



Chicago Metropolitan Agency for Planning

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

Joint Meeting Chicago Metropolitan Agency for Planning (CMAP) Board and MPO Policy Committee Annotated Agenda Wednesday, October 10, 2012 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.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of CMAP Board Meeting Minutes –September 12, 2012**
ACTION REQUESTED: CMAP Board Approval
- 4.0 Approval of MPO Policy Committee Meeting Minutes – June 14, 2012**
ACTION REQUESTED: MPO Policy Committee Approval
- 5.0 Executive Director’s Report**
- 5.1 Annual Joint Meeting of the Policy Boards
 - 5.2 Local Technical Assistance (LTA) Program Update
 - 5.3 Other Announcements
- 6.0 Committee Reports**
The chairs of both the Local and Regional Coordinating Committees will provide an update on the meetings held prior to the board meeting. Written summaries of the working committees and the Citizens’ Advisory Committee will also be provided.
ACTION REQUESTED: Informational
- 7.0 Council of Mayors’ Report**
The chair of the Council of Mayors will provide an update on relevant activities.
ACTION REQUESTED: Informational

8.0 Naming of Transportation Committee Chair and Vice Chair

The Policy Committee bylaws state that the committee will appoint one of its members or alternates as the Chair and one of its members or alternates as the Vice Chair of the CMAP Transportation Committee.

ACTION REQUESTED: Appoint Chair and Vice Chair of the Transportation Committee for calendar year 2013 by the MPO Policy Committee

9.0 Nominating Committee for the office of MPO Policy Committee Vice Chair

The report from the Nominating Committee appointed at the last meeting will be given and an election of a Vice Chair will be conducted.

ACTION REQUESTED: Election of a Vice Chair by the MPO Policy Committee

10.0 Approval of GO TO 2040/TIP Conformity Analysis and TIP Amendments

The public comment period for the semiannual GO TO 2040/TIP conformity analysis and TIP amendments closed September 4, 2012. No comments were received. The Transportation Committee recommends that the CMAP Board and MPO Policy Committee approve the GO TO 2040/TIP conformity analysis and TIP amendments. The Regional Coordinating Committee will consider recommending approval prior to the joint meeting.

ACTION REQUESTED: Approval of the GO TO 2040/TIP Conformity Analysis and TIP Amendments by the CMAP Board and the MPO Policy Committee

11.0 Updated 5307/5340 Capital and Planning Funds for Designated Recipients

At the March 8, 2012 meeting, the CMAP MPO Policy Committee approved the allocation of the Section 5307 and Section 5340 Capital and Planning funds between Illinois, Indiana and Wisconsin and designated the Service Boards (CTA, Metra and Pace) as recipients of such funds. Congressional action setting the final FFY 2012 appropriation took effect on July 18, 2012 which was after the June MPO Policy Committee meeting. RTA has sent notice of the split of this final Section 5307/5340 funding for CTA, Metra and Pace. These resolutions, 12-03 through 12-05 are amending the partial FFY 2012 appropriations of \$116,174,198 approved at the March 8, 2012 Policy Committee meeting and are intended to address the distribution of the final 2012 Section 5307/5340 combined Capital and Planning appropriations in the amount of \$231,285,325 for northeastern Illinois. The recommended distribution to

the Service Boards is \$133,737,028 to the CTA; \$65,870,477 to Metra; and \$31,677,820 to Pace. The partial amounts distributed in March are included in these totals.

ACTION REQUESTED: Approval of amended Resolutions 12-03 through 12-05 by the CMAP Board and MPO Policy Committee

12.0 Selection of Local Technical Assistance (LTA) and Community Planning Program Projects

Staff recommendations for new projects to be pursued through the Local Technical Assistance (LTA) and Community Planning Programs were presented to the Local Coordinating Committee earlier in the morning. The Local Coordinating Committee is expected to recommend approval of those recommendations to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval by the CMAP Board and MPO Policy Committee

13.0 GO TO 2040 Implementation

This month marks the two-year anniversary of the adoption of the GO TO 2040 plan. Since its adoption, the agency and the region have embarked on implementing the plan's recommendations. Staff will highlight some of the accomplishments and the progress that was made in the second year of implementation.

ACTION REQUESTED: Discussion

14.0 Transportation Policy Direction Discussion

Staff will engage both Boards in a discussion focused on next steps for the following transportation topics:

14.1 Federal MAP-21 Transportation Law: Staff will provide a brief overview of how it compared to our reauthorization principles and next steps in terms of rulemaking.

ACTION REQUESTED: Discussion

14.2 Performance-Based Evaluation Criteria for Transportation

Funding: Staff will recap the previous year's work on this subject as well as propose specific next steps and a recommendation for the Board and MPO's consideration. The recommendation and the background information are included in the packet materials.

ACTION REQUESTED: Approval of the staff recommendation to advance performance-based funding for transportation projects in Illinois by the CMAP Board and the MPO Policy Committee

14.3 Congestion Pricing: Staff will provide an overview of a congestion pricing technical report and an interactive web microsite with an

emphasis on how it is working elsewhere and how it will work on the new expressway construction projects recommended by GO TO 2040. Materials will be distributed at the meeting. The intention is to gain feedback on launching a campaign to support the widespread implementation of congestion pricing.

ACTION REQUESTED: Discussion and Feedback

14.4 GO TO 2040 Major Capital Projects: Staff will provide a brief overview of the status of the various projects and upcoming next steps.

ACTION REQUESTED: Informational

15.0 Other Business

16.0 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.

17.0 Next Meeting:

CMAP Board – November 14, 2012

MPO Policy Committee – January 10, 2013

18.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

| | | |
|---------------------------|--------------------------|-------------------|
| ___ Gerald Bennett, Chair | ___ Al Larson | ___ Rick Reinbold |
| ___ Frank Beal | ___ Andrew Madigan | ___ Rae Rupp Srch |
| ___ Susan Campbell | ___ Marilyn Michelini | ___ Dan Shea |
| ___ Roger Claar | ___ Heather Weed Niehoff | |
| ___ Michael Gorman | ___ Raul Raymundo | ___ Leanne Redden |
| ___ Elliott Hartstein | | |

MPO Policy Committee Members:

| | | |
|--------------------------|-----------------------|----------------------|
| ___ Ann Schneider, Chair | ___ Gabe Klein | ___ John Purcell |
| ___ Frank Beal | ___ Kenneth Koehler | ___ Leanne Redden |
| ___ Forrest Claypool | ___ Richard Kwasneski | ___ Jeffrey Schielke |
| ___ Alex Clifford | ___ Kristi Lafleur | ___ Marisol Simon |
| ___ Tom Cuculich | ___ Wes Lujan | ___ Norm Stoner |
| ___ Elliott Hartstein | ___ John C. McCarthy | ___ Paula Trigg |
| ___ Robin Kelly | ___ Karen McConaughay | ___ Larry Walsh |



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
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Chicago Metropolitan Agency for Planning (CMAP) DRAFT Board Meeting Minutes September 12, 2012

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, Roger Claar-representing Will County, Michael Gorman-representing Cook County, Elliott Hartstein-representing Lake County, Al Larson-representing northwest Cook County, Andrew Madigan-representing the City of Chicago, Marilyn Michelini-representing Kane and Kendall Counties, Heather Weed Niehoff-representing the City of Chicago, 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, and non-voting member Leanne Redden-representing the MPO Policy Committee (via tele-conference)

Staff Present:

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Gordon Smith, Dan Olson and Sherry Kane

Others Present:

Mike Albin-DMMC, Kristen Andersen-Metra, MarySue Barrett-MPC, Allison Bos-SW Conference, Allison Buchwalk-CNT, Len Cannata-WCMC, Mike Christensen-Lake Council of Mayors, Chalen Daigle-McHenry Council of Mayors, Joshua McClusky-IDOT, Hugh O'Hara-WCGL, Marta Perales-IL MPO, Mark Pitstick-RTA, Andy Plummer-RTA, Vicky Smith-SW Conference, Chris Staron-NWMC, Mike Walczak-NWMC, Tammy Wierciak-WCMC and Laura Wilkison-Metro Strategies

1.0 Call to Order and Introductions

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:33 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

Board Chair Mayor Bennett announced that Alan Bennett, representing suburban Cook County, and who had served as a CMAP board member for approximately 5 years had submitted his resignation. Mayor Bennett went on to say that he would be missed and on behalf of the entire CMAP Board, wished him well.

3.0 Approval of Minutes – June 13, 2012

A motion to approve the minutes of the June 13, 2012 Board meeting as presented, made by Dan Shea, was seconded by Marilyn Michelini and with all in favor, carried.

4.0 Executive Director's Report

Executive Director Randy Blankenhorn reported on the following topics.

- CMAP's FY 2012 Annual Report that had been completed over the summer was distributed. Blankenhorn stated that the report would be forwarded to the Governor's office and legislators.
- Not having met since June, Blankenhorn welcomed the Board back and reported on several highlights that took place over the summer, including a Federal Transportation Reauthorization (MAP-21) that finally passed after 11 extensions of SAFETEA-LU.
- CMAP had published two policy reports, *Metropolitan Chicago's Freight Cluster: A Drill-Down Report on Infrastructure, Innovation and Workforce* and *A Strategic Guide for Expressway-based Bus Rapid Transit*.
- CMAP hosted a peer exchange that was attended by both IDOT and the RTA, as well as other state's MPOs and DOTs.
- The Local Technical Assistance (LTA) call for projects was released and closed over the summer and more information will be provided, Blankenhorn reported, later in the meeting.
- CMAP was the recipient of both national and regional awards for GO TO 2040. Given bi-annually, CMAP received the national Transportation Planning Excellence Award from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in partnership with the American Planning Association (APA) and the Transportation Research Board (TRB). The Metropolitan Planning Council (MPC) honored CMAP and GO TO 2040 with its Burnham Excellence in Planning Award.
- Blankenhorn reported that next month the CMAP Board would meet jointly with the MPO Policy Committee and topics including MAP-21 implementation, performance-based programming and congestion pricing will be covered.
- Having sub-contracted with 12 Latino community-based agencies including the Resurrection Project, CMAP completed its Latino Travel Tracker Survey in August Blankenhorn reported. The Data will be used to model people's travel behavior.
- Regarding talks of a merger of CMAP and the RTA, Blankenhorn reported that John Gates had been invited and will attend the Council of County Board Chairs' meeting later in the month. Mayor Bennett also reported that Metropolis Strategies had given a presentation to the Metropolitan Mayors Caucus' Executive Committee.
- Finally, Blankenhorn reported that a summary of CMAP's working committees' activities over the summer had also been distributed and that Don Kopec, CMAP Deputy Executive Director of Planning and Programming would be announced

President to the Association of Metropolitan Planning Organizations at its annual conference later in the morning.

5.0 Procurements

A motion to approve the following procurements made by Dan Shea was seconded by Mayor Marilyn Michelini and with all in favor, carried.

- 5.1 A contract renewal for market and financial analyses for Local Technical Assistance (LTA) projects for one year to Valerie S. Kretchmer Associates (SKA) in the amount of \$80,000 bringing the total contract amount to \$130,000.00.
- 5.2 A contract renewal for visualizations for LTA projects to Solomon Cordwell Buenz (SCB) in the amount of \$50,000 bringing the total contract amount to \$130,000.
- 5.3 Award of contract to provide assessment of economic development incentives to S.B. Friedman in the amount of \$74,777.
- 5.4 Award of contract to provide assessment of regional fiscal and economic impacts of local development decisions to S.B. Friedman in the amount of \$93,838.00.
- 5.5 Approval of Energy Impact Illinois (EI2) Program contract concept changes resulting in the reduction of the Village of Oak Park’s administration of a multi-unit retrofit improvement program in an amount of \$100,000, a reduction of \$3,000,000 to the SCI Energy, Inc. loan program for commercial and industrial retrofit program and a \$430,000 reallocation from the Metropolitan Planning Council (MPC) all of which would be used to expand other programs.

6.0 Election of Officers

President Michael Gorman, chair of CMAP’s nominating committee reported that the committee had met, discussed and recommended for re-appointment to the CMAP Board the following slate of officers:

| | |
|----------------------|-----------------|
| Mayor Gerald Bennett | Chair |
| Susan Campbell | Vice Chair |
| Elliott Hartstein | Vice Chair |
| Rae Rupp Srch | At-Large Member |
| President Al Larson | At-Large Member |
| Raul Raymundo | At-Large Member |

Gorman went on to say that the committee had also discussed with staff a potential rotational policy of the at-large members and that additional reporting on that topic may occur in December or January. A motion by President Gorman to approve the slate as was recommended by the Nominating Committee was seconded by Frank Beal and with all in favor, carried.

7.0 Legislative Recap

A brief legislative recap was given by CMAP staff Gordon Smith. Smith reported that a new bill HB 6216 had been introduced to address the short term problems prompted by

the summer drought. The bill, in emergency situations, would allow the Department of Natural Resources the authority to regulate and permit all water use within a determined disaster area. The topic drew criticism from some board members who suggested that at the local level, this matter is being handled just fine. Blankenhorn interjected that IDNR understands that water is both a regional and local matter and could be using this as an opportunity to continue discussions regarding the need and importance of water supply planning statewide and in the region.

8.0 Energy Impact Illinois (EI2) Program Update

CMAP staffer, Dan Olson presented the Energy Impact Illinois (EI2) Program Update, and led the board through a general overview and status update on the financial and retrofitting targets for the grant, additional detail on programmatic updates within multi-family, residential and commercial programs sectors, and review of the programmatic changes heading into the final year of the program including recent clawback actions and fund reallocation plans. Olson concluded with the following summary: the Department of Energy (DOE) and the Better Buildings program nationally are emphasizing the use of remaining grant funds on consumer incentives to spur greater demand for energy efficiency; work continues in the design and implementation of rebates and incentives that complement existing programs with utility and grant partners; and “Dollars for Doing” (rebates of up to \$1750 per home) are available now! Olson fielded questions raised by board members regarding owner-occupancy and condos, competitive financing that is offered and the practicality of reaching goals.

9.0 Local Technical Assistance (LTA) Program Update

A brief update of the existing local technical assistance (LTA) program was given by Bob Dean. Dean reported that currently 40 projects are underway, one-third of which are being handled by consultants, that 14 projects have been completed, and that it is anticipated 2 or 3 additional projects per month could be completed through fall. Dean also reported implementation is important, and that actions on a smaller scale, such as assistance with grant applications, training and meetings are helping to advance a few projects each quarter. Details of projects currently underway had been distributed in the Board packet. Regarding the recent call for projects—both the Local Technical Assistance (LTA) and the Community Planning program--Dean reported that a good range of project types had been received, that a good geographical mix was represented and that staff continues its work on recommendations and prioritizing, particularly the multi-jurisdictional and high-need community projects. A summary of this was also included in the Board packet. Dean also reported the review process and timeline would conclude with consideration by the Local Coordinating Committee and approval by the Board at its joint meeting with the Policy Committee in October.

10.0 Other Business

CMAP board member Frank Beal, Executive Director of Metropolis Strategies, thanked the Board for its feedback and comments regarding the CMAP/RTA merger and indicated that the status quo is just no longer satisfactory. Beal distributed a handout that shows Chicago as second (only to Houston) to last in terms of ridership increases over the period 1991-2010. It is believed that the problem is with the RTA and its service boards. Leanne Redden asked if Metropolis Strategies would make its presentation to the RTA board.

Others confirm that it is an important conversation and asked what can be done to improve use of transit. Modernization of equipment is important so that the transit experience can compete with the driving experience. New initiatives, such as Bus on Shoulders and BRT can also have an impact on transit ridership.

11.0 Public Comment

There were no comments from the public.

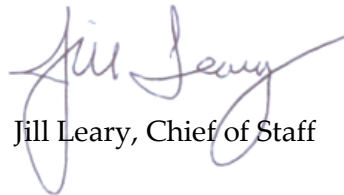
12.0 Next Meeting

The Board meets next on October 10, jointly with the MPO Policy Committee.

13.0 Adjournment

At 10:45 a.m., a motion to adjourn was made by Mayor Al Larson and seconded by Rae Rupp Srch. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in blue ink that reads "Jill Leary". The signature is fluid and cursive, with the first and last names being clearly legible.

Jill Leary, Chief of Staff

09-17-2012
/stk



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MPO Policy Committee

Minutes

June 14, 2012

**Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois**

MPO Policy Committee Members Present:

Reggie Arkell – Federal Transit Administration, Lynette Ciavarella - Metra, Glen Fulkerson - Federal Highway Administration, Robin Kelly - Cook County, Commissioner Gabe Klein - Chicago Department of Transportation, Chairman Ken Koehler - McHenry County, John Loper - DuPage County, Michael McLaughlin - Chicago Transit Authority, Michael Payette - Class I Railroads, Leanne Redden - Regional Transportation Authority, Tom Rickert - Kane County, T.J. Ross – Pace, Mayor Jeffery Schielke - Council of Mayors, Secretary Ann Schneider - Illinois Department of Transportation, Mike Sullivan – Kendall County, Paula Trigg - Lake County, County Executive Larry Walsh – Will County

MPO Policy Committee Members Absent:

Frank Beal – Chicago Metropolitan Agency for Planning, Elliott Hartstein - Chicago Metropolitan Agency for Planning, Kristi Lafleur – Illinois Toll Highway Authority, John McCarthy – Private Providers

Staff Present:

Alex Beata, Patricia Berry, Randy Blankenhorn, Ylda Capriccioso, Randy Deshazo, Teri Dixon, Dolores Dowdle, Doug Ferguson, Don Kopec, Jill Leary, Matt Maloney, Holly Ostdick, Ross Patronskey, Elizabeth Schuh, Gordon Smith

Others Present:

Mike Albin - DuPage Mayors and Managers Conference, Marva Boyd – Illinois Department of Transportation, Bruce Carmitchel - Illinois Department of Transportation, Chalen Daigle – McHenry County Council of Mayors, Bola Delano – Illinois Department of Transportation, John Donovan – Federal Highway Administration, Jason Duba – Metropolis Strategies, Luann Hamilton – Chicago Department of Transportation, Chuck Ingersoll – Illinois Department of Transportation, Jon-Paul Kohler – Federal Highway Administration, Joe Korpalski – McHenry County Division of Transportation, Juan Pablo Manruemsez – Metropolis Strategies, Joshua McClusky – Illinois Department of Transportation, Marta Perales – Illinois Metropolitan Planning Organization Association, Mark Pitstick – Regional Transportation Authority, David Seglin – Chicago Department of Transportation, J. D. Stevenson – Federal Highway Administration, Mike Walczak -

1.0 Call to Order and Introductions

Chairman Schneider called the meeting to order at 10:05 a.m.

2.0 Agenda Changes and Announcements

There were no changes or announcements.

3.0 Approval of Minutes – March 8, 2012

On a motion by Mayor Schielke, seconded by Larry Walsh, the minutes of the March 8, 2012 meeting were approved.

4.0 Agency Reports

4.1 Council of Mayors Report

Mayor Schielke reported that the Council of Mayors Executive Committee met on May 1st. They approved advanced funding requests and have obligated \$47.2 million in STP funds this year. The Committee received reports on transit service delivery outside the RTA area and new policies governing the use of federal funds for pavement preservation. There was an extended discussion on the new CMAQ program policies.

4.2 CMAP Board Report

Leanne Redden noted that the CMAP Board met the previous day. There were updates on the FLIP Program, the LTAP program and a number of procurements were approved. There were also several items that are also on MPO agenda. Finally, there was some discussion about the proposal by Metropolis Strategies calling for the merger of the RTA with CMAP. The sense of that meeting seemed to be that this is not something the Board or staff are advocating, but should be thoroughly discussed. She noted the significant changes that could result from a merger and suggested that this item be on future agendas of the MPO Policy Committee. This was agreed to by the Committee.

Tom Rickert agreed that this could be a very significant change for the region and that the MPO needs to be heavily involved in the discussions. T.J. Ross remarked that while the 2008 legislation dealt with operating funds, there still needs to be a change in funding for capital. He suggested that without new capital revenue the rail systems will be in jeopardy which will also have an impact on his bus operations. While a merger of RTA and CMAP may help in certain areas, the need for additional capital funding is really the main need for transit in the region. Mike McLaughlin agreed saying that while the state capital bill was greatly appreciated, there is a critical need for a stable funding stream. Lynette Ciavarella noted that the same holds true for Metra. They addressed operations with a fare increase, but capital funding needs to be addressed next.

4.3 CMAP Report

Don Kopec updated the Committee on the progress of several major capital projects in GO TO 2040. Highlighted were the Central Lake County Corridor (IL 53/IL 120), the Jane Addams Tollway (I-90), the Elgin-O'Hare/Western Bypass, the I-294/I-57 Interchange, two CTA Red Line projects, the I-290 Multimodal Corridor, the West Loop Transportation Center and the Illiana Expressway. He also mentioned that applications for the LTAP Program are due August 1st.

Secretary Schneider mentioned the work IDOT is beginning in the area of the Circle Interchange. She stated that the Department will be looking at where accommodations for BRT and bus-on-shoulder can be made and where other opportunities for managed lanes exist. She also mentioned that USDOT should be announcing the TIGER grant awards soon and the hope is that the CREATE Program will receive funding for the GS6 project.

5.0 Nominating Committee for Office of Vice Chairman

Secretary Schneider appointed the Nominating Committee which will consist of Commissioner Gabe Klein (Chair), Larry Walsh, Leanne Redden, Frank Beal and Paula Trigg. The Committee will report a nomination at the October meeting.

6.0 2010 Census Urbanized Area Designations

Patricia Berry noted that the U.S. Census Bureau's publication of urbanized areas based on the 2010 Census in the Federal Register shows minor changes for the CMAP area. The Chicago IL-IN urbanized area has been bumped out to the City of Sandwich in DeKalb County because of the density of population along U.S. 34. CMAP staff, after consultation with FHWA, organized and participated in an initial meeting with representatives of Sandwich, the DeKalb-Sycamore Metropolitan Area Transportation Study (DSATS) and IDOT. Preliminary indications are that it may be possible to develop a Memorandum of Understanding between DSATS and CMAP to ensure that the federal requirements for transportation planning are met through DSATS. Action must occur by 2014.

Mayor Schielke asked that CMAP staff be sure to share information on the RTA at future meetings. Ms. Berry responded that Mr. Kopec had ineed covered that topic at last week's meeting. Mayor Schielke added that he has been engaged in many discussions where it appeared that entities that are not part of the RTA service area and do not pay the RTA sales tax believe that they are entitled to RTA services without paying the sales tax.

7.0 Fiscal Year 2013 Unified Work Program

Dolores Dowdle presented the FY13 Unified Work Program (UWP) along with an amendment to the FY12 (UWP). The amendment is necessary because IDOT received additional funds after the FY12 program was developed and approved. It was decided to program these funds as part of the FY13 process. Ms. Dowdle noted a number of the projects of Policy Committee member agencies that are being funded during FY13. There were seven projects funded in the core program and eight funded under the discretionary

phase. The FY13 program totaled \$18,761,805. On a motion by Mayor Schielke, seconded by Paula Trigg, the FY12 UWP was amended as presented. On a motion by Mayor Schielke, seconded by John Loper the FY13 UWP was approved.

8.0 CMAQ Program Management Policies

Patricia Berry referred members to the policies to be considered at today's meeting (included in the meeting packet). She reviewed the evolution of the region's policies and the significant changes made over the years. On a motion by Mayor Schielke, seconded by Paula Trigg, the updated CMAQ Programing and Management Policies were approved.

9.0 Performance Based Evaluation Criteria and Transportation Funding

Matt Maloney referred the Committee to the memo contained in their packets and mentioned that this topic has been discussed previously by the Committee. He mentioned that CMAP staff have been engaged with IDOT staff and that both agencies consider this a priority for the future.

In addition to these discussions, CMAP has scheduled a peer review session through the USDOT Volpe Center. The peer review will bring together staff from states and MPOs that have advanced the state of the practice in performance based programming for capital investment decision making. This will be a day and a half event on July 10-11. We will be sending out invitations later this month to interested parties.

There followed some discussion regarding the observation that the overwhelming needs of the region make almost any investment decision a good one. Commissioner Gabe Klein also noted that for capital planning purposes, having reliable data is important but there also needs to be a qualitative element to the process.

10.0 Legislative Update

Ylda Capriccioso reviewed for the Committee the actions taken by the State Legislature in the past session. Related to transportation, the IDOT budget does contain funding for planning which is a replacement for the Comprehensive Planning Fund; Public-Private Partnership legislation passed regarding the Illiana Expressway; and, the issue related to RTA bonding authority was successfully addressed. Secretary Schneider thanked everyone for their help in getting the bond issue passed and noted that the pension issue needs to be resolved or it will seriously impact the transportation program. T.J. Ross noted that the budget contained \$8.5 million for ADA services which helps Pace tremendously.

11.0 Chicago Forward

Commissioner Gabe Klein presented the CDOT action agenda, *Chicago Forward*. The plan features six principles: safety first, rebuild and renew, choices for Chicago, serving Chicagoans, a more sustainable city and fuel our economy. Safety is the primary concern with over 130,000 crashes per year involving autos and over 3,000 crashes involving pedestrians. The 4E process of evaluation, engineering, education and enforcement will be used to improve safety for all users of the transportation system.

Preserving the city's present assets is a priority. The focus here will be on-time, scheduled maintenance, fixing problems and building better infrastructure, continuous inspection and coordination among transportation providers, and securing the resources necessary to address the city's needs.

Transportation needs to provide choices. The city will implement a complete streets policy with a goal of making Chicago the best big city in the world for walking and cycling. Transit needs to be efficient, affordable and attractive to all with seamless connections between modes.

In addition to providing transportation infrastructure, CDOT will strive to both serve and move people. The agency will be transparent in its operation, communicate effectively with the public and provide timely information to its customers.

Chicago is clearly a green city and transportation will support the Chicago Climate Action Plan. The Green Streets Program will be enhanced to reduce stormwater runoff, promote energy conservation, reduce waste and increase its use of recycled materials.

Finally, transportation is critical to the city's economy. Streets need to promote commerce, accommodate freight operations and provide mobility for trucks. The city will work with its regional partners to improve connections to the rest of the world.

Mike McLaughlin noted that the CTA is an active partner with CDOT in implementing the *Chicago Forward* plan. He mentioned the recent opening of the Morgan Street Station and the new station on the Skokie Swift Line.

Secretary Schneider emphasized that safety is the number one priority and unfortunately there has been a recent uptick in fatalities in the state. The Department is meeting next week with a number of agencies to discuss what can be done to reverse this trend. IDOT also is planning to set up community safety meetings across the State.

12.0 Other Business

Mike Payette announced that he would be retiring at the end of the month and would be replaced by Wes Lujan of the Union Pacific. He stressed how important it was for the freight railroads to be involved in the planning process and how the Chicago region was one of a very few to have freight railroads as a member of the MPO. Several members thanked Mr. Payette for his participation on the Committee.

Chairman Koehler informed the Committee that he recently had the opportunity to travel to the Denver area to learn about continuous flow intersections. He was quite impressed with their operation and feels they are a much better alternative than roundabouts.

13.0 Public Comment

There was no public comment offered.

14.0 Next Meeting – Wednesday, October 10, 2012

Secretary Schneider reminded the members that the next meeting would be a joint meeting with the CMAP Board and would take place on Wednesday, October 10th at 9:30 a.m.

15.0 Adjournment

The meeting was adjourned by Chairman Schneider at 11:20 AM on a motion by Mayor Schielke, seconded by Tom Rickert.



MEMORANDUM

To: CMAP Board and Committees

From: Bob Dean, Deputy Executive Director for Local Planning

Date: October 3, 2012

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, 65 local projects have been initiated. Of these, 15 projects have been completed, 40 are fully underway, and 10 will get actively underway in the near future. One project, the Berwyn comprehensive plan, was completed in September. Further detail on LTA project status can be found on the attached project status table.

The Board and MPO Policy Committee will be asked to approve the staff recommendations for newly selected projects at the October 10 meeting. The memo describing the recommendations has been included as a separate item in the meeting materials. If approved, this will result in the addition of more than 40 new projects to the program; most of these are expected to be initiated in the first half of 2013. These projects will begin to appear on the project status table as they approach startup.

ACTION REQUESTED: Discussion.

Projects Currently Underway

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|--|-----------------|--------------------------------|---------------------------------|---|
| Addison comprehensive plan (see project website) | Sam Shenbaga | July 2011 – Nov. 2012 | Staff assistance | Underway. Plan Commission review of Draft Plan completed. Public Open House held on September 27 at Village Hall. Draft plan submitted to Pace, RTA, and Choose DuPage for review. Final document laid out with graphics completed and sent to Village staff for final review. |
| Algonquin downtown plan (see project website) | Hala Ahmed | Feb. 2012-Jan. 2013 | Grant funds | Underway. Following the September 19 Steering Committee meeting in which results of the public meeting were presented, the consultant will present to a joint Village Commission (Planning & Zoning, Economic Development, Historic, Public Arts) meeting on October 11 to provide an update on the study. The Steering Committee will review preliminary recommendations on October 23. The second public planning workshop and a developer summit are scheduled for November. |
| Alsip comprehensive plan (see project website) | Sam Shenbaga | Jan. 2012 - Mar. 2013 | Staff assistance | Underway. Recommendations memo reviewed by Mayor and Steering Committee and approved. Plan report outline created by CMAP staff and recommendations to be drafted over the course of the next 6-8 weeks. |
| Antioch greenway plan (see project website) | Shafaq Choudry | Apr. 2012-June 2013 | Staff assistance | Underway. Kickoff meeting with Steering Committee and Village Board meetings took place on August 20. Existing Conditions Report and mapping are underway. Outreach activities include key stakeholder interviews conducted Sept 26-27 and MetroQuest. The first public workshop is scheduled on October 9. |
| Berwyn zoning revisions | Kristin Ihnchak | Dec. 2012 - Sept. 2013 | Staff and consultant assistance | This project involves the full rewrite of Berwyn's zoning ordinance, building on the comprehensive plan update that was recently completed. Scoping is underway. |
| Bronzeville Alliance Retail corridor study, phase 2 (see project website) | Sef Okoth | Phase 2: Nov. 2011 – Dec. 2012 | Staff assistance | Underway. Staff drafted plan recommendations and proposed zoning changes which were reviewed and approved by the Planning and Urban Design Division at the City of Chicago. Proposed future land use and zoning maps were created. The final memo on Retail Market Analysis was completed. The steering committee is scheduled to meet on October 9 to review the plan recommendations, proposed zoning changes as well as the findings of the retail market analysis. |
| Bronzeville national heritage area feasibility study | Sef Okoth | July 2012 - June 2013 | Staff assistance | Underway. The Project Advisory Committee (PAC) roster, its mandate and work plan were finalized. Plans are underway for its kick-off meeting. A public education and communication plan was drafted. Project outreach has been conducted to the Field Museum, Chicago Park District |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|----------------|-----------------------|-----------------------|---|
| | | | | and IDNR. Staff continues to conduct research to support the feasibility study. |
| Centers for New Horizons local food survey | Sef Okoth | Nov. 2012 – June 2013 | Staff assistance | This project will involve a survey of community residents to gain a better understanding of their food preferences and shopping patterns. Scoping and survey development are underway. |
| Chicago “Green and Healthy Neighborhood” plan for Englewood, Woodlawn, and Washington Park (see project website) | Jason Navota | Mar. 2011 - Dec. 2012 | Staff assistance | Underway. First phase complete and summarized in draft existing conditions summary posted online. Second phase planning and outreach is underway, including group tours and planning for 20+ “zones.” Housing analysis complete. Separate analyses of green infrastructure and food systems are underway. Three public meetings complete, with the most recent one held on September 29. Final public meeting scheduled for November 10. Detailed zone planning and land use policy development are underway. |
| Chicago Housing Authority LeClaire Courts redevelopment | Sef Okoth | Aug. 2012- July 2013 | Consultant assistance | Underway. URS is leading a team of consultants on this project. Project kick-off meeting was held on September 6 at the CHA. The Steering Committee roster and stakeholder outreach plan were drafted. Outreach to transportation agencies and elected officials are underway. Initial data gathering and market analysis has begun |
| Developing Communities Project support for CTA Red Line extension (see project website) | Kendra Smith | Oct. 2011 - Oct. 2012 | Staff assistance | Underway. To date, thirteen of fifteen community focus groups have taken place. CMAP has selected Left Brain Right Brain Productions for filming and editing of the Red Line livability video. Project partners, DCP & CTA approved video script and filming began September 17; the video is expected to be completed by mid-October. CMAP is currently working on the final report deliverable. Community Education Session planning in conjunction with CTA is currently underway. |
| Downers Grove bicycle and pedestrian plan | Hala Ahmed | Mar.-Dec. 2012 | Grant funds | Underway. The draft Pedestrian Infrastructure (ADA) report was submitted in September. The consultant held a bike workshop. Recommendations are being drafted for submission in October. |
| DuPage County unincorporated areas plan | Jack Pfingston | Oct. 2012- Sept. 2013 | Consultant assistance | CMAP received responses from prequalified firms; selection of consultant expected in first week of October, with project underway shortly after selection. |
| Elburn comprehensive plan | Jack Pfingston | Apr. 2012 - Feb. 2013 | Grant funds | Underway. CMAP reviewed Existing Conditions Report and sent comments to Elburn in mid-September. A student workshop was held |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|--|-------------------|----------------------|----------------------------------|---|
| | | | | September 20 and a visioning workshop, which took into consideration the Existing Conditions Report, was held September 26. The Existing Conditions Report is expected to go before the Elburn Plan Commission in early October. |
| Elgin Dundee Avenue corridor study | Pete Saunders | TBD | Staff assistance and small grant | Project scoping is underway. City staff is preparing to approve MOU and resolution, and kickoff meeting with ULI is expected in early October. |
| Elgin sidewalk gap and transit stop study | Lindsay Bayley | June 2012-Apr. 2013 | Grant funds | Underway. Second steering committee meeting will be held on October 4. Sidewalk and intersection survey nearly complete, as part of the Existing Conditions survey. |
| Elmwood Park comprehensive plan (see project website) | Nicole Woods | June 2011-Feb. 2013 | Staff assistance | Underway. Staff is drafting the Comprehensive Plan. Draft of plan is scheduled to be reviewed by Village staff in late October and to the steering committee in late November. |
| Fox Lake bicycle plan | Jack Pfingston | July 2012-Mar. 2013 | Grant funds | Underway. Consultant distributed draft Current Conditions Assessment at Sept 19 Steering Committee meeting. CMAP currently reviewing the draft with comments expected by mid-October. A public workshop is scheduled for October 30. |
| Glen Ellyn downtown streetscape and parking study | Lindsay Bayley | July 2012-June 2013 | Grant funds | Underway. Internal meeting held with staff and consultant. First steering committee meeting will be held on October 16. |
| Hanover Park corridor study (see project website) | Stephen Ostrander | Feb. 2012-Oct. 2012 | Staff assistance and small grant | Underway. The report for the ULI Chicago Technical Assistance Panel (studying the Irving Park Road corridor) is in the process of being completed by ULI, with close review by CMAP. Through CMAP assistance, architectural firm SCB is preparing additional illustrations for the report: a comprehensive plan of corridor study area and a bird's-eye rendering of proposed site development for former location of Menards. The report is expected to be completed in October. |
| Kane County local food project | Amy Talbot | Sept. 2012-Mar. 2013 | Staff assistance | Underway. Hosting kick-off meeting in September to start developing site criteria and steering committee. |
| Kane County transit plan implementation | Trevor Dick | July 2012-June 2013 | Staff assistance | Underway. On September 11, a kick off-meeting was held for the Oversight Steering Committee (OSC) including representatives from nearly 20 municipalities in Kane County and from Pace, Metra, and RTA. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|--------------------|------------------------|-----------------------|--|
| | | | | Currently compiling and analysis report that will be brought back to the OSC in December/January. |
| Lake County sustainability plan (see project website) | Kristin Ihnchak | Mar. 2012 - Feb. 2013 | Staff assistance | Underway. The draft existing conditions analysis was presented to the steering committee on September 25. The project team is revising the draft and developing preliminary recommendation ideas. Delta Institute and Openlands are both on contract to assist with some plan elements. |
| Lakemoor comprehensive plan (see project website) | Nora Beck | Nov. 2011 - Dec. 2012 | Staff assistance | Underway. Draft plan is being reviewed by Village. |
| Lansing comprehensive plan | Sam Shenbaga | Oct. 2012- Sept. 2013 | Consultant assistance | Resolution approving MOU and scope of work was approved in August. An RFP for consultant assistance was issued August 17, with responses due September 7. The project is targeted for kickoff in early fall. |
| Liberty Prairie Conservancy local food system plan (see project website) | Jessica Simoncelli | Aug. 2011 - Dec. 2012 | Staff assistance | Underway. Informational presentations to Lake County Board and Forest Preserve District committees occurred in late August. The needs assessment report draft examines existing conditions and recommends next steps for a working group to support the sustainable food system in Lake County. Staff and partners are writing recommendations for the Liberty Prairie Reserve master plan update. |
| Lynwood comprehensive plan | Pete Saunders | Oct. 2012 - Sept. 2013 | Consultant assistance | Responses to RFP received September 21, and proposals are under review. Pursuing resolution and MOU passage by Village in October. Consultant selection expected to be made in mid-October with project start soon following. |
| Maywood economic development strategy | Nicole Woods | Oct. 2012- Aug. 2013 | Staff assistance | Project is expected to kick off in October. Preliminary data is currently being collected for the project. |
| McHenry County subarea plan | Jack Pflingston | Dec. 2011- Dec. 2012 | Grant funds | Underway. The public meeting for affected neighborhoods took place on September 24 and was attended by 60 residents. Consultant expects to have draft report and recommendations to County staff by the end of October. |
| Morton Grove industrial areas plan (see project website) | Nicole Woods | Feb. 2012 - Apr. 2013 | Staff assistance | Underway. Staff and consultants are collecting data for the existing conditions report. Draft of the report is scheduled to be delivered to Village Staff in early November. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---------------------|--------------------------|-----------------------|---|
| New Lenox corridor plan | Jack Pfingston | Aug. 2012- June 2013 | Grant funds | Underway. A public workshop was held September 26 and included the launch of an interactive website. The website will feature scenario building, mapping and questionnaires for residents and local businesses. |
| Niles environmental action plan (see project website) | Kristin Ihnchak | May 2012- Feb. 2013 | Staff assistance | Underway. The team has drafted the existing conditions report, which is being reviewed by the steering committee. A steering committee meeting to review a menu of preliminary recommendations is scheduled for October 16. |
| Norridge comprehensive plan (see project website) | Trevor Dick | May 2011 – Oct. 2012 | Staff assistance | Underway. The public hearing was held on September 20 and the Plan Commission voted unanimously to forward to the Village Board for their next meeting. The Board is expected to adopt the plan in October. |
| Norridge zoning revisions | Kristin Ihnchak | TBD | Staff assistance | Following the completion of the Norridge comprehensive plan, the Village’s zoning ordinance will be examined and recommendations for improvements will be made. This project is currently being scoped. |
| Northlake comprehensive plan (see project website) | Trevor Dick | Mar. 2012- Feb. 2013 | Staff assistance | Underway. CMAP staff is currently working on the Draft Comprehensive Plan. A draft is expected to be presented to the Steering Committee in the next month or two followed by a public open house. |
| Northwest Suburban Housing Collaborative “Homes for a Changing Region” project (see project website) | Drew Williams-Clark | Feb.-Nov. 2012 | Staff assistance | Underway. Municipal recommendation memos were distributed to staff and elected officials this month and a series of Board/Council meetings to discuss proposed local recommendations are scheduled for October. |
| Oak Lawn 95 th Street corridor study | Pete Saunders | Nov. 2012- Oct. 2013 | Consultant assistance | RFP released on September 20, deadline for responses is October 11. Village is pursuing approval of MOU and resolution in October. Project startup is expected in November. |
| Oak Park water conservation program (see project website) | Amy Talbot | Aug. 2011 – Dec. 2012 | Staff assistance | Underway. Draft released to public in August. Presenting revised draft to Board in October with final draft to be presented to Board for approval in December. |
| Olympia Fields zoning ordinance update. | Drew Williams-Clark | Dec. 2012- July 2013 | Grant funds | Resolution and MOU approved by Village in September. RFP to be released in October. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|--|--------------------|-----------------------|---------------------------------|---|
| Plainfield downtown transportation plan (see project website) | Pete Saunders | Aug. 2012 – Jun. 2013 | Grant funds | Underway. Consultant team of Baxter & Woodman/Teska has prepared a project website and is gathering data for existing conditions report. An initial public meeting is scheduled for November 14. |
| Regional arts and culture toolkit | Stephen Ostrander | Apr. 2012- Jan. 2013 | Staff assistance | Underway. Expert advisory group is reviewing the proposed outline of the toolkit content, which has been updated, expanded, and defined at a more detailed level, as well as identifying the best local and national case studies to help illustrate implementation techniques. |
| Regional climate change adaptation toolkit | Jesse Elam | July 2012- Mar. 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. An advisory committee of municipal leaders working on climate change is scheduled to meet on November 8 to review a partial draft of the toolkit. |
| Richton Park comprehensive plan | Pete Saunders | Aug. 2012- July 2013 | Consultant assistance | Underway. Houseal Lavigne Associates selected as project consultant. CMAP staff is working with community to establish steering committee, and consultant is preparing for October steering committee meeting. |
| Riverside downtown area plan (see project website) | Nora Beck | Feb. 2012- Feb. 2013 | Staff assistance | Underway. The second public meeting, focused on visioning, drew over 45 participants on September 5. Draft recommendations memo under development. |
| Round Lake Heights comprehensive plan (see project website) | Jonathan Burch | May 2012- Apr. 2013 | Staff assistance | Underway. Existing conditions report was completed in September with copies distributed to the Village. An October 23 meeting is scheduled to present the report to the Village Board and Zoning Board along with proposed scenarios for the visioning in November and December. |
| SSMMA interchange land use planning | Jessica Simoncelli | July 2012- June 2013 | Consultant and staff assistance | Underway. CMAP and SSMMA selected Land Vision as the lead contractor for the project, with TranSystems, Baxter & Woodman, and Business Districts Inc. as subcontractors. The steering committee includes local and regional partners, and will meet on October 10. Data collection is ongoing. |
| Waukegan subarea plan | Stephen Ostrander | Sept. 2012- Aug. 2013 | Staff assistance | Underway. In September staff began community outreach in Washington Street commercial corridor, to identify key stakeholders as well as potential members of project steering committee, which will be formed in October following one-on-one interviews with likely members. Staff also began analysis of corridor (businesses along corridor, streetscape conditions, and demographic information). |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---------------------|-----------------------|------------------|---|
| Westchester comprehensive plan (see project website) | Samantha Robinson | Nov. 2011 – Feb. 2013 | Staff assistance | Underway. Conducted MetroQuest exercise with high school students who are residents. Awaiting Village staff response regarding draft plan recommendations. Sent scope of work to consultant to perform a market analysis for various commercial areas, which will help inform the comprehensive plan. |
| West Cook Housing Collaborative, phase 2: Challenge Grant support | Drew Williams-Clark | Mar.-Nov. 2012 | Staff assistance | Underway. The steering committee approved the methodology for a tool to prioritize sites for investment with HUD funds. Site rankings are also drafted and under review. A recommendations memo will be delivered in the fall. |
| Wheeling active transportation plan | Lindsay Bayley | Jan-Nov. 2012 | Grant funds | Underway. Second steering committee meeting held, outline of plan presented, sidewalk gap analysis completed. Draft plan expected by early October. Bike ride with Village leaders planned for mid-October. |

Completed Projects

| Project | CMAP lead | Completion date | Assistance type | Implementation status |
|--|--------------|-----------------|------------------|---|
| Berwyn comprehensive plan (see project website) | Sam Shenbaga | Sept. 2012 | Staff assistance | Public Hearing at City Council meeting conducted on September 25. Plan to be adopted by City Council at October 9 Council meeting. |
| Blue Island comprehensive plan (see project website) | Sam Shenbaga | June 2012 | Staff assistance | Implementation memo distributed to Cook County, RTA, Metra, CNT, Preservation Compact, Pace, and SSMMA. Meeting held with Blue Island Planning Director to discuss next steps. Meetings conducted with Preservation Compact and RTA to review implementation memo and understand implementation roles. Additional meetings scheduled with CNT and SSMMA. Blue Island to host and participate in Plan Commissioner training workshop on October 10 at City Hall. |
| Bronzeville Alliance retail corridor study, phase 1 (see project website) | Sef Okoth | Feb. 2012 | Staff assistance | Two ongoing activities are helping to implement the project. The second phase focusing on land use change is underway and is described above. Also, the Chicago Community Trust provided a grant to the Renaissance Collaborative (TRC) in May to directly implement the recommendations of this project. TRC hired an Economic Development Coordinator on |

| Project | CMAP lead | Completion date | Assistance type | Implementation status |
|---|---------------------|-----------------|------------------|---|
| | | | | September 17 who has been working a website to market vacant land and buildings along the corridors. She has also been doing business outreach and will be surveying business owners in the corridors to assess their needs. CMAP has helped with survey development and provided baseline data and formation to support these efforts. |
| Campton Hills comprehensive plan (see project website) | Jason Navota | Aug. 2012 | Staff assistance | Final plan approved by Plan Commission June 25 and approved 'with changes' by Village Board on August 21. |
| Carpentersville "Old Town" Area Action Plan (see project website) | Trevor Dick | July 2012 | Staff assistance | The Village Board unanimously adopted the Plan at their July 10 meeting. An implementation memo is being created and reviewed internally. This will be followed by a meeting with Village Staff to discuss next steps. |
| Evanston water efficiency program (see project website) | Amy Talbot | Aug. 2012 | Staff assistance | Plan accepted by Council in August. Implementation actions started by City and Utility. |
| Fairmont Neighborhood Plan (see project website) | Trevor Dick | Apr. 2012 | Staff assistance | The County and CMAP staff met the first week in September to discuss next steps. The County will reconvene the Steering Committee for a meeting and discussed the idea of a "celebration" of the plan and already completed items such as the bus shelters and sidewalk grant award. The County and CMAP staff also met with representatives of Openlands in Fairmont the last week of September to discuss a possible community gardening project. |
| <i>Homes for a Changing Region</i> in south Cook (see project website) | Drew Williams-Clark | Dec. 2011 | Staff assistance | Three of the four communities covered by the project have follow-up LTA projects. One, the Park Forest sustainability plan, was adopted in May. Lansing, Olympia Fields, and Park Forest received additional technical assistance under the EPA "Building Blocks for Sustainable Communities" program in May. Future LTA projects in Lansing and Olympia Fields are now being scoped. |
| <i>Homes for a Changing Region</i> in west Cook (see project website) | Drew Williams-Clark | Apr. 2012 | Staff assistance | Phase 2 of this project, which involves supporting a Community Challenge grant in the same communities, is underway. |
| Joliet "Old Prison" redevelopment (see | Pete Saunders | May 2012 | Staff assistance | Follow-up implementation activities have begun with ULI and City of Joliet. Meeting held in August to discuss implementation priorities and |

| Project | CMAP lead | Completion date | Assistance type | Implementation status |
|---|-------------------|-----------------|------------------|---|
| project website) | | | and small grant | responsibilities. Regular status checks including ULI and CMAP will be held quarterly. |
| Lake Zurich comprehensive water resources project | Amy Talbot | Apr. 2012 | Staff assistance | Lake Zurich has submitted an application for further LTA assistance to implement the recommendations of this project. This will be reviewed in the coming months. |
| Orland Park water conservation ordinance (see project website) | Hala Ahmed | June 2012 | Staff assistance | A meeting to initiate the regionalization process for the water conservation ordinance was completed on August 31. Based on meeting outcomes, staff from Orland Park will draft a Guiding Principles document to be distributed to the other five largest communities that purchase water from the Oak Lawn system. The document will address outdoor watering regulations that may be agreeable to all communities. |
| Park Forest sustainability plan (see project website) | Kristin Ihnchak | May 2012 | Staff assistance | Plan was unanimously adopted by the Village Board on May 14 and an implementation memo has been shared with Village staff. The Chicago Community Trust's grant to Park Forest directly implements the recommendations of this project. Also, Park Forest submitted a new LTA application for zoning updates to help implement the recommendations of the sustainability plan. |
| SSMMA housing investment prioritization (see project website) | Nicole Woods | June 2012 | Staff assistance | Tool was approved by the Collaborative and SSMMA in May. Currently, the Collaborative is working with the Southland communities to create a housing project inventory and analyzing how the tool can be part of the Southland Loan Fund underwriting criteria process. Additionally, the Collaborative is presently using the tool to help a community prioritize the best neighborhood to focus their housing rehab efforts. |
| Waukegan planning prioritization report | Stephen Ostrander | July 2012 | Staff assistance | CMAP staff presented the recommendations of the planning prioritization report to the Waukegan City Council Meeting of the Whole on July 30. Follow-up subarea plan is underway. |

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MEMORANDUM

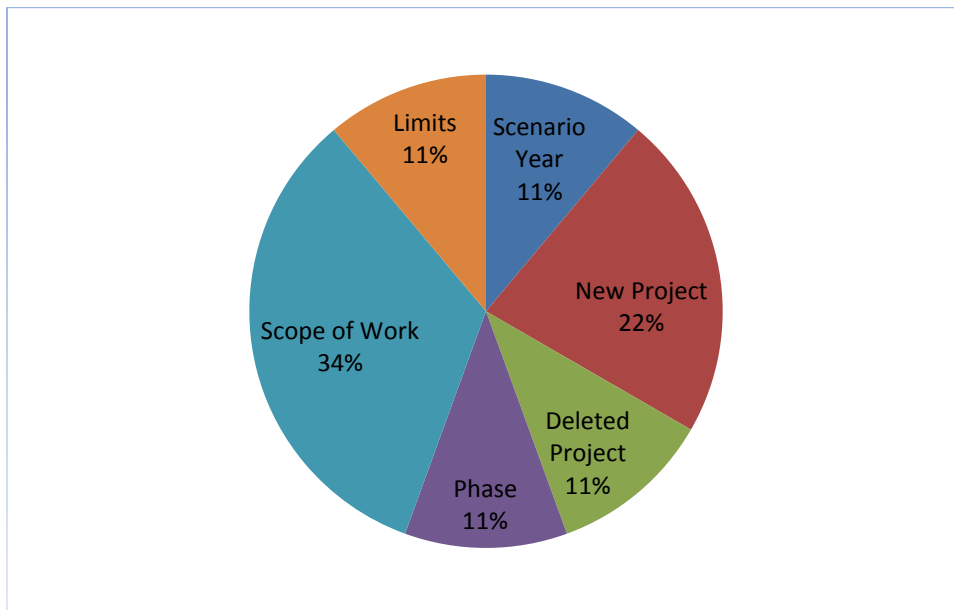
To: CMAP Board
MPO Policy Committee

From: CMAP Staff

Date: October 3, 2012

Re: Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments

In accordance with the biannual conformity analysis policy, CMAP staff asked programmers to submit changes to projects included in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. We received responses from all programmers and specific TIP changes are listed in the attached report. Of the numerous changes requested, nine projects require air quality conformity analysis. Following is a summary of the requested changes.



Two new projects were included in the TIP and conformity analysis:

1. TIP ID [03-12-0034](#) is adding capacity on Shoe Factory Road from Essex Drive to Beverly Road.

2. TIP ID [09-12-0033](#) is an extension of Bowes Road from Schneider Drive to IL 31 LaFox Road in South Elgin.

Three existing projects requested a scope change. The scope of a project is determined by the [work type](#) included in the project.

- Non-exempt work types may affect air quality and must be tested for conformity. Examples of non-exempt work types are adding lanes to a road, signal timing and extending a rail line.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of the work types in the travel demand model. Exempt tested projects include lane widening to standard (e.g., 10 ft to 12 ft) and new commuter parking lots
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are road resurfacing and bus rehabilitation.

One project is requesting a new non-exempt work type:

- TIP ID [02-12-0020](#) Central Avenue from Pratt Avenue to Sauganash Road.

The two projects have removed not exempt work types:

- TIP ID [01-10-0002](#) I-190 from Bessie Coleman Drive to I-90
- TIP ID [10-08-0037](#) IL 120 from Knight Avenue to IL 131 Green Bay Road.

One project is being deleted from the TIP:

- TIP ID [04-10-0015](#) Ruby Street.

One project requested to extend the original limits of the project:

- TIP ID [09-09-0028](#) US 34 Veteran's Parkway, will now extend from Eldamain Road to Center Parkway in Yorkville.

Completion years indicate when a project is anticipated to be in service to users and determines in which analysis year(s) the project will be included. The current conformity analysis includes four analysis years – 2016, 2020, 2030 & 2040. When a project's completion year moves across analysis years, a new conformity analysis for the project is required. Several projects changed completion years, but only one crossed an analysis year.

One project moved from the 2016 analysis year to the 2020 analysis year:

- TIP ID [12-06-0005](#) CH 83 80th Avenue from 183rd Street to 191st Street in Will County.

Each TIP ID includes a hyperlink to the TIP database for further project information, and the changes are also included in the report attached. TIP projects are also viewable in a map format, available at <http://www.cmap.illinois.gov/tip/tip-map>.

The 2016, 2020, 2030 and 2040 highway and transit networks were coded to include the project changes listed in the "Non-Exempt Projects Requiring Conformity Determination" report. The regional travel demand model was run using the updated networks. The resultant vehicle miles

traveled (VMT) by speed and facility type for eight vehicle classes was expanded to the twenty-eight vehicle types needed for use with USEPA's MOBILE model. The on-road emission estimates are the sum of those emissions for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

For ozone precursors, the resulting emissions estimates fell below the applicable attainment demonstration SIP budgets.

Since there are no SIP budgets for annual direct PM_{2.5} and NO_x emissions, these estimates were combined with estimates from northwest Indiana, which is also part of the nonattainment area. The combined direct PM_{2.5} and NO_x emissions remain below emissions estimates for 2002, the baseline year.

**Northeastern Illinois Transportation Improvement Program
TIP Amendment October 10, 2012
Conformity Analysis Summary Results**

Direct PM_{2.5} and NO_x Emissions in Tons per Year for PM_{2.5} Conformity

| Year | Fine Particulate Matter | | | Nitrogen Oxide | | |
|------|-------------------------|-------------------|--------------------------|-----------------------|-------------------|--------------------------|
| | Northeastern Illinois | Northwest Indiana | Nonattainment area Total | Northeastern Illinois | Northwest Indiana | Nonattainment area Total |
| 2002 | 3,070.78 | 562.64 | 3,633.42 | 167,630.81 | 30,397.97 | 198,028.78 |
| 2016 | 1,050.26 | 112.30 | 1,162.56 | 40,354.45 | 3,931.12 | 44,285.57 |
| 2020 | 951.41 | 104.74 | 1,056.15 | 27,319.57 | 2,733.80 | 30,053.37 |
| 2030 | 943.93 | 109.60 | 1,053.53 | 18,859.38 | 1,964.01 | 20,823.39 |
| 2040 | 1,006.36 | 122.55 | 1,128.91 | 19,369.72 | 2,111.42 | 21,481.14 |

conformity is demonstrated by comparison of analysis year emissions to the baseline year (2002)

VOC and NO_x Emissions in Tons per Summer Day for Ozone Conformity

| Year | Volatile Organic Compounds | | Nitrogen Oxides | |
|------|----------------------------|------------|-----------------------|------------|
| | Northeastern Illinois | SIP Budget | Northeastern Illinois | SIP Budget |
| 2016 | 59.23 | 133.78 | 109.11 | 284.65 |
| 2020 | 51.08 | 73.68 | 73.07 | 88.17 |
| 2030 | 50.99 | 73.68 | 48.86 | 88.17 |
| 2040 | 55.79 | 73.68 | 49.80 | 88.17 |

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes:

Off-model benefits are not included in the total emissions estimates

NIRPC emissions from December 8, 2011 conformity analysis, assuming construction of Cline Avenue Bridge

ACTION REQUESTED: Approval

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Chicago Metropolitan Agency for Planning

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

Conformity Amendments

| Project: | Action | Pre-Revision Federal Funds (000) | Post-Revision Federal Funds (000) | Change in Federal Funds (000) | Percentage Change |
|---|---------------|----------------------------------|-----------------------------------|-------------------------------|-------------------|
| 01-10-0002 IDOT District 1 Division of Highways | Scope Changed | \$39753 | \$0 | \$ -39753 | -100% |
| I- 190 I-190 FROM BESSE COLEMAN DR (COOK/Chicago) TO I- 90 KENNEDY EXPY (COOK/Rosemont) | | | | | |

Completion Year Before Revision: 2015
Completion Year After Revision: 2015

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
MISCELLANEOUS - EXEMPT PROJECTS

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision

| Fund Source | Project Phase | FFY | Total Cost | Federal Cost | Segment |
|-------------|---------------|-----|------------|--------------|--------------|
| I-M | CONSTRUCTION | MYB | 13700 | 12330 | 1-77065-0200 |
| I-M | ENGINEERING | MYB | 1300 | 1170 | 1-77065-0201 |
| I-M | ENGINEERING-I | MYB | 10000 | 9000 | 1-77065-0202 |
| I-M | CONSTRUCTION | 14 | 44170 | 39753 | 1-77065-2000 |

Financial Data After Revision

| Fund Source | Project Phase | FFY | Total Cost | Federal Cost | Segment |
|-------------|---------------|-----|------------|--------------|--------------|
| I-M | CONSTRUCTION | MYB | 13700 | 12330 | 1-77065-0200 |
| I-M | ENGINEERING | MYB | 1300 | 1170 | 1-77065-0201 |
| I-M | ENGINEERING-I | MYB | 10000 | 9000 | 1-77065-0202 |

| Project: | Action | Pre-Revision Federal Funds (000) | Post-Revision Federal Funds (000) | Change in Federal Funds (000) | Percentage Change |
|--|---------------|----------------------------------|-----------------------------------|-------------------------------|-------------------|
| 02-12-0020 North Shore Council of Mayors | Scope Changed | \$0 | \$640 | \$ 640 | |

Before Revision: FAU 2798 Central Avenue FROM FAU 1353 Pratt Avenue (COOK/Lincolnwood) Intersection is on the border of Lincolnwood, Skokie and Chicago

After Revision: FAU 2798 Central Avenue FROM FAU 1353 Pratt Avenue (COOK/Lincolnwood) TO Sauganash Road (COOK/Lincolnwood) Intersection borders Lincolnwood, Skokie a

Completion Year Before Revision: Unspecified

Completion Year After Revision: 2014

Project Work Types Before Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision

| Fund Source | Project Phase | FFY | Total Cost | Federal Cost | Segment |
|-------------|----------------|-----|------------|--------------|-----------------------------------|
| STP-L | ENGINEERING-II | MYB | 70 | 56 | |
| STP-L | CONSTRUCTION | MYB | 930 | 744 | Includes Construction Engineering |

Financial Data After Revision

| Fund Source | Project Phase | FFY | Total Cost | Federal Cost | Segment |
|-------------|----------------|-----|------------|--------------|-----------------------------------|
| STP-L | ENGINEERING-II | 13 | 60 | 48 | |
| STP-L | CONSTRUCTION | 13 | 740 | 592 | Includes Construction Engineering |
| MFT-LOC | ENGINEERING-I | 12 | 13 | 0 | |

| Project: | Action | Pre-Revision Federal Funds (000) | Post-Revision Federal Funds (000) | Change in Federal Funds (000) | Percentage Change |
|---|----------------|----------------------------------|-----------------------------------|-------------------------------|-------------------|
| 03-09-0082 IDOT District 1 Division of Highways | Phases Changed | \$0 | \$13200 | \$ 13200 | |
| BARRINGTON RD FROM I- 90 AT JANE ADDAMS MEMORIAL TOLLWAY (COOK/Hoffman Estates) | | | | | |

Completion Year Before Revision: Unspecified

Completion Year After Revision: 2016

Project Work Types Before Revision: INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)

Project Work Types After Revision: INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)

Financial Data Before Revision

| Fund Source | Project Phase | FFY | Total Cost | Federal Cost | Segment |
|-------------|---------------|-----|------------|--------------|-------------------------|
| ILL | CONSTRUCTION | MYB | 16500 | | 1778530000 |
| ILL | ENGINEERING-I | 12 | 1500 | 0 | |
| MFT-LOC | ENGINEERING-I | 12 | 1500 | 0 | Hoffman Estates funding |

Financial Data After Revision

| Fund Source | Project Phase | FFY | Total Cost | Federal Cost | Segment |
|-------------|---------------|-----|------------|--------------|----------------------------|
| NHS | CONSTRUCTION | 14 | 16500 | 13200 | 1-77853-0000 |
| ILL | ENGINEERING-I | 12 | 1500 | 0 | 1-77853-0100 (ESTABLISHED) |
| MFT-LOC | ENGINEERING-I | 12 | 1500 | 0 | Hoffman Estates funding |

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This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of Title 49, U.S. Code Section 5307 (c) (1) through (7)

CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

| Project: | Action | Pre-Revision Federal Funds (000) | Post-Revision Federal Funds (000) | Change in Federal Funds (000) | Percentage Change | |
|---|-------------------------------|--|---|-------------------------------------|---------------------------|--------------------------|
| 03-12-0034 Cook County Highway Department CH A62 Shoe Factory Road FROM Essex Drive (COOK/Hoffman Estates) TO Beverly Road (COOK/Hoffman Estates) | New Project | | \$0 | | | |
| Completion Year: 2016 | | | | | | |
| Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS SAFETY - LIGHTING | | | | | | |
| Financial Data After Revision | Fund Source MFT-ALL | Project Phase CONSTRUCTION | FFY 15 | Total Cost 6200 | Federal Cost | Segment |
| Project: | Action | Pre-Revision Federal Funds (000) | Post-Revision Federal Funds (000) | Change in Federal Funds (000) | Percentage Change | |
| 04-10-0015 North Central Council of Mayors FAU 2407 Ruby Street FROM FAU 3535 Pacific Avenue (COOK/Franklin Park) TO FAU 3533 Franklin Avenue (COOK/Franklin Park) | Deleted Project | | \$55 | | | |
| Completion Year: 2012 | | | | | | |
| Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING | | | | | | |
| Financial Data After Revision | Fund Source SEC125 | Project Phase ENGINEERING-II | FFY 13 | Total Cost 68 | Federal Cost 55 | Segment |
| Project: | Action | Pre-Revision Federal Funds (000) | Post-Revision Federal Funds (000) | Change in Federal Funds (000) | Percentage Change | |
| 09-09-0028 IDOT District 3 Division of Highways | Location Changed | \$0 | \$0 | \$ 0 | | |
| Before Revision: US 34 Veterans Parkway FROM FAU 3791 Cannonball Trail (KENDALL/Yorkville) TO FAU 3797 Center Parkway (KENDALL/Yorkville) includes structure 047-0049 | | | | | | |
| After Revision: US 34 Veterans Parkway FROM Eldamain Road (KENDALL/Yorkville) TO FAU 3797 Center Parkway (KENDALL/Yorkville) includes structure 047-0049 | | | | | | |
| Completion Year Before Revision: 2017 | | | | | | |
| Completion Year After Revision: 2017 | | | | | | |
| Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - RECONSTRUCT IN KIND HIGHWAY/ROAD - CURB AND GUTTER BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS | | | | | | |
| Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - RECONSTRUCT IN KIND HIGHWAY/ROAD - CURB AND GUTTER BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS | | | | | | |
| Financial Data Before Revision | Fund Source ILL | Project Phase ENGINEERING-II | FFY 12 | Total Cost 750 | Federal Cost | Segment |
| Financial Data After Revision | Fund Source ILL | Project Phase ENGINEERING-II | FFY 12 | Total Cost 750 | Federal Cost | Segment |
| Project: | Action | Pre-Revision Federal Funds (000) | Post-Revision Federal Funds (000) | Change in Federal Funds (000) | Percentage Change | |
| 09-12-0033 Kane/Kendall Council of Mayors FAU 528 Bowes Road FROM Schneider Drive (KANE/South Elgin) TO IL 31 LaFox Road (KANE/South Elgin) Includes extensions of Schneider Dr & Gilpen Ave to | New Project | | \$0 | | | |
| Completion Year: 2015 | | | | | | |
| Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION New Bicycle Facility | | | | | | |
| Financial Data After Revision | Fund Source | Project Phase | FFY | Total Cost | Federal Cost | Segment |
| | GEN-OP | ENGINEERING-I | 12 | 240 | 0 | Awarded |
| | GEN-OP | ENGINEERING-II | 13 | 402 | 0 | |
| | GEN-OP | CONSTRUCTION | 14 | 4020 | 0 | |
| | GEN-OP | ENGINEERING | 14 | 402 | 0 | Construction Engineering |

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CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

| Project: | Action | Pre-Revision Federal Funds (000) | Post-Revision Federal Funds (000) | Change in Federal Funds (000) | Percentage Change | |
|---|--------------------|--|---|-------------------------------------|---------------------|--------------------------|
| 09-12-0033 Kane/Kendall Council of Mayors | New Project | | \$0 | | | |
| FAU 528 Bowes Road FROM Schneider Drive (KANE/South Elgin) TO IL 31 LaFox Road (KANE/South Elgin) Includes extensions of Schneider Dr & Gilpen Ave to | | | | | | |
| Completion Year: 2015 | | | | | | |
| Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION New Bicycle Facility | | | | | | |
| Financial Data After Revision | Fund Source | Project Phase | FFY | Total Cost | Federal Cost | Segment |
| | GEN-OP | ENGINEERING-I | 12 | 240 | 0 | Awarded |
| | GEN-OP | ENGINEERING-II | 13 | 402 | 0 | |
| | GEN-OP | CONSTRUCTION | 14 | 4020 | 0 | |
| | GEN-OP | ENGINEERING | 14 | 402 | 0 | Construction Engineering |

| Project: | Action | Pre-Revision Federal Funds (000) | Post-Revision Federal Funds (000) | Change in Federal Funds (000) | Percentage Change | |
|---|--------------------|--|---|-------------------------------------|---------------------|----------------|
| 10-08-0037 Lake County Department of Transportation | Scope Changed | \$0 | \$0 | \$ 0 | | |
| Before Revision: IL 120 FROM KNIGHT AVENUE (LAKE) TO IL 131 GREEN BAY ROAD (LAKE) CONSTRUCT NEW INTERCHANGE | | | | | | |
| After Revision: IL 120 FROM KNIGHT AVENUE (LAKE) TO IL 131 GREEN BAY ROAD (LAKE) | | | | | | |
| Completion Year Before Revision: 2020 | | | | | | |
| Completion Year After Revision: 2020 | | | | | | |
| Project Work Types Before Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES INTERCHANGE - NEW | | | | | | |
| Project Work Types After Revision: HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES | | | | | | |
| Financial Data Before Revision | Fund Source | Project Phase | FFY | Total Cost | Federal Cost | Segment |
| | CTEF | ENGINEERING-I | 12 | 119 | 0 | |
| | CTEF | ENGINEERING-II | 14 | 104 | 0 | |
| | CTEF | ROW ACQUISITION | 14 | 112 | 0 | |
| | CTEF | CONSTRUCTION | MYB | 1491 | 0 | |
| | CTEF | CONSTRUCTION | MYB | 149 | 0 | E3 |
| Financial Data After Revision | Fund Source | Project Phase | FFY | Total Cost | Federal Cost | Segment |
| | CTEF | ENGINEERING-I | 12 | 119 | 0 | |
| | CTEF | ENGINEERING-II | 14 | 104 | 0 | |
| | CTEF | ROW ACQUISITION | 14 | 112 | 0 | |
| | CTEF | CONSTRUCTION | MYB | 1491 | 0 | |
| | CTEF | CONSTRUCTION | MYB | 149 | 0 | E3 |

| Project: | Action | Pre-Revision Federal Funds (000) | Post-Revision Federal Funds (000) | Change in Federal Funds (000) | Percentage Change | |
|--|--------------------|--|---|-------------------------------------|---------------------|----------------|
| 12-06-0005 Will County Council of Mayors | Completion Year | \$0 | \$0 | \$ 0 | | |
| FAU 2755 CH 83 80TH AVENUE FROM 183RD ST (WILL) TO 191ST ST (WILL) | | | | | | |
| Completion Year Before Revision: 2014 | | | | | | |
| Completion Year After Revision: 2017 | | | | | | |
| Project Work Types Before Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - ADD LANES | | | | | | |
| Project Work Types After Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - ADD LANES | | | | | | |
| Financial Data Before Revision | Fund Source | Project Phase | FFY | Total Cost | Federal Cost | Segment |
| | STP-C | ROW ACQUISITION | MYB | 500 | 333 | |
| | STP-C | ENGINEERING-II | MYB | 750 | 500 | |
| | A STP-C | ENGINEERING-I | 10 | 1219 | 500 | |
| | STP-C | CONSTRUCTION | MYB | 5500 | 2000 | INCLUDES E3 |
| Financial Data After Revision | Fund Source | Project Phase | FFY | Total Cost | Federal Cost | Segment |
| | STP-C | ROW ACQUISITION | MYB | 500 | 333 | |
| | STP-C | ENGINEERING-II | MYB | 750 | 500 | |
| | STP-C | ENGINEERING-I | 11 | 1219 | 500 | |
| | STP-C | CONSTRUCTION | MYB | 5500 | 2000 | INCLUDES E3 |

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CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

RESOLUTION
Number 12-03 amended October 10, 2012

**A RESOLUTION ENDORSING THE CHICAGO TRANSIT AUTHORITY (CTA),
AS A “DESIGNATED RECIPIENT”
OF SECTION 5307 AND SECTION 5340 COMBINED CAPITAL AND PLANNING
FUNDS**

WHEREAS, the Policy Committee is the Metropolitan Planning Organization (MPO), designated by the Governor as being responsible, together with the State of Illinois, and public transportation operators, for carrying out the provisions of Section 134 Title 23 U.S Code, and Section 5307 and Section 5340 Title 49 U.S. Code for the northeastern Illinois; and

WHEREAS, 70 ILCS 3615/4.02 (b) specifies that the Regional Transportation Authority is the primary public body in the metropolitan region with authority to apply for and receive any grants loans or other funds relating to public transportation programs from the State of Illinois or any department or agency thereof, or from the federal government or any department or agency thereof; and

WHEREAS, 70 ILCS 3615/4.02 (b) further specifies that any unit of local government, Service Board or transportation agency may apply for and receive any such federal or state capital grants, loans or other funds, provided, however that a Service Board may not apply for or receive any grant or loan which is not identified in the Five Year Program of the Regional Transportation Authority; and

WHEREAS, the Chicago Transit Authority fulfills all of the requirements necessary to be a designated recipient of Section 5307 funds and Section 5340 combined funds.

NOW, THEREFORE, BE IT RESOLVED THAT: the Policy Committee concurs in recognizing the Chicago Transit Authority as a “designated recipient” during fiscal year 2012 of \$133,737,028, in Section 5307 and Section 5340 combined funds based on the full year allocation posted on July 18, 2012 on the Federal Transit Administration website for those projects contained in the approved fiscal year 2012 budget and capital program ordinance by the Regional Transportation Authority, for the Chicago Transit Authority.

BE IT FURTHER RESOLVED THAT: the Secretary of the Policy Committee is hereby authorized and directed to transmit certified copies of this Resolution to the Regional Administrator of the Federal Transit Administration and to the Office of the Governor.

The above and foregoing Resolution is hereby adopted this 10th day of Oct, 2012.

Jeffery D. Schielke
Vice Chairman, MPO Policy Committee

Don Kopec
Secretary, MPO Policy Committee

Subscribed and sworn to before me, this _____ day of _____, 20____

METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

RESOLUTION
Number 12-04 amended October 10, 2012

**A RESOLUTION ENDORSING METRA,
AS A “DESIGNATED RECIPIENT”
OF SECTION 5307 AND SECTION 5340 COMBINED CAPITAL AND PLANNING
FUNDS**

WHEREAS, the Policy Committee is the Metropolitan Planning Organization (MPO), designated by the Governor as being responsible, together with the State of Illinois, and public transportation operators, for carrying out the provisions of Section 134 Title 23 U.S Code, and Section 5307 and Section 5340 Title 49 U.S. Code for the northeastern Illinois; and

WHEREAS, 70 ILCS 3615/4.02 (b) specifies that the Regional Transportation Authority is the primary public body in the metropolitan region with authority to apply for and receive any grants loans or other funds relating to public transportation programs from the State of Illinois or any department or agency thereof, or from the federal government or any department or agency thereof; and

WHEREAS, 70 ILCS 3615/4.02 (b) further specifies that any unit of local government, Service Board or transportation agency may apply for and receive any such federal or state capital grants, loans or other funds, provided, however that a Service Board may not apply for or receive any grant or loan which is not identified in the Five Year Program of the Regional Transportation Authority; and

WHEREAS, Metra fulfills all of the requirements necessary to be a designated recipient of Section 5307 funds and Section 5340 combined funds.

NOW, THEREFORE, BE IT RESOLVED THAT: the Policy Committee concurs in recognizing Metra as a “designated recipient” during fiscal year 2012 of \$65,870,477, in Section 5307 and Section 5340 combined funds based on the full year allocation posted on July 18, 2012 on the Federal Transit Administration website for those projects contained in the approved fiscal year 2012 budget and capital program ordinance by the Regional Transportation Authority, for Metra.

BE IT FURTHER RESOLVED THAT: the Secretary of the Policy Committee is hereby authorized and directed to transmit certified copies of this Resolution to the Regional Administrator of the Federal Transit Administration and to the Office of the Governor.

The above and foregoing Resolution is hereby adopted this 10th day of October, 2012.

Jeffery D. Schielke
Vice Chairman, MPO Policy Committee

Don Kopec
Secretary, MPO Policy Committee

Subscribed and sworn to before me, this _____ day of _____, 20____

RESOLUTION
Number 12-05 Amended October 10, 2012

**A RESOLUTION ENDORSING PACE,
AS A “DESIGNATED RECIPIENT”
OF SECTION 5307 AND SECTION 5340 COMBINED CAPITAL AND PLANNING
FUNDS**

WHEREAS, the Policy Committee is the Metropolitan Planning Organization (MPO), designated by the Governor as being responsible, together with the State of Illinois, and public transportation operators, for carrying out the provisions of Section 134 Title 23 U.S Code, and Section 5307 and Section 5340 Title 49 U.S. Code for the northeastern Illinois; and

WHEREAS, 70 ILCS 3615/4.02 (b) specifies that the Regional Transportation Authority is the primary public body in the metropolitan region with authority to apply for and receive any grants loans or other funds relating to public transportation programs from the State of Illinois or any department or agency thereof, or from the federal government or any department or agency thereof; and

WHEREAS, 70 ILCS 3615/4.02 (b) further specifies that any unit of local government, Service Board or transportation agency may apply for and receive any such federal or state capital grants, loans or other funds, provided, however that a Service Board may not apply for or receive any grant or loan which is not identified in the Five Year Program of the Regional Transportation Authority; and

WHEREAS, the Pace fulfills all of the requirements necessary to be a designated recipient of Section 5307 funds and Section 5340 combined funds.

NOW, THEREFORE, BE IT RESOLVED THAT: the Policy Committee concurs in recognizing Pace as a “designated recipient” during fiscal year 2012 of \$31,677,820 in Section 5307 and Section 5340 combined funds based on the full year allocation posted on July 18, 2012 on the Federal Transit Administration website for those projects contained in the approved fiscal year 2012 budget and capital program ordinance by the Regional Transportation Authority, for Pace.

BE IT FURTHER RESOLVED THAT: the Secretary of the Policy Committee is hereby authorized and directed to transmit certified copies of this Resolution to the Regional Administrator of the Federal Transit Administration and to the Office of the Governor.

The above and foregoing Resolution is hereby adopted this 10th day of October, 2012.

Jeffery D. Schielke
Vice Chairman, MPO Policy Committee

Don Kopec
Secretary, MPO Policy Committee

Subscribed and sworn to before me, this _____ day of _____, 20____



Chicago Metropolitan
Agency for Planning

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

MEMORANDUM

To: CMAP Board
MPO Policy Committee

From: Bob Dean, Deputy Executive Director for Local Planning

Date: October 3, 2012

Re: Project Evaluation and Selection

Attached to this memo is a report that describes staff recommendations for the selection of projects for CMAP's Local Technical Assistance (LTA) and Community Planning programs. This report is identical to the draft that was circulated earlier in September.

The projects recommended for selection will be brought to the CMAP Board and the MPO Policy Committee at their joint meeting on October 10. The Local Coordinating Committee will meet immediately prior to the Board/MPO meeting for a final discussion of recommended projects, and will be asked to recommend approval of the LTA and Community Planning programs.

ACTION REQUESTED: Approval of the Local Technical Assistance (LTA) and Community Planning programs



Local Technical Assistance and Community Planning Programs:
Recommendations for Selection
October 3, 2012

Since the adoption of GO TO 2040, CMAP has established two programs, the Community Planning program and the Local Technical Assistance (LTA) program, to direct resources to communities to pursue planning work that helps to implement GO TO 2040. The Community Planning program provides grants and consultant assistance, and the LTA program provides staff assistance and small grants, both for the purpose of assisting local governments with planning activities. During the most recent call for projects, which ended on August 1, over 100 applications were received from 88 different applicants. A list of all applications received, and some basic statistics concerning the applications, is available in this [August 8 memo](#) to the CMAP Board and committees.

The CMAP Board will be asked to approve the staff recommendations for both the Community Planning and the LTA programs at their meeting on October 10. The MPO Policy Committee, which meets concurrently with the Board, will also be asked to recommend approval of the Community Planning program; the LTA program does not require a formal MPO Policy Committee vote to be approved. Prior to the Board and MPO Policy Committee meeting, the Local Coordinating Committee will be asked to recommend approval by these groups.

The purpose of this memo is to present CMAP staff recommendations for the treatment of each application received. It is divided into four sections:

- Staff recommendations for projects to be funded through the Community Planning program.
- Staff recommendations for projects to be undertaken through the LTA program.
- Basic statistics concerning the projects recommended for selection.
- Full lists of projects that are recommended and not recommended.

COMMUNITY PLANNING PROGRAM RECOMMENDATIONS

Staff recommends funding seven projects that submitted Community Planning program applications. These projects are of two major types. First, four projects are integrated land use and transportation plans. These include comprehensive plans in *Calumet City*, *North Aurora*, and *Prospect Heights*, as well as a community plan for the Garfield Park neighborhood submitted by the *Chicago Department of Housing and Economic Development (DHED)*. The other three recommended projects are focused on bicycle and pedestrian improvements, and include

plans in *Evanston* and *Niles*, as well as a multi-jurisdictional project submitted by the *Northwest Municipal Conference*. (Please note that the *Niles* plan will be linked with another project in the same community that was selected for technical assistance during an earlier round but has not yet begun.)

Two projects that submitted applications to the Community Planning program also submitted identical applications to the LTA program. These projects, submitted by the NAACP and the University of Illinois at Chicago, are better fits in the LTA program and have been considered for technical assistance within that program. The disposition of these projects is described in the section on LTA staff recommendations.

Four other projects that submitted Community Planning program applications are not recommended for funding. These include applications from Chicago DHED, the Chicago Department of Transportation (CDOT), Glenwood, and Midlothian. Brief reasons for not recommending these for funding are below:

- Chicago Back of the Yards Corridor Plan. Chicago DHED also submitted a neighborhood plan for the Back of the Yards neighborhood, but indicated that their priority was the Garfield Park project. In order to provide opportunities to additional municipalities, the Back of the Yards project is not recommended for funding.
- Garfield Ridge Community Plan. This land use plan examines the impacts of a transportation project that is primarily in the communities of Bedford Park and Burbank, but CDOT did not demonstrate coordination with these municipalities.
- Glenwood Pedestrian, Bicycle, and Transit Plan. The community recently completed a TOD plan funded by the RTA. The application frequently references SouthEast Service, but CMAP's priority is investment in the existing transit system.
- Midlothian Streetscape and Implementation Plan. It does not appear that further planning work in the community is necessary, but rather that the recommendations of previous plans should be implemented through engineering and capital investment.

The total cost of the projects recommended for funding is estimated at approximately \$600,000. This leaves approximately \$250,000 unexpended from the FY 13 budget for grants for local projects. Staff recommends that this funding be reserved and allocated to suitable LTA projects as the year progresses and projects become more fully scoped. Any project funded in this way will have significant transportation components and be eligible for UWP funds.

LTA RECOMMENDATIONS

In total, 40 new projects are recommended to be pursued through the LTA program. These projects have one or more of the following characteristics: they involve multijurisdictional coordination; they involve partnerships with external organizations; they are in communities that have limited resources for planning; and/or they address specific CMAP priorities like

parking or water resources. Some recommended projects have several of these characteristics, and all have at least one. The following narrative describes the recommended LTA projects, organized by these characteristics.

MULTIJURISDICTIONAL PROJECTS

CMAP was clear in the application process that multijurisdictional projects would be prioritized during the selection process, and applicants responded by submitting many good proposals that crossed municipal boundaries. Five multijurisdictional groups submitted applications for “Homes for a Changing Region” housing studies, and four of these are recommended to be pursued. These include one in DuPage, including *Addison, Bensenville, Villa Park, and Wood Dale*; two in Kane, including *Carpentersville, East Dundee, Elgin, and West Dundee* as well as *Batavia, Geneva, North Aurora, and St. Charles*; and one in Lake, including *North Chicago, Park City, Waukegan, and Zion*. A fifth “Homes” project was submitted by the Lake County Community Foundation, but did not demonstrate the full buy-in of the six communities that it represented.

One of the largest projects submitted was from the *Lake County Department of Transportation*, and involved a corridor land use plan for the proposed IL 53/120 improvements in central Lake County. Approximately 20 municipalities are part of this project. CMAP’s role in this project would be to manage a major consultant contract to conduct this land use plan, rather than to do so entirely through the LTA program; this project is contingent on identifying funding for the consultant contract. Several other applications for land use planning were submitted by communities in the IL 53/120 corridor, but these are more appropriate in future years, after the corridor-wide land use plan has been completed. These projects, which are not recommended to be pursued at the present time, include applications from Hawthorn Woods, Long Grove, and Libertyville and Mundelein (in a joint application). While not specifically referencing the IL 53/120 project, a joint application from Gurnee and Waukegan is also not recommended due to the inclusion of these communities in the IL 53/120 corridor and other projects already ongoing in Waukegan.

Two applicants – the *Ferson-Otter Creek Watershed Coalition* and the *Silver and Sleepy Hollow Creeks Watershed Coalition* – submitted proposals to implement multijurisdictional watershed plans that were completed by CMAP last year. These are both recommended to be pursued, as is the drought preparedness plan submitted by the *Northwest Water Planning Alliance*, which includes many counties and municipalities in the groundwater-dependent western part of the region.

Several other projects with multijurisdictional elements are also recommended. Staff assistance is recommended for *Hoffman Estates*, which led a broad coalition of applicants to request assistance with workforce development in the I-90 corridor. *Lincolnwood* submitted a proposal to address retail vacancy on a stretch of Devon Avenue that separates Lincolnwood from Chicago; this will involve both municipalities. Finally, the *Cook County Forest Preserve District* proposal involves trail counts within the forest preserves and an examination of connections to nearby municipalities, and is recommended to be pursued.

PROJECTS WITH EXTERNAL PARTNERSHIPS

In the first year of the LTA program, CMAP has learned that projects that involve partnerships with external groups – whether government or nongovernmental – are often the most successful. Therefore, selecting projects with strong partnerships was a priority in developing LTA project recommendations. The projects below are not a full list of those involving partners; many other emerge as projects are further developed.

A number of projects in Chicago involve innovative partnerships between government and nongovernmental groups. These include the Pilsen-Little Village Land Use Strategy, proposed by the *Chicago Department of Housing and Economic Development*; a quality of life plan for Chinatown sponsored by the *Coalition for a Better Chinese American Community*; and a multimodal transportation plan submitted by the *University of Illinois at Chicago*, which will be pursued by enlisting the university's planning students and staff as active partners. There were a number of other projects in Chicago that are not recommended to be pursued, because they did not demonstrate as much support from the City as these recommended projects.

Through the recently-formed Kane County Planning Cooperative, a number of projects will be receiving staff support from the county's planning department. In addition to some already named above (the "Homes" projects in Kane and the Ferson-Otter Creek watershed plan implementation), recommended projects include a comprehensive plan for *Big Rock* and a bicycle and pedestrian plan for *South Elgin*. These projects will require less staff time on CMAP's part because of Kane County's commitment of resources.

Finally, two regional projects submitted by nonprofit partners are recommended; these are the *Metropolitan Mayors Caucus* proposal involving immigrant integration in suburban communities, and the *Openlands* proposal to address local food issues.

PROJECTS IN HIGH-NEED COMMUNITIES

The LTA program is meant to provide resources to communities that have few resources to devote to planning, so "need" – defined as an index that combines median income, property and sales tax base, and size – is used in the project selection recommendations. The highest-need communities in the region are typically small, lower-income suburbs with small tax bases. Applicants with higher levels of need are typically good candidates for products like comprehensive plans, zoning ordinance revisions, or other basic planning documents.

Comprehensive plans are recommended in the high-need communities of *Chicago Heights*, *Cicero*, *Dixmoor*, *Lyons*, *Markham*, and *Summit*. Other high-need communities receiving assistance include *Park Forest*, for a zoning update; the *Lan-Oak Park District*, for a parks master plan; *Worth*, for a planning priorities report (which will help to define an LTA project for a future application); and *Berwyn*, for a downtown parking study.

Other high-need communities have already been described earlier in this summary, including those projects in Chicago and the "Homes" project in Waukegan and its neighbors.

OTHER PROJECTS THAT ALIGN WITH CMAP PRIORITIES

A fourth category of projects includes those that are in topical areas that align well with GO TO 2040 and CMAP's interests. Many of the sponsors of these projects are lower in the spectrum of community need, but have innovative or unique ideas expressed in their proposals.

Several projects involve water, which has been a priority for CMAP since the adoption of Water 2050. Recommended water-related projects include those submitted by the *DuPage Water Commission*, *Illinois Department of Natural Resources*, and *Lake Zurich*, in addition to the watershed implementation projects and the Northwest Water Planning Alliance proposal already mentioned.

CMAP recently produced a model toolkit on parking, and solicited parking-related LTA projects this year; those recommended to be pursued include projects submitted by *Hinsdale* and *Wicker Park-Bucktown Special Service Area*, in addition to the Berwyn project noted earlier. Also in the area of transportation, LTA proposals that support major capital projects are priorities, and the comprehensive plan for *Bensenville* is recommended for this reason.

Several communities submitted interesting projects in the area of economic development or infill, and are recommended. These include *Oswego*, with an economic development plan; *Franklin Park*, for an industrial areas plan; *Will County*, for an inventory of brownfield sites; and others already noted.

Finally, several projects on other topics align well with CMAP's interests and are recommended. The *Cook County Department of Planning* requested assistance with preparing an update to their Consolidated Plan to make this document both more useful and more consistent with GO TO 2040. A request for assistance from *Seven Generations Ahead* related to sustainability data aligns well with CMAP's priorities in improving access to information. Finally, the proposal from the *Lake County Forest Preserve District* regarding local food is recommended to be pursued as a continuation of the ongoing LTA project in that area, rather than as a stand-alone new project.

PROJECTS THAT ARE NOT RECOMMENDED

Projects were considered lower priority for LTA assistance for a number of reasons, described further below.

- Priority for assistance was given to communities that had lower incomes or were smaller in size, meaning that more prosperous or larger communities were less likely to receive assistance. In particular, lower-need communities that requested basic planning assistance, like comprehensive plans or zoning ordinances, were not likely to be recommended; lower-need communities generally had to present an innovative project or one that aligned well with a specific CMAP priority in order to be recommended. This is the single most common factor that separated recommended projects from those that are not recommended.

- A number of applicants that are currently receiving assistance asked for additional projects; these include DuPage County, Kane County, and the Chicago Housing Authority. These current projects are in their early stages, and should be advanced further before a second phase is begun. Similarly, several projects that are logical next steps of the IL 53/120 corridor plan should be reconsidered in a future year.
- Some projects were good concepts but would benefit from further development by the project sponsor. Most of the unsuccessful applicants within Chicago are encouraged to expand the geographic scope of their projects and work more closely with City staff on project development.
- Several applicants requested assistance with stormwater planning activities. These are clearly important, but CMAP currently does not have stormwater planning expertise on staff and is not able to use its grant-related funding sources for stormwater projects. Where possible, these applicants will be directed to other groups that might be able to help them.
- One project, in Palos Heights, was related to the implementation of a previously-adopted plan funded by the RTA; this type of activity is a priority of the RTA and these projects will be referred to them for consideration in a future year.
- In general, applicants that submitted multiple projects had only one project recommended to be pursued. The additional projects will be suggested to be reconsidered as later phases. (In exceptions to this, two projects sponsored by Chicago DHED and Cook County have been recommended.)
- Finally, some projects were simply not a good fit for the local technical assistance program, as they focused on regional-level research, were focused on unconstrained major capital projects, did not demonstrate the full support of affected local governments, or did not demonstrate alignment with the recommendations of GO TO 2040.

A full list of applicants that are not recommended to receive assistance is included at the end of this document.

STATISTICS OF RECOMMENDED PROJECTS

In the following section, basic statistics are provided for the distribution of projects by geography and community need.

GEOGRAPHIC DISTRIBUTION

In the design of the local technical assistance program, an effort was made to identify projects to be pursued in many different parts of the region. In the following table, the distribution of higher priority projects by geography is summarized. Projects may be reported in multiple geographies, and these are noted below the table. A map showing the distribution of projects is included later in this document.

| | Chicago | Cook total | N and NW Cook | W Cook | SW Cook | S Cook | Collar total | DuPage | Kane | Kendall | Lake | McHenry | Will | No specific geography | Total |
|---------------------|---------|------------|---------------|--------|---------|--------|--------------|--------|------|---------|------|---------|------|-----------------------|-------|
| Selected applicants | 5 | 21 | 7 | 6 | 1 | 6 | 20 | 4 | 8 | 2 | 6 | 3 | 2 | 2 | 45 |
| Total applicants | 11 | 33 | 11 | 8 | 3 | 10 | 46 | 10 | 14 | 4 | 13 | 8 | 4 | 3 | 88 |

Recommended projects included in multiple geographies are:

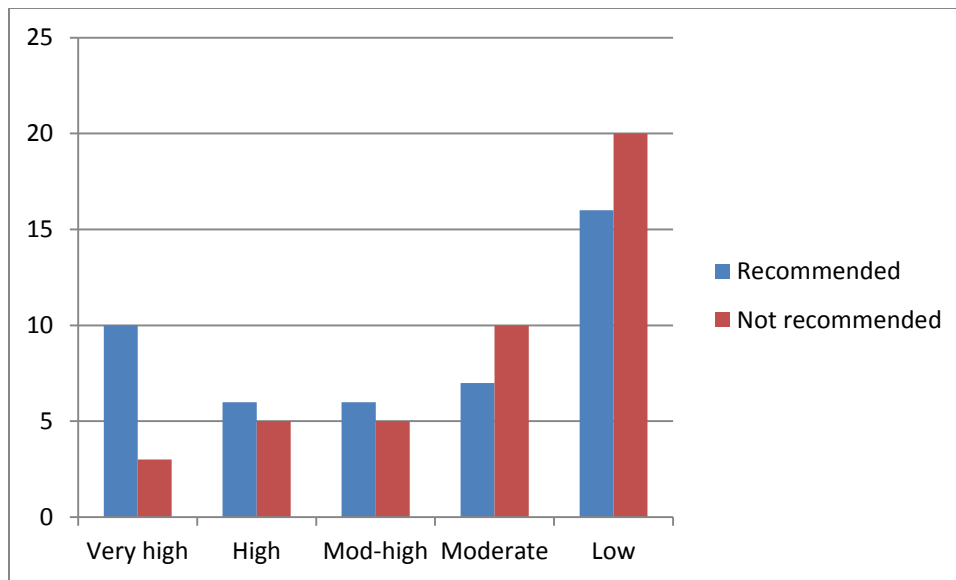
- Lincolnwood Devon Avenue corridor study (Chicago and NW Cook)
- Northwest Water Planning Alliance (NW Cook, Kane, Kendall, Lake, and McHenry)
- Openlands local food project (Kane, Lake, and McHenry)
- Park Forest zoning update (S Cook and Will)
- Cook County projects are only shown in the “Cook total” column

COMMUNITY NEED

An important factor in the review process was the need of the community for assistance. The program is meant to prioritize projects in communities that have limited resources and would not have the ability to undertake the project without CMAP’s assistance. This is also consistent with the stated goal of HUD’s grant to focus on providing assistance to disadvantaged groups, including lower-income residents, residents of public housing, and minorities, among others.

Communities were divided into five categories based on these factors, ranging from “very high” to “low” need. Many communities in the “low” need category submitted excellent projects and could still certainly benefit from assistance, but priority was given to communities with lower median incomes and tax bases, as well as to smaller municipalities. The following table and chart summarize the distribution of recommended projects by community need.

| | Very high need | High need | Moderately high need | Moderate need | Low need | Total |
|---------------------|----------------|-----------|----------------------|---------------|----------|-------|
| Selected applicants | 10 | 6 | 6 | 7 | 16 | 45 |
| Total applicants | 13 | 11 | 11 | 17 | 36 | 88 |



Beyond raw numbers of projects selected, average project size is also important to consider. Projects in higher-need communities tend to be larger planning projects, such as comprehensive plans or zoning ordinance updates. In lower need communities, projects are often more specialized and lower in size. Based on initial estimates of size, selected projects in communities with high or very high need average \$100,000 in value; those in communities with moderate or moderately high need are around \$70,000 in value; and those in low-need communities are valued at an average of \$40,000.

As this demonstrates, recommended projects were identified from communities of all types, but those from higher need communities were more likely to be selected, and also include a greater average commitment of resources than lower need communities.

PROJECT LISTING

Recommended projects:

| Sponsor | Project |
|--|---|
| Addison | Homes for a Changing Region |
| Bensenville | comprehensive plan (additional request for zoning update is not recommended) |
| Berwyn | parking study |
| Big Rock | comprehensive plan |
| Calumet City | comprehensive plan (additional request for stormwater plan is not recommended) |
| Carpentersville | Homes for a Changing Region |
| Chicago Heights | comprehensive plan (additional request for water conservation is not recommended) |
| Chicago Department of Housing and Economic Development | Pilsen-Little Village plan |
| Chicago Department of Housing and Economic Development | Garfield Park plan (additional request for neighborhood plan in Back of the Yards is not recommended) |

| Sponsor | Project |
|---|---|
| Cicero | comprehensive plan (additional request for sewer system plan is not recommended) |
| Coalition for a Better Chinese American Community | Chinatown community plan |
| Cook County | two projects: consolidated plan; trails plan (additional requests for sustainability plan and comprehensive plan are not recommended) |
| Dixmoor | comprehensive plan (additional various requests are not recommended) |
| DuPage Water Commission | water conservation |
| Evanston | bicycle and pedestrian plan |
| Ferson-Otter Creek Watershed Coalition | watershed plan implementation |
| Franklin Park | industrial areas plan |
| Geneva | Homes for a Changing Region |
| Hinsdale | parking study |
| Hoffman Estates | workforce development plan |
| Illinois Department of Natural Resources | water loss reduction strategy |
| Lake County Department of Transportation | IL 53 corridor plan |
| Lake County Forest Preserve District | public land local food plan** |
| Lake Zurich | water conservation |
| Lan-Oak Park District | parks master plan |
| Lincolnwood | Devon Avenue corridor plan (additional request for comprehensive plan is not recommended) |
| Lyons | comprehensive plan |
| Markham | comprehensive plan (additional request for parks plan is not recommended) |
| Metropolitan Mayors Caucus | immigrant integration study |
| Niles | bicycle and pedestrian plan** |
| North Aurora | comprehensive plan |
| Northwest Water Planning Alliance | water conservation |
| Northwest Municipal Conference | bicycle and pedestrian plan |
| Openlands | local food policy |
| Oswego | economic development plan |
| Park Forest | zoning update |
| Prospect Heights | comprehensive plan |
| Seven Generations Ahead | sustainability data |
| Silver and Sleepy Hollow Creeks Watershed Coalition | watershed plan implementation |
| South Elgin | bicycle and pedestrian plan |
| Summit | comprehensive plan |
| University of Illinois at Chicago | multimodal transportation plan |
| Waukegan | Homes for a Changing Region |
| Wicker Park-Bucktown Special Service Area | parking study |
| Will County | brownfield inventory |
| Worth | planning priorities report |

Shaded cells indicate grant or consultant assistance through Community Planning program
 ** Request will be pursued as part of current LTA program, rather than stand-alone project.

Not recommended:

| Sponsor | Project |
|---|--|
| Barrington Hills | environmental data |
| Bartlett | zoning update |
| Broadview | parking study |
| Bull Valley | zoning update; strategic plan |
| Campton Hills | zoning update; bicycle-pedestrian plan |
| Carol Stream | comprehensive plan |
| Chicago Department of Transportation | Garfield Ridge plan; public space use policy |
| Chicago Housing Authority | Altgeld Gardens plan; Washington Park plan |
| City of Homes | Cermak corridor plan |
| Crete | comprehensive plan |
| DuPage County Department of Economic Development and Planning | unincorporated corridor plan |
| Frankfort Park District | parks master plan |
| Gilberts | comprehensive plan |
| Glen Ellyn | bicycle-pedestrian plan |
| Glencoe Park District | parks master plan |
| Glenview | environmental planning |
| Glenwood | transportation plan; stormwater plan |
| Gurnee and Waukegan* | Grand Avenue corridor plan |
| Hawthorn Woods* | comprehensive plan |
| Huntley | form-based code |
| Kane County Department of Transportation | Randall Road multimodal plan |
| Lake County Community Foundation | Homes for a Changing Region |
| Lake Forest Consortium | sustainability plan |
| Lakeside Development Corporation | green infrastructure plan |
| Lakewood | comprehensive plan |
| Libertyville and Mundelein* | unincorporated area plan |
| Long Grove* | IL 53 impact analysis |
| Matteson | comprehensive plan; zoning update |
| McHenry County Stormwater Management Commission | stormwater plan |
| Midlothian | subarea plan |
| Montgomery | comprehensive plan |
| Morton Arboretum | regional trees initiative |
| NAACP | local food and land use plan |
| Oak Brook | housing plan |
| Palos Heights | Harlem Avenue overlay district |
| Palos Park | water conservation and rate study |
| Schaumburg | sustainability plan |
| St. Charles* | watershed plan |
| Sustainable Englewood | cultural plan |

| Sponsor | Project |
|--|--------------------|
| Victory Heights Community Organization | neighborhood plan |
| Villa Park* | corridor plan |
| Winthrop Harbor | comprehensive plan |
| Yorkville | zoning update |

Shaded cells indicate request for grant or consultant assistance through Community Planning program

* Indicates that the project sponsor was also a participant in a successful multi-jurisdictional application



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MEMORANDUM

To: CMAP Board
MPO Policy Committee

From: CMAP Staff

Date: October 3, 2012

Re: Performance-Based Evaluation Criteria for Transportation Funding

Since the passage of GO TO 2040, CMAP has articulated the need for the State and regional stakeholders to implement performance-based funding for transportation. One year ago, CMAP introduced this concept as a high priority to a joint meeting of the CMAP Board and MPO Policy Committee. Since then, CMAP staff has engaged state, regional, and local partners in a far-reaching conversation about the benefits of a more transparent process for allocating scarce capital dollars. The specific details of CMAP's past work and outreach are outlined at the end of the memo. Furthermore, the recently-passed federal transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), signals a new federal emphasis on outcome-based performance measurement.

At the joint meeting, CMAP staff proposes specific next steps to further explore performance-based funding, focusing on the Illinois Department of Transportation's multiyear highway program. The specific recommendations for the Board and MPO's consideration appear directly below. The remainder of the memo provides background, including a formal definition for performance-based funding as used by CMAP staff and illustrates one potential step-by-step process, including specific evaluation criteria, for how a performance-based funding system could operate in Illinois, based on the experience of peer states.

To advance performance-based funding for transportation projects in Illinois, CMAP staff makes the following two requests of the CMAP Board and MPO Policy Committee:

- 1) IDOT should form a technical advisory group for implementing performance-based funding.**

Staff asks that the Board and MPO Policy Committee request IDOT to convene a state technical advisory group. The group should form at the beginning of state FY 2014 and produce a report

by the end of state FY 2014. This group would consist of IDOT staff and staff from the state's MPOs. The state technical advisory group would focus on four main themes:

- First, this group would consider organizing the state highway program into broad programmatic categories or “buckets” —for example highway maintenance, highway modernization, and highway expansion. This effort would include definitions for each category, as well as mechanisms to classify projects with multiple or ambiguous work types.
- Second, this group would be charged with determining performance measures for the programmatic categories as well as formal scoring procedures.
- Third, this group would set broad parameters for the inclusion of MPO input into the prioritization process. CMAP stresses that MPOs should have flexibility to develop their own prioritization methodologies.
- Fourth, this group would be charged with developing an overall timeline for the new performance-based funding system, with a goal of implementing the new system in state FY 2015.

2) CMAP should initiate a regional process for developing the agency's internal prioritization and selection methodology to evaluate candidate projects.

This work would be coordinated through CMAP's committee structure and would be delivered by the end of state FY 2014. This exercise would engage the region in a formal process on how to measure and prioritize projects, and would provide an opportunity for CMAP staff to organize the appropriate data. This work will require considerable reorientation of CMAP staff resources in FY 2014 across the policy, planning and programming, and research and analysis departments.

This timeline aligns with new federal requirements. MAP-21 requires the U.S. Department of Transportation to determine performance measures and state departments of transportation, in consultation with metropolitan planning organizations, to set performance targets for those measures. CMAP's proposal would assist the State not only to satisfy these upcoming requirements, but transcend them to implement a true performance-based system for allocating dollars and projects. In other words, this process should strive for much more than what MAP-21 mandates.

CMAP staff recommends that State Planning and Research (SPR) dollars, the federal Unified Work Program (CMAP and other MPOs' primary source of funding), or some combination of the two be used to finance the research activities of the state technical advisory group. This effort will require dedicated staff resources from the MPOs and IDOT, and could also be supported by a consultant's services.

ACTION REQUESTED: Approval by the CMAP Board and the MPO Policy Committee of the staff recommendation to advance performance-based funding for transportation projects in Illinois

BACKGROUND AND FURTHER INFORMATION

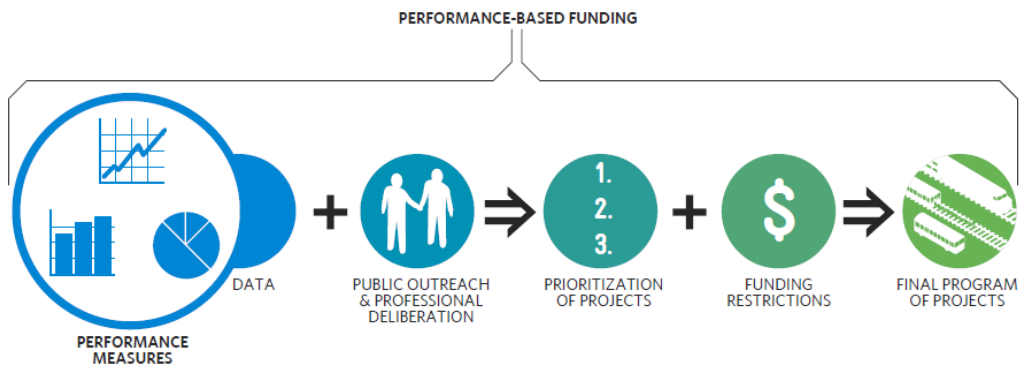
What is “Performance-Based Funding”?

Clear, consistent definitions are crucial when discussing this topic. CMAP’s work in this area focuses on performance-based funding, that is, the effort to tie the prioritization of projects and the allocation of funding to performance measures. It is also important to note that CMAP, as well as IDOT and other regional partners, has been active in the area more commonly known as “performance measures.” However, it is important to draw a distinction between the two, as follows:

- **Performance measures** are data about the use, condition, and impact of the transportation system. These measures are best thought of as indicators – data that is publicly reported for illustrative purposes or to demonstrate progress made toward established targets. Several state departments of transportation (DOTs) are active in performance measurement, as illustrated by the Missouri DOT’s [Tracker](#) tool, the Minnesota DOT’s annual [performance reports](#), and the North Carolina DOT’s [organizational performance](#) website. CMAP is also active in performance tracking through its dissemination of data via the [MetroPulse](#) portal, the various indicators included in [GO TO 2040](#), its [Congestion Management Process](#), and other [transportation programs](#). Additionally, the Regional Transportation Authority reports various performance measures on its [website](#), as does IDOT (e.g. the annual [Travel Statistics](#) publication).

Performance-based funding uses a variety of performance measures to assist in prioritizing and selecting projects for funding. This data is used as part of a transparent, public process that also relies on the professional judgment of transportation stakeholders and, in some cases, the general public. Project scores built from quantitative and qualitative input must be reconciled against available funds. Note that not all performance measures can be immediately applied to the programming process; many indicators are developed at the system level, not the project level, and would need to be gathered in greater detail to be useful in programming. CMAP’s [Issue Brief](#) on the use of performance-based evaluation criteria for transportation funding falls under this category, as do the experiences of peer states and metropolitan regions that participated in the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) [Transportation Planning Capacity Building](#) program peer exchange CMAP hosted in July 2012. The draft final report of this peer exchange can be found at <http://www.cmap.illinois.gov/regional-coordinating/minutes>.

The following image illustrates the sequence of a performance-based funding process and emphasizes that performance measures play a critical role in such a process as a source of data.



Note: This image illustrates that performance measures are a form of data, and just one component of a larger performance-based funding process.
 Source: Chicago Metropolitan Agency for Planning.

Outlining a Performance-Based Funding System for Illinois

This section outlines CMAP’s best thinking on how a state performance-based funding process, once implemented, would actually work. The details shown below are similar to CMAP’s earlier [issue brief](#) on the subject, which was presented to the CMAP Board in February 2012. Since that time, CMAP has learned a great deal about best practices from other states. This section attempts to illustrate a way forward, although final details should be fleshed out via the state technical advisory group recommended at the beginning of the memo.

Guiding Principles

CMAP proposes the creation of a new, inclusive, and transparent process for allocating state highway dollars via the IDOT Highway Improvement Program. A new process should be based on a brief set of guiding principles, which describe overall intent. In short:

- 1) The process should be well-communicated and the data should be transparent – all stakeholders should know the “rules of the game” and understand why some projects are programmed and others are not.
- 2) The process should lead to more effective decision-making, even within existing statutory or non-statutory funding constraints such as the 55/45 split.
- 3) IDOT retains its programming authority, but the process must formalize the input of metropolitan planning organizations into the process for a subset of projects.
- 4) Implementation should start small on a subset of project types, chiefly capacity expansion and modernization projects, that will benefit from more evaluation and regional buy-in. Other project types, such as maintenance work, require engineering expertise and considerably less formal involvement from other entities or the public.

IDOT’s Highway Improvement Program Today

IDOT is responsible for constructing, operating, and maintaining a large highway network, and spends billions annually to do so. IDOT’s current highway program, included in the multi-

modal [Transforming Transportation for Tomorrow](#) program, budgets \$9.2 billion in improvements across the state for FY 2013- FY 2018. This program includes \$6.5 billion in federal funds, \$2.2 billion in state funds, and \$0.5 billion in local funds. The six-year highway improvement program schedules \$2.4 billion for District 1¹, not including statewide line items.

Much of IDOT's highway program is devoted to highway and bridge maintenance. IDOT utilizes evaluation criteria to prioritize these kinds of projects, and IDOT provides information about how this part of the process works. IDOT's Condition Rating Survey (CRS) measures pavement conditions and conducts bridge inspections every other year through the Bridge Analysis and Monitoring System. From this data, IDOT develops lists of backlog and accruing needs, and also determines which assets are in acceptable condition. In developing its highway program, IDOT sets a performance target of at least 90 percent of the road system in acceptable condition and at least 93 percent of bridges in acceptable condition. At this stage, CMAP supports IDOT's current practice in highway maintenance, and would make no recommendation to change how maintenance or bridge projects are evaluated and selected.

Rather, CMAP would propose to focus on highway modernization and highway expansion projects. Projects such as additional lanes, new interchanges, grade separations, and Intelligent Transportation Systems typically have more sizable impact on the regional economy and the development of our local communities. As such, they lend themselves to more extensive regional buy-in, including an evaluation of their alignment with GO TO 2040. However, to date CMAP and the MPO Policy Committee have had no formal role in evaluating these projects prior to their inclusion in the state Highway Improvement Program (and subsequent amendment into the regional Transportation Improvement Program). CMAP staff and committees have experience in evaluating complex projects across multiple criteria, for example through the [selection](#) of major capital projects for inclusion in GO TO 2040.

¹ IDOT District 1 includes Cook, DuPage, Kane, Lake, McHenry, and Will Counties. Kendall County is located in IDOT District 3.

Prioritization buckets

IDOT could organize its highway funds into three broad categories: maintenance, modernization, and expansion.



HIGHWAY MAINTENANCE



HIGHWAY MODERNIZATION



HIGHWAY EXPANSION

CMAP supports IDOT's current approach to evaluating and selecting maintenance projects. Rather, CMAP proposes to focus a new performance-based process on highway expansion and modernization projects.



HIGHWAY MAINTENANCE



HIGHWAY MODERNIZATION



HIGHWAY EXPANSION

Source: CMAP staff.

CMAP believes that IDOT's current practice in these areas could be improved, specifically by incorporating a more rigorous, systematic approach to evaluating and prioritizing these projects. IDOT reports that it currently considers economic needs, safety needs, congestion relief, local support, and political support in evaluating system expansion and congestion mitigation projects, but does not provide any data or documentation showing how those factors influence the development of the final program. CMAP believes that the evaluation criteria used to assess these projects should be broadened to more formally incorporate topics such as economic development, environmental impacts, and other quality of life considerations, including alignment with the livability principles of GO TO 2040.

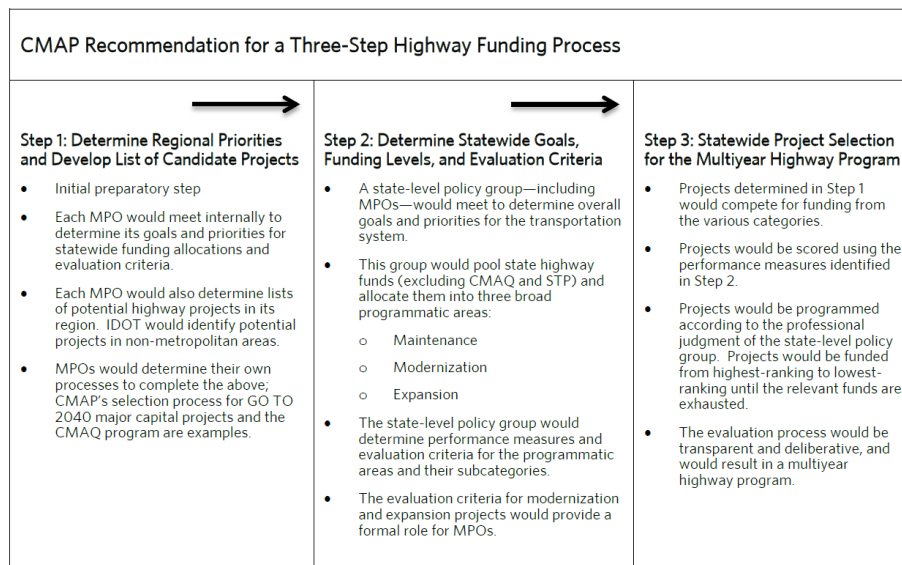
An Illustration of Performance-Based Funding in Illinois

CMAP recommends a new outcome-driven process to allocate state highway funds. CMAP stresses that a new approach would continue the current state practice of developing a multiyear highway program, currently done through the five-year Highway Improvement Program. IDOT would also continue to award highway funds and deliver projects under the proposed process; there would be no change in current programming authority or construction oversight. The Congestion Mitigation and Air Quality (CMAQ) Improvement and local Surface Transportation Program (STP) programs would be exempted from a new approach, which would apply only to the fund sources that currently finance the state Highway Improvement Program.

IDOT could organize the funds included in its highway improvement programs into three broad programmatic areas, or "buckets", and apply tailored performance criteria to evaluate

projects within each of the three areas. In this example, these buckets would include highway maintenance, highway modernization, and highway expansion. These categories are broadly consistent with current practice at IDOT, which recognizes four strategic goals of roadway maintenance, bridge maintenance, congestion mitigation, and system expansion, along with an overarching goal of highway safety.

CMAP presented a hypothetical three-step state highway programming process in its February 2012 [issue brief](#). As mentioned, that example is broadly similar to the one offered here, and the following flow chart from that document provides a high-level illustration of how such a system might operate.



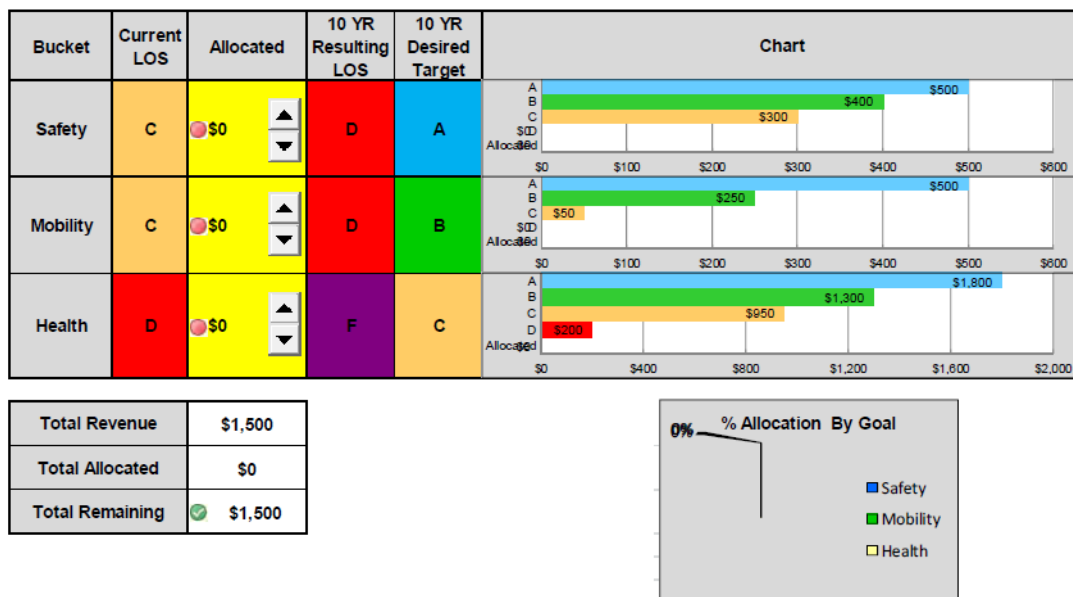
The next three subsections describe CMAP's current thinking on how a performance-based funding system could operate in Illinois. First, funding levels to each programmatic area would be determined through extensive outreach to transportation stakeholders and the public. Second, projects would be scored used explicit evaluation criteria tailored to highway modernization and highway expansion projects; again, IDOT would continue to evaluate and select highway maintenance projects according to its existing processes. Third, projects would be programmed based on a combination of their quantitative scores and professional judgment.

Step 1: Determine Statewide Funding Levels

In the first step, IDOT would reach out to transportation stakeholders and the public to determine funding allocations to the three major programmatic areas, or program "buckets". CMAP recommends that IDOT develop an interactive spreadsheet-based tool that allows stakeholders and the public to develop different funding scenarios given a budget constraint. This tool would estimate the impacts of the various funding scenarios on the transportation system's level of service, and compare these results to current conditions and desired targets. The North Carolina Department of Transportation has developed and currently operates such a tool.

Below is a screenshot from an NCDOT presentation that demonstrates how the tool operates². The leftmost columns show the Department’s broad programmatic categories and their current levels of service (LOS). In the yellow column, stakeholders or other members of the public can allocate funding across the various budgets, subject to the overall budget constraint shown in the bottom-left corner of the screen. The fourth column displays the resulting LOS from the investment level allocated to each programmatic category, and the fifth column shows the targeted level of service from the State’s long-range planning documents. The bar charts on the right show the amount of funding that would need to be allocated to each programmatic category to meet LOS A, B, C, or D. For example, an investment level of \$500 million would be required to achieve LOS A for the “Safety” category, \$400 million to achieve LOS B, and \$300 million to achieve LOS C.

Investment Strategy Summits – Example Only



Such a tool allows transportation stakeholders and the public to understand the tradeoffs inherent in funding allocations, and to demonstrate their priorities given fiscal constraint. As in North Carolina, CMAP recommends that IDOT conduct outreach across the state, employing this tool in public information meetings but also in more formal meetings with the state’s metropolitan planning organizations. IDOT would then allocate funding across its programmatic areas using the input from the public and stakeholders’ preferred funding scenarios.

Step 2: Develop List of Candidate Projects and Score Projects

In the second step, candidate projects would be determined and scored using transparent evaluation criteria. IDOT and MPOs would first develop candidate projects through their internal processes. These projects would be compiled by IDOT and grouped into the three

² North Carolina Department of Transportation, [Strategic Prioritization Process](#) website. “Prioritization 2.0 Presentation (Jan 2012)”, slide 48 of 52.

broad programmatic categories (highway maintenance, highway modernization, and highway expansion).

Each broad programmatic category would have its own evaluation criteria. IDOT would continue to evaluate and select highway maintenance projects according to its existing processes. Rather, this example focuses on highway modernization and expansion projects. For those “buckets”, MPOs and IDOT district offices would provide formal input into the scoring process, and more weight would be placed on this local input for projects of regional and subregional scale.

Although the final criteria and weights would need to be determined through the deliberation of a new state technical advisory group, CMAP offers the following scoring system for the highway modernization “bucket” as an illustrative example. In this example, each cell shows the total points possible for a given criterion.

Illustrative Example: Highway Modernization Projects (≈ IDOT’s “Congestion Mitigation” projects)

| Tier of State Jurisdiction Highway | Quantitative Data | Local Input | |
|--|---|--------------------|-----------|
| | | IDOT District Rank | MPO Rank |
| Statewide (Interstates, expressways) | Facility geometrics – 20 points Congestion – 20 points Safety – 10 points Environmental impact – 10 points Facility condition – 10 points | 20 points | 10 points |
| Regional (Major U.S. and Illinois routes) | Facility geometrics – 15 points Congestion -- 15 points Safety – 10 points Environmental impact – 5 points Facility condition – 5 points | 25 points | 25 points |
| Subregional (Minor U.S. and Illinois routes) | Facility geometrics – 20 points Safety – 10 points | 30 points | 40 points |

In this example, highway modernization projects would receive additional points outside of the above scoring methodology for including multimodal components. Again, a new state technical advisory group would decide the precise evaluation criteria and scoring. CMAP offers the following as illustrative examples.

Criterion: Providing Multimodal Options (maximum number of additional points)

- Project includes HOV/HOT lanes, light rail, heavy rail, commuter rail, bus rapid transit, bus-on-shoulder, bicycle or other multimodal options provided within the highway right of way.

Criterion: Providing Multimodal Connections (medium number of additional points)

- Project provides direct connection to a terminal for an alternative mode of transportation (e.g. train or bus station).

Criterion: Accommodating Multimodal Features (minimum number of additional points)

- Project includes sidewalks, pedestrian crossings, bicycle lanes, and other Complete Street elements and/or transit signal prioritization, bus shelters, transit bypass lanes, or bus pullouts.

Although the final criteria and weights would need to be determined through the deliberation of a new state technical advisory group, CMAP offers the following scoring system for the highway expansion “bucket” as an illustrative example. In this example, each cell shows the total points possible for a given criterion.

Illustrative Example: Highway Expansion Projects (≈ IDOT’s “System Expansion” Projects)

| Tier of State Jurisdiction Highway | Quantitative Data | Local Input | |
|--|---|--------------------|-----------|
| | | IDOT District Rank | MPO Rank |
| Statewide (Interstates, expressways) | Congestion – 20 points Travel time reliability – 20 points Economic Competitiveness – 20 points Environmental impact – 10 points | 20 points | 10 points |
| Regional (Major U.S. and Illinois routes) | Congestion – 20 points Travel time reliability – 15 points Economic Competitiveness – 10 points Environmental impact – 5 points | 25 points | 25 points |
| Subregional (Minor U.S. and Illinois routes) | Congestion – 20 points Travel time reliability – 5 points Environmental impact – 5 points | 30 points | 40 points |

As described above, highway expansion projects would also receive bonus points for including multimodal components.

For both the highway modernization and highway expansion projects listed above, the new state technical advisory group would be responsible for determining specific performance measures and scoring procedures to determine points for each topic. In other words, this group would determine transparent, objective mechanisms to calculate a project's "congestion points" or "safety points". Further, MPOs and IDOT district offices would need to determine their internal processes for determining scores. In translating their local priorities into evaluation processes, CMAP only recommends that these groups be transparent in their use of data and throughout the overall process. All scoring decisions must be based on a clear, defensible rationale.

While the final decisions on evaluation methodology would be determined by a new state technical advisory group, CMAP stresses that the evaluation of modernization projects should incorporate measures of safety, condition, geometrics, and environment, while the evaluation of expansion projects should incorporate measures of congestion, travel time reliability, economic impact, and environmental impact. CMAP also stresses that more weight be allowed for local input on projects of regional or subregional importance.

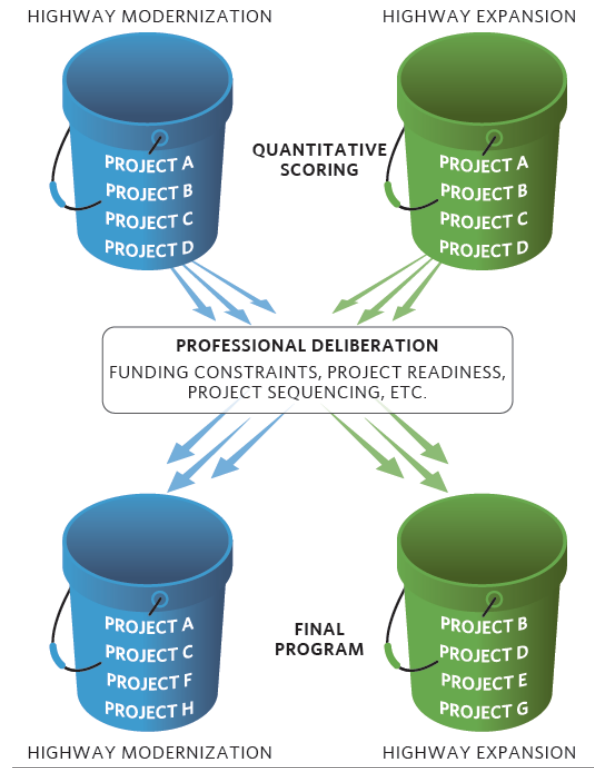
Step 3: Project Selection

Transparency in decision-making is paramount in the actual programming of projects. In the third step, IDOT staff would reconcile the project scores determined in the second step with the funding allocations developed in the first step to develop the highway improvement program, which in turn determines the federally-required State Transportation Improvement Program. Through a deliberative, transparent process, IDOT staff would apply its professional judgment to incorporate into the programming process funding restrictions, project readiness, and other factors that affect project delivery.

To promote transparency, the final program would be published showing each project's score from Step 2, along with a narrative description or other explanation of the other non-quantitative factors that influenced the programming decision. For example, IDOT could develop a series of "Yes/No"-type checkboxes to indicate the presence of other programming factors such as project special funding eligibility or restrictions, deliverability, schedule, project cost, departmental cash flow, logical sequencing of projects, etc., and summarize those findings with a short narrative description. Where appropriate, IDOT should providing supporting documentation to reinforce its narrative descriptions.

CMAP stresses that the project scores developed in the first step would not solely determine final programming decisions. This approach would allow IDOT the flexibility to incorporate real-world conditions that influence programming decisions. To illustrate, consider the image below. Projects are first scored and sorted into programmatic categories. However, the projects included in the final program are not a sequential list of highest- to lowest-scoring.

From quantitative scoring to a final program



Source: CMAP staff.

Appendix I. CMAP's Past Efforts on Performance-Based Funding

Since the adoption of GO TO 2040 in October 2010, the CMAP Board, MPO Policy Committee and the Regional Coordinating Committee have addressed the “55/45 split” issue in more detail, as articulated in this [Issue Brief](#) from March 2011. These committees directed staff to conduct more research and outreach, specifically with downstate partners, to create a broader-based constituency for altering the current allocation system. Since then, CMAP staff has reached out to various entities including IDOT, the Governor’s office, numerous Councils of Governments, County Board Chairs, Metro Counties, the Metropolitan Mayors Caucus, the Illinois MPO Advisory Council, the Transportation for Illinois coalition, and others.

At the October 2011 meeting of the Regional Coordinating Committee, CMAP staff [presented](#) initial research on the use of performance-based evaluation measures for transportation in the context of the 55/45 issue. The CMAP Board and MPO Policy Committee discussed this issue at their October 2011 joint meeting, as did the Regional Coordinating Committee at its December 2011 meeting. In general, all three committees expressed an interest in moving toward a more performance-based funding allocation system.

The CMAP Board and MPO Policy Committee again reviewed this material at their January 2012 meetings. At that time, **the CMAP Board directed CMAP staff to send a letter**, along with this [memorandum](#), to IDOT and RTA **requesting to work cooperatively to implement a new performance-based funding system**. CMAP staff published this [Issue Brief](#) in February 2012 summarizing the research findings to date and offering a high-level proposal for a performance-based funding system in Illinois.

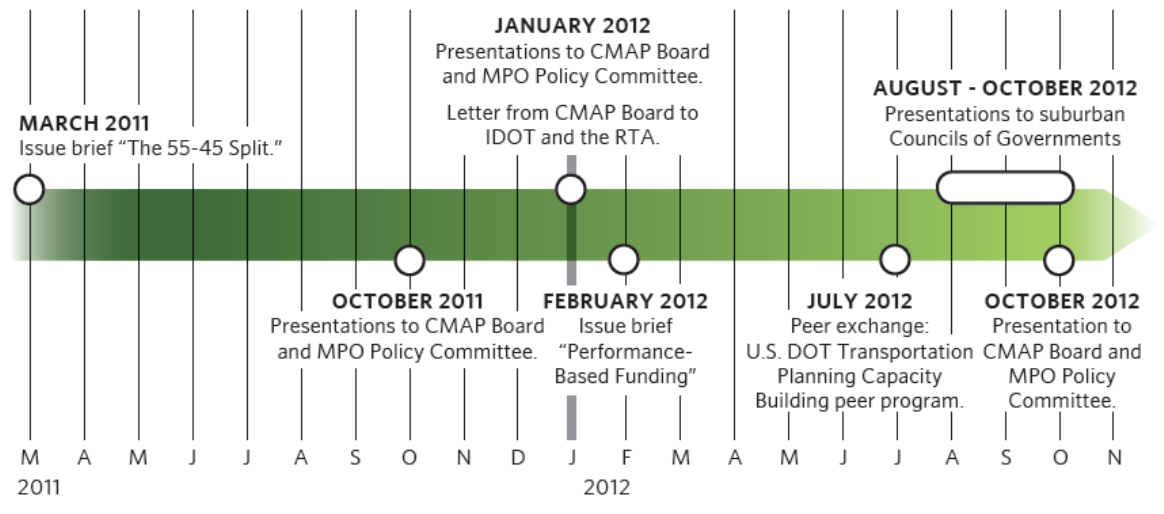
In spring 2012, CMAP staff applied for funding through the U.S. DOT Transportation Planning Capacity Building Program to host a peer exchange. The application was approved, and CMAP hosted visiting officials from IDOT, the Illinois MPO Advisory Council, and departments of transportation and metropolitan planning organizations from three peer states (Minnesota, North Carolina, and Pennsylvania). The peer exchange was held from July 10-11, 2012, and the findings are summarized in this [Policy Update](#), as well as a later section of this memorandum.

In the late summer and fall of 2012, CMAP staff continued its outreach efforts, presenting the key takeaways from the July peer exchange to the various Councils of Mayors, as well as the CMAP Transportation Committee and the Regional Transportation Operations Coalition. Additionally, CMAP staff analyzed the newly-passed MAP-21 bill for its language on performance measurement. That work is contained in this [Policy Update](#) from August 2012.

In September 2012, CMAP staff hosted a Regional Peer Exchange as a follow-up event to the July peer exchange. The regional event brought together regional highway and transit implementing agencies to discuss their capital programming processes. Participating agencies included IDOT District 1, the Illinois Tollway, the region’s six largest counties, the Council of Mayors, CMAP, the City of Chicago, the City of Naperville, RTA, CTA, Metra, and Pace. The findings from that event will soon be posted as a Policy Update.

The following timeline summarizes the various presentations made by CMAP staff, key staff meetings with IDOT, and various Policy Updates and Issue Briefs posted by CMAP on the topic of performance-based funding for transportation:

CMAP's past efforts on performance-based funding



Source: CMAP staff.

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