual federal apportionment that is passed to the Chicago region for programming. This includes the federal fund sources of CMAQ, Transportation Alternatives Program-Local, Carbon Reduction Program, Surface Transportation Program-Local, and Surface Transportation Program-Counties.¹ Revenue estimates through 2026 are based on CMAP estimates for expected funding from IIJA. Federal revenues to the region grew at a rate of 1.5 percent between 2010 and 2021. After 2026, revenues were assumed to increase annually by this same 1.5 percent rate.

Federal revenue from discretionary programs - \$10.4 billion

Forecasted revenues include those allocated by the federal government at the discretion of U.S.DOT, rather than by formula. The region is assumed to receive a similar share of grants over the planning period as it has in recent years. Programs tend to vary over time, with current programs including New Starts, BUILD, INFRA, All Stations Accessibility Program, Congestion Relief Program, Reconnecting Communities Pilot Program, RAISE, Safe Streets and Roads for All, Active Transportation Infrastructure Investment Program, and Strengthening Mobility and Revolutionizing Transportation (SMART). Federal revenues to the region grew at a rate of 1.5 percent between 2010 and 2021. After 2026, revenues were assumed to increase annually by this same 1.5 percent rate.

Federal transit revenue - \$27.0 billion

Forecasted revenues include State of Good Repair and Urbanized Area Formula Grant programs, as well as other federal transit formula grants.² Revenue estimates through 2026 are

¹ See <http://www.cmap.illinois.gov/mobility/strategic-investment/regional-transportation-programs>.

² For more information on Federal Transit Administration programs, see <https://www.transit.dot.gov/grants>.

based on CMAP estimates for expected funding from IIJA. Federal revenues to the region grew at a rate of 1.5 percent between 2010 and 2021. After 2026, revenues were assumed to increase annually by this same 1.5 percent rate.

State-programmed federal highway revenue - \$29.6 billion

These funds represent the annual federal apportionment programmed by the state of Illinois. This includes the federal fund sources of National Highway Performance Program; Surface Transportation Program; National Highway Freight Program; Highway Safety Improvement Program; Transportation Alternatives Program; Recreational Trails; the Bridge Investment Program; National Electric Vehicle Formula Program; and the PROTECT program.³ Revenue estimates through 2026 are based on CMAP estimates for expected funding from IIJA, and 74.43 percent of the statewide total annual apportionment in those years was assumed to go to northeastern Illinois. Federal revenues to the region grew at a rate of 1.5 percent between 2010 and 2021. After 2026, 45 percent of the statewide total annual apportionment was assumed to go to northeastern Illinois, and revenues were assumed to increase annually by this same 1.5 percent rate.

State motor fuel tax - \$46.6 billion

The current MFT rate is 39.2 cents per gallon (46.7 cents per gallon of diesel). The base rate is indexed to inflation and was assumed to grow an average of 2.5 percent annually.

These funds include the portion of state motor fuel tax revenue retained by the Illinois Department of Transportation (IDOT) for the Road Fund and State Construction Account. After accounting for various statutory deductions, the region is assumed to receive 45 percent of these revenues for the purposes of funding state road construction and maintenance projects, estimated to total \$18.5 billion. The Regional Transportation Authority also receives funding based on allocations set in statute, which is forecast to total \$10.6 billion. This forecast also includes statutory disbursements to counties, townships, and municipalities, forecasted to total \$17.6 billion. Statutorily, Cook County receives a 16.74 percent share, and the remaining county share is based on motor vehicle registration fees received. Township share is based on share of mileage of township roads, and municipal share is based on population.

CMAP used forecasted annual vehicle miles traveled (AVMT) and average miles per gallon (MPG) to estimate revenue. For AVMT, CMAP used 2045 forecasts developed by the Illinois Department of Transportation, and extrapolated the forecast to 2050. Average annual percent change in AVMT between 2023-50 was 0.8 percent for passenger vehicles and 0.7 percent for other vehicles.

For passenger vehicle MPG estimates, CMAP created estimates based on National Highway Traffic Safety Administration (NHTSA) rules for Corporate Average Fuel Economy (CAFE) standards, estimated standards for 1978 through 2029 model years for cars and light trucks, and data about vehicle fleet from the Federal Highway Administration's 2017 National Household

³ For more information on Federal Highway Administration programs, see <https://www.fhwa.dot.gov/specialfunding>.

Travel Survey. CMAP estimates that vehicle fuel economy for passenger vehicles statewide will reach a fleetwide average of 29.3 MPG by 2050. While these CAFE standards are currently being finalized by the federal government, fuel economy across the entire vehicle fleet is still expected to increase with consumer choice, new technology, and adherence to standards promulgated by other states. For non-passenger vehicles, MPG was assumed to improve with NHTSA fuel efficiency standards for medium- and heavy-duty vehicles.

Sales tax on motor fuel - \$5.8 billion

The state's portion of the state retailer's occupation tax generated from the sale of motor fuel will be deposited in the Road Fund, with increasing portions allocated to the Road Fund during 2023, 2024, and 2025, and 100 percent in 2026 and thereafter. The forecast uses average Midwest gas prices from the U.S. Energy Information Administration from the past year, \$2.51 for regular and \$2.82 for diesel, and deducts various taxes included in the prices. The forecast assumes that the price of motor fuel will grow at a rate of 0.1 percent annually. Gallonage assumptions are the same as above.

State motor vehicle registration fees and other state fees - \$32.5 billion

These revenues include annual vehicle registration fees, certificate of title fees, overweight fines, permit fees, and operator's license fees collected by the State that are deposited into the Road Fund and State Construction Account. Motor vehicle registration fee revenues to the Road Fund and State Construction Account were assumed to grow at a rate of approximately 0.5 percent annually. Other types of fees in this category were forecast to grow approximately 1.8 percent annually. The region is assumed to receive 45 percent of these revenues for the purposes of funding state road construction and maintenance projects. Recent fee increases enacted as part of Rebuild Illinois are included here, but future fee rate increases were not assumed in this category, as they would likely be accounted for in future state capital programs.

State capital program - \$39.2 billion

State capital programs are typically funded with a variety of revenue increases, including fee increases on sources like vehicle registration and certificate of title. It is assumed that the state will enact a capital program two additional times during the planning period, in ten year intervals. Funding levels were assumed to grow 2.5 percent annually, with Rebuild Illinois funding levels assumed as the baseline.

Tollway revenue - \$74.7 billion

This forecast includes toll revenues forecasted to be collected on the 294-mile system, as well as other operating revenues. The current toll rate structure went into effect in 2012, with the commercial rate adjusted annually for inflation. Toll revenue projections were derived from estimates prepared for the Illinois Tollway by CDM Smith in November 2020. The projection assumed that the annual adjustment in commercial toll rates would be 2 percent annually. CMAP also included an assumption of two passenger toll rate adjustments throughout the planning period. Other operational revenues, such as concessions and miscellaneous income, were forecast to grow at a compound rate of 2.3 percent annually.

State Public Transportation Fund - \$18.4 billion

These funds represent state matching funds for transit, which are equal to 30 percent of Regional Transportation Authority (RTA) sales tax, state use tax disbursements to the RTA, and the portion of Chicago real estate transfer tax revenues reserved for the CTA. The forecast equals 30 percent of the forecasts of these revenues.

Other state transit - \$0.7 billion

The State has provided funding annually to support Pace Americans with Disabilities Act (ADA) Paratransit service since 2010. The State also provides reduced fare reimbursements to the service boards. Both reduced fare reimbursements and ADA support are forecast to remain at current levels annually for the planning period, \$17.6 million and \$8.4 million respectively.

RTA sales tax - \$65.9 billion

The RTA sales tax is equivalent to 1.25 percent of sales in Cook County (including the RTA sales tax and the RTA's share of the state sales tax) and 0.75 percent of sales in DuPage, Kane, Lake, McHenry, and Will counties. The RTA receives two-thirds of the collar county revenues. Sales tax revenues accruing to the RTA are assumed to grow 2.8 percent annually throughout the planning period. The RTA also receives disbursements of state use tax, which are expected to grow at a rate of 3.3 percent on average.

A third of collar county revenues generated from the RTA sales tax, Collar County Transportation Empowerment Funds, are returned to DuPage, Kane, Lake, McHenry, and Will counties to be used for roads, transit, and public safety. During the planning period, revenues total \$6.7 billion and annual growth averages 3.0 percent. Growth assumptions were based on projected population growth combined with inflationary assumptions.

Chicago real estate transfer tax (RETT) - \$2.2 billion

The \$1.50 per \$500 of value of the City of Chicago's RETT is transferred to the Chicago Transit Authority (CTA). Revenues were forecast to grow at an average rate of 2.7 percent annually.

Transit passenger fares and other transit operating revenue - \$45.8 billion

This includes passenger fares for the CTA, Metra, Pace, and Pace ADA and other revenues for the RTA, CTA, Metra, Pace, and Pace ADA such as advertising revenue, investment income, and Medicaid reimbursements. Revenues were forecast to grow at an average rate of 2.0 percent annually. To the extent that ridership does not substantially return to normal levels by the beginning of the planning period, it is assumed that fare revenue will be supplemented by other federal or state operating support. Other operating revenues are assumed grow at a rate of 1.2 percent annually, based on assumed rates of growth in system revenue and ridership.

Other local revenues - \$76.9 billion

These are funding sources used for transportation purposes by counties, townships, and municipalities, such as property tax revenue, sales tax revenue, local motor fuel taxes and impact fees. Revenues were calculated for municipalities and townships using 2017 U.S. Census of Governments data. County revenues were obtained from recent county budget documents. Revenues were adjusted to the current year using the change in the Consumer Price Index and population growth. To forecast to 2050, growth rates for CMAP population forecasts were added to an annual 2.5 percent inflationary adjustment. Average annual growth regionwide was 3.0 percent.

County MFTs for DuPage, Kane, Lake, McHenry, and Will counties were forecast separately using the same methodology for the state MFT, although baseline fuel economy was derived separately for each county, and AVMT growth was calculated using growth rates in AVMT for each county for each air quality conformity analysis year. These revenues are expected to total \$2.4 billion over the planning period.

Reasonably expected revenues

Reasonably expected revenues are estimated based on reasonable assumptions for how these recommendations for transportation funding sources could be implemented. The following methodology is intended to be congruent with CMAP recommendations, but the assumptions do not necessarily constitute proposals for precisely how these would be imposed.

Replace state MFT with a revenue neutral road usage charge - \$7 billion

Northeastern Illinois would receive revenues from replacing the state motor fuel tax with a road usage charge in the first five years of the planning period at a rate of 2 cents per mile. The rate would be indexed to an inflationary measure, assumed to be 2.5 percent annually for the purposes of the forecast. The forecast assumes that fund would accrue to northeastern Illinois in the same manner as the state MFT currently does.

Expand the sales tax base to additional services - \$9 billion

Expansion of the sales tax to additional services would result in additional RTA sales tax revenues, as well as state sales tax disbursements to the RTA. The forecast assumes that additional consumer services would be added to the sales tax base in approximately 2026, resulting in a 15 percent increase in the base. Revenues are assumed to grow at a rate of 3.6 percent annually, which is the average annual growth rate for personal consumption expenditures in Illinois for certain consumer services over the prior twenty years. The forecast assumes no additional Public Transportation Fund revenue. This forecast does not include revenues that would accrue to the state or other local jurisdictions due to a sales tax base expansion.

Local parking pricing expansion - \$2 billion

Municipalities in the region would increase the number of priced parking spots in the region throughout the planning period. Pricing of unpriced parking spots would be phased in annually, starting with 600 spaces in the first year. The number of priced spaces would accelerate as the concept gained popularity. Prices and rate structures would vary by location, and it was assumed that the regional average would total \$5 per day, with inflationary rate increases of 2.5 percent annually for the purposes of this forecast. Given the local nature of parking pricing, these revenues be used for local transportation investments.

Regional revenue source - \$4 billion

Given the unique investment needs of northeastern Illinois, a regional revenue source could help match federal funds, implement regional transportation priorities, and advance modernization initiatives. The forecast assumes that the regional revenue source would be imposed as a 5 percent fee on the trip fares paid to TNCs. Base trip and fare assumptions for the region were derived from an analysis of City of Chicago data and CMAP's My Daily Travel survey. The forecast assumes the tax base would grow 2.5 percent annually throughout the planning period as a result of increases in trips and fares.

Operations and administration expenditures

This category includes the cost of administering, operating, and servicing debt for the region's existing roadway and transit system. This assumes no operational enhancements, but the continued operation of the existing system. This includes employee costs, rent, utilities, non-capital repairs, fuel, debt service, as well as other costs needed to administer daily operations of the transportation system.

Roadway expenditures - \$120.0 billion

The forecast consists of operations and administrative costs for IDOT District 1, Illinois Tollway, counties, townships, and municipalities, including Tollway debt service and state debt service for Series A bonds. Tollway and IDOT District 1 operating and administrative expenditures were forecasted linearly based on the most recent 20 years of available data. During the planning period, annual growth averaged 2.6 percent for IDOT District 1 and 2.1 percent for the Illinois Tollway. Tollway interest payments were forecast based on past trends, and growth averaged 2.0 percent annually during the planning period. Series A bond payments were forecast to grow linearly at an average rate of 1.8 percent annually during the planning period, and it was assumed that 45 percent of these costs were attributable to the region.

County budget documents provided baseline county expenditures for 2019. Municipal and township expenditures were estimated from the local highway operations expenditures reported to the 2017 Census of Governments, and adjusted to the current year based on inflation and population growth. County, township, and municipal expenditures were assumed to grow at an average rate of 3.0 percent annually during the planning period due to growth in the region's population and growth in inflation.

Transit expenditures - \$136.3 billion

The forecast includes operating, administration, and debt service costs for the RTA, CTA, Metra, Pace, and Pace ADA. Operating and administrative expenditures were forecast to grow an average of 2.7 percent annually during the planning period. The interest portion of debt service payments were forecasted to grow an average of 0.7 percent annually.

Capital maintenance expenditures to maintain current asset conditions

The forecast includes the cost of capital maintenance on the region's roadway and transit system based on maintaining current conditions. The expenditure forecast is based on the investment needed to keep these conditions constant and not increase the backlog of facilities in fair or poor condition. These expenditure forecasts include capital maintenance expenditures completed in tandem with RSPs but do not include any costs that would address a need for increased capacity on the transportation system.

Based on analysis and input from transportation agencies, staff inflated maintenance unit costs for year-of-expenditure using a 2.5 percent rate, which was also used in ON TO 2050. Over the past 20 years, the average annual percent change in the U.S. Consumer Price Index was 2 percent. FHWA's National Highway Construction Cost Index has experienced average annual increases of 2.2 percent over the past decade.

Roadway capital expenditures - \$109.4 billion

Capital maintenance includes costs for expressways, arterials, collectors, local roads, bridges, and signals. The scenarios used assumed that current asset conditions would be maintained during the planning period. Various transportation departments provided feedback on modeling assumptions, unit costs, and lifecycle assumptions.

For roadways with condition data, CMAP staff used IDOT's asset management spreadsheet tool to forecast the cost to maintain pavement condition in its current condition. IDOT's tool is able to evaluate the impacts of different investment options for both pavements and bridges. CMAP only utilized the pavement tool because CMAP had its own in-house bridge model already developed. The spreadsheet tool facilitates the analysis of programming funds for different pavement treatments using deterioration rates and treatment costs. Overall, 90 percent of the roadway miles included in the model are in acceptable condition (Interstates 89 percent, other NHS 92 percent, and other IDOT facilities 87 percent).

The main inputs for the IDOT tool are pavement condition and roadway improvement costs. Pavement condition, measured in Condition Rating Survey (CRS), used in the model came from the 2020 Illinois Roadway Information System public file. The roadway miles were broken down by facility type and CRS rating. The roadway improvement costs used in the model were developed through collaboration with CMAP stakeholders. The improvement costs were broken down by improvement and facility type (Interstate and Non-Interstate). Upcoming IDOT and Illinois Tollway pavement improvement projects were accounted for in the forecast.

CMAP staff used its bridge model to forecast capital maintenance expenditures for bridges, based on deterioration curves for Illinois from National Bridge Inventory data. The model considers the condition of the deck, substructure, and superstructure and if one or more components of the bridge is in fair or poor condition, it will trigger an improvement to the bridge. The scenario used assumed that current pavement conditions would be maintained during the planning period.

Staff forecasted capital maintenance expenditures on other roadway assets, such as local roads and traffic signals, based on assumptions of the typical cycles with which roadway maintenance projects are performed today. These assumptions are then applied to the inventory of roadway assets in the region.

Transit capital expenditures - \$63.7 billion

This includes capital maintenance costs for the CTA, Metra, Pace, and Pace ADA. RTA's Capital Optimization Support Tool provided data to forecast asset condition and investment needs for a period of 2023-45, with extrapolation for the final five years of the planning period. The scenario assumed that the current condition of assets would be maintained across the planning period. Expenditures were inflated 2.5 percent annually.

Next steps

Over the coming months, CMAP staff will refine the forecast based on feedback. CMAP staff is also working to draft forecasts for improving asset condition to meet the plan's condition targets. At the March 2022 Board and MPO Policy Committee meetings, CMAP staff will share draft allocations toward meeting these targets, investing in enhancing the system, and building regionally significant projects. The financial plan for transportation will be a component of the full plan update document that will be shared for public comment in June 2022.

ACTION REQUESTED: Discussion

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