



Chicago Metropolitan Agency for Planning

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

Chicago Metropolitan Agency for Planning

Annotated Agenda

Wednesday August 10, 2011

9:30 a.m.

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

- 1.0 Call to Order and Introductions** 9:30 a.m.
Mayor Gerald R. Bennett, Board Chair
- 2.0 Agenda Changes and Announcements**
Board Member changes: welcoming of new Board member Andrew Madigan and thanking Nigel Telman for his years of service on the CMAP Board.
- 3.0 Approval of Minutes –June 8, 2011**
ACTION REQUESTED: Approval
- 4.0 Executive Director’s Report**
- 4.1 CMAP Annual Report (available [here](#))
 - 4.2 Regional Tax Policy Task Force update
 - 4.3 LTA Program update
 - 4.4 LTA video
 - 4.5 Other
- 5.0 Procurements and Contract Approvals**
- 5.1 Contract Approval for Maintenance Support for CMAP Intranet Site
 - 5.2 Contract Approval for Design Integration Services
 - 5.3 Contract Approval for Maintenance and Improvement of Application Components of MetroPulse
 - 5.4 Contract Approval for Web-Design, Development and Maintenance of a Human Capital Information Portal (HCIP)
 - 5.5 Approval of a Contract Amendment for Communications Strategy of the Chicago Energy Impact Illinois (EI2) Program

- 5.6 Approval of a Contract Amendment for Project Management and Coordination of the Chicago Energy Impact Illinois (EI2) Program
 - 5.7 Approval of Program Administrator for Energy Impact Illinois' Rockford Residential Retrofit Rebate Program
 - 5.8 Contract Approval for Loan and Program Administrator of Residential Retrofit Fund
- ACTION REQUESTED: Approval

6.0 Committee Reports

The chair of the Local Coordinating Committee will provide an update on the meeting held prior to the board meeting. Written summaries of the working committees will also be provided.

ACTION REQUESTED: Informational

7.0 Regional Tax Policy Task Force – new appointment

There has been a change in the appointment made by the City of Chicago. Staff is requesting Board approval of the new member.

ACTION REQUESTED: Approval

8.0 Election of Officers

The Nominating Committee will make a recommendation for appointing officers and members of the Executive Committee.

ACTION REQUESTED: Approval of the Nominating Committee recommendation

9.0 Community Planning Program Grants

The Community Planning Program, funded through both CMAP and the RTA, provides grants to local governments for projects that support transit-oriented development and link land use and transportation planning. Staff recommendations for projects to fund through this program are contained in the attached memo. At their meeting prior to the Board meeting, the Local Coordinating Committee is considering recommending that the CMAP Board approve.

ACTION REQUESTED: Approval of the Local Coordinating Committee recommendation

10.0 Public Participation Plan

The Regional Transportation Authority underwent a Triennial Review by the Federal Transit Administration in June of this year. The review found that the region's Public Participation Plan, which the RTA relies upon to satisfy a federal requirement, did not contain some specific language. The RTA has requested that we add the necessary language to our Public

Participation Plan. The Plan and accompanying Appendix A (available [here](#)) have been modified to incorporate the language required by the FTA.

ACTION REQUESTED: Approval

11.0 Developments of Regional Importance (DRI)

CMAP staff recommends continuing the existing process for evaluating Developments of Regional Importance (DRI) for an additional two years, until July 31, 2013. The only modification to the process will be to update the discussion of the advisory report content to emphasize consistency with the goals of GO TO 2040.

ACTION REQUESTED: Approval

12.0 Proposed Tollway Capital Plan

The Illinois Tollway has proposed a 15-year, \$12 billion [capital plan](#) for the maintenance, modernization, and expansion of the Tollway system. An \$8 billion investment is planned for needs on the existing system, and the plan includes a number of GO TO 2040 priority projects: reconstruction, modernization, and capacity building to the Jane Addams Memorial Tollway (I-90); construction of the I-294/I-57 Interchange; construction of the Elgin O'Hare West Bypass; and extension of Central Lake County Corridor (IL 53 North and IL 120 Limited Access). Representatives of the Tollway will make a brief presentation before the Board considers a letter of support for the plan.

ACTION REQUESTED: Approval of the letter of support for the Tollway's Proposed Capital Plan.

13.0 State Legislative Session Recap

Staff will present its final legislative report for this session and update the Board on relevant legislative activities that may be anticipated in the fall veto session.

ACTION REQUESTED: Discussion

14.0 Other Business

15.0 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.

16.0 Next Meeting: September 14, 2011

17.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

___ Gerald Bennett, Chair
___ Frank Beal
___ Alan Bennett
___ Susan Campbell
___ Roger Claar
___ Joe Deal

___ Michael Gorman
___ Elliott Hartstein
___ Al Larson
___ Andrew Madigan
___ Marilyn Michelini
___ Raul Raymundo

___ Rick Reinbold
___ Rae Rupp Srch
___ Dan Shea

___ Leanne Redden



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.2

233 South Wacker Drive
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MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: August 3, 2011
Re: Local Technical Assistance Program Update

The CMAP Board and committees will be receiving regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program. To date, 25 local projects have been kicked off, and of these, 14 projects are fully underway. An important milestone in the local projects is the preparation of existing conditions reports, and these have been prepared and presented to local stakeholders for 3 projects. For projects which have been kicked off but are not fully underway, staff is working to collect background data, review past community plans, develop outreach strategies, and otherwise prepare for project initiation. Staff will also include updates on projects funded through the Community Planning Program in future versions of this report, beginning in September.

Webpages on the CMAP website have been produced for several projects, and these are linked where available in the project status table. Communities are also encouraged to launch their own project websites, and several have already done so.

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

ACTION REQUESTED: Discussion.

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Projects Currently Underway

August 3, 2011

Project	CMAP project lead	Expected completion	Status and notes
Addison comprehensive plan	Rosa Ortiz	June 2012	Underway. Initial presentation to the Village Board took place on June 27 and the MOU has been approved. Following this, CMAP staff and village staff conducted a tour of the village to identify issues and opportunities on July 6. Staff is preparing for two upcoming meetings, the steering committee meeting and a larger staff charrette, both scheduled for Aug. 10. The first public meeting for the project has been scheduled for Aug.17.
Alsip comprehensive plan	Trevor Dick / Pete Saunders	November 2012	A presentation was given on July 25 at the Village of Alsip Board Committee meeting. Staff provided an overview of the LTA program, CMAP and GOTO 2040, a summary of what a comprehensive plan is, and how it will benefit the Village. The comprehensive plan process is expected to begin in early November and formation of a Steering Committee.is underway.
Berwyn comprehensive plan (see project website)	Sam Shenbaga	May 2012	Underway. Initial presentation to the City Council occurred on June 28. Staff completed land use inventory and visual assessment of the City on June 29. One-on-one stakeholder interviews completed on July 7 and the project webpage has been launched. The Steering Committee has been identified and staff will be meeting with them on the second week in Aug. The public workshops have been scheduled for August 13 and August 20. Outreach for the meetings is well underway. The existing conditions report is in progress and is expected to be completed in mid-September.
Blue Island comprehensive plan (see project website)	Sam Shenbaga	March 2012	Underway. An Existing Conditions Report draft has been prepared and is currently undergoing an internal review. A draft report will be sent to municipal staff for review in mid-August, with a presentation given to the Plan Commission in early September. Ongoing coordination with complementary projects underway in Blue Island by Active Transportation Alliance (ATA) and Delta Institute.
Bronzeville Alliance retail corridor study	Sef Okoth	December 2011	Underway. Phase 1 of project led by Metropolitan Planning Council (MPC), with CMAP in supporting role. Analysis of existing conditions is underway. Four working groups (corridor design, community resources, technical assistance, and retail mapping) have been created to examine and address relevant issues. The Corridor Design Working Group met on July 13 and conducted place audits on 43 rd and State Street commercial corridors. The Community Resources Working group met on June 30 and July 20 and are

Project	CMAP project lead	Expected completion	Status and notes
			currently pursuing several ideas for retail development including creating a Small Business Development Center to support local businesses.
Campton Hills comprehensive plan	Jason Navota	May 2012	Underway. Draft Existing Conditions report completed and distributed to Plan Commission July 15; Existing Conditions report presented and discussed at Plan Commission meeting July 25. Next public meeting, focused on community visioning, scheduled for September 26. Plan subcommittees continue to work on Goals and Objectives with input and review by CMAP staff.
Carpentersville "Old Town" Area Action Plan	Trevor Dick	December 2011	Scope of work finalized with Village Staff and Village Board approval expected at August Board meeting. Staff are also reaching out to potential partners, such as the ILAPA pro bono team, to assist with a charrette which will be a central part of this project.
Chicago "Green and Healthy Neighborhood" plan (for Englewood, Woodlawn, and Washington Park)	Jason Navota	September 2012	Underway. Meetings with aldermen to introduce project were completed in June. Outreach plan and schedule is in development with LISC. Data collection nearly complete; staff beginning to assemble analysis maps using different data sets. The kickoff community 'symposium' has been tentatively scheduled for September 24; LISC and CMAP are working on the agenda.
Developing Communities Project support for CTA Red Line extension	Kendra Smith	September 2012	Introductory meetings with Developing Communities Project and CTA held in April and May. Project will support southern extension of Red Line by demonstrating livability benefits of the extension. Project will be initiated in September.
Elmwood Park comprehensive plan	Nicole Woods	May 2012	Underway. Staff presented to Steering Committee and conducted a land use inventory and visual assessment in mid-July. Various public outreach meetings are scheduled in August and September. Currently, staff is gathering data and drafting the existing conditions report.
Evanston water efficiency program	Amy Talbot	June 2012	Resolution passed by Board in July. Preliminary work will begin this summer/fall with official start in November.
Joliet "Old Prison" redevelopment	Pete Saunders	January 2012	Underway. MOU and resolution approved by City in July. Next steps include creation of Steering Committee, community outreach for upcoming community meetings, preparation of existing conditions report and continued coordination with ULI.
Kane County local food project	Amy Talbot	TBD	Project will be led by partnership of Kane County, CMAP, and Openlands. Initial collection of data by partner organizations underway. Extensive

Project	CMAP project lead	Expected completion	Status and notes
			CMAP involvement expected to begin in early 2012.
Lake Zurich comprehensive water resources project	Tim Loftus	November 2011	Underway. Conducted local interviews in Lake Zurich. Task Force convened July 28 to form recommendations. First draft of project document will be released at the end of August.
Liberty Prairie Conservancy local food system plan	Jessica Simoncelli	June 2012	Introductory meeting held May 9; scoping meetings held on June 9 and July 7. Development of scope and scheduling is ongoing, with MOU to be reviewed and approved by Liberty Prairie Crossing Board on August 10. Project has two components: a phased Master Plan for the Liberty Prairie Reserve, and a countywide policy analysis for Lake County.
Metropolitan Mayors Caucus "Homes for a Changing Region" project in south Cook	Drew Williams-Clark	December 2011	Underway. Project led by Metropolitan Mayors Caucus (MMC) and Metropolitan Planning Council (MPC), with CMAP in supporting role. Long-range housing projections have been completed for South Suburban municipalities. Public workshops have been completed in South Suburban municipalities and recommendations are in the very early stages of being drafted.
Morton Grove industrial areas plan	Dan Ungerleider	TBD	Scope of work is being developed through discussions with Village staff.
Norridge comprehensive plan	Trevor Dick	March 2012	Underway. The first public meeting for the Comprehensive Plan was held on June 15, with good attendance and participation. Staff continues to work on an existing conditions report that is expected to be completed in August or September.
Oak Park water conservation program	Amy Talbot	March 2012	MOU and resolution are awaiting Board action. Project kicks off in August.
Orland Park water conservation ordinance	Hala Ahmed	March 2012	MOU and resolution passed by Board in July. Scope of work and timeline are currently being refined by CMAP and Village staff. Project will be formally initiated in October due to staff availability.
Park Forest sustainability plan (see project website)	Kristin Ihnchak	April 2012	Underway. Development of overall template for a sustainability plan has been completed. MOU, resolution, and scope were approved by the Village Board on June 20. Public kick-off meetings, including a youth workshop, were held July 12 and 14. Existing conditions information is currently being gathered to inform a Sustainability Assessment.
South Suburban Mayors and Managers Association (SSMMA) housing investment prioritization	Nicole Woods	April 2012	Underway. Project was presented to Chicago Southland Housing and Community Development Collaborative on July 14. Staff has led the Project Technical Committee in reviewing best practices in other regions,

Project	CMAP project lead	Expected completion	Status and notes
			establishing goals for quantitative aspect of the tool, and exploring indicators to correspond to these goals.
Waukegan comprehensive / strategic plan	Dan Ungerleider	September 2012	LTA staff currently in discussions with City staff to develop priorities for project, and then detailed scope and timeline. MOU and resolution drafts under review by City. Project is expected to be initiated in October.
West Cook Housing Collaborative "Homes for a Changing Region" project in west Cook	Drew Williams-Clark	February 2012	Underway. Long-range housing projections have been completed for S West Suburban municipalities. Staff anticipates public workshops will take place in September.
Will County subarea plan for Fairmont (see project website)	Trevor Dick	December 2011	Underway. Staff presented the Existing Conditions report to the Steering Committee at their July 28 meeting. Staff has already begun "canvassing" the neighborhood and reaching out to all stakeholders, including youth, religious institutions, and the Latino community to attend the second public "visioning" meeting scheduled for August 11. Coordination with relevant local government stakeholders also continues.

Other Projects

For most other projects on the "higher priority" project list, scoping is underway and will continue through the remainder of 2011. As of this update, CMAP staff has met with each project sponsor to begin discussions of project scope and timeline. Approximately three projects per month are expected to be initiated each month through the fall. In addition, several projects have been identified as good fits for upcoming grant sources, and will be encouraged to submit applications to these sources and assisted in this process if appropriate.

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Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

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MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: August 3, 2011

Re: Regional Tax Policy Task Force Representation

The City of Chicago has nominated Chris Nash to replace the existing city representative on the Regional Tax Policy Task Force. Mr. Nash is the Assistant Budget Director, Office of Budget and Management for the City of Chicago. His biographical information follows.

ACTION REQUESTED: Approval

CHRIS NASH
ASSISTANT BUDGET DIRECTOR
CITY OF CHICAGO

Nash was named Assistant Budget Director at the Office of Budget and Management with the City of Chicago in July 2011. Prior to his current appointment, Nash had spent most of the previous 15 years at the Cook County Assessor's Office, with more than 15 years of experience in commercial, industrial and residential real estate with a concentration in valuation and taxation. He started his career as an industrial and commercial analyst and managed the auditing end of the assessment process for the Assessor before being named Director of Field Operations and Technical Review in September 2009. As Director, Nash oversaw the review of all 1.9 million assessments, the appeals associated with those assessments and the policy that contributed to their valuation and processing methodologies. He also has about 15 years experience as a Certified Illinois Assessing Officer.

Nash has a Bachelor of Arts degree in Philosophy from Miami University and is on The Foundation for Community Betterment board here in Chicago. He is a volunteer at Misericordia and lives in Old Town with his wife Beth.

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Chicago Metropolitan Agency for Planning

Agenda Item No. 9.0

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MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: August 3, 2011

Re: Community Planning Program Grants

This memo describes recommendations for projects to be funded through the Community Planning Program grants. The Board is asked to consider approving this grant program at its meeting on August 10.

Introduction

As part of the implementation of GO TO 2040, CMAP has partnered with the RTA on the Community Planning Program, a competitive grant program directed to local governments. While the RTA has offered this program for more than a decade, it is a new activity for CMAP, and this year marks the first time that CMAP has offered grants to local governments to support planning.

The application process for this grant program took place in spring 2011, with 20 applications submitted by the deadline of June 9, 2011. Applicants were able to direct their applications to either CMAP or the RTA; those that had an explicit focus on transit were directed to the RTA, and those that focused more generally on the integration of land use and transportation, or on transportation modes other than transit (such as bicycle and pedestrian planning) were directed to CMAP. Of the 20 applications, 10 were more suitable for the RTA's review, and the remaining 10 were more suitable for CMAP. The projects directed to CMAP include (visit [this link](#) for a short description of each):

- Village of Algonquin, downtown planning study
- Village of Bridgeview, multi-use path
- City of Chicago, redevelopment of LeClaire Courts
- Village of Downers Grove, bicycle and pedestrian plan
- City of Elgin, sidewalk gap and transit stop study
- Village of Glen Ellyn, downtown streetscape and parking study
- Village of Hillside, comprehensive plan
- Village of Plainfield, transportation plan

- City of Waukegan, bicycle and transportation plan
- Village of Wheeling, active transportation plan

Funding availability

While CMAP and the RTA worked together closely to use shared application forms and timelines, and significant consultation between the agencies has taken place in evaluating proposals, each agency is retaining authority over its own funding decisions. CMAP has allocated \$700,000 to the Community Planning Program grants from federal Unified Work Program (UWP) funds and state match. In its current year budget, CMAP has also allocated \$300,000 in additional state funds for grants to local governments. This additional \$300,000 could be used for Community Planning Program grants, or for grants of other types to local governments, with details to be determined later in the year. In summary, the amount of funding available for Community Planning Program grants from CMAP is somewhat flexible, between \$700,000 and \$1 million.

Funding recommendations

The preliminary staff recommendation is to fund 8 of the 10 projects that submitted applications to CMAP, at a total funding level of slightly over \$700,000. Each recommended project advances the goals of GO TO 2040, as demonstrated through the initial applications (all online at [this link](#)) and follow-up interviews with each applicant. These projects, and the recommended funding levels for each, are shown in the table below.

Community	Project	Amount
Algonquin	Downtown Algonquin Planning Study	\$90,000
Chicago	Redevelopment of LeClaire Courts	\$120,000
Downers Grove	Bikeway and Pedestrian Plan	\$80,000
Elgin	Sidewalk Gap and Transit Stop Study	\$100,000
Glen Ellyn	Downtown Streetscape and Parking Study	\$50,000
Hillside	Comprehensive Plan	\$100,000
Plainfield	Transportation Plan	\$120,000
Wheeling	Active Transportation Plan	\$80,000
Total		\$740,000

Only two projects are not recommended to receive funding. The projects, and the justification for not recommending funding for each, are below:

- The Village of Bridgeview applied for funding for a multi-use path through the community. While the project is beneficial, it is also quite advanced and a route for the path and some design elements have already been identified. At this point, it is more appropriate for the project to seek engineering or construction funds rather than planning funds; conducting additional planning studies would have limited benefit. The Village has already applied for construction funds through the Congestion

Mitigation and Air Quality (CMAQ) program; while this application was not successful, CMAP will encourage the Village to continue seeking construction funds from various sources.

- The City of Waukegan applied for funding to create a bicycle and pedestrian plan. CMAP is currently working with Waukegan through the Local Technical Assistance program, and expects the first product to be a “planning prioritization report”, which will review past plans and studies in Waukegan and make recommendations for what the City’s priorities for new planning work should be. Until this prioritization work is done, staff does not recommend committing resources to the proposed bicycle and pedestrian plan. The project has merits, and could be a good candidate for funding next year, if it is identified as one of the City’s top priorities for planning investment.
- In addition, it should be noted the project submitted by the Village of Plainfield was reduced in scope from the original application. The original project scope involved developing a transportation plan for the entire community, with elements related to roadways, transit, bicycle and pedestrian travel, and freight, as well as estimations of cost and programming of transportation improvements into the Village’s capital improvements plan. Plainfield is a large and growing community, and the cost of the submitted project would be quite high; therefore, CMAP worked with the Village to focus the project geographically in the downtown area, lowering the cost to a level comparable to the other funded projects.

Evaluation process

Each submitted project was scored according to the criteria included in the application form (available at [this link](#)). The scoring was done by a team of CMAP staff based on the submitted applications as well as follow-up interviews and in some cases site visits with the applicants. Quantitative scores for each project are available upon request.

Summaries of the applications were also provided to each of the working committees, which were given an opportunity to comment on projects at the committee meetings or through separate communications later. CMAP staff also met with representatives of the region’s transit providers (CTA, Metra, Pace, and RTA) to discuss projects that impacted the transit system. Input from these groups was considered in making the funding recommendations.

Next steps

A recommendation for approval from the Local Coordinating Committee to the CMAP Board will be sought at the Committee’s meeting on August 10. Once approval is received from the CMAP Board and the MPO Policy Committee (which in this case has designated the Transportation Committee to act on its behalf on August 5), CMAP will begin to work with successful applicants to enter into intergovernmental agreements and initiate procurement processes, with startup of each project expected within several months.

August 3, 2011

Page 4

ACTION REQUESTED: Consider approving the Community Planning Program.

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Chicago Metropolitan Agency for Planning (CMAP)

Public Participation Plan

“The CMAP Board’s vision is to provide the framework that will help our region connect its land use to the transportation systems, preserve its environment, and sustain its economic prosperity.”

CMAP Public Participation Plan

Chapter 1: Introduction

- 1.1 Purpose of Plan
- 1.2 Summary of federal regulations
- 1.3 New Standards in SAFETEA-LU

Chapter 2: Overview of the Chicago Metropolitan Region

- 2.1 Our Region
- 2.2 The CMAP Planning Area
- 2.3 Description of CMAP
- 2.4 CMAP's Organization
- 2.5 The MPO and CMAP
- 2.6 MPO Members

Chapter 3: Public Participation

- 3.1 Foundation for the Practice of Public Participation
- 3.2 CMAP's Strategic Direction for Public Participation
- 3.3 Public Participation Goals
 - 3.3A Outreach
 - 3.3B Engagement
 - 3.3C Sustainability
- 3.4 Public Participation Process and Methods
 - 3.4A Outreach
 - 3.4B Engagement
(Information, Education, Involvement)
 - 3.4C Sustainability

Chapter 4: Conclusion

***Appendix A:** Excerpts from SAFETEA-LU Planning Regulations

***Appendix B:** CMAP Strategic Report

***Appendix C:** Mission & Strategic Direction

***Appendix D:** The Regional Planning Act

***Appendix E:** Memorandum of Understanding between CMAP and the MPO

**Appendixes are available on-line as links or in print by specific request.*

Chapter 1: Introduction

The Chicago Metropolitan Agency for Planning (CMAP) is responsible for comprehensive planning for a seven-county region with more than eight million inhabitants.

CMAP was created by merging the staffs and functions of the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC), which were responsible for transportation and land-use planning, respectively, in northeastern Illinois. CMAP serves the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will.

CMAP recognizes that public participation is a key component in effective planning. If northeastern Illinois is to realize its growth potential in the 21st Century, it is essential that the residents of the region have a voice in how the region's plans are formulated.

The purpose of this *Public Participation Plan* is to increase public awareness and participation while widening the range of voices and views in the planning process. The plan explains how CMAP operates, establishes core values for public participation and outlines strategies for increasing public information and participation in the planning process.

A Citizens' Advisory Committee that will monitor the implementation of this plan meets regularly and invites anyone with an interest in regional planning to participate in their meetings and activities.

1.1 Purpose of Plan

This plan seeks to develop a proactive public participation process in northeastern Illinois that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing regional plans and capital programs.

1.2 Summary of Federal Regulations

Federal law requires all metropolitan areas with populations greater than 50,000 people to designate a Metropolitan Planning Organization (MPO) to develop transportation plans for the region. It also requires that a Public Participation Plan be created that affords the public a reasonable opportunity to participate in and comment on transportation plans. Specifically, this Public Participation Plan satisfies the region's Program of Projects public participation requirements of Title 49, U.S. Code Section 5307 (c) (1) through (7). This plan is intended to fulfill those requirements.

However, transportation planning is just one component of CMAP's mission. As CMAP integrates transportation and land use planning into a broader overall

process, the agency intends to conform not only to federal transportation guidelines, but also to guidelines from other local, state and federal agencies whose interests coincide with any of the seven CMAP focus areas described in Section 2.3.

This type of public participation is unprecedented in our region and will require CMAP to create tailor-made programs that are unique to each task we undertake. CMAP will, in effect, be creating an over-arching plan that responds to federal requirements across disciplines (transportation, housing, environment, etc.) and elevates the promise CMAP makes to our residents to partner with them throughout the process.

1.3 New Standards in SAFETEA-LU

Prior to the 2005 passage of the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), CATS followed public participation guidelines contained in earlier iterations of federal transportation law. SAFETEA-LU expanded those guidelines to include the following:

- ◆ The definition of “interested parties” to be engaged in statewide and metropolitan transportation planning has been expanded.
- ◆ A Participation Plan (required for MPOs)
 - Shall be developed in consultation with “interested parties.”
 - Publish or make available for public view transportation plans, State Transportation Improvement Plans and Transportation Improvement Programs.
 - Hold public meetings at convenient and accessible times and locations.
- ◆ Make information available in electronically accessible formats (e.g., the Internet) to the maximum extent practicable.
- ◆ Employ visualization techniques to depict statewide and metropolitan transportation plans.

CMAP intends to use the standards set forth in SAFETEA-LU as the basis for its public participation program, expanding on them where necessary to conform to the regulations of other agencies and to better meet the needs of the residents of northeastern Illinois.

Excerpts from the SAFETEA-LU planning regulations can be found in Appendix A.

Chapter 2: Overview of the Chicago Metropolitan Region

2.1 Our Region

The Chicago region faces many challenges as the 21st Century unfolds. Despite having one of the world's most advanced transportation systems, the metropolitan area experiences the third worst traffic delays in the nation, with congestion projected to worsen as the region adds nearly 2 million people and 1.2 million jobs over the next 25 years. Each year, residents spend 253 million hours and 151 million gallons of fuel sitting in traffic jams, at a cost to the region of \$4 billion.

Chicago's economy benefits from having the world's third busiest "port" – handling 37,500 freight cars per day and moving one-third of the rail freight in the country – but it is in danger of becoming a bottleneck. The U.S. Department of Transportation has estimated that freight movements will double nationally over the next 20 years, further exacerbating the problem.

Northeastern Illinois possesses the nation's second largest public transit system, but resources are lagging as costs increase for both capital improvements and operations. While over \$60 billion is expected to be available to maintain and improve the region's transportation system over the next 25 years, over three-quarters of those dollars are needed just to maintain the existing system.

The local economy has also felt the effects — positive and otherwise — of soaring home values. Housing prices for owner-occupied units increased 35 percent in the Chicago area from 2000 to 2004. But during the same period, household incomes increased only 5 percent and the percentage of households spending more than 30 percent of their income on housing increased from 29 percent to 38 percent. One result is that people are living farther from where they work, with ever-increasing transportation costs. The shortage of affordable housing near major employment centers contributes to traffic congestion, among other negative economic and social effects.

The region's diversity is an asset, with constantly shifting demographics that merit careful, coordinated analysis. Northeastern Illinois has an aging population, with persons 65 years or older projected to nearly double by 2030. Between 1990 and 2000, new foreign-born residents accounted for 65 percent of the region's total population growth, and that pace continues to accelerate. In 2030, the Latino population will constitute one-third of the region's residents. The U.S. Census "non-Latino white/other" group, which includes the Asian population, is expected to constitute less than half the region's people by 2030.

Natural resources are abundant but under increasing pressure. According to Chicago Wilderness, the rapid development of land for urban uses is the primary threat to the region's unprotected natural lands, and in some cases it is even

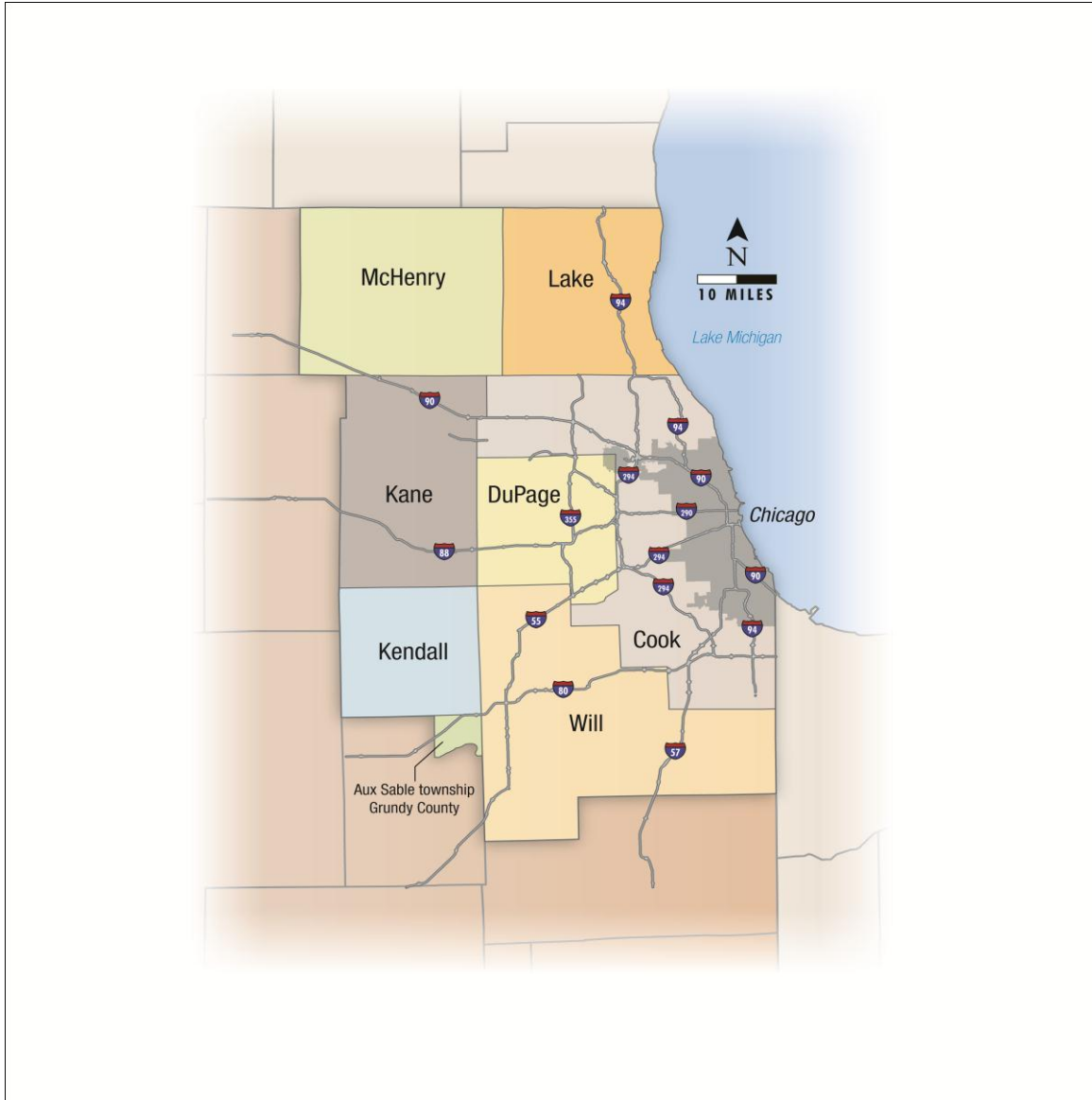
causing serious degradation of protected lands. Four of the seven counties still have significant percentages of their land in agricultural production: Kane County (60 percent), Kendall (86 percent), McHenry (61 percent), and Will (50 percent). In 2002, the market value of agricultural products from these four counties was well over \$300 million. But increasing development threatens prime farmland and our region's role as a world leader in agricultural production.

The region's eastern border is Lake Michigan, one of the world's largest fresh-water resources, serving the majority of the region's water needs. However, the 2030 population forecasts indicate as many as 23 townships may suffer water deficits of varying severity over the next 25 years; recognition of this growing problem helped prompt a statewide water supply study that was announced in Spring 2006.

As a major center of the global economy, metropolitan Chicago has strengths in technology, freight, manufacturing and tourism. The region is home to headquarters of 30 U.S. Fortune 500 companies and 12 Fortune Global 500 companies. According to World Business Chicago, the region features 98 corporate headquarters, second nationally to New York. Twenty-five percent of the largest 100 employers in the region are in electronics, computers or telecommunications. In 2002, Chicago welcomed 32 million visitors who spent an estimated \$8.5 billion. Yet many business leaders recognize the need for coordination of economic development efforts at the regional level to keep northeastern Illinois globally competitive. More than ever, as communities compete to attract investment in this new economic environment, urban and suburban communities must be on the same team because their futures and fortunes are intertwined.

The region is now at a crossroads, as continued growth is clearly ahead. Yet to be determined is whether that growth will constitute progress rather than an erosion of residents' quality of life. Together, through collaborative planning, decision-makers must shape these trends regionally instead of passively letting them shape our individual communities. Nor are these challenges confined to the geographic boundaries of the seven counties that comprise CMAP; in fact, they impact the entire state of Illinois and cross state boundaries.

2.2 The CMAP Planning Area



The CMAP and MPO planning areas both encompass the seven counties in northeastern Illinois: Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. The MPO area also includes Aux Sable Township in Grundy County which, as a result of the last census, is part of the federally-designated urbanized area.

2.3 Description of CMAP

The Regional Planning Act of 2005 created a regional planning board that is now called CMAP. Board members are appointed by the mayor of the City of Chicago and the county chairmen and mayors of each of the seven counties in the region.

General responsibilities of the CMAP Board:

- Develop a regional comprehensive plan that integrates land use and transportation every four years;
- Identify regional priorities and coordinate advocacy on behalf of these priorities;
- Develop and maintain a process of public participation to ensure all interests are part of the regional planning process;
- Plan for the most efficient public and private investments in the northeastern Illinois region.

The CMAP Board's vision is to provide the framework that will help our region connect its land use to the transportation systems, preserve its environment, and sustain its economic prosperity. The agency must be responsive to the region's residents, working cooperatively with municipalities and counties that maintain authority for local land-use decisions. To accomplish this, CMAP will:

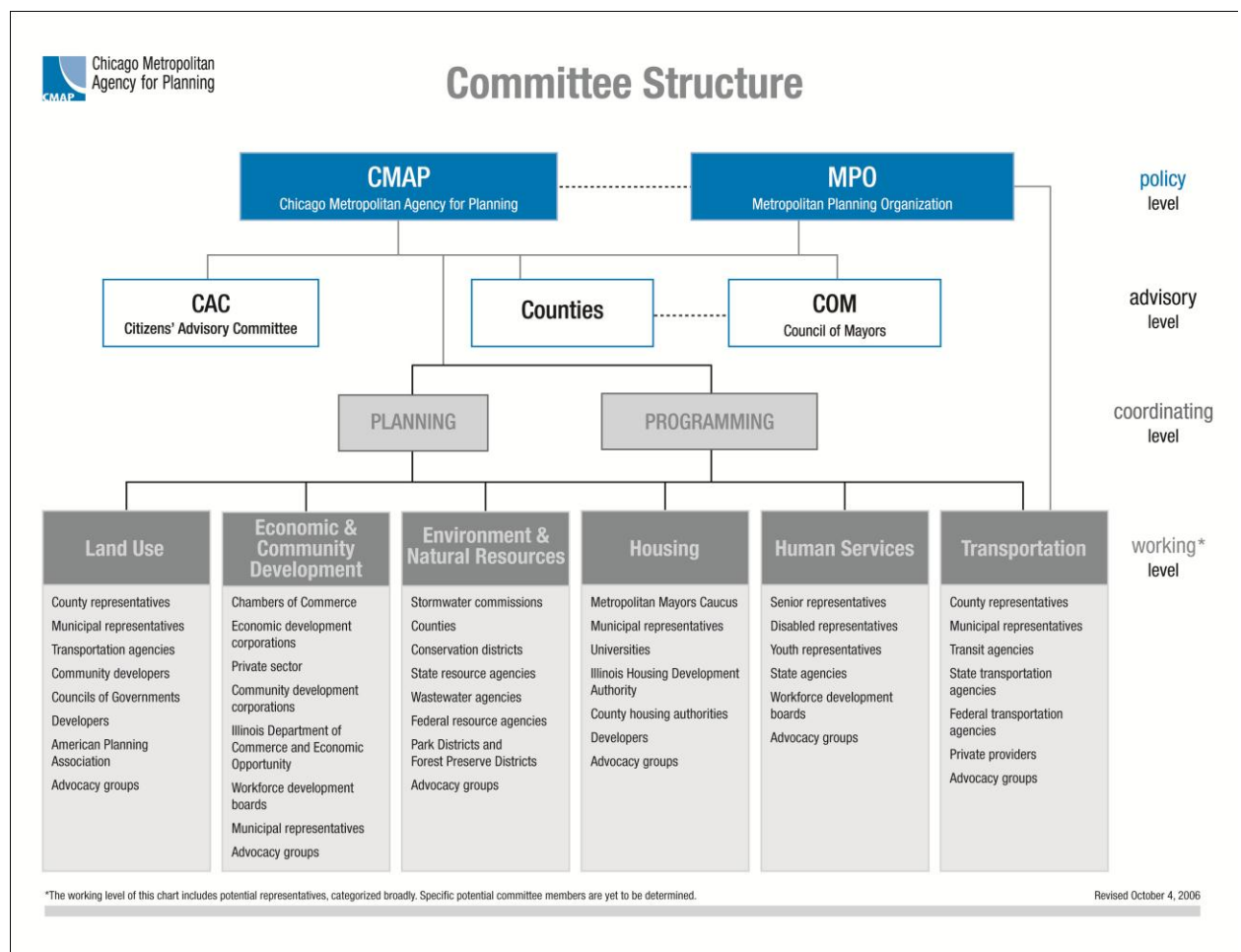
- Develop a comprehensive framework for the region's future through long-range regional plans and strategies.
- Provide high-quality information and analysis through coordinated technical assistance to facilitate regional decision-making.
- Build consensus to identify and advocate for regional priorities.

CMAP's emphasis on comprehensive planning recognizes the interrelationships between various factors, including the impacts they have on each other and collectively on the region. For that reason, the Board and staff have outlined a mission and strategic direction within seven focus areas that include:

- Research and Analysis – Be the authoritative source for regional data collection, exchange, dissemination, analysis, evaluation and modeling.
- Land Use – Promote coordinated and sustainable development, redevelopment and preservation within the region through collaborative local, county and regional land use planning.
- Transportation – Promote a regional transportation system that is safe, efficient and accessible, while sustaining the region's vision related to the natural environment, economic and community development, social equity and public health.
- Economic and Community Development – Enhance economic development and a healthy, balanced regional economy integrated into the global economy through regional coordination, planning and outreach.

- Environment and Natural Resources – Protect and enhance the region’s environmental and ecological health through regional collaboration that actively promotes the adoption of best practices.
- Housing – Create a comprehensive regional housing plan as part of an overall comprehensive plan and provide support tools so that projects adhere to the regional framework.
- Human Services – Enhance the regional quality of life by being the objective source of information, expertise and policy perspectives for human services issues (e.g., health care, aging, disability, safety) with a regional scope.

2.4 CMAP’s Organization



2.5 The MPO and CMAP

Both CATS and NIPC had policy boards made up of local elected officials, state and federal officials, implementing agencies, and impacted interest groups. NIPC

Draft

was created by state statute, while CATS was created by an intergovernmental agreement between local elected officials and the governor.

In 1974, the governor and local elected officials designated the CATS Policy Committee as the MPO for the northeastern Illinois region, which now includes all of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will counties, and a portion of Grundy County (Section 2.2).

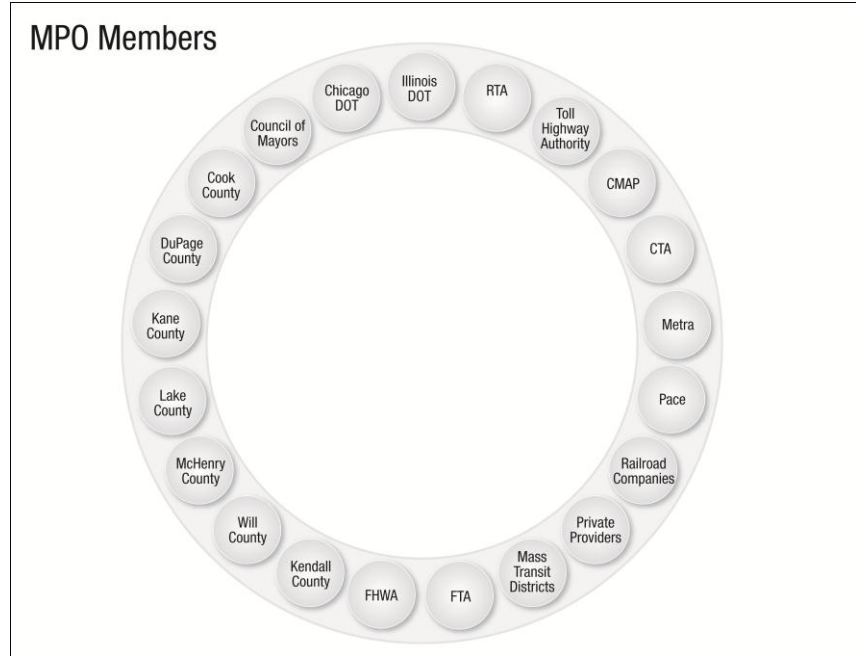
A shared process between the MPO and the CMAP Board will allow for transportation decision-making that is accomplished through a comprehensive approach that is consistent with the region's vision. Additionally, each of the two boards has representation on the other board to ensure communication exists at the policy level. This relationship was formalized in a Memorandum of Understanding (Appendix E) between CMAP and the MPO. This plan is intended to guide the public participation process for both entities.

MPO members (Section 2.6) represent 21 organizations: the Illinois Department of Transportation; the Regional Transportation Authority; the Chicago Metropolitan Agency for Planning; the Council of Mayors; the City of Chicago Department of Transportation; county governments (Cook, DuPage, Kane, Kendall, Lake, McHenry and Will); the Chicago Transit Authority; Class 1 Railroads; Metra; Pace; the Illinois State Toll Highway Authority; mass transit districts; private transportation providers; the Federal Highway Administration and the Federal Transit Administration. The MPO meets four times a year. The MPO receives direct input from the Council of Mayors Executive Committee, the Transportation Committee, other CMAP committees and the staff.

The Council of Mayors was originally formed as a liaison between CATS and local elected officials throughout the region. The Council is an important transportation decision-making body that, in addition to prioritizing projects for federal transportation funds, plays a key role in ensuring that the long-range plan and multi-year program reflect the needs and concerns of citizens throughout the region.

The Council of Mayors encompasses 282 municipalities organized into 11 suburban regional councils plus the City of Chicago. The subregional councils appoint two mayors each to serve on the Council of Mayors Executive Committee, whose chairman serves on the MPO.

2.6 MPO Members



Chapter 3: Public Participation

3.1 Foundation for the Practice of Public Participation

To demonstrate its commitment to informing, educating and involving the public, CMAP first reviewed public participation guidelines developed by the International Association for Public Participation, other federal, state and regional agencies, and CATS' Partners in Progress and NIPC's Common Ground Planning processes. Using those as a foundation, CMAP designed and developed its own guidelines for northeastern Illinois. The guidelines are defined below.

- The public should have input in decisions about actions that affect their lives.
- Public participation includes the promise that the public's contribution will be considered in the decision-making process.
- The public participation process communicates the interests and considers the needs of all participants.
- The public participation process seeks out and facilitates involvement of those potentially affected by local and regional plans.
- The public participation process provides participants with the information they need to participate in a meaningful way.
- The public participation process communicates to participants how their input influenced the decision.

3.2 CMAP's Strategic Direction for Public Participation

Acknowledging its mission to promote comprehensive planning, CMAP will actively engage the public and the agency's planning partners. The CMAP Citizens' Advisory Committee, the Council of Mayors structure, a committee comprised of county officials, and general agency staff outreach activities will be used to obtain input from the public and our partners.

The Citizens' Advisory Committee (CAC) is asked to:

- Provide advisory input to the CMAP Board on proposed regional plans and policies.
- Provide the CMAP Board with guidance that conveys residents' perspectives.
- Make recommendations regarding the CMAP Public Participation Plan.
- Provide feedback regarding the effectiveness of CMAP outreach and engagement strategies.
- Promote public awareness of CMAP plans and programs, encouraging participation by citizens and other interested parties.
- Assist in dissemination of public information and related materials.

3.3 Public Participation Goals

CMAP has established a set of goals around three areas of Public Participation: Outreach – the task of identifying and providing notice to participants across multiple demographic sectors; Engagement – the task of informing, educating, listening and sharing in the planning process; Sustainability – maintaining the relationships with residents to keep them interested in participating.

Following are CMAP’s goals and objectives for effective public participation:

3.3A Outreach:

Goal 1: Design and implement outreach activities to facilitate public participation.

Objective: Facilitate effective public participation processes through early notification of upcoming planning cycles, providing for adequate time and resources for outreach activities and evaluation of those activities.

Goal 2: Develop outreach strategies to identify the interested and affected public.

Objective: Increase the number and diversity of people involved in the planning process both regionally and locally by identifying members of the public who have expressed an interest in or may be affected by upcoming activities.

3.3B Engagement:

Goal 1: Provide information for the public.

Objective: Provide access to accurate, understandable, pertinent and timely policy, program and technical information to facilitate effective public participation in CMAP decision-making processes.

Goal 2: Provide venues and tools to engage the public in planning dialogue.

Objective: Utilize a variety of activities, events and other public engagement tools so the public can provide meaningful input throughout the decision-making process.

Goal 3: Design and develop materials to increase the underserved public's understanding of regional and local planning, including translating those materials into languages other than English whenever possible.

Objective: To accommodate the needs of traditionally underserved populations, such as low-income, minority, disabled, non-English-speaking and other groups who have not participated in the planning process.

3.3C Sustainability

Goal 1: Review and use input and provide feedback to the public.

Objective: Evaluate and assimilate public viewpoints and preferences into final decisions, where appropriate and possible, and communicate to the public the decisions made and how the public input affected those decisions.

Goal 2: Evaluate public participation activities.

Objective: Periodically evaluate the effectiveness of this *Public Participation Plan* and of all CMAP public participation activities.

3.4 Public Participation Process and Methods

To achieve the aforementioned goals, CMAP has established the following strategies and initiatives to engage the public.

3.4A Outreach

Building on the public participation efforts of CATS and NIPC, CMAP already has in place several specific outreach programs for the northeastern Illinois region. These programs allow CMAP to reach the public through elected officials, community leaders, civic and faith-based groups and other organizations to which they may belong. In-place programs include:

CMAP Board and Committees: CMAP Committees make certain that public participation is considered at the policy, advisory, coordinating, working and staff levels.

Elected Officials Initiative: Includes municipal governments, local and county planning commissions, councils of government, municipal associations and county boards.

Planning Professionals Initiative: Collaborates with public and private sector planning professionals across all disciplines (housing, transportation, economic development, etc.).

Civic Initiative: Continues ongoing contact with community leaders and residents who have been participating in meetings across the seven counties.

Community Initiative: Collaborates with organizations to invite participation from groups and communities of interest and identify those who are traditionally uninvolved or under-involved in the planning process.

Youth Initiative: Collaborates with schools and youth-service organizations to increase the current participation and develop ongoing networks involving youth in planning.



Online Web Initiative: Developing an interactive web environment to reach out to the residents of northeastern Illinois and engage them in the CMAP planning process. The web initiative allows and encourages participation in online surveys and other forms of interactive dialogues and responses.

Special Groups Initiative: Reaches out to professional, educational or other groups that have expressed interest in participating in regional planning.

When developing initiatives where outreach is appropriate, agency officials will provide: resources and staff time dedicated to public participation activities; time for conducting and evaluating those activities; and staff and resources to provide technical assistance to the involved public where appropriate.

For each new initiative where outreach is appropriate, CMAP will develop a contact list and add to the list any members of the public who request to be added. CMAP will update each list frequently and strive to ensure lists include the full range of interested and affected parties. CMAP will protect the privacy of individuals on the lists to encourage the broadest possible participation.

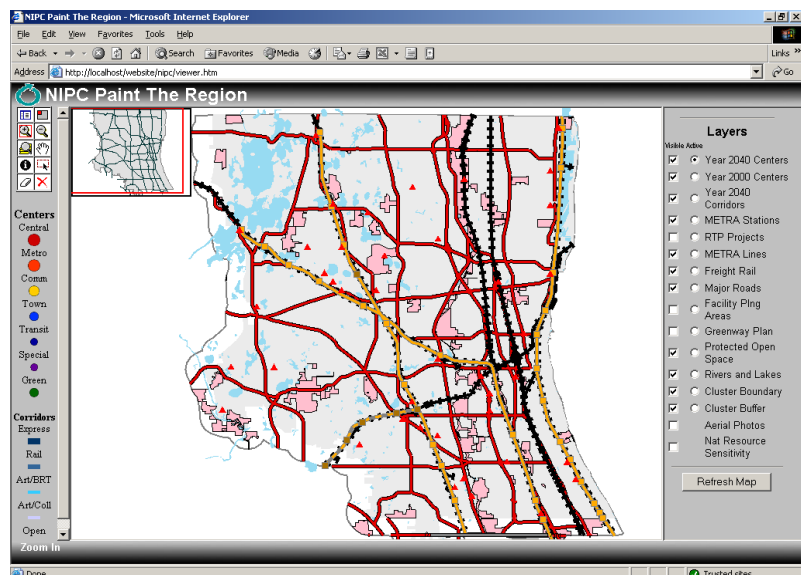
Staff can construct these lists of contacts using various methods, including but not limited to, the following:

- By providing a mailing list sign-up sheet at workshops, community meetings, hearings and other public events.
- By asking those who attend events which, if any, interest groups are missing.
- By asking our partner agencies and CMAP committee members to provide contact information for other interested parties.
- By using other comprehensive or creative means that consider the community structure, languages spoken, local communications preferences and the locations (such as libraries, churches, schools and other centers) where the community regularly congregates.

3.4B Engagement

Information programs require the use of appropriate communication tools and will be tailored to accommodate the public's familiarity with the subject and means of access. These can include publications, fact sheets, technical summaries, bibliographies, resource guides and electronic materials.

Information Resources & Visualization Tools: CMAP utilizes a variety of printed and electronic tools to inform the public about its mission and programs. Printed materials include pamphlets, brochures, reports, fact sheets, press releases and media advisories, plans, working papers, mailers, working papers and newsletters. Electronic tools include the website, list serves, compact discs, videos, PowerPoint presentations, and CMAP's "suite" of visualization tools ("Paint the Town," "INDEX PlanBuilder" and "INDEX Insight"), which are GIS-based interactive computer programs that



allow participants to create various growth scenarios and compare them to their vision and goals.

Education: CMAP hosts workshops, seminars, open houses, public meetings and forums, focus groups, press briefings and other meetings to educate the public at places easily accessible to interested and affected persons and organizations. For each meeting, a customized set of tools are employed to both localize the planning process and to place local plans into context within the broader regional planning effort.

Involvement: Feedback from the public is essential to creating plans the public will support. Feedback is obtained through surveys and comment forms distributed on-line and through the U.S. Postal Service; at public meetings, workshops, forums and open houses; from focus groups and advisory committees; and from other organizations that partner with CMAP in the planning process.

3.4C Sustainability

CMAP strives to continually inform, educate and involve the public in the planning process. In measuring our work, CMAP also intends to continually evaluate what we have done and share those evaluations with the public.

Why CMAP measures: To ensure resident's concerns and issues are directly considered in the alternatives developed and provide feedback on how the public influenced the decision.

What CMAP measures: The number of meetings conducted, demographics of attendees, media coverage, the type and quantity of materials presented, translation of materials, website hits, the number of public comments, how those comments changed the plans, how public concerns and preferences were addressed and whether the public understood the information.

When CMAP measures: Following every public outreach event, at the end of every planning cycle, at the end of each calendar year.

Feedback CMAP provides: Meeting reports, public comment and response reports, analyses on the impact of public response and an Internet-based public comment database.

Chapter 4: Conclusion

Northeastern Illinois is a highly diverse region featuring large urban, suburban, ex-urban and rural areas, numerous socio-economic layers and a multitude of language and ethnic minorities. While diversity gives the region its unique flavor, the interests of the various publics are often competing. CMAP's job is to engage those competing interests in a dialog that results in comprehensive plans that promote the overall well-being of the entire region.

CMAP is committed to a public participation process that involves residents in every step of the planning process – from concept to final construction. Along the way, CMAP will provide the information the public needs to make enlightened decisions, afford opportunities for the public to evaluate and respond to that information, and take the public's response into consideration before finalizing any plans.

There are opportunities for public participation throughout the planning process. This plan is meant to articulate how those opportunities can be facilitated.

Appendix A -- Federal Regulations

This appendix contains the pertinent section of the final rule on Metropolitan Transportation Planning as published in the February 14, 2007 Federal Register.

Under Section 450.316:

Section 450.316: Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report

on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under Sec. 450.314.

Under Title 49 U.S. Code Section 5307 Urbanized Area Formula Grants

(c) Public Participation Requirements.--Each recipient of a grant shall--

(1) make available to the public information on amounts available to the recipient under this section and the program of projects the recipient proposes to undertake;

(2) develop, in consultation with interested parties, including private transportation providers, a proposed program of projects for activities to be financed;

(3) publish a proposed program of projects in a way that affected citizens, private transportation providers, and local elected officials have the opportunity to examine the proposed program and submit comments on the proposed program and the performance of the recipient;

(4) provide an opportunity for a public hearing in which to obtain the views of citizens on the proposed program of projects;

(5) ensure that the proposed program of projects provides for the coordination of public transportation services assisted under section 5336 of this title with transportation services assisted from other United States Government sources;

(6) consider comments and views received, especially those of private transportation providers, in preparing the final program of projects; and

(7) make the final program of projects available to the public.



Chicago Metropolitan Agency for Planning

Agenda Item No. 11.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
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MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: August 3, 2011

Re: Developments of Regional Importance (DRI) Process

CMAP staff recommends continuing the existing process for evaluating Developments of Regional Importance (DRI) for an additional two years; until July 31, 2013. The only modification to the process will be to update the discussion of the advisory report content to emphasize consistency with the goals of GO TO 2040.

Action Requested: Approval

Staff Recommendation to continue existing DRI Process

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

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

CMAP published an application procedure and an on-line mapping tool for use during the trial period. These are found under the [Data](#) tab on the CMAP website. This DRI process was approved for a two-year trial period. The two year period commenced on August 1, 2009 and ended July 31, 2011. Following the two-year trial period, the Board indicated that it would review the process and its effectiveness.

At the CMAP Board’s June 2011 meeting, no applications were submitted during the trial period to date. Shortly after that meeting, a DRI application was received by CMAP, but it was later withdrawn.

In preparing its recommendation, staff’s only concern with the existing process was that it align with and complement GO TO 2040 as adopted by the CMAP Board in October 2010. While DRIs are not specifically discussed in GO TO 2040, there was an expectation among the DRI stakeholder group that the new regional comprehensive plan would clarify and explicate the goals of regional development. GO TO 2040 accomplishes this by establishing numerous benchmarks and objectives that can guide development proposals beyond the short list that appears in the current DRI Process. Staff recommends that the current DRI process be edited to emphasize the goals of GO TO 2040 with its stated indicators being used as the fundamental basis for establishing the content of any DRI Advisory Report commissioned by the Board.

CMAP Process for addressing Developments of Regional Importance

August 25, 2009

Background

Assessing the impacts and providing planning guidance on Developments of Regional Importance (DRIs) is a new element to the work program of the Chicago Metropolitan Agency for Planning (CMAP). The preceding regional planning agencies had occasional involvement in regionally significant land use or economic development proposals in addition to including major capital transportation improvements in the Regional Transportation Plan (RTP). CMAP's DRI process provides a new opportunity for regional partners to comprehensively assess the regional implications of large-scale development proposals, reconcile regional priorities associated with these proposals and coordinate independent actions in support of regional goals. Examining these impacts from the regional perspective offers an opportunity to align projects and create consistency with our regional plans such as the CMAP *GO TO 2040* Plan.

The Illinois Legislature specifically enabled¹ CMAP in this area:

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

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

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

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

It is CMAP's intent to review development proposals that have the possibility of introducing widespread regional impacts to the daily activities of significant numbers of people or to the natural environment. Of particular concern are characteristics of proposals that may have impacts beyond the jurisdiction of the permitting agency (e.g. municipal zoning, county stormwater, state transportation departments). At the same time, it is not CMAP's intent to usurp the due authority of permitting agencies or unnecessarily delay a proposed development with a review of questionable relevance or value.

¹ Illinois General Assembly, Public Act 095-0677.

Introduction

This DRI process is intended for a two-year trial period by CMAP. At that time, the process and its effectiveness will be reviewed by the CMAP Board.

1. Requesting a DRI review

Requests that CMAP review a project may be made by:

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

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

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

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

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

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

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

- For privately funded developments, requests for a DRI review are accepted by CMAP staff only after the relevant zoning change application has been filed with the local governments with jurisdiction. DRI designations must be made prior to development rights being vested by the appropriate local government using its zoning authority to permit the proposed use by right.
- For publicly funded developments, requests for a DRI review are accepted by CMAP staff only after the project is programmed for preliminary engineering. DRI designations must be made prior to the project being programmed for construction. If all necessary federal or state permits are already issued then CMAP will not review the development under the DRI process.

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

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

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

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

4. DRI designation by the CMAP Board.

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

A. CMAP staff prepares documentation certifying that:

- The DRI request has been properly made.
- Criteria to review within the proper time window are met.
- DRI thresholds are exceeded based on reported characteristics of the project.

B. The DRI request and the staff documentation is placed on the agenda for the next regular Board meeting.

C. After discussion, the Board votes to accept/reject the DRI review request.

- By accepting: The Board is directing CMAP staff to conduct an evaluation and prepare an advisory report within 30 days.
- By rejecting: The Board is directing CMAP staff to issue a statement of no further action on the request.

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

5. DRI Advisory Report

The following steps compose the preparation by CMAP staff of the DRI Advisory report. A DRI Advisory Report is prepared only if the Board votes to accept the DRI review request. The DRI

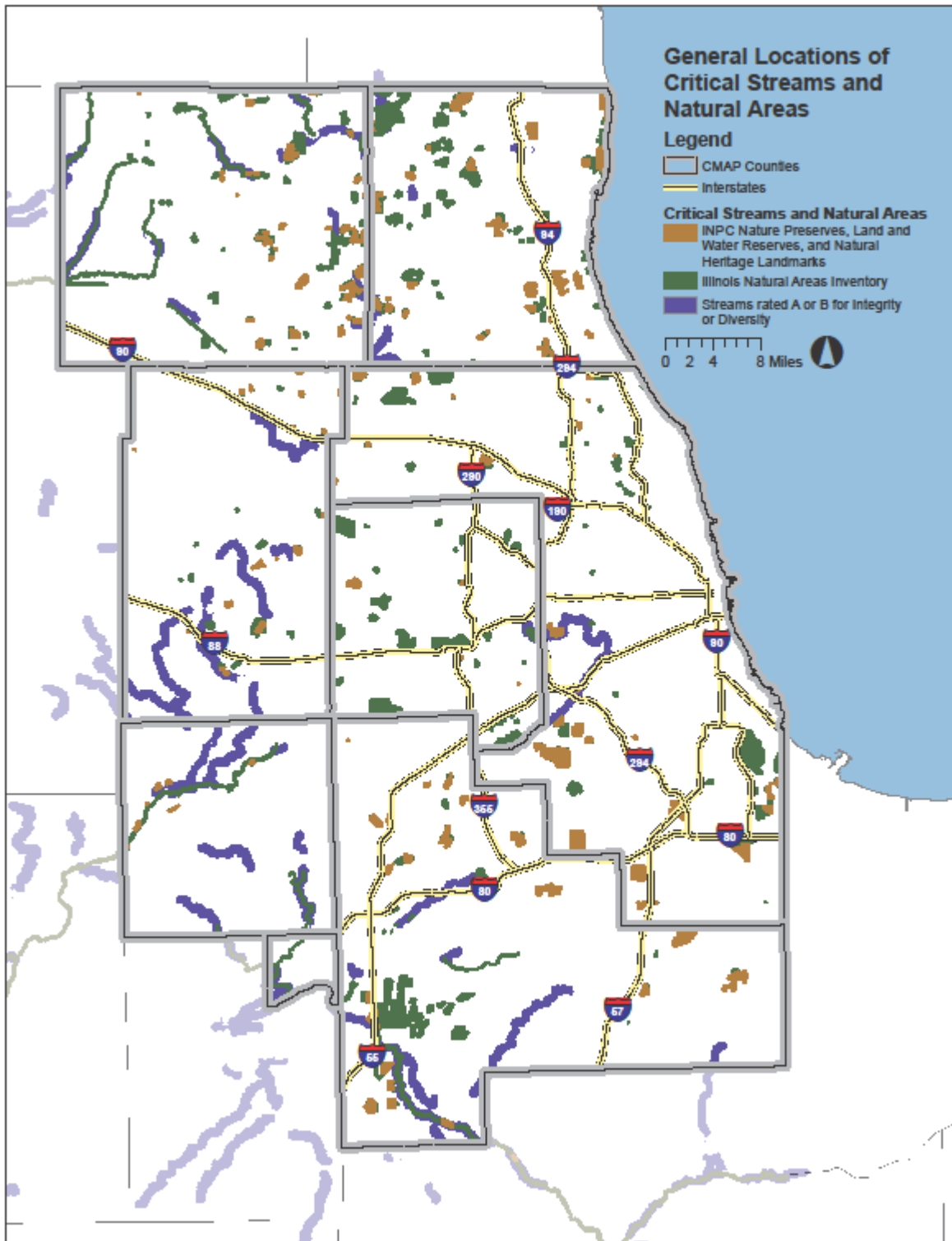
Advisory Report must be published within 30 days of the Board's acceptance of the DRI request. The report will contain recommendations in support of our regional comprehensive plan and best management practices.

- A. CMAP staff prepares an outline of advisory report topics to be evaluated along with an itemization of information needed to analyze the project (including but not limited to traffic estimates, site maps, proposed uses and densities). The advisory report will seek to establish whether the proposal:
 - a. Significantly affects important features of the natural environment.
 - b. Significantly changes prevailing development density. Examples include large new developments that might place unexpected burdens on water supply, sewer, storm water and local road systems.
 - c. Significantly affects operations on a regional transportation facility. Examples include major commercial, industrial or warehousing developments sited for convenient access to expressways and tollways.
 - d. Significantly changes existing land use patterns. Examples include substantial conversion between agricultural, residential, commercial and/or industrial uses.
 - e. Affects the function or performance of a planned or existing public investment.
- B. If CMAP staff does not currently have access to needed data, a request is made to jurisdictions with authority. At their discretion, the jurisdiction may pass the request to an appropriate provider of the data. In any case, CMAP staff will proceed with preparing the advisory report with the best available data.
- C. CMAP staff will formally submit the report to the CMAP Board. CMAP will notify jurisdictions with authority and affected property owner(s) of record of the advisory report publication. Neighboring property owners and jurisdictions will be notified in consultation with the local government. The publication will also be posted on CMAP's Website in a form permitting interested individuals to subscribe for e-mail notification.

6. Closing the DRI review

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

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



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

Frequently Asked Questions (FAQs)

What is a Development of Regional Importance (DRI)?

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

Does CMAP charge a fee to review a DRI?

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

Are there any financial incentives to encourage compliance?

There is no current policy for financial incentives.

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

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

Why would anyone want to have their projects reviewed?

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

Does CMAP have the authority to stop a project?

No, CMAP's role is advisory.

What happens after a DRI review?

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

How should advocacy groups and citizens initiate a DRI?

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

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

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

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

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

How does the DRI complement the *GO TO 2040* Plan?

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

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

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

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

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

Who defines the critical streams and natural areas?

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

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

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

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

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

--end--

Proposed CMAP Board letter on Illinois Tollway Capital Plan

Transportation is one of our region's greatest challenges as we look to the future. Our infrastructure is aging fast and requires more investment. High levels of traffic congestion create a significant drag on regional productivity, and addressing it through careful, targeted expansion will provide substantial benefits to businesses and residents. The Illinois Tollway's 15-year capital plan proposal is both a necessary and brave step in the right direction. Implementation of this plan will make our transportation system work better for everyone.

To make our system truly "world class," the GO TO 2040 regional comprehensive plan emphasizes that we must prioritize investments toward *maintaining* and *modernizing* our existing assets. By directing \$8 billion of a total \$12 billion toward maintenance and modernization, the Tollway capital plan is right in line with this principle. Your plan also reflects the region's top priorities with a select group of major new projects that will add capacity, improving mobility and bolstering the region's status as one of the world's greatest economic centers.

While your plan emphasizes investment efficiencies, financing these needed improvements is certainly a challenge. GO TO 2040 makes the case for increased revenues to fund transportation and notes that the region should emphasize funding options that require users to pay an amount closer to the actual cost of using the highway system, where each additional user imposes congestion costs on others. These types of strategies will both help raise revenue and enable the system to operate more efficiently.

While a toll increase will be difficult for many to accept, the current rates on the system are extremely low relative to other places in the U.S. While prices for all other goods and services have risen over the last 30 years, tolls have remained flat for most users. Without an increase, these revenues will continue to lose purchasing power, leading to an erosion of the system. Realizing that a goal of future economic prosperity requires better than this, CMAP supports the financing plan that the Tollway has put forward for maintenance, modernization, and system expansion.

The Tollway has identified the Jane Addams Memorial Tollway (I-90) as a near-term priority for reconstruction and modernization, including planning for transit in the corridor. Along with the Jane Addams, the Tollway's other two major capital project priorities, the Elgin O'Hare West Bypass and the I-294/I-57 interchange, clearly reflect GO TO 2040's prioritized list of major capital projects over the next 30 years. GO TO 2040 specifically recommends a managed lane treatment for the Jane Addams and the Elgin O'Hare West Bypass, and CMAP urges the Tollway to consider innovative strategies like congestion pricing for managing both the *type* and *cost* of traffic in these corridors.

Your plan also commits funding to advance the Central Lake County Corridor, another GO TO 2040 major capital priority project, and the CMAP Board supports the recent formation of the Blue Ribbon Advisory Council to develop consensus on design and planning options for the corridor. We want to stress again that of the 52 major highway and transit projects examined in the GO TO 2040 process, the Central Lake County Corridor would have by far the highest congestion reduction benefits. This remains a vital project for enhancing regional mobility, and CMAP supports moving this project past the planning phases and into construction within the next 15 years.

As the official regional planning organization for the seven counties of northeastern Illinois, CMAP is governed by a Board whose membership reflects a regional consensus on how to bring about the policy and investment changes that are needed to sustain metropolitan Chicago's economic competitiveness and quality of life for decades to come. With this capital proposal, the Tollway has demonstrated tremendous leadership toward implementing the vision laid out in GO TO 2040.



Chicago Metropolitan Agency for Planning

Agenda Item No. 13.0

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MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: August 3, 2011
Re: Final Report – 2011 Spring Session

LEGISLATIVE NEWS

Redistricting

Illinois Republicans filed suit Wednesday, July 20, seeking to overturn the state's newly-drawn legislative boundaries. The lawsuit, filed in federal court in Chicago, claims the new boundaries place more than two dozen incumbent Republican lawmakers into the same district and fail to create enough Latino and black voting districts. Another lawsuit was filed to challenge the congressional map approved by the Governor. The lawsuit alleges the map creates a super majority of Latino voters in the Fourth Congressional District and protects Democratic incumbents causing some Republican candidates will have to face each other in elections.

Member Updates

Senator Susan Garrett (D-Highwood) announced that she will not seek re-election. She serves the 29th State Senate District, which includes communities along the north shore of Lake Michigan. Her current term ends in January, 2013. She began her career in the House in 1997.

Earlier this summer, northeastern Illinois lost a leader in the House, Rep. Mark Beaubien Jr. He served seven years, representing the 52nd House District which included communities in Lake and McHenry counties. He worked closely with leaders on budget-related matters and was well-respected on both sides of the aisle. His successor will be House Republican Appropriations Director Kent Gaffney. He resides in Lake Barrington.

State Budget

Just shy of the new state fiscal year the Governor approved a \$32.98 billion budget. He made cuts in the amount of \$376 million, consisting primarily of Medicaid obligations, school transportation funding and the operations and compensation for regional superintendents of schools. For more information on the cuts, [click here](#). Any specific line item vetoes will be sent back to the General Assembly for consideration

August 3, 2011

Page 2

Capital Bill

On Monday, July 11, the Supreme Court unanimously upheld the constitutionality of the \$31 billion capital spending plan stating that the subject of capital projects has a “natural and logical connection” to the subject of revenue. In 2009, the state passed the capital spending plan (public Act 96-34) to pay for the "Illinois Jobs Now" program. Shortly after the passage a lawsuit was filed by Wirtz Beverage Illinois, LLC, alleging a violation of the single subject clause of the Illinois Constitution. This suit was rejected by the lower courts, and then reversed by the Appellate Court early this year. The Appellate Court found that the provisions of Public Act 96-34 were not all related to the single subject of “revenue” contained in the official title. However, the Supreme Court opined that the single-subject rule was not limited to the title and evaluated the legislation as a “capital projects” plan, which it found to be a legitimate single subject. The plan included numerous projects for schools, roads, sewer and other critical infrastructure. The sources of revenue to pay for the program that caused the controversy and the legal battle. These include legalized video poker, increases in driver's license and license plate fees, and higher taxes on alcohol, candy, soft drinks and beauty products.

Committee Hearings & Reports

The House and Senate had a few committee hearings in July. The first was a joint House Revenue & Finance and Senate Revenue Committee. The committee discussed Illinois’ business tax structure and incentive programs. The CMAP Policy Update contains a summary of the hearing. This committee will meet three more times in the following communities: Rockford (8/2/11), Springfield (8/23/11) and Marion (8/30/11).

The Small Business and Workforce Development Committee also met this month. The topic was unemployment and job creation. The meetings were either occurring at the time of this report or after this report was distributed; therefore no additional information was available.

A joint committee of the Senate Local Government and Transportation committee met Friday, July 29 to review Metra's proposed reduction of service and possible rate hikes. Testimony was given by both Metra and the RTA. The panel inquired about rising fuel costs impacting Metra’s budget and how the service boards and RTA are working to consolidate services or benefits to provide cost savings for the future. Another joint hearing is scheduled later this year between the House Mass Transit and Senate Transportation Committees.

BILLS SIGNED BY THE GOVERNOR

Alternate Fuels Act [HB 2903](#) – Rep. Williams (D-Chicago); Sen. Steans (D-Chicago) – CMAP was NEUTRAL on this bill to authorize a \$500,000 grant from the Alternate Fuels Act to be given to car-sharing organizations to purchase alt-fuel vehicles made in Illinois. CMAP supports car-sharing programs in Illinois; however expanding these programs was not a priority of GO TO 2040, thus our neutrality on the bill. **Public Act [97-0090](#)**.

August 3, 2011

Page 3

***IDOT Freight Plan [HB 1761](#)** – Rep. Nekritz (D-DesPlaines); Sen. Wilhelmi (D-Joliet) – CMAP SUPPORTED this bill to require IDOT to publish its master plan every five years (instead of two), and that the plan include a comprehensive and multimodal freight mobility plan that recommends improvements in the operation and management of the freight system. **Public Act [97-0032](#)**.

BILLS SENT TO THE GOVERNOR

Local Government Consolidation Commission [HB 268](#) – Rep. Franks (D-McHenry); Sen. Raoul (D-Chicago) – CMAP was NEUTRAL on this bill that creates a 17-member commission to study the entire structure of local governments and their organization, powers, jurisdiction and function. The Commission will provide legislation recommendations to the General Assembly no later than December 31, 2012. The members of the commission are appointed by the leaders of the House and Senate and the Governor. In our region, this issue is being tackled by councils of government and counties. Because of that, CMAP remained neutral and did not think the ILGA needed to create a commission to begin work that is already ongoing in our region.

***RTA ParaTransit Funds [HB 585](#)** – Rep. Nekritz (D-DesPlaines); Sen. Harmon (D-Oak Park) – CMAP was NEUTRAL on this bill that requires ADA paratransit funding to be appropriated first by RTA prior to the service boards' budgets. Passage of this bill speaks to the emphasis on efficient and fair decision-making about transportation expenditures. This funding is required by law and with this bill Pace no longer has to expend time to request funding that is required of them to implement ADA paratransit programs. This also allows RTA to prioritize this issue at the same level as basic service board funding.

***Public-Private Partnerships for Transportation [HB 1091](#)** – Rep. Nekritz (D-DesPlaines); Sen. Steans (D-Chicago) – CMAP SUPPORTED this bill to allow the state to enter into public-private partnerships for transportation projects. Senate Amendment 3 ensures that no federal laws are superseded when the rules are created for the use of P3. IDOT has some concerns with the bill, which are being addressed.

***Truck Routes [HB 1377](#)** – Rep. Zalewski (D-Summit); Sen. Raoul (D-Chicago) – CMAP SUPPORTED this bill to require municipalities to report to IDOT all preferred truck routes not classified Class 2 or 3, and for IDOT to post those routes on its website. Sharing this data and resources will help improve transparency and provide improved access to information that is critical to better decision-making for local, state and private businesses.

***Bus Rapid Transit [HB 1884](#)** Rep. Rita, (D-Blue Island); Sen. Crotty (D-Oak Forest) – CMAP SUPPORTED this bill to require IDOT, the RTA and state police to establish a five-year pilot program within the RTA boundaries for bus rapid transit on highway and tollway shoulders commencing Jan. 1, 2012.

August 3, 2011

Page 4

High Speed Rail Committee HB 1966 – Rep. Burke (D-Chicago); Sen. Sandoval (D-Cicero) – CMAP MONITORED this bill to create an Illinois and Midwest High Speed Rail Commission to study implementation of HSR. The plan also supports new high-speed rail and encourages the federal government to pursue this, but cautions that new federal spending on high-speed rail should not come at the expense of support for the regional transit system.

Universal Fare Card for Seniors HB 2874 – Rep. Flynn Currie (D-Chicago); Sen. Collins (D-Chicago) – CMAP MONITORED this bill to require the RTA to create a universal fare card for senior citizens. A universal fare card supports the plan's suggestion to improve the transit user's perception and experience.

IDOT Protected Corridors SB 1856 – Sen. McCarter (R-Highland); Rep. Winters (R-Rockford) – CMAP MONITORED this bill to require IDOT to host public meetings for an area designated as a protected corridor for a future road project at least every 10 years after the establishment of the corridor. It also requires that if the project is no longer deemed feasible that lands that are not developed for highways be removed from the protected road category, this would be at IDOT's discretion. CMAP is supportive of protecting corridors for future transportation projects as well as a public process to evaluate whether the land should remain preserved.

POTENTIAL FALL VETO SESSION ISSUES

Many bills that did not pass during the spring 2011 session of the Illinois General Assembly have been or will be worked on this summer in order to introduce new or agreed upon language during Veto Session. CMAP tracked a few bills that are getting revisited this summer in preparation for the fall veto session.

***County Stormwater Fee HB 3372** – Rep. Fortner (R-West Chicago); Sen. Koehler (D-Pekin) – CMAP SUPPORTS this bill to allow counties with stormwater management plans to adopt fees to benefit stormwater management activities and facilities. This provision encourages the use of green infrastructure to earn the credits, which can provide multiple benefits to the community, including improved water quality, improved air quality, increased groundwater recharge, increased recreational space and wildlife habitat, energy savings, carbon sequestration and increased land values. Concerns for the bill came from the real estate community.

***Rainwater Harvesting SB 38** – Sen. Garrett (D-Highwood); Rep. Sente (D-Lincolnshire) – CMAP SUPPORTS this bill to require the Department of Public Health to adopt and publish a minimum code of standards for rainwater harvesting collection and distribution systems by Jan. 1, 2012. Senate Amendment 1 expands the scope of this legislative directive and simplifies it at the same time.

Sales Tax Sourcing SB 397 – Sen. Hutchison (D-Chicago Heights); Rep. Currie (D-Chicago) – CMAP is NEUTRAL on this bill. The bill specifies that sales taxes imposed by the State and units of local government, sales are attributed to the unit of local government where the

August 3, 2011

Page 5

purchase order is accepted. HA1 provides new guidance for where the retailers' occupation tax liability is given and allocating the local share of the state tax imposed. Negotiations continue to take place with the goal to address the issue in the fall. **HA1 re-referred to Rules Committee.**

Energy Infrastructure Modernization Act SB 1652 – Sen. Jacobs (D-Moline); Rep. McCarthy (D-Orland Park) – CMAP is NEUTRAL on this bill. Authorizes public utilities to invest roughly \$2.6 billion to modernize the electric infrastructure and provide a digital smart meter for every residential customer. The bill includes new performance standards on reliability, customer service, and job creation with penalties to utilities that fail to meet them. ICC retains authority and oversight to review and set rates. The ICC would set rates each year after an eight-month proceeding where utilities would have to demonstrate that investments and operating costs are prudent and reasonable. Annual residential increases are held to no more than 2.5% on average for the first three years of the program. The bill also includes clean energy provisions and removes barriers for renewable energy with new energy efficiency programs. The bill sunsets in six years. The Governor and the Attorney General remain concerned about consumer protections, in an effort to protect the bill from a gubernatorial veto Senate Majority Leader Cullerton put on a **Motion to Reconsider.**

Intermodal District (no bill number)

During the spring session, Senator Wilhelmi introduced legislation to address overweight truck fees and fines. Concerns were raised by local government. This language creates the Illinois Transportation District Authority, which would have authority over roads within the designated district. Local governments would turn over roads they used to manage, maintain or rehab to this district, which would create user fees for the roads and develop regulations for freight traffic in order to manage the system.

ACTION REQUESTED: Informational

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