



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning

Annotated Agenda

Wednesday, May 8, 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-March 13, 2013**
ACTION REQUESTED: Approval
- 4.0 **Executive Director's Report**
4.1 LTA Program update
4.2 Other Announcements
- 5.0 **Procurements and Contract Approvals**
5.1 Approval of Annual Commercial Data Subscription Renewal
5.2 Contract Approval for Technical Support and Development Services for Regional Transportation Data Archive
5.3 Contract Approval for Website Development, Usability Design, Maintenance and Support
5.4 Approval of CMAP Office Construction
ACTION REQUESTED: Approval
- 6.0 **Committee Reports**
The chair of the Local 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 **State Legislative Update**
Staff will update the Board on relevant legislative activities and the bills that we have been monitored based on our [State Legislative Framework](#) and [Agenda](#).
ACTION REQUESTED: Approval

8.0 Capital Program Principles

In recent months, transportation and business leaders across Illinois have begun the conversation about a potential new capital program. Given the lack of stable funding, the continuation of the arbitrary “55/45 split” that directs only 45 percent of State highway funds to the Chicago region, and the lack of transparent project selection, CMAP believes that any new State capital program must be coupled with reform. Proposed principles for a State capital program will be presented for Board consideration and approval.

ACTION REQUESTED: Approval

9.0 Performance-Based Funding Microsite

Staff has completed a [*Performance-Based Funding for Transportation: A Compendium*](#) that documents our work on this subject over the past year. Additionally, a new microsite was developed to illustrate this concept. The microsite will be presented for the Board.

ACTION REQUESTED: Discussion

10.0 Strategic Plan Update

In developing the Fiscal Year 2014 budget and work plan, staff updated the agency’s strategic plan that continues to link the recommendations and implementation action areas in GO TO 2040 to the priorities of the agency and five-year goals for implementation. The process and results will be summarized, and the remaining strategic questions will be discussed with the Board.

ACTION REQUESTED: Discussion

11.0 Draft FY 2014 Budget and Work Plan

Staff will present the proposed FY 2014 budget and work plan for discussion. Board approval will be requested at the June meeting.

ACTION REQUESTED: Discussion

12.0 Other Business

13.0 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.

14.0 Next Meeting

The Board meets next on June 12, 2013.

15.0 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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Chicago Metropolitan Agency for Planning (CMAP) DRAFT Board Meeting Minutes March 13, 2013

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

Board Members

Present:

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

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, Allison Bos-SW Conference, Bruce Carmitchel-IDOT, Bruce Christensen-Lake County, John Donovan-FHWA, Parfait Gasana-MPC, Joe Levie-UIC (CUPPA), Chrissy Mancini-MPC, Daniela Morpurgo-UIC (CUPPA), Hugh O'Hara-Will County Governmental League, Ed Paesel-SSMMA, Mark Pitstick-RTA, David Seglin-CDOT, Vicky Smith-SW Conference, Peter Skosey-MPC, Mike Sullivan-Kane/Kendall Council of Mayors, Steven Vance-Streetsdog, Tom Van Der Woude-SSMMA, Mike Walczak-NWMC and Tammy Wierciak-WCMC.

1.0 Call to Order and Introductions

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:30 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 February 13, 2013 meeting of the CMAP Board as presented 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. Blankenhorn also recapped highlights from recent meetings with D.C. delegation and staff, as well as a number of the federal agencies, including the Economic Development Administration (discussing expansion of the LTA program to economic development), Department of Commerce (covering OECD report), and U.S. DOT (reviewing freight policies related to MAP-21, congestion pricing and federal budget). Blankenhorn thanked Board members Gorman, Hartstein & Larson for attending the Manufacturing Drill-Down forum held at Harper College in Palatine on February 26, 2013, and reported that CMAP continues to look for opportunities to present findings, especially to business leaders. Finally, Blankenhorn reported that CMAP had received a no-cost extension of the EI2 work from the Department of Energy, through September 30. Originally due to end in May, residential retrofits saw a considerable rise through outreach efforts, the commercial side realized success, CMAP's partnership with Retrofit Chicago gained traction and staff will use the extra months continuing to implement programs.

5.0 Procurements and Contract Approvals

The following procurements were presented for approval: a two-year contact approval with an option for three one-year extensions to SLG Innovation for Information Technology (IT) Consulting Service Support in the amount of \$325,200 for the first and \$334,956 for the second year; purchase of IT hardware and software at a cost not to exceed \$364,000 either procured through government contract or state list; a one-year renewal of the CoStar commercial real estate online database subscription in the amount of \$26,971.46; approval of concepts related to reallocation of funds to meet expansion and reductions in the EI2 programs through September 30. A motion to approve the contract awards and purchases, as presented was made by Dan Shea, seconded by Mayor Marilyn Michelini, and with all in favor, carried.

6.0 Committee Reports

On behalf of Elliott Hartstein, chair of the Regional Coordinating Committee, Mayor Michael Gorman reported that the committee had met earlier in the morning and discussed the following topics. The proposed amendment of the Circle Interchange project into GO TO 2040, including technical analysis was considered and the Regional Coordinating Committee recommended that the CMAP Board and MPO Policy

Committee approve the amendment. A second proposed amendment to GO TO 2040 would also revise the description of the Prairie Parkway project, which the Regional Coordinating Committee considered and likewise recommended approval. Staff presented and the Regional Coordinating Committee recommended approval of the semi-annual GOTO 2040/TIP conformity analysis and TIP amendments to the CMAP Board. The Committee also recommended approval of an expansion of the region's Metropolitan Planning Area to include Sandwich and Somonauk Townships in DeKalb County to account for growth in the Chicago Urbanized Area per the 2010 Census. Staff presented an update on recent freight activities. Staff discussed current thinking on a proposed Regional Freight Authority task force as well. A presentation was made on the potential policy applications of the Green Infrastructure Network, a set of GIS data and tools that identifies the most critical natural areas in northeastern Illinois. Finally, staff gave an update on state legislative activities, reporting that the deadline has passed for substantive bills to be introduced in both the House and Senate, and bills must move out of committee by March 22.

7.0 CMAP & MPO Memorandum of Understanding (annual review)

The CMAP & MPO Memorandum of Understanding (MOU) was presented for annual review. A motion by Mayor Marilyn Michelini was seconded by Rae Rupp Srch to reaffirm the MOU and with all in favor, carried.

8.0 Major Capital Project Update

From the Major Capital Projects Quarterly report that was included in the Board packet, Executive Director Randy Blankenhorn gave a brief update on the following projects of which CMAP has been actively engaged: Illinois Route 53/120, CTA Red and Purple Line Modernization, CTA Red Line South, Elgin/O'Hare/Western Access, and Illiana. An update of a number of other major capital projects was also included in the report, Blankenhorn continued. Responding to the question raised about GO TO 2040 again being amended with the Illiana project, Blankenhorn stated that should a decision to pursue the project be made, such an amendment might be considered later this year. Sean O'Shea added that a resolution on Elgin O'Hare/Western Access is being considered by the General Assembly. Blankenhorn responded that CMAP is supportive of that resolution.

9.0 GO TO 2040 Plan Amendments

Executive Director Randy Blankenhorn presented two GO TO 2040 Plan Amendments for Board approval. First, IDOT had asked that CMAP amend GO TO 2040 to include the Circle Interchange improvements. While the project includes major reconstruction, it also adds highway capacity which is why GO TO 2040 must be amended. Blankenhorn gave a brief summary of the material that had been included in the Board packet, including the number of public comments made, IDOT's technical analysis, the review process and its consistency with the goals and directives of GO TO 2040 and direct and indirect impacts of those goals, and finally the regional benefit of the project. Blankenhorn concluded that staff, CMAP's Transportation Committee, and Regional Coordinating Committee recommend the amendment. A motion by Dan Shea was seconded by Mayor Peter Silvestri to approve the amendment to the GO TO 2040 plan to include the Circle Interchange improvements. All in favor, the motion carried.

A second amendment to GO TO 2040, at the request of FHWA, involved a technical change to the Prairie Parkway description that would maintain eligibility of necessary funding and assure that the dollars allocated would stay in the corridor. Many of the public comments received had very little to do with the change in the language, but rather where the remaining available funds should be directed. A motion by Mayor Marilyn Michelini, was seconded by Rae Rupp Srch to approve the language change and amend the GO to 2040 plan. All in favor the motion carried.

10.0 Transportation Consent Agenda

CMAF Staff Patricia Berry presented the Transportation Consent Agenda that included the semi-annual GO TO 2040 TIP Conformity Analysis & TIP Amendment, reporting that the public comment period, during which no comments were received, concluded on February 18, 2013. Also included in the consent agenda, Berry reported, was the recommendation to expand the MPA boundaries to include the townships of Sandwich and Somonauk (in DeKalb County) in the Kane/Kendall Council of Mayors. A motion by Mayor Michael Gorman was seconded by Rae Rupp Srch to approve the transportation consent agenda as had been presented. All in favor, the motion carried.

11.0 State Legislative Update

CMAF Staff Gordon Smith presented the State Legislative Update and reported that the Governor's budget included a \$6,000,000 line item to metropolitan planning organizations within the state. Smith reported that of the over 6,000 bills that had been introduced in the first two months of the session, at this time CMAF is particularly interested in HB 1549 associated with performance measures. The bill was moved to sub-committee and Peter Skosey, MPC Vice President was working diligently to alleviate concerns. Smith also reported that SB 1594 associated with a CMAF and RTA merger had been delayed until next week and the General Assembly is presently considering pension reform. Two issues had been discussed earlier at the Regional Coordinating Committee, Smith continued: why had CMAF not taken a position to protect the Local Government Distribution Fund (LGDF), under HB2481 and how could CMAF remain neutral on HB2460? Regarding HB 2481, Board Chairman Mayor Bennett reported that the Metropolitan Mayors Caucus would be leading an effort to oppose that bill. It was also reported that CMAF would not be able to support the arbitrary formula being introduced under HB2460, which calls for a 50/50 split in highway funds. When questioned about downside to supporting the measure, Smith reported that the agency's position is not to support arbitrary funding formulas. .

12.0 Freight Policy Update

CMAF Staff Randy Deshazo gave an update on recent developments in freight from MAP-21. Deshazo reported that MAP-21 established the need for a National Freight Policy, the designation of a primary freight network of up to 27,000 miles of highways and recommends that the states prepare their own freight plans, with the participation of state freight advisory boards. MAP-21 also directed U.S. DOT to prepare a national freight plan, involving stakeholders from various regions and sectors in a national freight

advisory committee, Deshazo continued, and nominations for the federal freight advisory committee are now being accepted. CMAP's support of the freight provisions of MAP-21 have been conditional (i.e., MAP-21 is too focused on highway investment, while a multi-modal approach is really needed), CMAP with work with other larger major metros in developing consensus on freight policy for the next transportation reauthorization bill and, as called for in GO TO 2040, conducting a feasibility analysis of a regional freight authority. The region's highways and rail infrastructure are congested, existing resources are limited, and the freight industry lacks a unified voice in Springfield and in D.C., Deshazo continued, and CMAP will explore ways to provide a voice for freight needs and develop new revenue to execute projects, through a task force to advise staff and the CMAP board. Staff is working now to identify potential taskforce members. When questioned about IDOT's advisory council for the freight plan, Deshazo stated that the process should begin shortly and the timing of the update would be discussed at the next freight committee meeting.

Regarding nominations for the (25-member) national freight advisory committee, Executive Director Randy Blankenhorn reported that it is likely that ASHTO would nominate IDOT Secretary Ann Schneider at the State level, that Jim Healy would be nominated at the County level, and that at the regional level, Gabe Klein is the likely nomination. A motion by Dan Shea was seconded by Rae Rupp Srch to allow CMAP Executive Director to work out the details and sign on to a joint letter appointing the regional member of the advisory committee. All in favor, the motion carried.

Finally, Deshazo wrapped up, indicating that staff will likely bring its slate of task force members (similar to the Tax Policy Task Force) to advise staff and the Board for approval in June. Blankenhorn added that this task force will need a chair.

13.0 Other Business

There was no other business before the CMAP board.

14.0 Public Comment

There were no comments from the public.

15.0 Next Meeting

The April meeting of the Board is on call; the Board will likely meet next on May 8, 2013.

16.0 Executive Session

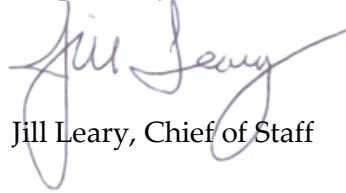
At 10:30 a.m., a motion to move to a closed session was made by Dan Shea and seconded by Rae Rupp Srch. All in favor the motion carried.

At the conclusion of the closed session, Chairman Bennett announced that the CMAP Board had considered a Memorandum of Understanding (MOU) with the Illinois Department of Transportation (IDOT) and the Chicago Metropolitan Agency for Planning (CMAP) under agreement 11BOB43. A motion authorizing CMAP's Executive Director Randy Blankenhorn to sign the MOU made by Rae Rupp Srch, was seconded by Dan Shea and with all in favor carried.

17.0 Adjournment

At 10:40 a.m., a motion to adjourn made by Dan Shea, seconded by Mayor Marilyn Michelini and with all in favor carried.

Respectfully submitted,

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

Jill Leary, Chief of Staff

04-15-2013
/stk



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MEMORANDUM

To: CMAP Board and Committees
From: CMAP Staff
Date: May 1, 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, 102 local projects have been initiated. Of these, 35 projects have been completed, 50 are fully underway, and 17 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

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. Detailed planning and concept development underway for Antioch Lifestyle Corridor, including themes, land use, environmental enhancements, infrastructure, and routing. Draft plan is anticipated in June, and public open house tentatively planned for July.
Bensenville comprehensive plan	Sam Shenbaga	Mar. 2013 - Feb. 2014	Staff assistance	Underway. Community Development Commission established as project's Steering Committee. Project kick-off with Steering Committee held on April 22. CMAP staff presented to Village Board on April 23, providing overview of project and scope of services. MOU and resolution approved by Village Board. Community outreach strategies being formulated by CMAP in coordination with Village staff. Existing conditions analysis to begin in early May.
Berwyn zoning revisions	Kristin Ihnchak	Jan. 2013 - Apr. 2014	Staff and consultant assistance	Underway. Steering committee kick-off meeting and stakeholder interviews took place in March. Team is reviewing existing conditions. Public kick-off meetings are scheduled for May 8 and 11.
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 second public meeting, similar to a "speed planning" educational meeting, was held on April 8 with almost 50 people in attendance. The next public meeting, a Visual Preference Survey, will be held May 13.
Bronzeville Alliance Retail corridor study, phase 2 (see website)	Sef Okoth	Phase 2: Nov. 2011 - June 2013	Staff assistance	Underway. Project partners and project steering committee have submitted comments for the draft land use plan. The next opportunity for public review and comment is scheduled to be held in June 22.
Bronzeville national heritage area feasibility study (see website)	Sef Okoth	July 2012 - June 2013	Staff assistance	Underway. On April 2 CMAP consulted with the National Parks Service (NPS) on the project and provided NPS staff with a project update. The Project Advisory Committee is meeting on April 30 to hear from the Gullah Geechee National Heritage Area about the process they undertook to develop a management and financial feasibility plans for the NPS. Staff continue to develop the draft feasibility study and management plan.
Calumet City comprehensive plan	Jack Pflingston	May 2013- Apr. 2014	Consultant assistance	Proposals received and are currently under review by CMAP and the City. Interviews and selection of consultant expected by mid-May.
Centers for New Horizons local food survey	Sef Okoth	Nov. 2012 - June 2013	Staff assistance	Underway. CNH began administering both paper and online surveys. The online survey link was posted on CNH and partner agency websites. Surveys will be available for completion until May 10. Focus groups are tentatively scheduled for June 5 and 6.

Project	CMAP lead	Timeline	Assistance type	Status and notes
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. Steering Committee has been established and will hold a kick off meeting in early May. Existing conditions analysis to begin in early May. CMAP is also assisting Chicago Heights, Cook County, and the Cook County Housing Authority on a Choice Neighborhoods Federal Grant Application, due May 28.
Chicago Housing Authority LeClaire Courts redevelopment	Sef Okoth	Aug. 2012- July 2013	Consultant assistance	Underway. A draft of the transportation feasibility assessment and development guidelines are under review by CMAP and CHA.
Chinatown neighborhood plan	Stephen Ostrander	Apr. 2013- Mar. 2014	Staff assistance	Underway. Held public announcement/press conference to officially launch project on April 11, featuring CMAP staff, steering committee co-chairs, and Alderman Daniel Solis, with strong turnout from community stakeholders and media including several Chinese language news outlets. Began implementation of initial community engagement activity, entitled "Postcards from the Future." Staff began finalizing specifics of engagement activities to take place at regular meetings of community organizations in May and June. Staff continued preliminary research for Existing Conditions and Opportunities Report.
Cook County consolidated plan	Jonathan Burch	Apr. 2013 - Mar. 2014	Staff assistance	Underway. Project kickoff meeting held on April 9. Steering committee composition currently being determined by CMAP and the County. Outreach efforts for Phase 2 being discussed.
Cook County Forest Preserve District trail counts and policy report	Trevor Dick	Apr.-Nov. 2013	Staff assistance	Underway. This project involves trail counts on two trails, as well as development of draft policy language concerning connection between the Forest Preserve District and adjacent municipalities. The County adopted the MOU/Resolution and staff is now creating the survey questions. Planning for volunteers and survey administration schedule is also ongoing.
Des Plaines neighborhood plan	Berenice Vallecillos	May 2013- Apr. 2014	Consultant assistance	The RFP was released to consultants on March 6. Proposals were received by CMAP on March 27 and interviews will be conducted on May 6. Consultant selection is expected in May.
Downers Grove bicycle and pedestrian plan	Jack Pfingston	Mar. 2012- May 2013	Grant funds	Underway. Revisions to draft plan submitted to Village. Adoption by Village Board delayed while newly-elected members are given opportunity to review final draft. Adoption is expected at May 21 Board meeting.
DuPage County unincorporated areas plan (see website)	Jack Pfingston	Oct. 2012- Sept. 2013	Consultant assistance	Underway. Revisions to draft corridor reports for Lake Street and Roosevelt Road completed; Steering Committees for both corridors met on April 11. Work is underway on framework plan and recommendations.

Project	CMAP lead	Timeline	Assistance type	Status and notes
DuPage Water Commission water conservation project	Erin Aleman	Feb.-Nov. 2013	Staff and consultant assistance	Underway. A survey was administered to DuPage Water Commission communities in April. The results of this are being used to inform a series of workshops focused on water conservation. Workshops are scheduled for May, 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. No update. Plan details and implementation action items are still under review by City staff.
Evanston bicycle plan	Jack Pflingston	June 2013-Mar. 2014	Grant funds	Release of RFP expected in May.
Ferson-Otter watershed plan implementation	Nora Beck	Feb.-Dec. 2013	Staff assistance	Underway. Staff review of the comprehensive plans and relevant development codes underway; goal is to share with steering committee by late May.
Franklin Park industrial areas plan	Nicole Woods	Apr. 2013-Mar. 2014	Staff assistance	Underway. Kick-off steering committee meeting will be held on May 9. Staff plans on touring the study area, collecting data, and working with partners in drafting the existing conditions report in May.
Glen Ellyn downtown streetscape and parking study (see website)	Lindsay Bayley	July 2012-June 2013	Grant funds	Underway. Final Steering Committee meeting held on April 10 to discuss draft plan, suggested minor modifications. Final version will be discussed by the Village Board on May 20, with action taken on May 28.
Hinsdale parking study (see website)	Lindsay Bayley	Nov. 2012-Oct. 2013	Staff assistance	Underway. Existing conditions report drafting undergoing final revisions. Business owners' workshop held on April 3, followed by second Steering Committee meeting.
Hoffman Estates workforce development project	Annie Byrne	Feb.-Dec. 2013	Staff assistance	Underway. Third Steering Committee meeting held on May 1, where staff discussed draft existing conditions, the quarterly newsletter, survey to manufacturers, and outreach to high schools. Research on existing communication strategies underway.
IDNR water loss evaluation project	Tim Loftus	Feb.-Dec. 2013	Staff assistance	Underway. The survey of permittee water loss practices officially closed April 19, but will remain available until the end of April given recent weather events. The response rate is fair-good. Analysis of last five years data on water loss 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. Coordinating with other food-related studies currently occurring in Kane County. Developing next round of criteria, which may include GIS analysis.

Project	CMAP lead	Timeline	Assistance type	Status and notes
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. Staff is currently revising the report and will begin to schedule the second Steering Committee meeting for May.
Kane County / Carpentersville Homes for a Changing Region project	Jonathan Burch	Feb.-Dec. 2013	Staff assistance	Underway. Board meetings scheduled for May and public workshops scheduled for June. Staff is currently completing internal community analysis and modeling.
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. Staff trained the County on forecast modeling in April and will train them on capacity analysis in May. Municipal and County staff agreed on steering committee constitution in April. A project introduction and scoping meeting will take place in early May.
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	TBD	Staff and consultant assistance	Project scoping is underway. Funding has been secured from Tollway and Lake County through UWP process.
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 May.
Lake Zurich water resources project	TBD	TBD	Staff assistance	Scoping is underway. Project will be led by MPC with small-scale assistance from CMAP.
Lansing comprehensive plan (see website)	Sam Shenbaga	Oct. 2012-Sept. 2013	Consultant assistance	Underway. Consultant conducting existing conditions analysis. Stakeholder interviews being conducted by consultant.
Liberty Prairie Conservancy local food system plan (see website)	Jessica Simoncelli	Aug. 2011 – May 2013	Staff assistance	Underway. The Lake County Sustainable Local Food Policy Report is being presented to the Lake County Planning, Building and Zoning Committee on May 7. The Liberty Prairie Reserve Master Plan will go before the Lake County Forest Preserve District Board for approval in June.
Lincolnwood Devon Avenue corridor study	Liz Panella	May-Nov. 2013	Staff assistance and small contract	Project scoping is underway. This project is expected to involve a Technical Assistance Panel (TAP) convened by ULI. Application materials were submitted to ULI and approved in March. Initial meeting between CMAP, ULI, and Lincolnwood staff scheduled for the first week of May.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Lynwood comprehensive plan	Samantha Robinson	Oct. 2012-Sept. 2013	Consultant assistance	Underway. Business workshop was held on April 23. Project website has been updated to include a summary about the community workshop held in March, a mapping tool, and on-line questionnaires. Key person interviews and the demographic and market analyses are projected to be completed in May.
<i>Lyons comprehensive plan</i>	<i>Lori Heringa</i>	<i>TBD</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Staff have reached out to Village staff to initiate scoping and passage of resolutions. The agency anticipates passage of a resolution in May. Project work will begin shortly thereafter.</i>
Markham comprehensive plan	Erin Aleman	TBD	Staff assistance	CMAP assisted in the development of an RFP for Markham's comprehensive plan (funded by DCEO IKE funds). DCEO released the RFP early April. RFPs were received on April 26. CMAP is now assisting in the review and selection of a consultant (end of May).
Morton Grove industrial areas plan (see website)	Nicole Woods	Feb. 2012-July 2013	Staff assistance	Underway. The recommendations memo was presented and approved by the steering committee on April 17. Staff is currently drafting the plan and is scheduled to meet with the Village's new administration on May 15 to introduce the plan's objective, scope, and direction.
New Lenox corridor plan	Jack Pfingston	Aug. 2012-June 2013	Grant funds	Underway. Revised Draft Implementation Plan sent to Village April 12; public Open House held April 29. Public comments will be considered before draft is presented to Plan Commission on May 7.
Niles multimodal transportation plan	Jack Pfingston	Mar. 2013-Feb. 2014	Consultant assistance	Underway. Kickoff meeting held April 3. Steering Committee met for first time on April 25; membership includes representatives from Pace and IDOT. Public Outreach Memorandum sent to Village and CMAP.
Norridge zoning revisions	Jake Seid	Feb.-June 2013	Staff assistance	Underway. CMAP team presented initial recommendations and discussed drafting direction at Zoning Board of Appeals meeting on April 1. Annotated Ordinance with specific recommendations and summary memorandum with general recommendations will be presented to Zoning Board of Appeals on May 20.
Northlake comprehensive plan (see website)	Trevor Dick	Mar. 2012-May 2013	Staff assistance	Underway. The Public Hearing is scheduled for April 30.
Northwest Municipal Conference trail access plan	Jack Pfingston	May 2013-Apr. 2014	Consultant assistance	Proposals were reviewed, with interviews conducted April 24. Contracting will be complete in early May.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Northwest Water Planning Alliance drought preparedness / strategic planning	Tim Loftus	Feb.-Dec. 2013	Staff assistance	Underway. Strategic planning has been productive and a draft plan will go before the Executive Committee in May. Progress has been made by the Illinois State Water Survey to estimate available water supply. A discussion of their approach and results is expected this summer. Water use data has been polled from the Illinois Water Inventory Program (IWIP).
Oak Lawn 95 th Street corridor study	Jake Seid	Jan. 2013-Jan. 2014	Consultant assistance	Underway. Teska has received comments from CMAP, IDOT, RTA, Metra, and Pace on Draft Existing Conditions Summary and made revisions as necessary. Completed community survey and reviewed comments; Completed consultant team workshop to discuss preliminary recommendations. Completed Oak Lawn Community High School workshop (April 9). Prepared for public information meeting (April 30).
Olympia Fields zoning ordinance update	Drew Williams-Clark	Apr. 2013-Mar. 2014	Consultant assistance	Underway. Proposals were reviewed, with interviews conducted March 29. Camiros was selected as project consultant to update Olympia Fields' Town Center Concept and Design Guidelines. Kickoff meetings have taken place between CMAP, the Village, and Camiros.
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. CMAP staff presented to the Village Board on April 2 to kick-off the project. Staff worked with the village to create a "shopper survey" that was administered at the Oswego COC Expo and posted on the village's website. The village has selected the steering committee and a meeting will likely occur in May.
Plainfield downtown transportation plan (see website)	Jack Pfingston	Aug. 2012-June 2013	Grant funds	Underway. Draft Plan currently being revised and will be presented to Village Board on May 13.
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-May 2013	Staff assistance	Underway. Final edits to text being implemented by CMAP staff and consultants from Camiros. Consultants began identifying images and diagrams to accompany toolkit content. Content of toolkit was showcased at panel at American Planning Association national conference.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Regional climate change adaptation toolkit	Jesse Elam	July 2012-May 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 revised toolkit outline and will present a detailed draft for discussion at the May 2 expert advisory group meeting.
Richton Park comprehensive plan (see website)	Kendra Smith	Aug. 2012-July 2013	Consultant assistance	Underway. Consultant is currently working on the Existing Conditions Analysis and Report (expected mid-May). Planning for a community visioning session is underway.
<i>Rosemont comprehensive plan</i>	<i>Sam Shenbaga</i>	<i>June 2013-May 2014</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Scope of services being finalized between CMAP and Village representative. Project start tentatively set for June.</i>
Round Lake Heights comprehensive plan (see website)	Jonathan Burch	May 2012-June 2013	Staff assistance	Underway. Draft plan completed and submitted to the Village. Draft to be discussed at May 14 Steering Committee meeting.
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 by late May.
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-Sept. 2013	Consultant and staff assistance	Underway. Stakeholder interviews were conducted by the consultant team, led by Teska Associates, in March. The steering committee met on April 24 to review the consultant team's existing conditions work. An existing conditions report is expected in mid-May.
UIC multimodal transportation plan	Lindsay Bayley	June 2013-Sept. 2014	Staff assistance	Project scoping is underway. Involvement of UIC classes expected.
Waukegan subarea plan (see website)	Stephen Ostrander	Nov. 2012-Oct. 2013	Staff assistance	Underway. Staff began finishing preparation of existing conditions report, which will include section detailing initial findings and themes from extensive community engagement activities conducted thus far. Staff designed scope of work for additional market analysis of commercial corridor, to be completed during May and early June.
Westchester comprehensive plan (see website)	Samantha Robinson	Nov. 2011-June 2013	Staff assistance	Underway. Draft plan sent to Village for review in early April.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Wicker Park-Bucktown parking study	Lindsay Bayley	Jan.-Sept. 2013	Staff assistance	Underway. CMAP and Harris School of Public Policy presented findings from subarea parking survey at First Steering Committee meeting on April 4. Data collection for more areas underway.
<i>Will County brownfield prioritization</i>	<i>Jake Seid</i>	<i>June 2013-Apr. 2014</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Project scoping is underway with the County Board expected to adopt the MOU/Resolution in May. CMAP will provide inventory of brownfield sites for renewable energy in partnership with personnel from various agencies throughout Will County.</i>

Completed Projects

Project	CMAP lead	Completion date	Assistance type	Implementation status
Addison comprehensive plan (see website)	Sam Shenbaga	Jan. 2013	Staff assistance	Plan unanimously adopted by Village Board on January 7. Village received technical assistance to create a Homes for Changing Region study, to begin in summer of 2013.
Algonquin downtown plan (see website)	Jack Pfingston	Mar. 2013	Grant funds	Official approval of the plan by the Village Board occurred at their March 5 meeting.
<i>Alsip comprehensive plan (see website)</i>	<i>Sam Shenbaga</i>	<i>Apr. 2013</i>	<i>Staff assistance</i>	<i>Newly completed. 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. Consultant leading study is URS. URS will be conducting one-on-one interview with CMAP in May.</i>
Berwyn comprehensive plan (see website)	Sam Shenbaga	Oct. 2012	Staff assistance	Plan adopted unanimously by City Council on October 23. Year-long zoning ordinance revision project 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.
Bronzeville Alliance retail corridor study, phase 1 (see website)	Sef Okoth	Feb. 2012	Staff assistance	The second phase of this project, focusing on land use change, is ongoing. Also, the Chicago Community Trust provided a grant to The Renaissance Collaborative (TRC) to directly implement the recommendations of this project. The Alliance continues to coordinate with and support local organizations to promote implementation of the project recommendations.
Campton Hills comprehensive plan (see website)	Jason Navota	Aug. 2012	Staff assistance	Final plan approved by Village Board on August 21. Next steps in implementation are being discussed.

Project	CMAP lead	Completion date	Assistance type	Implementation status
Carpentersville “Old Town” Area Action Plan (see website)	Trevor Dick	July 2012	Staff assistance	The Village Board unanimously adopted the Plan at their July 10 meeting. An implementation strategy has been created to assist the village. CMAP staff met with village staff in Old Town on April 23 to talk about what the village is working on and next steps.
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.
<i>Elburn comprehensive plan</i> (see website)	Jack Pfingston	Apr. 2013	Grant funds	<i>Newly completed. Plan was adopted by Village Board on April 1.</i>
<i>Elmwood Park comprehensive plan</i> (see website)	Nicole Woods	Apr. 2013	Staff assistance	<i>Newly completed. The public provided final input at an open house in early March and the steering committee approved the plan on March 11. Plan was unanimously adopted by the Village Board on April 1.</i>
Evanston water efficiency program (see website)	Amy Talbot	Aug. 2012	Staff assistance	Plan accepted by Council in August. Implementation actions started by City and Utility.
Fairmont neighborhood plan (see website)	Trevor Dick	Apr. 2012	Staff assistance	County staff are working with Openlands and the Park District to create a community garden for use by residents in the spring.
Fox Lake bicycle plan	Jack Pfingston	Mar. 2013	Grant funds	Plan was adopted by Village Board March 26.
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	Final reports were printed in February. Final presentations completed in March. Discussions about implementation with municipal officials scheduled for April.
Homes for a Changing Region in south Cook (see website)	Drew Williams-Clark	Dec. 2011	Staff assistance	Three of the participating communities have follow-up LTA projects. The Park Forest sustainability plan was adopted in May, with a follow-up zoning project beginning in the spring. A comprehensive plan in Lansing and a subarea plan in Olympia Fields are now underway.
Homes for a Changing Region in west Cook (see website)	Drew Williams-Clark	Apr. 2012	Staff assistance	Phase 2 of this project, which involves supporting a Community Challenge grant to the West Cook County Housing Collaborative in the same communities, was completed in December.

Project	CMAP lead	Completion date	Assistance type	Implementation status
Joliet “Old Prison” redevelopment (see website)	Pete Saunders	May 2012	Staff assistance and small grant	CMAP is assisting the City of Joliet and Will County Forest Preserve District in developing an Open Space Task Force agreement between City, Openlands, Joliet Park District and Will County Forest Preserve District to work jointly on future recreational use of site.
Lake Zurich comprehensive water resources project (see website)	Amy Talbot	Apr. 2012	Staff assistance	Lake Zurich is receiving further LTA assistance to implement the recommendations of this project. This project will be led by MPC, with CMAP in a supporting role.
Lakemoor comprehensive plan (see website)	Nora Beck	Feb. 2013	Staff assistance	Hosted a Plan Commissioners training in partnership with Round Lake Heights on April 23.
<i>Maywood economic development strategy</i>	<i>Nicole Woods</i>	<i>Apr. 2013</i>	<i>Staff assistance</i>	<i>Newly completed. Staff completed a market analysis for Maywood in late April. The report examined retail market dynamics and provided retail and residential recommendations intended to inform the comprehensive plan update that is currently underway by the Village’s consultant.</i>
McHenry County subarea plan	Jack Pfingston	Nov. 2012	Grant funds	The final plan was adopted by the McHenry County Board at their meeting on November 20.
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.
<i>Oak Park water conservation program (see website)</i>	<i>Nora Beck</i>	<i>Apr. 2013</i>	<i>Staff assistance</i>	<i>Newly completed. Final draft approved by Village Board on April 1.</i>
Orland Park water conservation ordinance (see website)	Hala Ahmed	June 2012	Staff assistance	Coordination between Orland Park and its neighbors on regionalizing the results of this project is underway.
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.

Project	CMAP lead	Completion date	Assistance type	Implementation status
<i>Riverside Central Business District plan (see website)</i>	<i>Nora Beck</i>	<i>Apr. 2013</i>	<i>Staff assistance</i>	<i>Newly completed. Village Board adopted the plan on April 15.</i>
Seven Generations Ahead sustainability data	Drew Williams-Clark	Mar. 2013	Staff assistance	Staff delivered final data and documentation to SGA. Staff also reviewed the draft sustainability report card narrative.
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.
Waukegan planning prioritization report	Stephen Ostrander	July 2012	Staff assistance	A follow-up subarea plan is underway. <i>Newly completed.</i>
West Cook Housing Collaborative, phase 2: Challenge Grant support	Drew Williams-Clark	Dec. 2012	Staff assistance	The project has been completed and materials have been transmitted to the West Cook Housing Collaborative for the use of the participating communities.
Wheeling active transportation plan (see final plan)	Lindsay Bayley	Jan. 2013	Grant funds	The Village Board voted unanimously to approve the Active Transportation plan on January 7.

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

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MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: May 1, 2013
Re: State Legislative Update

Activities intensified in April with numerous deadlines to move bills from committees to the floor for passage. At this point, any bill that has not successfully been voted out of its originating chamber will be re-referred to Rules or Assignments. Bills can move forward in the legislative process if they are granted a deadline extension by leadership. CMAP has been tracking more than 350 bills this session, but very few remain active. Bills included in the table that follows impact CMAP's [2013 State Legislative Framework](#) or are of interest to CMAP's partners. Bills included in the table remain active, while bills that have stalled in the legislative process are listed on the last page of this memorandum.

Staff will continue to closely monitor legislative initiatives that are particularly relevant to CMAP and the 2013 [Legislative Agenda](#). One bill that impacts CMAP directly is [SB1594](#), which proposes to merge the Regional Transportation Authority (RTA) and CMAP. The bill is sponsored by Senator Terry Link and calls for the formation of a transition committee to develop detailed plans to integrate staff and operations of the two agencies. The bill has raised concerns by mayors and other local elected officials in the region. In response, Metropolitan Mayors' Caucus has created a taskforce to help facilitate dialogue in the region about the proposed merger. The RTA is also opposed to the bill. [SB1594](#) missed the third reading deadline and has now been re-referred to Senate Assignments. Typically, bills sent back to Assignments are no longer active. It is our understanding that Senator Link will not advance the bill until the taskforce has provided recommendations.

Regarding the state's fiscal health, the House and Senate have taken two different approaches to address the pension reform issue. In the House, members voted on individual changes to the system, while the Senate voted on a comprehensive version that included each of those individual measures. The measures passed in the House, but not in the Senate. The different approaches are a result of the Constitutional interpretation and projected savings from the reforms. A [policy update](#) includes more information regarding the pension legislation that was

passed by each chamber. A new pension package was proposed by Speaker Madigan ([SB1-HA1](#)) that includes a number of the previously passed measures, for details please refer to the [fact sheet](#). The next few weeks will be focused on pension reform as House and Senate committees will evaluate the proposals passed in the opposite chambers.

Both House and Senate Appropriations committees convened in April to consider proposed Fiscal Year 2014 allocations for the operating budgets of state agencies. CMAP monitored the hearings for the Illinois Department of Commerce and Economic Opportunity (DCEO), Department of Natural Resources (IDNR), and Department of Transportation (IDOT). In general, the hearings were an opportunity for the state agencies to provide an overview of the departmental budgets, as proposed in the Governor's budget announcement on March 6, and present supporting testimony. By-in-large, legislators asked very few questions about the proposed budgets. In its current form, IDOT's proposed budget includes funding for the metropolitan planning organizations statewide at \$6 million, of which CMAP receives \$3.5 million.

As was mentioned in March, early conversations regarding the development of a new transportation capital bill have begun. The Transportation for Illinois Coalition (TFIC) hosted several meetings with local elected officials, business leaders and legislators throughout the state. CMAP remains involved in these conversations, advocating that investment in the state's transportation must be based on transparent evaluation criteria that support the needs of an economically competitive state and include key stakeholders, like MPOs. [HB 1549](#), which stalled a House Transportation Subcommittee, would have improved processes for allocating existing transportation funds by compelling IDOT to implement an expanded approach to performance-based programming.

Water and natural resources issues have seen little movement this session, but an initiative that creates a pilot-program for a stormwater utility advanced to the Senate floor. [HB 1522](#) allows 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. CMAP supports stormwater utilities and recently published a [report](#) regarding the value of these utilities.

Several transparency and accountability-related bills advanced, including [HB 3199](#). This bill would require the [Commission on Government Forecasting and Accountability](#) to hold a hearing within 30 days after the Governor's Budget Address to the General Assembly to consider CMAP's annual report and its impact on the State budget. CMAP is neutral on this bill; Senator Hutchison is the sponsor.

A number of other high profile issues were also tackled last month. The House failed to approve two versions of concealed carry legislation. One bill proposed a "may issue" standard that would have provided local law enforcement with discretion over who would be issued concealed carry permits. The second proposed a "shall issue" standard, meaning that the state would be required to issue a concealed carry permit to any qualified applicant. In the Senate,

versions included stricter qualifications for Cook County and Chicago. The RTA, Pace, Metra, and CTA are advocating to continue the concealed carry ban on public transportation. The state is under a court-ordered deadline of June 9, 2013, whereby it must enact a law to protect the Second Amendment rights of Illinois residents to carry a concealable firearm. In the House, a measure was approved to create a pilot program for the use and sale of medical marijuana. The bill is headed to the Senate, where a similar bill was previously approved.

ACTION REQUESTED: Approval

May 2013 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
PURSUE COORDINATED INVESTMENTS				
Local Government Dissolution	SB494	<p>Thomas Cullerton (D-Villa Park)</p> <p>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, but not fire protection districts with more than three employees. The bill also establishes a trustee-in-dissolution charged with creating a plan for the dissolution of the government for the county board, including what functions would be undertaken by the County. The trustee would be able to increase or decrease service levels or decrease property tax levies, except in the case of fire protection districts.</p>	<p>04/25/2013 Senate Passed 51-0-0</p>	Support
Township Dissolution	SB1585	<p>Daniel Biss (D-Skokie)</p> <p>Provides a process by which a single township within a county under township organization could dissolve. Currently, state statute does not provide a clear route to dissolving one township within a county that is under township organization. State statute only provides a mechanism for the dissolution of townships on a countywide basis. Under the bill, upon petition of at least 10 percent of registered voters in the township, a proposition to discontinue and abolish the township and transfer its responsibilities to the county would be put to a vote countywide. If the proposition passes countywide, then the township would be abolished. All responsibilities and taxing authority of the township would be transferred to the county.</p>	<p>04/24/2013 House Assigned to Counties & Townships</p>	

Subject	Bill	Summary	Status	Agency Position
INVEST STRATEGICALLY IN TRANSPORTATION				
Funding	HB1295	Al Riley (D-Hazel Crest) Amends the Illinois Urban Development Authority Act (IUDAA), to expand the scope of permissible activities to include development, financing, and maintenance of transportation projects. The bill does not provide new revenue sources for redevelopment activities. Note that the IUDAA allows the Authority to issue revenue bonds, with a total cap of \$500 million, and to make loans. These bonds are to be repaid through revenues or income derived from loans issued, the leasing or sale of projects, or other sources. This addresses redevelopment in existing communities, it also supports preservation of land for both farm and or green redevelopment and it has a direct impact on our goal to increase and expand more open space in our region. The bill could also increase resources available for transportation investments in existing communities.	05/01/2013 Senate Passed Local Government	
Elgin-O'Hare	HJR9	Robert Rita (D-Blue Island) Authorizes the Tollway to build the Elgin O'Hare expansion and 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, and support the involvement of diverse groups in the project and broader economic development in the corridor. This joint resolution is required for the Elgin-O'Hare project to move forward.	03/22/2013 House Placed on Calendar Order of Resolutions	Support
INCREASE COMMITMENT TO PUBLIC TRANSIT				
RTA Board	HB140	Jack D. Franks (D-Woodstock) Eliminates compensation and pension benefits for RTA board members.	04/23/2013 Senate Assigned to Licensed Activities and Pensions – 5/1 committee scheduled	
RTA Working Cash Notes	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.	04/16/2013 Senate Assigned to Transportation	

Subject	Bill	Summary	Status	Agency Position
RTA Fare Increases	HB2453	Al Riley (D-Hazel Crest) Requires both the Mass Transit Committee in the House and the Transportation Committee in the Senate to hold a public hearing regarding any increase in the revenue recovery ratio or any increase in fares or charges for public transportation.	04/24/2013 Senate Assigned to Transportation	
ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING				
Affordable Housing	SB1244	Sen. Terry Link (D-Gurnee) Establishes an Affordable Housing Trust Fund Pilot Program in Lake County. The statute would be expanded to give the Lake County Board the authority to impose a \$3 recording fee on real estate transactions to be deposited in an Affordable Housing Trust Fund. The authority is required because Lake County is not home rule. The Fund may be utilized for the purpose of providing financial support for affordable housing activities that address the housing needs of low-income and moderate-income households as determined by the county board. It appears that both capital and administrative expenses related to affordable housing are eligible. The bills could provide additional funding for affordable housing in Lake County, and tying funding to housing sales provides something of a connection between the fee and its use.	04/25/2013 House Arrived	Support
EXPAND AND IMPROVE PARKS AND OPEN SPACE				
Parks and Open Space Grants	SB1637	Dan Kotowski (D-Park Ridge) Amends the Open Space Lands Acquisition and Development Act (OSLAAD). Provides that at least 50% of any grant made to a unit of local government under the Act must be paid to the unit of local government at the time the Department awards the grant. Provides that the remainder shall be distributed quarterly on a reimbursement basis.	04/24/13 House Assigned to Agriculture & Conservation Committee	
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 rate base of a water or sewer utility that the large public utility is acquiring.	04/24/2013 Senate Assigned to Energy	

Subject	Bill	Summary	Status	Agency Position
Stormwater Management	HB1522	Mike Fortner (R-West Chicago) Allows DuPage and Peoria counties to impose user fees for stormwater management.	04/17/2013 Senate 3 rd Reading	Support
PROMOTE LOCAL FOOD SYSTEMS				
Urban Composting	HB2335	Robyn Gabel (D-Evanston) The bill as amended would allow exemptions from permits for composting in urban and rural areas. Gives suburban local governments the ability to pass stricter ordinances. It also clarifies that these farms can bring in up to 10% additives (food scrap, manure, and other non-landscape waste) for composting.	04/24/2013 Senate Assigned to Environment	
IMPROVE ACCESS TO INFORMATION				
Public Hearing	HB3199	Al Riley (D-Hazel Crest) Requires the Commission on Government Forecasting and Accountability to hold a public hearing within 30 days after the Governor's Budget Address to the General Assembly to consider CMAP's annual report and its impact on the State budget.	04/30/2013 Senate Passed Senate Transportation	

PREVIOUSLY REPORTED BILLS THAT MISSED ORGINATING CHAMBER DEADLINES (DEAD BILLS)

[HB67](#) Property Tax-Green Energy SSA
[HB98](#) Pension CD-Reform State System
[HB985](#) Road Fund- No Transfers
[HB1037](#) County Farmland Preservation
[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
[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
[HB3251](#) Local Government Unit Dissolution
[SB29](#) Road Fund No Transfers
[SB1341](#) Open Space Land Grants
[SB1432](#) Tax Exempt-Local Property Rehab
[SB1647](#) Transportation-Design Build
[SB2140](#) Motor Fuel Tax Fund Use
[SB2387](#) RTA Chairman-Veto Power



MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: May 1, 2013
Re: CMAP Principles for a New State Capital Program

In recent months, transportation and business leaders across Illinois have begun the conversation about a potential new capital program. Given the lack of stable funding, the continuation of the arbitrary “55/45 split” that directs only 45 percent of State highway funds to the Chicago region, and the lack of transparent project selection, **CMAP believes that any new State capital program must be coupled with reform.**

Necessary Reforms

Specifically, any new program: 1) must be funded through new user-fee generated revenues, 2) must move away from the 55/45 split and toward a performance-based funding system, and 3) must provide additional capital funding for both highways and transit.

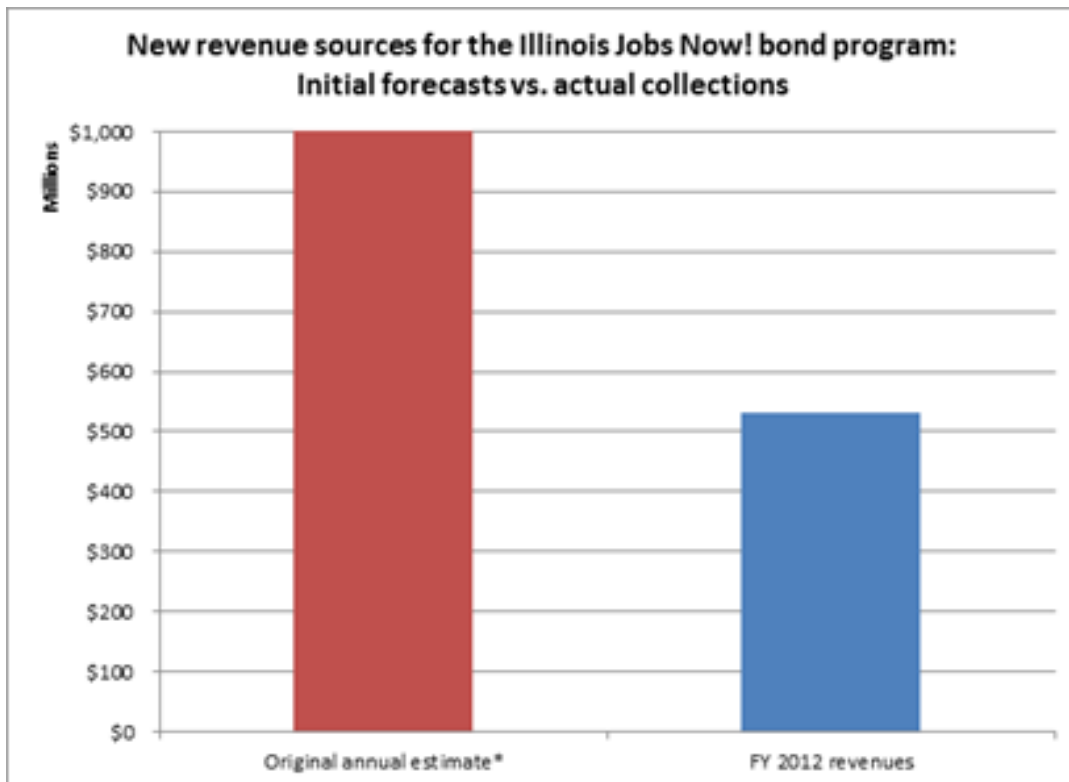
- *New user-fee generated revenues.* The State must find a source of revenue that can keep pace with construction costs and end the continuing “boom and bust” cycles of inconsistent funding and uncertainty for residents and businesses. In the near term, the State should raise transportation user fees and index them to inflation or construction cost escalation. While new and innovative sources of dedicated transportation funding should also be explored, Illinois needs a near-term source of adequate, predictable, and stable funding so that projects can be financed. Not all new revenues should be used for debt service— some of the new revenue should have a “pay-as-you-go” element to stabilize the State road fund to pay for ongoing needs.
- *End 55/45 and move toward performance-based project selection.* Past State capital programs have lacked a transparent project selection process and dedicated far too little funding toward northeastern Illinois, relative to what the region provides in economic productivity and tax dollars. The State should move toward implementing a performance-driven process for selecting projects, rather than continuing arbitrary allocations. In northeastern Illinois, projects should align with the recommendations of the region’s GO TO 2040 comprehensive plan, which prioritizes the maintenance and

modernization of the existing system along with a short list of prioritized major capital projects. Because our region has worked collaboratively to plan for its future, the State should respect this vision through its project selection and also ensure that our residents and businesses understand how their tax dollars are being spent to implement it.

- *Provide additional capital funding for transit.* CMAP supports the maintenance of our roads and bridges as well as strategic highway expansions in line with GO TO 2040's objectives. However, well-functioning public transit remains vital to our region's economic future. Finding a steady, reliable source of capital funding to support the region's transit system must be a top priority, and to date this has not materialized. The importance of achieving modern transit service will only grow as metropolitan Chicago competes with other places around the globe for talent and investment. Our region already taxes itself to fund transit operations, and the State must help deliver the capital resources that are so badly needed to modernize the system.

Prior Shortfalls

Enacted in 2009, the most recent packages — Jump Start and Illinois Jobs Now! — plan for some \$9.5 billion in bond-financed transportation improvements. Not only have these programs shortchanged northeastern Illinois taxpayers through the 55/45 split, the State has also struggled to finance them. The enabling legislation for Illinois Jobs Now! established a new Capital Projects Fund to cover debt service for the majority of the new bonds it appropriated, with the revenues for this fund to be provided by new taxes and fees. However, several of the new revenue sources, such as video gaming, yielded revenues substantially below projected levels. Those new revenue sources were expected to generate about \$1 billion annually but have only raised a little more than half that amount in recent years, as shown below.



This shortfall in revenues has affected the State's ability to issue bonds in support of Illinois Jobs Now! According to data from the Illinois Office of the Comptroller, as of June 2011 only about **45 percent** of the all Transportation Series B bonds — including those from Jump Start and Illinois Jobs Now! as well as previous capital programs — authorized for transit, aviation, and rail had been issued. And about **only 30 percent** of the Transportation Series D bonds that Illinois Jobs Now! authorized for highways, local governments, and other transportation improvements had been issued. In short, the State has not been able to fully pay for its current program, and we must ensure that this problem does not carry over to any future capital programs.

ACTION REQUESTED: Recommend approval of the Principles for a New State Capital Program.

###

Achieve Greater Livability through Land Use and Housing

CMAP's role: This is a high priority for the agency in terms of leadership, level of effort, and staff commitment.

Additional management staff objectives: Since the Housing and Urban Development (HUD) grant is expiring in January 2014, it is a high priority to pursue and secure additional funding opportunities beyond transportation resources to continue and enhance the LTA program.

Implementation Action Area #1: Provide Funding and Financial Incentives

Overall priorities in **providing funding and financial incentives:** Create consistent funding sources for local planning and the implementation of local plans.

FY 14 work plan:

- Local Planning Support – Management of Grants and Contracts
- Performance-Based Programming – CMAQ Program
- Performance-Based Programming – Transportation Alternatives Program
- Performance-Based Programming – Targeting Infrastructure Investment for Plan Implementation

Anticipated progress by end of FY 13: Complete a second successful cycle of grants, and continue to improve process for third year. Begin development of a recommendation for CMAQ funding that advances the implementation of GO TO 2040.

Actual progress in FY 13: Identified 18 LTA projects to be completed through consultant contracts (bringing total consultant-led projects to 30). Most of these projects will be underway by the end of FY 13. The program was again extensively coordinated with the RTA, including using the same materials and funding cycles, as well as coordinating on which agency would review which applications. For FY 14, the application was further streamlined to include both staff-led and consultant-led projects in the same application form.

Anticipated progress by end of FY 14: Complete a third successful cycle of LTA grants, and continue to improve process for fourth year. Make recommendations for CMAQ funding that are consistent with plans produced through the LTA program. Develop policy recommendations for alignment of other infrastructure investments with geographic priorities identified through local plans.

Anticipated progress with 5 years: Coordinate with other funding sources (federal, state, philanthropic, civic, and other) beyond the RTA to create a consolidated program for local planning activities of all types (going beyond transportation). Institutionalize the new CMAQ process and modify project selection for at least one other infrastructure funding program. Continually investigate further changes to CMAQ and similar sources to ensure focus on implementing GO TO 2040.

Implementation Action Area #2: Provide Technical Assistance and Build Local Capacity

Overall priorities in **providing technical assistance and building local capacity:** Provide direct assistance to communities on projects that advance the implementation of GO TO 2040, in close collaboration with partner organizations. Create regional technical assistance materials that respond to needs that cross communities.

FY 14 work plan:

- Local Planning Support – Municipal Survey
- Local Planning Support – Model Plans, Ordinances, and Codes
- Local Planning Support – Online Case Study Library
- Local Planning Support – Planning Commissioner Workshops
- Local Planning Support – LTA



- Performance-Based Programming – Targeting Infrastructure Investment for Plan Implementation

Anticipated progress by end of FY 13: Complete approximately 20 additional local projects. Implement model plans and ordinances through direct projects in interested communities. Initiate plan and ordinance review program. Maintain and improve other technical assistance tools, including online library, municipal survey, and Planning Commissioner workshops.

Actual progress in FY 13: Completed 30 LTA projects, 10 by consultants and 20 by staff. Coordinated extensively with partners, and involved partners in nearly all major projects. Continued to improve case study library. Completed model approaches for parking, form-based codes, arts and culture, and climate change adaptation. Began several LTA projects related to parking to implement that model approach. Held eight Planning Commissioner workshops in coordination with APA-IL.

Anticipated progress by end of FY 14: Complete a third successful cycle of LTA grants, and continue to improve process for fourth year. Make recommendations for CMAQ funding that are consistent with plans produced through the LTA program. Develop policy recommendations for alignment of other infrastructure investments with geographic priorities identified through local plans.

Anticipated progress with 5 years: Identify resources which make it possible to sustain the level of community technical assistance made possible through the HUD grant. Continue regional technical assistance activities described above and make them regular, programmatic CMAP activities. Link recommendations of plans to infrastructure investments.

Implementation Action Area #3: Support Intergovernmental Collaboration

Overall priorities in **supporting intergovernmental collaboration**: Provide support to local interjurisdictional initiatives.

FY 13 work plan:

- Local Planning Support – LTA
- Local Planning Support – Model Plans, Ordinances, and Codes
- Water Resource Planning – Watershed Planning
- Water Resource Planning – Watershed Management Coordination

Anticipated progress by end of FY 13: Prioritize LTA assistance to interjurisdictional projects – both to initiate new projects and implement previous interjurisdictional plans. Include several interjurisdictional projects within new LTA program adopted in October. Complete watershed plans in additional areas and provide support to partner-led watershed plans.

Actual progress in FY 13: Prioritized multijurisdictional LTA projects in the FY 13 call for LTA projects. Selected four additional interjurisdictional housing planning projects, and initiated two. Began two projects to implement past watershed plans in Sleepy Hollow / Silver Creek and Ferson-Otter Creek. Selected and initiated other multijurisdictional projects in areas of water resources, workforce development, and trails planning.

Anticipated progress by end of FY 14: Continue to prioritize interjurisdictional projects in LTA project selection. Initiate and complete interjurisdictional projects that have already been selected. Increase the role of Counties and Councils of Government (COGs) in interjurisdictional efforts.

Anticipated progress with 5 years: Expand coverage of interjurisdictional housing groups to additional areas, and increase participation in areas they already cover. Form new interjurisdictional groups around transportation corridors or watersheds through planning activities that cover multiple communities.



Implementation Action Area #4: Link Transit, Land Use, and Housing

Overall priorities in **linking transit, land use, and housing**: Encourage local governments to consider housing and transit when making land use decisions. Encourage housing agencies to consider land use and transit access as they make investment and policy decisions. Encourage transportation agencies to consider housing and land use as they make investment and policy decisions.

FY 13 work plan:

- Local Planning Support – LTA
- Policy Analysis and Development – Regional Housing and Development Analysis
- Performance-Based Programming – Livability Performance Measures

Anticipated progress by end of FY 13: Through community technical assistance, revise comprehensive plans and zoning ordinances in areas near transit service. Policy staff will contribute ongoing analytical pieces, via the policy updates blog, on topics including station area change, housing trends, commercial development trends, residential connectivity, and land use planning on transportation corridors. Staff will continue to provide relevant bicycle and pedestrian planning information to highway project implementers.

Actual progress in FY 13: Completed comprehensive plans in a number of communities with transit service, and began zoning ordinance updates in many of these. Posted policy blogs on a number of relevant topics. Continued to provide bicycle and pedestrian conditions information to the Illinois Department of Transportation (IDOT) to assist with planning future projects, responding to over 30 requests.

Anticipated progress by end of FY 14: Continue to integrate transit, land use, and housing through the LTA program. Continue providing information to IDOT to assist with project development. Investigate linking infrastructure investment with the results of past plans prepared either through the LTA program, the RTA's funding programs, or other local sources.

Anticipated progress with 5 years: In cooperation with RTA, work with each community that has previously completed a TOD plan to adjust comprehensive plans and zoning ordinances to reflect it. Identify at least two policy changes (each) to be made by housing and transportation agencies to integrate transit, land use, and housing; accomplish one of these identified changes. Promote investigation of the transit, land use and housing interaction when considering alternative local scenarios.



Manage and Conserve Water and Energy Resources

CMAP's role: This is a priority for GO TO 2040 and the agency's role and focus on implementing this recommendation with regard to energy will be to conclude our Energy Impact Illinois program funded through the U.S. Department of Energy; and with water, there is a staff commitment through technical assistance work.

Additional management staff objectives: With the U.S. Department of Energy E12 contract ending in October 2013, the agency will have a more limited role in energy policy and planning. Focus on obtaining sustainable funding for water related activities.

Implementation Action Area #1: Implementing Energy and Water Retrofit Programs

Overall priorities in **implementing energy retrofit programs:** Conceptually, the idea behind the Energy Impact Illinois (E12) program is to develop a framework for market transformation by building a comprehensive energy retrofit program which includes strategies to build a sustainable business model to aggressively retrofit commercial, industrial, and residential buildings across northeastern Illinois. Energy consumed by buildings accounts for more than 60% of the region's GHG emissions and this is the region's strategy to address this by increasing access to information, capital, and a trained work force.

FY 14 work plan:

- Energy Impact Illinois – E12
- Local Planning Support – LTA

Anticipated progress by end of FY 13: Continue to implement and administer the E12 program which is set to expire in May 2013. Work with U.S. DOE and our subgrantees to make necessary programmatic changes and determine the program's transition plan. Undergo strategic planning in energy to determine the agency's role in continuing E12, future retrofit activities, energy policy, and technical assistance. Recommend energy conservation practices, including local participation in E12, through LTA program whenever relevant.

Actual FY13 progress:

- After a thorough strategic evaluation, significant components of the program in the commercial and residential sectors were altered over the course of the fiscal year to offer incentives for retrofit activity.
- Drastically increased outreach efforts, resulting in accomplishing over 1500 residential retrofits.
- Completed over 600 multi-family unit retrofits and over 400,000 square feet of commercial non-profit space.
- Provided technical assistance incentives to a number of commercial buildings to identify potential candidates for our commercial retrofit programs.
- Designed a "Gateway Service Road Map" process and deliverable in conjunction with the Retrofit Chicago Commercial Building Initiative. Will complete over twenty road maps by the end of the grant that will identify tangible next steps for commercial retrofit activity.
- At the end of FY 13, the close out of this grant and transition of viable and necessary components will continue.
- Additionally, strategic planning will conclude to determine what CMAP's role in energy is in the following years.
- Recommended energy conservation practices, including local participation in E12, through LTA program whenever relevant.

Anticipated progress by end of FY 14: Following a brief extension, the E12 program will be coming to a close at the end of September 2013. Close out CMAP's E12 involvement with U.S. DOE and our



subgrantees and determine the program's transition plan and necessary continued monitoring. Incorporate energy efficiency work where appropriate in planning and policy work.

Anticipated progress with 5 years: Evaluate if the E12 program was successful and recommend activities that prove to be successful and sustainable to increase energy efficiency throughout the region. CMAP should consider expanding its work beyond energy efficiency.

Implementation Action Area #2: Integrating Land Use Planning and Resource Conservation

Overall priorities in **integrating land use planning and resource conservation**: Through watershed plans, technical assistance, model ordinances, and other work with local governments, create changes in land use regulation that support conservation of water and energy.

FY 14 work plan:

- Local Planning Support – Model Plans, Ordinances, and Codes
- Local Planning Support – LTA
- Policy Analysis and Development – Green Infrastructure Vision
- Policy Analysis and Development – State Legislative Strategy
- Water Resource Planning – Watershed Planning
- Water Resource Planning – Watershed Management Coordination
- Water Resource Planning – Volunteer Lake Management Program (VLMP)
- Regional Information – Regional Analysis Inventories

Anticipated progress by end of FY 13: 1) Following the FY 12 watershed plans, an implementation plan will be created to address water quality in nine lakes in the subregion. 2) One or more communities within the watershed planning area will be utilizing additional CMAP staff resources via LTA program to review ordinances, subarea plans, or comprehensive plans for improving alignment with the implementation plan due in 2014. 3) The VLMP will continue to serve public and private lakes management alike and likely gain in number. 4) Additional LTA projects related to resource conservation will be pursued. 5) The Green Infrastructure Vision (GIV) data resources will be focused on policy applications, including use for comprehensive plans and land conservation.

Actual FY 13 Progress: 1) The Nine Lakes Total Maximum Daily Load Implementation Watershed Plan progressed through the development and submittal to IEPA of a resource inventory; numerous public and stakeholder meetings were held throughout the watershed basin; a website was created and maintained containing all project documentation and information; a GIS-based modeling tool was acquired that will facilitate the identification of appropriate best management practices. 2) Two watershed plans are being advanced through the LTA program by making comprehensive plan and ordinance updates. 3) Necessary arrangements were made to initiate the 2013 season; potential new volunteers were identified; prepared materials for use in VLMP for identifying several harmful aquatic plants; made several presentations about the program at professional meetings; homeowners associations and other groups. 4) Work is underway with the Northwest Water Planning Alliance and IDNR related to water resources. 5) The GIV is regularly being used in LTA projects as baseline information concerning natural resource priorities. 6) Watershed management coordination was fostered by providing follow-up support to several associations involved with previously developed watershed planning efforts.

Anticipated progress by end of FY 14: 1) LTA projects continue to include natural resource components as use the GIV as a resource, and water conservation will be incorporated within a number of LTA projects. Work will be underway on an update of a model approach to conservation design. 2) The Nine Lakes TMDL Implementation Watershed Plan will have a draft plan and supporting



materials submitted to IEPA; Watershed management support will be continued for previously developed watershed plans; the VLMP program will continue to serve both public and private lakes in the region.

Anticipated progress with 5 years: Land-use planning and resource conservation will have made significant strides as a result of *Water 2050/GO TO 2040* implementation efforts. An update to both plans will have been accomplished and greatly informed by the previous years of experience with implementation efforts. CMAP's role(s) vis-à-vis other regional partners will have become clear and effective as a means for collaboration on implementation activities. Integrate use of GO TO 2040 Forecasts into Land Use Planning and Resource Conservation Activities.

Implementation Action Area #3: Pricing

Overall priorities in **pricing**: Work with utilities and municipalities to adopt pricing techniques that incent conservation, such as full cost pricing for water, or stormwater utility fees.

FY 14 work plan:

- Policy Analysis and Development – State Legislative Strategy
- Water Resource Planning – Water Pricing and Outreach

Anticipated progress by end of FY 13: Outreach and education activities produced in support of last year's full cost water pricing white paper include three workshops for water utilities to build capacity for sustainable finance. Research on the costs and benefits of instituting stormwater utility fees as well as consolidating water utilities.

Actual FY 13 Progress: The stormwater utility fee report was completed and disseminated to interested stakeholders around the region. Two workshops and one webinar were produced covering financial planning and asset management. The Full Cost Pricing Manual was finalized. Support through project management was provided to the *Lawn to Lake* program.

Anticipated progress by end of FY 14: No work plan item is included due to funding constraints.

Anticipated progress with 5 years: A library of case studies will have emerged such that some progress will have been documented with shifting pricing strategies in the direction called for by *Water 2050/GO TO 2040*. There will be a regional movement towards full cost of service pricing for water. A follow-up survey to the one conducted by CMAP in 2008 will quantify change and indicate that among the general public, awareness of water issues, including usage and price, has increased. Regarding stormwater utility fees, new legislation will enable counties and municipalities to better manage stormwater using green infrastructure and an overall reduction in the amount of new impervious surface created relative to land-use change and development. Incorporate any pertinent water pricing strategies into revised GO TO 2040 forecasts.

Implementation Action Area #4: Funding

Overall priorities in **funding**: Fund resource conservation efforts through regular investment by state and federal government.

FY 14 work plan:

- Policy Analysis and Development –State and Federal Legislative Strategy

Anticipated progress by end of FY 13: Work towards a stable, dedicated source of funding for resource conservation efforts.

Actual FY 13 Progress: Participated in the Metropolitan Planning Council's (MPC) State and Regional Water Supply Planning Coordination Group to develop a funding strategy to dedicate funding towards water supply planning and management. CMAP has participated with in IEPA's effort to



revise state revolving loan criteria, but it is not clear the extent to which the programs have actually evolved.

Anticipated progress by end of FY 14: Continue participation in the water supply funding discussion through MPC's group and work towards a stable, dedicated source of funding for water supply data collection, planning, and plan implementation.

Anticipated progress with 5 years: Secure a sustainable funding source to implement water and energy plan recommendations within the region.

Implementation Action Area #5: Local Governments as Early Adopters of Sustainable Practices

Overall priorities in **local governments as early adopters of sustainable practices**: Work with local governments to pursue projects that demonstrate the value of resource conservation.

FY 14 work plan:

- Local Planning Support – Online Case Study Library
- Local Planning Support – Model Plans, Ordinances, and Codes
- Local Planning Support – LTA

Anticipated progress by end of FY 13: Work with communities through the LTA program to help them follow best practices in water management, and then document their work through the online case study library.

Actual FY 13 Progress: Completed water conservation LTA projects in three communities and sustainability plan in one community. Each of these projects recommends action for the local government to take to establish themselves as an early adopter of sustainable practices.

Anticipated progress by end of FY 14: Select and initiate additional projects related to natural resource conservation. Begin development of a model approach to sustainability plans.

Anticipated progress with 5 years: Work with local governments to develop and implement sustainability plans and practices.



Expand and Improve Parks and Open Space

CMAP's role: This is a priority for GO TO 2040 and the majority of the recommendations are targeted to various implementers with limited CMAP staff involvement.

Additional management staff objectives: Remain engaged in the prioritized tasks that are identified in the work plan and ensure that appropriate direction is provided.

Implementation Action Area #1: Coordinate Open Space Investment to Create a Connected Regional Green Infrastructure Network

Overall priorities in **Coordinate Open Space Investment to Create a Connected Regional Green Infrastructure Network:** CMAP's priority is the refinement of the Green Infrastructure Vision and ongoing outreach to encourage as many implementers to use it as possible.

FY 14 work plan:

- Policy Development and Analysis – Green Infrastructure Vision

Anticipated progress by end of FY 13: Complete policy recommendations on use of GIV by CMAP and by implementers.

Actual FY 13 progress: Draft of policy recommendations for GIV completed and circulated to potential implementers. Green infrastructure data edited to incorporate information from a separate Chicago Wilderness project updating the GIV for Wisconsin and Indiana.

Anticipated progress by end of FY 14: Study of the economic value of protecting regional green infrastructure. Develop resolution through Chicago Wilderness to encourage incorporation of GIV into land conservation by member organizations.

Anticipated progress within 5 years: The GIV is widely adopted into criteria for land conservation, resulting in the protection of considerably more of the green infrastructure network, especially through the efforts of "smaller players" like the land trusts but including also the forest preserve and conservation districts and other larger organizations.

Implementation Action Area #2: Invest in the Establishment of New Parks in Developed Areas

Overall priorities in **Invest in the Establishment of New Parks in Developed Areas:** CMAP's priority is to complete a baseline of land potentially available for park use, gather information on park district master plans, work with communities through the LTA program, and develop case studies of parks in redevelopment.

FY 14 work plan:

- Local Planning Support – LTA

Anticipated progress by end of FY 13: Continue to market LTA program to park districts with the goal of implementing an LTA program for park districts (potentially in a subarea of region) to help establish shared open space.

Actual FY 13 progress: Selected one project sponsored by a park district in the LTA program. Also included recommendations related to parks and open space in several other LTA projects in developed areas.

Anticipated progress by end of FY 14: Identify additional projects related to parks and open space that can be pursued through the LTA program.

Anticipated progress within 5 years: Complete at least one collaborative parks master plan in the region. Secure funding that can be used to support parks and open space planning going forward.



Implementation Action Area #3: Harmonize Actions by State and Local Government with Natural Resource Protection

Overall priorities in **Harmonize Actions by State and Local Government with Natural Resource**

Protection: Increasing local commitment to the compact development aspect of livable communities. The most important thing a local government can do to protect open space is to plan for livability. This will reduce overall land consumption. Some development will continue to occur within the green infrastructure network, however. In this case, local governments should require or at least encourage conservation design, resulting in the legal protection of a significant portion of the site through a conservation easement.

FY 14 work plan:

- Policy Analysis and Development – Green Infrastructure Vision
- Local Planning Support – Model Plans, Ordinances, and Toolkits
- Local Planning Support – LTA

Anticipated progress by end of FY 13: Emphasize the protection of the green infrastructure network in comprehensive plans undertaken through the LTA program. Complete policy recommendations on use of GIV by CMAP and by implementers.

Actual FY 13 progress: Comprehensive plans undertaken in LTA program have typically been oriented toward green infrastructure protection. Local green infrastructure can be identified through GIV. Supported local green infrastructure planning efforts by Chicago Wilderness through SWAT program.

Anticipated progress by end of FY 14: Continue green infrastructure focus in ongoing LTA projects. Update Conservation Design Resource Manual to provide a better conservation or cluster design model ordinance. Environmental mitigation and enhancement opportunities are included in IL 53 corridor plan.

Anticipated progress within 5 years: Begin using refined Green Infrastructure Vision in FPA reviews after aligning GIV update with update of Facility Planning Area procedures manual. Use of GIV begins in transportation planning and programming by implementers and regulatory agencies. Use of GIV begins within Clean Water Act Section 404 program.

Implementation Action Area #4: Increase Funding to Achieve the Level of Park Provision and Land Conservation

Overall priorities in **Increase Funding to Achieve the Level of Park Provision and Land Conservation:**

Helping identify and build support for alternative open space financing models, and working with land trusts to build capacity.

FY 14 work plan:

- Policy Analysis and Development – Green Infrastructure Vision
- Policy Analysis and Development – State Legislative Strategy

Anticipated progress by end of FY 13: Continue to provide policy support for protection of state open space funding and support for partners' initiatives.

Actual FY 13 progress: Provided staff support for Millennium Reserve initiative.

Anticipated FY 14 progress: No specific deliverables expected other than monitoring legislation and brief contributions to the policy blog.

Anticipated progress within 5 years: Stronger roles for land trusts, and more secure funding streams for parks and open space.



Implementation Action Area #5: Treat Management Needs as an Important Part of Landscape Preservation

Overall priorities in **Treat Management Needs as an Important Part of Landscape Preservation**: Aiding Chicago Wilderness in establishing region-wide restoration priorities.

FY 14 work plan:

- No work plan item

Anticipated progress by end of FY 13: None.

Anticipated progress by end of FY 14: None.

Anticipated progress within 5 years: Recommendations for region-wide restoration priorities.



Promote Sustainable Local Food

CMAP's role: This is a priority for GO TO 2040 and while the agency will be engaged in a number of activities to support this recommendation, it will not lead this effort.

Additional management staff objectives: If there is a willingness amongst stakeholders, work to build consensus to identify a lead organization to support and implement these recommendations.

Implementation Action Area #1: Facilitate Sustainable Local Food Production

Overall priorities in **facilitate sustainable local food production:** focus on the land aspects of food production: farmland preservation and existing municipal land evaluation for local food. Primarily achieve goals through LTA program.

FY 14 work plan:

- Local Planning Support – LTA

Anticipated progress by end of FY 13: Include local food production as an explicit component of several new LTA projects. Complete existing LTA projects that have food production components.

Actual progress in FY 13: Completed projects in Lake County and Chicago that had explicit food production elements, and continued work on Kane County project. Selected and initiated regional food project sponsored by Openlands.

Anticipated progress by end of FY 14: Complete project sponsored by Openlands, and select new projects with local food components for inclusion in the LTA program.

Anticipated progress with 5 years: Through the LTA program, work with communities to use the model comprehensive plan and other products. Secure funding that can be used for local food planning.

Implementation Action Area #2: Increase Access to Safe, Fresh, Affordable, and Healthy Foods

Overall priorities in **increase access to safe, fresh, affordable, and healthy foods:** Support food access efforts through LTA program.

FY 14 work plan:

- Local Planning Support – LTA

Anticipated progress by end of FY 13: Include food access as an explicit component of several new LTA projects. Complete existing LTA projects that have food access components.

Actual progress in FY 13: Initiated local food access survey in Chicago and completed an additional Chicago project which addresses food access.

Anticipated progress by end of FY 14: Continue to include food access as a consideration within projects in the LTA program.

Anticipated progress with 5 years: Through the LTA program, address food access in a number of interested communities.

Implementation Action Area #3: Increase Data, Research, Training, and Information Sharing

Overall priorities in **increase data, research, training, and information sharing:** For the region: Funded and functional Regional Food Entity. For CMAP staff: Technical Assistance (includes model ordinance) and Data (making more data available on our website and data analysis): these two topics fit into the work already underway at CMAP and are specifically outlined for us as recommendations in the plan. Overall this implementation area will be the main focus for CMAP staff resources.

FY 14 work plan:

- Local Planning Support – Model Plans, Ordinances, and Codes



- Local Planning Support – LTA

Anticipated progress by end of FY 13: Publicize the model local food materials and also produce a video geared toward local governments. Update GO TO 2040 and kindred indicators related to local food.

Actual progress in FY 13: Produced and publicized local food video. Included local food indicators in two-year implementation plan for GO TO 2040.

Anticipated progress by end of FY 14: Address the priorities in this implementation action through the regional food LTA project sponsored by Openlands.

Anticipated progress within 5 years: Apply the model local food materials in several communities through the LTA program, and document them as case studies. Create fully funded and staffed Regional Food Entity that is coordinating federal and state resources to the region for local food.



Improve Education and Workforce Development

CMAP's role: This is a priority for GO TO 2040 and the agency's role and focus on implementing this recommendation will be concentrated on data, analysis, and coordination.

Additional management staff objectives: Engagement of the private sector, non-profit, and philanthropic partners on this topic and recommendations.

Implementation Action Area #1: Improve Coordination Between Education, Workforce Development, and Economic Development

Overall priorities in **Improve Coordination Between Education, Workforce Development, and Economic Development:** Focus on completing Drill-Down reports and implementing the reports' recommendations to improve coordination between education, workforce development, and economic development; connect these recommendations to other implementation activities as appropriate. Utilize Economic Development committee to engage partners and share information to foster coordination and collaboration and to track progress.

FY 14 work plan:

- Policy Analysis and Development – Industry Cluster Drill-Downs
- Policy Analysis and Development- Industry Cluster Sub-regional Analyses
- Policy Analysis and Development- State and Regional Economic Development Policy- Best Practices, Challenges and Opportunities
- Local Planning Support – LTA

Anticipated progress by end of FY 13: Complete two Drill-Down reports; begin implementation of Freight report recommendations.

Actual FY13 Progress: Completed second drill-down report) on the manufacturing cluster. Began Freight-Manufacturing nexus issue brief. Began LTA project on manufacturing workforce development in the Golden Corridor and integrated workforce development into several other LTA projects.

Anticipated progress by end of FY 14: Complete third cluster drill down report. Complete two sub-regional analyses to assess specific economic development and workforce needs related to freight and manufacturing. Complete report on state and regional economic development policy by first analyzing best practices in state and regional economic development from across the nation and world, and secondly focusing on the State of IL and the region's policies and procedures and analyzing what lessons can be learned from other places. Continue to integrate workforce development into LTA projects.

Anticipated progress with 5 years: Several clusters have been examined and strategy to pursue the reports' recommendations is fully developed and implementation underway. Update on first few cluster reports completed as necessary to show progress. In the next 5 years, staff should shift toward developing and strengthening partnerships with intermediaries and assist with convening diverse entities to be more engaged in the work of intermediaries. Staff can work with partners to find ways to highlight workforce intermediaries as a critical link, such as writing case studies. Engage workforce intermediaries in the implementation of the freight and manufacturing and other cluster recommendations as appropriate.

Implementation Action Area #2: Data and Information Systems



Overall priorities in **data and information systems**: Continue to improve the MetroPulse website and launch the Human Capital Information Portal (HCIP) and develop it so it continues to integrate new data.

FY 14 work plan:

- Policy Analysis and Development- Regional Economic Indicators

Anticipated progress by end of FY 13: Add manufacturing cluster to MetroPulse Jobs.

Actual FY13 progress: Manufacturing database built, data ETL complete, and ready to be added to MetroPulse Jobs.

Anticipated progress by end of FY 14: CMAP intends to play a greater role in collecting and analyzing human capital and economic data to keep our partners and the general public attuned the region's economic trends, especially as they relate to our major industry clusters and the workforce and innovation recommendations of GO TO 2040. Staff will scope this out in early FY 14, and implement it in FY 14.

Anticipated progress with 5 years: HCIP is a fully developed portal that provides data on the impact of training and education programs; to the extent possible, it integrates SLDS data and/or a serves as a regional CWICstats. A plan for sustainability has been developed and implemented.

Implementation Action Area #3: Improve Delivery of Workforce Development Services

Overall priorities in **improve delivery of workforce development services**: All of the actions in this area were directed to other implementers. Develop State and Federal Policy agenda that aligns with these actions; coordinate and facilitate research with external partners as appropriate, share information via the HCIP, Policy Updates, and Moving Forward webpage.

FY 14 work plan:

- Policy Analysis and Development – State and Federal Legislative Strategy

Anticipated progress by end of FY 13: Develop State and Federal Policy agenda;

Actual FY13 Progress: developed state and federal policy agenda, reviewed workforce related bills.

Anticipated progress by end of FY 14: Develop state and federal policy agenda, monitor legislative action.

Anticipated progress with 5 years: CMAP has fully developed policy stance on workforce funding and programs; data on funding and impacts of programs is incorporated into the HCIP; best practices and model programs are expanded.



Support Economic Innovation

CMAP's role: This is a priority for GO TO 2040 and the agency's role and focus on implementing this recommendation will be concentrated on data, analysis, and coordination.

Additional management staff objectives: Identify ways that programs and policy can be better coordinated and implemented at the state and regional level and pursue outside funding options for this work.

Implementation Action Area #1: Improve Data and Information Systems

Overall priorities in **improving data and information systems:** CMAP has a clear role to play in being a data repository for economic and innovation data. More clarity should be reached on the relationship between the HCIP, Drill Downs, and the collection of other innovation metrics. CMAP should be collecting data on an ongoing basis.

FY 14 work plan:

- Policy Analysis and Development- Regional Economic Indicators

Anticipated progress by end of FY 13: CMAP should build its capacity (and its reputation) as a repository for human capital data, including economic metrics and innovation metrics. The major efforts in this area are currently the Human Capital Information Portal (HCIP) and the Cluster Drill Down efforts. An FY 13 work plan project on economic/innovation data collection with clear deliverables will add clarity to what CMAP's role is. A closer relationship with DCEO should be fostered by the end of FY 13.

Actual FY13 progress: Continued partnership with several other organizations to create the Illinois Innovation Index newsletter and annual report. The featured data is added to MetroPulse each month. Scoped plan for more specific and advanced ways to disseminate economic data and indicators. Wrote policy blogs on innovation indicators. Collected manufacturing data for MetroPulse Jobs.

Anticipated progress by end of FY 14: Complete scope and strategic plan for regional economic indicators project. Follow through on plan.

Anticipated progress within 5 years: CMAP should emerge as the go-to place for regional innovation metrics and continue to provide credible analyses on these issues. An innovation dashboard on MetroPulse has been created and CMAP develops annual innovation index report and regular updates in collaboration with other organizations. DCEO should emerge as a more efficient organization that focuses on re-tooling its innovation programs. Coordinate need for scenario metrics with Advanced Urban Model Development.

Implementation Action Area #2: Nurture the Region's Industry Clusters

Overall priorities on **industry clusters:** Conduct robust research and analysis on regional industry clusters and begin efforts to implement some of these recommendations at the state and local levels.

FY 14 work plan:

- Policy Analysis and Development – Industry Cluster Drill-Downs
- Policy Analysis and Development- Industry Cluster Sub-regional Analyses
- Policy Analysis and Development- State and Regional Economic Development Policy- Best Practices, Challenges and Opportunities

Anticipated progress by end of FY 13: Two cluster drill-down reports complete. CMAP becomes more involved in regional cluster initiatives, though direct leadership is not necessarily required.



Actual FY13 progress: Completed second cluster report on Manufacturing. Developed shorter report on the freight-manufacturing nexus (end of FY 13). .

Anticipated progress by end of FY 14: Complete two sub-regional analyses to assess specific economic development and workforce needs related to freight and manufacturing. Complete one additional cluster drill down report. Complete report on state and regional economic development policy- best practices, challenges and opportunities, which will include recommendations on reorienting economic development strategies toward a cluster approach.

Anticipated progress within 5 years: Continue to lead in terms of analysis of these issues. Continue to coordinate with other partners on these issues and participate as appropriate in the implementation of drill-down recommendations.

Implementation Action Area #3: Increase the Commercialization of Research, Target Investment Decisions, and Pursue New Financing Opportunities

Overall priorities on **commercialization of research**: While CMAP is unlikely to play a direct leadership role in commercializing research, it will continue to help steer the conversation through its policy work.

FY 14 work plan:

- State and Regional Economic Development Policy— Best Practices, Challenges, and Opportunities

Anticipated progress by end of FY 13: Since these actions are directed at other implementers, we will continue to be at the table and as appropriate, be ready to respond to things as they arise and expand policy agenda.

Actual FY13 progress: Economic Development Committee continues to explore and discuss how to target resources and foster coordination to support manufacturing cluster and other regional efforts around investments in innovation. The issues of commercializing research and targeting investment decisions continue to be major focal points in our cluster drill down reports.

Anticipated FY 14 progress: Complete research on State and Regional Economic Development Policy and continue to pursue opportunities that result in more coordinated investments.

Anticipated progress within 5 years: N/A

Implementation Action Area #4: Create a Culture of Innovation

Overall priorities on **culture of innovation**: CMAP will highlight best practices and begin to develop methods for “scaling down” the regional cluster work for implementation on the local level.

FY 14 work plan:

- State and Regional Economic Development Policy- Best Practices, Challenges and Opportunities
- Policy Analysis and Development- Industry Cluster Sub-regional analyses

Anticipated progress by end of FY 13: Determine whether documenting (through the ED committee) good examples of how this culture is being fostered is useful.

Actual FY13 Progress: There was limited success in working through the ED committee on documenting this. The Illinois Innovation Index (a CMAP collaborative with World Business Chicago, Chicagoland Chamber of Commerce, and the Illinois Science and Technology Coalition) included information on innovative companies and regional developments; the index annual report launch event gathered stakeholders and business leaders to recognize importance of innovation.

Anticipated FY 14 progress: Complete policy reports on these issues as described in the work plan. The sub-regional analyses will enable staff to scale down these issues for implementation on the local level.



Anticipated progress within 5 years: Since these actions are directed at other implementers and culture is hard to quantify, but it is fair to say that we can measure the outcomes through broader innovation metrics that CMAP can measure, such as more commercialization, more patents, more venture capital, etc.



Reform State and Local Tax Policy

CMAP's role: This is a priority for the agency in terms of leadership in accomplishing these recommendations.

Additional management staff objectives: Remain engaged in the prioritized tasks that are identified in the work plan and ensure that appropriate direction is provided.

Overall priorities in **reform state and local tax policy:** CMAP's Regional Tax Policy Task Force recommended that CMAP continue to play a leadership role in facilitating a regional perspective on tax policy. Staff will continue to analyze these issues and advocate for policy change as needed.

FY 14 Work Plan:

- Policy Analysis and Development- Regional Tax Policy Analysis
- Policy Analysis and Development- Assessment of the Fiscal and Economic Impact of Land Use Decisions
- Policy Analysis and Development- Regional Revenues
- Policy Analysis and Development- Assessment of Economic Development Incentives
- Policy Analysis and Development- State Legislative Strategy

Anticipated progress by end of FY 13: Make significant progress on three separate projects: 1) Assessment of Economic Development Incentives; 2) Assessment of the Fiscal and Economic Impact of Land Use Decisions; and 3) Regional Revenues. CMAP staff will also monitor state legislation on tax issues.

FY 13 actual progress: Draft regional revenues report complete. A draft of the economic development incentives report is scheduled to be complete by the end of FY 13, the final report will be due in early FY 14. The fiscal and economic impact of land use decisions project is on schedule and will be complete in November 2013.

Anticipated Progress by the end of FY 14: Release three reports: 1) Assessment of Economic Development Incentives; 2) Assessment of the Fiscal and Economic Impact of Land Use Decisions; 3) Regional Revenues. Staff will continue to conduct quarterly analyses of state and local tax policy issues through the policy blog and will actively monitor efforts at the state level.

Anticipated progress within 5 years: Overall, the anticipated progress is that CMAP will become much more proactive on issues of state and local tax policy, and specifically how these decisions affect the goals of the GO TO 2040 plan. Tax issues remain contentious and CMAP does not have the ability to achieve change unilaterally, so the agency must continue to rely on producing robust analyses and to disseminate this information to continue to make the case that the tax system requires reform. Via the above reports, the policy blog, and our reaction to bills in the state legislature, CMAP intends to play this role. Specifically, the issues of regional revenues and overall metropolitan governance are central issues for this agency and the expectation is that the Board becomes more proactive in the next five years in seeking solutions. Investigate inclusion of alternative tax policy scenarios on GO TO 2040 Forecast update.



Improve Access to Information

CMAP's role: This is a priority for the agency in terms of leadership, level of effort, and staff resources.

Additional management staff objectives: Create a new implementation strategy for the agency in the general area of data sharing among public and partners and ensure that appropriate resources and direction is provided.

Implementation Action Area #1: Launch the Regional Indicators Project's MetroPulse Website

Overall priorities in **launching the Regional Indicators Project's MetroPulse Website:** Evaluate the success and challenges of the MetroPulse Website in meeting the plan's goal to Improve Access to Information.

FY14 Work Plan:

- Regional Information and Data Development, Communications and Information Technology

Anticipated progress by the end of FY 13: Establish internal protocols and support contracts for MetroPulse maintenance. Establish inventory and update schedule for critical GO TO 2040 Indicators.

Actual FY13 Progress: Completed assessment documenting source and method used in preparing GO TO 2040 Indicators to facilitate tracking and updating efforts. Reorganized Data Sharing and Warehousing to address management and sustainability challenges.

Anticipated FY14 Progress: Implement improved management of MetroPulse resources and re-scale the overall level-of-effort to match CMAP's core regional planning mission and priorities.

Anticipated progress with five years: Continue to improve MetroPulse's role in improving access to information. Track and report on GO TO 2040 Indicators.

Implementation Action Area #2: Develop Regional Best Practices

Overall priorities in **developing regional best practices:** Establish and document standards and protocols for urban data sharing and promote their use among CMAP partners. Define measures of success for data sharing.

FY14 Work Plan:

- Regional Information and Data Development, Communications and Information Technology

Anticipated progress by the end of FY 13: Draft a Best Practices for Data Sharing manual and develop an outreach strategy.

Actual FY13 Progress: Best practices document published. Initiated open source data sharing hub. Broader staff leadership countervailed by high staff attrition.

Anticipated FY14 Progress: Establish and promote CMAP as an active resource for direct data sharing between partners and public.

Anticipated progress with five years: Establish automated data sharing procedures with cooperative partners that will serve as a positive example of the benefits of data exchange. Integrate with proprietary Socrata portals in use at City of Chicago, Cook County and State of Illinois.

Implementation Action Area #3: Provide Direct Technical Assistance and Conduct Data Sharing Pilot Programs

Overall priorities in **providing direct technical assistance and conduct data sharing pilot programs:** Similar priorities to action area #1 and #2, demonstrate the scalability and transferability of MetroPulse to other urban data applications.

FY14 Work Plan:

- Regional Information and Data Development, Regional Forecasting and Modeling



Anticipated Progress by the end of FY13: Launch of MetroPulse Jobs and MetroPulse Local. Further accessibility to MetroPulse Transportation (archived system performance data).

Actual FY13 Progress: MetroPulse Jobs launched.

Anticipated FY14 Progress: Re-orient direct technical assistance toward more traditional role of providing regional data and direct support to users of raw data resources.

Anticipated progress with five years: Expand MetroPulse to include specialized portals for municipalities, human capital and archived transportation data. Demonstrate the flexibility of MetroPulse for a variety of urban data applications. Hire and train data sharing outreach staff position.



Pursue Coordinated Investments

CMAP's role: This is a high priority for the agency in terms of leadership and level of effort, but many of the implementation actions are contingent upon action of other implementers. This encompasses the backbone of the agency's policy objectives that are reflected in the state and federal policy agenda and a number of specific projects in the work plan.

Additional management staff objectives: Continue to pursue the policy agendas. Examine and pursue other funding sources for the agency that are sustainable and less reliant on transportation funding.

Implementation Action Area #1: Take a Regional Approach to Federal and State Investment

Overall priorities in **take a regional approach to federal and state investment:** Realign CMAP's programming activities and review responsibilities to support GO TO 2040. Justify continued investment by HUD, DOE, EPA, and other federal and state agencies by efficiently using current grants. Take regional leadership in bringing federal and state resources to the region.

FY 14 work plan:

- Local Planning Support – LTA
- Policy Analysis and Development – Performance Based Transportation Funding
- Policy Analysis and Development – Freight Policy: National, State, and Regional Coordination
- Policy Analysis and Development –Regional Revenue Policy Analysis and Development – Assessment of Economic Development Incentives
- Policy Analysis and Development – Regional Tax Policy Analysis
- Policy Analysis and Development – Assessment of the Fiscal and Economic Impact of Land Use Decisions
- Policy Analysis and Development – State and Federal Legislative Strategy
- Performance-Based Programming Core Program
- Water Resource Planning – Facilities Planning Area (FPA) Review Process
- Energy Impact Illinois (EI2)

Anticipated progress by end of FY 13: There are a large number of projects that relate to this action area, see the deliverables identified in the work plan. CMAP's progress on the two competitive federal grants will focus largely on implementing the LTA program and the EI2 program. Successes from these two projects should be brought to bear to influence ongoing federal and state policy about empowering regions.

Actual FY 13 Progress: Progress was made on advancing a number of policy and programmatic initiatives, including performance-based evaluation criteria for transportation funding. Both the HUD and DOE funded programs met their goals for the fiscal year and a number of conversations were initiated to continue funding at the federal level for our LTA technical assistance work. The Board and staff worked to align the agency's activities to implement GO TO 2040.

Anticipated progress by end of FY 14: There are a large number of projects that relate to this action area, see the deliverables identified in the work plan. Performance-based funding is a major transportation policy priority of GO TO 2040, and the intention of the performance-based core program is to optimize MPO programming functions (CMAQ, Transportation Alternatives) and to develop the region's capacity to evaluate the larger universe of transportation expenditures in the region; and this will be a priority for the agency this fiscal year. The grants that fund CMAP's two competitive federal grants will end this fiscal year. Successes from these two projects



should be brought to bear to influence ongoing federal and state policy about empowering regions.

Anticipated progress with 5 years: CMAP continues to lead regional efforts, where applicable. On the ground successes should lead to more potential opportunities- CMAP should continue to stress the positive benefits of a regional approach to investment decisions. Diverse and sustainable funding should be secured to support the agency's activities.

Implementation Action Area #2: Reform State and Federal Policies and Programs

Overall priorities in **reform state and federal policies and programs**: Revise funding programs at the federal and state levels to be criteria-based and support the implementation of GO TO 2040.

FY 14 work plan:

- Policy Analysis and Development – Performance Based Transportation Funding
- Policy Analysis and Development –Regional Revenues Policy Analysis and Development – Assessment of Economic Development Incentives
- Policy Analysis and Development – Assessment of the Fiscal and Economic Impact of Land Use Decisions
- Policy Analysis and Development – State and Federal Legislative Strategy
- Performance-Based Programming Core Program

Anticipated progress by end of FY 13: The work here is encompassed in our state and federal policy agendas and in our performance-based evaluation criteria and funding.

Actual FY 13 Progress: Developed both the state and federal policy frameworks and agendas that outlined the course for policy change. The focus on performance-based evaluation criteria for transportation was advanced throughout the year by staff work to advance these concepts and explore a series of different options for CMAP's continued role in targeting investment dollars toward the region's transportation priorities. State legislation was introduced to advance a state process to develop performance-based transportation funding, but it did not advance in the legislative process. Federal transportation reauthorization did include an opportunity for us to take the lead in advocating for some of these changes through the development of performance measures.

Anticipated progress by end of FY 14: The work here is encompassed in our state and federal policy agendas and in a number of projects in the Policy core program and through the new core program of performance-based programming focused on CMAP's programs.

Anticipated progress with 5 years: We should hope to see less siloing on the federal and state level and to see investments with more focus. The majority of these actions require legislative change, so it will be important to continue to pursue and communicate our policy agendas.

Implementation Action Area #3: Support Efforts to Consolidate Local Services

Overall priorities in **support efforts to consolidate local services**: Analyze the fiscal, efficiency, and other consequences of sharing or consolidating local services. Analyze the effects of consolidating local governments, with a special focus on the township system.

FY 14 work plan:

- No work plan item.

Anticipated progress by end of FY 14: These actions are directed to the Metropolitan Mayors Caucus, counties, COGs, and municipalities to lead. CMAP will continue to encourage those implementers to analyze the issues and will consider playing a larger role if requested.



We see a regional and statewide move toward consolidation and coordination of services, where it makes sense. In FY13, DuPage County has focused an effort on evaluating consolidation where appropriate.



Invest Strategically in Transportation

CMAP's role: This is a high priority for the agency in terms of leadership, level of effort, and staff commitment.

Additional management staff objectives: Initiate performance-based funding activities internally to optimize MPO programming functions (CMAQ, Transportation Alternatives) and to develop the region's capacity to evaluate the larger universe of transportation expenditures and needs in northeastern Illinois. Pursue the federal and state policy agendas, which articulate the agency's annual legislative priorities.

Implementation Action Area #1: Find Cost and Investment Efficiencies

Overall priorities in **finding cost and investment efficiencies:** On the state and regional levels, the goal is to move investment decisions away from arbitrary formulas and toward performance-based programming.

FY 14 work plan:

- Performance-Based Programming- entire core program is dedicated to this effort.
- Policy Analysis and Development- Performance-based Transportation Funding.
- TIP - Program Development and Management
- TIP - CMAQ Program Development
- TIP - Conformity

Anticipated progress by end of FY 13: Continued outreach to stakeholders on performance based funding and host a successful peer exchange, internal analysis of TIP and its alignment with GO TO 2040, complete policy report on funding and programming decisions. Under the Congestion Management Process, a data acquisition plan and draft architecture will be developed supporting programming decisions. The TIP will be maintained by processing requested amendments, administrative modifications and conducting required conformity findings.

Actual progress in FY 13: Peer exchanges were conducted, TIP analysis was completed, and a policy report on performance-based funding was completed. The CMP items were not completed, and this synergy between CMP and Policy will be strengthened in FY 14 in a new core program (performance-based programming). TIP administrative changes and amendments were processed throughout the year as requested by project implementers. Two TIP amendments requiring a conformity analysis were processed. A proposed CMAQ program completing fiscal years 2014 through 2018 is complete. The TIP dashboard was completed. New advanced modeling tools in highway pricing, freight and transit modernization were developed and applied.

Anticipated progress in FY 14: Present CMAQ programming process recommendations to CMAP Board; Develop performance measures and indicators for CMAP programs as well as Phase 1 development for highway and transit capital programs; Produce modeling and analytical deployment plan for performance-based programming; Continue to produce related analyses on the policy blog and advocate for performance-based programming at the federal, state, and regional levels. The TIP will be maintained by processing requested amendments, administrative modifications and conducting required conformity findings. A process review of TIP development and management procedures will be conducted. New advanced modeling tools in agent-based forecasting for freight and dynamic network operations models are under development.



Anticipated progress within 5 years: It is anticipated that IDOT, CMAP, and other regional transportation stakeholders will adopt and implement explicit performance-based programming processes. These processes will lead to a robust, actively managed TIP, and CMAP staff will have the ability to evaluate individual transportation projects for their consistency with GO TO 2040. The CMAQ program will also be actively managed, and its large unobligated balance will be responsibly spent down. Within five years, CMAP will have developed advanced modeling capabilities in order to effectively respond to an expanded array of policy and planning variables. Expand use of Advanced Urban Models to demonstrate and test the efficiencies gained through strategic actions.

Implementation Action Area #2: Increase Motor Fuel Taxes in the Short Term, and Institute a Replacement in the Long Term

Overall priorities on **gas taxes**: Raise the state motor fuels tax eight cents and index the gas tax to inflation. Find alternative sources to replace it, if necessary.

FY 14 work plan:

- Policy Analysis and Development- Regional Revenues
- Policy Analysis and Development- State Legislative Strategy

Anticipated progress by end of FY 13: A regional gas tax and indexing will likely be analyzed among a larger menu of options in the regional revenues project.

Actual progress in FY 13: This analysis was complete as part of the draft regional revenues report.

Anticipated progress in FY 14: Monitor developments on the state level, produce analyses as needed. Release regional revenues report.

Anticipated progress within 5 years: Federal and state will increase these taxes, which will generate more sustainable revenue for our system. Investigate use of Advanced Urban Models to demonstrate and test the travel demand effects of alternate tax scenarios.

Implementation Action Area #3: Implement Congestion Pricing on Select Road Segments

Overall priorities on **congestion pricing**: Build public acceptance of congestion pricing, better understand its financing, prioritize where congestion pricing should be implemented in the region, and implement one or more pilot projects.

FY 14 work plan:

- Policy Analysis and Development – Congestion Pricing Analysis and Coordinated Outreach
- Policy Analysis and Development – Major Capital Project Implementation
- Regional Information and Data Development – Advanced Urban Model Development

Anticipated progress by end of FY 13: Complete value pricing marketing piece, develop outreach and communications strategy and follow through on it.

Actual progress in FY 13: The analysis and marketing piece were completed, a communications strategy was developed, and staff followed through on the strategy, resulting in a series of local resolutions, business support, and wide-reaching media attention.

Anticipated progress by end of FY 14: Conduct more analyses to support GO TO 2040 priorities and continue outreach to corridor and regional stakeholders. Closely monitor implementation of several near-term projects including Elgin O’Hare, Jane Addams, Stevenson Expressway, and the Central Lake County Corridor.

Anticipated progress within 5 years: CMAP will build acceptance for congestion pricing by disseminating educational materials and proactively reaching out to local and state decision-makers. CMAP staff will work with regional stakeholders to prioritize locations to implement pricing, secure



necessary legislative changes, secure federal funding, and implement a pilot project. CMAP will take the lead in evaluating the performance of pilot projects.

Implementation Action Area #4: Implement Pricing for Parking

Overall priorities on **parking pricing**: Include parking pricing in planning studies and find locally appropriate ways to implement it.

FY 14 work plan:

- Local Planning Support – Model Plans, Ordinances and Codes
- Local Planning Support – LTA
- Policy Analysis and Development –Regional Revenues

Anticipated progress by end of FY 13: Regional parking revenues will likely be analyzed among a larger menu of options in the regional revenues project. In addition, several local parking projects will be chosen during the new LTA program applications. Work on these will begin in FY 13 but may not be fully complete by the end of the year. The model parking approach will also continue to be presented and promoted.

Actual progress in FY 13: Parking-related LTA projects were selected and initiated in two communities, with a third planned for later in the year. Parking taxes and fees were analyzed as part of the regional revenues project, which remains a draft at this stage.

Anticipated progress by end of FY 14: Complete two parking-related LTA projects, and select and initiate additional ones.

Anticipated progress within 5 years: Pricing for parking will be widely understood among local government officials and broadly considered a best practice. An increasing number of municipalities will implement parking pricing as the preferred strategy to reduce congestion, promote other modes of travel, raise revenue for local improvements, and support compact development. Working with local governments, CMAP will develop and disseminate a model parking ordinance, which will also recommend active parking management. Investigate use of Advanced Urban Models to demonstrate and test the travel demand effects of parking pricing strategies.

Implementation Action Area #5: Find Other Innovative Finance Mechanisms

Overall priorities on **innovative financing**: Continue agency leadership on analyzing innovative financing mechanisms and advocate for them on the federal and state levels as well as on specific projects.

FY 14 work plan:

- Policy Analysis and Development – Regional Revenues
- Policy Analysis and Development- Regional Freight Leadership Task Force
- Policy Analysis and Development- Major Capital Projects Implementation

Anticipated progress by end of FY 13: Innovative financing will be a major component of the regional revenues report. The freight policy development project will begin to assemble the necessary data to perform analyses on user fee and other innovative financing structures for freight infrastructure. CMAP will continue to support innovative financing in major capital projects as it has done with 53/120. I-90 will likely be a focus area for some staff work in FY 13. See value capture analyses incorporated into project discussions. See PPP legislation passed.

Actual progress in FY 13: The draft regional revenues report was completed, and includes analyses on a variety of innovative revenue sources, including value capture and congestion pricing. Staff also



advocated for value capture in the Rt 53/120 advisory council, and produced an in-depth analysis on the subject. Staff also worked with CTA on analyzing innovative financing for some of their system improvements.

Anticipated progress in FY 14: Release regional revenues report. Innovative financing will also be a major component of the Regional Freight Leadership Task Force.

Anticipated progress within 5 years: CMAP will continue to lead value capture analytical efforts for priority projects and will advocate for new enabling legislation to allow value capture for transportation, particularly across multiple jurisdictions. If applicable, CMAP will work with regional stakeholders to select candidate projects for PPP and assist with evaluating pilot projects in the region.



Major Capital Projects

CMAP's role: The major capital projects vary widely in terms of their status, overall complexity, and challenges and opportunities for CMAP staff involvement. While the agency intends to play a role in steering project implementation, these efforts will be highly targeted and prioritized, based on internal strategic planning.

Additional management staff objectives: Implement internal strategic plan for CMAP's role in the implementation of major capital projects. Guide the process for analyzing and recommending major capital projects as part of GO TO 2040 update, due in October 2014.

FY 14 work plan:

- Local Planning Support – Management of Grants and Contracts
- Local Planning Support – LTA
- Policy Analysis and Development – Major Capital Project Implementation
- GO TO 2040 Plan Update- Major Capital Projects
- TIP – TIP Development and Administration
- Regional Information and Data Development – Advanced Urban Model Development

Anticipated Progress by the end of FY 13: After the conclusion of the Tollway's Blue Ribbon Advisory Council, scope future work and pursue funding for a multijurisdictional corridor land use plan for Central Lake County. This project will require significant buy in from local governments, Lake County, and the Illinois Tollway. Staff will continue to co-chair the I-90 corridor planning council, and CMAP will seek to add value to this process specifically through utilization of its new pricing model, a value pricing outreach campaign, analysis of land use around expressway-based transit, and support of innovative financing such as value capture. CMAP will continue to work with the CTA to implement their major capital projects. Through the LTA and Community Planning programs, CMAP will also support land use and economic development planning in the area of the I-294 and I-57 interchange. Staff will also continue to participate on other planning groups.

Actual Progress in FY 13: Staff was active on the 53/120 BRAC group and I-90. On 53/120, staff has completed a detailed scope of the corridor land use plan for the LTA program. Staff worked with CTA on financing strategies for their reconstruction work. LTA work on the 1-294/I-57 interchange was begun. The value pricing campaign was a major accomplishment in this area during FY 13 (see Invest Strategically in Transportation section for more detail.) Lastly, two IDOT-led projects—the Circle Interchange and the Illiana Expressway— emerged as priorities during FY 13. The Circle Interchange was analyzed by staff and GO TO 2040 was amended to include it. Advanced Freight Modeling tools were used in Circle Interchange Evaluation. IDOT has requested CMAP staff to recommend inclusion of the Illiana Expressway to the Board and MPO Policy Committee in October 2013, and CMAP is working to analyze the consistency of this project with GO TO 2040. By the end of FY 13, staff will update the major capital projects strategic plan.

Anticipated Progress in FY 14: Staff will pursue the goals laid out in the major capital projects strategic plan. Staff is likely to remain active on the Central Lake County Corridor via the LTA process and will also focus on encouraging the use of pricing strategies on highway projects that add capacity. Staff will complete an analysis of the Illiana Expressway. As part of the larger GO TO 2040 plan update, staff will develop a recommended list of projects by the close of FY 14. Transit Modernization Model will be promoted for use in transit capital evaluations.



Increase Commitment to Public Transit

CMAP's role: This is a priority for GO TO 2040 and the majority of the recommendations are targeted to various implementers with limited CMAP staff involvement. The focus of the agency's activities for this year is on projects within the Local Planning Support, Policy Analysis, Congestion Management Process, and the Transportation Improvement Program core programs.

Additional management staff objectives: Determine the most effective method to work with the implementers and the RTA to ensure their work plans and priorities align with GO TO 2040 Implementation Actions.

Implementation Action Area #1: Improve the Fiscal Health of Transit

Overall priorities in **improving the fiscal health of transit:** Most activities in this area are the primary responsibility of the RTA and service boards; CMAP's priorities include policy research and support for legislative action.

FY 14 work plan:

- Policy Analysis and Development – Regional Revenues
- Policy Analysis and Development – State and Federal Legislative Strategy

Anticipated progress by end of FY 13: Completion of research on innovative financing methods such as value capture. Continual support to the RTA regarding efforts to improve the financial viability of the transit system.

Actual progress in FY 13: Completed value capture research as part of the larger regional revenues report (draft), which focuses in large part on how to modernize the system. Staff also produced financial analysis on innovative revenues for the CTA. Met regularly with RTA to coordinate the agencies' activities and legislative priorities. Provided analysis of federal transportation bills.

Anticipated progress by end of FY 14: Finalize regional revenues report. Continue to monitor efforts at the federal, state and regional levels as they arise.

Anticipated progress with 5 years: Successful advocacy for new or revised state and federal funding sources, including gas tax increase, congestion pricing, value capture, and revisions to New Starts, with positive financial results for the region's transit system.

Implementation Action Area #2: Modernize the Region's Transit System

Overall priorities in **modernizing the region's transit system:** Support transit service boards as they pursue modernization. All implementation actions are directed to transit implementers, not to CMAP. Limited responsibility by CMAP for implementation of these actions.

FY 14 work plan:

- Policy Analysis and Development – Regional Mobility area
- Performance-Based Programming Core Program
- TIP – CMAQ Program Development and Administration
- Regional Information Development – Advanced Urban Model Development

Anticipated progress by end of FY 13: Further advance the understanding of the benefits of advanced technologies for transit operations. Have evidence that transit maintenance and improvement projects are including such elements.

Actual progress in FY 13: Transit Modernization Model Development completed. CMAP now has significantly improved capacity to evaluate transit modernization projects related to comfort, cleanliness, walkability and other attributes that might promote transit usage.



Anticipated progress by end of FY 13: Promote use Transit Modernization Model among service boards and RTA in their planning activities.

Anticipated progress with 5 years: Routinely include components related to modernization in transit projects. Have a regional coordinated fare system.

Implementation Action Area #3: Pursue High-Priority Projects

Overall priorities in **pursuing high-priority projects**: Support fiscally constrained major capital projects through complementary studies or projects, participation on committees, and prioritization of UWP funding to these projects.

FY 14 work plan:

- Policy Analysis and Development – Major Capital Project Implementation
- Regional Information – Standard Travel and Emissions Models, Advanced Urban Models, Information Requests.

Anticipated progress by end of FY 13: See Major Capital Project section.

Actual progress in FY 13: Assisted CTA with financial analysis on innovative revenue sources. Continue to ensure that planning funds are expended to support GO TO 2040 major capital project priorities via the UWP Process. Provided significant modeling support to major capital project implementation studies for I-90, IL53/120, Elgin-O’Hare/West Bypass, I-290, Red Line Extension and Ashland Bus Rapid Transit.

Anticipated progress by end of FY 14: See Major Capital Projects section.

Anticipated progress with 5 years: As above; continue making progress on each project.

Implementation Action Area #4: Link Transit, Land Use, and Housing

Overall priorities in **linking transit, land use, and housing**: Encourage local governments (which control land use) to consider housing and transit when making land use decisions. Encourage housing agencies to consider land use and transit access as they make investment and policy decisions. Encourage transportation agencies to consider housing and land use as they make investment and policy decisions.

FY 13 and FY 14 work plans, and 5 year progress: See Land Use and Housing section.



Create a More Efficient Freight Network

CMAP's role: This is a priority for the agency in terms of leadership in accomplishing these recommendations.

Additional management staff objectives: Establish the Regional Freight Leadership Task Force and guide and monitor the Task Force throughout the year. Additionally, take a leadership role in coordinating and pursuing freight policy on the national and state level.

Implementation Action Area #1: Create a National Vision and Federal Program for Freight

Overall priorities in **creating a national vision and federal program for freight:** Work with members of Congress and the administration to create a national vision and a process to develop a national freight plan. Federal leadership is necessary to guide regional and state efforts to improve the national freight system.

FY 14 work plan:

- Policy Analysis and Development – Freight Policy- National, State, and Regional Coordination
- Policy Analysis and Development- Federal Legislative Strategy

Anticipated progress by end of FY 13: Products in this area will emerge through the upcoming strategic planning process. In general, CMAP should become more active on the national freight scene.

Actual progress in FY 13: Staff worked to implement the internal freight strategic plan and drafted some introductory policy materials on the federal role in freight policy, including correspondence to USDOT. Staff have become more active nationally in discussions regarding freight policy and have reached out to other major metros about exploring a common list of federal principles.

Anticipated progress by end of FY 14: Draft national freight agenda in concert with other major metros.

Anticipated progress with 5 years: Have new federal authorization legislation which includes a significant freight component in terms of both national policy and funding. Specifically, the federal government will implement competitive funding programs to support critical freight projects of national and regional significance; CMAP will work with regional stakeholders to successfully apply for federal assistance to implement priority projects.

Implementation Action Area #2: CREATE Rail System Improvements

Overall priorities in **CREATE Rail system improvements:** Fund and complete the CREATE program.

FY 14 work plan:

- Policy Analysis and Development- Freight Policy- National, State, and Regional Coordination
- Policy Analysis and Development- Regional Freight Leadership Task Force

Anticipated progress by end of FY 13: Continue to monitor the implementation of the CREATE program. Provide traffic and system operations information to project implementers as needed. Continue to educate local officials and the public about the benefits of the program.

Actual progress in FY 13: Staff provided assistance to implementers as needed.

Anticipated progress by end of FY 14: CREATE projects will be analyzed as a larger suite of freight investments under the Regional Freight Leadership Task Force process. Staff will continue to coordinate with other CREATE stakeholders as needed, and direct investment in CREATE could be advocated as part of the larger set of federal principles under Implementation Action #1.

Anticipated progress with 5 years: Funding secured for all projects in the CREATE program. Within five years, the funding will be secured for all projects in the CREATE program.



Implementation Action Area #3: Regional Trucking Improvements: Truckways, Truck Routes, Delivery Time Management, and Restrictions

Overall priorities in **regional trucking improvements**: In the near term, catalog and update region's truck routes, and work with local governments to address delivery times and parking restrictions. In the long term, identify opportunities for dedicated freight corridor systems and implement dedicated and managed truckways that are congestion-priced.

FY 14 work plan:

- Local Planning Support – Management of Grants and Contracts
- Local Planning Support – LTA

Policy Analysis and Development- Regional Freight Leadership Task Force Anticipated progress by end of FY 13: Monitoring of the region's truck routes and intermodal connectors, making revisions as necessary; an examination of the region's freight delivery time and truck parking restrictions that adversely affect the efficient movement of freight. Incorporate planning for freight in local communities within several LTA and/or Community Planning program projects.

Actual progress in FY 13: Included freight recommendations related to truck travel in several LTA projects to support local manufacturing or logistics or similar industries. Surveyed municipal ordinances restricting the travel of trucks throughout the region. Updated the highway network to reflect such restrictions. Completed updating the master highway network to reflect vertical clearance restrictions. Initiated a review of municipal ordinances affecting time-of-day delivery and parking.

Anticipated progress by end of FY 14: The local regulatory structure around trucking will be an issue explored by the Regional Freight Leadership Task Force. Beyond providing information to the task force on this issue, no other staff work will be prioritized in this area, beyond following up with the City of Chicago on the truck route inventory completed by CMAP.

Anticipated progress with 5 years: CMAP will work with IDOT and local governments to develop an up-to-date truck route system information system, with advanced methods to display data to a wide range of users. CMAP will develop a comprehensive regional inventory of local trucking regulations and land use restrictions. CMAP will identify critical bottlenecks in the regional system and work with local governments to harmonize inconsistent regulations.

Implementation Action Area #4: Organization and Public Policy

Overall priorities in **organization and public policy**: Explore the establishment of a governance structure, such as a Freight Authority, to identify issues, guide investments, and advocate on behalf of the region. Additionally, conduct further study to implement use fees or container charges to improve freight movements throughout the region.

FY 14 work plan:

- Policy Analysis and Development- Freight Policy- National, State, and Regional Coordination
- Policy Analysis and Development- Regional Freight Leadership Task Force

Anticipated progress by end of FY 13: Begin to explore governance structures and financing via a process laid out in the freight strategic planning exercise.

Actual progress in FY 13: Staff conducted intensive research to follow up on the direction laid out in the internal strategic plan. Specifically, staff began to lay out the major issues to be explored under an upcoming Regional Freight Leadership Task Force.

Anticipated progress in FY 14: Explore feasibility of new financing and institutional structures via a Regional Freight Leadership Task Force.



Anticipated progress with 5 years: CMAP will fully investigate freight governance, and issue a detailed recommendation for a new Regional Freight Authority.

***Implementation Action Area #5: Integrating Freight Needs and Financing into Infrastructure
Prioritization***

Overall priorities in **integrating freight needs and financing into infrastructure prioritization**: Develop measures that take into account freight needs and deficiencies in evaluating potential transportation improvements. Develop more robust modeling tools to better predict local and regional impacts.

FY 14 work plan:

- Regional Modeling and Forecasting – Advanced Urban Model Development
- Performance-Based Programming- CMAQ Program- Process Evaluation and Transformation
- Performance-Based Programming- Regional Transportation Performance Measures- Phase 1
- Performance-Based Programming- Modeling and Analytical Deployment for Programming Analysis

Anticipated progress by end of FY 13: Engage regional partners in application of meso-scale model for economic development analyses. Adapt meso-scale model to support standard and advanced travel model applications. Contract for development of agent-based macro-scale model.

Actual progress in FY 13: Presented opportunities to apply mesoscale freight model to Freight Committee. Adapted meso-scale model to support standard travel model evaluation of Circle Interchange. Executed contract for agent-based macro-scale model for forecasting.

Anticipated Progress by the end of FY14: Develop prototype agent-based macro-scale forecasting model. Apply existing freight modeling tools to Illiana MCP evaluation and to preliminary data resources for Freight Authority Task Force. Staff will also analyze freight prioritization via the new performance-based programming core program.

Anticipated progress with 5 years: Improved models and analysis to determine how freight needs and improvements can be better integrated into project prioritization.





Chicago Metropolitan
Agency for Planning

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Fiscal Year 2014 Comprehensive Budget

DRAFT

May 2013

CMAP Board Members

Executive Committee

Gerald Bennett, chair
Susan Campbell, vice chair
Elliott Hartstein, vice chair
Al Larson, at-large member
Raul Raymundo, at-large member
Rae Rupp Srch, at-large member

City of Chicago Appointments

Frank Beal, executive director, Metropolis Strategies
Susan Campbell, private consultant (formerly associate vice president, The University of Chicago)
Andrew Madigan, vice president, Mesirow Financial
Heather Weed Niehoff, senior vice president, VOA Associates Incorporated
Raul Raymundo, chief executive officer, Resurrection Project

Cook County Appointments

Gerald Bennett, mayor, Palos Hills (Southwest Cook)
Michael Gorman, president, Riverside (West Cook)
Al Larson, president, Schaumburg (Northwest Cook)
Richard Reinbold, president, Village of Richton Park (South Cook)
Peter Silvestri, president, Village of Elmwood Park; commissioner, Cook County Board (Suburban Cook)

Collar County Appointments

Roger Claar, mayor, Bolingbrook (Will)
Elliott Hartstein, former president, Buffalo Grove (Lake)
Marilyn Michelini, president, Montgomery (Kane/Kendall)
Rae Rupp Srch, former president, Villa Park (DuPage)
Dan Shea, trustee, Algonquin Township (McHenry)

Non-voting Members

Andre Ashmore, deputy secretary, Illinois Department of Transportation (Governor's appointee)
Sean O'Shea, deputy chief of staff, Governor of the State of Illinois (Governor's appointee)
Leanne Redden, senior deputy executive director, Regional Transportation Authority (MPO Policy Committee)

Table of Contents

SECTION 1: OVERVIEW	4
Introduction	4
About CMAP	4
Staff	6
Budget Overview	7
SECTION 2: BUDGET COMPONENTS	11
Revenue	11
Budget and Work Program.....	15
LOCAL PLANNING PROGRAM	19
POLICY ANALYSIS AND DEVELOPMENT PROGRAM	26
PERFORMANCE-BASED PROGRAMMING PROGRAM.....	36
TRANSPORTATION IMPROVEMENT PROGRAM (TIP).....	41
GO TO 2040 COMPREHENSIVE REGIONAL PLAN UPDATE PROGRAM.....	45
WATER RESOURCE PLANNING PROGRAM	48
ENERGY IMPACT ILLINOIS (EI2) PROGRAM	52
RESEARCH AND ANALYSIS PROGRAM	56
COMMUNICATIONS PROGRAM.....	62
INFORMATION TECHNOLOGY MANAGEMENT PROGRAM	68
FINANCE AND ADMINISTRATION PROGRAM	72
APPENDIX: Category and Line Item Definitions	75



SECTION 1: OVERVIEW

Introduction

This document is the Chicago Metropolitan Agency for Planning's (CMAP) comprehensive activity document for Fiscal Year 2014. The program budget reflects the agency's activities and outcomes for FY 2014. It is a detail of the projects, staff, products and key dates, and anticipated contracts.

About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now leads the implementation of GO TO 2040, metropolitan Chicago's first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million new residents, GO TO 2040 establishes coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See www.cmap.illinois.gov for more information.

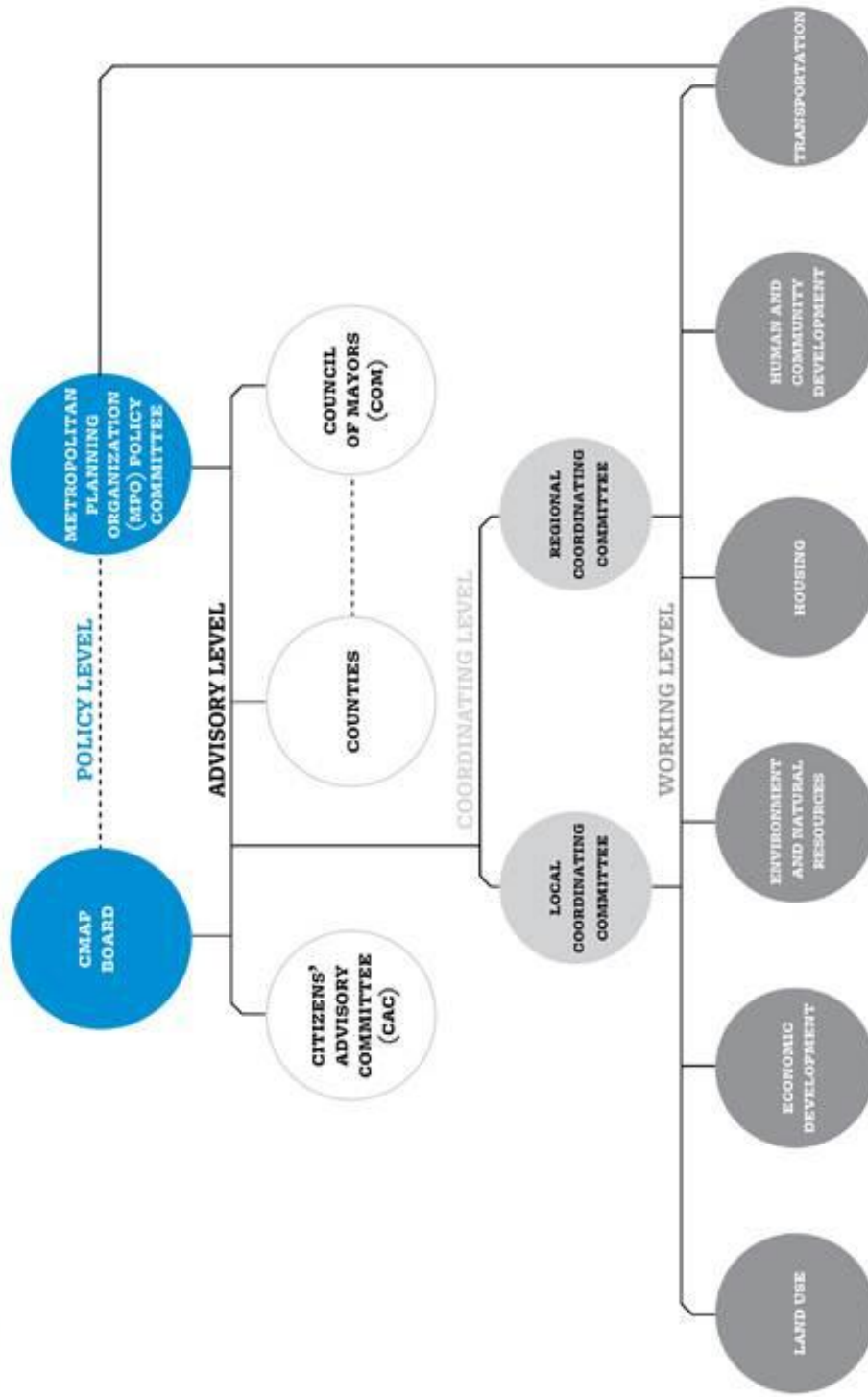
CMAP operates under authorizing legislation known as Public Act 095-0677. The CMAP Board's membership reflects the regional consensus that led to the creation of CMAP, featuring balanced representation from across the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. (The CMAP planning area also includes Aux Sable Township in Grundy County.) The board is chaired by Gerald Bennett, mayor of Palos Hills.

The agency committee structure is comprised of policy, advisory, coordinating, and working levels that play integral roles in these planning processes.





Chicago Metropolitan Agency for Planning



January 13, 2011



Staff

The executive director for CMAP is Randy Blankenhorn. The FY 2014 budget reflects staffing level that changes from 91.3 of the approved FY 2012 budget to 94.5 full-time positions for its core operations budget. In addition, CMAP has two competitive Federal Grants that complement CMAP's core responsibilities. The first grant was awarded in April 2010 by the U.S. Department of Energy for the Energy Impact Illinois (EI2), a program to provide energy-efficient retrofits to commercial and residential buildings in northeastern Illinois. The EI2 is a three-year program funded through the American Recovery and Reinvestment Act of 2009 (Recovery Act). An additional three full-time positions have been created and filled to support the EI2 program. The grant program will end on September 30, 2013 and the staff will transition to other positions within CMAP. The second grant was awarded in January 2011, by the U.S. Department of Housing and Urban Development (HUD) to increase the planning and implementation capacity of communities by creating a pool of resources that can be used to support local planning. An additional ten full-time positions have been created and filled with the support of the HUD grant. The grant program will end in January 2014, and the staff will continue to be supported through UWP funds.

In addition, internships are provided in various areas of the organization. The intern programs are coordinated with the University of Illinois, University of Chicago, Northern Illinois University and Northwestern University. CMAP administers the Phillip D. Peters Fellowship program to provide high quality work and learning experiences in regional planning for the Chicago metropolitan area to well qualified graduate students in urban and regional planning and related fields. Additionally, in FY 2014 we will have a year-long fellowship sponsored by Northwestern University.

A comprehensive classification structure has been developed for CMAP staff based on levels of responsibilities. Compensation for this structure is developed on comparable market data and the Chicago-Gary-Kenosha Consumer Price Indexes (CPI). Employees are evaluated on an annual basis and may be eligible for merit increases.

A competitive benefits package is provided to the employees. The package includes a retirement program, Social Security, Medicare and health, dental and life insurances. Former state employees were offered the option to continue participation in the State Employees' Retirement System (SERS); all other eligible employees must participate in the Illinois Municipal Retirement Fund (IMRF). In FY 2013 the benefits package was 41.74% of salary; in FY 2014 the amount will decrease to 38.99% of salary. The required CMAP retirement contribution to SERS for FY 2013 will increase from 37.987% to 40.312% and IMRF contribution for 2014 will decrease from 15.74% to 14.32%.



Budget Overview

CMAP receives most of its funding from Federal and State grants. Table 1, Budget Overview for Core Activities, summarizes the core budgets for Actual FY 2012 (audited), Budgeted FY 2013 (adopted by Board in June 2012) and Proposed FY 2014 (anticipated adoption by Board in June 2013). Table 2 is the budget overview for the competitive federal grants. The competitive federal grants reflect two grants: U.S. Department of Energy for the Energy Impact Illinois (EI2) and U.S. Department of Housing and Urban Development for the Local Technical Assistance (LTA).

TABLE 1: CMAP CORE ACTIVITIES

	Actual	Adopted	Proposed
	FY 2012	FY 2013	FY 2014
OPERATIONS			
Revenues			
Federal	10,282,971	11,561,260	12,266,400
State	3,358,819	3,500,000	3,455,287
Other Public Agencies	39,835	0	0
Foundations and Non-Public Agencies	141,000	100,000	0
Local Contributions	277,083	250,000	250,000
Reimbursements	459,483	416,300	328,500
Product Sales, Fees & Interest	42,571	27,500	26,700
Total Revenues	14,601,762	15,855,060	16,326,887
Expenditures			
Personnel	9,096,171	9,885,370	10,212,407
Commodities	484,765	424,000	473,500
Operating Expenses	279,992	364,700	459,900
Occupancy Expenses	1,514,882	1,580,000	1,611,000
Contractual Services	2,543,167	3,102,500	2,790,500
Local Planning Grant Match	0	265,000	288,000
Capital Outlay	290,563	125,000	270,000
Total Expenditures	14,209,540	15,746,570	16,105,307
NON-OPERATIONS (REVENUE AND EXPENDITURES)			
Pass Through Grants	2,177,358	4,733,174	4,961,270
In-Kind Service	879,094	1,174,181	1,039,269



TABLE 2: COMPETITIVE FEDERAL GRANTS

	Actual	Adopted	Projected
	FY 2012	FY 2013	FY 2014
Revenues			
US Department of Energy	6,574,620	2,740,300	1,547,000
US Housing and Urban Development Dept.	1,444,375	1,342,450	996,300
Total Revenues	8,018,995	4,082,750	2,543,300
OPERATIONAL			
Expenditures			
Personnel	1,154,140	1,503,100	1,065,700
Commodities	3,778	1,700	200
Operating Expenses	42,708	40,950	20,400
Contractual Services	574,617	552,000	457,000
Total Expenditures	1,775,243	2,097,750	1,543,300
NON-OPERATIONAL			
Pass Through Contracts	6,487,551	1,985,000	1,000,000
In-Kind Services	619,270	5,000,000	1,000,000
Total, Non-Operations Expenditures	7,106,821	6,985,000	2,000,000



Chart 1 reflects the percentage of the core operations revenue from each source and Chart 2 reflects the percentage of expenditures from each category for FY 2014. The charts do not include either the non-operations or the Competitive Federal Grants.

CHART 1: REVENUE FOR CORE ACTIVITIES, PROPOSED FY 2014

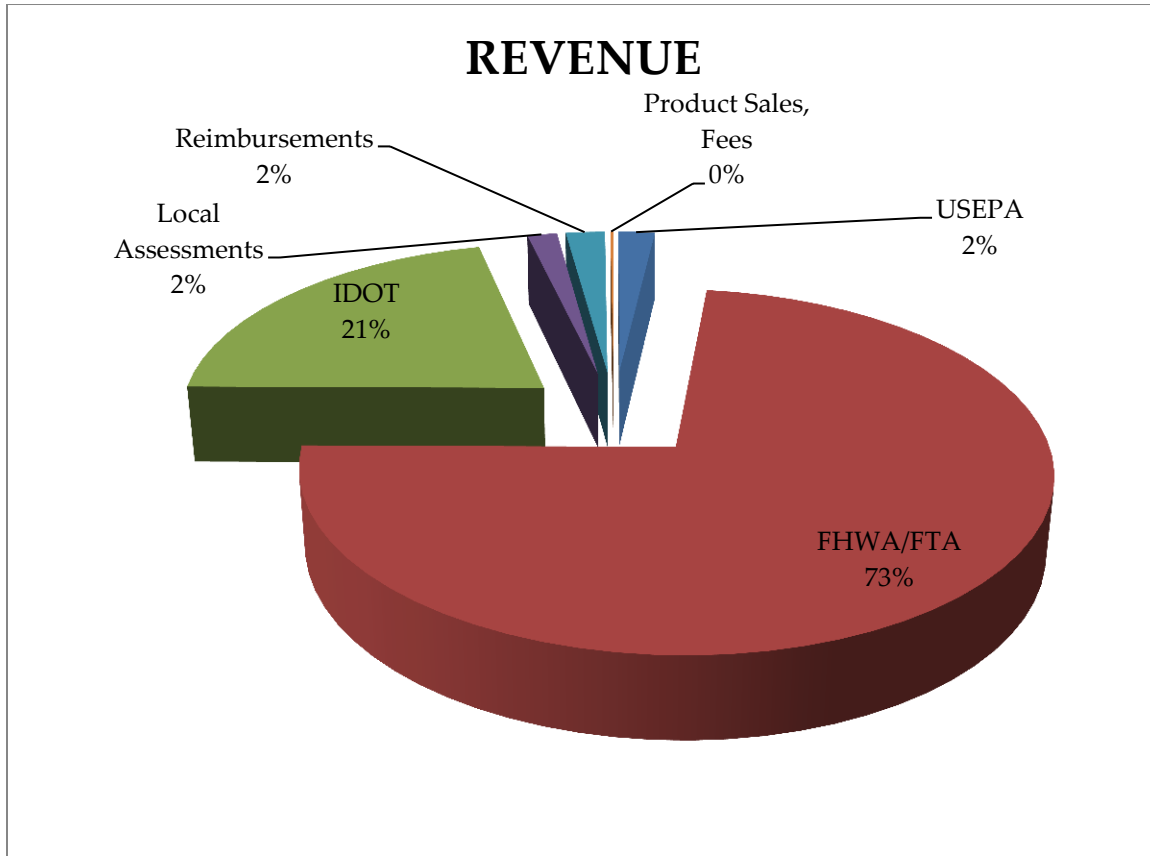
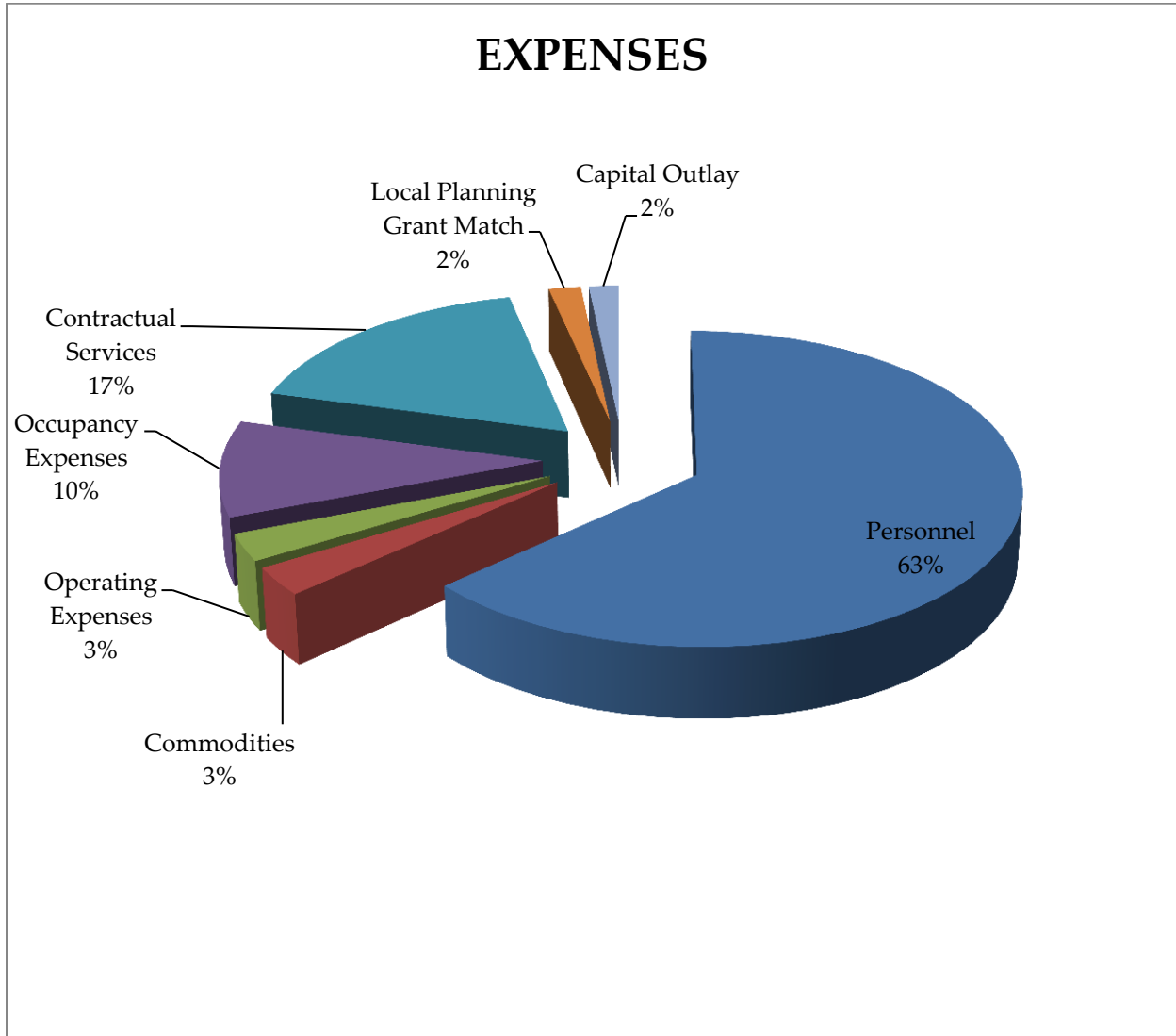


CHART 2: EXPENSES FOR CORE ACTIVITIES, PROPOSED FOR FY 2014



SECTION 2: BUDGET COMPONENTS

Revenue

The primary funding for CMAP is from the Unified Work Program (UWP) for transportation planning for northeastern Illinois programs with metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA) and state and local sources. The revenues identified for the FY 2014 UWP (Unified Work Program) funds were approved by the UWP Committee, Transportation Committee, Policy Committee and CMAP Board. Public Act 095-0677 provides funding for regional comprehensive planning across the state, of which \$3.5 million is allocated to CMAP through the Comprehensive Regional Planning Fund (CRPF). The CRPF allocation is designated as the matching funds for the federal transportation dollars, as well as supporting other planning activities. The Governor's FY 2014 state budget proposes \$3.5 million in state transportation funds in lieu of funding for the CRPF.

The UWP funds are allocated for operating activities and for contractual services. IDOT requires the operating funds be expended during the fiscal year (the 2014 UWP funds are available from July 1, 2013 to June 30, 2014) and the contract funds be expended over a three-year period (from July 1, 2013 to June 30, 2016). The contract funds are budgeted in the fiscal year the services are anticipated. The FY 2014 CMAP budget reflects full expenditure of the 2014 UWP operating funds and partial expenditure of 2011, 2012, 2013 and 2014 UWP contract funds.

For FY 2014, it is anticipated that the State will allocate \$3.5 million for comprehensive planning activities. The allocation is budgeted as follows:

<u>Activity</u>	<u>Time Period</u>	<u>Amount</u>
UWP 2014 Operating Matching Funds	FY 2014	\$2,707,300
UWP Contract Matching Funds	FY 2014-2016	203,000
Regional Planning Activities	FY 2014-2016	464,987
UWP Local Government Grant Matching	FY 2014	80,000
IDOT/CMAP agreement		<u>44,713</u>
Total		\$3,500,000

Revenue is received from U.S. Environmental Protection Agency (EPA), passed through the Illinois EPA (IEPA) for water quality management, watershed planning and other related projects. These funds are normally provided through multi-year grants. Funds not expended during the grant period revert to the funding agency.

The revenue from local assessments and the product sales, fees and interest are considered the CMAP General Fund. The general funds are for activities which cannot be supported by the grants.



The following table reflects the revenue expected to be received during the fiscal year. Some of the revenue is received prior to expenditure; such as, the foundations normally transfer funds at the time of the award even though the expenditures could be in future fiscal years. Other expenditures are on a reimbursable program; such as the federal revenue is not received until the expenditure has been made. The majority of the revenue is from reimbursement grants.

The non-operations revenue is for those funds that are passed through to other organizations (primarily federal funds) and the in-kind match provided by those organizations. Examples would be the UWP Council of Mayors program and the IEPA projects. CMAP, as the MPO, administers all the FY 2014 UWP contracts, such as for the planning projects of the service boards and other government agencies.

TABLE 3: REVENUE DETAIL, CMAP CORE ACTIVITIES

	Actual	Adopted	Proposed
	FY 2012	FY 2013	FY 2014
OPERATIONS			
FEDERAL			
<u>U.S. Environmental Protection Agency</u>			
Grant through IEPA			
IEPA Sec 319 Fox/Des Plaines River, Phase IV	16,358	0	0
IEPA Water Quality Mgt.	140,658	172,500	142,400
IEPA VLMP	36,664	46,900	38,000
IEPA Special Projects	228,087	0	0
IEPA Watershed Plans	0	129,700	124,800
Total, U.S. EPA	421,767	349,100	305,200
<u>U.S. Department of Transportation</u>			
Grant through IDOT			
UWP - Operating	9,298,697	10,126,560	10,829,200
UWP - Contracts	562,507	1,085,600	1,132,000
Total, U.S. DOT	9,861,204	11,212,160	11,961,200
Total, Federal	10,282,971	11,561,260	12,266,400
STATE			
<u>Illinois Department of Transportation</u>			
IDOT	3,358,819	3,500,000	3,455,287
Total, IDOT	3,358,819	3,500,000	3,455,287
Total, State	3,358,819	3,500,000	3,455,287



	Actual	Adopted	Proposed
	FY 2012	FY 2013	FY 2014
OTHER PUBLIC AGENCIES			
Argonne National Laboratory	12,056	0	0
Cook County FPD - Maple Lake ICLP, Phase 2	27,779	0	0
Total, Other Public Agencies	39,835	0	0
FOUNDATIONS AND NON-PUBLIC AGENCIES			
Chicago Community Trust	141,000	100,000	0
Total Foundations and Non-Public Agencies	141,000	100,000	0
LOCAL ASSESSMENTS	277,083	250,000	250,000
REIMBURSEMENTS			
Indirect Charge from Competitive Federal Grants	432,249	386,300	298,500
Metropolitan Mayor's Caucus	27,234	30,000	30,000
Total, Reimbursements	459,483	416,300	328,500
PRODUCT SALES, FEES AND INTEREST			
Publications Sales	375	500	200
ArcView Training	14,350	8,000	8,000
Interest Income	1,864	2,000	1,500
Facility Planning Area Fees	14,119	8,000	8,000
Conference and Sponsors	2,339	1,000	1,000
Miscellaneous	9,524	8,000	8,000
Total, Product Sales, Fees and Interest	42,571	27,500	26,700
TOTAL REVENUES	14,601,762	15,855,060	16,326,887



	Actual	Adopted	Proposed
	FY 2012	FY 2013	FY 2014
NON-OPERATIONS			
PASS THROUGH			
UWP - Council of Mayors	1,307,125	1,348,174	1,384,270
UWP - CTA	0	800,000	600,000
UWP - City of Chicago	0	480,000	840,000
UWP - Metra	0	320,000	370,000
UWP - Pace	0	100,000	150,000
UWP - RTA	0	80,000	250,000
UWP - Lake County	210,286	250,000	-
UWP - Cook/DuPage Corridor	197,788	270,000	50,000
UWP - McHenry County	103,416	100,000	25,000
UWP - Will County	0	75,000	40,000
UWP - Cook County	0	50,000	100,000
CMAP - Local Planning Grants	92,559	860,000	1,152,000
IEPA Sec 319 Fox/Des Plaines River, Phase IV	258,104	0	0
IEPA, ARRA, Watershed Planning	8,080	0	0
Total, Pass Through	2,177,358	4,733,174	4,961,270
IN-KIND SERVICE			
UWP - Council of Mayors	526,271	542,931	554,269
UWP - CTA	0	200,000	120,000
UWP - City of Chicago	0	120,000	168,000
UWP - Metra	0	80,000	74,000
UWP - Pace	0	25,000	30,000
UWP - RTA	0	20,000	50,000
UWP - Lake County	52,572	62,500	0
UWP - Cook/DuPage Corridor	49,447	67,500	10,000
UWP - McHenry County	25,854	25,000	5,000
UWP - Will County	0	18,750	8,000
UWP - Cook County	0	12,500	20,000
IEPA Sec 319 Fox/Des Plaines River, Phase IV	224,950	0	0
Total, In-Kind Service	879,094	1,174,181	1,039,269

TABLE 4: REVENUE DETAIL, COMPETITIVE FEDERAL GRANT ACTIVITIES

	Actual	Adopted	Projected
	FY 2012	FY 2013	FY 2014
Revenues			
US Department of Energy	6,574,620	2,740,300	1,547,000
US Housing and Urban Development Dept.	1,444,375	1,342,450	996,300
Federal	8,018,995	4,082,750	2,543,300



Budget and Work Program

The following tables reflect, line item by line item, the operations budget for FY 2014. The first table is for the core operations and the second one is for the competitive federal grants. A description of the line items is in the Appendix.

TABLE 5: EXPENSE DETAIL, CMAP CORE ACTIVITIES

	Actual	Adopted	Proposed
	FY 2012	FY 2013	FY 2014
PERSONNEL			
Salaries	6,223,224	6,737,863	7,093,204
Retirement	1,360,364	1,436,994	1,340,105
FICA	363,167	406,622	430,949
Medicare	88,035	97,610	103,021
Health/Dental	807,366	928,281	923,127
Life	41,201	45,000	45,000
Education Reimbursement			37,000
Other Benefits	35,583	20,000	25,000
Interns	177,231	213,000	215,000
Total, Personnel	9,096,171	9,885,370	10,212,407
Authorized Personnel		91.3	94.5
COMMODITIES			
General Supplies	21,061	15,000	20,000
Publications	5,208	10,500	10,000
Software - Small Value	17,015	16,000	20,000
Equipment - Small Value	124,605	20,000	28,500
Furniture - Small Value	1,364	3,000	3,000
Data Acquisition	276,964	302,600	340,000
Office Supplies	27,606	41,900	32,000
Copy Room Supplies	10,942	15,000	20,000
Total, Commodities	484,765	424,000	473,500
OPERATING EXPENSES			
Workers' Compensation Insurance	21,735	25,000	25,000
Unemployment Compensation	21,911	15,000	25,000
Staff Assoc. Membership	4,778	10,400	12,100
CMAP Assoc. Membership	24,087	30,500	30,500
Postage/Postal Services	23,424	28,000	28,300
Storage	3,595	5,000	5,000
Legal/Bid Notices	1,782	1,300	0
Miscellaneous	3,172	10,700	14,200



	Actual	Adopted	Proposed
	FY 2012	FY 2013	FY 2014
Meeting Expenses	12,214	14,400	18,900
Recruitment Expenses	6,800	2,000	4,000
General Insurance	28,355	28,000	35,000
Legal Services	3,507	5,000	15,000
Printing Services	6,575	51,700	46,200
Bank Service Fees	2,268	3,000	3,000
Conference Registrations	13,887	22,400	30,900
Training	25,497	22,700	41,400
Travel Expenses	76,405	89,600	125,400
Total, Operating Expenses	279,992	364,700	459,900
OCCUPANCY EXPENSES			
Office Maintenance	8,062	12,000	12,000
Rent	1,401,970	1,458,000	1,486,000
Telecommunications	47,250	50,000	53,000
Utilities	57,600	60,000	60,000
Total, Occupancy Expenses	1,514,882	1,580,000	1,611,000
CONTRACTUAL SERVICES			
Audit Services	33,781	40,000	37,000
Office Equipment Leases	1,278	2,000	2,000
Software Maintenance/Licenses	300,895	321,000	343,000
Fiscal Mgt. Maintenance/Licenses	38,625	40,000	40,000
Professional Services	596,412	535,000	542,000
Consulting Services	1,448,398	2,072,500	1,694,500
Office Equipment Maintenance	116,758	85,000	125,000
Co-Location Hosting Services	7,020	7,000	7,000
Total, Contractual Services	2,543,167	3,102,500	2,790,500
LOCAL PLANNING GRANTS			
Community Planning Grant Match	0	265,000	288,000
Total, Local Government Grants	0	265,000	288,000
CAPITAL OUTLAY			
Equipment - Capital	249,603	75,000	120,000
Construction - Capital			100,000
Software - Capital	40,960	50,000	50,000
Total, Capital Outlay	290,563	125,000	270,000
TOTAL	14,209,540	15,746,570	16,105,307



TABLE 6: EXPENSE DETAIL, COMPETITIVE FEDERAL GRANT ACTIVITIES

	US DOE	US HUD	Total
PERSONNEL			
Salaries	76,500	498,100	574,600
Retirement	11,500	74,100	85,600
FICA	4,800	31,100	35,900
Medicare	1,100	7,200	8,300
Health/Dental	7,200	55,600	62,800
Total, Personnel	101,100	666,100	767,200
Authorized Personnel	1	8	9
Indirect Charge	39,300	259,200	298,500
COMMODITIES			
Publications	100		100
Office Supplies	100	0	100
Total, Commodities	200	0	200
OPERATING EXPENSES			
Postage/Postal Services	200	0	200
Printing Services	200		200
Miscellaneous		0	0
Conference Registrations	2,000	0	2,000
Training & Education Reimbursement	1,000	0	1,000
Internet Service		0	0
Travel Expenses	3,000	13,000	16,000
Total, Operating Expenses	6,400	13,000	19,400
CONTRACTUAL SERVICES			
Consulting Services	400,000	57,000	457,000
Total, Contractual Services	400,000	57,000	457,000
TOTAL	547,000	995,300	1,542,300



Following are the program areas for FY 2014. Under each program is the work plan, then the budget detail and contract descriptions. The work plan was developed to reflect the agency's activities and outcomes for FY 2014. It is a detail of the projects, staff, products and key dates and anticipated contracts. The budget has been developed to assure that the work plan activities are supported with staff, operating costs, and consultant services.



LOCAL PLANNING PROGRAM

Program Oversight: Bob Dean

GO TO 2040 supports the efforts of local governments to improve livability within their communities and to encourage a future pattern of more compact, mixed-use development that focuses growth where transportation infrastructure already exists. The plan recommends that local governments pursue opportunities for development of this type, while recognizing that the interpretation and application of these concepts will vary by community.

AREA 1: REGIONAL TECHNICAL ASSISTANCE

Program Manager: Andrew Williams-Clark

Regional technical assistance includes projects that are conducted at a regional level, rather than working with an individual community. Projects in this area have a broad, region-wide audience.

Online Case Study Library

Project Manager: Lindsay Bayley

Team: project managers of completed LTA projects

Description: This project will collect positive case studies from around the region of local governments advancing GO TO 2040 through plans, ordinances, and other regulations. These will be organized clearly in a searchable online format. After the initial launch of the project, it will be continually supplemented with more case studies, including some suggested or led by partner organizations. In FY 14, some of these case studies will be used as part of the Year 3 implementation report for GO TO 2040.

Products and Key Dates: Add 20 new case studies to library, primarily from completed LTA projects.

Municipal Survey

Project Manager: Andrew Williams-Clark

Team: Heringa, interns

Description: This project will conduct a biennial survey of municipalities across the region to understand the degree to which policies recommended in GO TO 2040 are implemented at the local level. Survey analysis will also be used to determine local government demand for the development model plans, ordinances and codes as well as educational opportunities. The next survey will be conducted during spring-summer 2014, so only the initiation of the survey is included in the FY 14 work plan.

Products and Key Dates: Initiation of municipal survey (March 2014).



Model Plans, Ordinances, and Codes

Project Manager: Andrew Williams-Clark

Team: Heringa, Ihnchak, O'Neal, K. Smith, Zwiebach

Description: This project will prepare model planning approaches on topics of interest to local communities and planners. These include ordinances, other regulations, or treatment of other planning issues. Topics addressed in FY 14 were identified in spring 2013 based on municipal survey results and committee feedback, and include fair housing, sustainability plans, conservation design, complete streets, and aging in place. Once models are produced, CMAP will work with several communities to implement the ordinance locally (covered in more detail in the Local Technical Assistance section).

Products and Key Dates: Initiation of four model ordinances or other planning documents on topics of interest. One model ordinance is scheduled to be completed in March 2014, one in June 2014, and the remainder will extend into FY 15.

Planning Commissioner Workshops

Project Manager: Erin Aleman

Team: Ambriz, Dick

Description: A series of training workshops for Planning Commissioners will be provided, covering issues such as the importance of updating the comprehensive plan, consistency of local ordinances, legal issues in planning, and placing local land use decisions within a regional context. These will be coordinated with APA-IL, COGs, and other relevant groups. Each workshop will be hosted by a single municipal Planning Commission, with invitations to other nearby communities. The workshops will be targeted to communities recently completing CMAP-led technical assistance projects.

Products and Key Dates: Eight Planning Commissioner workshops, held throughout year (approximately two per quarter).

Bicycle and Pedestrian Transportation Planning

Project Manager: John O'Neal

Team: TBD

Description: In cooperation with our partners, this project identifies, evaluates, and implements strategies to facilitate walking and bicycling in the region, including access to transit. The project also addresses public right-of-way accessibility for people with disabilities and the safety of walkers and cyclists. The project concentrates on providing technical information to partner agencies and local communities through such activities as our Soles and Spokes Workshops and our unique Soles and Spokes Blog.



Products and Key Dates: Address an expected forty requests by partner agencies for bicycle and pedestrian planning information. Additional products and key dates to be defined by June 2013.

AREA 2: LOCAL TECHNICAL ASSISTANCE

Program Manager: Bob Dean

The Local Technical Assistance (LTA) program involves working directly with a community or group of communities on a product that is customized for their use. Projects in this area have a specific audience and are geographically limited. The work plan does not identify the specific projects being pursued, but breaks down the types of work involved in each one.

Program Development and Management

Project Manager: Bob Dean

Team: Aleman, Dick, Navota, Olson, Ostrander, Pfingston, Williams-Clark

Description: This involves the management of the overall program of Local Technical Assistance projects, including both staff-led projects and those pursued through contracts or grants. This project includes assuring project timeliness and quality, assessing staff needs and allocating resources appropriately, and communicating the purpose and goals of the overall program. The preparation of monthly reports on project progress also falls under this project. Future calls for projects and project prioritization are included within this project as well.

Products and Key Dates: Review of applications submitted and project prioritization (October). Monthly reports on progress of ongoing and upcoming projects (ongoing). Call for projects for following year (May).

Management and Support of Staff-Led Projects

Project Manager: Bob Dean

Team: entire Local Planning division, as well as Byrne, Hudson, Loftus, Schuh, Thompson

Description: Each Local Technical Assistance project will be assigned a project manager who is responsible for the timely completion of the project. Project managers are responsible for conducting a large portion of the work required on their projects, as well as identifying needs for additional project support, outreach assistance, and partner coordination (described in the following several work plan items). The staff listed for this project will serve as project managers for some projects and contribute as part of a project team in other cases. CMAP's various software and tools, such as MetroQuest, will be used as appropriate.

Products and Key Dates: Completion of approximately twenty LTA projects receiving direct staff assistance from CMAP and initiation of a similar number of additional projects (ongoing). The number of projects at various stages (initiated; 50% complete; 90% complete; 100% complete) will be tracked and reported quarterly.



Management of Grants and Contracts

Project Manager: Jack Pfingston

Team: Bayley, Okoth, O'Neal, Robinson, Seid, Shenbaga, Simoncelli, K. Smith, Vallecillos, Williams-Clark

Description: This project will provide grants to local governments to support the preparation of comprehensive plans, sub-area plans and ordinance revisions to implement these plans, with a focus on linking land use and transportation. It will be highly coordinated with the RTA, which offers similar grant programs; coordination with IDOT and other state agencies will also be sought.

Products and Key Dates: Prequalification of consultants to assist with Community Planning program projects (June). Completion of approximately ten projects using grants or contracts and initiation of a similar number of additional projects (ongoing).

Project Scoping

Project Manager: Bob Dean

Team: Aleman, Dick, Navota, Pfingston, Williams-Clark

Description: Many Local Technical Assistance projects require significant further scoping before the most appropriate CMAP role can be determined. This work plan item includes meetings with project sponsors and key local stakeholders, research on relevant past activities in each community, and preparation of a proposed scope of work for CMAP's involvement in each project.

Products and Key Dates: Ongoing scoping of projects as they are submitted through new calls for projects (ongoing).

Outreach and Communications

Project Manager: Erin Aleman, Tom Garritano

Team: Green, Lopez, Reisinger, Robinson, Simoncelli, K. Smith, Vallecillos

Description: Inclusive public engagement processes will be part of each Local Technical Assistance project undertaken. This work plan item includes the development and implementation of a public engagement process as part of each project. This project also includes media outreach during and after each LTA project.

Products and Key Dates: Initial PROject OUTreach STRategy (PROUST) for each project (ongoing). Final report on public engagement results for each local project (ongoing). Communications strategy for each project (ongoing).

Data and Mapping Support

Project Manager: Agata Dryla-Gaca



Team: Bayley, Drennan, Okoth, Panella, Pedersen, interns

Description: Provide customized data preparation, analysis and mapping support to Local Technical Assistance project managers. Data and analysis staff will be assigned to projects several months before they are initiated based on availability and needed skills. A set of guidelines for preparing standardized LTA data and mapping products will ensure uniform quality control and streamline preparation of data and map products.

Products and Key Dates: Data and map products for each LTA project (ongoing).

Partner Coordination

Project Manager: Erin Aleman

Team: Robinson

Description: The involvement of partner organizations including government, nongovernmental, and philanthropic groups is a central part of CMAP's approach to Local Technical Assistance. This work plan item includes identification of appropriate organizations to participate in local projects and coordination of the project processes to involve these organizations, as well as convening partners through working committees, technical assistance providers group, and other formal and informal committees. This project also includes the incorporation of non-traditional topics within LTA projects, such as health, arts and culture, workforce development, and others.

Products and Key Dates: Identification of appropriate partner organizations and roles for each LTA project (ongoing). Presentation of LTA projects to relevant CMAP working committees (ongoing). Periodic meetings of the technical assistance providers group (quarterly).

External Resource Development

Project Manager: Erin Aleman

Team: Olson, Williams-Clark, others as relevant to specific topics

Description: To cover a breadth of topics, CMAP will need to have access to funding resources beyond transportation sources. This project involves seeking external resources to support the LTA program and CMAP's work in general, either through competitive applications to public sector (most commonly federal or state) programs or philanthropic organizations, or through cultivation of relationships with potential funders.

Products and Key Dates: Periodic communication with philanthropic groups and other potential funders concerning the value of the LTA program (ongoing). Applications submitted in response to funding opportunities (as needed).



TABLE 7: BUDGET DETAIL, LOCAL PLANNING PROGRAM

	Local Planning Support	Community Planning Program	Sustainable Communities	Total
PERSONNEL				
Salaries	1,154,800		498,100	1,652,900
Retirement	172,500		74,100	246,600
FICA	72,200		31,100	103,300
Medicare	16,700		7,200	23,900
Health	130,400		50,700	181,100
Dental	8,700		3,900	12,600
Vision	2,100		1,000	3,100
Education Reimbursement	5,000			5,000
Interns	42,000			42,000
Total, Personnel	1,604,400	0	666,100	2,270,500
Employee PY	16.3		7.9	24.2
Indirect Charge	606,000	0	259,200	865,200
COMMODITIES				
Publications	3,000			3,000
Office Supplies	4,000		0	4,000
Total, Commodities	7,000	0	0	7,000
OPERATING				
Staff Assoc. Membership	4,000		0	4,000
Postage/Postal Services	1,500			1,500
Miscellaneous	2,000	0	0	2,000
Meeting Expenses	10,000		1,000	11,000
Printing Services	20,000			20,000
Conference Registrations	10,000			10,000
Training	10,000			10,000
Travel Expenses	20,000	0	13,000	33,000
Total, Operating	77,500	0	14,000	91,500
CONTRACTUAL SERVICES				
Consulting Services	100,000		57,000	157,000
Total, Contractual Services	100,000	0	57,000	157,000
LOCAL PLANNING GRANTS				
Community Planning Grants		1,440,000	0	1,440,000
Total, Local Planning Grants	0	1,440,000	0	1,440,000
Total, Expenses	2,394,900	1,440,000	996,300	4,831,200



	Local Planning Support	Community Planning Program	Sustainable Communities	Total
REVENUE				
UWP Operating - FY2014	1,835,920			1,835,920
UWP Contracts - FY 2014		120,000		120,000
Match - FY 2014	458,980	30,000		488,980
UWP Contracts - FY 2011		16,000		16,000
Match - FY 2011		4,000		4,000
UWP Contracts - FY 2013		1,016,000		1,016,000
Match - FY 2013		254,000		254,000
HUD			996,300	996,300
IDOT	100,000			100,000
Total, Revenue	2,394,900	1,440,000	996,300	4,831,200

TABLE 8: CONSULTANT SERVICES DETAIL, LOCAL PLANNING PROGRAM

PROPOSED SUBCONTRACTS	ESTIMATED AMOUNT	FUNDING SOURCE/STATUS
Community Planning Grant Program (Various)	1,440,000	UWP 2011, 2012, 2014 / Contract/ Competitive program conducted and Board approve awards.
LTA Assistance (Various)	100,000	IDOT 2014 / Assistance to participating municipalities and counties. RFP to be developed.
TOTAL	1,540,000	



POLICY ANALYSIS AND DEVELOPMENT PROGRAM

Program Oversight: Matt Maloney

GO TO 2040 addresses broad issues of governance and policy, which are equally as important as physical infrastructure to our region's future. The plan's approach in this area is to support activities that create a favorable policy environment for sustainable prosperity and regional job growth. The primary goal of this core program is to use the agency's vast data resources to generate robust analyses in subject areas aligning with GO TO 2040. Dissemination of this analysis provides the context for strategic coordination on policy with other organizations, including administrative and/or legislative action. This core program reflects agency priorities, ranging from transportation finance to economic innovation to state and local taxation to broader land use issues including housing and natural resource policies. The main activities include research and analysis, steering GO TO 2040 priorities through the agency's committee structure, legislative analysis, and coordination by CMAP staff with other organizations.

AREA 1: Regional Mobility

Performance Based Transportation Funding

Project Manager: Alex Beata

Team: Hollander, Schuh, with assistance from outreach and communications staff

Description: In the last fiscal year, staff worked to educate state and regional stakeholders about the virtues of moving to a more robust and transparent system of making transportation investment decisions. This work culminated in a web microsite and companion report describing CMAP's best thinking on how to implement performance-based funding for the state highway program. This fiscal year, staff will pursue additional opportunities to educate policymakers, transportation stakeholders, and the general public about advancing these issues, both for annual and more episodic highway and transit capital investments. Staff will also analyze other structural issues that affect the efficiency of transportation spending in our region, including the allocation of roadway maintenance responsibilities across jurisdictions and the complex system of formula-based funding allocations between the state and local governments. Lastly, staff will work to transition CMAP's programming via a new performance-based programming core program.

Products and Key Dates: This research will be delivered via the Policy Updates blog (ongoing).

Congestion Pricing Analysis and Coordinated Outreach

Project Manager: Jesse Elam

Team: Aleman, Beata, Stratton, Schmidt

Description: The implementation of congestion pricing is a major recommendation of GO TO 2040. In FY 2013, staff pursued a wide-reaching campaign, based upon new analyses of five GO TO 2040 fiscally constrained highway projects (summarized in the report and Web site



Congestion Pricing: Express Lanes to the Region's Future.) This fiscal year, staff will focus efforts on analyzing some of the strategy's secondary benefits and impacts as well as system performance under a broader application of the strategy. In addition, staff will also analyze how the performance of existing managed facilities could be improved with congestion pricing. Staff will also continue to engage in coordinated outreach across the region, as needed, and particular attention will be paid to several near-term applications for congestion pricing (Elgin O'Hare Western Access, Central Lake County Corridor, Stevenson Expressway.)

Products and Key Dates: Analysis of benefits to transit, including express bus performance (September 2013); Analysis of benefits of pricing on existing managed facilities (April 2014); Outreach to corridor and regional stakeholders (ongoing); Analyses to support project studies for specific GO TO 2040 corridors (ongoing).

Regional Freight Leadership Task Force

Project Manager: Randy Deshazo

Team: Ballard-Rosa, Beata, Simoncelli, Murtha, Wies

Description: GO TO 2040 supports increased investment in the region's freight system to improve the economic competitiveness of metropolitan Chicago, and the plan emphasizes organization and public policy as a specific area of focus for achieving this goal. Metropolitan Chicago has not traditionally had a champion to look out for the public interest regarding freight. To address the institutional and funding barriers of all freight modes, a self-financed Regional Freight Authority should be explored to establish a balance of interests and a mandate to address these needs and lower freight operating costs by upgrading regional infrastructure. Following Board approval of a Task Force to analyze these issues in June 2013, this group will meet monthly beginning in August 2013 and produce a report to the CMAP Board in June 2014.

Products and Key Dates: Task Force meetings, background analysis and staff reports (monthly); final report (June).

Freight Policy: National, State, and Regional Coordination

Project Manager: Randy Deshazo

Team: Ballard-Rosa, Beata, Simoncelli

Description: As the nation's freight and transportation hub, metropolitan Chicago must play a greater leadership role in advocating for sound public policy and planning on freight movement. While MAP-21 included new freight provisions, more must be done to prioritize and target investments where they are most needed. The most visible of these investments is implementation of the CREATE program. CMAP will closely monitor actions at the federal and state level and assemble policy principles, issue briefs, and recommendations to articulate the importance of freight to metropolitan regions and especially northeastern Illinois. CMAP will also lead a collaborative effort with other major metro areas on these principles and the overall outreach campaign to influence the freight provisions of the next transportation reauthorization



bill. CMAP will first provide a working draft freight agenda to partner agencies and with their input develop a consensus Freight Agenda for reauthorization. With Board approval of the consensus Agenda, CMAP will recirculate the Agenda to partner agencies for adoption by their respective boards.

Products and Key Dates: Working Major Metro Area Freight Agenda Draft (June 2013), Major Metro Area Input on a Consensus Freight Agenda (August 2013), Draft Freight Agenda (February 2014), Letter to Congressional Representatives on Common Major Metro Area Agenda (February 2014), Meetings with elected officials and staff (February-June 2014)

Regional Revenues

Project Manager: Matt Maloney

Team: Beata, Hollander, Schuh

Description: CMAP's Regional Tax Policy Task Force recommended that Northeastern Illinois should follow the lead of other regions around the country that are pursuing and utilizing regional revenue sources for regional needs, namely capital investments for transportation infrastructure projects. In FY 13, staff completed a draft detailed analysis of potential non-federal or state revenues to be derived from the imposition of new user fees or other efficient forms of taxation that capture the incremental value created by infrastructure improvements. In FY 14, staff will release this report and coordinate an outreach campaign to move the regional conversation forward on sustainable regional revenues.

Products and Key Dates: Release Report (summer 2013).

Major Capital Projects Implementation

Project Manager: Matt Maloney

Team: Beata, Bozic, Elam, Blankenhorn, Leary, Kopec, Schuh, Stratton, Wies

Description: While the primary transportation emphasis of GO TO 2040 is to maintain and modernize, the plan contains a handful of fiscally constrained major capital projects that will maximize regional benefits of mobility and economic development. In the last fiscal year, staff continued to follow an agency strategic plan for prioritizing opportunities for CMAP staff to add value to these regional planning processes. CMAP will deploy some resources, in coordination with state, regional, and local agencies and groups, to generate the data, information, policy analysis, and outreach to advance implementation of GO TO 2040's fiscally constrained priority projects.

Products and Key Dates: Monthly internal meetings and project updates (ongoing); other technical assistance and involvement with project planning as stipulated in the strategic plan (ongoing)



Green Infrastructure Vision

Project Manager: Jesse Elam

Team: Beck, Navota, consultant contract

Description: Last fiscal year, staff produced a report on recommended policy applications for the Green Infrastructure Vision (GIV), including its potential use for transportation project development, facility planning area review, municipal comprehensive plans, and land conservation. This year, staff will focus on applying the GIV for this type of work, including local planning and performance-based funding, and will support the effort of partners in Chicago Wilderness to apply the GIV to land conservation decisions and to prepare updates to the analysis behind the GIV. With consultant support, staff will also prepare a report estimating the economic value of protecting the landscapes identified in the GIV, which could be used to build support for conservation efforts.

Products and Key Dates: Chicago Wilderness policy regarding use of GIV in land conservation (expected by December 2014, but dependent on partners); economic valuation report (March 2014).

AREA 2: Regional Economy

Assessment of Economic Development Incentives

Project Manager: Lindsay Hollander

Team: Schuh

Description: CMAP's Regional Tax Policy Task Force recommended that CMAP analyze how sales tax rebates affect development and land use decisions, and support policies that enhance transparency in these rebate agreements. This recommendation emerged from the Task Force's lengthy discussion about the local incentives at play in the attraction of large tax generating establishments. While the Task Force focused specifically on sales tax rebates, the state and some local governments historically have utilized a range of other abatements and economic development incentives, including TIF and enterprise zones, to spur economic development. The CMAP Board has requested that CMAP conduct a detailed study on how and where these tools have been used and the impact of the tools on local and regional economic development.

Products and Key Dates: Final report (July 2013).

Regional Tax Policy Analysis

Project Manager: Lindsay Hollander

Description: CMAP's Regional Tax Policy Task Force recommended that CMAP continue to play a leadership role in facilitating a regional perspective on tax policy. This project will focus on supporting CMAP's commitment to tax policy through a series of analyses on tax policy issues. Topics are likely to include: an analysis of the effect of property tax classification in Cook County on business location decisions, an analysis of northeastern Illinois' impact on state



revenues, research on the State's budget and state expenditures made within the region, an analysis of regional tax capacity and other tax policy indicators, and expansions on previous CMAP analyses of revenue sharing or sales tax rebates. Analyses may take the form of an issue brief or policy update.

Products and Key Dates: The project will be executed as a series of four issue briefs or policy updates to be published in October, January, April, and June.

Assessment of the Fiscal and Economic Impact of Land Use Decisions

Project Manager: Elizabeth Schuh

Team: Hollander, Clark, consultant contract

Description: The Tax Policy Task Force report includes data and information about the fiscal impacts of different development decisions. During the GO TO 2040 plan process, CMAP also analyzed the regional economic and jobs impacts of these different development decisions. It is important for the region to have the best information possible about how our fiscal policies drive land use decisions as well as the resulting impacts on the regional economy, jobs, and principles of livability as addressed in GO TO 2040. The CMAP Board has requested that the local and regional impacts of these decisions should be analyzed in more detail. Analysis should be regional in scale and include specific information and cooperation from local municipalities.

Products and Key Dates: Initial analysis results (June 2013), final report to the CMAP Board (December 2013).

Regional Housing and Development Analysis

Project Manager: Elizabeth Schuh

Team: Morck, D. Clark, Burch, K. Smith, Williams-Clark

Description: GO TO 2040's land use and housing section emphasizes the need to coordinate planning for transportation, land use, and housing. This project will focus on enhancing the agency's understanding of ongoing housing and land use change in the region and education on topics related to the interaction of land use and transportation. This project will both utilize and supplement the agency's existing land use data resources (land use inventory and development database). Topic areas are likely to include station area change, housing trends, commercial development trends, residential connectivity, and land use planning on transportation corridors. Final products will provide a resource for communities and stakeholders to better understand local and regional change and may also provide data tools for CMAP's Local Technical Assistance program.

Products and Key Dates: Analysis of and policy blog updates on housing and commercial development change in the region (Quarterly); Ongoing educational blogs/handouts on demographic, transportation and land use topics (Quarterly)



Industry Cluster Drill Downs

Project Manager: Garrett Ballard-Rosa

Team: Weil

Description: GO TO 2040's chapter on supporting economic innovation includes an implementation action to perform 'drill down' analyses into specific industry clusters. The purpose of these reports is to identify specific opportunities to support economic innovation within a strategic cluster. A thorough, comprehensive evaluation highlights opportunities to develop partnerships, strengthen programs, advocate for policy changes, align workforce training programs, and bolster other resources that will help the cluster thrive. In FY 13, staff completed two drill down reports on freight and manufacturing. In FY 14, staff will complete the third in this ongoing series.

Products and Key Dates: Full project scope and timeline for third drill down report (September 2013); Final report (June 2014)

Industry Cluster Sub-regional Analyses

Project Manager: Annie Byrne

Team: Ballard-Rosa, Weil, key staff from the Local Planning department

Description: CMAP's two cluster reports on freight and manufacturing include a number of recommendations on workforce, innovation, and infrastructure. Many of these recommendations are best implemented on the sub-regional level through targeted technical assistance. This project will conduct two analyses on sub-regions within the 7-county area to assess specific economic development and workforce challenges and opportunities related to freight and manufacturing. After this initial assessment, the goal is to transition toward an actionable projects or set of projects that can be undertaken at a later date via the LTA program.

Products and Key Dates: Two sub-regional analyses on freight/manufacturing (one in the second half of 2013, one in the first half of 2014)

State and Regional Economic Development Policy: Best Practices, Challenges, and Opportunities

Project Manager: Simone Weil

Team: Ballard-Rosa, Byrne, Hollander

Description: CMAP's two industry cluster drill down reports include a number of recommendations encouraging the reorientation of economic development policies and practices both regionally and statewide. This project will focus on the role of state and regional governments in planning for economic development opportunities and providing direct funding to businesses in the form of financial incentives. This project will have two distinct phases. Phase 1 will focus on analyzing best practices in state and regional economic development from the U.S. and around the world. With these best practices in hand, Phase 2



will focus on the State of Illinois and metropolitan Chicago's economic development policies and procedures and analyze what lessons can be learned from other places.

Products and Key Dates: Project Scope (July 2013), Phase 1 report (November 2013), Phase 2 report (April 2014)

Regional Economic Indicators

Project Manager: Garrett Ballard-Rosa

Team: Byrne, Weil, communications staff

Description: Over the last two years, CMAP has worked to improve data and information systems related to human capital, a key recommendation of GO TO 2040. Last year CMAP released *MetroPulse Jobs*, a new web portal illustrating data on workforce needs and gaps in key industry clusters of specialization (the first two portals have focused on freight and manufacturing.) CMAP has also contributed to the Illinois Innovation Index, a partnership with other entities which analyzes varying sets of metrics on economic innovation in northeastern Illinois and the State. Moving forward, CMAP intends to play a greater role in collecting and analyzing this data to keep our partners and the general public attuned the region's economic trends, especially as they relate to our major industry clusters and the workforce and innovation recommendations of GO TO 2040. This data and information will be housed at CMAP and disseminated via the CMAP Web site.

Products and Key Dates: Strategic Plan and Scope for Regional Economic Indicators project (July 2013); implement plan (ongoing).

AREA 3: CMAP/MPO Committee Support and Legislative Strategy

CMAP and MPO Committee Support

Team: Kopec, Leary (policy committees); Dean, Maloney (coordinating committees); Aleman, Berry, Capriccioso (advisory committees); Beck, Byrne, Dixon, Ostrander, Robinson, K. Smith (working committees)

Description: CMAP has committees at the policy, coordinating, advisory, and working levels that play integral roles in the agency's planning processes. CMAP provides staff support to these committees. With the adoption of GO TO 2040, committee focus has shifted from the planning process to implementation. While many implementation areas of the plan are led by CMAP, other areas require leadership from other implementers. Moving forward, CMAP's committees, primarily at the working level, should be used to ensure that CMAP can measure progress toward plan implementation on both staff work and efforts by outside implementers.

Products: Agendas, meeting minutes, and supporting materials (policy, coordinating, advisory, working levels); implement mechanism to collect and share information on GO TO 2040 implementation activities occurring throughout the region (working committee level)- quarterly



State Legislative Strategy

Project Manager: Gordon Smith

Team: Allen, Capriccioso, Maloney, Weil, other policy staff

Description: Under this project, staff will monitor legislative activities at the Illinois General Assembly during regular and veto session and actions taken by the Governor, such as vetoes, executive orders, or other relevant announcements that impact our region. Staff will maintain relationships with key staff in the House, Senate, Governor's Office, other constitutional offices and state departments to keep abreast of these activities. Staff will also maintain relationships with CMAP's partners and stakeholders to keep informed with their legislative concerns and initiatives. Staff will provide an analysis of bills of significant interest to CMAP and the status of these bills as they move through the legislative process. Staff will provide written and verbal reports on these activities regularly to executive staff, CMAP board, policy and working committees, and the CAC. Staff will often submit Policy Updates on relevant topics of interest.

Products and Key Dates: State Agenda (October 2013); Monthly Board Report, Final Legislative Report (June 2014), Veto Session Report (TBD), Policy Updates on state legislative issues (ongoing), Factsheets on GO TO 2040 priorities (as needed); Outreach Strategy Outline (as needed); Regional Legislative Briefings (June-July); Congressional Staff Briefings (TBD)

Federal Legislative Strategy

Project Manager: Randy Blankenhorn

Team: Beata, Kopec, Leary, Maloney, other relevant staff

Description: Under this project, staff will monitor actions in the U.S. Congress and other relevant federal announcements that impact our region. Specific continuing areas of focus include reauthorization of the transportation legislation as well as the Sustainable Communities Initiative.

Products and Key Dates: Federal Agenda (January 2014); Policy Updates on federal legislative issues (ongoing)



TABLE 9: BUDGET DETAIL, POLICY ANALYSIS AND DEVELOPMENT PROGRAM

	POLICY ANALYSIS
PERSONNEL	
Salaries	1,281,404
Retirement	278,705
FICA	73,449
Medicare	18,621
Health	123,378
Dental	9,525
Vision	1,925
Education Reimbursement	5,000
Interns	20,000
Total, Personnel	1,812,007
Employee PY	14.2
Indirect Charge	695,400
COMMODITIES	
Publications	3,000
Office Supplies	1,000
Total, Commodities	4,000
OPERATING	
Staff Assoc. Membership	2,500
CMAA Assoc. Membership	25,000
Postage/Postal Services	4,000
Miscellaneous	500
Printing Services	5,000
Meeting Expenses	1,000
Conference Registrations	9,500
Training	4,500
Travel Expenses	47,000
Total, Operating	99,000
CONTRACTUAL SERVICES	
Consulting Services	370,000
Total, Contractual Services	370,000
Total, Expenses	2,980,407
REVENUE	
UWP Operating - FY2014	1,996,480
UWP Contracts - FY 2014	64,000
Match - FY 2014	515,120
UWP Contracts - FY 2013	200,000



	POLICY ANALYSIS
Match - FY 2013	50,000
General Fund	40,000
IDOT	114,807
Total, Revenue	2,980,407

TABLE 10: CONSULTANT SERVICES DETAIL, POLICY ANALYSIS AND DEVELOPMENT PROGRAM

PROPOSED SUBCONTRACTS	ESTIMATED AMOUNT	FUNDING SOURCE/STATUS
Federal Policy Analysis (Wilkison)	40,000	General Fund/Ongoing contract
Comprehensive Freight Asset and Financing	250,000	UWP 2012/ RFP to be developed, Board to approve contract
Human Capital Information Portal Maintenance, Ongoing Design and Development (Azavea)	40,000	UWP 2014 – Contract/Ongoing contract
Green Infrastructure Vision (TBD)	40,000	UWP 2014 – Contract/ RFP to be developed, Board to approve contract
TOTAL	370,000	



PERFORMANCE-BASED PROGRAMMING PROGRAM

Program Oversight: Jesse Elam

Performance-based funding is a major transportation policy priority of GO TO 2040, and the “Invest Strategically in Transportation” chapter devotes an implementation action area section to “Finding Cost and Investment Efficiencies.” While the Plan also recommends new or innovative revenue sources, the larger emphasis is on making more cooperative, transparent, and prioritized decisions, using the best evaluation criteria possible. The recommendation is targeted toward multiple transportation implementers, but most specifically toward CMAP, which should make the best investment decisions possible with the dollars available. This new core program will coordinate staff efforts to optimize MPO programming functions (CMAQ, Transportation Alternatives) and to develop the region’s capacity to evaluate the larger universe of transportation expenditures and needs in northeastern Illinois. The intention is to target these process and evaluation improvements to achieve adopted regional mobility goals.

CMAQ Program Process Evaluation and Transformation

Project Manager: Jesse Elam

Team: Beata, D. Ferguson, Murtha, Frank, Peterson

Description: CMAQ is directly programmed by CMAP, and it is crucial that the analysis supporting program development is effective. In FY 14, staff will perform a thorough review of the CMAQ program leading to recommendations to the Board and MPO Policy Committee on any changes needed to the CMAQ process, potentially including a set of clear performance measures for project identification and evaluation, regional indicators to enable an understanding of tradeoffs, and the methods most effective and efficient to manage this program. Any recommendations for changes to the CMAQ program would go into effect with the next funding cycle and would not be used in the development of the current (FY 14 – 18) program. The methods employed in CMAQ should also be effectively deployed for Transportation Alternatives, a new program under MAP-21. This project will include evaluation of infrastructure, technology and modernization, operating, and vehicle purchase projects, consistent with the mix of projects programmed by CMAQ.

Products and Key Dates: Conduct staff evaluation of internal process including assessment of qualitative and quantitative metrics, program resource needs, project performance and monitoring, etc. (December 2013); Begin committee and subcommittee process to prioritize list of comprehensive performance measure criteria, develop program indicators to track and communicate program outcomes, and provide feedback on other program changes (January 2014); present CMAQ programming process recommendations to Board/MPO Policy Committee for approval and begin using in next CMAQ call for projects (begins FY 15).



Transportation Alternatives Program

Project Manager: Jesse Elam

Team: Beata, D. Ferguson, Murtha, O'Neal

Description: The Transportation Alternatives Program (TAP) is a new program under MAP-21, and a new source of programming authority for metropolitan regions. In concert with the CMAQ work, staff will develop a process to incorporate a set of clear performance measures for project evaluation, regional indicators to enable an understanding of tradeoffs, as well as define and implement the most effective and efficient methods to manage this program. Close coordination between CMAQ and TAP will be required. The first call for projects for TAP is anticipated to be in FY14.

Products and Key Dates: Develop list of comprehensive performance measure criteria in coordination with projects below (December 2013); Begin committee and subcommittee process to prioritize list of comprehensive performance measure criteria, develop program indicators to track and communicate program outcomes, and provide feedback on other TAP program elements (January 2014); Announce call for TAP projects (TBD). Develop final list of comprehensive performance measure criteria in coordination with projects below, for coordination with CMAQ programming (June 2014).

Regional Transportation Performance Measures: Phase 1 Prioritization and Development

Project Manager: Tom Murtha

Team: Beata, Frank, Nicholas, Rice, Schmidt, Bozic

Description: A major component of CMAP's Congestion Management Process is to apply a set of regional performance measures (as initially developed during the GO TO 2040 process) for use in programming decisions. With dozens of potential performance measures in this universe, it is essential to prioritize and phase how these data will be deployed. The major thrust of this work will be to develop 1) criteria for identifying and evaluating projects and 2) the indicators to enable an understanding of tradeoffs, both for CMAP's programs (CMAQ and TAP) as well as for other state and regional transportation capital programs, with a focus on modernization and expansion projects. The focus of this project is on data prioritization, continued data acquisition and processing, and ongoing analysis of data gaps accompanied by a plan to fill them. This project will also coordinate the ITS, signal, and parking databases for the agency.

Products and Key Dates: Develop draft list of comprehensive performance measure criteria and indicators in coordination with the CMAQ team (December 2013); Develop prioritized Phase 1 and 2 list of comprehensive performance measures for highway modernization projects (January 2014) and expansion projects (February 2014); Develop plan for filling data gaps for Phase 2 measures (February 2014); Data acquisition (ongoing); Congestion Management Documentation as needed (ongoing). Coordinate various databases (ongoing).



Livability Performance Measures: Phase 1 Prioritization and Development

Project Manager: Liz Schuh

Team: Beata, Frank, Rice

Description: The focus of this project will be to develop a prioritized set of non-transportation criteria and indicators (including land use and housing, socioeconomic, and environmental) for use in programming decisions. The products and key dates are identical to the project above, but this project will focus on non-transportation performance measures and regional indicators.

Products and Key Dates: Develop draft list of comprehensive performance measure criteria and indicators in coordination with the CMAQ team (December 2013); Develop prioritized Phase 1 and 2 list of comprehensive performance measures for highway modernization projects (January 2014) and expansion projects (February 2014); Develop plan for filling data gaps for Phase 2 measures (February 2014); Data acquisition (ongoing).

Modeling and Analytical Deployment for Programming Analysis

Project Manager: Claire Bozic

Team: Heither, Stratton, N. Ferguson, Murtha, Rodriguez, Schmidt, Schuh, Stratton, Wies

Description: While the agency has already developed the capacity to model the impacts of major capital projects (both in long range planning processes and for major project development undertakings), it is necessary to understand the resources required to make these or similar analyses scalable to a performance-based programming process. The two projects above will prioritize a set of performance measures for programming decisions, but effective deployment of the agency's modeling and analytical tools is also necessary to equate changes in project attributes (project limits, geometrics, work type, cost, etc.) to the criteria selected. It will also be necessary to use selected regional indicators to measure different scenarios. The focus of this project is to create a plan for this deployment, including the necessary resource allocation, to ensure that by the end of the fiscal year the agency can efficiently and effectively analyze a large number of transportation projects.

Products and Key Dates: Modeling and Analytical Deployment Plan (December 2013); Staff resource allocation to support CMAQ, modernization, and expansion efforts (June 2014).

Capital Program Data Transformation

Project Manager: Lindsay Hollander

Team: Beata, Dobbs, D. Ferguson, Frank, Nicholas

Description: The purpose of this project is to transform the way the agency collects the attributes of capital transportation projects and how it manages the data in order to implement a performance-based programming process. The initial focus will be on two major sets of capital projects- the IDOT Highway Improvement Program and the RTA and service board



transit capital programs. This project will transform the data infrastructure, acquire the necessary data, organize and prioritize the data attributes including geospatial data. Implementation of the recommended new system would occur starting in FY 15.

Products and Key Dates: Scope capital program data transformation (January 2014); Prepare recommendations on new databases, methods, and project attributes needed to support analysis of highway and transit capital programs (June 2014).

Targeting Infrastructure Investment for Plan Implementation

Project Manager: Bob Dean

Team: Burch, Elam, Williams-Clark, Zwiebach

Description: GO TO 2040 calls for the development of implementation programs that link transportation, land use, and housing in support of plan goals, including a funding source to be used for infrastructure investments that support livability. This project will investigate the potential for focusing investments on particular places based on criteria such as job density, proximity to existing infrastructure, and other measures that represent livability. The research will investigate the applicability of other regional models to the CMAP region and research potential funding sources.

Products and Key Dates: Summary of focused programs in other regions (November 2013); summary of potential funding programs and administrative options (April 2014).

TABLE 11: BUDGET DETAIL, PERFORMANCE-BASED PROGRAMMING

	PERFORMANCE-BASED PROGRAMMING
PERSONNEL	
Salaries	487,100
Retirement	74,600
FICA	30,400
Medicare	7,100
Health	86,500
Dental	6,300
Vision	1,100
Interns	20,000
Total, Personnel	<i>713,100</i>
Employee PY	6.3
Indirect Charge	269,700
COMMODITIES	
Publications	500



	PERFORMANCE-BASED PROGRAMMING
Equipment - Small Value	500
Office Supplies	500
Total, Commodities	1,500
OPERATING	
Staff Assoc. Membership	1,500
Postage/Postal Services	200
Conference Registrations	3,000
Training	4,000
Travel Expenses	18,000
Total, Operating	26,700
CONTRACTUAL SERVICES	
Software Maintenance	11,000
Total, Contractual Services	11,000
Total, Expenses	1,022,000
REVENUE	
UWP Operating - FY2014	817,600
Match - FY 2014	204,400
Total, Revenue	1,022,000



TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Program Oversight: Don Kopec

This program develops the region's TIP. The CMAP Board and MPO Policy Committee track the use of local, state, and federal transportation funds through the Transportation Improvement Program (TIP). The purpose of the TIP is to establish a short-term transportation program implementing the long-range transportation goals identified in GO TO 2040. Federal, state, and local policies and regulations are analyzed to assure CMAP's TIP satisfies these requirements; in the fall of 2014, the quadrennial certification review will formally examine CMAP's compliance. The region is required by federal law to develop and maintain a fiscally constrained TIP which, together with the fiscally constrained major capital projects in GO TO 2040, conforms to the State Implementation Plan (SIP) which demonstrates how the region will attain the national ambient air quality standards.

Transportation Improvement Program (TIP) Development and Management

Project Manager: Patricia Berry

Team: Berry, Dixon, Kos, Ostidick, Patronsky, Pietrowiak, Schaad

Description: Work with local, state and national partners to assure a regional perspective is considered for transportation maintenance, modernization and expansion investments. Ensure all local, state and federal requirements are met including fiscal constraint, public involvement, data accuracy, documentation and reporting. Provide assistance and outreach to TIP programmers to improve the efficiency of the TIP amendment process. Maintain and enhance resources, including the TIP database, reports, analyses and visualization tools, for use by local elected officials, implementers, staff and the public. Maintain ongoing communication with state and federal agencies and ensure these agencies understand the programming priorities of the region. Provide data and analyses of TIP implementation of GO TO 2040.

Products and Key Dates: Successful completion of quadrennial certification review; undertake a process review (October 2013) and develop a strategic plan (January 2014) for how the TIP is developed and managed; TIP with updates and amendments (ongoing – committee approvals required approximately nine times per year); Comprehensive TIP document update (October 2014); TIP documentation including map, general public brochures, TIP dashboard, training materials/courses and web pages (ongoing); consultation with local, state and federal agencies (ongoing); TIP database maintenance to improve data quality and ease of implementer use (ongoing); exports of TIP data for use in public maps, analytic maps, dashboard presentations and other TIP analyses (ongoing); research and recommendation for comprehensive updates to TIP map and database.



Conformity of Plans and Program

Project Manager: Ross Patronsky

Team: Berry, Bozic, Dobbs, Heither, Kos, Wies

Description: Northeastern Illinois has historically not attained national ambient air quality standards for certain pollutants. It is currently classified as a non-attainment area for the 8-hour ozone standard adopted in 2008. In addition, while the region meets prior ozone standards and the fine particulate matter (PM_{2.5}) standards, federal regulations require steps to ensure that the standards continue to be met.

To meet the air quality requirements, the region must implement a transportation program which will help reduce levels of these pollutants or maintain the existing low levels. As part of the transportation planning and programming process, the impact of proposed transportation activities on the region's air quality is evaluated. This evaluation, called a conformity analysis, is submitted to the Illinois Environmental Protection Agency and U.S. Environmental Protection Agency for their review before a long-range regional transportation plan or Transportation Improvement Program (TIP) is approved or amended. The conformity analysis must demonstrate that the emissions resulting from the plan and TIP meet the requirements of ("conform with") the regulations governing air quality. To ensure the flow of federal transportation funds to the region, state and federal legislative and regulatory changes are tracked and appropriate changes made, informed by the Tier II consultation process.

Products: Conformity analyses (as needed, minimum of twice a year in October and March); documentation of conformity process (ongoing); updated data used in conformity analyses (ongoing); support for development of State Implementation Plans (as needed); findings and interagency agreements from consultation process (ongoing, four to six meetings per year); analyses of air quality issues for regional decision-makers (as needed); mobile source greenhouse gas emissions estimates to support other agency work (ongoing).

CMAQ Program Development

Project Manager: Doug Ferguson

Team: Berry, Dobbs, Patronsky, Pietrowiak, Schaad, Kopec

Description: Based upon the current schedule for the development of the FY14-18 CMAQ Program, as FY14 begins, the proposed program will have been released for review by the CMAQ Project Selection Committee and the public. Work to be accomplished during FY14 includes securing recommendations for approval of the proposed program from the CMAQ Project Selection Committee, the Transportation Committee and the Regional Coordinating Committee. Public comments will also be sought during this approval process. Comments received will be addressed and presented to the committees involved in the process. The CMAP Board and MPO Policy Committee will be asked to approve the program at their joint October meeting. Finally, the program will be submitted to USDOT and USEPA for their concurrence that the projects proposed are eligible.



Products and Key Dates: Proposed program recommended by the CMAQ Project Selection Committee (July 2013); response to public comments (September 2013); final program (October 2013).

Active Program Management

Project Manager: Holly Ostdick

Team: Berry, Dixon, Dobbs, Kos, Patronsny, Pietrowiak, Schaad

Description: Actively manage local programs to ensure that transportation projects proceed in a timely manner, and all available funding is used efficiently. Develop fiscal marks and maintain fiscal constraint in local programs and the TIP, Provide guidance and support for the Council of Mayors (COM) and Planning Liaison program. Ensure communication between CMAP and municipal officials. Manage the adopted CMAQ program as specified in the policies adopted by the CMAP Board and MPO Policy Committee. Prepare active program management reports to achieve regional expenditure targets.

Products and Key Dates: Fiscal marks (ongoing), program management reports and recommendations (ongoing); talking points for CMAP staff participating in COM/COG/TC meetings (ongoing); annual obligation analysis report (May 2014), review of CMAQ project status (November 2013 and May 2014); locally programmed project status assessments; accomplishment of CMAQ obligation goal for FFY 2014 (ongoing); CMAQ project cost/scope change request actions (ongoing); updated CMAQ management database (ongoing).

TABLE 12: BUDGET DETAIL, TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

	TIP
PERSONNEL	
Salaries	487,100
Retirement	74,600
FICA	30,400
Medicare	7,100
Health	86,500
Dental	6,300
Vision	1,100
Interns	20,000
Total, Personnel	713,100
Employee PY	6.3
Indirect Charge	269,700

	TIP
COMMODITIES	
Publications	500
Equipment - Small Value	500
Office Supplies	500
Total, Commodities	1,500
OPERATING	
Staff Assoc. Membership	1,500
Postage/Postal Services	200
Conference Registrations	3,000
Training	4,000
Travel Expenses	18,000
Total, Operating	26,700
CONTRACTUAL SERVICES	
Software Maintenance	11,000
Total, Contractual Services	11,000
Total, Expenses	1,022,000
REVENUE	
UWP Operating - FY2014	817,600
Match - FY 2014	204,400
Total, Revenue	1,022,000



GO TO 2040 COMPREHENSIVE REGIONAL PLAN UPDATE PROGRAM

Program Management: Drew Williams-Clark

MAP-21 continues the federal requirement that the Metropolitan Transportation Plan must be prepared and updated every 4 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.

AREA 1: Technical analysis and modeling

Financial Plan

Project Manager: Lindsay Hollander

Team: Beata, Ostdick

Description: GO TO 2040 includes a fiscal constraint for transportation investments, totaling \$385B in core and reasonably expected revenues over the plan period. This project's objective is to update revenue and expenditure information and the overall fiscal constraint of the plan.

Products and Key Dates: Scope of work (September 2013); Confirm revenues (January 2014); Confirm safe & adequate expenditures (January 2014); Develop allocation of funding by project category (particularly focusing on major capital projects (April 2014).

Socioeconomic Forecast Development

Project Manager: David Clark

Team: Wies, Morck, Peterson

Description: Review, correct and, if necessary, update GO TO 2040 preferred scenario socioeconomic forecasts. Major tasks include assessing the impact of the recent recession on long term regional household and job growth trends, and inventorying and correcting small-area forecasts to reflect new existing conditions. Improved techniques for modeling future retail employment will be implemented.

Products and Key Dates: Scope of Work (September 2013) Review and propose update and correction parameters (September, 2013). Execute agreed upon updates and corrections (December, 2013). Publish updated and corrected forecasts (March, 2014).

Major Capital Projects

Project Manager: Todd Schmidt

Team: Beata, Patronskey, Bozic



Description: The GO TO 2040 update will include a fiscally constrained list of major capital projects, per federal requirements. The projects identified in GO TO 2040, as adopted in October 2010, will be used as a baseline. These projects, as well as projects that are currently considered fiscally unconstrained, will be re-evaluated in the context of the updated financial plan and socioeconomic forecasts described above. Implementing agencies will also have the ability to suggest new projects to be evaluated and considered.

Products and Key Dates: Scope of Work (September 2013); Identify “universe” of major capital projects (October 2013); Confirm evaluation measures to be used (January 2014); Evaluate projects against measures (April 14); Develop recommended list of projects (June 2014).

AREA 2: Writing, Policy Development, and Outreach

Implementation Actions

Project Manager: Alex Beata

Team: Schuh

Description: The update to GO TO 2040 will not involve rewriting the plan’s text. However, it will involve updating the implementation action area tables that describe how the recommendations of GO TO 2040 will be implemented. These tables will be updated to reflect current implementation status.

Products and Key Dates: Scope of Work (September 2013). Assess progress toward initial implementation actions and release results as part of Year 3 GO TO 2040 implementation report (December 2013). Recommend set of new implementation actions (June 2014).

Indicator Updates

Project Manager: Craig Heither

Team: TBD

Description: GO TO 2040 includes a set of indicators to track the plan’s progress toward implementation. The Year 2 implementation report for GO TO 2040 included updates on several of these indicators, including modifying the way in which the indicator is measured to respond to data availability. This project will build upon that analysis to update the GO TO 2040 indicators, including modifying measures and future targets if appropriate.

Products and Key Dates: Scope of Work (September 2013). Prepare report on selection of new indicators in cases where necessary, or confirmation of use of initial indicators (December 2013). Develop updated set of indicators and long-term and short-term targets (June 2014).

Plan Preparation

Project Manager: Justine Reisinger

Team: Garritano, Weiskind



Description: The GO TO 2040 update will consist primarily of updated indicators, updated implementation action area tables, and an updated list of fiscally constrained major capital projects. These updated materials will be released for public comment in June 2014. This project involves the preparation of the materials that will be released for public comment.

Products and Key Dates: Scope of Work (September 2013); Release draft plan update (June 2014); Final plan update will be a deliverable in FY 15.

Public, Stakeholder, and Committee Engagement

Project Manager: Jessica Simoncelli

Team: Aleman, other outreach staff as necessary.

Description: This project will ensure adequate feedback from stakeholders and committees during the plan update process.

Products and Key Dates: Scope of Work (September 2013). Involvement of committees and stakeholders as appropriate (ongoing).

TABLE 13: BUDGET DETAIL, GO TO 2040 COMPREHENSIVE REGIONAL PLAN UPDATE PROGRAM

GOTO 2040 PLAN UPDATE	
PERSONNEL	
Salaries	70,400
Retirement	12,400
FICA	4,400
Medicare	1,000
Health	7,200
Dental	600
Vision	100
Total, Personnel	96,100
Employee Months	1.00
Indirect Charge	37,400
Total, Expenses	133,500
REVENUE	
UWP Operating - FY2014	106,800
Match - FY 2014	26,700
Total, Revenue	133,500



WATER RESOURCE PLANNING PROGRAM

Program Oversight: Don Kopec

The Water Resource Planning program features the agency's water quality planning activities, guided by CMAP's role as the delegated authority for Areawide Water Quality Planning.

Water quality planning activities are informed by the Clean Water Act (CWA), related guidance documents including regional plans, and typically involve watershed plan development, some degree of post-plan support, and technical assistance or guidance provided to watershed groups as funding allows. Activities also include formal review of Facility Planning Area (FPA) amendment applications that lead to a CMAP staff recommendation made to the Illinois Environmental Protection Agency (IEPA). Facility Planning Area application review and recommendations are shared with the CMAP Wastewater Committee who also makes a recommendation to IEPA. The Volunteer Lake Monitoring Program is another water quality oriented program that has been carried out by CMAP and its predecessor agency for many years. Activities can also include administrative and technical support for CWA Section 319 funded implementation grants awarded to various "stakeholders" throughout the region. Such support can extend to application preparation.

Facilities Planning Area (FPA) Review Process

Project Manager: Dawn Thompson

Team: Loftus, Hudson

Description: A facility planning area is defined as "a centralized sewer service area to be considered for possible wastewater treatment facilities within a 20-year planning period." CMAP is the state designated water-quality planning agency for the seven-county region, with responsibility for reviewing wastewater permits and facility plan amendment proposals to ensure consistency with the federally approved Illinois Water Quality Management Plan (of which the Areawide Water Quality Plan is a component). CMAP's Wastewater Committee considers the amendment application review conducted by staff and staff recommendation, and makes a recommendation to the Illinois EPA. Illinois EPA maintains final decision-making authority for amendments to the plan. Staff will also provide information, via an outreach and education effort, related to water quality plan implementation.

During FY13, Illinois EPA revised their position related to the types of facility changes that require a regional review and recommendation. As a result, CMAP is in the process of modifying their review procedures to align more closely with IEPA's criteria and the policies contained within GO TO 2040.

Products and Key Dates: Reviews as needed. Revised review procedures manual (December 2013).



Watershed Planning

Project Manager: Tim Loftus

Team: Hudson, Thompson

Description: Staff will develop a watershed based plan and total maximum daily load (TMDL) implementation plan for three southwest Lake County watersheds. Following a watershed-based planning process, the plan will inventory the natural, human and man-made resources and finalize the development of a watershed-based plan covering the three watersheds. The plan will include pollutant load allocations identified in a TMDL report for nine impaired waterbodies (i.e., lakes). Among the nine lakes, eight have total phosphorus TMDL, two feature a fecal coliform TMDL, and one lake has a TMDL for dissolved oxygen. The lakes are grouped together in an approximately 25 square mile area covering three adjacent sub-watersheds within the Upper Fox River Basin: Cotton/Mutton Creek, Slocum Lake Drain, and Tower Lake.

Products and Key Dates: Near-monthly stakeholder meetings, development of a problem statement, goals, and objectives and quarterly progress reports due to Illinois EPA. A draft executive summary will be due April 1, 2014. The final draft plan with the executive summary, a self-assessment of the plan and data entry into the Resource Management Mapping Service RMMS is due June 1, 2014.

Watershed Management Coordination

Project Manager: Tim Loftus

Team: Hudson, Thompson

Description: Staff will provide technical assistance, guidance, and/or regional coordination to water quality related planning and management activities led by others in the region. As funding allows, and consistent with the water quality management planning work approved by Illinois EPA, staff will direct efforts at those entities either undertaking watershed planning initiatives or implementation of an Illinois EPA approved plan. Such entities include those funded through the Clean Water Act or those focused on addressing CWA Section 303(d) listed (i.e., impaired) waters.

Products and Key Dates: Activities will be enumerated in the annual Water Quality Activities Report submitted to Illinois EPA at the end of each calendar year.

Volunteer Lake Monitoring Program (VLMP)

Project Manager: Holly Hudson

Description: The Volunteer Lake Monitoring Program (VLMP) was established by Illinois EPA in 1981. Additional program guidance was developed in 1992 pursuant to the Illinois Lake Management Program Act (P.A. 86-939) and is found in the Illinois Lake Management Program Act Administrative Framework Plan, a report made to the Illinois General Assembly by the Illinois EPA in cooperation with other state agencies. CMAP staff coordinates Illinois EPA's VLMP for the seven county region (excluding Lake County since 2010), typically involving



more than 50 volunteer monitors at 30 to 40 lakes. Staff provides additional lake management planning technical assistance to support the core program activities.

Products and Key Dates: Quarterly progress reports due to Illinois EPA, data review and management (ongoing), technical assistance (ongoing), audits of Tier 3 volunteers (July-August 2013), lake maps and monitoring site coordinates for new lakes in the program (November 2013), monitoring data QA/QC and editing in Illinois EPA's lakes database (December 2013), assistance with annual report preparation (as requested by Illinois EPA), distribution of Secchi monitoring forms to continuing volunteers (April 2014), volunteer training (May 2014) and follow up visits (as needed).

Thorn Creek Total Maximum Daily Loads (TMDL) Implementation Plan and Watershed Plan Update

Project Manager: Dawn Thompson

Team: Loftus, Hudson

Description: This project will produce a table documenting, watershed-wide, a summary of the BMPs recommended for implementation in the Thorn Creek Watershed Based Plan (December 2005) and the Thorn Creek Implementation Plan which is currently under development.

Products and Key Dates: Quarterly progress reports due to Illinois EPA. A draft table submitted to Illinois EPA by June 1, 2014 and final table by December 1, 2014.

National Resources Conservation Service (NRCS) Best Management Practices (BMP) Inventory for Select Watersheds

Project Manager: Dawn Thompson

Team: Loftus, Hudson

Description: This project will attempt to obtain an inventory through local NRCS representatives, of the BMPs that have been implemented in the areas covered by nine completed watershed plans. The plans are: the Upper Kishwaukee River Watershed Plan, the Lawrence Creek Watershed Plan, the Beaver Creek Watershed Action Plan, the Poplar Creek Watershed Action Plan, the Hickory Creek Watershed Plan, the Silver Creek and Sleepy Hollow Watershed Action Plan, the Ferson-Otter Creek Watershed Plan, the Blackberry Creek Watershed Action Plan, and the Jackson Creek Watershed Plan Technical Report.

The project will also attempt to obtain an inventory of the BMPs that have been implemented through six programs in association with the associated NRCS and Farm Service Agency funding programs. The programs are: the Wetlands Reserve Program (WRP), the Grasslands Reserve Program (GRP), the Wildlife Habitat Incentives Program (WHIP), the Environmental Quality Incentives program (EQIP), the Conservation Reserve Enhancement Program (CREP), and the Conservation Reserve Program (CRP).

Products and Key Dates: Quarterly progress reports due to Illinois EPA.



TABLE 14: BUDGET DETAIL, WATER RESOURCE PLANNING PROGRAM

	VLMP	Water Quality	Watershed Planning	Total
Personnel				
Salaries	17,800	68,700	63,000	149,500
Retirement	2,700	10,300	9,500	22,500
FICA	1,100	4,300	3,900	9,300
Medicare	300	1,000	900	2,200
Health	2,600	10,300	6,200	19,100
Dental	300	1,200	600	2,100
Vision	100	200	100	400
Education Reimbursement		2,000		2,000
Interns			3,000	3,000
Total, Personnel	24,900	98,000	87,200	210,100
Employee PY	0.2	1.1	0.7	2.0
Indirect Charge	9,700	37,400	32,800	79,900
COMMODITIES				
Office Supplies	300	100	100	500
Total, Commodities	300	100	100	500
OPERATING				
Staff Assoc. Membership	200	200	500	900
Postage/Postal Services	100	0	0	100
Miscellaneous	1,500	300		1,800
Meeting Expenses	0	200	200	400
Conference Registrations	0	400	0	400
Training	100	100	0	200
Travel Expenses	1,200	700	1,500	3,400
Total, Operating	3,100	1,900	2,200	7,200
CONTRACTUAL SERVICES				
Contractual Services				
FREP			2,500	2,500
Engineering support		5,000	0	5,000
Total, Contractual Services	0	5,000	2,500	7,500
TOTAL GRANT	38,000	142,400	124,800	305,200
REVENUE				
IEPA Projects	38,000	142,400	124,800	305,200
Total, Revenue	38,000	142,400	124,800	305,200



ENERGY IMPACT ILLINOIS (EI2) PROGRAM

Program Oversight: Daniel Olson

On April 21, 2010, the U.S. Department of Energy (DOE) announced that CMAP would be awarded a Retrofit Ramp-Up stimulus initiative grant for \$25 million to initiate a three-year energy retrofit program. This program was a competitive solicitation process that is part of the American Recovery and Reinvestment Act (ARRA) through the Energy Efficiency and Community Block Grant (EECBG) program administered by DOE. This project is a regional collaboration led by the Chicago Metropolitan Agency for Planning (CMAP) -- in partnership with the City of Chicago and the City of Rockford, and support from suburban and regional stakeholders. Energy Impact Illinois (EI2), formerly known as the Chicago Region Initiative for Better Buildings (CRIBB) or the Chicago Region Retrofit Ramp-Up (CR3), is working to transform the market to carry out energy-efficient retrofits across the residential, commercial, and industrial building sectors in northeastern Illinois. The project is significant in its potential to reduce the region's large energy footprint, incorporate private investment, and serve as a model for inter-jurisdictional collaboration. On February 27, 2013, a no-cost extension of the period of performance for the program was extended from its original end date of May 18, 2013 until September 30, 2013.

Energy Impact Illinois is centered on addressing three key barriers to energy efficiency (EE) market transformation: access to information, access to finance, and access to a skilled workforce.

EI2 Program Implementation

Team: Olson, Plagman, Silberhorn, Tiedemann, CNT Energy

Description:

All \$25 million of the EI2 grant funds were considered fully obligated as of November 18, 2011. By the beginning of Q2 of FY13 EI2 will have expended close to \$21.3 million of grant funds. The majority of the drawn-down funds are in place as credit enhancements (Loan Loss Reserves) for financial institutions, and in doing so, the EI2 program has acquired approximately \$114.5 million in committed private investment capital from the various financial institutions which is available specifically for retrofitting work. At the end of Q1 2013, approximately \$4.4 million of this private investment commitment has completed or is in the process of completing retrofit construction. EI2 administration will continue to expend funds at a rate of approximately \$400,000 a month.

Products and Key Dates: EI2 website maintenance and transfer to CNT Energy (May 2013), community outreach activities and continued use of "Two Energy Bills" marketing campaign, (ongoing); quarterly retrofit and spending targets associated with financing programs (ongoing, through FY13 and first quarter FY14); and, workforce intermediary (ending May 2013).



EI2 Program Management

Team: Olson, Plagman, Silberhorn, Tiedemann, CNT Energy

Description: CMAP serves as the lead agency managing the EI2 grant. CMAP continues to have ultimate responsibility for tasks including, but not limited to: grant execution, reporting and compliance to DOE, draw downs, payouts & finances, program development and strategic planning, competitive procurement processes, marketing efforts, management of the EI2 Retrofit Steering Committee and CNT Energy, and compliance with all federal regulations in accordance with the ARRA EECBG program. As the implementation agency, CNT Energy is assigned many of the above tasks and has developed an automated, computer-based protocol for many of the activities. The CMAP Project Manager has final responsibility for review and submission to DOE.

The original implementation plan developed by CNT Energy in FY11 was followed and minimally adjusted during FY12. In FY13, adjustment to existing finance programs was necessary in order to accommodate limited demand in some building sectors. EI2 updated the plan throughout FY13 with these changes and will carry through with implementation and management in FY14. CNT Energy will also be responsible for daily management of EI2 program implementation. They will continue to report directly to CMAP, and, under the advisement of the Steering Committee, be responsible for tasks including but not limited to: maintaining program development and strategic planning, continuing project management and oversight of all grant sub-recipients, project reporting, compliance and monitoring of sub-recipients, and compliance with all federal regulations in accordance with the ARRA EECBG program.

EI2 grant funds were set to expire on May 18, 2013, however EI2 submitted and received approval for a no-cost grant extension request from DOE that will effectively extend the grant's performance period to September 30, 2013. During this process, EI2 staff will continue to incorporate best practices and lessons learned into its programs in order to provide the best program opportunities possible to the program's target audience.

Products and Key Dates: ARRA and DOE monthly (retrofit count) and quarterly (detailed financial and job reports) reporting due (4/2013, 7/2013); Additional grant-related documentation related to NEPA, the National Historic Preservation Act, and Davis-Bacon compliance (annually, or semi-annually); Timely receipt and payment on sub-recipient invoices (monthly); Sub-recipient site visits (semiannually); and grant closeout documentation (within 90 days of 9/30/2013).

EI2 Program Evaluation

Team: Olson, Plagman, Silberhorn, Dowdle

Description: EI2 will regularly evaluate program progress in coordination with CNT Energy and the EI2 Retrofit Steering Committee. Evaluation will be based primarily off the established set of metrics for the program that has been developed through DOE.



During FY14, monthly evaluation reports containing these progress numbers will be prepared by CMAP as obtained from sub-grantees and shared with the Retrofit Steering Committee. All reports will be aligned and in compliance with ARRA reporting requirements.

Products and Key Dates: Reporting to DOE (monthly and quarterly; 2013), progress reports from CMAP to E12 Retrofit Steering Committee (bimonthly). Final report (October 2013).

TABLE 15: BUDGET DETAIL, ENERGY IMPACT ILLINOIS (EI2) PROGRAM

Energy Retrofits	
PERSONNEL	
Salaries	76,500
Retirement	11,500
FICA	4,800
Medicare	1,100
Health	6,500
Dental	600
Vision	100
Total, Personnel	101,100
Employee PY	
	1.1
Indirect Charge	39,300
COMMODITIES	
Publications	100
Office Supplies	100
Total, Commodities	200
OPERATING	
Postage/Postal Services	200
Printing Services	200
Conference Registrations	2,000
Training	1,000
Travel Expenses	3,000
Total, Operating	6,400
CONTRACTUAL SERVICES	
Consulting Services	
Implementation	400,000
Total, Contractual Services	400,000
Total, Expenses	547,000
Pass Thru	1,000,000

Energy Retrofits	
REVENUE	
DOE	1,547,000
Total, Revenue	1,547,000



RESEARCH AND ANALYSIS PROGRAM

Program Oversight: Kermit Wies

GO TO 2040 calls for improved access to information and development of advanced modeling and forecasting tools. This core program's primary mission is to ensure that CMAP staff and planning partners have access to quality data resources and state-of-the-art analysis tools supported by a well-trained research team that is fully engaged in the technical implementation challenges of the plan.

AREA 1: Regional Information and Data Development

Program Manager: David Clark

This program serves as a primary data resource for regional land use and transportation planning in our region and supports CMAP's ongoing data exchange and dissemination activities. It provides data and technical support to several ongoing regional planning and policy initiatives including implementation of GO TO 2040. The program benefits CMAP staff and partners who rely on current and reliable data resources to conduct planning analyses.

Regional Inventories

Project Manager: David Clark

Team: Rice, Morck, Drennan, Pedersen, Hallas, Peterson, N. Ferguson, Chau, Vernon

Description: Development and maintenance of specialized datasets used in regional planning and policy analysis. Many of these datasets originate with CMAP and are specially designed to support such evaluations. Major tasks include maintaining and updating spatial and tabular datasets that serve Agency needs including land use inventory, development database, employment and population data from Census, aerial imagery and other sources, as well as content monitoring and quality control of indicators appearing in GO TO 2040.

Products and Key Dates: Land Use Inventory (March, 2014). Employment data (updated quarterly). Development data (updated quarterly). Census updates (per release schedule), aerial imagery (per County Consortium schedule). Update and document datasets per maintenance schedule and coordinate with Data Library Management and Data Sharing Hub for internal and external access (ongoing).

Data Library Management

Project Manager: Jessica Matthews

Team: Dubernat, Clark, Vernon, Interns

Description: Acquire and catalog new data and archive obsolete datasets. Monitor procurement and licensing of proprietary datasets. Establish protocols for metadata and attribution. Enforce proprietary dissemination and license agreements. Import and catalog



newly-released Census and other public data products. Maintain data integration between CMAP web-domain and internal data libraries. Document data library practices on CMAP Wiki and ensure that datasets forwarded to the Data-Sharing Hub include sufficient metadata.

Products and Key Dates: Data library architecture and content, procurement documentation, metadata, user documentation, management documentation (ongoing). Inventory datasets that require maintenance and set update schedule (September, 2013).

Data Sharing Hub

Project Manager: Claire Bozic

Team: Matthews, Vernon

Description: Maintain CMAP's public data-sharing hub. Major tasks include ensuring that CMAP data products are made available and properly documented for public download. Suggest and test improvements to the current product and assess its potential for continued use. Promote use of the data-sharing hub over use of conventional file transfer protocols for disseminating large data resources.

Products and Key Dates: Assessment of current data-sharing hub product and recommendations for proceeding (September, 2013). Promotion of data-sharing hub for disseminating CMAP data products (March, 2014).

External Data Requests

Project Manager: Jon Hallas

Team: Other staff as needed.

Description: Respond to public requests for static data and information. Major tasks are to respond external requests for data housed at CMAP and to assist in directing requestors to appropriate sources of information such as Census or other agencies. Included are responding to Freedom of Information Act (FOIA) and Developments of Regional Importance (DRI) requests.

Products and Key Dates: Accessible documentation of external data requests, record of responses and inventory of personnel and level-of-effort required to complete (ongoing).

MetroPulse

Project Manager: TBD

Team: Matthews, Vernon, Interns

Description: Maintain selected web-based data sharing products. Major tasks are to provide data collection and sharing application development and computer programming support consistent with agency priorities. Coordinate closely with IT Security and Public Data Systems



support managers, adhering closely to agency standards and protocols for developing and deploying web-based data products.

Products and Key Dates: list of MetroPulse FY14 deliverables pending management team consultation.

AREA 2: Regional Forecasting and Modeling

Program Manager: Craig Heither

This program serves CMAP's longstanding commitment to preparing regional forecasts and modeling analyses to support transportation, land use and environmental planning. In addition to maintaining standard modeling procedures essential to regional program and plan evaluations, this program implements CMAP's strategic plan for advanced model development in response to priority policy analyses and comprehensive regional planning questions established by GO TO 2040.

Advanced Urban Model Development

Project Manager: Matt Stratton

Team: Heither, Bozic, Wies, Rice

Description: Implement strategic plan for advanced modeling at CMAP. This plan establishes guidelines and priorities for improving the policy responsiveness of CMAP's forecasting, evaluation and analysis tools over a ten year period. Many of the improvements incorporate advanced agent-based and microsimulation techniques that provide more robust sensitivity to the policy objectives of GO TO 2040. Major tasks in this FY are to provide support to consulting teams developing 1) Network Microsimulation Extension to Activity-Based Travel Model and 2) Agent-Based Economic Extension to Mesoscale Freight Model as well as promote and support use of existing advanced modeling products among partners and GO TO 2040 implementation efforts.

Products and Key Dates: Support congestion pricing, transit modernization and major capital project implementation efforts at CMAP and among partners (ongoing), Demonstrate application and sensitivity of Transit Modernization Model (December, 2013). Phase 2 deliverable of advanced modeling contracts (June, 2014).

Survey Research

Project Manager: Matt Stratton

Team: N. Ferguson, Wies, graphics and outreach support as needed.

Description: Implement strategic plan for survey research at CMAP. This plan establishes a strategy and management concept for conducting survey research at CMAP. It recommends that CMAP develop sufficient professional in-house capacity for survey design, sampling, materials preparation, communications, outreach and data management. Major tasks are to



continue populating the Travel Tracker Survey with additional observations and to identify and scope at least two needed survey research efforts from among agency's current policy priorities (e.g. congestion pricing and freight). Conduct pilot tests among staff and partners.

Products and Key Dates: Scopes for Travel Tracker and at least two needed survey research efforts (September, 2013). Survey design and sampling plan (December, 2013). Evaluation of pilot tests (June, 2014).

Travel and Emissions Modeling

Project Manager: Craig Heither

Team: Bozic, Stratton, Rodriguez, Peterson, N. Ferguson, Chau

Description: Maintenance and enhancement of existing MPO travel demand models. Major tasks are to provide travel demand forecasts for major capital project evaluations and conformity analyses. Included this year will be to review and incorporate socioeconomic forecasts associated with the GO TO 2040 update. Continue evaluating improved methods for representing commercial vehicle movements within the travel demand models.

Products and Key Dates: Conformity analyses and major capital project evaluations (as prescribed), socioeconomic forecast review (March, 2014).

Transportation Data Analysis

Project Manager: Kermit Wies

Team: Bozic, Murtha, Heither, Clark, Hollander

Description: Scope the need and describe the content and organization of a central data resource of empirical transportation data for planning and policy analysis within CMAP. The major task is to design and illustrate the value of a data resource that permits systematic access to data used for TIP and CMP development in support of transportation finance and performance analyses. This project also absorbs further development of the Transportation Data Archive and incorporates the catalog of CMAP-prepared traffic projections.

Products and Key Dates: Product design report (December, 2013).

TABLE 16: BUDGET DETAIL, RESEARCH AND ANALYSIS PROGRAM

Regional Information and Data Development	
PERSONNEL	
Salaries	1,342,000
Retirement	275,000
FICA	83,500
Medicare	19,500
Health	185,500



Regional Information and Data Development	
Dental	14,500
Vision	2,900
Interns	70,000
Total, Personnel	1,992,900
Employee PY	19.4
Indirect Charge	748,200
COMMODITIES	
Publications	1,000
Data Acquisition	340,000
Office Supplies	500
Total, Commodities	341,500
OPERATING	
Staff Assoc. Membership	1,000
CMAA Assoc. Membership	5,000
Postage/Postal Services	200
Miscellaneous	1,500
Meeting Expenses	500
Conference Registrations	3,000
Training	10,000
Travel Expenses	10,000
Total, Operating	31,200
CONTRACTUAL SERVICES	
Consulting Services	700,000
Total, Contractual Services	700,000
Total, Expenses	3,813,800
REVENUE	
UWP Operating - FY2014	2,491,040
UWP Contracts - FY 2014	160,000
Match - FY 2014	662,760
UWP Contracts - FY 2013	400,000
Match - FY 2013	100,000
Total, Revenue	3,813,800



TABLE 17: CONSULTANT SERVICES DETAIL, RESEARCH AND ANALYSIS PROGRAM

PROPOSED SUBCONTRACTS	ESTIMATED AMOUNT	FUNDING SOURCE/STATUS
Regional Network Microsimulation Model (Parsons Brinckerhoff, Inc.)	200,000	UWP 2013 – Contracts/Ongoing contract
Macroscale Freight Model (Resource Systems Group, Inc)	100,000	UWP 2013 – Contracts/Ongoing contract
Advanced Model (TBD)	100,000	UWP 2014 – Contracts/ RFP to be developed, Board to approve contract
Regional Data Archive (Pangaea)	50,000	UWP 2012 – Contract/ Ongoing contract
Database Development (various, TBD)	250,000	UWP 2013, 2014 – Contracts/ RFP to be developed. Board to approve contracts
TOTAL	700,000	



COMMUNICATIONS PROGRAM

Program Oversight: Tom Garritano

CMAP must maintain a high standard of communication with stakeholders, the general public, and news media. Outreach to external media will be coordinated internally and, whenever appropriate, externally with CMAP partners. Communications staff will place special emphasis on building awareness of and support for GO TO 2040 implementation activities.

Local Planning Communications and Outreach Support

Project Manager: Justine Reisinger

Team: Aleman, Garritano, Weiskind, Green, Nguyen plus other relevant staff.

Description: Communications staff will work with outreach staff to build awareness of GO TO 2040 local implementation activities through the Local Planning Support group. Manage Local Technical Assistance (LTA) media outreach, including liaison with external partners as needed. Prepare communication strategies for individual projects as needed, with involvement of outreach and legislative staff. Oversee production and quality control of local planning print and web materials, including plans, guides, toolkits, and other documents developed through the group (e.g., model plans, ordinances, and codes).

Products: Support for various planning projects, as needed throughout FY 2014. GO TO 2040 presentations to all of the Local Technical Assistance communities, including coordination on annual LTA call for projects.

Policy Communications and Outreach Support

Project Manager: Tom Garritano

Team: Aleman, Reisinger, Weiskind, Green, plus other relevant staff.

Description: Communications staff will work with outreach staff to build awareness of GO TO 2040 policy activities at the regional, state, and federal levels. Manage policy-based media outreach, including liaison with external partners as needed. Prepare communication strategies for individual projects as needed, with involvement of outreach and legislative staff. Oversee production and quality control of policy-based print and web materials, including drill-down reports, issues-driven content, etc.

Products: Support for various policy projects, as needed throughout FY 2014.

Partnerships and External Talks

Project Manager: Erin Aleman

Team: Reisinger, Kane, Garritano, plus other relevant staff.



Description: GO TO 2040 implementation depends on a continually expanding base of engaged stakeholders, including governments, businesses, non-profits, and residents. To identify and engage such targets, the outreach staff will lead these efforts with support from the communications and executive staff, who can help with coordination, scheduling, preparation of talking points and other materials, etc. Outreach staff should take the lead, with help from communications, in finding opportunities for Randy and other staff to give public talks, especially to audiences targeted strategically for timely CMAP products and priorities.

Products: Various outreach activities and related communications support, as needed throughout FY 2014.

Media Relations

Project Manager: Tom Garritano

Team: Green, Reisinger.

Description: Communications staff will proactively identify opportunities for coverage by traditional and new media, while also responding to media requests. The emphasis is on transparency, including advocacy when appropriate. Monthly tip sheets will be sent to keep reporters apprised of CMAP activities. Press releases and advisories are sent as needed. Maintain a current database of media contacts. Manage staff interactions with media. Maintain up-to-date web archives of news products and media coverage at <http://www.cmap.illinois.gov/news>.

Products: Various electronic and print materials, as needed throughout FY 2014.

Moving Forward, 2013: Implementation Report

Project Manager: Garritano

Team: Weiskind, Green, Nguyen, Reisinger, plus other relevant staff.

Description: The 2012 annual GO TO 2400 implementation report (<http://www.cmap.illinois.gov/moving-forward/2012>) expanded on the first report, taking a quantitative approach. In FY14, we plan to return to a qualitative description of partners' and stakeholders' implementation successes. Precise format is subject to internal discussion but should be graphically consistent with the first two reports. This report will also be used as part of the GO TO 2040 update, which will involve the preparation of updated implementation action area tables. Approximately 4,000 units of the summary should be printed commercially, and the longer report can be printed internally in smaller quantities as needed.

Products and Key Dates: Full report for distribution at January board meeting, with the summary printed and website launched by the February board meeting. If the report doesn't require board approval, we could have all three ready by the January board meeting.



Graphic Design and Publication Management

Project Manager: Adam Weiskind

Team: Garritano, Green, Nguyen, Reisinger, plus other relevant staff.

Description: Communications staff will provide graphic design and related publications assistance to CMAP staff when materials meet that threshold as identified by deputies and CMAP executive leadership. This project entails creating information graphics and laying out most primary CMAP documents with InDesign. Also includes overseeing the efforts of non-communications staff who are using InDesign for their own documents where CMAP is in a support role (e.g., for local comprehensive plans and related outreach). Whenever feasible, these materials should be printed in-house, and this project's manager is responsible for determining whether a larger job might require off-site commercial printing.

Products and Key Dates: Various electronic and print materials, as needed throughout FY 2014.

Website Redesign and Rollout

Project Manager: Tom Garritano

Team: Green, Nguyen, Reisinger, Weiskind, plus other relevant staff.

Description: CMAP communications staff is working with web design and development consultants to create a new website that is more responsive to the needs of our agency and the region. In spring 2013, staff conducted an inventory of the current site to prioritize content conversion to the new format.

Products and Key Dates: The redesign effort began in FY 2013 and will culminate in relaunch of the main CMAP site on October 13, 2013.

Web Content Management

Project Manager: Hillary Green

Team: Garritano, Nguyen, Reisinger, Weiskind, plus other relevant staff.

Description: CMAP communications staff is responsible for helping others at the agency to prepare, post, and maintain their web-based content. Encourage and coordinate efforts of staff to communicate via the web. As part of the responsibility, this project also includes (with the Web Development and Administration project) co-management of CMAP's web consultants. Includes management of social media, including Twitter, Facebook, Google Plus, Pinterest, and YouTube.

Products and Key Dates: Work with the CMAP web front-end developer to prepare Google Analytics reports on all public-facing web content.



Web Development and Administration

Project Manager: John Nguyen

Team: Garritano, Green, Reisinger, Weiskind, plus other relevant staff.

Description: CMAP communications staff is responsible for developing -- and overseeing the development of -- web content using the Liferay content management system and related technologies (java, SQL, etc.). This project also includes (with the Web Content Management project) co-management of CMAP's web consultants, especially pertaining to technical tasks of development, maintenance, and security of the agency's main site. With IT and data staff, help to make technical decisions about and to oversee successful development of any public-facing CMAP systems that are not part of the main agency website (i.e., hosted on data.cmap.illinois.gov or elsewhere). For all web development projects, ensure that they have the ability to extend for mobility, that they follow CMAP's style guides, and that they work continually to improve accessibility and usability. Help the CMAP web communications specialist and other staff with Google Analytics.

Products and Key Dates: Provide CMAP staff with an integrated, standardized workflow for all web development projects. Make all of CMAP's interactive maps on the web cross-browser compatible.

Public Data Systems Support

Project Manager: Tom Garritano

Team: Nguyen, Green, Weiskind, Heither, Clark, Rogus, Tiedemann, plus other relevant staff.

Description: Communications staff will work with staff from Research and Analysis, IT, and other groups to help make technical decisions about and to oversee successful development of any public-facing CMAP systems that are not part of the main agency website (i.e., hosted on data.cmap.illinois.gov or elsewhere). Initially, emphasis should be on making data available through simple web pages (browse, search, download) rather than development of new interfaces.

Products and Key Dates: Q1: Describe a clear process for facilitating decisions and for making high-priority content available through the main CMAP website. Consult with Thirst on facilitating usability design at earliest stage of all projects, before development begins. Convene Google Analytics training for selected CMAP staff. Identify potential new public systems for development. Explore possible transition of CMAP Data Sharing Hub to www.cmap.illinois.gov. Q2: Begin to address potential development of new public systems.

Future Leaders in Planning (FLIP)

Project Manager: Ricardo Lopez

Team: Aleman, Vallecillos, Bayley, Green



Description: This is a leadership development program for high school students. Selected participants will collaborate with and learn from elected officials and planners who are implementing the GO TO 2040 comprehensive regional plan. The program runs from October 2013 to May 2014 and provides ongoing leadership development, teaching them about past, present, and future regional planning issues from elected officials, community leaders and CMAP staff. Through multimedia tools, interactive activities and field trips, students go “behind the scenes” to explore our region’s communities. Topics include: transportation, housing, human services, land use, economic development and the environment. In addition to learning how local governments interact to address these important regional needs, students will have opportunities to engage with other students to think about the ways planning could be improved and/or changed. Students will present their resolutions at the end of the sessions to the CMAP Board.

Products and Key Dates: recruitment strategy with application (March 2013); program curriculum (August 2013); student selection and notification (September 2013); site selection for Final Project (March 2014); monthly meetings and activities (September 2013 – April 2014); Final Project (May 2014).

TABLE 18: BUDGET DETAIL, COMMUNICATIONS PROGRAM

	Communications	FLIP	Total
PERSONNEL			
Salaries	548,300		548,300
Retirement	82,400		82,400
FICA	33,000		33,000
Medicare	8,000		8,000
Health	74,200		74,200
Dental	6,400		6,400
Vision	1,100		1,100
Education Reimbursement	10,000		10,000
Interns	15,000		15,000
Total, Personnel	778,400	0	778,400
Employee PY	7.8		7.8
Indirect Charge	293,200		293,200
COMMODITIES			
Publications	1,000		1,000
Office Supplies	1,000	-	1,000
Total, Commodities	2,000	-	2,000
OPERATING			



	Communications	FLIP	Total
Staff Assoc. Membership	1,000		1,000
Postage/Postal Services	1,000	200	1,200
Miscellaneous	1,000	2,400	3,400
Meeting Expenses	1,000	5,000	6,000
Printing Services	20,000	200	20,200
Conference Registrations	1,000		1,000
Training	5,000	1,000	6,000
Travel Expenses	10,000	3,000	13,000
Total, Operating	40,000	11,800	51,800
CONTRACTUAL SERVICES			
Professional Services	25,000		25,000
Consulting Services	250,000		250,000
Total, Contractual Services	275,000	0	275,000
Total, Expenses	1,388,600	11,800	1,400,400
REVENUE			
UWP Operating - FY2014	922,880	3,520	926,400
UWP Contracts - FY 2014	188,000		188,000
Match - FY 2014	277,720	880	278,600
General Fund		7,400	7,400
Total, Revenue	1,388,600	11,800	1,400,400

TABLE 19: CONSULTANT SERVICES DETAIL, COMMUNICATIONS PROGRAM

PROPOSED SUBCONTRACTS	ESTIMATED AMOUNT	FUNDING SOURCE/STATUS
Web Development and Maintenance (Workstate)	170,000	UWP 2014– Contracts/Ongoing contract
Design Integration Services (Thirst)	65,000	UWP 2014 – Contracts/Ongoing contract
Video (TBD)	15,000	UWP 2014 – Operating/ RFP to be developed
TOTAL	250,000	



INFORMATION TECHNOLOGY MANAGEMENT PROGRAM

Program Oversight: Matt Rogus

This program provides for the design, acquisition, deployment and management of computing and telecommunications resources at CMAP. This program also facilitates the electronic exchange of raw data within and between CMAP and other agencies and organizations.

Internal Hardware and Software Management

Project Manager: Matt Rogus

Team: Stromberg, Tiedemann, contract support

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

Resources: Server and workstation hardware, data storage, desktop software applications.

Products: Agency data products, documentation, and employee communications.

Web Infrastructure Management

Project Manager: Lance Tiedemann

Team: Garritano, Reisinger, Sanders, Stromberg, Rogus, contracted support

Description: CMAP currently relies heavily on Web-based communication to carry its planning and policy messages. Internally, document management has reached critical mass requiring a structured content management system. Web-based data services are still in the development stages, but will become increasingly central to agency deployment of technical analysis content. This project consists of daily management and monitoring of internet and Web services at CMAP. It includes technical administration of CMAP's production Web services including the main Web site and the agency SharePoint intranet.

Resources: Web servers and software applications

Products: CMAP Website, SharePoint Intranet, Web data servers

Information Security

Project Manager: Lance Tiedemann

Team: Rogus, contracted support



Description: Enhance network assessment processes with invasive testing, automated assessment of local environments, Develop additional plans, policies and standards, continue training and education for staff, and recommend improvements for increased network and data protection, Implement new tools or services to aid in identifying and reacting to critical conditions (e.g., cyber-attacks, malicious traffic, etc.) Enhance website assessment processes with invasive testing, automated assessments of code, Develop additional plans, policies and standards, continue training and education for staff. Develop policies and process improvements to ensure that sensitive data is processed and stored under appropriate access controls in compliance with program and regulatory requirements.

Office Systems Management

Project Manager: Ben Stromberg

Team: IT Intern

Description: Staff productivity depends on robust systems for managing office operations. This project includes technical support of office support systems including telephone, mobile communication, fax, copiers, web conferencing, audio-visual, etc.

Resources: Software applications, telephone system, copiers and printers

Products: Telephones, internet services, computer peripherals, copiers and printers.

User Support

Project Manager: Ben Stromberg

Team: Brown, Kelley, Rivera, intern

Description: Serve as training and instructional resource for internal users. Serve as technical intermediary in resolving IT related problems encountered by CMAP staff.

Products: Documentation of training and instructional resources. Documentation of IT related problems encountered by CMAP staff.

TABLE 20: BUDGET DETAIL, INFORMATION TECHNOLOGY MANAGEMENT PROGRAM

Information Technology Management	
PERSONNEL	
Salaries	221,500
Retirement	60,600
FICA	13,800
Medicare	3,200
Health	19,400
Dental	1,900



Information Technology Management	
Vision	400
Interns	30,000
Total, Personnel	350,800
Employee PY	3.0
Indirect Charge	124,800
COMMODITIES	
Publications	500
Software-Small Value	20,000
Equipment - Small Value	25,000
Office Supplies	4,000
Total, Commodities	49,500
OPERATING	
Postage/Postal Services	1,000
Conference Registrations	2,000
Training	4,200
Travel Expenses	1,000
Total, Operating	8,200
CONTRACTUAL SERVICES	
Software Maintenance/Licenses	307,000
Professional Services	500,000
Contractual Services	267,000
Co-Location Hosting Services	7,000
Office Equipment Maintenance	30,000
Total, Contractual Services	1,111,000
CAPITAL OUTLAY	
Equipment - Capital	120,000
Office Construction - Capital	100,000
Software - Capital	50,000
Total, Capital Outlay	270,000
Total, Expenses	1,914,300
REVENUE	
UWP Operating - FY2014	1,411,440
Match - FY 2014	352,860
UWP Contracts - FY2011	120,000
Match - FY 2011	30,000
Total, Revenue	1,914,300



**TABLE 21: CONSULTANT SERVICES DETAIL, INFORMATION TECHNOLOGY
MANAGEMENT PROGRAM**

PROPOSED SUBCONTRACTS	ESTIMATED AMOUNT	FUNDING SOURCE/STATUS
IT Consulting Service Support (SLG)	567,000	UWP 2014– Operating/Ongoing contract
SharePoint Support (Tahoe Partners)	50,000	UWP 2014 – Operating/Ongoing contract
Web Server Support (TBD)	150,000	UWP 2011 – Contracts/RFP to be developed, Board to approve contract
TOTAL	767,000	



FINANCE AND ADMINISTRATION PROGRAM

Program Oversight: Dolores Dowdle

This program provides for the design, implementation and management of finance, procurement, and human resources at CMAP. This program also provides the administrative support to the CMAP operations. Activities will continue to fully implement and improve the financial software system (IFAS). The costs for administration are distributed to the projects based on a percentage of direct personnel costs. The projected indirect cost for FY 2013 is 35.60% and for FY 2014 is 38.91%.

Finance and Accounting

Project Manager: Lorrie Kovac

Team: Becerra, Doan, Sears, Preer

Description: Support for accounts payable, accounts receivable, payroll, oversee grants to CMAP, and other required activities for financial management of CMAP. Responsible for annual audit of financial records.

Resources: IFAS financial software system

Products: Issuance of payroll and vendor checks; monthly expenditure reports; monthly revenue reports; monthly reimbursement requests of funders; annual financial statement.

Budget

Project Manager: Dolores Dowdle

Team: Management

Description: Preparation of annual CMAP budget. Monitor expenditures and revenues during the fiscal year to determine if any revisions are required. Coordinate UWP Committee review and approval of annual UWP program requests.

Products and Key Dates: Annual CMAP budget (May); semiannual revisions of budget (January); UWP Annual report (June).

Procurement

Consultants

Project Manager: Margaret McGrath

Description: Manage all procurements for professional consulting services; assure Request for Proposals comply with policy and are clear and consistent; participate in procurement selection; and prepare contracts.



Commercial Datasets and Other Purchases

Project Manager: DuBernat

Description: Manage procurement and licensing of proprietary datasets. Enforce proprietary dissemination and license agreements. Manage procurements for all items other than professional consulting services, assure Request for Proposals comply with policy and are clear and consistent; participate in procurement selection; and prepare contracts.

Human Resources

Project Manager: Doriennne Preer

Team: Holland-Hatcher, King

Description: Responsible for human resource activities for CMAP; includes recruitment, benefit management, salary administration, performance program and policy development

Administration/Administrative Support

Project Manager: Doriennne Preer

Team: Ambriz, Brown, Kelley, Witherspoon, Rivera

Description: Provide administrative support for CMAP

TABLE 21: BUDGET DETAIL, FINANCE AND ADMINISTRATION PROGRAM

Finance and Administration	
PERSONNEL	
Salaries	1,065,600
Retirement	204,000
FICA	64,300
Medicare	15,500
Health	112,600
Dental	9,800
Vision	2,200
Life	45,000
Other Benefits	25,000
Interns	15,000
Total, Personnel	1,559,000
Employee PY	15.5
COMMODITIES	
General Supplies	20,000
Publications	500
Equipment - small value	3,000



Finance and Administration	
Furniture - small value	3,000
Office Supplies	20,000
Copy Room Supplies	20,000
Total, Commodities	66,500
OPERATING EXPENSES	
Workers' Compensation Insurance	25,000
Unemployment Compensation	25,000
Staff Assoc. Membership	500
CMAP Assoc. Membership	500
Postage/Postal Services	20,000
Storage	5,000
Miscellaneous	5,000
Meeting Expenses	1,000
Recruitment Expenses	4,000
General Insurance	35,000
Legal Services	15,000
Printing Services	1,000
Bank Service Fees	3,000
Conference Registrations	1,000
Training	2,000
Travel Expenses	3,000
Total, Operating Expenses	146,000
OCCUPANCY EXPENSES	
Office Maintenance	12,000
Rent	1,476,000
Telecommunications	53,000
Utilities	60,000
Sears Tower Parking	10,000
Total, Occupancy Expenses	1,611,000
CONTRACTUAL SERVICES	
Professional Services (Sungard)	17,000
Audit Services	37,000
Office Equipment Leases	2,000
Fiscal Mgt. Maintenance/Licenses	40,000
Office Equipment Maintenance	95,000
Total, Contractual Services	191,000
Total, Expenses	3,573,500



APPENDIX: Category and Line Item Definitions

Personnel Object Codes

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

Medicare – ER Contribution – includes all payments made to the IRS by CMAP for the employer share of Medicare taxes related to payroll costs paid.

FICA – ER Contribution – includes all payments made to the IRS by CMAP for the employer share of FICA taxes related to payroll costs paid.

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

Life Insurance – ER Contribution – includes the employer share of life insurance benefits paid for all regular employees.

Medical/Dental/Vision – ER Contribution – includes the employer share of medical, dental and vision insurance benefits paid for all regular employees.

Other Benefits – ER Contribution – includes any other miscellaneous employer paid costs related to employee benefits provided. An example of this type of costs would be administrative fees paid to the financial services company that monitors the ICMA accounts or the firm that process the employee flexible spending accounts.

Commodities Object Codes

Commodities are supplies, materials and articles which are consumed during their use or are materially altered when used. These items have a unit cost under \$3,000.00, a limited life and are not subject to depreciation. Commodities are materials and supplies purchased by CMAP for use by CMAP employees.

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

Publications – includes the costs of books, subscriptions, journals, newspapers, etc.

Software – Small Value – purchase of computer software that has a unit cost of under \$3,000 in value.

Equipment – Small Value – includes office machines, furnishings and equipment with a unit cost under \$3,000; such as, adding machines, printers, calculators, computers, etc.

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



Office Supplies – includes supplies and materials necessary for the general operation of the CMAP office; such as, pens, pencils, folders, files, adding machine paper and ribbons. These would be items ordered by the Administrative Assistance from the office supply catalogs.

Copy Room Supplies – includes the purchase of paper, toner, ink used in the operations of the copy room and the related copy machines.

Professional Services Object Codes

Contractual services are expenditures for services performed by non-employees which are required by a division or the board in the execution of its assigned function. Contractual services are further broken down into three sections: Professional Services; General Operating; and Rent/Utilities. These are described below in detail

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

Office Equipment Maintenance object code refers to those contractual services which tend to preserve or restore the original value of real or personal property, but which do not increase the original value. This includes any parts or materials used by the vendor in the course of the repair or maintenance activity.

Audit Services – includes charges for the performance of the annual CMAP audit.

Office Equipment Leases – includes the rental of office and data processing equipment used in the CMAP offices.

Software Maintenance/Licenses – includes payments for software maintenance and the purchase of licenses for software used by CMAP.

Fiscal Management Maintenance/Licenses – includes payments for the maintenance and licenses related to the use of the fiscal management software used by CMAP.

Professional Services – this object code will be used for contracts with various vendors who provide professional services to CMAP and are located in the CMAP offices

Consulting Services – this object code will be used for contracts entered into with vendors to provide consulting services to CMAP staff.

Office Equipment Maintenance – includes service charges associated with the repair and maintenance of office equipment and machinery used by CMAP.

Web-based Software Licenses – this object code is used for the purchases and renewal of licenses of web-based software used by CMAP staff.



General Operating Object Codes

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

Workers' Compensation Insurance – this object code is for premiums and/or related workers' compensation expenses..

Unemployment Compensation – this object code is for premiums and/or claims for the payment of unemployment related costs as billed by the State of Illinois.

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

CMAP Association Memberships – includes the payment of dues and memberships to professional organizations for the agency, these are not individual memberships.

Postage/Postal Services – includes stamps, stamped envelopes, stamped postal cards, postage meter settings, postal permit deposits, and charges for couriers such as FedEx, UPS, etc.

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

Moving Expenses – includes the payment of fees incurred for the moving of CMAP materials and equipment from one location to another.

Legal/Bid Notices – include costs related to the posting of required legal and/or bid notices.

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

Meeting Expenses – this object code will be used for expenses incurred to conduct various meeting held by CMAP.

Recruitment Expenses – includes the costs related to the recruitment of CMAP staff; such as, posting of employment ads, job fair costs, etc.

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

Legal Services – includes payments to attorneys or law firms for legal services rendered to CMAP.

Printing Services – includes printing services, microfilm services, photographic services and survey maps prepared by non-employees.



Bank Service Fees – this object code will be used to record service fees paid related to CMAP’s checking accounts and merchant service fees charged by credit card companies for the collection of payments made to CMAP.

Conference Registrations – this object code will be used for the payment of registration fees for attendance at conferences by CMAP staff and board members.

Training and Education Reimbursement – this includes payments made to employees for tuition reimbursement or non-credit classes taken at the direction of their deputy director. Related covered expenses such as books and/or fees would also be paid from this object code.

Travel Expenses – includes all expenses related to both in and out of region travel by CMAP staff and board members; such as, hotel, mileage, car rental, per diem, gas, tolls, parking, etc. Amounts requested for reimbursement must be in compliance with the CMAP travel policy.

Rent/Office Maintenance Object Codes

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

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

Rent – includes the monthly rental fee for the office space occupied in the Sears Tower.

Telecommunications – includes all payments made to vendors for telecommunication monthly charges; such as payments made to Version, A T & T, etc.

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

Capital Object Codes

Capital expenses include payments for the acquisition, replacement or substantial increase in value of assets which are not expendable in first use, with a life expectancy exceeding one year, subject to depreciation and with a unit cost greater than \$3,000.00. Capital object codes should be charged with any freight or delivery costs incidental to delivering these items to CMAP.

