



2011

# CMAP Annual Report

Fiscal Year 2011-12



The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. Its GO TO 2040 planning campaign is helping the region's seven counties and 284 communities to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.

# **CMAP Annual Report**

## Fiscal Year 2011-12



Chicago Metropolitan  
Agency for Planning

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September 2012

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Federal Transit Administration*

Norm Stoner, *Division Administrator,  
Federal Highway Administration*

\* Chairman

\*\* Vice Chairman

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# Chapter 1

## Introduction

In fiscal year 2011-12, the Chicago Metropolitan Agency for Planning (CMAP) completed its sixth full year of existence as the region's official comprehensive planning agency. CMAP continued to implement a work plan that was intensely focused on facilitating the aggressive implementation of GO TO 2040. The agency staff collaborates with stakeholder organizations and individuals on a wide range of planning strategies set forth in the region's comprehensive plan.

This annual report summarizes such efforts in FY12, beginning with **Section 2, Important Milestones**, which describes some of the agency's primary accomplishments in FY12. Among the highlights from the first full year of implementing GO TO 2040 were activities of the Local Technical Assistance (LTA) program and Energy Impact Illinois (EI2), as well as the completion of the Regional Tax Policy Task Force report. Section 2 also describes the approval of the Federal Fiscal Year (FFY) 2012-16 Congestion Mitigation and Air Quality Improvement (CMAQ) program and the development of criteria for performance-based transportation funding.

**Section 3, Legislative Activities**, describes CMAP-related issues such as the State Legislative Agenda and Framework, CMAP's Federal Legislative Framework, the passage of new federal transportation reauthorization legislation, and the Comprehensive Regional Planning Fund.

**Section 4, Other FY12 Work Plan Highlights**, describes in detail the progress made in various programs that constitute the agency's ambitious work plan. Though sometimes less visible than the activities summarized in Sections 2 and 3, the projects in Section 4 are no less important to the agency and the region. In many ways, they make up the heart of what CMAP does to integrate planning for transportation, land use, housing, economic development, open space, the environment, and other quality-of-life issues.

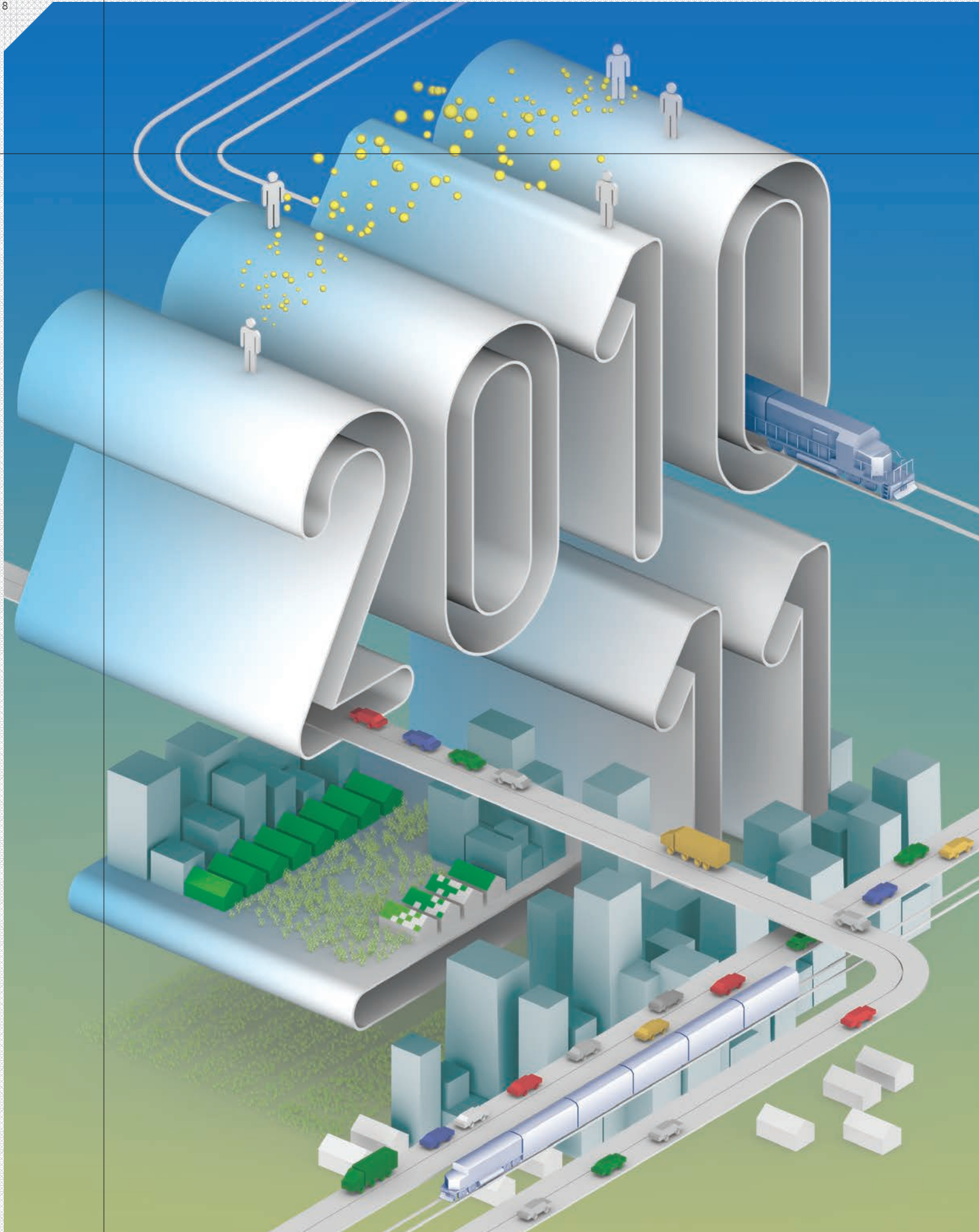
**Section 5, FY12 Budget**, has a short summary of the agency's finances during the past fiscal year.

**Section 6, Conclusion: Moving Forward to Implement GO TO 2040**, briefly lays out some of the anticipated milestones and challenges in FY13 as CMAP continues to implement GO TO 2040 in additional program areas.

And finally, **Section 7, List of Acronyms**, is a simple roadmap for the inevitable array of abbreviations contained in this report.

As always, we appreciate your feedback about this or any other CMAP activity. Please contact us at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) or 312-454-0400. You may also submit web comments at [www.cmap.illinois.gov/contact/](http://www.cmap.illinois.gov/contact/).

An electronic version of the annual report is available at [www.cmap.illinois.gov/annual-reports](http://www.cmap.illinois.gov/annual-reports).





# Chapter 2

## Important FY12 Milestones

### Moving Forward: Implementation Report 2010-11

CMAP released its first annual GO TO 2040 implementation report in FY12. The *Moving Forward: Implementation Report 2010-11* summarizes actions taken throughout the region in the year since the plan's adoption. The full report, a combination poster-brochure, and web overview are available at <http://www.cmap.illinois.gov/moving-forward/2010-11/>. Following are selected highlights from among dozens of activities in the report.

#### Illinois Tollway Capital Plan

In August 2011, the Illinois Tollway approved a 15-year, \$12 billion “[Move Illinois: The Illinois Tollway Driving the Future](#)” capital program that includes many of the GO TO 2040 major capital projects. In addition to finishing system reconstruction initiated in 2005, the plan includes expansion projects such as improvements to the Jane Addams Memorial Tollway (I-90) — which includes multi-modal strategies — the Elgin O’Hare West Bypass, and the Tri-State Tollway (I-294)/I-57 Interchange. The Tollway’s capital program is an example of substantial transportation investment financed directly through dedicated user fees, as recommended by GO TO 2040.

The Tollway established a [Blue Ribbon Advisory Council](#) to help guide study of the Illinois Route 53/120 Corridor, which is also a high priority of GO TO 2040. CMAP completed extensive planning work to support the Council, which began to meet in September 2011. Its three working groups addressed mobility and finance, design and land use, and environment and sustainability. Recommendations from the Council were presented to the Tollway Board in June 2012, which are now under consideration

CMAP was also involved in the Tollway’s [I-90 Corridor Planning Council](#), which delivered its report on congestion pricing and managed lanes for I-90 in May 2012.

## CREATE program

The [Chicago Regional Environmental and Transportation Efficiency \(CREATE\) program](#) is addressing the need for coordinated public-private investments to reduce delays of rail shipments and motorists in our region, while improving safety and reliability. The program is a partnership of the Illinois Department of Transportation (IDOT), the Chicago Department of Transportation, Metra, and the region's freight railroads. Mostly recently, CREATE received \$410 million via IDOT through the Illinois Jobs Now capital program and Illinois First, a multi-year public works initiative.

Due in part to the completed CREATE improvements, the Illinois Commerce Commission has estimated that motorist delays at railroad grade crossings — a key GO TO 2040 indicator — have fallen from nearly 11,000 hours per weekday in 2002 to under 8,000 hours per weekday in 2011. In June 2012, U.S DOT awarded the CREATE program \$10.4 million in the fourth round of discretionary TIGER (Transportation Investment Generating Economic Recovery) program grants.

## Data transparency

Launched in November 2010 as a partnership of CMAP and The Chicago Community Trust, [MetroPulse](#) contains over 5,000 datasets and 200 indicators organized into categories consistent with GO TO 2040. It helps to facilitate effective decision making and tracking of progress toward the plan's goals. Since its launch, the MetroPulse project has made its application program interface (API) freely available, added new data sets and features, and released a free iPhone app in August 2011.

Since GO TO 2040's adoption, several prominent government entities in the Chicago region have published open data portals to make extensive new information resources publicly available. The City of Chicago, Cook County, and the State of Illinois all launched catalogs of downloadable data, giving policy makers and researchers a much-improved base of information with which to create their own applications.

CMAP served as a founding partner in the Apps for Metro Chicago contest, which challenged web developers to create useful online applications based on available data from the City of Chicago, Cook County, CMAP, and the State of Illinois. From among 54 entrants in categories including community and transportation, expert judges and the public selected winners who shared \$50,000 in prizes. The Grand Challenge winner, [SpotHero](#) connects parking demand with supply while helping to reduce congestion.

## Alignment of nonprofit and philanthropic agendas

The nonprofit and philanthropic communities were actively engaged in the development of GO TO 2040, most visibly in extensive support by The Chicago Community Trust, which co-developed MetroPulse with CMAP. Continuing as a central partner in the plan's implementation, in November 2011 the Trust issued a request for proposals for local sustainability projects and included consistency with GO TO 2040 among the evaluation criteria. Those awards were announced at the LTA Ideas Exchange event in May 2012.

In FY12, CMAP received national and regional awards for GO TO 2040. CMAP was the recipient of the national [Transportation Planning Excellence Award](#) from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in partnership with the American Planning Association and the Transportation Research Board (TRB). Additionally, the Metropolitan Planning Council (MPC) awarded CMAP and GO TO 2040 with the [Burnham Excellence in Planning award](#) at the start of FY13.

## Local Technical Assistance Program

A day after the adoption of GO TO 2040, a \$4.25 million, three-year federal grant from the U.S. Department of Housing and Urban Development enabled CMAP to begin the Local Technical Assistance (LTA) program to help communities put the regional plan to work locally. Initiated in March 2011, the LTA program continued the work in FY12, with 58 local projects initiated as of July 2012. Of these, 37 projects are fully underway as we begin FY13, and ten were completed in FY12, including projects in the communities of Fairmont, Joliet, Park Forest, and Blue Island. Information on the status of all projects resides at <http://www.cmap.illinois.gov/ta>.

In spring 2012, CMAP announced a second call for projects, which kicked off with the May 24 inaugural [LTA Ideas Exchange](#) for more than 200 interested parties. In year two of the LTA program, local planning projects will continue to address issues of transportation, land use, and housing, and the submission of ideas from multijurisdictional applicants was encouraged.

While CMAP is the lead coordinator of this grant, a broad and diverse consortium was assembled with many local governments, regional and state agencies, nongovernmental organizations, and philanthropic groups that will be involved in the LTA program, including The Chicago Community Trust, Center for Neighborhood Technology, Metropolitan Mayors Caucus, Metropolis Strategies, MPC, the Regional Transportation Authority (RTA), and the Urban Land Institute Chicago.

In conjunction with LTA, CMAP has partnered with the RTA to expand their existing [Community Planning Program](#) with additional opportunities for integrated planning of transportation and land use. This competitive grant program provides funds for northeastern Illinois municipalities in the region to plan for local transportation, transit, and transit-related development. Funding for the CMAP contribution originates primarily from federal transportation planning funds, allocated annually through the Unified Work Program (UWP) and from supplementary state funds.

## Regional Tax Policy Task Force

Created by the CMAP Board to make recommendations on state and local tax policy matters addressed in GO TO 2040, the [Regional Tax Policy Task Force](#) met from April 2011 to January 2012. It was charged with advising the CMAP Board on issues central to state and local fiscal policy, viewed through the lens of the regional economy, sustainability, equity, and the connections between tax policies and development decisions. The task force existed to advise the CMAP Board and had no statutory or independent authority.

GO TO 2040 states that:

*“Tax policy should encourage local decisions that make effective use of land, generate good jobs, and trigger sustainable economic activity. It should set high standards of transparency and predictability for the taxpayer. And it should not create large inequities across households, businesses, and local governments. By reforming state and local taxation, the region would benefit from new policies that help to advance rather than undermine GO TO 2040’s goal for sustained regional economic competitiveness.”*

After ten meetings and extensive staff-supported research, the task force prepared an [advisory report](#), which the CMAP Board received at its regularly scheduled monthly meeting on February 8, 2012. As recommended by GO TO 2040, the task force evaluated policy issues such as existing state and local revenue sharing arrangements, the connection between the sales tax and development decisions, the connection between the tax base and tax rates, the property tax, the state income tax, and the divergences in local tax capacity across northeastern Illinois.

Now that the task force has completed its work, the CMAP Board is guiding additional research into the issues raised by the task force report and by GO TO 2040. Priorities for FY13, as [recommended](#) by the CMAP Board, include monitoring and reacting to state legislation regarding tax policy, pursuing a source of regional funding for capital improvements, analyzing the impact of state and local tax rebates and other economic development incentives, and continuing to analyze and explain the fiscal and local and regional impacts of local development decisions.

## Energy Impact Illinois

Funded with \$25 million from the U.S. Department of Energy, the CMAP-led EI2 alliance seeks to simplify the often-complex process of improving energy efficiency for residential, commercial, and industrial buildings by linking consumers and funding resources with energy efficiency programs in the region via an information hub available at <http://www.EnergyImpactIllinois.org>.

Building retrofits can include installation of more-efficient heating and cooling systems, insulation and weather sealing, upgraded lighting and appliances, and windows or doors. One goal of the project is to provide homeowners and business owners in the region with information to make decisions about how to improve their buildings' energy performance. The three-year award will help the emerging retrofit industry make the transition to a fully developed market sector by creating efficiencies on a broad regional scale. The project will:

- Leverage the \$25 million federal investment with over \$90 million in local investments.
- Create more than 2,000 jobs (e.g., construction contractors, installers, energy auditors).
- Retrofit more than 6,000 multi-family and single-family residential units and 10 million square feet of commercial space to at least 15-percent energy savings from baseline.

Because financing options are currently limited, the grant has developed and is initially funding rebate incentives in addition to other financial mechanisms — for example, revolving loan funds — that can eventually be sustained by market forces within the region and across multiple building sectors.

In FY12, EI2 funded an expansion of the nationally recognized EnergySavers program, which provides loans to multifamily building owners. It has also supported funds to create a loan pool for nonprofits seeking to undergo energy efficiency upgrades and is piloting an effort to stimulate the commercial market through a similar loan product. EI2 also offers rebates to owners of single-family homes undergoing energy upgrades.

EI2 launched tools for both commercial and residential sectors to help building owners and managers better understand how their buildings use energy. [EnCompass](#), a commercial building calculator, is designed to help commercial building owners find energy inefficiencies in buildings, compare energy usage against benchmarks such as ENERGY STAR®, and find suggestions of ways to reduce energy use. [MyHomeEQ](#), the residential tool, provides homeowners with basic information about their home's energy usage and connects them to rebates available through the EI2. EI2 also created a series of [video webisodes](#) that feature “The Energy Bills” to show residents of northeastern Illinois how to save energy and money by improving their home's efficiency. The campaign earned a [Gold Stevie award](#) for national Consumer Advertising Campaign of the Year.

## FFY 2012-16 Congestion Mitigation and Air Quality Improvement Program

Congestion Mitigation and Air Quality Improvement (CMAQ) is a federally-funded program of surface transportation improvements designed to improve air quality and mitigate congestion. In FY12, CMAP began implementing GO TO 2040 through the CMAQ program by having Program Focus Groups prioritize submitted projects on how they support the goals and action areas of GO TO 2040.

The CMAP Board and MPO Policy committee voted on October 12, 2011, to [approve](#) the FY2012-16 CMAQ program. Through these transportation projects, residents of metropolitan Chicago will benefit from improved transit, roads, bicycle, and pedestrian facilities. The \$411 million in federal transportation funds are being targeted to support the GO TO 2040 comprehensive regional plan's goals for reducing congestion and improving air quality.

Collectively, the projects are estimated to eliminate 709.8 kilograms daily of volatile organic compound (VOC) emissions, which are among the primary precursors to ground-level ozone that is harmful to breathe.

Due to the persistent unobligated balance, the CMAQ Project Selection Committee also [revised its programming and management policies](#) to encourage the accomplishment of CMAQ projects. The revisions were approved by the CMAP Board in June 2012. Increased accomplishment of CMAQ projects not only assists in implementing GO TO 2040 and improving air quality and mitigating congestion, but also helps keep limited federal resources in our region. The primary policy changes include:

- Making phase 1 engineering the sponsor's responsibility.
- Providing funds for phases that are programmed at 100-percent federal share.
- Enforcing an accomplishment sunset.
- Creating an annual obligation goal.
- Implementing contingency projects if the obligation goal is not achieved.

## Performance-Based Transportation Funding

CMAP supports the use of data-driven performance measures in the allocation of transportation funds. GO TO 2040 emphasizes that all levels of government should seek to coordinate policies and investments to increase efficiency and produce more effective local and regional outcomes. Strategic investment is especially pertinent in the transportation sector, given the critical role of a well-maintained, modern transportation system in supporting and furthering metropolitan Chicago's position as a global transportation hub and the economic engine of the state and the Midwest. GO TO 2040 recommends a series of implementation actions for creating more efficient use of scarce transportation dollars.

CMAP released an [Issue Brief](#) on performance-based evaluation criteria in early 2012. The brief summarizes use of performance measures for highways and transit, both among peer states and in northeastern Illinois, and then suggests potential ways forward on this issue. In June 2012, the U.S. House of Representatives and the U.S. Senate passed Moving Ahead for Progress in the 21st Century (MAP-21). While the bill makes limited progress toward implementing this recommendation, primarily through its emphasis on performance measurement, CMAP is concerned that performance measurement in MAP-21 is overly driven by the U.S. Department of Transportation (U.S. DOT) and state departments of transportation, and as such does not provide sufficient voice to regional priorities. The progression of MAP-21 legislation was covered extensively in our [Policy Updates blog](#).



# Chapter 3

## Legislative Activities

### CMAP State Legislative Framework and Agenda

During the 2012 session of the Illinois General Assembly, CMAP developed a [State Legislative Framework](#) and an [agenda](#) to pursue priorities as appropriate with our regional legislative delegation, relevant state agencies, the Governor and his staff, and CMAP partners. The agenda was based on the adopted GO TO 2040 plan, current priorities of the Governor and the General Assembly, and discussions with key leadership and CMAP partners. Priorities included in CMAP's State Legislative Agenda included securing a stable and dedicated source of funding for the agency, investing strategically in transportation, and the creation of a Regional Freight Authority.

A total of 460 bills passed both houses of the Illinois General Assembly in the spring 2012 session. CMAP staff tracked and analyzed bills relating to the implementation of GO TO 2040 and issues impacting the organization or its partners.

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## CMAP Federal Legislative Framework

Using GO TO 2040 as a guide, CMAP also developed a set of principles to inform federal legislators and other national policy makers about CMAP's positions on national policy issues. The CMAP [Federal Legislative Framework](#) focused on principles that would help direct CMAP support or opposition to specific pieces of legislation over the course of the federal legislative calendar. A major milestone at the federal level was the passage of the new transportation reauthorization legislation MAP-21, a two-year bill.

## Transportation Reauthorization

Throughout FY12, CMAP's Policy Updates blog was a resource of analysis and updates on the legislative status of federal transportation reauthorization. More than two years ago, CMAP published [five transportation reauthorization principles](#) that now provide a framework to analyze the recent passage of MAP-21. These principles are reflected throughout the GO TO 2040 and in 2009, CMAP urged leaders in Washington to give highest priority to the following policy objectives when crafting and implementing a new federal transportation bill:

- Provide transportation investments based on regional priorities using performance-driven criteria that lead to decisions that are transparent, outcome-based, and mode-agnostic.
- Evaluate and prioritize infrastructure investments in a comprehensive way that looks beyond transportation benefits to include land use, economy, environment, and other quality-of-life factors.
- Provide adequate federal investments in the nation's transportation systems.
- Reform the transportation funding system by placing a new emphasis on sustainable revenue sources.
- Establish a national transportation vision that includes the movement of goods and the development of a national high-speed rail network.

MAP-21 provides many positive reforms that should provide expedited project delivery, greater flexibility for states and metropolitan planning organizations (MPOs) through the consolidation of federal programs, and strategic planning for freight movement. Further, several of the law's reforms to federal transit policy are advantageous to regions that have large, established transit systems. Chiefly, MAP-21 broadens the eligibility for New Starts funding to include capacity-expanding projects on existing transit lines (rather than only the construction of new transit systems or extensions to existing systems) and replaces the former discretionary bus program with a formula-based program focused on population, population density, bus vehicle revenue-miles, and bus passenger-miles. Despite these worthy reforms, MAP-21 still represents a missed opportunity for federal transportation policy. Perhaps the law's greatest failing is that it lacks meaningful reforms of how the federal transportation program is financed. It does not provide new sustainable resources based on transportation user fees, nor does it substantially expand state and local governments' ability to raise revenues through tolling. The Policy Updates blog features a [more-detailed analysis](#) of how MAP-21 aligns with CMAP's reauthorization principles.



## Comprehensive Regional Planning Fund Update

As the federally designated MPO, CMAP has an overall budget that relies primarily on \$11 million in U.S. DOT funds, which federal law requires be spent for regional transportation planning, with a 20-percent match. To fulfill the legislative mandate that created CMAP, in 2007 the Illinois General Assembly established the Comprehensive Regional Planning Fund (CRPF) to support effective planning in urban and rural areas of the state. In addition to supporting CMAP's important non-transportation work — such as planning and policy development for housing, water, natural resources, economic development, and more — the fund would provide an essential match of our agency's federal transportation planning dollars. The \$3.5 million to be received by CMAP from the CRPF would leverage the \$11 million in federal transportation planning funds, which in turn would leverage the \$2 billion in programmed transportation projects.

For the past several years, the state's fiscal difficulties have resulted in deep budget cuts that included suspension of appropriations to the CRPF and the eventual dissolution of the fund in FY12. For the past three years, IDOT has provided replacement funds for the CRPF. Because CMAP had already made arrangements for replacement funding from the IDOT through its road fund, the General Assembly's action had no immediate impact in FY11 or FY12. Still, dissolving the fund is a critical setback in the state's commitment to MPOs and effective planning across Illinois. For FY13, it is anticipated that the IDOT will allocate \$3.5 million for comprehensive planning activities in lieu of funding from the CRPF.



# Chapter 4

## Other FY12 Work Plan Highlights

This section describes some of the more significant FY12 work plan activities and is not a comprehensive summary. For more detail, see the CMAP quarterly reports for FY12 at <http://www.cmap.illinois.gov/fy12-budget-and-work-plan/> and for other years at <http://www.cmap.illinois.gov/budget-and-work-plan>.

With its work plan for FY12, CMAP tightly controlled how projects were managed internally. Agency policies have established consistent, efficient procedures for project managers and teams to effectively plan, execute, and monitor their respective projects. In CMAP's "matrix" organizational structure, project managers are expected to assume a greater level of authority and accountability over agency work, while simultaneously operating and communicating within their functional departments. Using a standardized template, Project Managers develop a project plan including scope, work breakdown structure, list of deliverables and associated dates, timeline, and means of team communication for each project. These plans are reviewed by the appropriate Deputy Executive Director(s) and their responsible Project Administrators.

In outline form, the FY12 work plan consisted of the following ten programs and their associated projects:

### Local Planning Support

Technical Assistance Coordination

#### Area 1: Regional Technical Assistance

Online Case Study Library

Compendium of Plans and Ordinances

Model Plans, Ordinances, and Codes

Planning Commissioner Workshops

Regional Data Sharing Technical Assistance

#### Area 2: Community Technical Assistance

Local Grant Program — Community Planning Program

Local Technical Assistance:  
Program Development and Management

Local Technical Assistance: Project Scoping

Local Technical Assistance: Project Management

Local Technical Assistance: Outreach and Communications

Local Technical Assistance: Project Support

Local Technical Assistance: Partner Coordination

Plan and Ordinance Review

Communities Putting Prevention to Work

## Policy Analysis and Development

CMAP and MPO Committee Support  
 Transportation Policy Analysis  
 Major Capital Projects Implementation  
 Regional Tax Policy Task Force  
 Industry Cluster Drill-Down Reports  
 Parks and Open Space Implementation  
 Land Use and Housing Regional Analysis  
 Legislative Monitoring  
 Policy and Legislative Strategy Outreach  
 Policy Updates

## Communications

Public Information  
 GO TO 2040 Communications  
 GO TO 2040 Outreach  
 Private Sector Outreach  
 Graphic Design  
 Website Content and Administration  
 Future Leaders in Planning (FLIP)

## Regional Information and Data Development

Advanced Urban Model Development  
 Travel and Activity Survey Program  
 Standard Travel and Emissions Modeling  
 Regional Analysis Inventories  
 External Data and Analysis Requests  
 Green Infrastructure Vision  
 Innovation Data Scoping  
 GO TO 2040 Indicator Tracking

## Data Sharing and Warehousing

MetroPulse Maintenance  
 Internal Data Library Management  
 Regional Transportation Data Archive  
 Human Capital Information Portal  
 Municipal and Other Data Portals

## Transportation Improvement Program (TIP)

TIP Development and Administration  
 TIP Database Management  
 TIP Analysis  
 CMAQ Program Development and Administration  
 Conformity of Plans and Program

## Congestion Management Process (CMP)

Performance Monitoring  
 Data Evaluation for Programming Decisions  
 Congestion Management Strategy  
 Freight Planning  
 Bicycle and Pedestrian Transportation Planning

## Water Resource Planning

### Area 1: Water Quality Management Planning

Facilities Planning Area Review Process  
 Watershed Planning  
 Volunteer Lake Monitoring Program  
 Maple Lake Phase 2 Rehabilitation and Protection Program

### Area 2: Regional Water Supply Planning

Water 2050: Implementation

## Energy Impact Illinois

Retrofit Steering Committee Support  
 Program Development and Implementation  
 Program Management  
 Program Evaluation

## Information Technology Management

Internal Software and Hardware Management  
 Web Infrastructure Management  
 Office Systems Management  
 User Support  
 Commercial Datasets Management

**Section 2** of this annual report includes various important milestones that were important outcomes of the CMAP work plan. **Section 4** describes additional noteworthy activities and accomplishments from FY12.

## Local Planning Support

The work of CMAP's Local Planning area is based on the recognition that local governments are the key players in land-use decision making in our region. As described in GO TO 2040, this means that actions taken at the community level, when viewed collectively, shape the built environment of our region. The Local Planning work area is meant to provide support to local governments to plan in a way that supports the principles of GO TO 2040, while recognizing that the interpretation of these principles will vary by community.

As described in Section 2, the LTA program has been a primary focus of GO TO 2040 implementation, involving CMAP and many partners in communities across the region. Year one LTA projects are described in detail at the following links. CMAP issued its year two Call for Projects in May 2012, with a deadline of August 2012.

Additional activities in the Local Planning area of CMAP's work plan include an interactive GO TO 2040 [Case Studies Library](#) with examples of innovative and exemplary projects across the region. The library is populated by more than 50 case studies organized by the themes of GO TO 2040, with more being added continually.

In addition to providing direct, community-specific technical assistance to local governments, CMAP also creates model planning approaches and language that communities can adapt and use, as described at our [Local Ordinances and Toolkits](#) web page. In FY12, CMAP produced a parking guide that provides step-by-step guidance to local governments in how to assess and address their parking needs. CMAP uses these guides in conjunction with its LTA program; also in FY12, CMAP helped Orland Park to create a water conservation program, in part based on a model ordinance created by CMAP in 2010.

### LTA project pages

COMMUNITY	PROJECT
<a href="#">Addison</a>	Comprehensive Plan
<a href="#">Algonquin</a>	Downtown Plan
<a href="#">Alsip</a>	Comprehensive Plan
<a href="#">Berwyn</a>	Comprehensive Plan
<a href="#">Blue Island</a>	Comprehensive Plan
<a href="#">Bronzeville</a>	Land Use Project
<a href="#">Campton Hills</a>	Comprehensive Plan
<a href="#">Carpentersville</a>	Sub-area Plan
<a href="#">Chicago</a>	Green and Healthy Neighborhoods
<a href="#">Elmwood Park</a>	Comprehensive Plan
<a href="#">Evanston</a>	Water Conservation and Efficiency Plan
<a href="#">Fairmont</a>	Neighborhood Plan
<a href="#">Hanover Park</a>	Corridor Study
<a href="#">Homes for a Changing Region</a>	Housing Policy Plans
<a href="#">Joliet</a>	Redevelopment Plan
<a href="#">Lake County</a>	Sustainable Food System
	Sustainability Chapter
<a href="#">Lakemoor</a>	Comprehensive Plan
<a href="#">Morton Grove</a>	Subarea Plan
<a href="#">Niles</a>	Environmental Action Plan
<a href="#">Norridge</a>	Comprehensive Plan
<a href="#">Northlake</a>	Comprehensive Plan
<a href="#">Oak Park</a>	Water Conservation and Efficiency Plan
<a href="#">Orland Park</a>	Water Conservation Code
<a href="#">Park Forest</a>	Sustainability Plan
<a href="#">Red Line Extension South</a>	Livability Project
<a href="#">Riverside</a>	Central Business District
<a href="#">Round Lake Heights</a>	Comprehensive Plan
<a href="#">SSMMA</a>	Housing Investment Tool
<a href="#">Westchester</a>	Comprehensive Plan

## Policy Analysis and Development

In FY12, CMAP's Policy Analysis and Development group continued to work on an extremely broad range of topics related to implementation of the regional plan. Several times each week, the [Policy Updates](#) blog features in-depth analyses of topics in the GO TO 2040 themes of [Livable Communities](#), [Human Capital](#), [Efficient Governance](#), and [Regional Mobility](#). Among the highlights were an on-going series about [federal transportation reauthorization](#), a six-part series on the [Organization for Economic Co-operation and Development tri-state territorial review](#), and a series about the status of GO TO 2040 [major capital projects](#). Pursuing an important GO TO 2040 objective, CMAP arranged a "peer exchange" of regional and state transportation leaders from Illinois, Minnesota, North Carolina, Pennsylvania, and Delaware on performance-based evaluation criteria in the evaluation and funding of transportation projects. Earlier in FY12, the CMAP policy staff published a [briefing paper](#) on performance-based evaluation criteria.

As mentioned in Section 2, a major FY12 policy effort was support for the Regional Tax Policy Task Force, which issued its [advisory report](#) to the CMAP board in February 2012. After reviewing the report, the Board directed staff to continue analysis and advocacy in support of the task force recommendations. Late in FY12, CMAP issued [Decoding Property Taxes and Classification](#), the first in a two-part interactive series describing one of the task force's issue areas: how economic development and infill in existing communities are hampered by the inconsistent system of property tax assessment classification. A second issue brief on the [Cook County Property Tax Classification System](#) was prepared for release in early FY13. Also as mentioned previously, CMAP policy staff provided extensive support to the [Illinois Route 53/120 Blue Ribbon Advisory Council](#), which met repeatedly in FY12 before issuing its recommendations to the Illinois Tollway board in May 2012. This project is one of five new [major capital projects](#) recommended in GO TO 2040, and the council's efforts at inclusiveness and transparency have brought about widespread support for this corridor, which would feature a boulevard or parkway design with travel speeds lower typical expressway standards.

In June 2012, CMAP published a [freight cluster drill-down report](#) that expands on recommendations in the GO TO 2040 plan. The report identifies key infrastructure, workforce, and innovation challenges and opportunities influencing future cluster growth and concludes with a set of regional strategies to better align resources and investments with the needs of the freight cluster.

CMAP staff completed research and analysis (including a [literature review](#)) of expressway-based transit and land-use strategies. As FY12 ended, a final report — [Land Use Policies and Strategies for Expressway-Based Bus Rapid Transit](#) — was very near completion, as a guide for municipalities, transit providers, and transportation agencies.

## Communications

CMAP's primary communications goal is to promote the broad implementation of GO TO 2040. The agency's primary audiences are the local, regional, state, and federal implementers of GO TO 2040. When reaching out to a broader audience, it is generally for the purpose of raising awareness about the plan's implementation through local and regional examples of effective planning and policies. This includes reaching out to targeted audiences via external media, web, printed materials, infographics, and public talks. In addition to helping the executive director prepare his many public presentations, communications staff work with other CMAP staff and partners to produce needed print materials, including reports, promotional documents, posters, and more. CMAP's communication group also has primary responsibility for the agency's website at <http://www.cmap.illinois.gov>.

The advent of CMAP's LTA program brought significantly increased demand for publication assistance, and the communications staff continues to support LTA by editing, laying out, and publishing reports and promotional materials in print and on the web. See the [LTA project pages](#) for numerous examples. In a changing media environment, CMAP has found creative ways to use outlets like the community-based TribLocal and Patch, social media like Twitter and Facebook, which are being leveraged to increase awareness of LTA projects, MetroPulse, EI2, and other GO TO 2040 implementation activities. See <http://www.cmap.illinois.gov/news> for examples. The communications group also led development of a video, [Planning Locally for Livability](#), to highlight the different types of LTA planning projects.

Also in FY12, CMAP developed companion web materials for the [Moving Forward: Implementation Report 2010-11](#) and [interactive data-based visuals](#) for CMAP policy content building on the Regional Tax Policy Task Force report. An interactive site was created to support CMAP's campaign to promote adoption of congestion pricing, due to be launched in early FY13.

## Regional Information and Data Development

This core program area includes tasks needed to prepare primary datasets that originate with CMAP, as well as those developed by other sources. Data collection is an important aspect of CMAP's overall planning responsibilities. It permits the integration of environmental, transportation, housing, economic development, socio-economic, and land use planning information. Among other applications, these efforts will be critical to establishing base datasets for the GO TO 2040 plan and for evaluating [Developments of Regional Importance \(DRIs\)](#). This program is also critical to facilitate the electronic exchange of raw data within and between CMAP and other agencies and organizations. Establishing strong and robust data exchange agreements and protocols between governments and organizations is critical to maintaining current and credible planning data resources.

During FY12, CMAP successfully applied a new highway pricing model to help implement GO TO 2040 recommendations for the IL 53/120 corridor. CMAP also initiated work on an advanced Transit Modernization Model to better understand 21st Century transit improvement recommendations. Under the [Travel and Activity Survey Program](#), over 400 Latino households were successfully added to the Travel Tracker database, which is used to understand and forecast travel habits in the region. CMAP also updated travel and air quality forecasting tools to represent the current conditions revealed in the 2010 Census. CMAP now uses Google Transit Feeds to manage our regional transit service database. CMAP's Land Use inventory was also converted into a parcel-based system that will streamline data collection. Employment and development databases were also updated to reflect current conditions.

CMAP responded to nearly 400 external information requests from partners and the public. In collaboration with Chicago Wilderness and The Conservation Fund, CMAP also completed an extension to the inventory of data points available for defining [Green Infrastructure Vision \(GIV\)](#) elements. CMAP also completed an assessment of GO TO 2040 indicators used to track implementation progress against current observed conditions in the region.

## Data Sharing and Warehousing

Upon its creation, CMAP committed to providing the latest, most thorough information and data to the public and decision makers across the region. This is a major agency effort, involving aggressive data acquisition, state-of-the-art data systems, and technical assistance for government units and other organizations across the region. To coincide with the launches of GO TO 2040 and [MetroPulse](#), the agency required an implementation strategy for its related data sharing and warehousing efforts, including future data portals, the regional transportation data archive, and technical assistance efforts. Using GO TO 2040 as a guide, CMAP staff created a brief strategic plan last fiscal year to set priorities for the agency's ongoing data sharing and warehousing projects, identify key project milestones given existing staff capacity, and set agency policy on these efforts.

In FY12, CMAP focused on improving the usability and design of the MetroPulse website based on results of user interviews. Thousands of new data points were added to the MetroPulse data engine in FY12. Set for launch in early FY13, CMAP spent FY12 developing the new MetroPulse Jobs data portal to focus on specific policy issues laid out in the Human Capital chapter of GO TO 2040. The on-line portal will include a wealth of information in support of workforce development planning. MetroPulse Jobs will begin by presenting data on the freight cluster, focusing on the connection between industries, occupations, and skills. Over time the portal will add new data on all the major clusters of the regional economy.

While the MetroPulse site has a regional focus, CMAP also focused on development of MetroPulse Local, which will include detailed data for specific communities this fiscal year. MetroPulse Local will allow local municipalities to map parcel data (such as foreclosures) and create local profiles focused on demographics, income, employment, and more. CMAP also developed a [best practices guide](#) for local governments on data sharing in November 2011. CMAP also spent FY12 working on a beta version of its new Data Sharing Hub, which will allow CMAP, as well as any local governments who are interested, to post data files on a publicly available website for free. The site is expected to go live by the end of the 2012 calendar year. In concert with the Local Planning Support program, the Data Sharing and Warehousing group is building a new system for the [Full Circle program](#), which allows local communities to enter parcel-level data that would otherwise not be available to them. CMAP has continued to work on the regional transportation archive, which is warehousing millions of roadway sensor readings from across the region, as well as roadway accidents. In FY13, CMAP will continue to integrate MetroPulse-style data visualization in the main CMAP website.

## Transportation Improvement Program

CMAP develops the Transportation Improvement Program (TIP), our region's agenda of surface transportation projects. The TIP lists all federally funded projects and regionally significant, non-federally funded projects programmed in the next four years. Our region, through the MPO Policy Committee and CMAP Board, is required to develop and maintain a fiscally constrained TIP that conforms to the State Implementation Plan to attain national air quality standards. In addition to the fiscal and air quality considerations, the TIP addresses other federal planning elements. A repository of TIP materials is available at <http://www.cmap.illinois.gov/tip>. CMAP works with local, county, regional, state, and national partners to assure regional priorities are addressed and all available funding is used efficiently.

CMAP's ongoing efforts to enhance transparency, user friendliness, and understanding by interest groups, partner agencies, and the general public included implementation of the TIP [summary dashboard](#), which shows information for all TIP projects. The [interactive TIP map](#) was enhanced to allow users to more easily pull up a map of their area of interest and see what projects are programmed for funding. Projects are displayed by county and type of project, with summary information and a link to project details contained in the TIP database. A classification system for TIP project work types was developed to identify maintenance, modernization, and expansion categories.

CMAP also programs the federal CMAQ program funds. The FFY 2012-16 CMAQ program for our region was approved, committing more than \$400 million to over 100 projects which will move the region toward the future laid out in GO TO 2040 (read more in Section 2).

## Congestion Management Process

Congestion management provides a broad perspective on regional mobility, addressing not only the supply and demand for transportation facilities, but how they operate. The [congestion management process \(CMP\)](#) has engaged regional stakeholders through such groups as the Regional Transportation Operations Coalition and the Advanced Technology Task Force to improve transportation system performance through regional collaboration. The groups have helped coordinate regional strategy and share data.

Key to the congestion management approach is the collection and analysis of system performance data. In FY12, CMAP collected substantial data for the regional indicators project but also as a baseline for the development of congestion performance measures, a key strategy for improving transportation investment efficiency. Measures included the analysis of the household vehicle availability and modes of transportation to work throughout the region.

The CMP also moved forward in the implementation of GO TO 2040 strategies for freight, initiating multi-year work programs to improve the region's truck route system and to reduce peak-period freight movements.

Bicycle and pedestrian planning is also conducted under the umbrella of the CMP. The CMP provided regional technical assistance to area transportation agencies and local communities on how to safely accommodate bicyclists, pedestrians, and people with disabilities, thus improving the livability of the region.



## Water Resource Planning

CMAP's FY12 work plan included a number of important activities to preserve and restore the region's water resources. This program covers the agency's activities in the areas of watershed planning, analyzing and making recommendations on proposed amendments to facility planning areas (FPAs), providing technical assistance and project oversight to various U.S. Environmental Protection Agency (U.S. EPA) and Illinois Environmental Protection Agency (IEPA) grant programs, participating in various stakeholder groups throughout northeastern Illinois, and implementing Water 2050, the northeastern Illinois regional water supply/demand plan.

Building on Water 2050 recommendations and funded by the Clean Water Act through the IEPA, CMAP assisted with the completion of three watershed plans for Blackberry Creek, Ferson-Otter Creek, and Silver and Sleepy Hollow Creeks. In addition to addressing the plan components required by the IEPA, plans also address groundwater protection as an outcome of what was learned during the Water 2050 planning process. All CMAP-developed watershed plans can be found at <http://www.cmap.illinois.gov/watershed-planning>. With another Clean Water Act grant from the IEPA Bureau of Water, CMAP is leading a new planning process in southwestern Lake County to improve water quality and restore designated uses in nine lakes through FY14. The purpose of the grant is to develop a total maximum daily load (TMDL) implementation plan for the lakes and their combined watersheds.

CMAP continues to provide the water quality review service for northeastern Illinois facilities planning area (FPA) amendment requests. An FPA is a centralized sewer service area to be considered for possible wastewater treatment facilities within a 20-year planning horizon. CMAP's [Wastewater Committee](#) conducts reviews of requested amendments to the Illinois Water Quality Management Plan and makes recommendations to the IEPA, which maintains decision-making authority for amendments to the plan. This year, CMAP reviewed and approved the Village of Grayslake's FPA amendment request to transfer 585 acres of land into its FPA jurisdiction. CMAP also completed the first update of the Water Quality Management Plan Amendment Process and Procedures Manual for purposes of updating and revision.

CMAP also coordinates IEPA's Volunteer Lake Monitoring Program (VLMP) for the counties of Cook, DuPage, Kane, Kendall, McHenry, and Will, including about 50 volunteers at approximately 35 lakes. CMAP provides additional lake management planning technical assistance to support the core program activities.

A grant from the U.S. EPA Great Lakes Restoration Initiative helped CMAP and the Illinois-Indiana Sea Grant (IISG) launch a collaborative effort to reduce pesticide, fertilizer, and outdoor water use in the Great Lakes Basin. The effort promotes and implements sustainable lawn and landscape practices at the community and household level. CMAP and IISG have also developed a series of [training initiatives](#) to help communities develop and implement sustainable [water services financing](#). Both agencies are working in the region to form technical assistance partnerships and provide information and guidance to other agencies, public water suppliers, city councils, and the general public on full-cost pricing.

## Future Leaders in Planning

Future Leaders in Planning (FLIP) is a leadership development opportunity where students can contribute to a better future for our region. CMAP held its fourth FLIP session in FY12. Participants in this program learned more about the northeastern region and shared their thoughts with other teens from Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties. Participants also met and interacted with selected regional leaders who make key planning decisions in our communities. Students from the 2011-12 program learned about the environmental impacts of ice and snow removal and made recommendations for alternative methods to road salt (see photos from the year and final presentation at <http://bit.ly/LIYseA>).



# Chapter 5

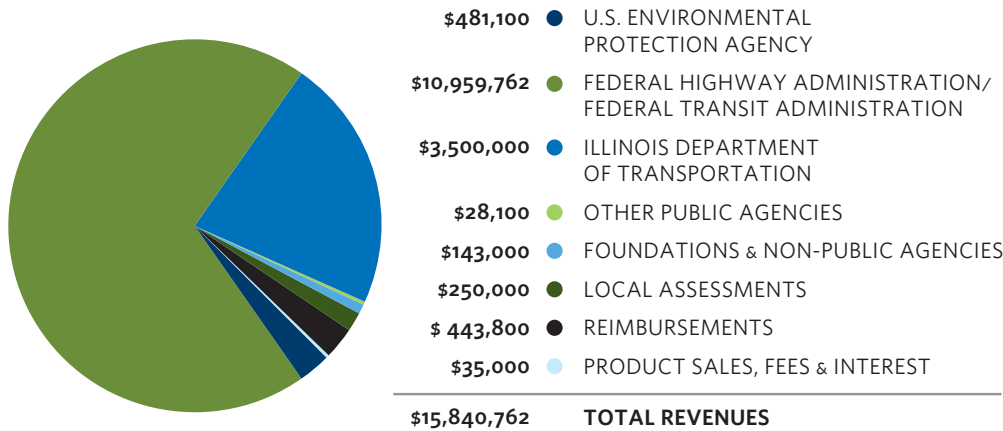
## FY12 Budget

The FY12 budget was developed with grants awarded to CMAP to support its ten core projects. CMAP receives most of its funding from federal and state grants. Primary funding for CMAP is from the Unified Work Program (UWP) for transportation planning for northeastern Illinois programs with metropolitan planning funds from FTA, the FHWA, and state and local sources. The revenues identified for the FY12 UWP were approved by the UWP Committee, Transportation Committee, Policy Committee, and CMAP Board. Public Act 095-0677 provides funding for regional comprehensive

planning across the state, of which \$3.5 million is allocated to CMAP through the Comprehensive Regional Planning Fund (CRPF). The CRPF allocation is designated as the matching funds for federal transportation dollars, as well as supporting other planning activities. The FY12 state budget included \$3.5 million in state transportation funds in lieu of funding for CRPF.

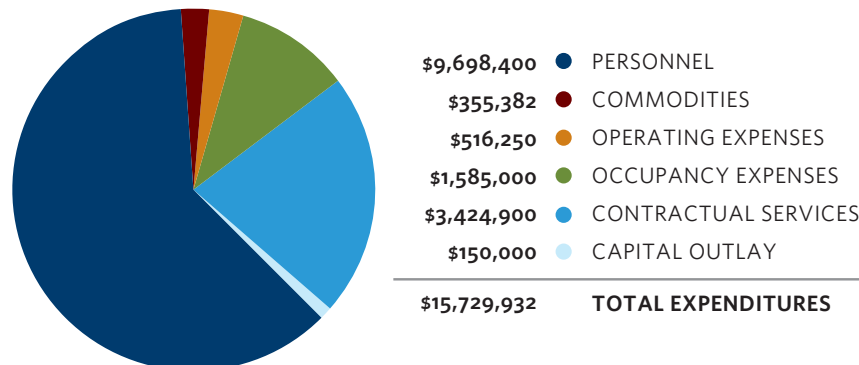
The following charts and tables show CMAP’s FY12 budget, including anticipated revenues and expenditures as approved by the CMAP Board on June 8, 2012.

### CMAP revenues, FY12



Source: Chicago Metropolitan Agency for Planning

### CMAP expenditures, FY12



Source: Chicago Metropolitan Agency for Planning

# ALSIP

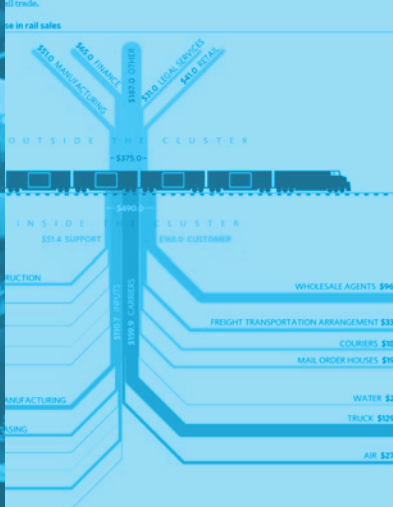
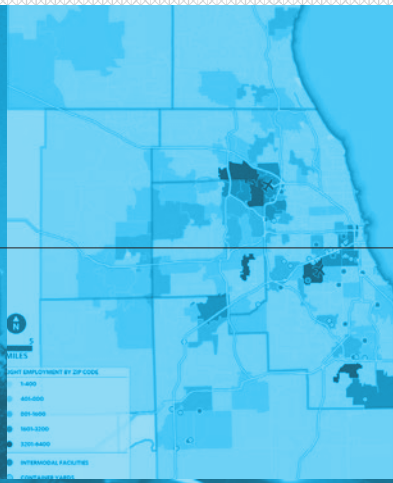
LET YOUR VOICE BE HEARD!  
**Visioning Workshop for Alsip's Comprehensive Plan**  
Wednesday, August 1, 2012

Alsip Village Hall  
4500 W. 123rd Street  
Alsip, Illinois 60803

SIGN-IN  
6:30 p.m.  
EVENT  
7:00 - 9:00 p.m.

Share your ideas!  
We want to hear them!  
What areas should be prioritized in Alsip?  
What should Alsip look like in 2030?

The Village of Alsip is seeking ideas for the future of your community with a focus on transportation, parks and open spaces, economic development, and environmental protection. We are looking for ideas that will help us create a vision for the future of Alsip and take on shaping the plan by attending the visioning workshop and taking part in an online survey. This is a great opportunity to help shape the future of Alsip.



### ADA Transition Plans for Your Community

Accessibility for People with Disabilities

A Step toward Continuing Compliance with the Americans with Disabilities Act and the Rehabilitation Act



### MetroPulse

The Regional Indicators Project for Metropolitan Chicago

Explore by Topic: **ECONOMY**

#### Unemployment Rate (Annual)

All counties in the 7-county Chicago region

County	2009	2010
Cook	10.5	10.5
DuPage	8.5	8.5
Kane	10.5	10.5
Kandall	10.5	10.5
Lake	10.5	10.5
McHenry	10.5	10.5
Will	10.5	10.5



# Chapter 6

## Conclusion: Moving Forward to Implement GO TO 2040

Again in FY13, CMAP has undertaken an ambitious [work plan](#) that on many fronts continues or expands the effort to implement our region's comprehensive plan. This includes the second year of projects through the Local Technical Assistance program (to be announced in October 2012), extensive policy analysis and development (including a new drill-down report on manufacturing, research into housing and development trends, assessments of economic development incentives, and further study of issues identified by the Regional Tax Policy Task Force), and continued efforts to improve and expand our MetroPulse and related data portals (e.g., the new MetroPulse Jobs site). Among important issues to be addressed at the local, regional, state, and federal levels is the effort to implement the MAP-21 federal transportation reauthorization, many provisions of which pose new challenges and opportunities for CMAP and our region. Metropolitan Chicago must be at the vanguard of pushing for further reforms that include performance-based evaluation criteria for transportation funding decisions. In FY13, CMAP will begin a campaign advocating for the implementation of congestion pricing projects, as recommended by GO TO 2040. The second annual Moving Forward: GO TO 2040 Implementation Report, to be issued in mid-fiscal year, will be an opportunity to take stock of numerous such initiatives by CMAP and its partners, working together to put the regional vision in action.

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# List of Acronyms

<b>API</b>	Application program interface	<b>IEPA</b>	Illinois Environmental Protection Agency
<b>CMAP</b>	Chicago Metropolitan Agency for Planning	<b>IISG</b>	Illinois-Indiana Sea Grant
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement Program	<b>LTA</b>	Local Technical Assistance
<b>CMP</b>	Congestion Management Process	<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act
<b>CREATE</b>	Chicago Regional Environmental and Transportation Efficiency Program	<b>MPC</b>	Metropolitan Planning Council
<b>CRPF</b>	Comprehensive Regional Planning Fund	<b>MPO</b>	Metropolitan Planning Organization
<b>DRI</b>	Developments of Regional Importance	<b>RTA</b>	Regional Transportation Authority
<b>EI2</b>	Energy Impact Illinois	<b>TIGER</b>	Transportation Investment Generating Economic Recovery Program
<b>FFY</b>	Federal Fiscal Year	<b>TIP</b>	Transportation Improvement Program
<b>FHWA</b>	Federal Highway Administration	<b>TRB</b>	Transportation Research Board
<b>FLIP</b>	Future Leaders in Planning	<b>U.S. DOT</b>	U.S. Department of Transportation
<b>FPA</b>	Facilities Planning Area	<b>U.S. EPA</b>	U.S. Environmental Protection Agency
<b>FTA</b>	Federal Transit Administration	<b>UWP</b>	Unified Work Program
<b>GIV</b>	Green Infrastructure Vision	<b>VLMP</b>	Volunteer Lake Monitoring Program
<b>IDOT</b>	Illinois Department of Transportation	<b>VOC</b>	Volatile organic compound

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Chicago Metropolitan Agency for Planning

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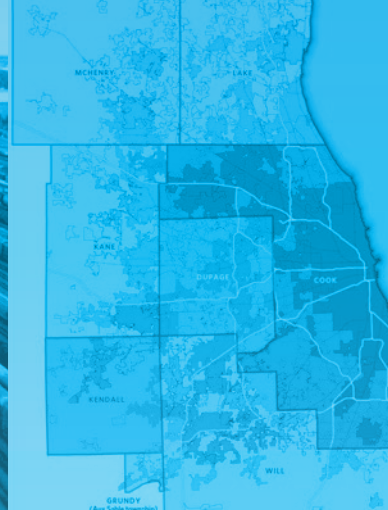
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info@cmaphillinois.gov  
www.cmaphillinois.gov

CMAP

## Regional Tax Policy Task Force

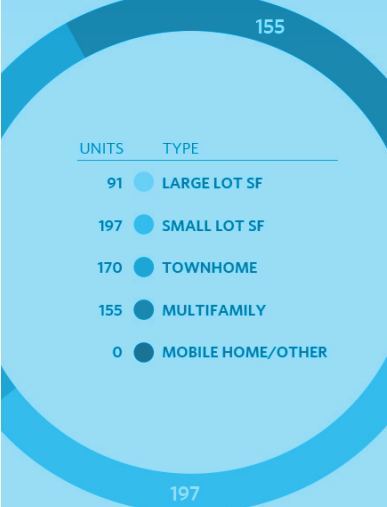
Report to the CMAP Board

January 13, 2012



CMAP

### UWP for Transportation Unified Work Program



### Existing Conditions



#### Demographic and Economic Trends

Berwyn is bordered by Wesley Clark Center, between Chicago's 10th and 11th Divisions, and is located in the western half of the city. Berwyn has a population of 24,400 according to the 2010 census and is one of the fastest growing municipalities in Cook County. The Chicago Metropolitan Agency for Planning (CMAP) provides data on the demographic and economic trends in Berwyn.

Population, 2000	Population, 2010	Change, 2000-10	Change as % of 2000 pop.
16,600	24,400	7,800	47%

## IDEAS EXCHANGE EVENT

### PLANNING FOR LIVABILITY WITH THE CMAP LOCAL TECHNICAL ASSISTANCE PROGRAM



how to videos: for the public for researchers for government officials

### MetroPulse

The Regional Indicators Project for Metropolitan Chicago

explore by topic | browse all data | about metropulse | Help make MetroPulse better

<b>Land used</b> land considered underutilized (infill) More than 100,000 acres Learn more	<b>Education</b> educational attainment 40.8% of adults ages 25 and over have at least an associate degree Learn more	<b>Environment</b> greenhouse gas emissions 139.8 million metric tons Learn more	<b>Health</b> infant mortality 7.77 per 1,000 live births Learn more	<b>Jobs</b> unemployment rate 10.4% of workforce (ACS, July 2010) Learn more	<b>Quality of Life</b> violent crimes 56.4 per 100,000 population Learn more
<b>Community</b> poverty rate 12.0% of the population (ACS, 2010) Learn more	<b>Transportation</b> transit trips on public transit 40.8% of adults ages 25 and over use at least one mode of public transit Learn more	<b>Environment</b> hazardous waste 139.8 million metric tons Learn more	<b>Health</b> infant mortality 7.77 per 1,000 live births Learn more	<b>Jobs</b> unemployment rate 10.4% of workforce (ACS, July 2010) Learn more	<b>Quality of Life</b> violent crimes 56.4 per 100,000 population Learn more
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