



Chicago Metropolitan Agency for Planning

Annotated Agenda

Wednesday, June 12, 2013--9:30 a.m.

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

- 1.0 Call to Order and Introductions** 9:30 a.m.
Mayor Gerald R. Bennett, Board Chair
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes-May 8, 2013**
ACTION REQUESTED: Approval
- 4.0 Executive Director's Report**
- 4.1 LTA Program update
 - 4.2 Performance-Based Funding Microsite and Booklet: Follow-Up
 - 4.3 CMAP Website Update
 - 4.4 Other Announcements
- 5.0 Procurements and Contract Approvals**
- 5.1 Contract Approval for Local Technical Assistance (LTA) and Community Planning Program Projects
 - 5.2 Annual Commercial Data Renewal
- ACTION REQUESTED: Approval
- 6.0 Committee Reports**
- The chair of the Regional Coordinating Committee will provide an update on the meeting held prior to the board meeting. Written summaries of the working committees will also be provided.
- ACTION REQUESTED: Informational
- 7.0 Resolution Authorizing Local Match for U.S. Department of Commerce, Economic Development Administration (EDA) Grant**
- CMAP submitted a grant proposal to the EDA to fund the Economic Development Local Technical Assistance (ED-LTA) program. CMAP has been notified by EDA that its ED-LTA program proposal has received preliminary selection for a grant pending EDA receiving an allocation of funding in its Economic Adjustment program. Before further

consideration of the proposal, EDA requires that there be a Board resolution authorizing local match committed to the project.

ACTION REQUESTED: Approval

8.0 Appointing a Nominating Committee

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

ACTION REQUESTED: Informational

9.0 Developments of Regional Importance (DRI) Renewal

In June 2009, the CMAP Board formally adopted its process for reviewing and evaluating large-scale proposals called “**Developments of Regional Importance**” (DRI). The DRI process was the result of over one year of public discussions and presentations aimed toward providing CMAP with an appropriate and relevant protocol for contributing to the successful planning of projects that would likely introduce significant changes to their communities and to the region. CMAP staff recommends continuing the existing process for evaluating Developments of Regional Importance (DRI) until such time that the Board directs its re-examination. No modifications to the existing process are recommended. The Regional Coordinating Committee will be considering this prior to the Board meeting.

ACTION REQUESTED: Approval

10.0 City-Suburban Surface Transportation Program (STP) Split

The current Memorandum of Agreement between the City of Chicago and the suburban Council of Mayors which describes the allocation of federal Surface Transportation Program funds for northeastern Illinois specifies that participating parties will determine whether a new agreement is warranted upon passage of new federal transportation authorization legislation. Given the fact that funding levels have remained constant and the length of the federal legislation is only two years, the MAP-21 Committee has recommended that a new agreement is not necessary.

ACTION REQUESTED: Approval

11.0 Proposed Approach for the New Federal Transportation Alternatives Program (TAP)

MAP-21 created a new federal funding program – Transportation Alternatives – which combined selected eligible project types from the previous Transportation Enhancements, Safe Routes to Schools and Recreational Trails programs. Program funds are sub-allocated to metropolitan planning organizations in areas greater than 200,000. Northeastern Illinois will receive about \$8.5 million per year for this program. Staff will present an approach to programming these funds for the Board’s consideration.

ACTION REQUESTED: Approval

12.0 FY 2014 Unified Work Program

The Regional Coordinating Committee will be considering this item at their earlier meeting, and the Transportation Committee has recommended approval of the proposed

FY 2014 Unified Work Program by the CMAP Board. The Executive Summary details the allocation of funding and awarded projects.

ACTION REQUESTED: Approval

13.0 Draft FY 2014 Budget and Work Plan

The Proposed FY 2014 Budget and Work Plan was presented at last month's meeting for discussion purposes. The document remains the same as presented last month. Staff is seeking approval of the FY 2014 budget and work plan.

ACTION REQUESTED: Approval

14.0 Regional Freight Leadership Task Force Proposed Membership

At the CMAP Board's March 13, 2013 meeting, staff discussed the initial scope for a Regional Freight Leadership Task Force, and that a membership would be identified and presented to the Board for approval at the June meeting. The proposed membership is attached.

ACTION REQUESTED: Approval

15.0 State Legislative Update

The General Assembly adjourned on May 31. Staff will update the Board on relevant legislative activities that we monitored based on our [State Legislative Framework](#) and [Agenda](#).

ACTION REQUESTED: Informational

16.0 IDOT Illiana Presentation

IDOT has requested that the Illiana Corridor be amended as a fiscally constrained major capital project in GO TO 2040. Previous to this request, CMAP published guidelines that established the required process and timeline for evaluating the proposal prior to CMAP staff presenting a recommendation to the CMAP Board and MPO Policy Committee in October. Consistent with these guidelines, IDOT has prepared a detailed assessment of the Illiana Corridor proposal tailored to addressing GO TO 2040 themes and priorities that they will present at the meeting. CMAP guidelines and IDOT's Illiana assessment are attached.

ACTION REQUESTED: Informational

17.0 GO TO 2040 Update Process

MAP-21 continues the federal requirement that the metropolitan transportation plan must be prepared and updated every four years in nonattainment areas. CMAP's comprehensive regional plan, GO TO 2040, serves as the region's metropolitan transportation plan. No new policy changes to the plan are anticipated. The update will include new elements required by MAP-21 and other necessary updates. The final update is due October 2014. CMAP staff will provide a brief overview of the anticipated process.

ACTION REQUESTED: Informational

18.0 Other Business

19.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair’s discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

20.0 Next Meeting

The Board is on call for July and August. It is anticipated that the Board will not need to meet again before the September 11, 2013 meeting.

21.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

___ Gerald Bennett, Chair
___ Frank Beal
___ Susan Campbell
___ Roger Claar
___ Michael Gorman
___ Elliott Hartstein
___ Al Larson

___ Andrew Madigan
___ Marilyn Michelini
___ Heather Weed Niehoff
___ Raul Raymundo
___ Rick Reinbold
___ Rae Rupp Srch
___ Dan Shea

___ Peter Silvestri
___ André Ashmore
___ Leanne Redden
___ Sean O’Shea



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAA) DRAFT Board Meeting Minutes May 8, 2013

Offices of the Chicago Metropolitan Agency for Planning (CMAA)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Board Members Present:

Gerald Bennett, CMAA Board Chair-representing southwest Cook County, Frank Beal-representing the City of Chicago, Susan Campbell-representing the City of Chicago, Roger Claar-representing Will County, Michael Gorman-representing Cook County, Elliott Hartstein-representing Lake County, Al Larson-representing suburban Cook County), Andrew Madigan-representing the City of Chicago, Marilyn Michelini-representing Kane and Kendall Counties, Rick Reinbold-representing South Suburban Cook County, Rae Rupp Srch-representing DuPage County, Dan Shea-representing McHenry County, and non-voting members Leanne Redden-representing the MPO Policy Committee (via tele-conference), and André Ashmore-representing the Governor's office (via tele-conference).

Staff Present:

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Patricia Berry, Gordon Smith, Randy Deshazo, and Sherry Kane

Others Present:

Mike Albin-DMMC, Kristen Anderson-Metra, Jennifer Becker-Kane/Kendall Council of Mayors, Chalen Daigle-McHenry County Council of Mayors, Hugh O'Hara-Will County Governmental League, Mark Pitstick-RTA, Andy Plummer-RTA, Vicky Smith-SW Conference, Tom Van Der Woude-SSMMA, and Tammy Wierciak-WCMC.

1.0 Call to Order and Introductions

CMAA Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:32 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements

3.0 Approval of Minutes

A motion to approve the minutes of the March 13, 2013 meeting of the CMAP Board as presented (Sean O'Shea had been present at that meeting) was made by Rae Rupp Srch and seconded by Mayor Marilyn Michelini. All in favor, the motion carried.

4.0 Executive Director's Report

Executive Director Randy Blankenhorn reported on the following topics. The Local Technical Assistance (LTA) program update was included in the Board's materials. Applications for the next call for projects are due June 26. Blankenhorn also reported briefly on the Future Leaders in Planning (FLIP) program final presentation from the previous Saturday, thanked the staff for their efforts throughout the school year and announced that applications for the next program year are now being accepted.

5.0 Procurements and Contract Approvals

The following procurements were presented for approval: a database subscription renewal to Dun & Bradstreet totaling \$139,842 for the purchase of commercial data sets; a two-year contract award (with an option of three one-year renewals) with Pangaea Information Technologies, Ltd. totaling \$71,000 for the technical support and development services of the regional transportation data archive system; a two-year contract (with an option of three one-year renewals) with Workstate totaling \$250,000 to provide website development, usability design, maintenance and support; and, finally authorization to proceed under the Tenant/Contractor & Vendor Guidelines for Willis Tower for the construction of office space, the projected cost of which is not to exceed \$140,000. A motion to approve the contract awards and purchases, as presented was made by Mayor Marilyn Michelini, seconded by Mayor Al Larson, and with all in favor carried.

6.0 Committee Reports

Susan Campbell, chair of the Local Coordinating Committee reported the following from the meeting that occurred earlier in the morning. Jacky Grimshaw from the Center for Neighborhood Technology (CNT) gave a presentation on the concept of Priority Development Areas (PDAs), which are geographic designations used to align public investments across agencies. CNT described successful programs in San Francisco, Atlanta, and other regions. GO TO 2040 recommended a similar program be investigated for use in the Chicago region. Campbell went on to say that the Sustainable Communities Regional Planning grant, which funds the LTA program, requires completion of a regional Fair Housing and Equity Assessment. CMAP has been working on this project with the Chicago Area Fair Housing Alliance and a draft report is currently under way and will be discussed with CMAP's working committees starting this month. The call for LTA projects began on May 3, Campbell continued, with applications being due on June 26. As in past years, the program is highly coordinated with the RTA, and the application process has been further simplified to make it easy for local governments and community-based organizations to request assistance.

7.0 State Legislative Update

CMAP staff Gordon Smith, from the State Legislative Update that had been included in the board packet, reported on SB 494 that establishes the process for DuPage County to propose the dissolution of a local government by ordinance, for which CMAP renders its

support under the efficient governance section of GO TO 2040. Sparking some discussion, Smith reported that while it could affect sanitary districts, the bill would not affect the dissolution of municipalities. The bill only applies to local governments that are entirely within DuPage County and the DuPage County Board Chair appoints a majority of its governing board. A motion to approve the State Legislative Update as presented was made by Rae Rupp Srch and seconded by Elliott Hartstein. All in favor, the motion carried. Chairman Mayor Bennett added that the Metropolitan Mayors Caucus had made up a task force to discuss the CMAP/RTA merger.

8.0 Capital Program Principles

CMAP staff Matt Maloney reported that transportation and business leaders are renewing discussions around a potential new capital program. Maloney covered three specific reforms that CMAP believes should accompany any State capital program and elaborated on each. Those are: new user-fee generated revenues; ending the 55/45 split and move toward performance-based project selection; and, provide additional capital funding for transit. Following the discussion related to MFT and sales tax, gas tax fluctuations, 55/45 split, local cuts of MFT, border counties and flight to other states, Chairman Bennett solicited support from Deputy Secretary of Transportation André Ashmore to relay the message to the governor and appealed for permanent CMAP funding as well. A motion by Rae Rupp Srch was seconded by Susan Campbell to recommend approval of the principles for a new state capital program, as had been presented. All in favor, the motion carried.

9.0 Performance-Based Funding Microsite

CMAP staff Alex Beata introduced the launch of the performance-based funding microsite, an educational piece created in response to a request from the Board earlier this year, and provided a review of the site and its content. Beata clicked through the various pages that illustrated how Illinois pays for projects, how Illinois spends its highway dollars, how Illinois selects its projects, why good investment decisions matter, and concluded with performance-based funding and why it is a better way to choose projects. Chairman Mayor Bennett suggested that the material was clear and concise, complimented the staff on the effort to make it easy to understand and informative. Bennett also asked that a letter on behalf of the Board be forwarded along with the [printed] material to representatives and senators in our region.

10.0 Strategic Plan Update

Executive Director Randy Blankenhorn presented CMAP's Strategic Planning Update that links the implementation action areas of GO TO 2040 with the FY 2014 Budget and Work Plan. Tackling 186 action areas in the plan, the update shows anticipated and actual progress for the current year and anticipated progress in the coming year. The document identifies agency priorities, staffing and goals. Funding continues to be problematic, Blankenhorn continued, and reported briefly on each of the recommendation areas of GO TO 2040.

- Achieve Greater Livability through Land Use and Housing – with the HUD grant expiring in January 2014, a high priority exists to pursue and secure additional funding beyond transportation resources to continue and enhance the LTA program.

- Manage and Conserve Water and Energy Resources – the grant from US DOE for EI2 concludes in October 2013 which will result in a limited role for CMAP in energy policy and planning. Efforts will be focused on obtaining sustainable funding for water related activities.
- Expand and Improve Parks and Open Space – some work will be conducted through the LTA program and advancing the Green Infrastructure Vision will continue.
- Promote Sustainable Local Food – CMAP will continue its efforts to identify a lead organization to support and implement GO TO 2040 recommendations.
- Improve Education and Workforce Development & Support Economic Innovation – engage private sector, non-profit and philanthropic partners, specifically through a possible EDA grant for which CMAP has applied.
- Support Economic Innovation – pursue outside funding for continuing work in identifying ways to be better coordinate programs and policies at the state and regional level.
- Reform State and Local Tax Policy – remain engaged in prioritized plans identified in the work plan.
- Improve Access to Information – create a new strategy for data sharing among public and partners that will involve communications and IT with research to better understand users.
- Pursue Coordinated Investments & Invest Strategically in Transportation – considered the backbone of the agency’s policy objectives reflected in the state and federal policy agenda.
- Invest strategically in Transportation – considered a core program, this recommendation is about finding cost and investment efficiencies in the region’s current transportation planning process while pursuing additional revenue.
- Major Capital Projects – continue to shape CMAP’s role in implementing major capital projects.
- Increase Commitment to Public Transit – determine the most effective method to ensure that the work plans of implementers and the RTA align with GO TO 2040.
- Create a More Efficient Freight Network – establish the Regional Freight Leadership Task Force while taking a leadership role in coordinating and pursuing freight policy on the state and national level.

11.0 Draft FY 2014 Budget and Work Plan

Executive Director Randy Blankenhorn highlighted the following from the FY 2014 Draft Budget Document: a brief explanation of US EPA funding that passes through IEPA for water quality management, watershed planning and other related projects; state funding from IDOT at \$3.5 million; now at 102 staff and no increase beyond the budgeted 104; and, local planning grants coupled with RTA grants as one funding source total \$1.4 million. Blankenhorn also reported that the four year requirement to update GO TO 2040, spearheaded by Andrew Williams-Clark will be brought to the board late in FY 2014. Meant to allow sufficient time for review, staff will be seeking approval of the budget next month. Feedback on the material was given by the Board related to tax policy, access to information, public education efforts, and how to encourage public private partnership related to energy efficiency. Chairman Bennett wrapped up stating that the APA award is the ultimate compliment to CMAP’s work; that we should all be very proud.

12.0 Other Business

There was no other business before the CMAP board.

13.0 Public Comment

There were no comments from the public.

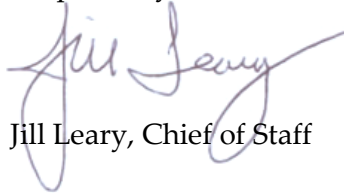
14.0 Next Meeting

The Board will meet next on June 12, 2013.

15.0 Adjournment

At 10:45 a.m., a motion to adjourn made by Dan Shea, seconded by President Michael Gorman and with all in favor carried.

Respectfully submitted,

A handwritten signature in blue ink that reads "Jill Leary". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jill Leary, Chief of Staff

05-22-2013

/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.1

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MEMORANDUM

To: CMAP Board and Committees
From: CMAP Staff
Date: June 5, 2013
Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 104 local projects have been initiated. Of these, 36 projects have been completed, 53 are fully underway, and 15 will get actively underway in the near future. Projects that appear in this document for the first time are noted and highlighted in italics.

Further detail on LTA project status can be found on the attached project status table.

ACTION REQUESTED: Discussion.

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Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Antioch greenway plan (see website)	Jason Navota	Apr. 2012 – Aug. 2013	Staff assistance	Underway. Draft plan is under development, anticipated to be distributed to steering committee in June. Steering committee is currently reviewing detailed recommendations and implementation details. Public open house tentatively planned for July.
Bensenville comprehensive plan	Sam Shenbaga	Mar. 2013 - Feb. 2014	Staff assistance	Underway. Existing conditions analysis underway. Stakeholder interviews conducted at Village Hall on May 28. Electronic kiosk to be set up at Village Hall on June 5 to receive public input on community issues. Latino workshop to be held on June 20 and public meeting on June 27 at Village Hall.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013 - Apr. 2014	Staff and consultant assistance	Underway. Team is reviewing existing conditions. Public kick-off meetings took place on May 8 and 11, and MetroQuest site is online to gather further input.
Big Rock comprehensive plan (see website)	Trevor Dick	Feb. 2013 - Jan. 2014	Staff assistance	Underway. Staff is currently assisting Kane County/Village Staff with the Existing Conditions Report. The third public meeting – a visual preference survey – was held on May 13 with approximately 20 people in attendance. The next meeting will be held on June 10 with the Steering Committee to review what has been completed thus far.
Bronzeville Alliance Retail corridor study, phase 2 (see website)	Sef Okoth	Phase 2: Nov. 2011 - June 2013	Staff assistance	Underway. Staff met with City (DHED) on May 13 to discuss the draft plan. The Steering Committee and project partners reviewed and provided feedback on the draft plan. The Committee is currently reviewing the Plan and will meet on June 6 to consider adopting it. The plan will be formally presented to the public on June 22.
Bronzeville national heritage area feasibility study (see website)	Sef Okoth	July 2012 - July 2013	Staff assistance	Underway. The Illinois Department of Natural Resources (IDNR) worked on assessing the potential impacts of the heritage area on natural resources and affected environment. CMAP staff continued drafting the feasibility study report, to be sent to the Steering Committee and project partners in June for review.
Calumet City comprehensive plan	Jack Pfingston	June 2013- May 2014	Consultant assistance	Underway. Interviews conducted May 30; Teska selected as project consultant. Project expected to kick off in June.
Centers for New Horizons local food survey	Sef Okoth	Nov. 2012 - July 2013	Staff assistance	Underway. Staff completed administering the survey, began analyzing the results and prepared materials for focus group discussions, scheduled for June 5 and June 13.
Chicago “Green Healthy Neighborhoods” in	TBD	Oct. 2013- Mar. 2015	Staff assistance	<i>Newly added to monthly report. Project scoping and selection of contractors to assist with outreach are ongoing.</i>

Project	CMAP lead	Timeline	Assistance type	Status and notes
Pilsen and Little Village				
Chicago Heights comprehensive plan	Kendra Smith	Apr. 2013-Mar. 2014	Staff assistance	Underway. Project memorandum of understanding and resolution were approved by City Council on April 15. CMAP assisted Chicago Heights, Cook County, and the Cook County Housing Authority on a Choice Neighborhoods Planning Grant application, submitted May 28. Key person interviews are currently being scheduled and existing conditions analysis is underway.
Chicago Housing Authority LeClaire Courts redevelopment	Sef Okoth	Aug. 2012-July 2013	Consultant assistance	Underway. Staff formally reviewed and provided feedback on the assessment of transportation improvements and 'Development-Oriented Transportation Guidelines'. CHA and the City (DHED) also reviewed the draft documents. CMAP staff also assisted CHA with a Choice Neighborhoods Planning Grant application, submitted to HUD on May 28.
Chinatown neighborhood plan (see website)	Stephen Ostrander	Apr. 2013-Mar. 2014	Staff assistance	Underway. Staff worked with community partners to design public engagement process, to take place at regular meetings of community organizations and groups in June and July. Initial community engagement activity, entitled "Postcards from the Future," continued, gathering well over 200 responses. Staff continued preliminary research for Existing Conditions and Opportunities Report.
Cook County consolidated plan	Jonathan Burch	Apr. 2013 - Mar. 2014	Staff assistance	Underway. Continuing discussions with the County are underway to finalize the structure of the steering committee and the outreach process for the project.
Cook County Forest Preserve District trail counts and policy report	Trevor Dick	Apr.-Nov. 2013	Staff assistance	Underway. An online questionnaire has been created that will be included in the District's June Newsletter – which is similar to a hardcopy questionnaire that will be used in the field. FPDCC and CMAP interns/volunteers will be at select preserve trail entrances on June 20-23 to conduct trail counts and ask for users to complete questionnaires.
Des Plaines neighborhood plan	Berenice Vallecillos	May 2013-Apr. 2014	Consultant assistance	Underway. Interviews were conducted on May 6; Teska was selected as the project consultant. A kickoff meeting with Des Plaines staff, Teska and CMAP took place on May 29. Des Plaines staff is currently assisting Teska with data inventory. The kickoff steering committee meeting is expected at the end of June.
Downers Grove bicycle and pedestrian plan	Jack Pflingston	Mar. 2012-June 2013	Grant funds	Underway. Adoption by Village Board delayed while newly-elected members are given opportunity to review final draft. Adoption is expected at June 17 Board meeting.
<i>DuPage County Homes for</i>	<i>Kendra</i>	<i>Sept. 2013-</i>	<i>Staff</i>	<i>Newly added to monthly report. Project will involve four communities in northeast</i>

Project	CMAP lead	Timeline	Assistance type	Status and notes
<i>a Changing Region project</i>	<i>Smith</i>	<i>Apr. 2014</i>	<i>assistance</i>	<i>DuPage: Addison, Bensenville, Villa Park, and Wood Dale. Administrative work to initiate project is underway.</i>
DuPage County unincorporated areas plan (see website)	Jack Pfingston	Oct. 2012-Sept. 2013	Consultant assistance	Underway. Draft Framework Plans for both corridors reviewed by CMAP and Pace. Focus Group meetings consisting of homeowners associations and key property owners will take place during the first week of June. Steering Committee will meet June 7 to consider draft Framework Plans.
DuPage Water Commission water conservation project	Erin Aleman	Feb.-Nov. 2013	Staff and consultant assistance	Underway. MPC, CMAP, and the DuPage Water Commission have developed a four-part series of workshops exploring tools for water conservation. The series was kicked off on May 29. Three additional workshops will be held in June, July, and August.
Elgin Dundee Avenue corridor study	Samantha Robinson	TBD	Staff assistance and small grant	Project scoping is underway. Due to staff changes at ULI and CMAP, as well as questions about ideal project timing, this project has been pushed back from its expected start in early 2013 to later in the year.
Elgin sidewalk gap and transit stop study	Lindsay Bayley	June 2012-Sept. 2013	Grant funds	Underway. City requested a 4-month no cost extension for further legal team review of recommendations.
Evanston bicycle plan	Jack Pfingston	June 2013-Mar. 2014	Grant funds	RFP released May 9, with proposals due June 4.
Ferson-Otter watershed plan implementation	Nora Beck	Feb.-Dec. 2013	Staff assistance	Underway. Staff review of relevant development codes underway; goal is to share with steering committee by July.
Franklin Park industrial areas plan	Nicole Woods	Apr. 2013-Mar. 2014	Staff assistance	Underway. Kick-off steering committee meeting was held in May. In June, CMAP staff will be collaborating with partners to collect and analyze data, survey the area, and conduct stakeholder interviews for the existing conditions report. A public meeting with industrial businesses is scheduled for July 9.
Glen Ellyn downtown streetscape and parking study (see website)	Lindsay Bayley	July 2012-June 2013	Grant funds	Underway. Village Board reviewed the Plan on May 20, and suggested minor changes. The plan is being revised, and an ordinance to adopt the plan will be voted on at the next meeting.
Hinsdale parking study (see website)	Lindsay Bayley	Nov. 2012-Oct. 2013	Staff assistance	Underway. Draft existing conditions report sent to Village and steering committee members. Second steering committee meeting scheduled for June 27, with CMAP booth presence at Hinsdale's "Uniquely Thursdays" event later that evening.
Hoffman Estates workforce development	Annie Byrne	Feb.-Dec. 2013	Staff assistance	Underway. Existing conditions report drafted and Steering Committee members are responding to specific questions regarding its findings.

Project	CMAP lead	Timeline	Assistance type	Status and notes
project				Communications and outreach strategy will be presented at the next steering committee meeting, June 11. A model of sustainability and proposal for funding is under development.
IDNR water loss evaluation project	Tim Loftus	Feb.-Dec. 2013	Staff assistance	Underway. Analysis of water loss data and survey responses is ongoing.
Kane County local food project	Jessica Simoncelli	Nov. 2012-Aug. 2013	Staff assistance	Underway. Project partners have drafted criteria for selecting public lands on which to conduct agricultural production in Kane County. Developing next round of criteria, which may include GIS analysis. Stakeholder experts to comment on criteria in June.
Kane County transit plan implementation	Trevor Dick	July 2012-Sept. 2013	Staff assistance	Underway. County staff has reviewed the Existing Conditions Report and has provided feedback. A meeting was held on May 30 with representatives from Pace, the County's Transportation Department, and the Land Use Department. The Existing Conditions Report will be updated based upon their comments and a Steering Committee Meeting will be scheduled for June.
Kane County / Carpentersville Homes for a Changing Region project (see website)	Jonathan Burch	Feb.-Dec. 2013	Staff assistance	Underway. Municipal board or plan commission meetings completed in May. Four public workshops will take place in June.
Kane County / Geneva Homes for a Changing Region project	Drew Williams-Clark	May-Dec. 2013	Staff assistance	Kane County is taking the lead on this LTA project with CMAP support. A project introduction and scoping meeting took place in early May. Staff also trained the County on capacity analysis in May and will train them on the public workshop format in June.
Kedzie Avenue (Garfield Park) corridor plan	TBD	June 2013-May 2014	Consultant assistance	The RFP was released on March 26, as part of the prequalification of consulting firms for next year. Consultant selection is expected in June.
Lake County Route 53/120 land use plan	Jason Navota	Sept. 2013-Dec. 2014	Staff and consultant assistance	General project scoping is complete; will be shared with project partners in June. Funding has been secured from Tollway and Lake County through UWP process. Project initiation activities will begin in June.
Lake County sustainability plan (see website)	Kristin Ihnchak	Mar. 2012 – July 2013	Staff assistance	Underway. The project team is editing the plan based on comments from County staff. Presentation to the Regional Planning Commission is tentatively scheduled for late June.
Lansing comprehensive plan (see website)	Sam Shenbaga	Oct. 2012-Sept. 2013	Consultant assistance	Underway. Consultant conducting existing conditions analysis. Stakeholder interviews completed. Business workshop conducted on May 30. Existing conditions report to be presented to staff and CMAP on June 14.
Liberty Prairie	Jessica	Aug. 2011 –	Staff	Underway. The Lake County Sustainable Local Food Policy Report is

Project	CMAP lead	Timeline	Assistance type	Status and notes
Conservancy local food system plan (see website)	Simoncelli	June 2013	assistance	complete and being formatted. The Liberty Prairie Reserve Master Plan is complete and will go before the Lake County Forest Preserve District Board for approval on June 11.
Lincolnwood Devon Avenue corridor study	Liz Panella	May-Nov. 2013	Staff assistance and small contract	This project will involve a Technical Assistance Panel (TAP) convened by ULI in September. CMAP and ULI staff have begun preparing the Briefing Book to be used by TAP participants.
Lynwood comprehensive plan (see website)	Samantha Robinson	Oct. 2012-Sept. 2013	Consultant assistance	Underway. Key person interviews have been completed. The draft existing conditions report is projected to be complete in June. The Steering Committee is expected to review the report in late June.
Lyons comprehensive plan	TBD	July 2013-June 2014	Staff assistance	Project has been delayed until early summer while project management staffing is determined.
Markham comprehensive plan	Erin Aleman	TBD	Staff assistance	In May CMAP assisted in the review and selection of a consultant. Staff is working with DCEO's Disaster Recovery office to finalize the selection. It is expected that Markham will finalize the contract with the selected consultant in June.
Morton Grove industrial areas plan (see website)	Nicole Woods	Feb. 2012-Sept. 2013	Staff assistance	Underway. CMAP staff met Village's new administration and other partners to introduce the plan's objective, scope, and direction in mid-May. CMAP is currently finishing a draft of the industrial areas plan which is anticipated to be completed in June. A public workshop and open house to present the plan and gain feedback from the industrial businesses is scheduled for June 27.
New Lenox corridor plan	Jack Pfingston	Aug. 2012-June 2013	Grant funds	Underway. Draft Implementation Plan presented to Plan Commission on May 7. Draft was well-received by Plan Commission with few revisions needed; expected to be adopted by Village Board at one of its two meetings in June.
Niles multimodal transportation plan	Jack Pfingston	Mar. 2013-Feb. 2014	Consultant assistance	Underway. Facebook page and on-line survey up and running; several key stakeholder interviews completed; work continues on draft existing conditions, which is expected in late June; public pop-up meetings will be held June 8 and 15.
Norridge zoning revisions	Jake Seid	Feb.-July 2013	Staff assistance	Nearly Complete. CMAP team presented Ordinance-wide recommendations at Zoning Board of Appeals meeting on May 20 based on summary memorandum. Expecting feedback from ZBA in mid-June and will respond by early July.
Northwest Municipal	Lindsay	May 2013-	Consultant	Underway. Kick-off Steering Committee meeting scheduled for late June.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Conference Des Plaines River trail access plan	Bayley	Apr. 2014	assistance	
Northwest Water Planning Alliance drought preparedness / strategic planning	Tim Loftus	Feb.-Dec. 2013	Staff assistance	Underway. Strategic planning and other water resources planning work continues.
Oak Lawn 95 th Street corridor study	Jake Seid	Jan. 2013- Jan. 2014	Consultant assistance	Underway. Teska prepared analysis of public Visual Preference Survey and submitted findings; Identified corridor development opportunity sites; Prepared for and hosted Steering Committee Meeting 2 of 4 (May 14); Prepared for and hosted Public Visioning Meeting (May 30); Prepared and submitted meeting summaries from Steering Committee and Public Visioning; Scheduled meeting with CMAP senior staff (June 19).
Olympia Fields zoning ordinance update	Drew Williams-Clark	Apr. 2013- Mar. 2014	Consultant assistance	Underway. Camiros was selected as project consultant to update Olympia Fields' Town Center Concept and Design Guidelines. In May, consultants met with Village staff and held a special working session with the Village Plan Commission to kick off the project.
Openlands local food policy	Jason Navota	Feb.-Dec. 2013	Staff assistance	Underway. Discussion draft of a scope of work for the Regional Food System Study is complete and being used as framework for discussing project with funders, academics/researchers, and local "industry representatives" working in the food system space.
Oswego economic development plan	Trevor Dick	Mar. 2013- Jan. 2014	Staff assistance	Underway. The first Steering Committee meeting was held on May 30. An online shopper survey has been posted on the Village's website which will be up until the first week of June (it's been active since April). CMAP staff is working on the Existing Conditions Report.
<i>Park Forest zoning revisions</i>	<i>Kristin Ihmchak</i>	<i>June 2013- Sept. 2014</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Staff presented the proposed scope of work, resolution, and MOU for the project to the Village Board on May 28. The Board is scheduled to vote on the resolution on June 17.</i>
Plainfield downtown transportation plan (see website)	Jack Pfingston	Aug. 2012- June 2013	Grant funds	Underway. Draft Plan was presented to Village Board on May 13, with adoption expected in early or mid-June.
Prospect Heights comprehensive plan	Jack Pfingston	June 2013- May 2014	Consultant assistance	The RFP was released on March 26, as part of the prequalification of consulting firms for next year. Consultant selection is expected in June.
Regional arts and culture toolkit	Stephen Ostrander	Apr. 2012- June 2013	Staff assistance	Underway. Final draft content in internal review. Consultants finished work on content edits and identification of images to accompany toolkit content. Began discussions concerning outreach strategy with key partners in the

Project	CMAP lead	Timeline	Assistance type	Status and notes
				region.
Regional climate change adaptation toolkit	Jesse Elam	July 2012- June 2013	Staff assistance	Underway. This toolkit aims to help municipalities understand and adapt to the impacts of climate change in the Chicago region, with a focus on public infrastructure and land. The text of the guidebook will be finalized in late spring.
Regional immigrant integration toolkit	Ricardo Lopez	Jan.-Sept. 2013	Staff assistance	Underway. Staff met with the expert committee in early May to engage the committee on the project and garner feedback on the draft outline. Staff is presently working to incorporate feedback into the outline and has begun drafting the toolkit.
Richton Park comprehensive plan (see website)	Kendra Smith	Aug. 2012- Aug. 2013	Consultant assistance	Underway. Draft Existing Conditions report is being reviewed by CMAP and Village staff. A steering committee meeting and community visioning session are scheduled for June 12.
Rosemont comprehensive plan	Sam Shenbaga	June 2013- May 2014	Staff assistance	Scope of services finalized with Village. Resolution and MOU to be approved at June 12 Board meeting. Zoning Board finalized as project steering committee.
Round Lake Heights comprehensive plan (see website)	Jonathan Burch	May 2012- Aug. 2013	Staff assistance	Underway. Village provided comment on the draft plan. Open house scheduled for July 13.
Silver Creek watershed plan implementation	Nora Beck	Feb.-Dec. 2013	Staff assistance	Underway. Staff review of the comprehensive plans and relevant development codes underway; goal to share with steering committee in July.
South Elgin bicycle plan	Jack Pfingston	June 2013- May 2014	Consultant assistance	The RFP was released on March 26, as part of the prequalification of consulting firms for next year. Consultant selection is expected in June.
SSMMA interchange land use planning	Jessica Simoncelli	July 2012- Nov. 2013	Consultant and staff assistance	Underway. Existing Conditions Report draft due for review by steering committee in early June. Consultants will meet with local representatives about the project direction on June 13. The full steering committee will meet again in August to review the consultant's draft plan recommendations, with a public meeting planned for late summer 2013.
UIC multimodal transportation plan	Lindsay Bayley	June 2013- Sept. 2014	Staff assistance	Underway. Kick-off meeting scheduled for early June.
Waukegan subarea plan (see website)	Stephen Ostrander	Oct. 2012- Nov. 2013	Staff assistance	Underway. Draft Existing Conditions Report completed; final internal review underway. Staff began planning for next phase of project, which will kick off with community visioning event on June 20. Additional market analysis of commercial corridor by Valerie S. Kretchmer Associates underway, to be completed in June.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Westchester comprehensive plan (see website)	Samantha Robinson	Nov. 2011-Aug. 2013	Staff assistance	Underway. Staff has revised the draft plan based on comments provided by village staff and partner organizations. Village staff will review the second round of edits the week of June 3. The Steering Committee is expected to review the draft plan by mid-June. The public open house is projected to take place in late June.
Wicker Park-Bucktown parking study (see website)	Lindsay Bayley	Jan.-Sept. 2013	Staff assistance	Underway. Supply data collection for Bucktown area complete, turnover survey on Milwaukee Avenue and Division Street conducted. Occupancy data collection to be conducted in June and public meeting scheduled for June 26.
Will County brownfield prioritization	Jake Seid	June 2013-Apr. 2014	Staff assistance	Project kick-off meeting with Will County staff is scheduled for early June to complete project scoping. Tour of potential brownfield sites is scheduled for early July.

Completed Projects with Active Implementation*

* Some projects do not have active implementation steps, or are being implemented through a follow-up project listed above; these projects are not listed below. A full list of completed projects is available at www.cmap.illinois.gov/ita.

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress
Addison comprehensive plan (see website)	Sam Shenbaga	Jan. 2013	Staff assistance	Scoping of technical assistance for Homes for Changing Region study, to begin in summer of 2013, is underway.
Alsip comprehensive plan (see website)	Sam Shenbaga	Apr. 2013	Staff assistance	Cicero Avenue corridor study underway, as recommended in Comprehensive Plan. CMAP staff on project's steering committee and attended project kick-off meeting on April 23 at Alsip Village Hall. Zoning assistance will be provided by CMAP beginning later in 2013.
Berwyn comprehensive plan (see website)	Sam Shenbaga	Oct. 2012	Staff assistance	Year-long zoning ordinance revision project has been initiated.
Blue Island comprehensive plan (see website)	Sam Shenbaga	June 2012	Staff assistance	Coordination with IDOT on Western Avenue redesign is underway. City engineer and community development director reviewing list of documents required by IDOT as part of Phase 1 analysis.
Campton Hills comprehensive plan (see website)	Jason Navota	Aug. 2012	Staff assistance	Plan Commissioner training complete. Coordination meeting of water utilities and Village administration with CMAP water experts occurred in May 2013. Implementation plan under review by the Village.
Carpentersville "Old Town" Area Action Plan (see website)	Trevor Dick	July 2012	Staff assistance	Village Staff has been working on a number of actions using the Implementation Matrix.

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress
Chicago “Green Healthy Neighborhoods” plan for Englewood, Woodlawn, and Washington Park (see website)	Jason Navota	Mar. 2013	Staff assistance	CMAP-led draft land use policy chapters were conveyed to City of Chicago Department of Housing and Economic Development in February, and final public open house was held on March 27. Southeast Chicago Commission received CCT funding to begin plan implementation.
Elmwood Park comprehensive plan (see website)	Nicole Woods	Apr. 2013	Staff assistance	Plan was unanimously adopted by the Village Board on April 1. Zoning assistance will be provided by CMAP beginning later in 2013.
Fairmont neighborhood plan (see website)	Trevor Dick	Apr. 2012	Staff assistance	County Staff has been working on a number of actions using the Implementation Matrix. A community garden is up and running by the community center (a joint effort by the County, Park District and Openlands).
Hanover Park corridor study (see website)	Stephen Ostrander	Dec. 2012	Staff assistance and small grant	The report for the ULI Chicago Technical Assistance Panel (studying the Irving Park Road corridor) was released in early December.
Homes for a Changing Region in northwest Cook (see website)	Jonathan Burch	Jan. 2013	Staff assistance	Staff developing implementation matrix for Village staff review.
Joliet “Old Prison” redevelopment (see website)	Trevor Dick	May 2012	Staff assistance and small grant	Coordination between CMAP, Openlands, and the City to implement the open space recommendations of the plan is underway.
Lakemoor comprehensive plan (see website)	Nora Beck	Feb. 2013	Staff assistance	Staff developing implementation matrix for Village staff review.
Niles environmental action plan (see website)	Kristin Ihnchak	Feb. 2013	Staff assistance	A public hearing with the Village Board to present the draft took place on February 12, and the plan was adopted on February 26.
Norridge comprehensive plan (see website)	Trevor Dick	Oct. 2012	Staff assistance	A follow-up project to review the Village’s zoning ordinance is actively underway. An Implementation Matrix has been sent to Village Staff and a meeting will occur in May to review the matrix and set priorities moving forward.
<i>Northlake comprehensive plan (see website)</i>	<i>Trevor Dick</i>	<i>May 2013</i>	<i>Staff assistance</i>	<i>Newly completed. Adopted by City in May.</i>

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress
Park Forest sustainability plan (see website)	Kristin Ihnchak	May 2012	Staff assistance	The Chicago Community Trust's grant to Park Forest directly implements the recommendations of this project. A new LTA project to update the zoning ordinance will be initiated in June; a Smart Growth America workshop to kick-off this zoning project took place April 18-19.
Red Line livability project (see website)	Kendra Smith	Nov. 2012	Staff assistance	The Red Line Livability Project community brochure, technical report, webpage and video have been completed and are available at www.cmap.illinois.gov/red-line . DCP, CMAP and CTA will utilize materials during future Community Education and Visioning sessions as well as in interaction with elected officials. DCP recently received CCT funding for continued work on TOD/Red Line Extension work.
Riverside Central Business District plan (see website)	Nora Beck	Apr. 2013	Staff assistance	Staff developing implementation matrix for Village staff review.
SSMMA housing investment prioritization (see website)	Nicole Woods	June 2012	Staff assistance	The Collaborative has used the tool to assess projects in various Southland communities, including CDBG communities, and is communicating the assessment results to inform communities of the strengths and weaknesses of their projects. The Collaborative is also considering refining the tool to tailor it to specific funding sources.



Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: June 5, 2013

Re: Authorizing Local Match for U.S. Department of Commerce, Economic
Development Administration Grant

Since the adoption of GO TO 2040, CMAP has initiated the Local Technical Assistance (LTA) program and the Community Planning program to provide staff assistance, grants, and consulting assistance to local governments to advance the implementation of GO TO 2040. Projects include comprehensive plans, corridor or subarea plans, studies of special topics such as housing or water resources, and similar planning activities.

The U.S. Department of Commerce has conducted a competitive grant process for the Economic Development Administration (EDA) to leverage existing regional assets to support implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities. CMAP submitted a grant proposal to the EDA to fund the Economic Development Local Technical Assistance (ED-LTA) program; this expansion of our LTA program will focus on initiatives that support growth of the region's freight and manufacturing clusters specifically in communities in the Chicago metropolitan region that have experienced an unemployment rate at least one percent point greater than the national average for both 2010 and 2011.

CMAP has been notified by EDA that its ED-LTA program proposal has received preliminary selection for a grant pending EDA receiving an allocation of funding in its Economic Adjustment program. EDA is considering \$400,000 for the ED-LTA program, with \$200,000 in EDA funding and a local match of \$200,000. Before further consideration can be made to the proposal, EDA requires that there be a Board resolution authorizing \$200,000 in local match committed to the project. CMAP staff has identified \$200,000 in non-federal funds that would be committed to the LTA program if the EDA grant is received.

Staff recommends that the Board adopt the attached resolution authorizing \$200,000 in local match for the U.S. Economic Development Administration grant, if received. The funds are from the FY 2013 IDOT planning fund grant.

CHICAGO METROPOLITAN AGENCY FOR PLANNING

RESOLUTION

AUTHORIZING LOCAL MATCH FUNDS FOR A
U.S. ECONOMIC DEVELOPMENT ADMINISTRATION GRANT

WHEREAS, the Chicago Metropolitan Agency for Planning (“CMAP”), pursuant to the Regional Planning Act, 70 ILCS 1707/1 *et seq.*, is granted all powers necessary to carry out its legislative purposes in order to plan for the most effective public and private investments in the northeastern Illinois region and to better integrate plans for land use and transportation; and

WHEREAS, CMAP adopted GO TO 2040, the region’s comprehensive plan, with a priority in providing technical assistance and building local capacity and to support economic innovation; and

WHEREAS, the U.S. Economic Development Administration (EDA) tentatively approved a grant proposal from CMAP for Economic Development Local Technical Assistance program; and

WHEREAS, EDA requires authorization from the CMAP Board for the required local match prior to awarding the grant; and

WHEREAS, CMAP has identified funds from FY 2013 state planning funds for the required local match;

NOW, THEREFORE, BE IT RESOLVED by the Chicago Metropolitan Agency for Planning Board as follows:

The Executive Director is authorized to allocate the required local matching funds for the EDA grant, if received.

Approved: _____
Chair

Date _____

**MEMORANDUM**

To: CMAP Board

From: Kermit Wies

Date: June 5, 2013

Re: Developments of Regional Importance (DRI) Process

CMAP staff recommends continuing the existing process for evaluating Developments of Regional Importance (DRI) until such time that the Board directs its re-examination. We recommend no modifications to the existing process.

In June 2009, the CMAP Board formally adopted its process for reviewing and evaluating large-scale proposals called "Developments of Regional Importance" (DRI). See Attachment 1: Existing DRI Process. The CMAP DRI process was the result of over one year of public discussions and presentations aimed toward providing us with an appropriate and relevant protocol for contributing to the successful planning of projects that would likely introduce significant changes to their communities and to the region.

To ensure transparency and predictability, specific thresholds, criteria and procedural rules were included in the DRI Application process. Only those with recognized jurisdiction can request the DRI review. The impact thresholds are purposefully high and are explicitly stated. A limited time window was imposed to ensure that a DRI review cannot interfere with other regulatory reviews or permitting processes. In reviewing a DRI Application, the Board has two options: commission an Advisory Report or issue a No Further Action letter. The resulting Advisory Report can only address an established list of topics and must be published within 30 days, after which the Board can (but is not required to) discuss it further. There are also provisions requiring direct notice of the DRI review to interested and affected individuals.

The original DRI process was approved for a two-year trial period. The two year period commenced on August 1, 2009 and ended July 31, 2011. Following the two-year trial period, the Board indicated that it would review the process and its effectiveness. In August 2011, the Board extended the DRI process for another two year period. During the entire four year period, no DRI applications have been forthcoming.

The reasoning behind the two-year trial periods was to ensure that the efficacy of the DRI process be examined in light of ensuing applications. Because no applications have been received, staff recommends maintaining the existing process with the understanding that the Board may direct a re-examination of the DRI process at its discretion.

ACTION REQUESTED: Approval

CMAP Process for addressing Developments of Regional Importance

As adopted by the CMAP Board

Background

Assessing the impacts and providing planning guidance on Developments of Regional Importance (DRIs) was introduced in 2009 as a new element to the work program of the Chicago Metropolitan Agency for Planning (CMAP). The preceding regional planning agencies had occasional involvement in regionally significant land use or economic development proposals in addition to including major capital transportation improvements in the Regional Transportation Plan (RTP). CMAP's 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. Examining these impacts from the regional perspective offers an opportunity to align projects and create consistency with our regional plans such as the CMAP *GO TO 2040* Plan.

The CMAP Board formally adopted the DRI process in June 2009, for a two year trial period from August 1, 2009 through July 31, 2011. Following the trial period, the Board indicated it would review the process and its effectiveness. During its August meeting, the CMAP Board extended the trial period for an additional two years, until July 31, 2013.

The Illinois Legislature specifically enabled¹ CMAP in this area:

Sec. 47. Developments of Regional Importance. The Board shall consider the regional and intergovernmental impacts of proposed major developments, infrastructure investments and major policies and actions by public and private entities on natural resources, neighboring communities, and residents. The Board shall:

(a) Define the Scope of Developments of Regional Importance (DRI) and create an efficient process for reviewing them.

(b) Require any DRI project sponsor, which can be either a public or private entity, to submit information about the proposed DRI to CMAP and neighboring communities, counties, and regional planning and transportation agencies for review.

(c) Review and comment on a proposed DRI regarding consistency with regional plans and intergovernmental and regional impacts.

It is CMAP's intent to review development proposals that have the possibility of introducing widespread regional impacts to the daily activities of significant numbers of people or to the natural environment. Of particular concern are characteristics of proposals that may have

¹ Illinois General Assembly, Public Act 095-0677.

impacts beyond the jurisdiction of the permitting agency (e.g. municipal zoning, county stormwater, state transportation departments). At the same time, it is not CMAP's intent to usurp the due authority of permitting agencies or unnecessarily delay a proposed development with a review of questionable relevance or value.

Introduction

This DRI process is extended for an additional two-year trial period by CMAP until July 31, 2013. At that time, the process and its effectiveness will be reviewed by the CMAP Board.

1. Requesting a DRI review

Requests that CMAP review a project may be made by:

- Municipal or County resolution
- A CMAP Board member or the Executive Director
- Majority vote of a CMAP Coordinating Committee
- A public or private project sponsor

Citizens, private organizations and other government entities may initiate a DRI review via any of the above means.

A standard request form will require sufficient supporting information to allow CMAP staff to certify that the request is legitimately made and the proposed DRI meets criteria and exceeds thresholds needed for the review to proceed.

CMAP will notify jurisdictions with authority and affected property owner(s) of record of the request for a DRI review. Neighboring property owners and jurisdictions will be notified in consultation with the local government. The request will also be posted on CMAP's Website in a form permitting interested individuals to subscribe for e-mail notification.

All requests will be submitted for review by the CMAP Board accompanied by the staff assessment outlined under item 4 below.

2. Criteria that determine CMAP's time window for reviewing a DRI.

These criteria are applied depending on whether the request is to review a private or public project.

- For privately funded developments, requests for a DRI review are accepted by CMAP staff only after the relevant zoning change application has been filed with the local governments with jurisdiction. DRI designations must be made prior to development rights being vested by the appropriate local government using its zoning authority to permit the proposed use by right.

- For publicly funded developments, requests for a DRI review are accepted by CMAP staff only after the project is programmed for preliminary engineering. DRI designations must be made prior to the project being programmed for construction. If all necessary federal or state permits are already issued then CMAP will not review the development under the DRI process.

3. Thresholds that must be exceeded for CMAP to proceed with a DRI review.

At least **one** of following quantitative thresholds must be exceeded in order for CMAP to proceed with a DRI review.

- The project is estimated to generate or divert greater than 50,000 auto vehicle trips (or truck equivalent) per day on the region's highway system.
- The project is estimated to add a net discharge of greater than 5 millions gallons effluent per day.
- The project adds greater than 500 acres of impervious paved surfaces and rooftops.

Projects within 100 yards of critical streams and natural areas as identified in the accompanying map may proceed with a DRI review by applying the above thresholds reduced by 50%.

4. DRI designation by the CMAP Board.

The following steps compose the DRI Review by the CMAP Board.

- A. CMAP staff prepares documentation certifying that:
 - The DRI request has been properly made.
 - Criteria to review within the proper time window are met.
 - DRI thresholds are exceeded based on reported characteristics of the project.
- B. The DRI request and the staff documentation is placed on the agenda for the next regular Board meeting.
- C. After discussion, the Board votes to accept/reject the DRI review request.
 - By accepting: The Board is directing CMAP staff to conduct an evaluation and prepare an advisory report within 30 days.
 - By rejecting: The Board is directing CMAP staff to issue a statement of no further action on the request.
- D. CMAP will notify jurisdictions with authority and affected property owner(s) of record of the Board's decision. Neighboring property owners and jurisdictions will be notified in consultation with the local government. The Board's decision will also be posted on CMAP's Website in a form permitting interested individuals to subscribe for e-mail notification.

5. DRI Advisory Report

The following steps compose the preparation by CMAP staff of the DRI Advisory report. A DRI Advisory Report is prepared only if the Board votes to accept the DRI review request. The DRI Advisory Report must be published within 30 days of the Board's acceptance of the DRI request. The report will contain recommendations in support of our regional comprehensive plan and best management practices.

- A. CMAP staff prepares an outline of advisory report topics to be evaluated along with an itemization of information needed to analyze the project (including but not limited to traffic estimates, site maps, proposed uses and densities). The advisory report will seek to establish whether the proposal:
 - a. Significantly affects important features of the natural environment.
 - b. Significantly changes prevailing development density. Examples include large new developments that might place unexpected burdens on water supply, sewer, storm water and local road systems.
 - c. Significantly affects operations on a regional transportation facility. Examples include major commercial, industrial or warehousing developments sited for convenient access to expressways and tollways.
 - d. Significantly changes existing land use patterns. Examples include substantial conversion between agricultural, residential, commercial and/or industrial uses.
 - e. Affects the function or performance of a planned or existing public investment.
- B. CMAP's mission is to help the counties and municipalities in the region plan together for sustainable prosperity through mid-century and beyond guided by the GOTO2040 plan. The four major themes of the plan follow below.
 - a. Livable Communities – communities that create a sense of place. They are safe, healthy and walkable. Viable transportation choices are available to school, jobs, services, and basic needs. They are more cost effective for community members and local government and make the region more economically competitive.
 - b. Human Capital – improving the quality of our work force to help sustain economic prosperity. Job growth can be encouraged by making well-educated, skilled workers for knowledge-based industries available. We can gain significant competitive advantage by ensuring that businesses and

residents have the skills necessary to compete with other global economic centers.

- c. Efficient Governance – achieving transparency to help local governments invest their limited resources. To maximize the benefits that residents see from public investments, government agencies in the region need to coordinate decisions and investments strategically. Better access to information will help us reach these goals by putting essential data at the fingertips of local decisions makers and also the residents they serve.
- d. Regional Mobility– modernize our transportation system as an indispensable component of our region’s future prosperity. Sustaining our economy and quality of life requires that residents be able to travel quickly and easily around the region. With this mobility, residents can choose from a wide variety of jobs and communities in which to live. Such freedom of movement also gives businesses confidence that their goods will be delivered in a timely way.

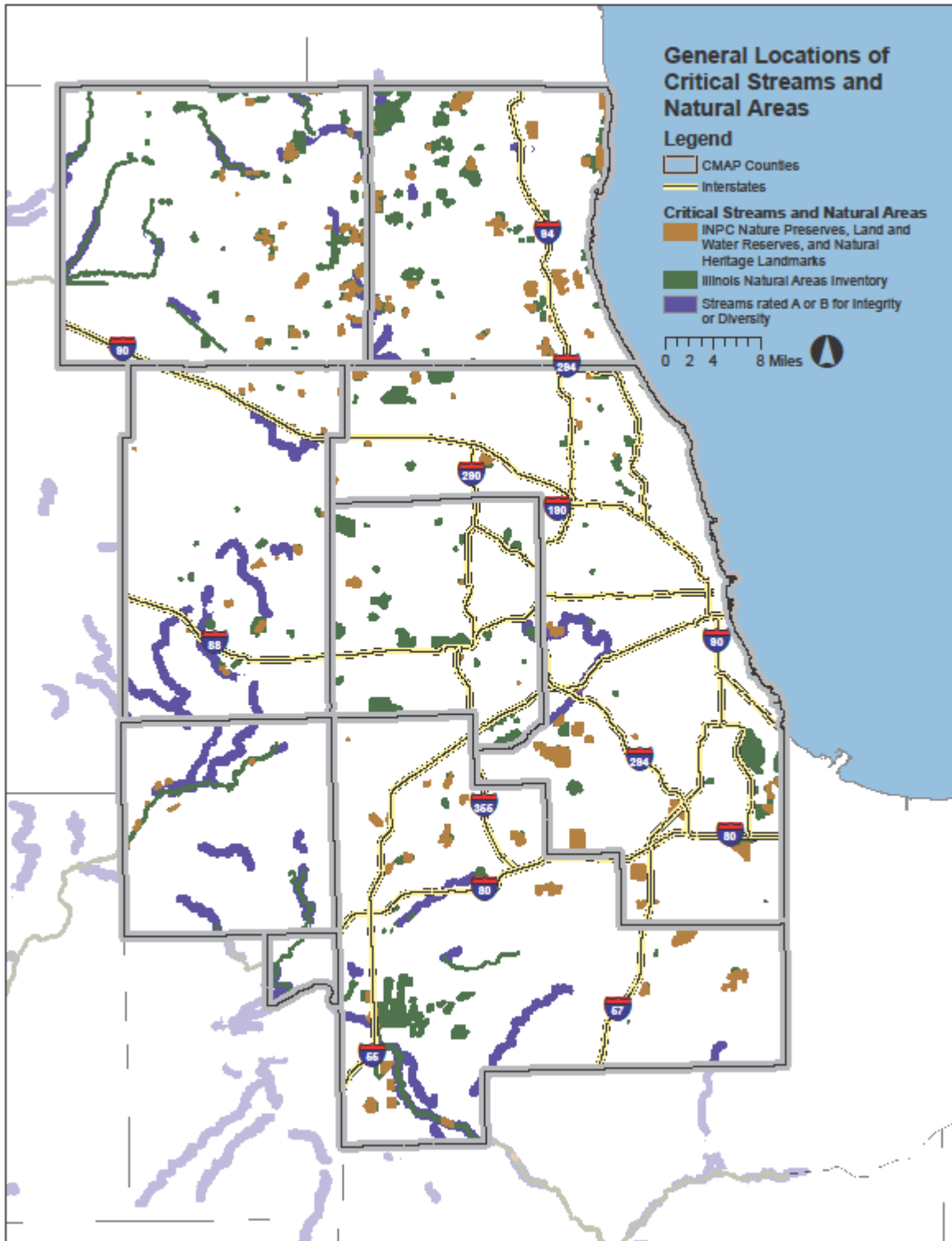
The advisory report will seek to establish the extent to which the DRI supports or advances these themes and implements the *GOTO2040* plan.

- C. If CMAP staff does not currently have access to needed data, a request is made to jurisdictions with authority. At their discretion, the jurisdiction may pass the request to an appropriate provider of the data. In any case, CMAP staff will proceed with preparing the advisory report with the best available data.
- D. CMAP staff will formally submit the report to the CMAP Board. CMAP will notify jurisdictions with authority and affected property owner(s) of record of the advisory report publication. Neighboring property owners and jurisdictions will be notified in consultation with the local government. The publication will also be posted on CMAP’s Website in a form permitting interested individuals to subscribe for e-mail notification.

6. Closing the DRI review

The DRI process is considered complete once CMAP publishes the advisory report or issues a No Further Action statement. CMAP will not accept repeat requests to review a project unless the scope or scale of the project has substantially changed.

The CMAP Board may hold subsequent discussion on the subject matter of the advisory report at its discretion.



****This map will be available online in a navigable format on July 1, 2009.**

Frequently Asked Questions (FAQs)

What is a Development of Regional Importance (DRI)?

A DRI is a large-scale development proposal that has the possibility of introducing widespread regional impacts to the daily activities of significant numbers of people or the natural environment.

Does CMAP charge a fee to review a DRI?

There are currently no plans to charge a fee for reviewing a potential DRI.

Are there any financial incentives to encourage compliance?

There is no current policy for financial incentives.

What kinds of response might the CMAP Board give in their review?

In acting on the DRI request, the Board may either issue statement of No Further Action or direct staff to prepare an advisory report to be completed within 30 days. The Board may review and comment on the advisory report content at its discretion.

Why would anyone want to have their projects reviewed?

Sponsors can receive good publicity akin to a 'Good Planning Seal of Approval.' CMAP's review may also assist proposal sponsors in responding to local concerns regarding the impacts of a proposal. The dialogue and evaluation associated with the DRI process may also reveal opportunities to improve a proposal.

What criteria define a "project sponsor"?

A project sponsor is defined as the direct agent of the proposed development. This may be the owner of the property to be developed or a firm seeking to operate a new business enterprise. The intent of permitting a project sponsor to request a DRI review is to legitimate CMAP involvement in otherwise local permitting processes.

Does CMAP have the authority to stop a project?

No, CMAP's role is advisory.

What happens after a DRI review?

After the DRI review, the process is complete. CMAP may hold further discussion at its discretion.

How should advocacy groups and citizens initiate a DRI?

All individuals are governed by a County or municipality and they are free to communicate with governmental leaders inside and outside their own jurisdictions. All counties and municipalities are represented by members on the CMAP Board. Specific planning interests are also represented on CMAP working committees. This allows any individual or advocacy group an avenue to organize a formal DRI review request.

Will affected communities and interested parties be alerted that a project is being considered for a DRI?

Yes, through conventional methods of public notification and disclosure such as the local zoning administrator, media and internet.

What is the role of CMAP staff in the DRI process?

Only CMAP's Executive Director may request a DRI review. Existing staff will be trained to manage DRI administration. Senior staff with subject matter expertise will be asked to prepare an Advisory Report if necessary.

How does the DRI complement the GO TO 2040 Plan?

A proposed DRI will be reviewed and recommendations made based on consistency with CMAP's regional plans.

Does the DRI process replace or duplicate other CMAP review procedures?

No, the DRI process is intended to review the comprehensive planning implications of large-scale development. Other review procedures focus on more strategic planning concerns.

What is the DRI threshold for projects near a critical stream and/or natural area?

Applications for review of a development with project boundaries within 100 yards of critical streams and natural areas identified on the map approved by the CMAP Board may proceed by applying thresholds reduced by 50%. Off-site utility, service, and emergency access installations associated with any development are not eligible for threshold reduction.

Who defines the critical streams and natural areas?

The critical streams and natural areas are defined by the Illinois Department of Natural Resources. A mapped representation of IDNR's inventory is the only source used in determining the eligibility for threshold reduction.

How many votes are needed for the CMAP Board to act on a DRI request?

CMAP's Board requires a supermajority of 12 of 15 votes to act on any matter before them.

Can CMAP's Board override the threshold requirement for any proposed DRI review?

The CMAP Board has legislative authority to consider regional and intergovernmental impacts of proposed developments.

MEMORANDUM OF AGREEMENT
BETWEEN
THE CITY OF CHICAGO AND THE CMAP COUNCIL OF MAYORS
REGARDING
THE DISTRIBUTION OF LOCALLY PROGRAMMED
SURFACE TRANSPORTATION PROGRAM FUNDS
UNDER THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT
TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

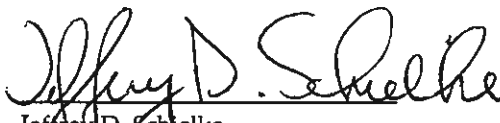
The following agreement is entered into between the city of Chicago (hereafter referred to as the City) and the Chicago Metropolitan Agency for Planning Council of Mayors (hereafter referred to as the Council). The agreement entered into on this 15th day of MARCH, 2008 is for the purpose of programming local Surface Transportation Program (STP) funds made available under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

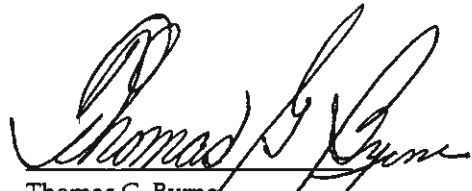
The parties do hereto mutually agree, through their duly authorized representatives, to the following:

1. The locally programmed STP allocations will be calculated as follows: the first 5% of STP allocations will be used on project(s) that are mutually beneficial to the City and Council and programmed by the City. The City will notify the Council of its selection of a mutually beneficial project(s) on an annual basis. Should the Council question the City's selection, the City and Council shall meet to discuss the project. The remaining locally programmed STP allocation will be calculated on the basis of a 45% distribution to the City and a 55% distribution to the Council.
2. The locally programmed STP funding allocation for federal fiscal years 2000 through 2008 was previously distributed using the formula agreed to in the October 14, 1999 Memorandum of Agreement developed under the Transportation Equity Act for the 21st Century (TEA-21) and will remain as distributed.
3. Agreement under this memorandum is made in the spirit of regional cooperation demonstrated by the creation of CMAP and the unanimous regional support of a new state capital infrastructure funding bill. Upon passage of such bill and/or passage of new federal transportation authorization legislation replacing SAFETEA-LU, the participating parties will review this agreement and consider whether a new agreement is necessary giving full consideration to the overall condition of transportation funding and needs in northeastern Illinois.

The City and the Council hereby cause this memorandum of agreement to be executed on the day and year identified in the first paragraph.

SIGNED:


Jeffrey D. Schelke
Chairman, Council of Mayors
Mayor, City of Batavia


Thomas G. Byrne
Commissioner, Department of Transportation
City of Chicago



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: June 5, 2013

Re: Proposed approach to programming Transportation Alternatives Funding

Moving Ahead for Progress in the 21st Century (MAP-21) created a new Transportation Alternatives program (TAP) by consolidating the Transportation Enhancements, Safe Routes to School and Recreational Trails programs. Metropolitan Planning Organizations (MPOs) with populations over 200,000 were given the responsibility to program part of each state's apportionment under TAP. Projects that were eligible for funding under those former programs are generally eligible under TAP, although MPOs have the ability to decide on a narrower list of eligibilities. By law, MPOs must use a competitive process to select projects for funding. MAP-21 authorized transportation funding for only two years. The FY 13 mark for northeastern Illinois is \$8,650,889. The FY 14 mark is expected to be about 1.5% higher, bringing the total for both years to about \$17.5 million.

CMAP staff proposes to program both years of funding with bicycle and pedestrian projects by holding an abbreviated call for projects later in the summer. Bicycle and pedestrian projects that have already been submitted for consideration in the FY 14 – 18 Congestion Mitigation and Air Quality (CMAQ) program would also be considered for funding under TAP without requiring a separate application. The Illinois Department of Transportation (IDOT) will maintain its own program, which will continue to be called the Illinois Transportation Enhancements Program (ITEP) and which will fund additional categories besides bicycle and pedestrian projects. ITEP may also fund some projects within District 1. CMAP's call for projects would be timed to end on August 20 when IDOT's call ends. Project sponsors will be encouraged to apply to both IDOT and CMAP programs if they feel their project is eligible for both programs.

Staff intends to have a program of projects for consideration by the CMAP Board and the Policy Committee at their January 2014 meetings. Criteria for project selection will be discussed by the Transportation Committee, Environment and Natural Resources Committee, and the Bicycle and Pedestrian Task Force in early fall. A recommended program of projects will be reviewed by the Transportation Committee in November. Staff anticipates continuing the CMAQ

program's emphasis on project readiness by asking sponsors to show that they have submitted a final design report to IDOT by mid-fall.

The rationale for limiting project eligibility to bicycle and pedestrian projects is as follows. Since a relatively small amount of funding is available, a focused approach will maximize the program's impact. The eligibility of streetscaping, a major use of the previous Transportation Enhancement funds, has been eliminated as a standalone project category under MAP-21. Furthermore, in view of CMAP's commitment to performance-based programming, it is important to develop performance measures and evaluation methods for other project categories. Given the limited funding, the effort required to develop these methods and measures would not be well-spent. By contrast, CMAP's evaluation methods for bicycle and pedestrian projects are already fairly evolved, although they will be reviewed and strengthened for use in TAP. Finally, under MAP-21, TAP funds are only available for three years after the funds are authorized, raising the importance of moving quickly to program the funds. If the Transportation Alternatives program is funded at a higher level in the next reauthorization, CMAP staff would recommend broadening the program in northeastern Illinois to include other categories that relate to GO TO 2040.

ACTION REQUESTED: Approval of the proposed direction for the Transportation Alternatives program in northeastern Illinois.

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MEMORANDUM

To: CMAP Board
Policy Committee

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: June 5, 2013

Re: FY 2014 Unified Work Program

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

On March 21, the UWP Committee approved a proposed FY 2014 Unified Work Program, totaling \$21,801,019. This includes \$16,837,254 in FHWA and FTA regional planning funds and \$4,963,765 in local match funds. Attached is the summary of the allocation of funding and awarded projects.

ACTION REQUESTED: Approval

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2014 (FY 14) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$21,801,019 in metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), state and local sources. The program is fiscally constrained, as the new budget totals are within the IDOT estimated funding marks. The FY 2014 UWP programs \$16,837,254 in FHWA/FTA funds and \$4,963,765 in state or local sources to provide for the necessary matching funds.

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

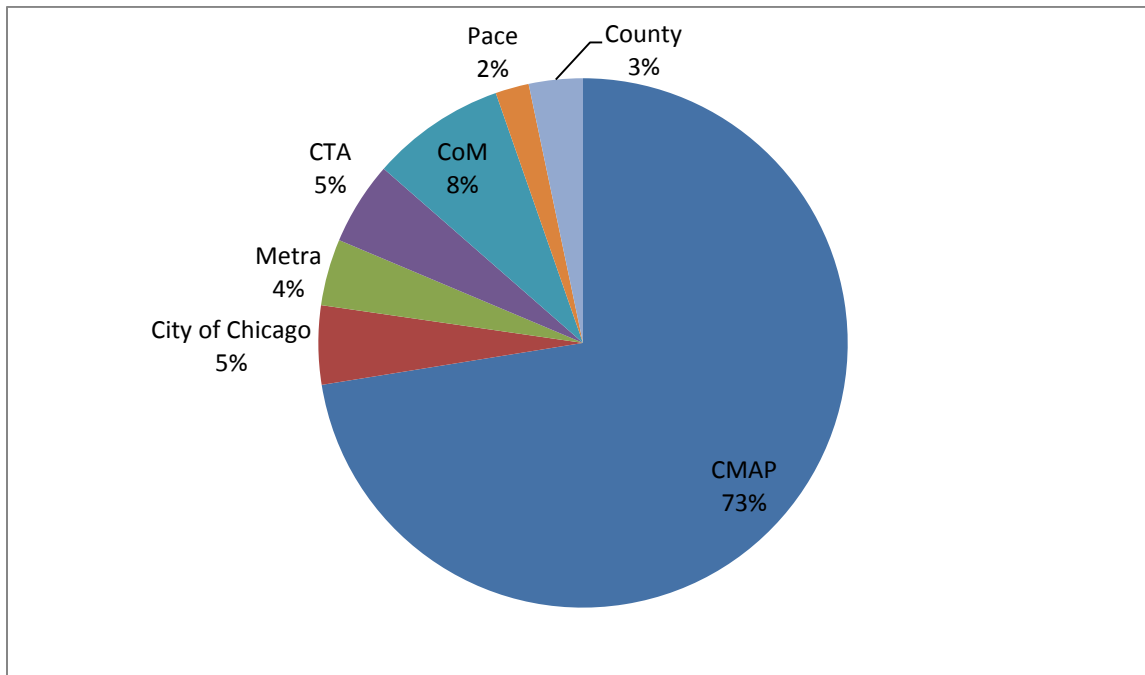
The FY 14 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2013 through June 30, 2014. The UWP Committee developed the FY14 program based on the UWP funding mark for the metropolitan planning area. Project selection was guided using a two-tiered process. The initial tier funded core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon a set of FY 14 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also utilizes a quantitative scoring process to evaluate project submissions in the competitive round.

The UWP is submitted to CMAP's Transportation Committee, which recommends approval of the UWP to the Regional Coordinating Committee and the MPO Policy Committee. The Regional Coordinating Committee recommends approval of the UWP to the CMAP Board. Approval by the MPO Policy Committee signifies official MPO endorsement of the UWP. FY 14 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, and Lake and Will Counties. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Funding by Agency

Figure 1 shows the share of FY 14 UWP funds programmed to each agency.

FIGURE 1
Share of FY 2014 UWP Funds by Agency



CMAP is receiving 73% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach. CMAP, in coordination with RTA, will be administering the Community Planning Program, funded at \$560,000 in federal funds, and will allocate part of the funds to RTA depending of the projects.

The CTA, Metra, and Pace are receiving 5%, 4%, and 2% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems. In the competitive round, CTA received funding for advance planning work on the Forest Park Blue Line and to implement an Asset Management Plan. Pace received funding for the Elgin/O'Hare Western Bypass Corridor Transit Service Plan. The Metra received funding for preparing Cost-Benefit Analysis report of proposed Metra expansion projects.

The City of Chicago is receiving 5% of the funds for transportation planning and programming and development of the Comprehensive Multi-Modal Transportation Plan – Framework Study.

The Regional Councils of Mayors are receiving 8% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PLs also facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. Will County is funded for their County Long Range Transportation Planning program. Lake County is funded for the Route 53/120 Corridor Land Use and Transportation Plan.

Summary of UWP Projects and Budgets by Recipient Agency

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	1,186,825	10,454,374	2,910,300	14,551,499
CMAP	Community Planning Program		560,000	140,000	700,000
CMAP Total		1,186,825	11,014,374	3,050,300	15,251,499
CTA	Program Development	300,000		75,000	375,000
CTA	Asset Management & Project Determinations	335,000		83,750	418,750
CTA	Forest Park Blue Line Reconstruction and Modernization Planning	221,000		55,250	276,250
CTA Total		856,000		214,000	1,070,000
City of Chicago	Transportation and Programming	640,000		160,000	800,000
City of Chicago	Comprehensive Multi-Modal Transportation Plan	170,784		42,696	213,480
City of Chicago Total		810,784		202,696	1,013,480
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,384,270	554,269	1,938,539
Council of Mayors Total			1,384,270	554,269	1,938,539
County of Will	Long Range Transportation Planning	240,000		60,000	300,000
County of Lake	Route 53/120 Corridor Land Use and Transportation Plan	315,000		625,000	940,000
Counties Totals		555,000		685,000	1,240,000
Metra	Cost Benefit Analysis of Proposed Metra Expansion Projects	365,000		91,250	456,250
Metra	Program Development	320,000		80,000	400,000
Metra Totals		685,000		171,250	856,250
Pace	TIP Development and Modeling	40,000		10,000	50,000
Pace	Rideshare Services Program	60,000		15,000	75,000
Pace	Elgin/O'Hare Western Bypass Corridor Transit Service Plan	245,000		61,250	306,250
Pace Totals		345,000		86,250	431,250
FY 14 UWP Total		4,438,609	12,398,644	4,963,765	21,801,018

Brief Synopses of FY 2014 Recommended UWP Projects

<p>MPO Activities</p> <p>Purpose: CMAP is responsible for the implementation of the region's long range plan GO TO 2040; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.</p>	<p>\$14,551,499</p>
<p>Community Planning Program</p> <p>Purpose: CMAP will provide planning assistance to local governments to undertake planning activities that integrate transportation – particularly transit – with land use and housing. Projects will be selected through a competitive application process administered jointly by CMAP and the Regional Transportation Authority (RTA). CMAP will suballocate to RTA for projects with a heavy transit focus.</p>	<p>\$700,000</p>
<p>Chicago Metropolitan Agency for Planning (CMAP)</p>	<p>Agency Total: \$15,251,499</p>
<p>Program Development</p> <p>Purpose: The program facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program. Major tasks include: Develop CTA's capital programs for inclusion in the five-year regional TIP; Identify and analyze potential capital projects for funding eligibility; Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP; Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.</p>	<p>\$375,000</p>
<p>Asset Management and Project Determinations</p> <p>Purpose: CTA will determine appropriate structure and references to critical policies and procedures for the Asset Management Plan (AMP). The goal of implementing a comprehensive AMP is to enhance the data, reports and tools available for the prioritization of capital investments and preventive maintenance activities, thereby maximizing the benefits from limited available resources and minimizing lifecycle asset costs. Implementation will assure compliance with recent federal mandates (MAP 21) as well as provide a more comprehensive, cross-functions view of CTA's asset portfolio and software systems.</p>	<p>\$418,750</p>
<p>Forest Park Blue Line Reconstruction and Modernization Planning</p> <p>Purpose: To complement the IDOT's planning for the reconstruction of I-290, CTA will study funding strategies; conduct preliminary reconstruction and preliminary engineering; inventory facilities including tracks, trackbeds, power systems, signals, yard, and stations; identify facility needs such as American Disabilities Act (ADA)-compliant amenities and modern customer facilities; design alternative location of station, egress points, and track design to improve efficiency of the line; identify conceptual construction, engineering, and integration with roadway designs.</p>	<p>\$276,250</p>
<p>CTA</p>	<p>Agency Total: \$1,070,000</p>
<p>Transportation and Programming</p> <p>Purpose: The purpose of this project is to support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested</p>	<p>\$800,000</p>

information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of the City of Chicago in the regional planning process.	
Comprehensive Multi-Modal Transportation Plan – Framework Study Purpose: City of Chicago will prepare city-wide plans focused on various strategic initiatives, consistent with its “Chicago Forward Action Agenda.” These plans include: Streets for Cycling, Streetscapes, Pedestrians, and BRT. An overall framework for a Comprehensive Transportation Plan will integrate these city- and district-based plans, objectives, and processes with regional transportation plans, priorities, and goals.	\$213,480
City of Chicago	Agency Total: \$1,013,480
Subregional Transportation Planning, Programming and Management Purpose: The purpose is to provide for strategic participation by local officials in the region’s transportation process as required by MAP-21, the Regional Planning Act and future legislation and to support the Council of Mayors by providing STP, CMAQ, SRTS, BRR, HPP, ITEP and other program development and monitoring, general liaison services, technical assistance and communication assistance	\$1,938,539
Council of Mayors	Agency Total: \$1,938,539
County of Will, Long Range Transportation Plan Purpose: The purpose is to provide for the ongoing development and maintenance of the Cook County 2040 Transportation Plan, which is needed to manage future growth and travel demand. The Transportation Plan is a tool that guides the programming and planning of transportation infrastructure improvements, projects, and services and the allocation of financial resources.	\$300,000
County of Lake, Route 53/120 Corridor Land Use and Transportation Plan Purpose: The County of Lake will develop the Corridor Land Use and Transportation Plan to integrate the Illinois Tollway’s Central Lake County Corridor: IL 53 North and IL 120 Limited Access project with land use, transportation, economic development and open space through active and collaborative local government participation.	\$940,000
County Projects	Agency Total: \$1,240,000
Program Development Purpose: This program helps facilitate Metra’s efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts; transit planning; private providers coordination; planning with protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.	\$400,000
Cost Benefit Analysis of Proposed Metra Expansion Projects Purpose: Metra will perform cost benefit analysis on proposed Metra projects to assist in prioritization of projects identified as potential long-term expansion projects in Metra’s Strategic Plan.	\$456,250
Metra	Agency Total: \$856,250
Rideshare Services Program Purpose: The Pace Rideshare program supports individuals and employers in the Northeastern Illinois region in forming carpools and vanpools to reduce single occupancy vehicle trips, thereby reducing traffic congestion and air pollution, as well as providing	\$75,000

transportation to improve job accessibility. A critical component of the program involves strategic marketing that achieves critical mass to improve the matching potential of the participants	
TIP Development and Modeling Purpose: Pace will develop a fiscally constrained Pace bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.	\$50,000
Elgin/O'Hare Western Bypass Corridor Transit Service Plan Purpose: Pace will create an incremental transit plan to grow the transit market in relation to economic development and land use development. The Elgin/O'Hare Western Access project is identified in GO TO 2040 as a major capital project under Regional Mobility and part of the recent Federal corridor approval. The market analysis will include short, midterm and long range design and development of a construction mitigation plan.	\$306,250
Pace	Agency Total: \$431,250



Chicago Metropolitan Agency for Planning

Agenda Item No. 14.0

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MEMORANDUM

To: CMAP Board
From: CMAP staff
Date: June 5, 2013
Re: Regional Freight Leadership Task Force Proposed Membership

At the CMAP Board's March 13, 2013 meeting, staff discussed the initial scope for a Regional Freight Leadership Task Force, and that a membership would be identified and presented to the Board for approval at the June meeting. The Task Force will analyze potential solutions to the complex issues of collaboration between freight stakeholders, governance and the need for revenue to support the development of the freight mobility system in the Chicago metropolitan area, and provide a recommendation to the Board on further steps.

Staff anticipates that the first Task Force meeting will take place in September, with work proceeding over nine monthly meetings and concluding with a final report to the CMAP Board in June 2014. Michael Gorman, CMAP Board, has agreed to serve as Chairman of the Task Force. The 14 recommended members are as follows:

Chris Berry, PhD., *Associate Professor*, University of Chicago Harris School of Public Policy
David Brady, *President*, Village of Bedford Park
Mike Burton, *President*, C&K Trucking
Rick Dickens, *CEO*, Cannonball Express Line
Bill Driegert, *Chief Innovation Officer*, Coyote Logistics
Peter Fahrenwald, *Manager- Regional & Corridor Planning*, Regional Transportation Authority
Paul Fisher, *President and CEO*, CenterPoint Properties Trust
Alicia Hanlon, *Senior Transportation Planner*, Will County
Gabe Klein, *Commissioner*, Chicago Department of Transportation
Jim Labelle, *Vice President*, Metropolis Strategies
Paul Nowicki, *Assistant Vice President Government and Public Affairs*, BNSF Railway
Phil Resendiz, *Regional Operations Manager*, FedEx
Herbert Smith, *Manager-Community Affairs*, Norfolk Southern
John Yonan, *Superintendent*, Cook County Department of Transportation and Highways

ACTION REQUESTED: Approval

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MEMORANDUM

To: CMAP Board and Regional Coordinating Committee

From: CMAP Staff

Date: June 5, 2013

Re: State Legislative Update

GENERAL ASSEMBLY RECAP

The spring session of the 98th Illinois General Assembly adjourned on May 31, 2013. Once again, the legislature failed to pass pension reform, and on Monday, Fitch Ratings [downgraded](#) Illinois' general obligation (GO) bond rating to an 'A-' with a Negative Rating Outlook. Legislators reached agreement on several items including a \$35.4 billion General Funds budget, the passage of one of the nation's most stringent hydraulic fracking laws, concealed-carry legislation that enables the state to comply with a federal court ruling, approval for the expansion of McCormick Place and construction of a basketball arena for DePaul University, and the go-ahead for the Illinois Tollway to complete the Elgin-O'Hare Western Access facility. Included in this memorandum is a review of the state budget, a synopsis of passed legislation that CMAP tracked, and a list of bills CMAP monitored that failed to advance through the legislative process.

THE BUDGET

The State's overall fiscal insecurity and pension crisis created intense pressure around State budget negotiations. In January, [Moody's issued](#) a major credit downgrade for Illinois. Shortly thereafter the State postponed a \$500 million municipal-bond sale, which had been slated for school construction and transportation projects under the Illinois Jobs Now! capital program. By the end of April, the State's unpaid bills totaled close to [\\$5.5 billion](#), according to the State Comptroller's office.

In February, Governor Quinn proposed a \$35.6 billion FY 2014 General Funds budget, which proposed an additional five percent cut to state agencies, closing several prisons, and closing corporate tax loopholes. It also assumed projected revenue increases, primarily from the state income tax. The final General Funds budget of \$35.4 billion passed the General Assembly in a series of appropriations bills for agency operations, capital projects, supplemental appropriations, and re-appropriations (unspent funds from the previous years.) The following are appropriation bills that passed: House Bills [206](#), [207](#), [208](#), [213](#), [214](#), and [215](#); and Senate Bills [1329](#), [2555](#), and [2556](#)). The budget is still pending approval from the Governor. CMAP will

continue to monitor and analyze the budget's development over the summer and will present more in-depth analysis to the Board in August.

CMAP also monitored two state agency budgets: the Illinois Department of Transportation (IDOT) and the Department of Natural Resources (IDNR). The IDOT budget, which primarily includes revenue sources outside the General Fund, totals approximately \$5.2 billion ([HB215](#)). The appropriation includes \$6 million from the Road Fund for "metropolitan planning and research purposes," which is granted to the metropolitan planning organizations (MPO). Last year, CMAP received \$3.5 million from this line item.

The IDNR budget totals approximately \$266.4 million ([HB214](#)). The appropriation includes the \$33 million that was achieved in the sustainability package passed last year ([SB1566](#)), which increased a number of fees to help pay for operations and maintenance for Illinois State Parks and other IDNR operations.

Just days before adjournment, two bills were filed to address a new approach for transportation funding. The bills surfaced from a proposal being pursued by the Transportation for Illinois Coalition (TFIC). The proposal recommends swapping the existing motor fuel tax with a 9.5 percent wholesale tax on gasoline, as well as increases in vehicle registration fees. The bills are [HB3637](#) and [SB2589](#). CMAP is currently analyzing these proposals on their potential impacts for metropolitan Chicago as well as their alignment with our approved [principles for a new state capital program](#).

Summary of Legislation that Passed

CMAP staff tracked and reviewed a number of bills related to CMAP's 2013 [Legislative Principles](#) & [Agenda](#), as well as other issues impacting regional organizations, local governments, and other partners.

CMAP actively supported seven bills. Three of those bills, [HB1522](#) (County Stormwater Management), [SB494](#) (Counties Reduction-Efficiency) and [SB1341](#) (Parks and Open Space Grants), passed out of both chambers and will be sent to the Governor for consideration. [HJR9](#) (Toll Highway Expansion) was adopted by both chambers but requires no action by the Governor. The other three bills supported by CMAP were re-referred. These are the companion bills [HB2255](#) and [SB1244](#) (Lake County Affordable Housing) and [HB1549](#) (IDOT Performance Measures).

CMAP opposed two bills. [HB2433](#) (Increase Motor Fuel – No Use/ Occupation Tax) was re-referred to Rules and [HB2460](#) (Road Fund – Apportionment by District) never emerged from Rules.

Below is a list of bills CMAP monitored that passed both houses of the General Assembly. These will now be sent to the Governor for his consideration.

PURSUE COORDINATED INVESTMENTS

Local Government Dissolution [SB494](#) Thomas Cullerton (D-Villa Park) – CMAP SUPPORT - Establishes the process for DuPage County to propose the dissolution of a local government by

ordinance. The bill only applies to local governments that are entirely within DuPage County and the DuPage County Board Chair appoints a majority of its governing board. The bill excludes fire protection districts with more than three employees.

Township Dissolution [SB1585](#) Daniel Biss (D-Skokie) – Provides a process by which a coterminous township and municipality within a county under township organization could dissolve. Under the bill, upon petition of at least ten percent of registered voters in the township, a proposition to discontinue and abolish the township and transfer its responsibilities to the municipality would be put to a vote. If the proposition passes township wide, then the township would be abolished. All responsibilities and taxing authority of the township would be transferred to the municipality. In [this case](#), Evanston Township and the City of Evanston are coterminous and the city council acts as the township; services will be provided solely by the municipality.

INVEST STRATEGICALLY IN TRANSPORTATION

Elgin-O'Hare Authorization [HJR9](#) Robert Rita (D-Blue Island) – CMAP SUPPORT - Authorizes the Tollway to build the Elgin- O'Hare Western Access project. The Toll Highway Act requires a joint resolution of the General Assembly before the Tollway can issue bonds for or begin constructing a new Tollway. The resolution also calls on the Tollway to minimize environmental impacts, accommodate alternative modes of transportation, support the involvement of diverse groups in the project and promote broader economic development in the corridor.

ACHIEVE GREATER LIVABILITY THROUGH LAND USE & HOUSING

Urban Development Authority [HB1295](#) Al Riley (D-Hazel Crest) – Expands the scope of activities for the Illinois Urban Development Authority to develop, operate, finance and maintain transportation facilities. The authority has the ability to issue revenue bonds for the implementation of redevelopment projects in Chicago-area communities. The Urban Development Authority was created in 2010, however, the board has yet to be established.

INCREASE COMMITMENT TO TRANSIT

RTA Board Benefits [HB140](#) Jack D. Franks (D-Woodstock) – Eliminates compensation and pension benefits for future RTA and service board members.

Issues of Bonds [HB1389](#) Arthur Turner (D-Chicago) – Allows the RTA to sell additional Working Cash Notes before July 1, 2016 (now 2014) that are over and above and in addition to the \$100,000,000 authorization. Working Cash Notes are essentially short-term (i.e. less than 24-month) loans to cover operating expenses.

EXPAND AND IMPROVE PARKS AND OPEN SPACE

Parks and Open Space Grants [SB1341](#) Kimberley Lightford (D-Chicago) – CMAP SUPPORT - Reduces the match requirement from 50 percent to ten percent for communities defined as "distressed" (defined in rules to be promulgated by the Department of Natural Resources) for the acquisition of open space lands and for capital development and improvement proposals approved for the State's Open Space Land Acquisition and Development (OSLAD) program.

Parks and Open Space Grants [SB1637](#) Dan Kotowski (D-Park Ridge) – Provides that at least 50 percent of any grant made to a unit of local government under the Open Space Lands Acquisition and Development (OSLAD) Act must be paid to the unit of local government at the time the Department awards the grant and that the remainder shall be distributed quarterly on a reimbursement basis.

MANAGE AND CONSERVE WATER AND ENERGY

Water and Sewer Utilities [HB1379](#) Brandon W. Phelps (D-Harrisburg) – Provides an alternative procedure that a large public utility may choose in establishing the ratemaking structure for a water or sewer utility. Current statute restricts the method of utility valuation, upon which a transaction price is determined, to original cost minus depreciation.

Stormwater Management [HB1522](#) Mike Fortner (R-West Chicago) – CMAP SUPPORT- Authorizes DuPage and Peoria Counties to consider the adoption of a stormwater utility in place of a property tax to fund flood control projects, construction of facilities and mandated water quality programs. The bill requires a two-year education process and County Board approval.

PROMOTE LOCAL FOOD SYSTEMS

Urban Composting [HB2335](#) Robyn Gabel (D-Evanston) – Allows urban and suburban farms to have a similar but limited exemption for composting on farms. The bill also gives suburban local governments the ability to pass stricter ordinances. It clarifies the amount (ten percent) that farms can bring in additives (food scrap, manure, and other non-landscape waste) for composting.

BILLS THAT DID NOT PASS

[HB67](#) Property Tax-Green Energy SSA
[HB98](#) Pension CD-Reform State System
[HB985](#) Road Fund- No Transfers
[HB1037](#) County Farmland Preservation
[HB1295](#) Illinois Urban Development Authority Act
[HB1487](#) DOT Roads-Life Cycle Cost
[HB1491](#) Township CD-Dissolution into Municipality
[HB1549](#) Infrastructure Projects
[HB2255](#) Counties CD-Affordable Housing
[HB2433](#) Fuel-Increase MFT- No Use/OCC
[HB2453](#) RTA Fare Increases
[HB2460](#) Road Fund- Apportion by District
[HB2479](#) Forest Preserve District Board
[HB2481](#) Local Government-Reduction Efficiency
[HB2615](#) Hydraulic Fracturing Reg Act
[HB2735](#) MWRD Charges for Service
[HB2940](#) South Suburban Brownfields
[HB3004](#) Property Tax-Green Energy SSA
[HB3132](#) Design Build-Transportation

[HB3158](#) RTA Muni-Sequestration Taxes
[HB3199](#) Public Hearing
[HB3251](#) Local Government Unit Dissolution
[SB29](#) Road Fund No Transfers
[SB1244](#) Affordable Housing
[SB1432](#) Tax Exempt-Local Property Rehab
[SB1594](#) Transportation-RTA-CMAP-Merger
[SB1647](#) Transportation-Design Build
[SB2140](#) Motor Fuel Tax Fund Use
[SB2387](#) RTA Chairman-Veto Power

ACTION REQUESTED: Informational